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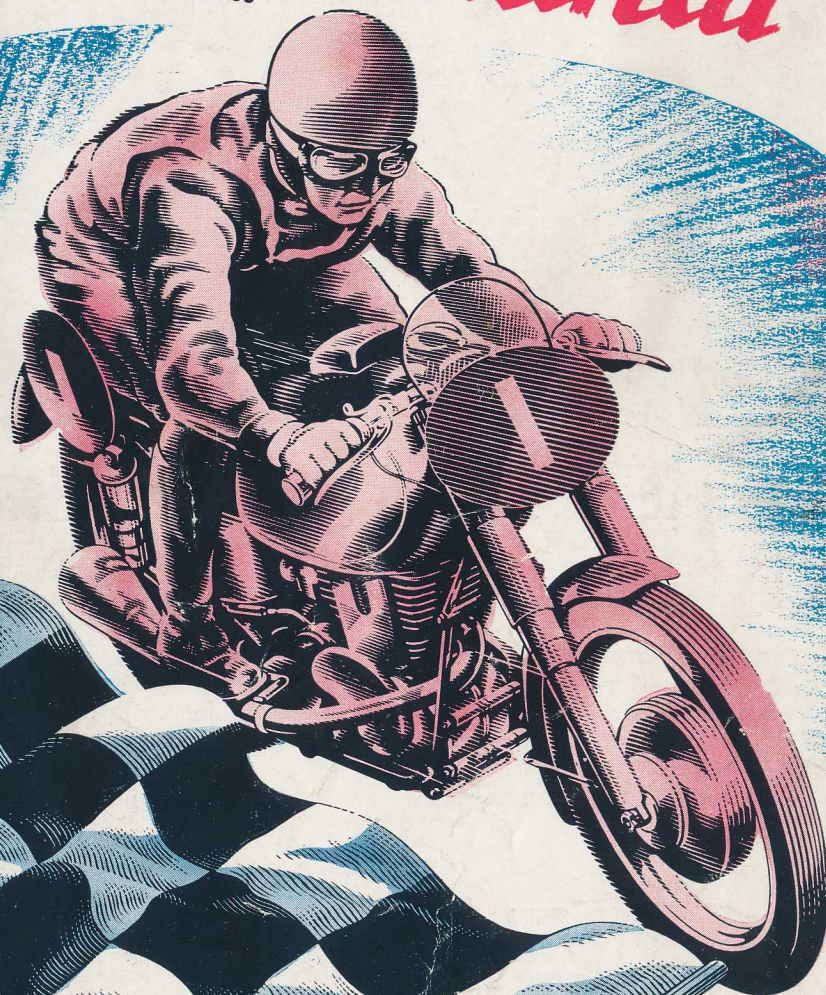


BRITISH
MOTOR CYCLE
RACING CLUB

Silverstone, 26th Sept., 1953

INTERNATIONAL

Hutchinson Hundred



OFFICIAL
SOUVENIR
PROGRAMME

2s.



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British Motor Cycle Racing Club Limited
(Affiliated to the A.C.U. as a Non-Territorial Club)



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

THE INTERNATIONAL 'HUTCHINSON 100'

AN INTERNATIONAL ROAD RACE MEETING FOR
SOLO MOTOR CYCLES, MOTOR CYCLES WITH SIDECARS
AND THREE-WHEEL CYCLECARS AT THE

Silverstone Motor Circuit
Near Towcester, Northants.

on Saturday, 26th September, 1953

*

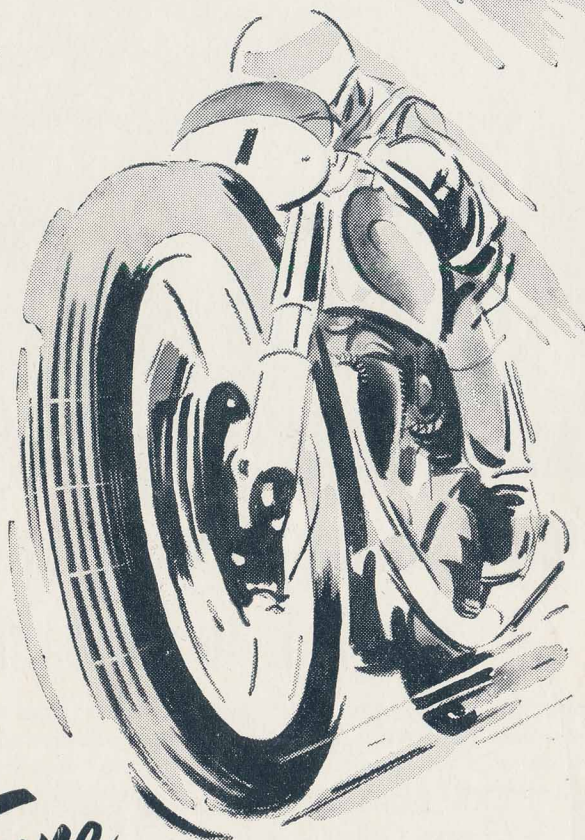
Held under the International Racing Code of the F.I.M., the
General Competition Rules of the A.C.U., and the Supple-
mentary Regulations of the British Motor Cycle Racing Club.

*

International Competition No. 105 T.T.C. No. 593

Permit No. A.C.U. 471
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Vice-Presidents : Professor A. M. Low, D.Sc., A.C.G.I.,
E. C. E. Baragwanath, H. L. Daniell, C. A. Lewis.

STEWARDS

OF THE MEETING

A.C.U.: G. R. Allan.

Club: Sir Algernon Guinness,
BART., E. C. E. Baragwanath and
H. L. Daniell.

JUDGE

A. E. T. Comerford.

SCRUTINEERS

A. C. Squillario (in charge) and
Assistants.

A.C.U. TIMEKEEPER

IN CHARGE

L. H. Lumby (International)

TIMEKEEPERS

V. C. Anstice (International),
H. W. Shuttleworth (International),
R. L. Christian (National),
T. G. Pickering (National), S. A.
Nichols (Certified 'A'), F. C.
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Wheeldon (Certified 'A').

MEDICAL

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(Chief M.O.) and Dr. Gordon
Hadfield (Honorary M.O. to the
Club) assisted by members of
the St. John Ambulance Brigade.

STARTER

O. De Lissa (in charge).

LAP SCORERS

L. S. Cheesewright (in charge)
and Assistants.

RESULTS OFFICIAL

D. Bates.

MARSHALS

Chief Marshal: W. G. Jarman.
Chief Course Marshal: W. A. S.
Knox-Gore.

Flags and Phones: L. E. Baker.
*Competitors' Vehicle Park and
Test Area*: E. Hopgood.

Paddock Entrance: A. House.

Pits: E. Headlam.

Paddock Exit: A. L. Huxley.

Bridge: L. A. Monaghan.

Mobile: E. Cooper, A. S. Her-
bert, D. McBain and P. Walsh.
Assisted by Members of the
Metropolitan Police Motor Club,
the Mid Bucks M.C.C. and
B.M.C.R.C.

ANNOUNCERS

L. J. Archer, E. W. Fitch and
G. M. Hopkinson.

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TRACK MANAGER

J. W. Brown.

ASSISTANT CLERK

OF THE COURSE

E. A. Atcheler.

CLERK OF THE COURSE

AND SECRETARY

OF THE MEETING

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

Acknowledgements are made to the British Racing Drivers' Club for the use of the track, to the local authorities both in Northants and Bucks, for their co-operation, having special regard to the work of the Northampton and Buckinghamshire County Constabularies, the Northampton County Council Fire Brigade and the St. John Ambulance Brigade.

Thanks are also due to all those Voluntary Officials and Marshals who are today giving their services: The Birmingham Private Fire Brigade and the Fire Prevention Squad of the Midland Automobile Club; to Joseph Lucas Ltd. (paddock siren equipment), Lockheed Hydraulic Brake Co. (Pit Facilities) Lambretta Concessionaires Ltd. (Officials' Transport).

The work of the following contractors is also gratefully acknowledged: Aerosigns (London) Ltd. (banner advertising), The Antone Co. (public address equipment), Pattison Hughes Ltd., Birmingham (catering), The National Fire Protection Co. Ltd. (fire equipment), Owen Brown & Sons (Tents) Ltd., Loughborough (fencing and tentage), The Borough Press, Swindon (printing), Mills Scaffold Co. Ltd., Coventry (stands).

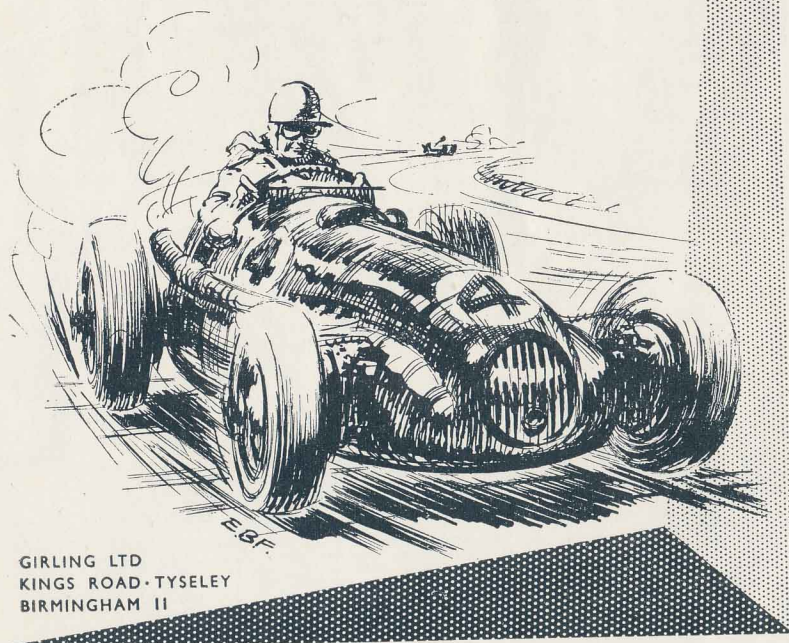
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Description of Events

(ALL EVENTS ARE SCRATCH RACES)

EVENT	TIME	DESCRIPTION	PAGE
1	10.00 a.m.	First 5 Lap Preliminary Scratch Race for Solo Motor Cycles having engine capacities between 175 c.c. and 250 c.c.	17
	10.25 a.m.	Second 5 Lap Preliminary Scratch Race for Solo Motor Cycles having engine capacities between 175 c.c. and 250 c.c.	17
2	10.50 a.m.	First 5 Lap Preliminary Scratch Race for Solo Motor Cycles having engine capacities between 251 c.c. and 350 c.c.	18
	11.10 a.m.	Second 5 Lap Preliminary Scratch Race for Solo Motor Cycles having engine capacities between 251 c.c. and 350 c.c.	19
3	11.30 a.m.	First 5 Lap Preliminary Scratch Race for Solo Motor Cycles having engine capacities between 351 c.c. and 500 c.c.	20
	11.50 a.m.	Second 5 Lap Preliminary Scratch Race for Solo Motor Cycles having engine capacities between 351 c.c. and 500 c.c.	21
4	12.15 p.m.	10 Lap Scratch Race for Motor Cycles with Sidecars having engine capacities between 490 c.c. and 500 c.c. and Three-wheeled Cyclecars to 1,200 c.c.	22
		INTERVAL	
5	2.00 p.m.	10 Lap Scratch Race for Solo Motor Cycles having engine capacities between 100 c.c. and 125 c.c.	23
	2.40 p.m.	100 Kilometre B.M.C.R.C. Championship Race 20 Lap Final Race for Solo Motor Cycles having engine capacities between 175 c.c. and 250 c.c.	24
	3.40 p.m.	100 Kilometre B.M.C.R.C. Championship Race 20 Lap Final Race for Solo Motor Cycles having engine capacities between 251 c.c. and 350 c.c.	26
6	4.35 p.m.	10 Lap Scratch Race for Motor Cycles with Sidecars having engine capacities between 490 c.c. and 1,000 c.c. and Three-wheeled Cyclecars to 1,200 c.c.	29
	5.10 p.m.	100 Kilometre B.M.C.R.C. Championship Race 20 Lap Final Race for Solo Motor Cycles having engine capacities between 351 c.c. and 500 c.c.	30

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FOREWORD

by the Chairman

On behalf of the British Motor Cycle Racing Club I welcome you to Silverstone and our "Hutchinson Hundred" Meeting.

This year's event is an important one, for the "Hutch" comes of age, it is the twenty-first of the series. Conditions have altered since "Bemsee" organised the first meeting in 1925 and we are faced with many new and difficult problems, but we trust that the Programme we have devised for today will be enjoyed by both riders and spectators.

The most formidable problem with which we are faced is that posed by large entries. In pre-war days a total of fifty competitors was considered to be good; today we have to cope with four times that number, consequently we have been forced to abandon handicap races. We believe in encouraging the tyro and in order to give these beginners an opportunity to race we have included a number of preliminary or eliminating races in the Programme. Only in this way can we cope with a large entry without resorting to ballots or elimination by selection. Every one must be encouraged; some will be the stars of tomorrow.

Awards

THE MELLANO (HUTCHINSON) TROPHY

The Club's oldest challenge trophy from which the Meeting derives its name. Presented by A. V. Mellano, Esq., the cup will be presented to the driver whose average race speed exceeds the existing class lap record by the greatest margin, or if no driver exceeds the class lap record, to the driver whose average speed is nearest to the class lap record.

Originally presented to the club in 1925 the cup was competed for at Brooklands from that year until 1939. On the close of hostilities Brooklands passed out of the possession of Motor and Motor Cycle Racing interests but the Hutchinson Hundred Race has carried on, having been held at Dunholm, Lincoln, in 1947 and 1948, at Silverstone in 1949, when it was won by H. B. Ranson, and in 1950 and 1951 by Cyril Smith and Eric Oliver respectively, both on Sidecar outfits, and last year by J. A. Storr, 499 c.c. Norton.

Existing Lap Records:

125 c.c.	F. H. Burman	2 min. 27 2/5 sec.	at 66.77 m.p.h.
250 c.c.	M. Cann	2 min. 12 3/5 sec.	at 79.26 m.p.h.
350 c.c.	G. E. Duke	1 min. 58 2/5 sec.	at 88.90 m.p.h.
500 c.c.	G. E. Duke	1 min. 53 sec.	at 92.92 m.p.h.
500 c.c. Sidecar	{ E. Oliver P. V. Harris }	2 min. 12 3/5 sec.	at 79.26 m.p.h.
1000 c.c. Sidecar			
	P. V. Harris	2 min. 8 3/5 sec.	82.02 m.p.h.

THE A.M.C. CHALLENGE TROPHY

Presented to the Club by Associated Motor Cycles Ltd. To be held for one year, with replica for retention—to the winner of the 500 c.c. Championship Race. (Holder: W. Doran).

THE AVON TROPHY

Presented to the Club by the Avon India Rubber Co., Ltd. To be held for one year, with replica for retention—to the winner of the 350 c.c. Championship Race. (Holder: C. C. Sandford).

THE WATSONIAN ANNUAL TROPHY

Presented to the Club by R. G. J. Watson, Esq. To be held for one year with memento for retention, and awarded to the sidecar driver gaining the highest number of points for performances at race meetings and hill climbs organised by the B.M.C.R.C. throughout the current year, including and terminating with this meeting. (Holder: W. Boddice).

THE GEORGE REYNOLDS MEMORIAL TROPHY

Presented by B.M.C.R.C. To be held for one year, with memento for retention—to the driver who shall make the fastest lap of the day. (Holder: The late R. L. Graham).

THE CARBUROL CUP

Presented by United Lubricants Ltd. To the driver of the first British machine to finish the 250 c.c. Championship Race.

THE RICKARD TROPHY

Presented by K. Rickard, Esq., to be held for one year with replica for retention. For the best performance by a private owner who is not in receipt of a manufacturer's or other trade support and is also a member of B.M.C.R.C. The final decision in making this award to rest with the Committee of B.M.C.R.C. (Holder: D. A. Tutty).

THE COMERFORD CUP

Presented by A. E. T. Comerford, Esq. To be held for one year with memento for retention. To the B.M.C.R.C. member making the best performance at today's meeting, and who has not won a first place or handicap at any meeting (including today's) throughout the year 1952. The final decision in making this award to rest with the Committee of B.M.C.R.C. (Holder: B. H. King).

SOUVENIR PLAQUES

will be presented to those drivers who have not qualified for a place award but have finished with 11/10ths of the winning time in each of the B.M.C.R.C. Championship Races.

CASH PRIZES

In addition to the above trophies the following Cash Prizes will be presented:

- Event 1—1st £8, 2nd £6, 3rd £3, 4th £1 in each race.
- Event 2—1st £8, 2nd £6, 3rd £3, 4th £1 in each race.
- Event 3—1st £8, 2nd £6, 3rd £3, 4th £1 in each race.
- Event 4—1st £25, 2nd £18, 3rd £10, 4th £5 for Drivers.
1st £8, 2nd £5, 3rd £3, 4th £1 10s. for Passengers.
- Event 5—1st £15, 2nd £12, 3rd £8, 4th £5, 5th £1 10s.
- Event 6—1st £25, 2nd £18, 3rd £10, 4th £5 for Drivers.
1st £8, 2nd £5, 3rd £3, 4th £1 10s. for Passengers.
- 100 Kilometre B.M.C.R.C. Championship Race (Solo m/cs 175 c.c.—250 c.c.)—
1st £30, 2nd £22, 3rd £18, 4th £12, 5th £8, 6th £6, 7th £4, 8th £3, 9th £2, 10th £1.
- 100 Kilometre B.M.C.R.C. Championship Race (Solo m/cs 251 c.c.—350 c.c.)—
1st £35, 2nd £28, 3rd £20, 4th £15, 5th £10, 6th £7 10s., 7th £5, 8th £3, 9th £2, 10th £1.
- 100 Kilometre B.M.C.R.C. Championship Race (Solo m/cs 351 c.c.—500 c.c.)—
1st £35, 2nd £28, 3rd £20, 4th £15, 5th £10, 6th £7 10s., 7th £5, 8th £3, 9th £2, 10th £1.

Important

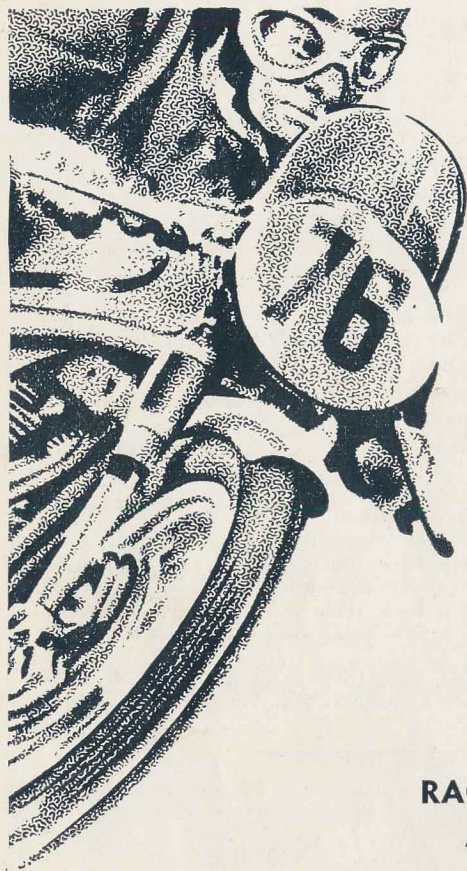


Notice

PUBLIC WARNING

Motor Racing is Dangerous

Spectators attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and drivers and owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.



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SILVERSTONE 27th September 1952

"Hutchinson Hundred" Motorboat races! They might as well have been, and certainly motorboats would have been more appropriate to the appalling weather and track conditions that prevailed throughout the meeting.

But for all the rain, there was some excellent racing, which these pictures recall vividly.

Top picture shows the hectic seconds which follow the fall of the flag—in this case at the start of Event No. 5, a 10 laps Scratch Race for Solos from 400c.c. up to 1,000 c.c. Barrett (499 Norton, No. 4) is well away, but was beaten to the bend by No. 34 (Hodgkin, 998 Vincent).

Event 5 again (second picture), Tait (498 Triumph), Andrews (498 Matchless) and Palmer (499 Norton) take Beckett's Corner a trifle warily on the wet track.

The third picture is a characteristic one of the late and sadly missed Les Graham, cornering beautifully on the 4 cylinder 499 c.c. M. V. Agusta the 100 kilometre Championship Race which he won.

Sole representative of a once popular make of "three-wheeler" was C. Hale (bottom picture) who drove his J.A.P.-engined 994 c.c. Morgan with considerable polish in Events 3 and 8.

Photographs by
Len Horne



Introducing you to . . .

"Bemsee"

TODAY the "Hutch" comes of age, for this is the twenty-first "Hutchinson Hundred" meeting. As in the past, on this special occasion the day's racing is organised by "Bemsee." It is a curious name, contracted from the initial letters of the Club's name, B.M.C.R.C., British Motor Cycle Racing Club.

With the exception of the M.C.C.—the Motor Cycling Club—it is the oldest motor cycle club in Britain, having been founded in 1909. Then, as now, its ideals were to promote racing for the furtherance of the prestige of British motor cycles and British riders. From 1909 until 1939 the Club made its home at Brooklands and there it promoted a variety of race meetings to satisfy all tastes. In the early days, when reliability was lacking, many races were sprints over a mile, and one, two or three laps.

High spots of the 'twenties were the 200-mile races for solo and sidecar outfits and the introduction of the "Hutchinson 100" in 1925, but the mainstay of the ordinary meetings were the three, five and ten-lap handicaps. Slowly, the character of the Brooklands' racing changed; the heyday of the tuners faded out with the passing of the 'twenties. To produce a racing motor cycle in those days the would-be racing aspirant bought himself a sports model and either took it along to one of the acknowledged expert tuners—le Vack, Marchant, Worters, etc.—or did what he could himself. As a consequence there was wide variety of makes represented by the professionals, the works and the private owners.

With the advent of the 'thirties the art of tuning began to be less practised, for certain manufacturers marketed machines based on their own successful—or unsuccessful—models. But they were road racing machines. So it was not uncommon to see at Brooklands, machines equipped with mudguards and road racing handlebars and equipment racing alongside stark and stripped racers with handlebars dropped alongside the tank. As a change from the outer circuit, where sheer speed was a prime essential, coupled always with reliability, the "Mountain" races were introduced. By means of artificial barriers and the steep slope of the banking a tricky circuit was devised, and in this type of event acceleration was of equal importance to speed. Finally, there was built the "Campbell Circuit," planned with the help of the late Sir Malcolm Campbell; a road section which linked the banking with the Fork by way of several corners and a bridge over the river Wey. This circuit was thus half road and half track. A pleasing feature of the Brooklands' days was that there was but one restriction, silencers had to be worn so that those who had been foolish enough to build houses near the track were not upset by the noise! Apart from that, riders were free to choose their own means and ways of obtaining speed; if they wished they could use superchargers; they could use dope fuels or petrol according to their fancy.

Almost every famous British racing motor cyclist has at sometime or other been a member of "Bemsee." Many left when they ceased riding but others remained on, loth to break a connection with the past, and today do valuable work behind the scenes as marshals, etc. Famous names linked with "Bemsee" are the late A. V. Ebbelwhite and George Reynolds, timekeepers at the track for many, many years; the present Secretary General of the F.I.M., Tom Loughborough, who was the first secretary of "Bemsee" before joining the A.C.U. where he was secretary until the recent war; the late Bert le Vack, Claude Temple, Dougal Marchant, are but three of the rider-tuners of the nineteen-twenties; and in later years were the late Eric Fernihough, Noel Pope (holder of the Brooklands motor cycle lap record), Harold Daniell and Geoffrey Duke, four names picked at random from a long list of famous racing men.

Since the war "Bemsee" has been without a permanent home; for a time the Club went to Haddenham, but the venture fell through; Dunholme in Lincolnshire made another temporary home; and for the time being, Silverstone. "Bemsee" has not, however, confined its activities to Silverstone, but has co-operated in organising the motor cycle entry at Shelsley Walsh Hill Climb and Brighton Speed trials; and this year ran a meeting at the new Crystal Palace circuit. Later in the year, October, they will hold a meeting at the new Oulton Park circuit.

At the moment membership stands at between 700 and 800, with members not only from Britain—"Bemsee" is internationally famous—but from all parts of the Dominions and several foreign members from the European countries.

Today's Competitors

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Allington, J. H. V.	5	53/735	Mavro & Son	E.53/1359	Salisbury
Amm, W. R.	2, 3	53/152	Norton Motors Ltd.	E.53/1034	S. Rhodesia
Anderson R.	3	53/721			Haynes
Anderson, W. R.	2	53/148			Hale
Arnold, G.	2	53/172			Warrington
Bacon, R. H.	5	53/686			London, S.W.20
Bagshaw, P.	2	53/621			Scunthorpe
Ball, D. A.	2	53/662			Southall
Banks, D. D.	5	53/716			Blackburn
Barham, A. J.	2	53/269			Droitwich
Barrett, E.	1, 2, 3	53/506			London, N.15
Beasley, D.	1, 5	53/185			Coventry
Bell, D. E.	5	53/404	J. Ehrlich	E.53/1218	Hounslow
Bennett, A.	1, 3	53/285			Coventry
Bostock, H. T.	3	53/274	S.P.O.R.T. Equipe	E.53/1099	E. Molesey
Brett, J.	2, 3	53/515	Norton Motors Ltd.	E.53/1034	Leeds
Brierley, M.	2	53/80			Speldhurst
Brown, A.	2	53/616			Luton
Burman, E. H.	1, 5	53/405	J. Ehrlich	E.53/1218	London, W.2.
Candy, M. J.	2	53/684			Tonbridge
Cann, M.	1	53/211			Leicester
Carter, P. H.	2, 3	53/46			Northwich
Chapman, D. G.	2	53/52	Reading Ace M/C Club	E.53/1106	Reading
Chivers, C. A.	3	53/760			London, S.W.9.
Christian, D.	3	53/424			Douglas, I.O.M.
Clarke, D. G. A.	3	53/383	Waltham Abbey Motors	E.53/1150	Ware
Clark, J. R.	2, 5	53/321	P. J. Agg	E.53/1148	Portsmouth
Clements, P.	5	53/594			Edgware
Coleman, R.	2, 3	53/441	A.J.S. Motor Cycles	E.53/1059	New Zealand
Collier, H. R.	2	53/698			London, E.17
Cooper, L.	2	53/7	Cooper Bros.	E.53/1033	Troon
Cooper, S.	3	53/244			Boston
Dale, R. H.	2, 3, 5	53/273	Austin Munks	E.53/1234	Boston
Davies, T. F.	3	53/688			Coventry
Davey, P. A.	2, 3	53/253	R. Dearden	E.53/1108	Sleaford
Daws, K. S.	1, 5	53/711			Greenford
Dear, L. A.	2, 3	53/409	G. Bryant	E.53/1130	Claygate
Dendy, R. R.	1	53/695			Harrow
Dixon, W. H.	2	53/640			Burnley
Duke, G. E.	3	53/90			Southport
Dudley-Ward, A. J.	2, 3	53/278	S.P.O.R.T. Equipe	E.53/1099	E. Molesey
Dunham, L.	2	53/732			Doncaster
Dunlop, G.	2, 3	53/654	Arter Bros Ltd.	E.53/1037	Barham
Edlin, D. H.	1	53/174			Ickenham
Ellerby, C.	2	53/442	G. Perkins	E.53/1035	Brigg
Evans, H.	2	53/758			Darlington
Farrant, D.	2, 3	53/35	A.J.S. Motor Cycles	E.53/1059	St. Leonards
Faulkner, K.	2	53/206			Harrow
Fay, R.	2	53/745			Liverpool
Fenn, A. A.	1, 3, 5	53/67			Burton-on-Trent
Flaskett, P.	2	53/718	H. W. Fiddament	E.53/1372	Bristol
Fletcher, W. R.	2, 3	53/614			Tolworth
Fordham, M. W.	3	53/755			Girton
Fox, F. M.	2, 3	53/360	T. H. Garner	E.53/1146	Wortley

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
French, L. J.	5	53/289			London, S.W.2.
Fruin, H. L.	5	53/680			Hillingdon
Fuller, F. L.	1	53/685			Southall
Freestone, B.	2, 3	53/347			Lincoln
Gaunt, R.	1, 2	53/624			Doncaster
Geeson, R. E.	1	53/502			Croydon
Glazebrook, J.	2, 3	53/357	Stokes & Glazebrook	E.53/1243	Northampton
Green, V. L.	2	53/591			Birkenhead
Greenwood, O.	2	53/748			Leicester
Griffith, J. P.	3	53/749			Northampton
Griffiths, J. T.	3	53/320	J. N. Smith	E.53/1246	Stevenage
Grossman, K.	1	53/631			Oxford
Gunnell, C.	1, 5	53/213	C. W. Atkinson	E.53/1039	Tanghall
Gerber, W.	2, 3				Switzerland
Hall, H.	1	53/741			Liverpool
Hall, H. S.	1	53/366			London, E.2.
Hall, P. M.	2	53/297			Derby
Harris, R.	5	53/743			Weald
Harrison, R.	3	53/628			Luton
Harrison, R. E. D.	2, 3	53/669	A. W. Harrison & Son	E.53/1216	High Wycombe
Hartle, J.	2, 3	53/761	E. W. Bowers	E.53/1348	Chapel-en-le-Frith
Hayward, F.	1	53/607			Guildford
Heath, F. E.	1	53/679			Accrington
Hedley, J.	2	53/659			London, N.21.
Henderson, M.	5	53/697			Brackley
Hogan, J. A.	5	53/271			Stanmore
Hogan, P.	1, 5	53/757			Pinner
Hordley, W. L.	3	53/215			Coventry
Housley, E.	1, 3	53/304	R. Dearden	E.53/1108	Chesterfield
Humberstone, J. M.	2	53/398	R. W. Humberstone	E.53/1215	Luton
Hutt, W. G.	3	53/657	J. A. Viccars	E.53/1199	Headington
Hyde, J. B.	1	53/296			London, S.E.2.
James, A. D.	3	53/677			Kenilworth
Jefferies, A.	5	53/638	B. A. Rolfe & Son	E.53/1205	Totton
Jerrard, R. E.	2	53/739			Southampton
Jervis, R.	3	53/159			Chesterfield
Johnson, A. G.	2	53/232			Slough
Johnson, D.	5	53/752			Cheadle
Johnson, K. A.	2	53/731			Sutton Coldfield
Jones, A.	1	53/406	Moseley of Greenford	E.53/1367	Harrow Weald
Keeler, R. D.	2, 3	53/542	G. K. Rae	E.53/1079	Hillingdon
Kemp, H. J.	3	53/622			London, S.W.1.
Kempson, E. M.	1, 3	53/618	R. Tyler	E.53/1157	London, S.E.22.
King, B. H.	3	53/369			Kempston
King, B. H.	2	53/369	Geo Bryant	E.53/1130	Kempston
King, R. H.	3	53/63	Geo Bryant	E.53/1130	Bedford
Kavanagh, T. K.	2, 3	53/36	Norton Motors Ltd.	E.53/1034	Birmingham
Lanyon, J.	3	53/108			Jersey, C.I.
Lashmar, D. G.	3	53/617			Stanmore
Launchbury, F.	2	53/123			London, S.W.20.
Lloyd, I. I.	1, 5	53/625	Marsh & Fry	E.53/1105	Bournemouth
Lockwood, M. V.	2	53/313			Ipswich
Luck, C. M.	1, 2	53/281			Birmingham
Main, E. G.	5	53/384	G. K. Lambert	E.53/1444	London, S.E.20.
Maloney, J.	2	53/449			London, W.1.
Marion, R. J.	5	53/428			Bilston
Marriot, P. H.	2	53/312			Kettering
Martin, A. F.	2, 3	53/753			Dunchurch

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Mayne, G.	2	53/691			Farnborough
Menzies, D. J.	5	53/751	P. J. Agg	E.53/1148	Ferring
Monty, G.	2, 3	53/277	S.P.O.R.T. Equipe	E.53/1099	Hampton
Moore, J.	3	53/676			Accrington
Morris, L. G.	3	53/465			London, E.7.
McCubbin, J. C.	1	53/637			London, S.W.6.
McIntyre, R. M.	3	53/9	Cooper Bros.	E.53/1033	Glasgow
O'Rourke, M. P.	2, 3	53/335	Bermondsey M/C Club	E.53/1114	London, S.E.5.
Ovens, T.	3	53/605			Cirencester
Palmer, S.	2, 3, 5	53/709	Stokes & Glazebrook	E.53/1243	Wolverton
Pantlin, E.	1, 2, 3	53/415			Iver
Pearce, H. A.	2, 3	53/245	Angus Motor Cycles	E.53/1098	Surbiton
Perris, F. G.	3	53/258			London, S.W.6.
Petch, C. W.	1, 2	53/283			Higham Ferrers
Price, N. J.	3	53/648			Aylesbury
Price, T.	3	53/308			Wembley
Purslow, F.	1, 5	53/362			Shrewsbury
Ramsden, R. J.	5	53/590			Edware
Ransom, L. B.	2	53/505			Chelmsford
Rhodes, C. H.	3	53/633			Leicester
Robinson, F. A.	3	53/472			Brackley
Rood, B. W. T.	1, 2	53/484	B. Rood	E.53/1307	Loughton
Rose, A. E.	5	53/736			Cheshunt
Rose, D.	1	53/635			Corby
Rowbottom, R. A.	2	53/393	J. R. Mellers	E.53/1224	Scunthorpe
Russell, R. A.	3	53/291			Edware
Rutherford, F. A.	2	53/62			London, E.6.
Ritchie, R.	2, 3		Arter Bros. Ltd.	E.53/1037	Fife
Salt, C. F.	2, 3	53/454	E. Roy Evans	E.53/1363	Sutton Coldfield
Sandford, C. C.	1, 2, 5	53/47	A. R. Taylor Garages	E.53/1036	Blockley
Sandford, C. C.	3	53/47			Blockley
Sandys-Winsch, S.	2	53/303			Norwich
Skenneron, D. S.	2	53/710			Camberley
Smith, R. E.	2	53/333			Surbiton
Smith, R. H.	1	53/683			Hayes
Smith, R. R. C.	1	53/626			Brighton
Snow, D. D.	2, 3	53/110			Merthyr Tydfil
Surridge, C. A.	5	53/674			London, S.E.24.
Surtees, J.	2, 3	53/293	Jack Surtees	E.53/1152	Addington
Swanborough, J. F.	2	53/613			Bradford-on-Avon
Spencer, F. A.	1	53/707			Lincoln
Tait, P. H.	2, 3	53/649	D. Boulton	E.53/1342	Coventry
Tanner, G. B.	2	53/133			London, E.17.
Taylor, A. G.	2	53/596			Birkenhead
Taylor, A. H.	1	53/627			Weybridge
Tedder, L. G.	3	53/300	Chad Motor Cycles	E.53/1366	Romford
Thomson, F. G.	2	53/290	G. T. Motors	E.53/1073	Hassocks
Thomson, J. A.	5	53/135			South Croydon
Thorp, T.	2	53/744			Ruislip
Tinker, S. L.	5	53/403			Australia
Tinkler, E. W.	1	53/647			Mowbray
Tostevin, K. H.	3	53/750			Guernsey, C.I.
Tucker, A. W.	3	53/155			London, S.W.19.
Tulley, K. E.	2	53/21			E. Grinstead
Turner, G. J.	1	53/585			Stanmore
Tutty, D. A.	2	53/381	G. L. Sewell	E.53/1100	Brigg
Thomas, R.	3	53/128			Rochester

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Wade, J.	5	53/446			Sheffield
Walker, J.	3	53/690			Boston
Ward, T. A.	1	53/419			Brackley
Washer, E. J.	2	53/644			Crawley
Webb, D.	2	53/485			St. Helens
Webb, P.	2, 3	53/276	S.P.O.R.T. Equipe	E.53/1099	Surbiton
Webster, W. M.	1, 5	53/55	Websters of Crewe	E.53/1179	Crewe
Wheeler, A.	1, 3	53/41	Wheeler Motors of Epsom	E.53/1193	Epsom
Whitehead, H.	2	53/391			Beeston
Whitehead, W. A.	2	53/664			Stapleford
Williams, A. A.	1, 2	53/655	C. W. Atkinson	E.53/1039	York
Williams, Harvey	5	53/529	J. Ehrlich	E.53/1218	Bromsgrove
Williams, Howard	2	53/663	E. R. G. Earles	E.53/1084	Bromsgrove
Williams, L.	3	53/522			Wirral
Williams, V. T.	1, 2	53/354			Crewe
Willis, E. H.	2	53/126			Didcot
Young, D.	3	53/193			Enfield
Zealand, E.	3	53/734			Dunchurch

SIDECARS AND THREE WHEELERS

Beeton, J. Pass: C. Billingham	4, 6	53/592			Louth
Boddice, W. Pass: B. Storr	4, 6	53/33	E. R. G. Earles	E.53/1089	Smethwick
Bounds, T. W. Pass: R. Lynas	4, 6	53/158			Andover
Davis, E. J. Pass: E. G. Allen	6	53/704			Walkern
Difazio, J. Pass: B. Sherwood	6	53/738			Frome
Douglas, R. G. Pass: V. Hope	4, 6	53/722	B. G. Gross	E.53/1223	Wembley
Hale, C. Pass: F. Hadley	4, 6	53/34			Birmingham
Harris P. Pass: H. Mikos	4, 6	53/348	H. F. Harris Motors	E.53/1273	Wolverhampton
Johnson, F. W. Pass: J. Cahill	4, 6	53/702			Twickenham
Leech, R. R. Pass: W. Leech	4, 6	53/192			Lowestoft
McDonald, R. Pass: T. Holder	4, 6	53/425	Farmers (Hastings) Ltd.	E.53/1270	Hastings
Oliver, E. Pass:	4, 6	53/309			Birmingham
Penn, J. Pass: D. Haywood	6	53/742			Australia
Purslow, F. Pass: G. Boulton	4, 6	53/362			Shrewsbury
Raper, W. M. Pass: R. L. Raper	6	53/759			London, S.E.13
Skein, A. H. Pass: D. Overall	4, 6	53/740			Chatham
Smith, C. Pass: L. Nutt	4, 6	53/259			Birmingham
Stuart, G. Pass: D. Coombes	4, 6	53/756			Waltham Abbey
Taylor, L. W. Pass: P. Glover	4, 6	53/256			Barnet Green
Walker, E. Pass: D. G. Roberts	4, 6	53/610	R. Offiler	E.53/1336	Sheffield
Young, E. T. Pass: D. C. Young	4, 6	53/687			Enfield

EVENT 1 — 10.00 a.m.

FIRST—15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles
from 175 c.c. to 250 c.c.

The Drivers who finish in these two races will ride in the
250 c.c. B.M.C.R.C. Championship Race at 2.40 p.m.

Number Plates: Green with White Numbers.
Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.
1.	R. E. Geeson	R.E.G.	248
2.	B. W. T. Rood	Velocette	249
3.	V. T. Williams	Triumph	248
4.	I. I. Lloyd	M. & F. Excelsior	249
6.	F. A. Spencer	F.A.S.	246
7.	A. A. Williams	Excelsior Manxman	249
8.	M. Cann	Moto-Guzzi	248
9.	E. Houseley	Velocette	248
10.	A. H. Taylor	Norton-Blackburn	250
11.	R. R. C. Smith	Cleveland Duffell	248
12.	E. W. Tinkler	Pike-Rudge	248
14.	J. C. McCubbin	Rudge	250
15.	F. Purslow	B.S.A.	248
16.	F. E. Heath	Phoenix JAP	248
17.	G. J. Turner	Rudge	249
18.	H. S. Hall	Velocette	249
19.	F. H. Burman	F.M.C.-Puch	249
20.	A. Wheeler	Moto-Guzzi	248
21.	K. S. Dawes	Rudge	249
22.	P. Hogan	B.S.A.	246
23.	H. Hall	Velocette	248
25.	C. W. Petch	Velocette	250

Fastest Lap 2.7 82.67

10.25 a.m.

SECOND—15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles
from 175 c.c. to 250 c.c.

No.	Driver	Machine	c.c.
51.	E. Barrett	Phoenix	249
52.	C. Gunnell	Norton	248
53.	E. M. Kempson	Rudge	249
54.	D. H. Edlin	Melem Special	249
55.	R. Gaunt	Moto-Guzzi	247
57.	F. Hayward	Rudge	249
58.	T. A. Ward	O.K. Supreme	248
59.	E. Pantlin	Lucas	250
60.	W. M. Webster	Velocette	248
61.	K. Grossman	Rudge	248
62.	R. H. Smith	B.S.A.	250
63.	D. Rose	Velocette	248
64.	F. L. Fuller	Rudge	249
65.	A. Jones	D.K.W.	248
66.	R. R. Dendy	Rudge	249
67.	C. C. Sandford	A.R.T. Velocette	249
68.	J. B. Hyde	Rudge	249
69.	C. M. Luck	C.L.S.	248
70.	D. Beasley	Velocette	248
71.	A. A. Fenn	Moto-Guzzi	248
72.	A. Bennett	Triumph	249

Existing Lap Record—2 min. 12 3/5 secs. at 79.26 m.p.h.

Fastest Lap 2.13 78.55

Finish
Order

Time &
Speed

1st	10.5
2nd	11.12
3rd	11.15
4th	11.39
5th	11.42
6th	11.42

1st	11.56
2nd	11.62
3rd	11.59
4th	11.53
5th	11.58
6th	

EVENT 2 — 10.50 a.m.

FIRST—15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 251 c.c. to 350 c.c.

Number Plates: Blue with White Numbers

Grid Positions are determined by Practice Times.

The First 23 Drivers to finish will ride in the 350 c.c. B.M.C.R.C. Championship Race at 3.40 p.m.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
1.	K. E. Tully	A.J.S.	348	1st	10.11
2.	J. Hartle	A.J.S.	348	27	86
3.	C. Ellerby	Velocette	348	2nd	10.21
4.	L. A. Dear	A.J.S.	348	23	
5.	G. F. Thomson	Norton	348	3rd	10.24
6.	M. Brierley	A.J.S.	348	47	
7.	J. Hedley	A.J.S.	348	4th	10.39
8.	W. H. Dixon	Norton	348	33	
9.	H. Whitehead	A.J.S.	348	5th	10.40
10.	V. T. Williams	Norton	348	43	
11.	K. J. Faulkner	Velocette	348	6th	10.40
12.	W. R. Anderson	Norton	348	19	
14.	R. Gaunt	A.J.S.	348	7th	10.45
15.	D. Webb	Norton	348	21	
16.	R. E. Smith	Velocette	348	8th	10.50
17.	G. B. Tanner	Velocette	348	25	
18.	E. H. Willis	A.J.S.	348	9th	10.56
19.	P. H. Tait	A.J.S.	348	26	
20.	G. Arnold	B.S.A.	348	10th	10.57
21.	J. R. Clark	A.J.S.	348	24	
22.	P. M. Hall	A.J.S.	348	11th	10.58
23.	R. M. McIntyre	A.J.S.	348	42	
24.	G. Dunlop	A.J.S.	348	12th	11.35
25.	P. A. Davey	Norton	348	2	
26.	E. Pantlin	Norton	348		
27.	K. Kavanagh	Norton	349		
28.	J. Glazebrook	A.J.S.	348		
29.	A. J. Barham	B.S.A.	348		
30.	M. J. Candy	Velocette	348		
31.	J. F. Swanborough	A.J.S.	348		
32.	H. R. Collier	B.S.A.	348		
33.	R. D. Keeler	Norton	350		
34.	O. E. Greenwood	B.S.A.	348		
35.	R. Fay	Norton	350		
36.	C. M. Luck	Velocette	348		
37.	M. V. Lockwood	A.J.S.	348		
38.	P. Flaskett	Velocette	348		
39.	J. M. Humberstone	Velocette	348		
40.	S. Sandys-Winsch	Velocette	348		
41.	S. Palmer	A.J.S.	348		
42.	R. H. Dale	Norton	348		
43.	G. Monty	G.M.S.	348		
44.	L. Dunham	A.J.S.	348		
45.	H. Williams	B.S.A.	348		
46.	H. Evans	B.S.A.	348		
47.	D. K. Farrant	A.J.S.	348		
48.	T. Thorp	Excelsior	349		
49.	B. H. King	A.J.S.	348		

Existing Lap Record—1 min. 58 2/5 secs. at 88.90 m.p.h.

Fastest Lap 27 : 1.57 89.22

EVENT 2 — 11.10 a.m.

SECOND—15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 251 c.c. to 350 c.c.

Number Plates: Blue with White Numbers.

Grid Positions are determined by Practice Times.

The First 23 Drivers to finish will ride in the 350 c.c. B.M.C.R.C. Championship Race at 3.40 p.m.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
51.	P. Bagshaw	A.J.S.	348	1st	10.20
52.	A. G. Johnson	A.J.S.	348	94	84.75
53.	E. Barrett	Phoenix	348	2nd	10.22
54.	D. G. Chapman	Douglas	348	78	
55.	F. A. Rutherford	A.J.S.	348	3rd	10.20
56.	B. W. T. Rood	A.J.S.	348	77	
57.	L. B. Ranson	A.J.S.	348	4th	10.23
58.	W. R. Fletcher	Velocette	348	68	
59.	F. Launchbury	Velocette	348	5th	10.24
60.	D. A. Tutty	Velocette	348	84	
61.	A. Brown	A.J.S.	348	85	10
62.	R. A. Rowbottom	A.J.S.	348	7th	10.23
63.	W. A. Whitehead	Velocette	348	8th	10.35
64.	D. A. Ball	A.J.S.	348	58	
65.	F. M. Fox	Norton	348	89	10.37
66.	A. A. Williams	Norton	348	10th	10.44
67.	V. L. Green	A.J.S.	348	11th	10.45
68.	M. P. O'Rourke	A.J.S.	348	74	
69.	R. E. D. Harrison	A.J.S.	348	56	10.62
70.	A. F. Martin	A.J.S.	349		
71.	R. Ritchie	A.J.S.	348		
72.	E. J. Washer	A.J.S.	348		
73.	L. Cooper	A.J.S.	348		
74.	P. H. Carter	A.J.S.	348		
75.	G. Mayne	Velocette	348		
76.	D. S. Skennerton	B.S.A.	348		
77.	J. Brett	Norton	349		
78.	W. R. Amm	Norton	349		
79.	J. Surtees	Norton	348		
81.	K. A. Johnson	A.J.S.	348		
82.	C. F. Salt	B.S.A.	348		
83.	A. G. Taylor	A.J.S.	348		
84.	C. C. Sandford	A.R.T. Velocette	348		
85.	P. H. Marriott	Velocette	348		
86.	D. D. Snow	Velocette	348		
87.	C. W. Petch	Norton	348		
88.	H. A. Pearce	Velocette	348		
89.	B. Freestone	Norton	347		
90.	W. Gerber	Horex	350		
91.	R. E. Jerrard	Norton	348		
92.	A. J. Dudley Ward	D.W. Special	348		
93.	P. Webb	Norton	350		
94.	R. Coleman	A.J.S.	348		
97.	J. Maloney	Norton	348		

Existing Lap Record—1 min. 58 2/5 secs. at 88.90 m.p.h.

Fastest Lap 94 : 2.00 87.43

19 EVENT 3 — 11.30 a.m.

FIRST—15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 351 c.c. to 500 c.c.

Number Plates: Yellow with Black Numbers.

Grid Positions are determined by Practice Times.

The first 23 Drivers to finish will ride in the 500 c.c. B.M.C.R.C. Championship Race at 5.05 p.m.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
1.	W. L. Hordley	B.T.S.	498	1st	10.03
2.	D. G. Lashmar	Pike B.S.A.	497	19	8.7
3.	J. Hartle	Norton/Matchless	500	2nd	10.08
4.	E. Barrett	Phoenix	499	38	
5.	E. M. Kempson	E.M.K.	498	3rd	10.08
6.	A. W. Tucker	Norton	499	25	
7.	N. J. Price	Norton	499	4th	10.20
8.	M. P. O'Rourke	Matchless	498	29	
9.	P. H. Tait	Norton	499	5th	10.20
10.	T. Price	Norton	499	34	
11.	B. H. King	Norton	499	9	
12.	A. F. Martin	Norton	499	6th	10.30
14.	T. A. Ovens	Triumph	498	7th	10.4
15.	G. Dunlop	A.J.S.	498	8th	10.41
16.	P. A. Davey	Norton	499	23	
17.	F. A. Robinson	Vincent	498	9th	10.42
18.	D. E. Young	D.E.F.	498	10th	10.42
19.	W. R. Amm	Norton	499	6	
20.	J. Glazebrook	Norton	500	11th	10.43
21.	J. Surtees	Norton	499	12th	10.49
22.	J. Walker	Triumph	498		
23.	C. F. Salt	B.S.A.	499		
24.	C. A. Chivers	Norton	499		
25.	R. D. Keeler	Norton	500		
26.	A. A. Fenn	Norton	499		
27.	K. H. Tostevin	Matchless	498		
29.	B. Freestone	Norton	498		
30.	A. Wheeler	Matchless	498		
31.	J. Lanyon	Matchless	498		
32.	R. Anderson	Triumph	498		
33.	S. Palmer	Norton	499		
34.	G. Monty	Matchless	498		
35.	H. T. Bostock	Triumph	498		
36.	R. Thomas	Triumph	498		
37.	L. G. Morris	T.N. Special	498		
38.	R. Coleman	A.J.S.	499		
39.	L. Williams	Norton	464		
40.	D. Christian	Norton	498		

Existing Lap Record—1 min. 53 secs. at 92.92 m.p.h.

Fastest Lap. 19.38 - 1.58 88.98

EVENT 3 — 11.50 a.m.

SECOND—15 Mile (5 Lap) Preliminary Race for Solo Motor Cycles from 351 c.c. to 500 c.c.

Number Plates: Yellow with Black Numbers.

Grid Positions are determined by Practice Times.

The first 23 Drivers to finish will ride in the 500 c.c. B.M.C.R.C. Championship Race at 5.05 p.m.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
51.	R. A. Russell	Norton	499	1st	10.47
52.	J. T. Griffiths	Vincent	499	73	89.40
53.	L. A. Dear	Norton	499	2nd	9.56
54.	W. G. Hutt	J.V. Special	498	84	
55.	W. R. Fletcher	Norton	498	3rd	9.57
56.	H. J. Kemp	Norton	499	88	
57.	S. Cooper	Triumph	498	4th	9.58
58.	F. M. Fox	Norton	499	66	
59.	R. Harrison	Norton	499	5th	9.58
60.	R. E. D. Harrison	Norton	499	72	
61.	T. F. Davies	Triumph	498	6th	10.23
62.	E. Zealand	Triumph	498	67	
63.	R. Ritchie	Matchless	498	7th	10.24
64.	E. Houseley	Norton	499	55	
65.	C. H. Rhodes	Norton	499	8th	10.25
66.	R. McIntyre	Matchless	498	80	
67.	P. H. Carter	Matchless	498	9th	10.27
69.	E. Pantlin	Norton	499	51	
70.	A. D. James	Triumph	498	10th	10.28
71.	G. E. Duke	Gilera	499	64	
72.	J. Brett	Norton	499	11th	10.29
73.	T. K. Kavanagh	Norton	499	58	
74.	F. G. Perris	J.V. Special	498	12th	10.28
75.	L. G. Tedder	Norton	499		
76.	D. G. A. Clarke	Norton	499		
77.	J. Moore	Moto-Guzzi	490		
78.	R. Jervis	Matchless	498		
79.	D. D. Snow	Triumph	498		
80.	H. A. Pearce	Matchless	498		
81.	W. Gerber	Horex	500		
82.	M. W. Fordham	Vincent	498		
83.	J. P. Griffiths	Triumph	498		
84.	R. H. Dale	Gilera	498		
85.	A. J. Dudley-Ward	D.W. Special	498		
86.	P. Webb	J.A.B.S.	499		
87.	C. C. Sandford		498		
88.	D. K. Farrant	A.J.S.	499		
89.	A. Bennett	Triumph	498		
90.	R. H. King	Norton	499		

Existing Lap Record—1 min. 53 secs. at 92.92 m.p.h.

Fastest Lap. 1.54 91.21

EVENT 4 — 12.15 p.m.

30 Mile (10 Lap) Race for Sidecars from 490 c.c. to 500 c.c. and 3 Wheeled Cycles up to 1,200 c.c.

Number Plates: Black with White Numbers.
Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
41.	A. H. Skein	Norton	500	1st	21.35
	Pass: D. Overall.			48	81.15
42.	T. W. Bounds	Norton/Watsonian	499	2nd	21.40
	Pass: R. Lynas.			56	
45.	W. Boddice	Norton	499	3rd	22.32
	Pass: B. Storr.			47	
46.	L. W. Taylor	Norton/Watsonian	499	4th	22.32
	Pass: P. Glover.			45	
47.	P. V. Harris	Norton	499	5th	23.03
	Pass: H. Mikos.			61	
48.	E. Oliver	Norton/Watsonian	499	6th	23.06
	Pass:			62	
50.	C. Hale	Morgan	994	7th	23.09
	Pass: F. Hadley.			47	
51.	E. T. Young	Triumph	498	8th	
	Pass: D. C. Young.				
52.	F. Purslow	B.S.A.	499		
	Pass: G. Boulton.				
54.	C. Smith	Norton	499		
	Pass: L. Nutt.				
55.	R. G. Douglas	Norton/Watsonian	498		
	Pass: V. Hope.				
58.	E. Walker	Norton/Watsonian	499		
	Pass: D. G. Roberts.				
59.	R. R. Leech	Norton	490		
	Pass: V. Howard				
60.	R. McDonald	Norton/Watsonian	499		
	Pass: T. Holder.				
61.	J. Beeton	Norton	499		
	Pass: C. Billingham.				
62.	G. Stuart	Norton	499		
	Pass: D. Coombes.				

Existing Lap Record—2 min. 12 3/5 secs. at 79.26 m.p.h.

Fastest Lap. 48/2.06 1/2 82.88

WHAT QUALITY—
WHAT VALUE—
—WATSONIAN

EVENT 5 — 2.00 p.m.

30 Mile (10 Lap) Race for Solo Motor Cycles from 100 c.c. to 125 c.c.

Number Plates: Black with White Numbers.
Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
1.	J. A. Thomson	M.V. Agusta	125	1st	24.00
2.	L. J. French	Sulby	124	14	72.98
3.	I. I. Lloyd	M.V. Agusta	125	2nd	24.08
4.	J. Hogan	Hogan-Puch	124	3rd	25.03
5.	A. Jefferies	B.S.A.	123	3	
6.	A. E. Rose	B.S.A.	123	4th	25.35
7.	R. H. Bacon	B.S.A.	123	9	
8.	W. M. Webster	M.V. Agusta	125	5th	25.35
9.	F. Purslow	M.V. Agusta	124	8	
10.	H. L. Fruin	E.M.C.-Puch	125	6th	25.50
11.	J. Wade	E.M.C.-Puch	125	7th	26.27
12.	D. Johnson	E.M.C.-Puch or M.V. Agusta	125	20	26.27
13.	C. C. Sandford	M.V. Agusta	125	8th	24.19
14.	M. Henderson	E.M.C.-Puch	124		
15.	P. Clements	New Imperial	124		
16.	R. J. Ramsden	B.S.A.	125		
17.	D. D. Banks	Anelay	122		
18.	K. S. Daws	Moto-Parilla	124		
19.	A. A. Fenn	F.B. Mondial	124		
20.	J. R. Clark	Lambretta	123		
21.	P. Hogan	B.S.A.	125		
22.	R. Harris	Royal Enfield Special	125		
23.	S. Palmer	Jawa 'CZ'	123		
24.	R. H. Dale	Mondial	124		
25.	C. A. Surridge	B.S.A.	123		
26.	R. J. Marrion	E.M.C.-Puch	125		
27.	J. H. Allington	E.M.C.-Puch	125		
28.	H. Williams	E.M.C.-Puch	125		
29.	F. H. Burman	E.M.C.-Puch	125		
30.	D. E. Bell	E.M.C.-Puch	125		
31.	E. G. Main	G.K.L.	122		
32.	D. Beasley	M.V. Agusta	125		
33.	J. D. Menzies	Lambretta	123		
34.	S. L. Tinker	B.S.A.	123		
35.	C. Gunnell	Royal Enfield	123		

Existing Lap Record—2 min. 27 2/5 secs. at 66.77 m.p.h.

Fastest Lap. 14/2.20 74.65

FLAGS. The following signals will be given in today'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. **GREEN**—Course clear. **CHEQUERED BLACK and WHITE**—Finish. **WHITE**—Race over: slow down.

2.40 p.m.

100 KILOMETRE (20 Lap) 250 c.c. B.M.C.R.C. CHAMPIONSHIP

Drivers in this Race are those who have finished in each of the Two Preliminary Races constituting Event 1.

Number Plates—Green with White Numbers.
Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
67				1st	
8				2nd	
2				3rd	
67				4th	
1				5th	
M. Cam				6th	
				7th	
				8th	
				9th	
				10th	
				11th	
				12th	

Existing Lap Record—2 min. 12 3/5 secs. at 79.26 m.p.h.

Fastest Lap.....

100 KILOMETRE 250 c.c. B.M.C.R.C. CHAMPIONSHIP - LAP SCORE CHART

RACE LEADERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1st				3					8			8		1				4		
2nd																				
3rd																				
4th																				
5th																				
6th																				
7th																				
8th																				
9th																				
10th																				
11th																				
12th																				
13th																				
14th																				
15th																				

79

3.40 p.m.

100 KILOMETRE (20 Lap) 350 c.c. B.M.C.R.C. CHAMPIONSHIP

Drivers in this Race are the first 23 to have finished in each of the Two Preliminary Races constituting Event 2.

Number Plates—Blue with White Numbers.

Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
96	Colman			1st	39.47
78				27	38.08
17				2nd	40.27
23				23	
65	12			3rd	40.28
54				78	40.28
68				4th	40.28
67				27	40.28
				5th	40.00
				77	
				6th	41.00
				79	
				7th	41.00
				68	
				8th	41.18
				88	
				9th	41.33
				43	
				10th	41.36
				65	
				11th	41.37
				58	
				12th	41.37
				56	

Existing Lap Record—1 min. 58 2/5 secs. at 88.90 m.p.h.

Fastest Lap: 27 1.57 — 89.52

100 KILOMETRE 350 c.c. B.M.C.R.C. CHAMPIONSHIP — LAP SCORE CHART

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
RACE LEADERS																				
1st																				
2nd																				
3rd																				
4th																				
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13th																				
14th																				
15th																				

THE BRITISH MOTOR CYCLE RACING CLUB

REMINDS YOU

that they are organising a

ROAD RACE MEETING AT THE NEW OULTON PARK CIRCUIT

13 miles from Chester, near A.49 Road

ON

Saturday, 17th October, 1953

Many well known Riders will be participating on this outstanding Racing Circuit in the North of England.

Racing can be viewed from the inside or outside of the Circuit

FIRST EVENT 1.30 p.m.

A.C.U. Permit No. Q 805

T.T.C. No. 871



If you would care to receive
information concerning

1. Membership to B.M.C.R.C.
2. The Club's monthly magazine "Bemsee."
3. Advertising Rates in "Bemsee" and Race Programmes.
4. Any other matter on which you consider the Club may be able to assist.

Please address your enquiry to:

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

EVENT 6 — 4.35 p.m.

30 Mile (10 Lap) Race for Sidecars from 490 c.c. to 1,000 c.c. and 3 Wheeled Cyclecars up to 1,200 c.c.

Number Plates: Black with White Numbers.
Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
41.	A. H. Skein Pass: D. Overall.	Norton	500	1st	
42.	T. W. Bounds Pass: R. Lynas.	Norton/Watsonian	499	48	
43.	F. W. Johnson Pass: J. Cahill.	Vincent/Garrard	998	2nd	
44.	J. Difazio Pass:	B.S.A.	648	54	
45.	W. Boddice Pass: B. Storr.	Norton	499	3rd	
46.	L. W. Taylor Pass: P. Glover.	Norton/Watsonian	499	47	
47.	P. V. Harris Pass: H. Mikos.	Norton	499	4th	
48.	E. Oliver Pass:	Norton/Watsonian	499	5th	
50.	C. Hale Pass: F. Hadley.	Morgan	994	6th	
51.	E. T. Young Pass: D. C. Young.	Triumph	498	7th	
52.	F. Purslow Pass: G. Boulton.	B.S.A.	499	8th	
53.	E. J. Davis Pass: E. G. Allen.	Vincent/Watsonian	998		
54.	C. Smith Pass: L. Nutt.	Norton	499		
55.	R. G. Douglas Pass: V. Hope.	Norton/Watsonian	498		
56.	W. M. Raper Pass: R. L. Raper.	Vincent/Watsonian	998		
57.	J. Penn Pass: D. Hayward.	D.B. Special	998		
58.	E. Walker Pass: D. G. Roberts.	Norton/Watsonian	499		
59.	R. R. Leech Pass: W. Leech.	Norton	490		
60.	R. McDonald Pass: T. Holder.	Norton/Watsonian	499		
61.	J. Beeton Pass: C. Billingham.	Norton	499		

RESERVES :

62. G. Stuart
Pass: D. Coombes.

Existing Lap Record—2 min. 8 3/5 secs. at 82.02 m.p.h.

Fastest Lap.....

WHAT QUALITY—

WHAT VALUE—

—WATSONIAN

5.10 p.m.

100 KILOMETRE (20 Lap) 500 c.c. B.M.C.R.C. CHAMPIONSHIP

Drivers in this Race are the first 23 to have finished in each of the Two Preliminary Races constituting Event 3.

Number Plates—Yellow with Black Numbers.
Grid Positions are determined by Practice Times.

No.	Driver	Machine	c.c.	Finish Order	Time & Speed
84				1st	
56				2nd	
25				3rd	
58				4th	
59				5th	
23				6th	
72				7th	
10				8th	
62				9th	
51				10th	
				11th	
				12th	

Existing Lap Record—1 min. 53 secs. at 92.92 m.p.h.

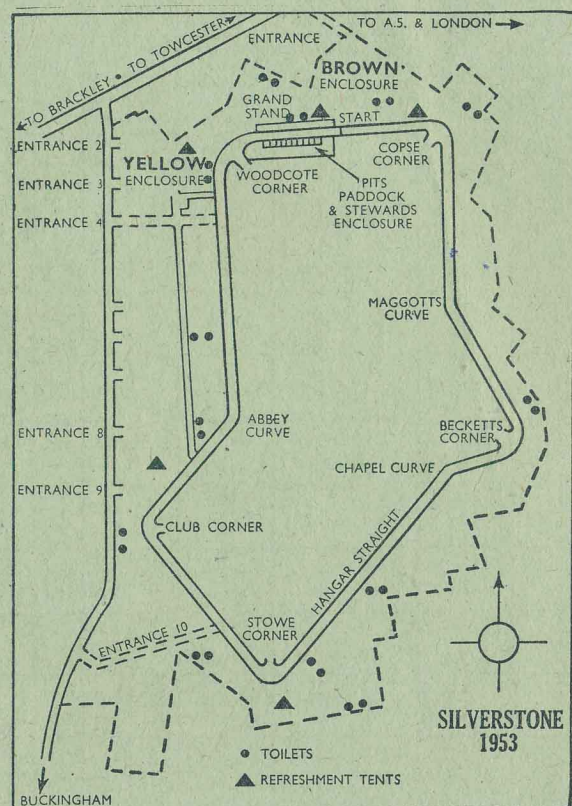
Fastest Lap

Existing Lap Record—1 min. 53 secs. at 92.92 m.p.h.

Fastest Lap.....

100 KILOMETRE 500 c.c. B.M.C.R.C. CHAMPIONSHIP - LAP SCORE CHART

[illegible]



SPEED TABLE, ONE LAP, 15414 ft.—2 miles. 1618 yards.

Mins.	Secs.	m.p.h.	Mins.	Secs.	m.p.h.	Mins.	Secs.	m.p.h.
1	45	100.00	2	00	87.50	2	16	77.20
1	46	99.06	2	01	86.77	2	17	76.64
1	47	98.13	2	02	86.07	2	18	76.08
1	48	97.22	2	03	85.36	2	19	75.54
1	49	96.33	2	04	84.67	2	20	75.00
1	50	95.45	2	05	84.00	2	21	74.46
1	51	94.60	2	06	83.33	2	22	73.94
1	52	93.75	2	07	82.67	2	23	73.42
1	53	92.92	2	08	82.03	2	24	72.91
1	54	92.10	2	09	81.39	2	25	72.41
1	55	91.30	2	10	80.77	2	26	71.92
1	56	90.51	2	11	80.15	2	27	71.43
1	57	89.74	2	12	79.54	2	28	70.94
1	58	88.98	2	13	78.95	2	29	70.47
1	59	88.23	2	14	78.36	2	30	70.00
			2	15	77.77			

Introducing you to . . . the Riders

W. R. Amm From Salisbury, Southern Rhodesia. Winner of the 1950-51 Port Elizabeth "200." Came to England in 1951 and rode in the T.T., finishing 9th in the Junior and 28th in the Senior, on Nortons. Also rode with success on the Continent. Rode again in the I.O.M. and on the Continent in 1952. Finished third in the Senior T.T., second in the Junior Belgian and Dutch Grands Prix, third in the Senior Belgian and won the G.P. de Nations, 500 c.c. class. His outstanding success this year was a double T.T. win in the Senior and Junior races, riding as a member of the official Norton team.

E. A. Barrett Started racing on grass tracks in 1946 and in the following year competed at a number of airfield meetings. Rode a Guzzi in the 1948 Manx Grand Prix, 250 c.c. class, and finished 2nd. Since then he has ridden in the June races on A.J.S. and Norton machines. Now rides his own "back-yard" specials, Phoenix, with J.A.P. engines of 500 c.c., 350 c.c. and 250 c.c. capacities.

W. Boddice It is twenty years since he started racing, competing at Donington on a New Hudson. Later he rode Ariels. He has now forsaken solos and is one of the "barrow boys," competing at all the well-known British tracks and many Continental circuits. His successes include lap records and wins at Ansty, Castle Coombe and Silverstone.

J. Brett A member of the Norton "works" team. Previous experience includes the Manx Grands Prix of 1946, the Lightweight and Senior, several International T.T. races and Continental Grands Prix. Nortons offered him a mount in the 1951 T.T. races and this enabled him to prove his riding capabilities. He finished 3rd in the Junior race. The following season he was a member of the A.J.S. "works" team. Amongst his successes was 1st in the Senior Swiss G.P. at 93.71 m.p.h., and 1st again in the Senior and Junior French Grands Prix. This year he is again with the Norton factory and has a number of places to his credit in the classic races.



W. R. AMM

E. A. BARRETT

W. BODDICE

J. BRETT

M. Cann The double winner of the 1937 Senior and Junior Manx Grands Prix, and a previous winner of the "Hutchinson 100," the 1938 race at Brooklands. He was a consistent performer at Donington from 1934 to 1939 and won many races in competition with such well-known riders as Harold Daniell, the late Norman Croft, "Ginger" Wood, Bob Foster, etc. Began riding in the International T.T. races in 1938 and finished 4th in the Lightweight race of that year on an Excelsior. It is in this class that he has obtained his greatest Manx successes, for he finished 2nd in that sensational race of 1947 and won the race in the following year. He was 2nd in 1950, beaten by a matter of feet on the finishing line. In the Ulster Grand Prix he has won the 250 c.c. no less than five times, in 1947, 1948, 1949, 1950 and 1951. In 1952 he was 2nd. His post-war successes in the 250 c.c. class have been obtained on Italian Guzzi machines, and on this make of machine at the British circuits he is almost unbeatable.

R. W. Coleman From Wanganui, New Zealand, one of the top-notch Colonial riders who have ridden so consistently and successfully in European races during the past five years. He arrived in this country in 1949, for the T.T., but an unlucky spill at Governor's Bridge posted him as a non-starter. Back home in New Zealand, during our winter months, he won five important races on A.J.S. and Velocette machines. He returned for our 1951 season and finished amongst the leading half dozen in several important Continental races. A.J.S. included him in their works team in 1952. His successes on these machines included: Junior T.T., 3rd; Senior T.T., 4th; Swiss G.P. 350 c.c., 2nd; Ulster G.P. 350 c.c., 2nd; 500 c.c., 3rd. In the early stages of this year's Junior T.T. he led until he retired. So far "firsts" have eluded him, unexpected mechanical troubles cropping up when he was in the running for a win.

R. H. Dale Winner of the 1948 Manx G.P. on a Guzzi. Has ridden on the smaller circuits, in the T.T. and on the Continent. Won the N.W. 200 (Ireland) 350 c.c. class in 1951 at record speed on a Norton and was to have ridden works Nortons in the T.T. and other classic races. He was taken ill in practice and put out of racing for two seasons. This year he is riding privately owned Nortons and works Gileras.

the Riders - continued

L. A. Dear Another of the "older school" of riders who began racing in the 'thirties, taking part in races at Brooklands, Donington, the Isle of Man and Ulster. In those pre-war days he rode New Imperials, changed to an A.J.S. for the 1938 Junior T.T., and to Velocettes in 1939. Since his first T.T. appearance in 1938 he has ridden regularly in the Senior and Junior races, sponsored by that well-known agent, George Bryant, and has won several Silver and Bronze replicas. In his first Ulster, the 1939 Junior race, he finished 7th and in the 1947 Junior race 2nd. He has also ridden in the post-war Belgian and Dutch Grands Prix. Is a regular competitor at Silverstone and other short circuits.

G. E. Duke A universal favourite and a rider who needs no introduction. Geoffrey has a long list of successes and has won nearly everything that can be won. This year he has "gone foreign" and it is on an Italian Gilera that we shall see him today. He becomes the new 500 c.c. European champion after his recent victory at Monza.



M. CANN

R. W. COLEMAN

L. A. DEAR

G. E. DUKE

D. K. Farrant Races at Brands Hatch, Boreham, Thruxton, Silverstone and other short circuits. Has ridden in the Clubman's T.T. and the Manx G.P., winning the Senior 1952 Manx and finishing third in the Junior. Rode in this year's T.T. races and finished sixth in the Junior. Rode works A.J.S. in this year's Ulster G.P., retiring in the Junior when well placed and finished fifth in the Senior race.

A. A. Fenn Has ridden in several Manx Grands Prix and T.T. races, winning replicas. Also rides at Silverstone and, despite his "above average" weight, rides a 125 c.c. Mondial with success.

L. J. B. French A staunch supporter of the tiddler class (125 c.c.) in which he has ridden E.M.C.-Puch machines in the past. This year he has produced a special, the Sulby-E.M.C., basically an E.M.C. machine but with an o.h.c. engine which has been grafted on to a two-stroke crankcase. Rode the machine in this year's Lightweight (125 c.c.) T.T. but retired early in the race.

R. E. Geeson Rider, designer and manufacturer of the twin cylinder R.E.G., a double-o.h.c. engined two-fifty. After several years' hard work and patient development he has at last scored some successes. Bob Geeson began racing before the war, and rode a two-fifty Excelsior Manxman at Donington in the Manx Grand Prix, and at Brooklands. In the 1938 "Manx" he retired but scored minor successes elsewhere. He was again unlucky in the 1948 Manx. In 1949 the first of the twin cylinder R.E.G.'s appeared. A redesigned model carried him into 12th place in the International Lightweight T.T. of 1950. In 1951 an unfortunate *contretemps* at the pit resulted in the wrong type of oil being used during the refill at the pits, and as a consequence he was forced to retire at Ballaugh with a badly damaged engine, in the Lightweight T.T. Ignition trouble put him out of the same race in 1952 but this year he realised an ambition, finished tenth and won a Bronze Replica. With the R.E.G. he has scored successes at Silverstone and the recently re-opened Crystal Palace circuit.

C. Hale One of the few men who race "three-wheelers." Raced Morgans before the war and continues to do so today, despite one or two hectic spills. At the June Crystal Palace meeting, the outfit turned turtle, but both driver and passenger were unhurt. Except for bruises!

P. V. Harris A leading exponent of sidecar racing with an impressive list of successes, scored at home and abroad. Usually rides a Norton outfit but has ridden 1000 c.c. Vincents with success.

J. A. Hogan Specializes on 125 machines, racing his own home-tuned B.S.A. Bantams and the works E.M.C.-Puch. Has, so far, remained a firm supporter of two-stroke engines and was for some time a consistent winner in the 125 c.c. class. The appearance of racing four-strokes with a much superior performance has relegated him to the "finishers" class.

E. Housley Winner of the 1952 Junior Clubman's T.T. at nearly 79 m.p.h. and finished 10th in the Senior Manx Grand Prix. Has had several successes on the smaller tracks and rode in the 1953 series of International T.T.s.

the Riders - continued

K. Kavanagh An Australian and member of the "works" Norton team. Has had singularly bad luck in the I.O.M., retiring, when well placed, on several occasions. Finished second in the 350 c.c. and 500 c.c. Ulsters of 1951, was third in the 350 c.c. Dutch of the same year and second in the G.P. des Nations. Won the 350 c.c. 1952 Ulster and this year's 500 c.c. race. Was second in the 1953 Junior T.T.



R. E. GEESON

P. V. HARRIS

E. HOUSLEY

K. KAVANAGH

R. D. Keeler Won the 1953 Senior Clubman's T.T. at record speed, and was outstandingly successful in the first of the Crystal Palace meetings. Has ridden at other tracks up and down the country and taken a fair share of the awards. Finished second in the recent Senior Manx G.P.

D. G. Lashmar Won the 1000 c.c. Clubman's T.T. of 1949 at 76.3 m.p.h. and has achieved some fame as a comedian in a film, giving a hilarious portrayal of a motorcyclist making a pilgrimage to Brands Hatch. Always rides with a very dashing style and is often amongst the leaders at the short circuit race meetings.

R. McIntyre Was second in the 1952 Junior Clubman's T.T. and made the record lap. Rode in the 1952 Manx, winning the Junior race and finishing second in the Senior. He used the same 350 c.c. A.J.S. for both races. Rode in the 1953 International T.T. races but his luck was out in both events. In the recent Ulster G.P. he finished second in the 350 c.c. race.

H. A. Pearce Started competition work as soon as he was old enough to hold a driving licence. Has ridden in several Manx Grands Prix and won replicas. Rode in the 1953 T.T. races. Won the 1952 N.W. 200, 350 c.c. class, and was second in 1953. Finished ninth in the Senior T.T. this year.

B. W. T. Rood A successful rider in the 250 c.c. class, riding one of the home-made o.h.c. Velocettes. At Bemsee's "Trophy Day" at Silverstone last July he achieved the distinction of beating the well-nigh invincible Maurice Cann-Guzzi combination.

C. C. Sandford Reigning 125 c.c. champion. Has been sponsored for several years by Arthur Taylor of Shipston-on-Stour. Rode a Velocette in the 1949 Clubman's Junior and finished 5th, and finished in both Senior and Junior Manx Grands Prix in the same year. Has raced works Velocettes at home and abroad with varying success, and won a number of firsts and places on Arthur Taylor's remarkable M.O.V. Velocette. His most successful year to date was 1952. He won the 125 c.c. class of the Lightweight T.T. when he took over the late Les Graham's M.V., and followed this with wins in this same class of the German, Dutch and Ulster Grands Prix. Has ridden the works 125 c.c. M.V.s. again this year with success, including third place in the Lightweight (125 c.c.) T.T. after a spirited battle with the German rider, Werner Haas (N.S.U.).



R. D. KEELER

C. C. SANDFORD

C. SMITH

J. SURTEES

the Riders - continued

C. Smith European Sidecar Champion for 1952, and is likely to repeat his success again this year. Drives a Norton-Watsonian outfit. Won the sidecar race in the recent Ulster G.P.

J. Surtees Son of John Surtees, the well-known driver of a sidecar outfit in pre-war and post-war years. Has performed outstandingly at Brands Hatch, Silverstone, Blandford and elsewhere, and made his mark in International road races, the Ulster and the T.T. But for an unfortunate mishap during this year's T.T. practice—the forks of his E.M.C.-Puch broke as he approached the Quarry Bends—he would have ridden works Nortons in the Junior and Senior race. Damage to a small bone in his hand, sustained in the crash on the E.M.C.-Puch, made him a non-starter. At Blandford, August Monday, he rode Bob Geeson's R.E.G. in the two-fifty race and finished 3rd behind the Guzzis of Maurice Cann and Fergus Anderson.

W. M. Webster Rides all sorts and sizes of motor cycles and has had several successes in the less important races. In the T.T. races his luck has not been of the best but he has won several replicas. Finished ninth in this year's Lightweight (125 c.c.) T.T. Rides one of the production 125 c.c. M.V. racers.

A. F. Wheeler A motor cycle dealer from Epsom. Has ridden in the Manx Grand Prix, the International T.T. races, and the Continental classics as well as on small circuits. His mounts have been A.J.S., Matchless, Norton, Triumph, Velocette and Guzzi. Not always a lucky rider but has had a fair share of the lesser awards and several times finished amongst the leading half-dozen.

Past Winners of the Mellano Cup and the place-men

From 1925 to 1938 the race was held at Brooklands over a distance of 102.37 miles (37 laps)

Year	Driver	Machine	Handicap Allowance min. sec.	Speed m.p.h.
1925	1. F. A. Longman	989 c.c. Harley-Davidson	6.10	89.66
	2. P. M. Walters	344 c.c. Zenith-J.A.P.	11.06	—
	3. H. J. Knight	980 c.c. Zenith-J.A.P.	6.47	—
1926	1. C. S. Barrow	246 c.c. Royal Enfield J.A.P.	26.50	74.39
	2. R. V. Packman	248 c.c. Zenith-Blackburne	26.50	—
	3. F. G. Hicks	348 c.c. Velocette	11.43	—
1927	1. H. J. Willis	348 c.c. Velocette	—	86.39
	2. E. Ventura	248 c.c. Cotton	—	—
	3. F. A. Longman	989 c.c. Harley-Davidson	—	—
1928	1. P. Brewster	495 c.c. Matchless	6.47	93.52
	2. F. G. Hicks	348 c.c. Velocette	6.10	92.57
	3. E. C. Fernihough	246 c.c. Excelsior-J.A.P.	19.17	77.45
1929	1. R. Gibson	347 c.c. Sunbeam	16.39	85.33
	2. A. R. Quinn	495 c.c. Triumph	7.24	93.81
	3. F. L. Hall	246 c.c. New Imperial	20.58	77.45
1930	1. H. Mitchell	348 c.c. Velocette	10.29	94.68
	2. G. C. Horsman	172 c.c. Zenith-Villiers	41.56	63.11
	3. E. C. Fernihough	173 c.c. Excelsior-J.A.P.	24.40	75.23
1931	1. J. M. Muir	348 c.c. Velocette	—	89.01
	2. L. G. Emmerson	490 c.c. Norton	—	—
	3. A. H. Walker	248 c.c. Rex Acme Blackburne	—	—

Year	Driver	Machine	Handicap Allowance min. sec.	Speed m.p.h.
1932	1. C. B. Bickell	498 c.c. Bickell-J.A.P.	Scratch	99.61
	2. J. A. Baker	346 c.c. A.J.S.	4.56	90.72
	3. C. J. Williams	494 c.c. Douglas	0.37	94.33
1933	1. L. J. Archer	348 c.c. Velocette	1.51	100.61
	2. C. B. Bickell	498 c.c. Bickell-J.A.P.	Scratch	101.30
	3. D. W. Ronan	499 c.c. Rudge	—	91.89
1934	1. E. C. Fernihough	173 c.c. Excelsior-J.A.P.	17.16	82.18
	2. J. M. West	498 c.c. Triumph	4.56	96.90
	3. H. C. Lamocraft	348 c.c. Velocette	3.42	92.23
1935	1. N. Christmas	348 c.c. Velocette	8.38	97.46
	2. J. M. West	493 c.c. Triumph	3.05	100.01
	3. J. Lamb	490 c.c. Norton	6.10	93.53
1936	1. S. H. Goddard	246 c.c. O.K. Supreme	13.24	85.87
	2. R. Harris	490 c.c. Norton	2.28	98.04
	3. D. C. Minett	499 c.c. Rudge	2.28	97.85
1937	1. W. R. Lunn	348 c.c. Velocette	10.52	87.68
	2. J. M. West	346 c.c. A.J.S.	3.42	95.05
	3. J. W. Forbes	348 c.c. Norton	4.42	94.86
1938	1. M. Cann	248 c.c. Excelsior	—	85.36
	2. J. M. West	346 c.c. A.J.S.	—	92.48
	3. H. A. R. Earle	348 c.c. Norton	—	91.05
1939-1946	NO RACE			

In 1947 and 1948 the Hutchinson 100 was held at Dunholme Airfield, Lincolnshire, and from 1949 onwards at the Silverstone Circuit.

1947	1. L. R. Archer	248 c.c. E.M.C.	—	—
	2. —	—	—	—
	3. —	—	—	—
1948	1. L. Bayliss	248 c.c. Ellbee Special	—	—
	2. M. V. Lockwood	248 c.c. Excelsior	—	—
	3. N. R. Stephenson	348 c.c. Velocette	—	—
1949	1. H. B. Ranson	348 c.c. A.J.S.	—	81.59
	2. E. M. Kempson	348 c.c. A.J.S.	—	81.51
	3. R. E. D. Harrison	498 c.c. Triumph	—	82.32
1950	1. C. Smith	596 c.c. Norton—Watsonian Sidecar	—	65.43
	2. E. S. Oliver	596 c.c. Norton—Watsonian Sidecar	—	66.19
	3. L. W. Taylor	596 c.c. Norton Sidecar	—	60.84
1951	1. E. S. Oliver	596 c.c. Norton—Watsonian Sidecar	—	77.31
	2. R. L. Graham	348 c.c. Velocette	—	82.70
	3. H. A. Pearce	348 c.c. Velocette	—	—
1952	1. J. A. Storr	499 c.c. Norton	—	69.63
	2. R. D. Keeler	498 c.c. Triumph	—	68.79
	3. T. A. Ovens	498 c.c. Triumph	—	68.11

ANNUAL DINNER 1953

Distribution of Prizes, Dancing till 1 a.m. BOOK THE DATE NOW, FRIDAY, 13th NOVEMBER, Lyons Strand Corner House, Strand, London, W.C.2. Tickets (£1 each) obtainable from the Secretary, 2 Wilton Mews, Wilton Street, London, S.W.1.

British Motor Cycle Racing Club

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Sunday, 4th October, 1953

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In a Five Hour Programme of Speed and Thrills

Featuring the

EAST YORKSHIRE AIRFIELD CHAMPIONSHIP

Practising - 10.30 a.m.

Racing - 12.30 p.m.

ADMISSION 2/6

CHILDREN 1/-

Solos : J. BRETT, D. PARKINSON,
F. M. FOX, etc.

Sidecars : C. SMITH, PIP HARRIS,
etc.

Introducing you to . . .

the Machines

described by L. R. Higgins

A.J.S.

Forty-three years lie behind today's representatives of this popular make. During this time the motor cycle has developed from something that was akin to a scarecrow to a powerful machine that looks what it is in fact, an out-and-out racing mount. Perhaps it is a libel to dub those early racers as scarecrows, for despite their spindly appearance they were capable of an extraordinary good performance. A.J.S. began their racing programme away back in 1911, in the Lo.M., with virtually standard production roadsters. Engines of 298 c.c. capacity, with side valves, powered the machines, and drove the rear wheel through chain-cum-belt transmission and three-speed gearboxes. Gearboxes were an innovation in those days, for the majority of manufacturers relied on hub-gears, or expanding belt pulleys. From those beginnings the A.J.S. was developed to its present-day high standard. In 1920 they introduced the first of their o.h.v. engines, the valves set at 90 degrees and operated by long push-rods. Six speeds were provided, a three-speed gearbox and two primary drives either of which could be coupled to the gearbox by a sliding dog on the engine shaft. Light alloy cylinder heads were tried in 1923 and dry sump lubrication in the following year. Neither were retained for more than one season because of teething troubles. It was many years before the light-alloy head reappeared but dry sump lubrication was reintroduced in 1927, the same year that the now famous chain driven overhead camshaft engine first appeared.

The first of the 500 c.c. A.J.S.s appeared in 1925, based on the very successful three-fifties, and they quickly built up an enviable reputation.

Although A.J.S.s were raced at Brooklands it was not until 1929 that they made a serious attack on track honours and records. But they never won the "Hutchinson 100" during the fourteen years the race was held at Brooklands. It was not until 1949, when Humphrey Ranson was victorious, that A.J.S. could add to their long list of wins and awards, the Mellano Trophy.



"Motor Cycling"
A.J.S. 500 c.c. Mk VII

During the war years of 1939-45, the present twin was planned, originally with the unorthodox finning of the cylinder heads which gave rise to the name of "Porcupine." The engine is built round a one-piece crankshaft and is coupled to the gearbox through spur-gears. Across the light alloy cylinder heads lie twin camshafts, not chain driven in the traditional A.J.S. manner, but by a train of gears contained in a Y-shaped casing. Originally the engine lay horizontal in its frame but the latest design has the engine set at 45 degrees.

After a lapse of several years the three-fifty was reintroduced in 1948, and like its ancestor has a chain-driven overhead camshaft. The modern 7R models have been developed from this but the "works" riders have a treble-knocker engine. There are two exhaust valves and one inlet. Each valve has its own camshaft. Above the inlet valve is a transverse camshaft, chain driven. From there spur gears drive a layshaft which, in turn, drives through bevel gears, the exhaust valve camshafts.

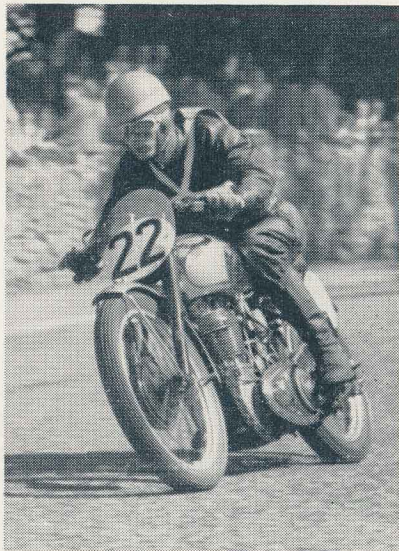
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The DAILY HERALD National Challenge Trophy. This magnificent solid silver cup will be presented to the winning team in the finals of the DAILY HERALD Motor Cycle Inter-Centre Team Scramble to be held at Holcombe Moor, Lancashire, on Saturday, 7th November. Watch the DAILY HERALD for further details.

BEST REPORTS
in the daily press
on big motor cycle
scrambles and races
are in the



DAILY HERALD



"Motor Cycling"
B.S.A. 350 c.c. Gold Star

B.S.A.

The overhead camshaft engine has been regarded as a *sine qua non* for racing for so long that it comes as a surprise to learn that the last five Junior Clubman's T.T.s have been won by mere push rod engines. This remarkable run of success stands to the credit of B.S.A., a name which is more usually associated with trials events. B.S.A. machines have, however, taken part in racing events for many many years, and as long ago as 1913 were raced in the I.O.M.

In 1937 the late Walter Handley lapped Brooklands at 107.57 m.p.h. on a specially prepared "Empire Star" five hundred. Another popular model which has performed well in racing events is the "Bantam," a 125 c.c. two-stroke. Certain private owners have ridden them in the I.O.M. and the smaller circuits; J. A. Hogan's machines having been particularly successful.

GILERA

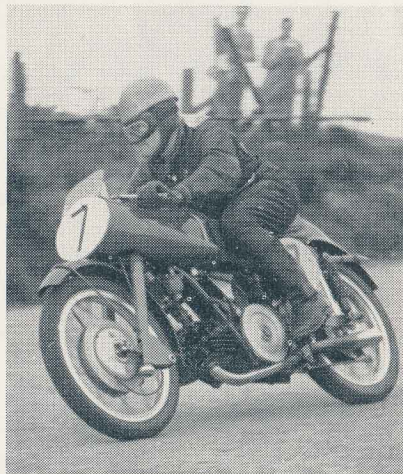
An old and well established Italian firm who have, for many years, specialized on "fours." Some years before the war an Italian, Remor, designed a four cylinder machine which he called the Rondine. Gilera adopted both Remor and his Rondine and raced it. In its Rondine guise it came near to wresting the "World's

Fastest" title from the German B.M.W., achieving 170 m.p.h. A pre-war appearance in the British Isles was made at the 1939 Ulster G.P. when a road racing version, four cylinder supercharged and liquid cooled, was ridden by Dorino Serafini. He took the lap record at 100.31 m.p.h. and won the 500 c.c. class with ease. Since the war an unblown four has been designed—by Remor again—and established itself as a most successful racer. This year two "foreign" riders are members of the team, Englishman Geoff Duke and Irishman Reg Armstrong.

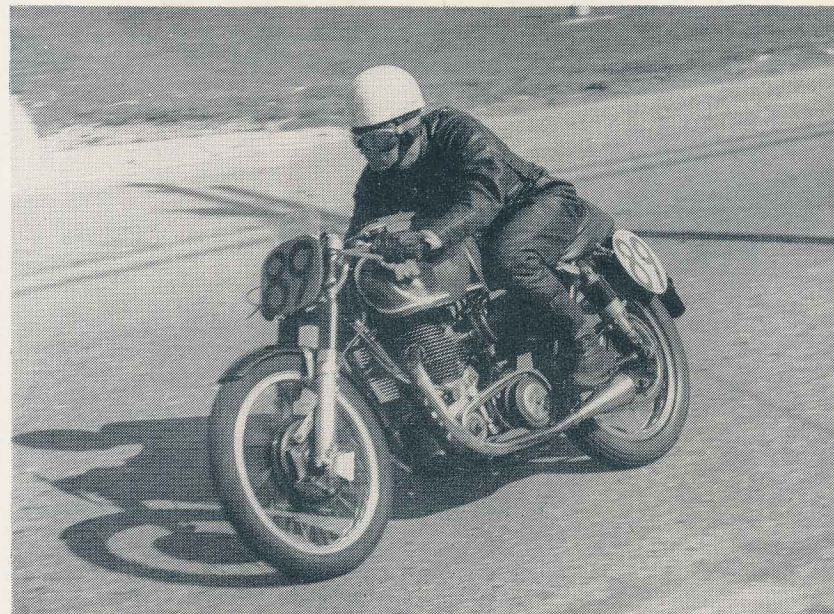
GUZZI

The most successful of Italy's racing motor cycles, with a particularly meritorious record in the 250 c.c. class. It made its first appearance in the I.O.M. in 1926, for the Lightweight T.T., and was ridden by Pietro Gherzi. He finished second a few seconds behind the winning Cotton but was disqualified for a technical breach of the rules. Then, as now, the engine lay horizontally in the frame.

Guzzi's first T.T. victory was in 1935 when Stanley Woods won the Senior race by four seconds. Since then the late Omobono Tenni and Bob Foster tried, unsuccessfully, to repeat Woods's victory. In the same year, 1935, Woods won the Lightweight T.T. Tenni won the Lightweight race in 1937, and of the seven post-war Lightweight races, Guzzi have



"Motor Cycling"
The outstanding 250 c.c. Guzzi



The new 500 c.c. Matchless G45

"Motor Cycling"

won six. They have been equally successful in the other classic races. This year a three-fifty was introduced, basically a modified two fifty, and has been amazingly successful.

Because of the lack of a really fast British made two-fifty, the Guzzi has found great favour with British riders and there are a fair number of privately owned models raced at our big and small race meetings.

MATCHLESS

The machine with the longest unbroken record of any manufacturer in the world, for it has been in continuous production since 1899, but more than twenty-five years have passed since this make took part in speed events.

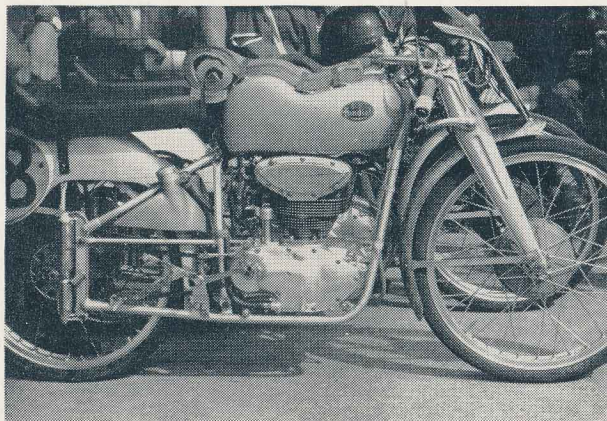
P. Brewster won the "Hutchinson 100" of 1928 on one of the five hundred V2 models, one of the fastest roadsters of the period, but after that little was seen of Matchless in speed events until recent years. Now the Company has produced for 1953 a racing version of the Clubman model, a vertical twin with push rod operated overhead valves. These machines are tremendously fast and in private owner's hands are providing formidable opposition to the overhead camshaft racers.

MONDIAL

An Italian "tiddler" which for some time was unbeatable in the 125 c.c. class. At the moment it is overshadowed by German and Italian rivals. The engine has double overhead camshafts and turns over at 10,000 r.p.m. The frame has plunger springing. Irishman Cromie McCandless won the Lightweight (125 c.c.) T.T. of 1951 on a Mondial at 74.85 m.p.h. and made a record lap of 75.34 m.p.h. One or two examples have found their way to Britain and are raced by private owners.

M.V.

Made by the Agusta brothers, Italian aeroplane pioneers. The machines are designed by Remor, designer of the Rondine and Gilera "fours." For some time a two-stroke M.V. was raced with fair success. Then came the 500 c.c. "fours," initially with torsion bar rear suspension. These machines were raced in the Continental classics and in the T.T. by the late R. L. Graham, who did much to further their development. This year a 350 c.c. "four" was produced, virtually a smaller edition of the five hundred.

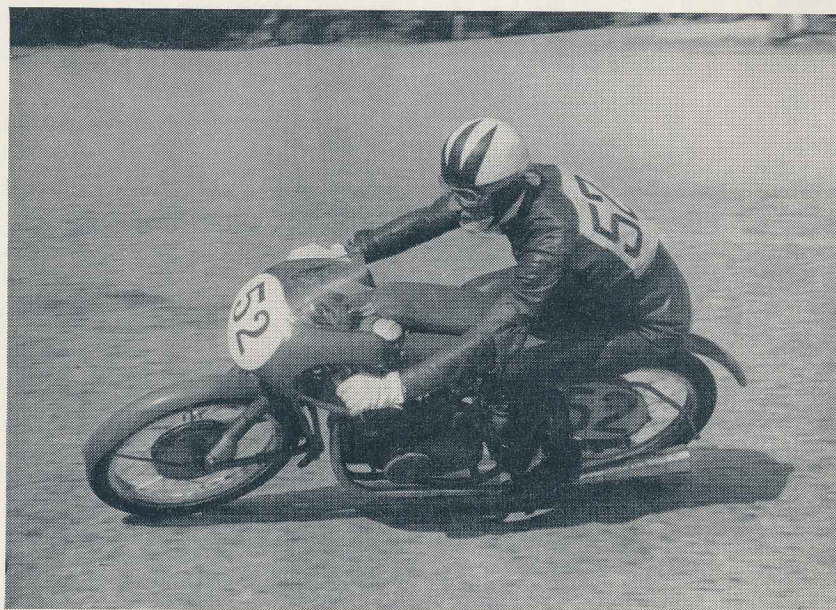


The Italian 125 c.c.
Mondial

Another successful design is the 125 c.c. single cylinder model with double overhead camshafts. It won the 1952 manufacturers' championship and the individual championship; amongst the Champion's victories—Cecil Sandford—was the Lightweight (125 c.c.) T.T. at record speed. A production model with a single o.h.c. is now available and several are British-owned.

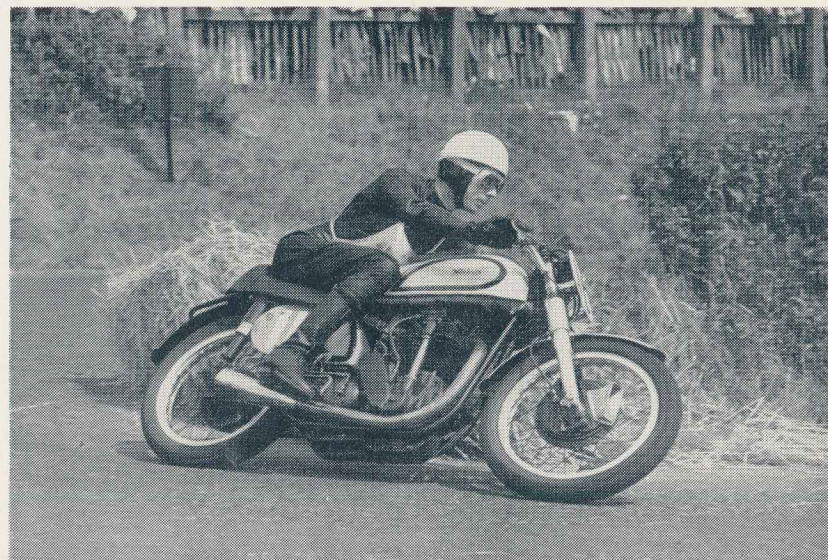
NORTON

The world's most successful racing motor cycle, is a boast that Nortons can make. First produced in 1902 by the late James L. Norton as his idea of what a motor cycle should be, the machines have remained amongst the leaders of design. Rem Fowler won the twin cylinder class of the first T.T. in 1907 on a Norton, the



M.V. Augusta 125 c.c.

"Motor Cycling"



The fabulous Norton 500 c.c.

"Motor Cycling"

first of thirty T.T. victories, and although the *marque* has on occasion been out-distanced in terms of sheer speed by its rivals it has often plodded on to victory by virtue of its reliability when speedier rivals failed to last the distance.

The earliest racers were powered by French Peugeot engines. These were followed by engines of Norton's own design, side valvers, the forerunner of the famous 16H. The overhead valve models were first raced in 1922, at Brooklands, and became some months later a new standard model, the model 18. The push rod engines were raced until 1928 and were then superseded by a new design introduced in 1927, the overhead camshaft engine installed in a cradle frame. The designer was Walter Moore, later associated with German N.S.U.

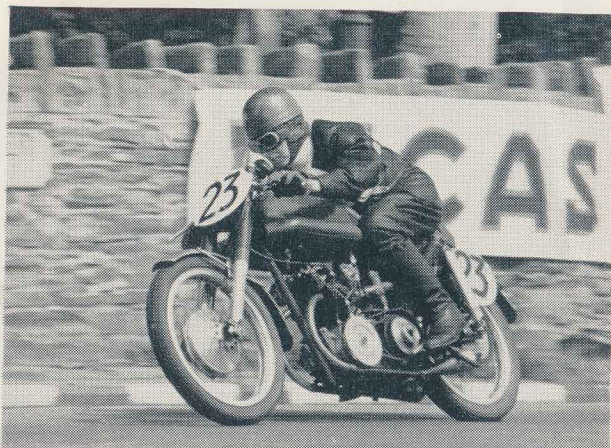
The new o.h.c. engine won a Senior T.T. at its first attempt, 1927, and three major European Grands Prix, the Belgian, the Swiss and the Dutch, and the push rod engine went out in a blaze of glory by averaging 100 miles in the hour, the first time a three figure speed had been attained for this period by a five hundred.

The racing three fifty Norton was introduced in 1928, but it was not until 1931 that it established a marked superiority over its rivals. At the same time the five hundred returned to its former pinnacle after being out-speeded by its rivals for a period of four years. For 1931 considerable redesigning had taken

place, down-draught inlet ports and 14 m.m. plugs made their appearance; the o.h.c. drive was modified and four-speed gear boxes fitted. By the end of the year Nortons had won the Junior and Senior T.T.s and ten Continental Grands Prix. This was the beginning of their domination of the European race tracks, a domination which lasted until 1938 and which has never been destroyed despite the concerted efforts of Germany's and Italy's best.

Major design changes made in the 1931-39 period were: aluminium bronze cylinder heads and front forks with check springs but no dampers (1932); bi-metal cylinder heads and barrels (1933); hair-pin valve springs, "bolt through" petrol tanks, megaphone exhausts and two sparking plugs (1934); spring frames (1936); double-knockers (1937) and telescopic forks (1938). Outstanding achievements were: victory in the 500 c.c. Ulster G.P. of 1935 at 90.98 m.p.h., the first occasion on which a road race had been won at over 90 m.p.h.; taking the 500 c.c. hour record at 114.09 m.p.h. (1935); Freddie Frith's first "ninety" lap of the T.T. course (1937); and Harold Daniell's famous Senior T.T. victory in 1938, when he lifted the lap record to 91 m.p.h. and won the race by mere seconds.

The post-war Nortons were the pre-war models, modified for "pool" petrol. The five hundreds were invincible, but the



R. E. Geeson's 250
c.c. Special

Ranscombe Bros.

three fifties were temporarily overshadowed by a rival.

In 1950 new machines were introduced, the design of which was drastically altered from the previous series. The earlier type plunger springing was abandoned in favour of a swinging-arm design, and an entirely new frame replaced the previous one. The steering was so superb and the comfort so great that these new models were nicknamed "Featherbed." The upper part of the engine was redesigned, a light alloy cylinder head with shrunk-in valve seats replacing the bi-metal head which had been used since 1933. The once familiar engine dimensions of 79 m.m. bore x 100 m.m. stroke have gone. Gradually the bore has enlarged and the stroke lessened, until the modern Norton has a bore slightly greater than the stroke. Despite fierce opposition from Germany and Italy with twin and four-cylinder designs, the single-cylinder Norton has not been completely outclassed. On a course where sheer speed is not of prime importance they can still be regarded as a likely winner. The "replica" models available to private owners, differ in detail only. The engines do, however, retain the long stroke.

R.E.G.

Specially built, and raced by R. E. Geeson. The present model is the third. The first was powered by a two-fifty Rudge engine; then came a vertical twin o.h.c. engine followed by a redesign. The current machine is 250 c.c. vertical twin

with a bore and stroke of 54 m.m. Double overhead camshafts are employed, one shaft per two cylinders, and are driven by a train of spur gears contained in an inverted L-shaped casing. The con rods are of light alloy, the crankshaft a one-piece forging with nitrided journals, and the cylinder head and barrel cast in electron. A straightforward frame design is employed, with the front wheel carried in telescopic forks and the rear in a swinging arm suspension unit. The design is entirely due to Geeson. In addition he has manufactured most of the components, including the cylinder heads. He made the patterns, cut his own gears and cams, and carried out most of the machining. Maximum speed is claimed to be in the region of 105 m.p.h.

RUDGE

Once, one of the most famous of British motor cycles but now a make that has disappeared from the market. Its history goes back to the 1880's when old Dan Rudge was manufacturing bicycles. Amongst its more famous speed victories are: the first five hundred to cover 60 miles in the hour (1911); winner of 1914 Senior T.T.; twenty-four hour records by Col. and Mrs. R. N. Stewart, 350 c.c. four-valve model (1924); winner of the first 80 m.p.h. road race, the 1928 Ulster G.P.; 200 miles in two hours (1928); Junior and Senior T.T. wins in 1930; and two Lightweight T.T. victories in 1931 and 1934.

TRIUMPH

In the 1907-14 period Triumph's racing reputation was sky high. Their reliability was a by-word and epitomized by the slogan, "The Trusty Triumph." The early racers were "singles" of 498 c.c.

After 1922 the Company's interest in racing waned. Since 1946 private owners have raced the modern twin, the 500 c.c. vertical twin marketed in two sports models, the Grand Prix and the Tiger 100. An unusual feature is the rear suspension which is incorporated in the hub of the wheel.

VELOCETTE

A racing machine that has won the high esteem of the public and the riders. The model KTT is revered the world over. The Company's history is long and honourable and began in the days when motor cycling was fast growing popular. The first T.T. machine was built for the 1913 Junior race and ridden by C. G. Pullin. He finished after an eventful ride and continual trouble with the lubrication system.

In the post-1920 period two-stroke two-fifties were raced, machines of very

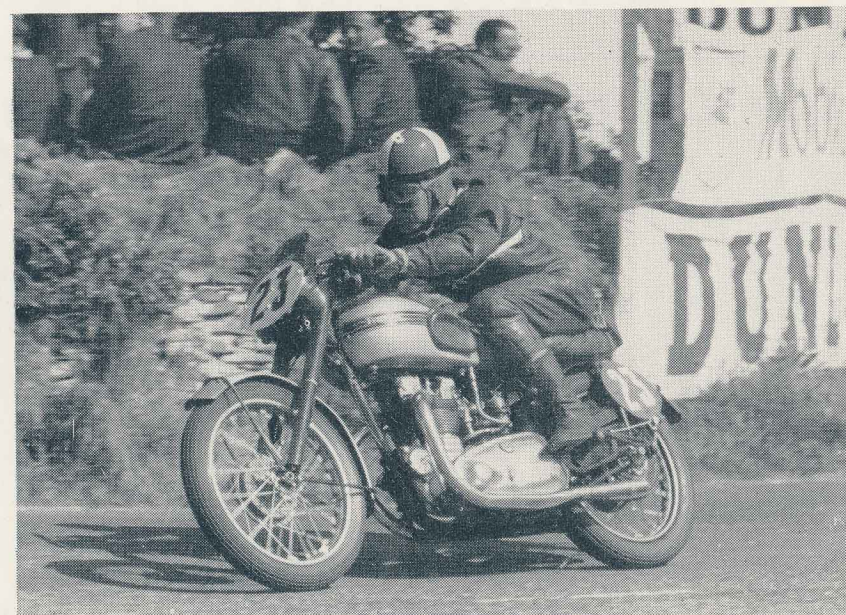
advanced design, for they were fitted with internal expanding brakes, all-chain drive and three-speed gear boxes.

The now world famous KTT model was introduced in 1929, to provide the private owner with the nearest possible approach to a "works" machine. Their success was immediate. In the first Manx Grand Prix, the Junior of 1930, the KTTs finished in the first eight places.

A Velocette won the 1938 Junior T.T. and had an unbroken series of wins until 1949. In addition there were many Continental successes and second places in the Senior T.T.s of 1938-39.

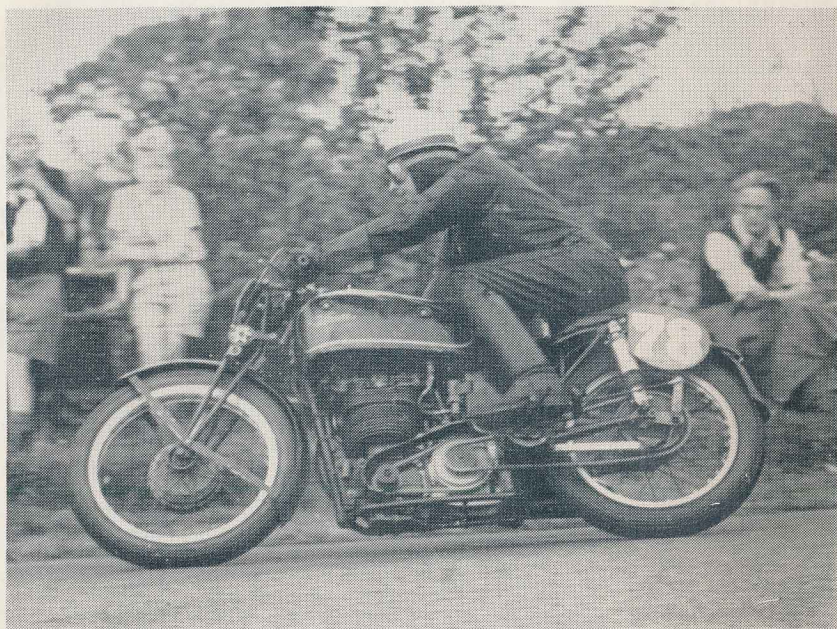
The double o.h.c. engine was tried again in 1949, basically the same as the 1936 design and for 1951 there was a new frame and telescopic forks. There was also a two-fifty model but no five hundred. The two-fifty was a small edition of the three-fifty but with a square engine (249 c.c.—68 x 68 m.m.) and five-speed gearboxes. Only one took part in the Lightweight T.T. but did not finish. The three-fifties were outspeeded in the Junior T.T. and for the time being were out of the picture in classic races.

At the moment there is no official



The 500 c.c. Triumph Tiger 100

"Motor Cycling"



Velocette KTT Mk VIII

"Motor Cycling"

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A WELCOME AWAITS YOU — WHY NOT LOOK US UP?

works support and the KTT is out of production. Those now raced by private owners are KTTs of varying ages and several specially prepared push rod two-fifties, based on the standard and now discontinued M.O.V. model, and modified KTTs reduced to 250 c.c.

VINCENT

During 1928 Philip Vincent acquired the manufacturing rights of the H.R.D. Company and set up a factory in Stevenage to manufacture Vincent-H.R.D. motor cycles. The basic feature of these machines was a spring frame, very little different from that made today.

For a time J.A.P. engines were used but in 1935 the Company produced its own engine. The rocker gear was completely enclosed within a one-piece cylinder head-rocker box casting, the valves were guided by double bearing bushes, top and bottom, and a forked rocker operated the valve through a collar located on that part of the valve stem which lay between the two guides. Hairpin valve springs were used and left exposed to the air. To reduce side thrust on the valves, the camshaft was set high in the timing case, the short push rods set in a wide V-angle and

parallel to the valve stems and the rockers were straight. The capacity of the engine was 500 c.c. (84 x 90 m.m.). Subsequently a 1000 c.c. engine was produced (1937), virtually two five hundreds on a common crankcase. The dual-brake system, first introduced in 1934, was part of the specification and, of course, the spring frame.

This engine (500 c.c.) was raced in the T.T. in 1935 and proved thoroughly reliable, all three entries finishing. For 1936 supercharging was tried experimentally but abandoned and the engines ran unblown.

For the post-war programme a one-model range was offered, with several variants. The machine was a redesigned 1000 c.c. V-twin with a maximum speed of well over 100 m.p.h. Racing versions hold national maximum records in various countries, one at over 150 m.p.h., and the works owned "Gunga Din" for a time held the Shelsley Walsh hill climb record. It still holds the motor cycle record. Standard models have been raced in the Clubman's T.T. and in the solo and sidecar races at the smaller road racing circuits.



The 1,000 c.c. Vincent Black Lightning and Sidecar

"Motor Cycling"

British Motor Cycle Racing Club

APPLICATION FORM FOR MEMBERSHIP

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

I hereby apply to be admitted as a member of British Motor Cycle Racing Club Limited, a Company limited by Guarantee, and subject to its Memorandum and Articles of Association* and I further apply to be elected to membership of British Motor Cycle Racing Club, and upon election, I agree to be bound in all respects by the Rules and Regulations of the Club.

(PLEASE WRITE IN BLOCK CAPITALS)

Surname Date.....

Full Christian Names

Address

Occupation or Profession

Other Motor Cycle Clubs of which a member (if any)

A.C.U. Open Competition Licence Number (if held)

Name of B.M.C.R.C. member proposing
(BLOCK LETTERS)

Signature

Name of B.M.C.R.C. member seconding
(BLOCK LETTERS)

Signature

£ s. d.

I enclose remittance of: 10 6 Entrance Fee.

2 2 0 Subscription for year ending Dec. 31st 1954

Any other items: (Lapel Badge

7/6. Car or M/c Badge 15/-,

Ladies' Badge 5/6).

Transfers 1/9 each.

TOTAL £

Signature of Applicant

* Note: As to future financial liability, Clause 6 of the Company's Memorandum of Association is as follows:—

Every member of the Company undertakes to contribute to the assets of the Company in the event of its being wound up while he is a member, or within one year afterwards, for payment of the debts and liabilities of the Company contracted before he ceases to be a member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributories among themselves, such amount as may be required, not exceeding one pound.

The Applicant is requested to give a few brief details of his Motor Cycling history and intentions. This is not compulsory, but is of general assistance.

The subscription of members elected after October 10th, covers the period until December 31st of the following year.

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T.T.
SENIOR & JUNIOR

1ST

Norton

SENIOR T.T.

1st R. Amm (NORTON)

2nd J. Brett (NORTON)

4th R. Coleman (A.J.S.)

Manufacturers' Team Prize (A.J.S.)

JUNIOR T.T.

1st R. Amm (NORTON)

2nd K. Kavanagh (NORTON)

3rd F. Anderson (GUZZI)

Manufacturers' Team Prize (NORTON)

LIGHTWEIGHT T.T.

1st F. Anderson (GUZZI)

all relied on

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