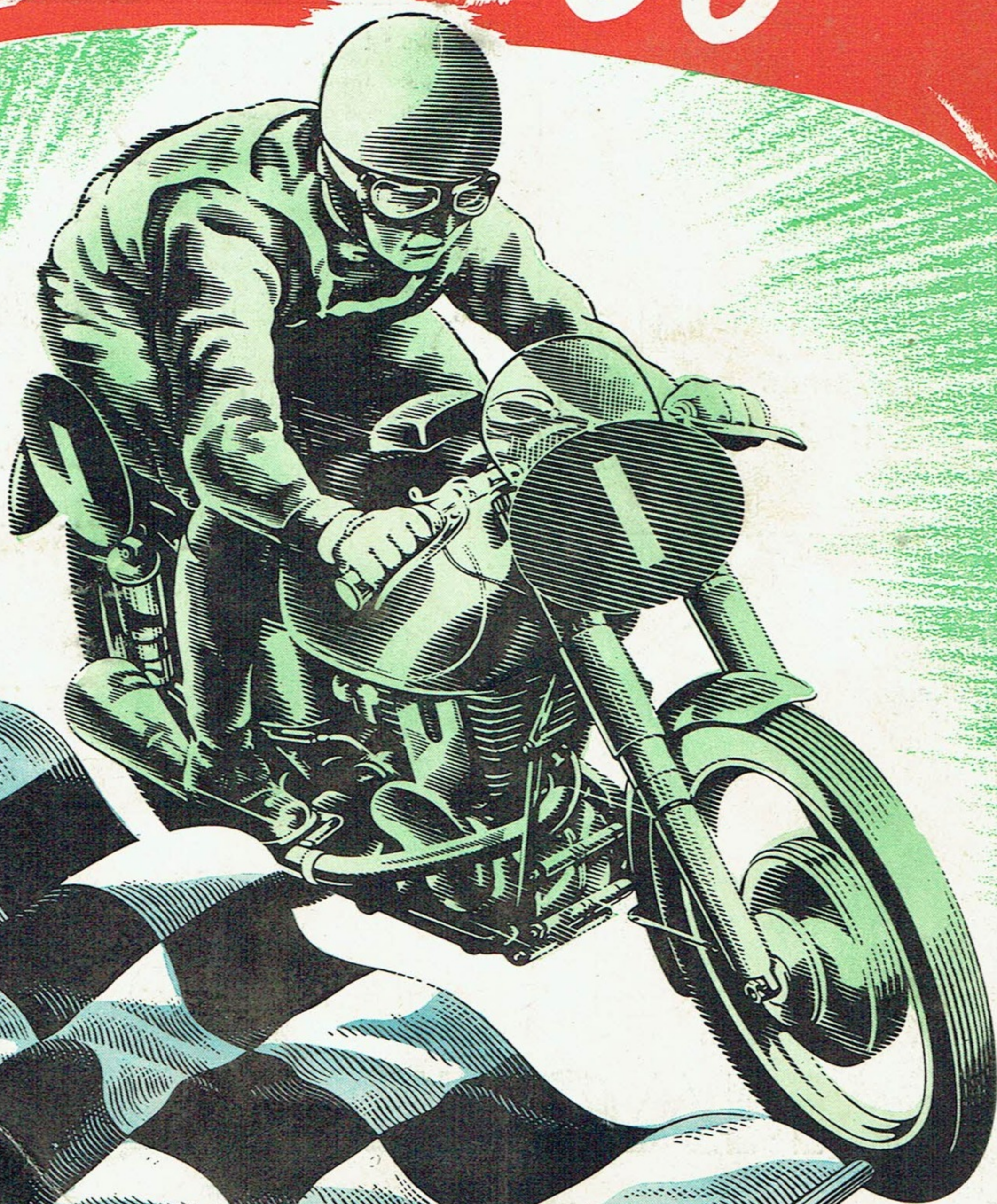




BRITISH
MOTOR CYCLE
RACING CLUB
SILVERSTONE
7th August
1954

INTERNATIONAL

Hutchinson 100



OFFICIAL
SOUVENIR
PROGRAMME

2s.



JUNIOR T.T.

1st



1st R. Coleman (A.J.S.)
2nd D. Farrant (A.J.S.)
3rd R. Keeler (NORTON)

SENIOR & SIDECAR T.T.

1st Norton

SENIOR T.T.
1st R. Amm (NORTON)
2nd G. Duke (GILERA)
3rd J. Brett (NORTON)
Manufacturers Team Prize
(NORTON)

SIDECAR T.T.
1st E. Oliver (NORTON)

all relied on

LUCAS
MAGNETOS

(Results subject to official confirmation)

JOSEPH LUCAS LTD

BIRMINGHAM

ENGLAND

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



Secretary:—R. C. Walker, 34, Paradise Road, Richmond, Surrey.

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, 7th August, 1954

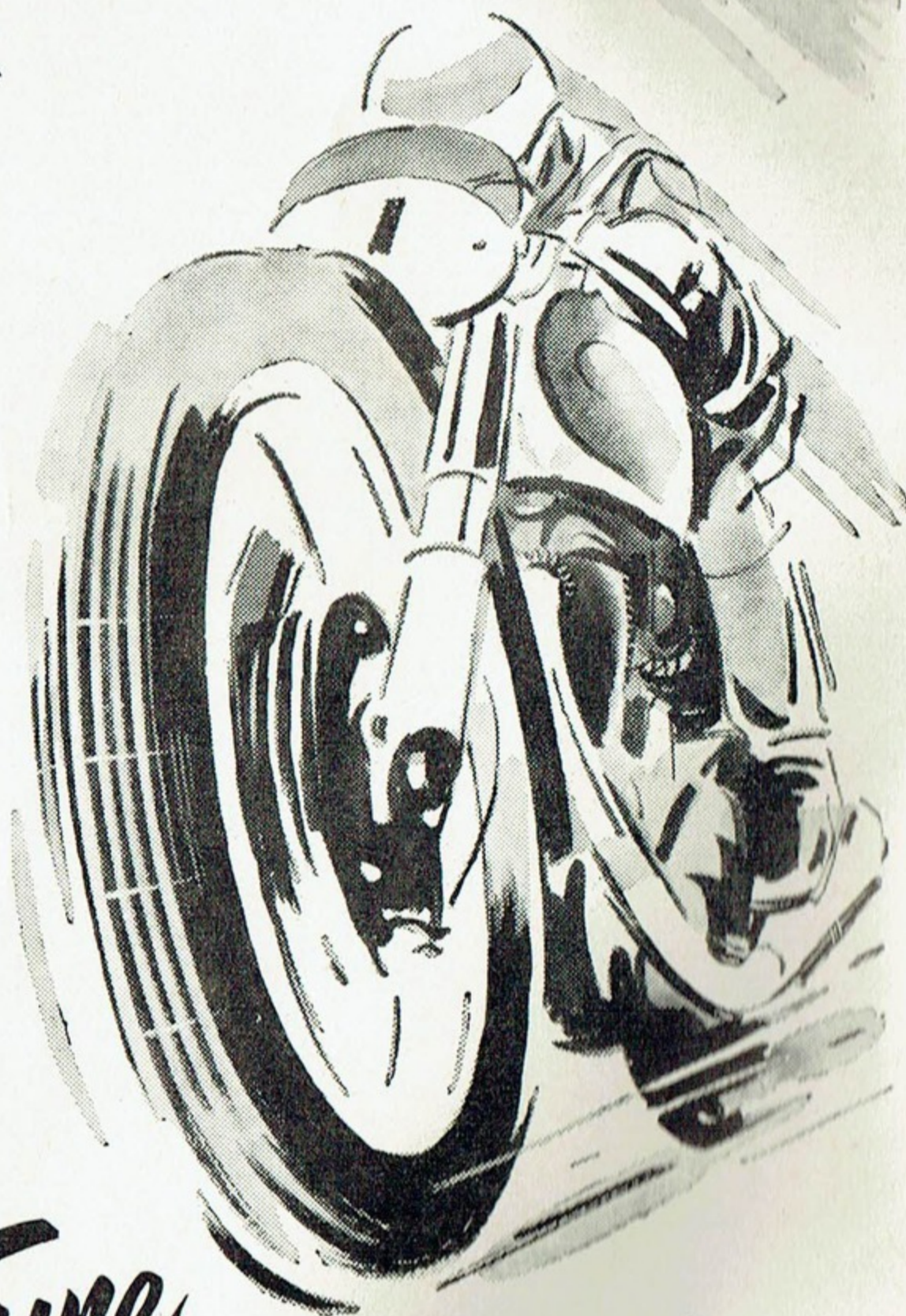
Held under the International Racing Code of the F.I.M., the
General Competition Rules of the A.C.U., and the Supple-
mentary Regulations of the British Motor Cycle Racing Club.

International Competition No. F.I.M. 98 T.T.C. No. 593

Permit No. A.C.U. 536

DO NOT CROSS THE TRACK

DUNLOP



1st Tyre
in the World

Officials

THE CLUB

President : Sir Algernon Guinness, BART.,

Vice-Presidents: Professor A. M. Low, A.C.G.I., D.S.C., F.C.S.
E. C. E. Baragwanath, H. L. Daniell, C. A. Lewis.

STEWARDS

OF THE MEETING

A.C.U.: H. R. Taylor.

Club: Sir Algernon Guinness,
BART., E. C. E. Baragwanath and
N. B. Pope.

JUDGES

A. E. T. Comerford and H. L.
Daniell.

A.C.U. TIMEKEEPER

IN CHARGE

H. W. Shuttleworth (Inter-
national).

TIMEKEEPERS

V. C. Anstice (International),
A. J. Gibbons (National), T. G.
Pickering (National), F. C. Toplis
(National), A. F. Faulkner
(Certified "A"), S. A. Nicholls
(Certified "A").

SCRUTINEERS

A. C. Squillario, D. J. H. Glover
and Assistants.

MEDICAL

Dr. F. E. Gowland Hopkins
(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

R. A. Ingham Clark

CHIEF MARSHAL

W. G. Jarman.

MARSHALS

Members of the Metropolitan
Police Sports and Social Club,
the Mid-Bucks M.C.C., the
Territorial Army (London)
M.C.C. and B.M.C.R.C.

PUBLIC CONTROLLER

W. A. S. Knox-Gore.

ANNOUNCERS

E. W. Fitch, L. J. Archer and
L. Clifford.

PRESS LIAISON

T. Plant.

TRACK MANAGER

J. W. Brown.

DEPUTY CLERK OF THE COURSE

D. Bates.

CLERK OF THE COURSE AND SECRETARY OF THE MEETING

R. C. Walker, 34 Paradise Road,
Richmond, Surrey.

Acknowledgements are made to the British Racing Drivers' Club for the use of the track, to the local authorities in both 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 Daily Express (General facilities); The Shell Mex & B.P. Company Ltd.; The Esso Petroleum Company Ltd.; 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 Company Public Address Equipment; Pattison Hughes Ltd., Birmingham, (Catering); The National Fire Protection Co. Ltd. (Fire Equipment); Owen Brown & Sons (Tents) Ltd., Loughborough, (Fencing & Tentage); The Borough Press, Swindon, (Printing); Mills Scaffold Co. Ltd., Coventry, (Stands).

for racing,
trials, scrambles,
or just touring



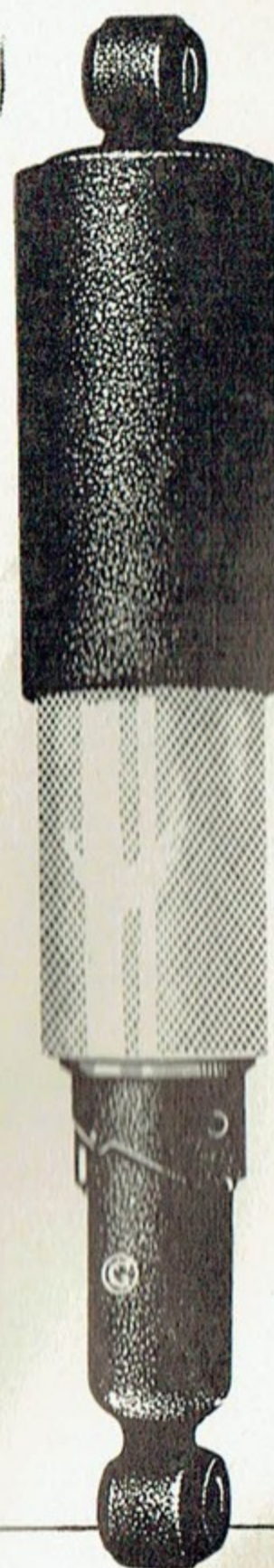
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Way Out Ahead

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Description of Events

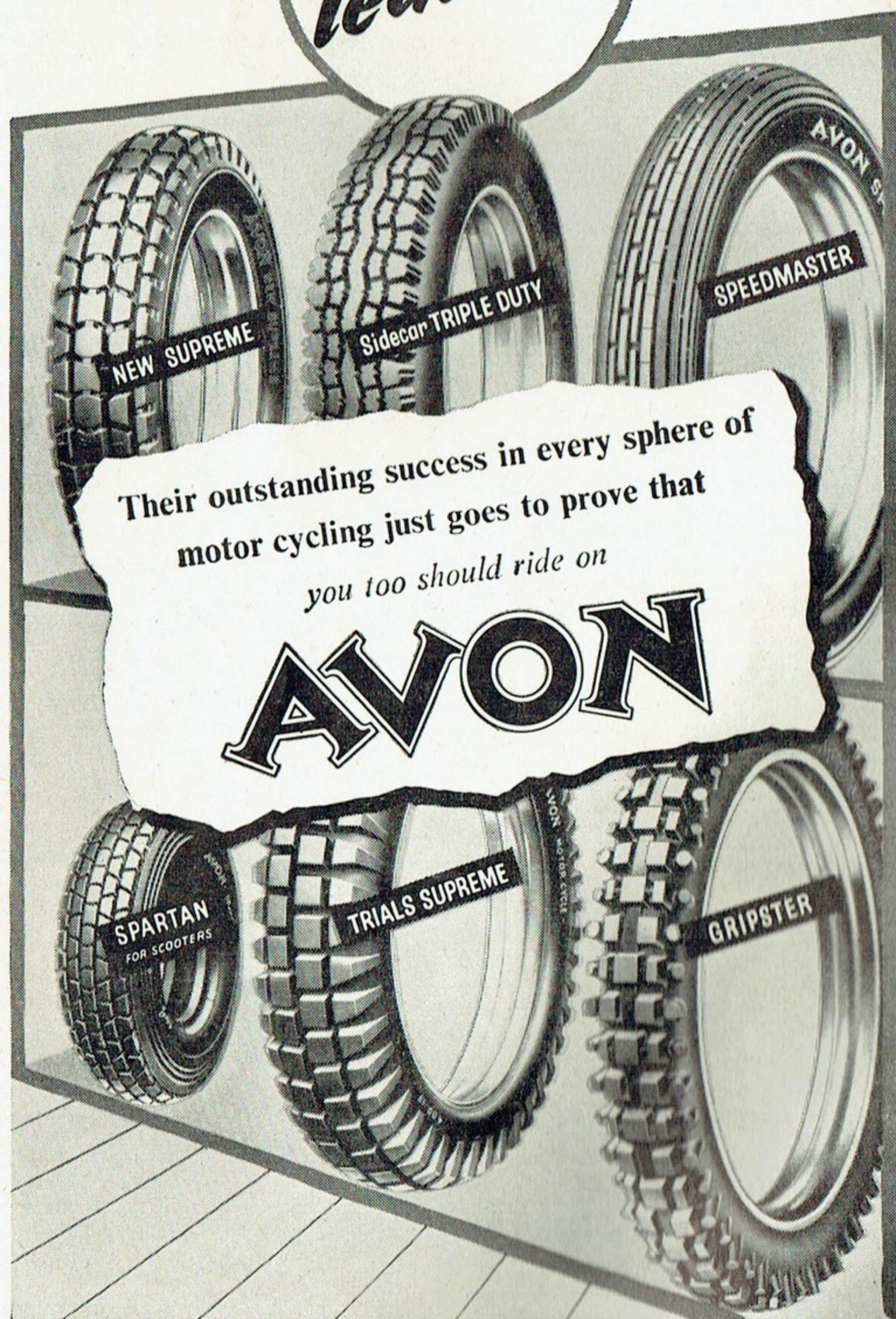
(ALL EVENTS ARE SCRATCH RACES)

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 Side-cars 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 Side-cars having engine capacities between 490 c.c. and 1,000 c.c. and Three-wheeled Cyclecars to 1,200 c.c.	29
	5.05 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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To-day's *leading* tyres



Foreword

by

Professor A. M. LOW,
A.C.G.I., D.S.C., F.C.S.

The British Motor Cycle Racing Club bids you welcome. This Hutchinson 100 is not only the 22nd of the series but is the foremost event of the year to be organised under International Permit by the greatest Motor Cycle Racing Club in the world.

"Bemsee" has a background enjoyed by no other club. It has made motor cycling history by the help of members whose names are household words wherever motor cycles are ridden.

Racing, in the true sense, has developed the motor cycle in a manner which could be achieved by no other form of test. It is almost entirely as the result of racing, that the riding public has machines with capabilities in speed, comfort and safety, that would have been impossible only a few years ago.

The B.M.C.R.C. is proud of its riders and gives all thanks to the Honorary Officials who, by their devotion to the finest sport in the world, have made this day practicable. For all concerned and to every spectator they wish Good Fortune.

Arthur

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, in 1952 by J. A. Storr, 499 c.c. Norton, and last year by C. C. Sandford, 125 c.c. M.V. Agusta.

Existing Lap Records:

125 c.c.	C. C. Sandford	2 min. 20 4/5 sec.	at 74.65 m.p.h.
250 c.c.	M. Cann	2 min. 03 4/5 sec.	at 84.89 m.p.h.
350 c.c.	W. R. Amm	1 min. 56 2/5 sec.	at 90.29 m.p.h.
500 c.c.	W. R. Amm	1 min. 51 2/5 sec.	at 94.34 m.p.h.
500 c.c. Sidecar	E. Oliver	2 min. 05 3/5 sec.	at 83.67 m.p.h.
1,000 c.c. Sidecar	P. V. Harris	2 min. 08 3/5 sec.	at 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: T. K. Kavanagh).

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: T. K. Kavanagh).

THE DUNLOP TROPHY

Presented to the Club by the Dunlop Rubber Co., Ltd. To be held for one year with memento for retention will be awarded to the winner of the 250 c.c. Championship Race. (New Trophy).

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: P. V. Harris).

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: T. K. Kavanagh).

THE CARBUROL CUP

Presented by United Lubricants Ltd. To the driver of the first British machine to finish in the 250 c.c. Championship Race. (Holder: B. W. T. Rood).

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: R. E. Geeson).

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 1954. The final decision in making this award to rest with the Committee of B.M.C.R.C. (Holder: P. H. Tait).

THE SIDECAR CHALLENGE TROPHY

To be held for one year with memento for retention will be awarded to the driver of the sidecar or cyclecar making the fastest lap of the day in that category. (New Trophy).

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 £10, 2nd £8, 3rd £6, 4th £4, 5th £2, 6th £1 in each race.

Event 2—1st £10, 2nd £8, 3rd £6, 4th £4, 5th £2, 6th £1 in each race.

Event 3—1st £10, 2nd £8, 3rd £6, 4th £4, 5th £2, 6th £1 in each race.

Event 4—1st £25, 2nd £18, 3rd £10, 4th £5, 5th £3, for Drivers.
1st £8, 2nd £5, 3rd £3, 4th £1 10s., for Passengers.

Event 5—1st £15, 2nd £12, 3rd £8, 4th £6, 5th £4, 6th £2 10s., 7th £1.

Event 6—1st £25, 2nd £18, 3rd £10, 4th £5, 5th £3, 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 £7 10s., 7th £6, 8th £4, 9th £3, 10th £2.

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 £8 10s., 7th £7, 8th £5, 9th £3, 10th £2.

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 £8 10s., 7th £7, 8th £5, 9th £3, 10th £2.

Important

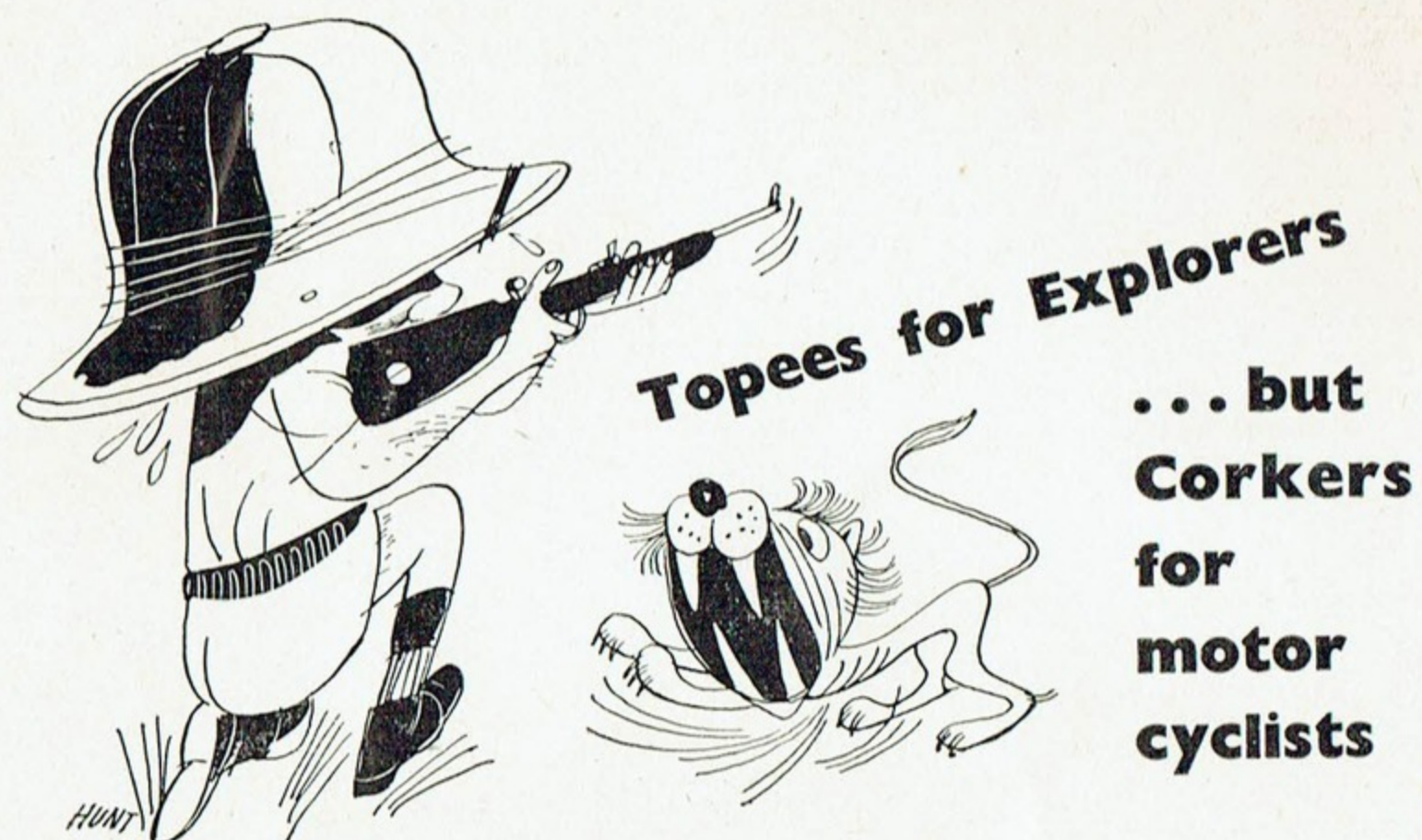


Notice

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.



Even the sang-froid of a pukka sahib can be upset by a loud roar of "Where did you get that *ghastly* hat?" One has, nevertheless, to face the fact that in the very best jungles the good old topee is now a little dated. Motorcyclists, on the other hand, are lucky people—for the fashionable Corker is both stylish *and* sensible. In appearance, it adds the finishing touch to a smart turn-out of man (or girl) and machine. In action, it meets every requirement of comfort, convenience and common sense—it's the hall-mark of a knowledgeable motorcyclist.



SILVERSTONE 26th September 1953

For the fifth year in succession, the "Hutchinson Hundred" was held at Silverstone last September. As always an excellent and exciting day of racing was enjoyed by all and sundry; competitors, spectators and, yes, even officials.

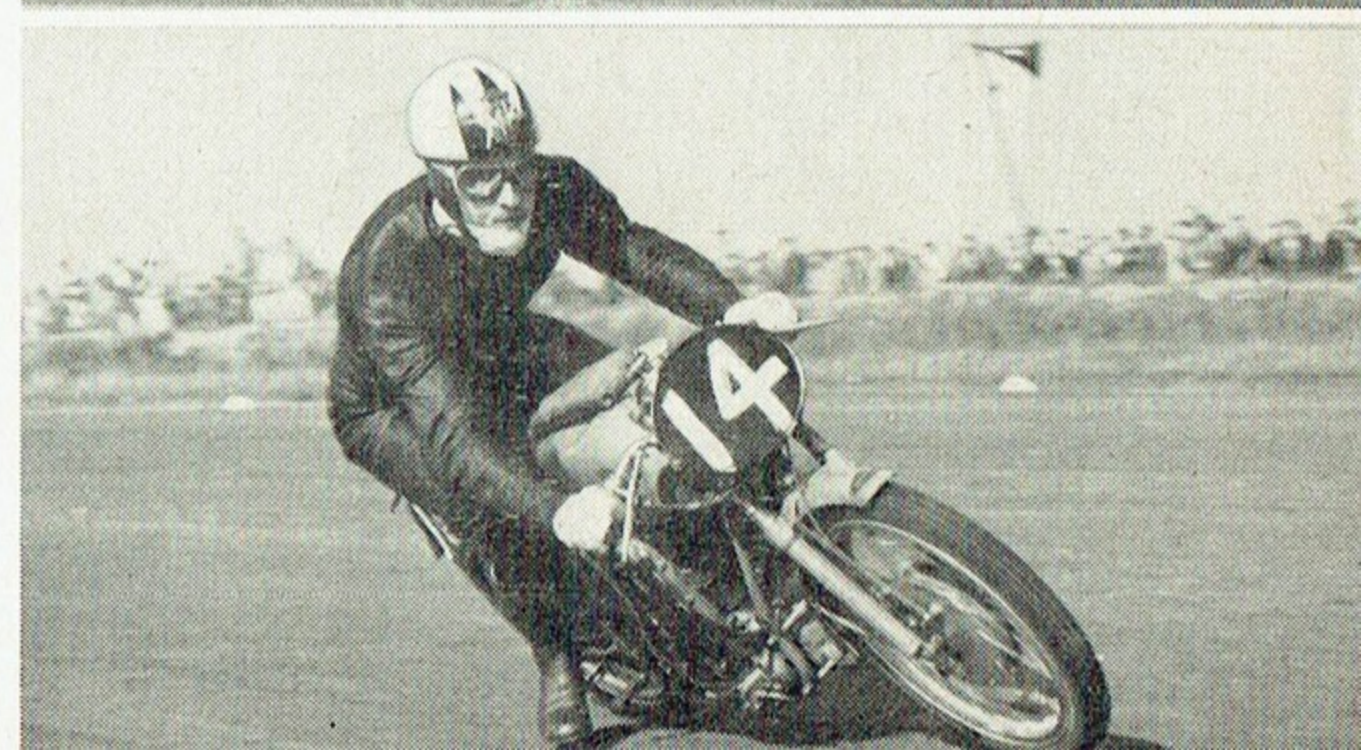
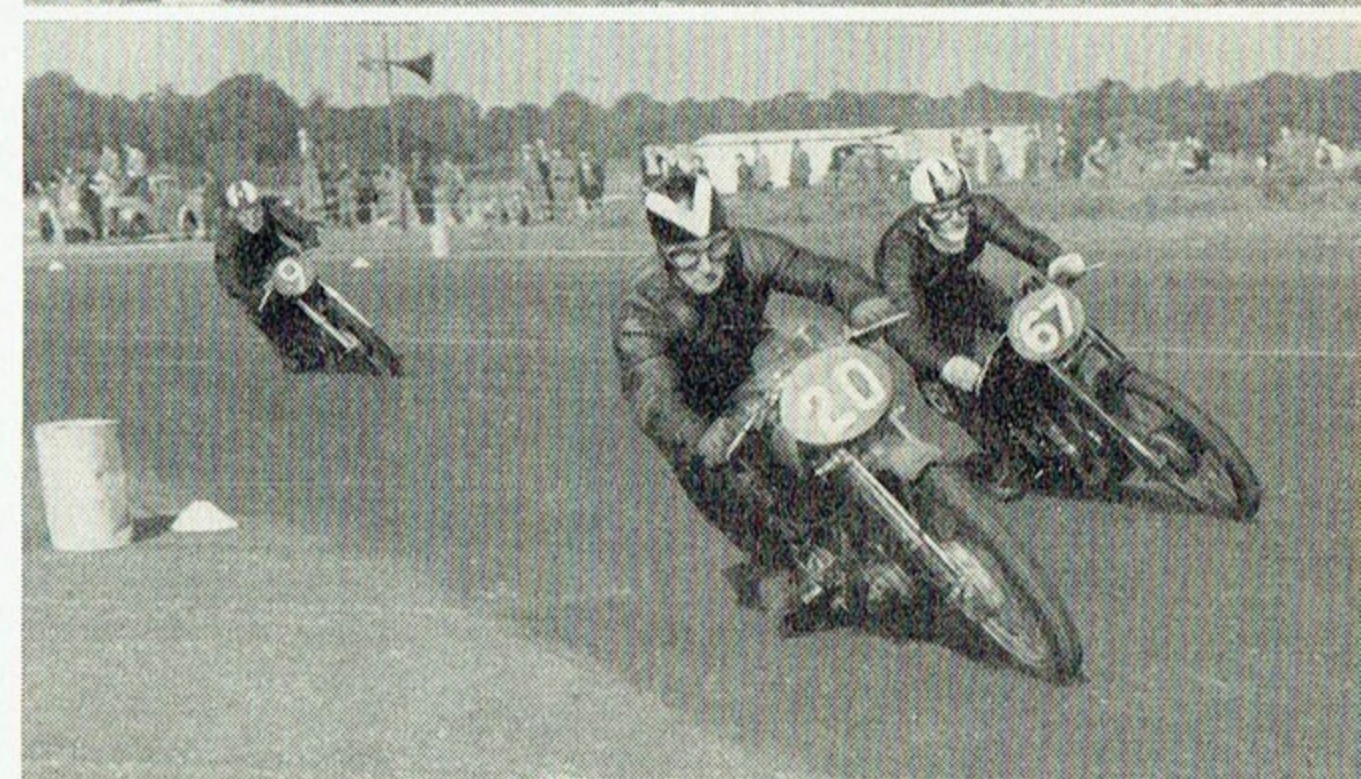
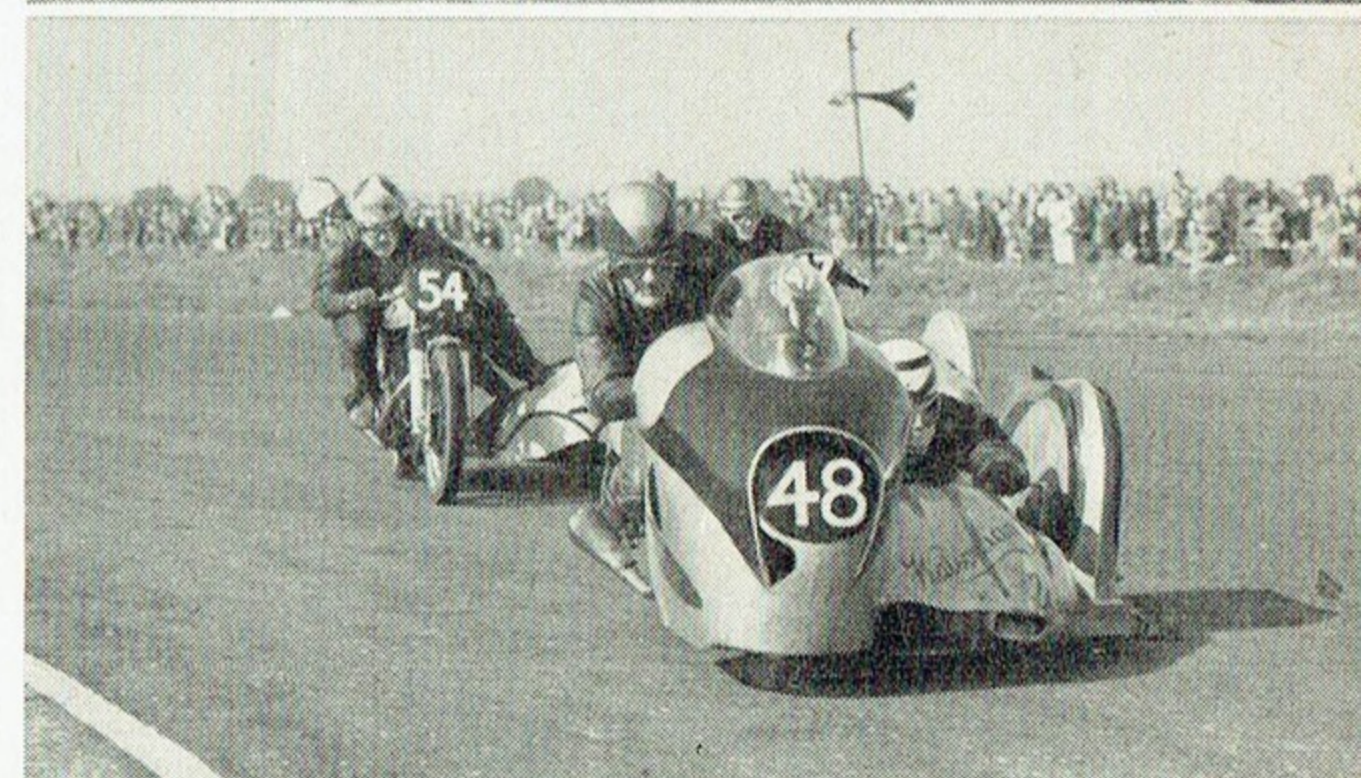
The weather was an improvement on the memorable "motor-boat" races of 1952 and, talking of improvements, it was by dint of improving on the existing 125 c.c. class lap record to the tune of 6.18 m.p.h. that Cecil Sandford was able to lift the coveted Millano Trophy.

Pictures from last year show: (top) T. K. Kavanagh (499 c.c. Norton), the Aussie member of the Norton Team leading from R. H. Dale on a 498 c.c. Gilera. Second picture shows the cream of the "barrow boys" battling it out—all mounted on 499 c.c. Nortons. Eric Oliver on a Norton/Watsonian combination leads from Cyril Smith and Pip Harris.

The third picture was taken during the 250 c.c. B.M.C.R.C. 100 kilometre championship race, and shows A. Wheeler (248 c.c. Moto-Guzzi) inside C. C. Sandford (249 c.c. A.R.T. Velocette) and leading from E. Houseley (248 c.c. Velocette).

Cecil Sandford (bottom picture) in conjunction with the 125 c.c. M.V. Agusta raises the class Lap Record to 74.65 m.p.h. by lapping the circuit in 2 min. 20 4/5 secs.

Photographs by courtesy of "Motor Cycling"



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PISTONS · PINS · RINGS · LINERS
GREY IRON AND ALLOY CASTINGS
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Mr. Donald Chambers, our representative at this meeting will be pleased to help and advise you

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12

BRADFORD, 4.

Introducing you to...

"Bemsee"

WITH the exception of the M.C.C.—the Motor Cycling Club—the British Motor Cycle Racing Club 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 a 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 some time 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 meetings at the Crystal Palace and Oulton Park circuits.

At the moment membership stands at between 800 and 900, with members not only from Britain—"Bemsee" is internationally famous—but from all parts of the Dominions and several foreign members from European countries.

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Today's Competitors

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Ager, J. P.	2	54/1227	S. H. Brand	E.1453	London, S.W.18
Allington, J. H. V.	5	54/1228	Mavro & Son	E.1567	Salisbury
Amm, W. R.	2, 3	54/1077	Norton Motors Ltd.	E.1406	S. Rhodesia
Anderson, R.	3	54/1638			Haynes
Andrews, G. W.	3	54/1690			Cirencester
Arnold, G.	3	54/1258	J. Frodsham Ltd.	E.1559	Warrington
Arnold, G.	5	54/1258	Shuttleworth & Geldart	E.1555	Warrington
Bagshaw, P.	2, 3	54/1635			Scunthorpe
Barham, A. J.	2	54/1623			Himbleton
Barrett, E. A.	1	54/1530			London, N.15
Baughn, J.	5	54/1696			Southall
Brett, K. C.	5	54/1460			Wardle
Cann, M.	1, 5	54/1181			Leicester
Carr, L.	3	54/1405	Seaton Delavel M.C.C.	E.1524	Gateshead-on-Tyne
Chapman, D. G.	2	54/1215			Reading
Charles-Batson, K. C.	1, 2	54/1241	D. Charles-Batson	E.1394	Wimbledon
Clark, J. R.	2, 3	54/1321	Arter Bros Ltd.	E.1446	Portsmouth
Clarke, D. G. A.	2, 3	54/1525	Waltham Abbey Motor Cycles	E.1561	Ware
Collier, H. R.	2	54/1366			Walthamstow
Cooper, S.	3	54/1643			Boston
Danskin, D. A. W.	2	54/1655			Surbiton
Dear, L. A.	2, 3	54/1266	Geo. Bryant	E.1470	Claygate
Dendy, R. R.	1	54/1450			Kenton
Doncaster, P. M.	1	54/1711			Mansfield
Duke, G. E.	3	54/1151			Southport
Dunlop, G. R.	2, 3	54/1472	Arter Bros. Ltd.	E.1446	New Zealand
Eckart, J.	1	54/1602			Coventry
Edlin, D. H.	1, 5	54/1231			Ickenham
Ellerby, C.	2	54/1455	G. Perkins	E.1437	Brigg
Ewer, G. N.	1	54/1621	G. K. Rae	E.1429	Chiswick
Farrant, D. K.	2, 3	54/1182	A.J.S. Motor Cycles	E.1390	St. Leonards
Fay, R.	2	54/1560			Liverpool
Fenn, A. A.	1, 3	54/1254			Burton-on-Trent
Fenwick, T. E.	1, 5	54/1497	C. W. Atkinson	E.1423	York
Ferbrache, P.	2, 3	54/1323	Waltham Abbey Motor Cycles	E.1561	Enfield
Fletcher, W. R.	2, 3	54/1625	Wycombe Tool & Die Co. Ltd.	E.1536	High Wycombe
Ford, R. J.	2	54/1686	Waltham Abbey Motor Cycles	E.1561	E. Barnet
Fox, F. M.	2, 3	54/1174	T. Garner & Son Ltd	E.1432	Barnsley
French, L. J.	5	54/1226			London, S.W.2
Fuller, F. L.	1	54/1479			Southall
Gaunt, R.	1	54/1645			Doncaster
Gibson, H.	3	54/1688			Ilford
Hall, H. S.	1	54/1356			London, E.2
Hall, P. M.	2	54/1207			Derby
Harris, R.	5	54/1003	Aitchanbee Motor Cycles	E.1383	Wealdstone
Harrison, R.	3	54/1630	English Electric Co.		
			M.C. & C.C.	E.1685	Luton
Harrison, R. E. D.	2, 3	54/1647	A. W. Harrison & Sons Ltd	E.1654	High Wycombe
Hartle, J.	1, 2, 3	54/1363	E. W. Bowers	E.1476	Chapel-en-le-Frith
Heath, F. E.	1	54/1345			Church
Hedley, J.	3	54/1658			London, N.21
Hogan, J. A.	1, 5	54/1004	Aitchanbee Motor Cycles	E.1383	Stanmore
Hogan, P.	5	54/1002	Aitchanbee Motor Cycles	E.1383	Pinner
Hordley, W. L.	3	54/1305			Exhall
Hyde, J. B.	1	54/1668			London, S.E.2
James, A. D.	1	54/1626			Kenilworth

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Jarman, D.	2	54/1194			Waltham Abbey
Jefferies, A.	5	54/1677	B. A. Rolfe & Son	E.1531	Totton
Johnson, A. G.	2	54/1260			Datchet
Jones, A. W.	1, 3	54/1326	Gt. West Autos	E.1563	Harrow Weald
Keeble, A. C.	2	54/1699			Leiston
Kemp, H. J.	3	54/1216			London, S.W.1
Kempson, E. M.	1	54/1631	R. Tyler	E.1430	Dulwich
Kershaw, B.	2, 3	54/1654			Milnrow
King, B. H.	2, 3	54/1701	Geo. Bryant	E.1470	Kempston
King, R. H.	3	54/1300			Bedford
Kirby, H.	1	54/1693			Liverpool
Larque, D.	5	54/1608			Coventry
Launchbury, F. W. J.	2	54/1222	Comerfords, Ltd.	E.1441	Raynes Park
Maddrick, W. J.	1	54/1202			Barrow-in-Furness
Marriott, P. H.	2	54/1474			Kettering
Martin, A. F. J. D.	2, 3	54/1700			Dunchurch
Mayne, G.	2	54/1364			Farnborough
McCubbin, J. C.	2	54/1689			Fulham
McGrath, T.	2	54/1661			London, S.E.18
McIntyre, R.	2, 3	54/1279	A.J.S. Motor Cycles	E.1390	Glasgow
Monty, G.	1, 2	54/1199	S.P.O.R.T. Equipe	E.1415	Hampton
O'Rourke, M. P.	2, 3	54/1290			London, S.E.5
Ovens, T. A.	3	54/1245			Cirencester
Palmer, S.	2	54/1289			Wolverton
Pantlin, E.	3	54/1176	Hillingdon & Uxbridge M.C.	E.1468	Maidenhead
Peacock, J.	2	54/1634			Send
Pearce, H. A.	2, 3	54/1217	Angus Motor Cycles	E.1447	Hook
Perris, F. G.	3	54/1191	J. A. Viccars	E.1407	London, S.W.1
Pizzey, M. J.	2	54/1234	Wandsworth M.C.C.	E.1466	Wimbledon
Powell, D. T.	2, 3	54/1665	Bob Foster	E.1494	Brockenhurst
Price, T.	3	54/1188			Wembley
Rhodes, C. H.	3	54/1624			Leicester
Rimes, B.	2	54/1656			Northwood
Robinson, F. A.	1	54/1692			Brackley
Rood, B. W. T.	1, 2	54/1383	B. Rood	E.1442	Buckhurst Hill
Rose, A. E.	5	54/1657			Cheshunt
Rowbottom, R. A.	2, 3	54/1269	J. R. Mellors	E.1540	Scunthorpe
Rutherford, F. A.	2	54/1389			E. Ham
Ryan, W.	2	54/1585			Rayleigh
Salt, G. T.	2, 3	54/1005			Much Wenlock
Sandford, C. C.	1, 2, 3, 5	54/1084	A. R. Taylor Garages Ltd.	E.1573	Brockley
Setchell, B. P.	2	54/1672			Luton
Shepherd, T. S.	2	54/1540			Liverpool
Skennerston, D. S.	2	54/1423			Camberley
Smith, R. H.	1	54/1239			Hayes
Smith, R. R. C.	1	54/1246			Brighton
Smith, W. R.	3	54/1299			Scunthorpe
Snow, D. D.	2	54/1420			Merthyr Tydfil
Soan, G.	2	54/1339			Mitcham
Spencer, F. A.	1	54/1651			Lincoln
Surtees, J.	1, 2, 3	54/1263	Jack Surtees (Motors) Ltd.	E.1424	London, S.E.6
Tait, P. H.	1	54/1315			Coventry
Tait, P. H.	2, 3	54/1315	Bob Foster	E.1494	Coventry
Tanner, G. B.	2, 3	54/1233	G. K. Rae	E.1429	London, E.7
Taylor, A. H.	5	54/1622			Weybridge
Telfer, I. F.	1	54/1600			Harrow
Tester, P. M.	3	54/1372			Southwater
Thomson, G. F.	2	54/1296	G. T. Motors	E.1452	Hassocks
Thorp, T.	2	54/1347			Ruislip
Thurston, J. R.	2	54/1676			Scunthorpe

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Tinkler, E. W.	1	54/1636			Market Harborough
Tostevin, K. H.	2, 3	54/1415			Guernsey
Trow, A. J.	3	54/1682	A. C. Trow	E.1687	Otford
Tucker, A. W.	3	54/1250			Cirencester
Washer, E. J.	2	54/1298			Crawley
Webb, P. E. S.	3	54/1637	S.P.O.R.T. Equipe	E.1415	Wyke Regis
Webster, W. M.	1, 5	54/1221	W. M. Webster of Crewe	E.1519	Crewe
Wheeler, A.	1, 2	54/1274	Wheeler Motors	E.1428	Epsom
Williams, A. A.	1, 2	54/1384	C. W. Atkinson	E.1423	York
Williams, H.	2	54/1567	E. R. G. Earles	E.1479	Wildmoor
Williams, J. E.	3	54/1319			Basingstoke
Williams, V. T.	1, 2	54/1264			Holmes Chapel
Willis, E. H.	3	54/1338			Didcot
Willis, K.	2	54/1292	A. B. Mullee Ltd.	E.1398	Dunmow
Wood, J. J.	3, 5	54/1284	A. A. Fenn	E.1658	Douglas

SIDECARS AND THREE WHEELERS

Driver	Events	Lic. No.	Entrant	Lic. No.	Town
Boddice, W. Pass: W. Storr	4, 6	54/1225	E. R. G. Earles	E.1479	Smethwick
Davis, E. J. Pass: E. G. Allen	4, 6	54/1464			Walkern
Douglas, R. G. Pass: B. H. Hope	4, 6	54/1539	B. G. Gross	E.1478	Wembley
Hale, C. Pass: F. Hadley	4, 6	54/1702			Oldbury
Harris, P. V. Pass: E. Holder	4, 6	54/1302			Wombourne
Hicks, N. E. Pass: T. Fairbrother	4, 6	54/1393			Leicester
McDonald, R. Pass: B. F. Taylor	4, 6	54/1396			Hastings
Skein, A. H. Pass: D. Overall	4, 6	54/1343			Chatham
Stuart, G. Pass: D. Young	4, 6	54/1650			Waltham Abbey
Taylor, F. Pass: R. Taylor	4, 6	54/1583			Todmorden
Taylor, L. W. Pass: P. Glover	4, 6	54/1346			Barnt Green
Walker, E. Pass: D. G. Roberts	4, 6	54/1397	E. W. Bowers	E.1476	Sheffield
Young, E. T. Pass: E. A. Barrett	4, 6	54/1574			Cheshunt

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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.	B. W. T. Rood	Velocette	249
2.	M. Cann	Moto-Guzzi	248
3.	F. L. Fuller	Rudge	249
4.	J. Eckart	Excelsior	249
5.	J. Hartle	A.J.S.	248
6.	R. H. Smith	B.S.A.	250
7.	F. E. Heath	Benelli	249
8.	P. M. Doncaster	B.S.A. Special	249
9.	H. S. Hall	Velocette	248
10.	A. D. James	Rudge	249
11.	R. R. C. Smith	Cleveland Duffell	248
12.	J. B. Hyde	Rudge	249
14.	R. R. Dendy	Rudge	249
15.	I. F. Telfer	Norton	248
16.	C. C. Sandford	A.R.T. Velocette	250
17.	D. H. Edlin	Melem Special	247
18.	A. W. Jones	D.K.W.	246
19.	F. A. Spencer	F.A.S.	246
20.	H. Kirby	Velocette	248

Fastest Lap. NO. 2 2m. 18

Finish
Order

Time &
Speed

1st	2	11.53.73.51
2nd	1	12.20
3rd	16	12.30
4th	11	
5th	18	
6th	15	

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.
25.	K. Charles-Batson	Excelsior	249
26.	A. A. Williams	Norton	248
27.	T. E. Fenwick	Moto-Guzzi	248
28.	J. C. McCubbin	Rudge	250
29.	G. N. Ewer	Rudge	248
30.	J. Surtees	R.E.G.	248
31.	E. M. Kempson	Rudge	249
32.	G. Monty	Velocette TRIUMPH	248
33.	V. T. Williams	Velocette	248
34.	A. A. Fenn	Moto-Guzzi	248
35.	W. J. Maddrick	Moto-Guzzi	248
36.	E. W. Tinkler	Pike-Rudge	248
37.	W. M. Webster	Velocette	248
38.	J. A. Hogan	Anzani	242
39.	R. Gaunt	Moto-Guzzi	247
40.	A. Wheeler	Moto-Guzzi	248
41.	F. A. Robinson	Excelsior	249
42.	E. A. Barrett	Phoenix	247
43.	P. H. Tait	Beasley Velocette	248

Existing Lap Record—2 min. 3 4/5 secs. at 84.89 m.p.h.

Fastest Lap.....

1st	40	11.77.18
2nd	30	
3rd	26	
4th	34	
5th	37	
6th	39	

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 24 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.	E. J. Washer	A.J.S.	348	1st	10.59
2.	H. R. Collier	Norton	350	34	79.74
3.	G. Soan	A.J.S.	348	2nd	
4.	F. A. Rutherford	A.J.S.	349	19	
5.	W. R. Fletcher	Norton	348	3rd	
6.	G. T. Salt	A.J.S.	349	28	
7.	M. P. O'Rourke	A.J.S.	348	4th	
8.	T. Thorp	A.J.S.	348	15	
9.	P. M. Hall	A.J.S.	348	5th	
10.	D. G. A. Clarke	Norton	350	4	
11.	L. A. Dear	A.J.S.	348	6th	
12.	J. Hartle	A.J.S. or Norton	350	27	
14.	A. J. Barham	B.S.A.	348	7th	
15.	P. H. Tait	Norton	348	7	
16.	J. Peacock	A.J.S.	348	8th	
17.	G. Arnold	B.S.A.	348	1	
18.	W. Ryan	A.J.S.	348	9th	
19.	J. R. Clark	A.J.S.	348	12	
20.	S. Palmer	Norton	349	10th	
21.	A. C. Keeble	B.S.A.	350	18	
22.	D. A. W. Danskin	A.J.S.	348	11th	
23.	R. E. D. Harrison	Velocette	348	16	
24.	H. Williams	B.S.A.	348	17	
25.	B. Kershaw	A.J.S.	348		
26.	W. R. Amm	Norton	349		
27.	T. S. Shepherd	A.J.S.	348		
28.	C. C. Sandford	A.R.T. Velocette	350		
29.	D. D. Snow	Velocette	348		
30.	R. Fay	Norton	348		
31.	R. J. Ford	Norton	348		
32.	M. J. Pizzey	Velocette	348		
33.	G. Mayne	Velocette	348		
34.	D. K. Farrant	A.J.S.	348		
35.	B. H. King	A.J.S.	349		

Existing Lap Record—1 min. 56 2/5 secs. at 90.29 m.p.h.

Fastest Lap

34 2m 4. 87.75

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 24 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
40.	B. W. T. Rood	Norton	349	1st	10.10
41.	J. P. Ager	A.J.S.	348	71	85
42.	F. W. J. Launchbury	Velocette	348	2nd	
43.	K. Charles-Batson	A.J.S.	348	52	
44.	A. A. Williams	Norton	348	3rd	
45.	D. Jarman	A.J.S.	348	58	
46.	A. G. Johnson	A.J.S.	348	4th	
47.	P. H. Marriott	A.J.S.	348	67	
48.	G. B. Tanner	Norton	349	5th	
49.	P. Ferbrache	Norton or J.A.P.	348	66	
50.	P. Bagshaw	B.S.A. Velo	348	6th	
51.	G. R. Dunlop	A.J.S.	348	51	
52.	J. Surtees	Norton	348	7th	
53.	G. Monty	G.M.S.	348	61	
54.	C. Ellerby	A.J.S.	348	8th	
55.	V. T. Williams	Norton	348	53	
56.	D. G. Chapman	A.J.S.	348	9th	
57.	K. H. Tostevin	Velocette	348	55	
58.	D. T. Powell	Norton	348	10th	
59.	D. S. Skennerton	A.J.S.	348	56	
60.	B. Rimes	Norton	348	11th	
61.	F. M. Fox	Norton	348	69	
62.		Norton	349	40	
63.	J. R. Thurston	B.S.A.	348		
64.	B. P. Setchell	A.J.S.	348		
65.	T. McGrath	A.J.S.	348		
66.	A. Wheeler	A.J.S.	348		
67.	H. A. Pearce	Velocette	348		
68.	K. Willis	A.J.S.	348		
69.	R. A. Rowbottom	A.J.S.	348		
70.	A. F. Martin	Norton	348		
71.	R. McIntyre	A.J.S.	348		
72.	G. F. Thomson	Norton-Monroe	348		

Existing Lap Record—1 min. 56 2/5 secs. at 90.29 m.p.h.

Fastest Lap

71 1. 86.61

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 24 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	Boult Triumph Special	498	1st	10.21.4
2.	W. R. Fletcher	Norton	498	28	54.51
3.	M. P. O'Rourke	Norton	499	2nd	
4.	F. G. Perris	Norton	499	15	
5.	R. H. King	Norton	499	3rd	
6.	L. A. Dear	Norton	499	3	
7.	C. H. Rhodes	Norton I.P.S.	499	4th	
9.	P. H. Tait	Norton	499	18	
10.	R. Anderson	Triumph	498	5th	
11.	H. J. Kemp	Norton	499	26	
12.	J. E. Williams	Triumph Special	498	6th	
14.	G. Arnold	B.S.A.	499	5	
15.	J. R. Clark	Matchless	498	7th	
16.	J. J. Wood	Norton	499	27	
17.	S. Cooper	S.C.S.	498	8th	
18.	D. T. Powell	Norton	499	21	
19.	B. Kershaw	Norton	499	9th	
20.	W. R. Amm	Norton	499	23	
21.	C. C. Sandford	Velocette	500	10th	
22.	L. Carr	Matchless	498	2	
23.	A. W. Jones	Matchless	498	11th	
24.	H. Gibson	Norton	499	24	
25.	G. W. Andrews	Matchless	498	12th	
26.	E. Pantlin	Norton	499	10	
27.	A. J. Trow	Norton	499		
28.	D. K. Farrant	A.J.S.	498		
29.	B. H. King	Norton	499		

Existing Lap Record—1 min. 51 2/5 secs. at 94.34 m.p.h.

Fastest Lap..... 1.58.24 88.77

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 24 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
31.	E. H. Willis	Norton	499	1st	9.50.4
32.	G. T. Salt	Matchless	498	45	88.94
34.	P. M. Tester	Matchless	498	2nd	
35.	D. G. A. Clarke	Norton	499	58	
36.	G. B. Tanner	Norton	499	3rd	
37.	J. Hartle	Norton	499	42	
38.	W. R. Smith	Triumph	498	4th	
39.	P. Ferbrache	Norton or J.A.P.	499	36	
40.	P. Bagshaw	Norton	499	5th	
41.	G. R. Dunlop	Matchless	499	41	
42.	J. Surtees	Norton	499	6th	
43.	A. W. Tucker	Norton	499	32	
44.	R. Harrison	Norton	499	7th	
45.	G. E. Duke	Gilera	494	49	
46.	A. A. Fenn	Norton	499	8th	
47.	K. H. Tostevin	Matchless	498	43	
48.	R. E. D. Harrison	Norton	499	9th	
49.	P. E. S. Webb	J.A.B.S.	499	44	
50.	J. Hedley	Norton	490	10th	
51.	F. M. Fox	Norton	499	37	
52.		Norton	499	11th	
53.	H. A. Pearce	Matchless	498	51	
54.	T. A. Ovens	Triumph	498	12th	
55.	R. A. Rowbottom	Norton	499	35	
56.	A. F. Martin	Norton	499		
57.	T. Price	Norton	499		
58.	R. McIntyre	A.J.S.	498		

Existing Lap Record—1 min. 51 2/5 secs. at 94.34 m.p.h.

Fastest Lap..... 45 1m55 91.39

EVENT 4 — 12.15 p.m.

30 Mile (10 Lap) Race for Sidecars from 490 c.c. to 500 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
1.	P. V. Harris..... Pass: G. Holder	Norton	499	1st 1	23.40 75.37
2.	N. E. Hicks Pass: T. Fairbrother	Norton-Special	499	2nd 9	
3.	G. Stuart Pass: D. Young	Norton	499	3rd 15	
4.	L. W. Taylor..... Pass: P. Glover	Norton/Watsonian	499	4th 4	
5.	R. McDonald..... Pass: B. F. Taylor	Norton/Watsonian	499	5th 10	
6.	A. H. Skein..... Pass: D. Overall	Norton/Watsonian	499	6th 7	
7.	E. J. Davis..... Pass: E. G. Allen	Matchless	498	7th 2	
8.	C. Hale Pass: F. Hadley	Morgan	994	8th 6	
9.	W. Boddice Pass: W. Storr	Norton/Watsonian	499	9th	
10.	F. Taylor Pass: R. Taylor	Norton	499	10th	
11.	R. G. Douglas..... Pass: V. H. Hope	Norton/Watsonian	499		
12.	E. T. Young..... Pass: E. A. Barrett	Triumph	498		
15.	E. Walker..... Pass: D. G. Roberts	Norton/"W.R."	499		

Existing Lap Record—2 min. 5 3/5 secs. 83.67 m.p.h.

Fastest Lap

Not 2 min 13 79.02

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
16.	M. Cann	Mondial	125	1st 27	68
17.	T. E. Fenwick	Royal Enfield	124	2nd 16	
18.	A. H. Taylor.....	E.M.C.-Puch	125	3rd 33	
19.	P. Hogan	B.S.A.	125	4th 24	
20.	L. J. French.....	Sulby-E.M.C.	124	5th 32	
21.	D. Larque	E.M.C.-Puch	125	6th 25	
22.	K. C. Brett.....	K.C.B.	125	7th 29	
23.	A. E. Rose	B.S.A.	123	8th 30	
24.	J. J. Wood.....	Mondial	124	9th 21	
25.	W. M. Webster.....	M.V. Agusta	125	10th 22	
26.	R. Harris	Royal Enfield Special	123		
27.	J. A. Hogan.....	M.V. Agusta	124		
28.	C. C. Sandford.....	M.V. Agusta	125		
29.	D. H. Edlin.....	E.M.C.	124		
30.	J. H. V. Allington.....	E.M.C.-Puch	125		
31.	A. Jefferies	B.S.A.	123		
32.	J. Baughn	E.M.C.-Puch	123		
33.	G. Arnold	M.V. Agusta	125		

Existing Lap Record—2 min. 20 4/5 secs. at 74.65 m.p.h.

Fastest Lap

16 2 min 37.2 63.66

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
2	M. CANN	MOTO GUZZI	248	1st	54.19.3
1	B. W. R. R. D	VELOCETTE		16	64.48
10	C. C. SANDFORD	VELOCETTE		2nd	40 54.1
11	R. R. C. SMITH	C. DUFFELL		3rd	18
18	A. W. JONES	D. K. W.		4th	31
15	I. K. TELFER	NORTON		5th	26
40	A. WHEELER	GUZZI		6th	37
30	J. SURTEES	REG		7th	3
210	A. A. WILLIAMS			8th	28
34	A. A. FENN			9th	27
37	WEBSTER			10th	15
39	R. R. R. D			11th	14
				12th	20

Existing Lap Record—2 min. 3 4/5 secs. at 84.89 m.p.h.

Fastest Lap... SANDFORD 2 min. 69.78

100 KILOMETRE 250 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																				
5th																				
6th																				
7th																				
8th																				
9th																				
10th																				
11th																				
12th																				
13th																				
14th																				
15th																				

3.40 p.m.

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

Drivers in this Race are the first 24 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
34	FARRANT			1st	
19	CLARK			52	
28	SANDFORD			2nd	
4	TALT			28	
37	RUTHERFORD			3rd	
3	SHEPHERD			4th	
12	WASHBURN			5th	
16				6th	
17				7th	
71	MCINTYRE			8th	
52	SURTESS			9th	
57				10th	
60				11th	
61				12th	
53					
54					
64					
40					

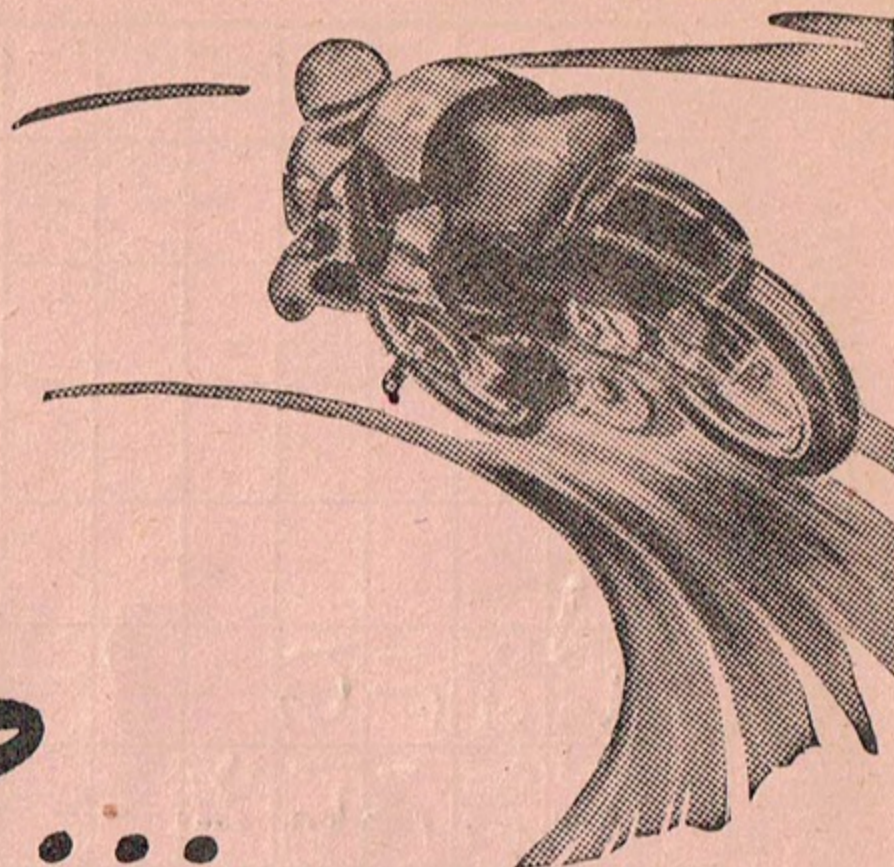
Existing Lap Record—1 min. 56 2/5 secs. at 90.29 m.p.h.

Fastest Lap.....

100 KILOMETRE 350 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	71	28	28	28	28	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
2nd	52	52	52	52	52	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
3rd	34	34	34	34	34	45	45	51	51	51	51	51	51	51	51	51	51	51	51	51
4th		71	71	71	71	44	44	34	34	34	34	34	34	34	34	34	34	34	34	34
5th		15	15	19	19			19	19	19	19	19	19	19	19	19	19	19	19	19
6th		19	19	15	15			19	19	19	19	19	19	19	19	19	19	19	19	19
7th		18	16	18	18			19	19	19	19	19	19	19	19	19	19	19	19	19
8th		61	55	51	51			19	19	19	19	19	19	19	19	19	19	19	19	19
9th		9	57	55	55			19	19	19	19	19	19	19	19	19	19	19	19	19
10th		4	69	66	66			19	19	19	19	19	19	19	19	19	19	19	19	19
11th			4	72	72			19	19	19	19	19	19	19	19	19	19	19	19	19
12th			5	69	69			19	19	19	19	19	19	19	19	19	19	19	19	19
13th			53	4	4			19	19	19	19	19	19	19	19	19	19	19	19	19
14th			56	53	53			19	19	19	19	19	19	19	19	19	19	19	19	19
15th			12	12	12			19	19	19	19	19	19	19	19	19	19	19	19	19

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motor cycle from

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EXCELSIOR, FRANCIS-BARNETT, JAMES,
MATCHLESS, NORTON, PANTHER, ROYAL
ENFIELD, SUNBEAM, TRIUMPH, VELOCETTE,
VINCENT MOTOR CYCLES, also Watsonian,
Swallow, Canterbury and Blacknell Sidecars.

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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
1.	P. V. Harris..... Pass: T. Holder	Norton	499	1st	
2.	N. E. Hicks..... Pass T. Fairbrother	Norton-Special	499	2nd	
3.	G. Stuart..... Pass: D. Young	Norton	499	3rd	
4.	L. W. Taylor Pass: P. Glover	Norton/Watsonian	499	4th	
5.	M. McDonald Pass: B. F. Taylor	Norton/Watsonian	499	5th	
6.	A. H. Skein..... Pass: D. Overall	Norton/Watsonian	499	6th	
8.	C. Hale Pass: F. Hadley	Morgan	994	7th	
9.	W. Boddice Pass: W. Storr	Norton/Watsonian	499	8th	
10.	F. Taylor. Pass: R. Taylor	Norton	499	9th	
11.	R. G. Douglas..... Pass: V. H. Hope	Norton/Watsonian	499	10th	
12.	E. T. Young Pass: E. A. Barrett	Triumph	498		
14.	E. J. Davis Pass: E. G. Allen	Vincent	998		
15.	E. Walker Pass: E. G. Allen	Norton/"W.R."	499		

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

Fastest Lap.....

WHAT QUALITY—

WHAT VALUE—

—WATSONIAN

5.05 p.m.

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

Drivers in this Race are the first 24 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.

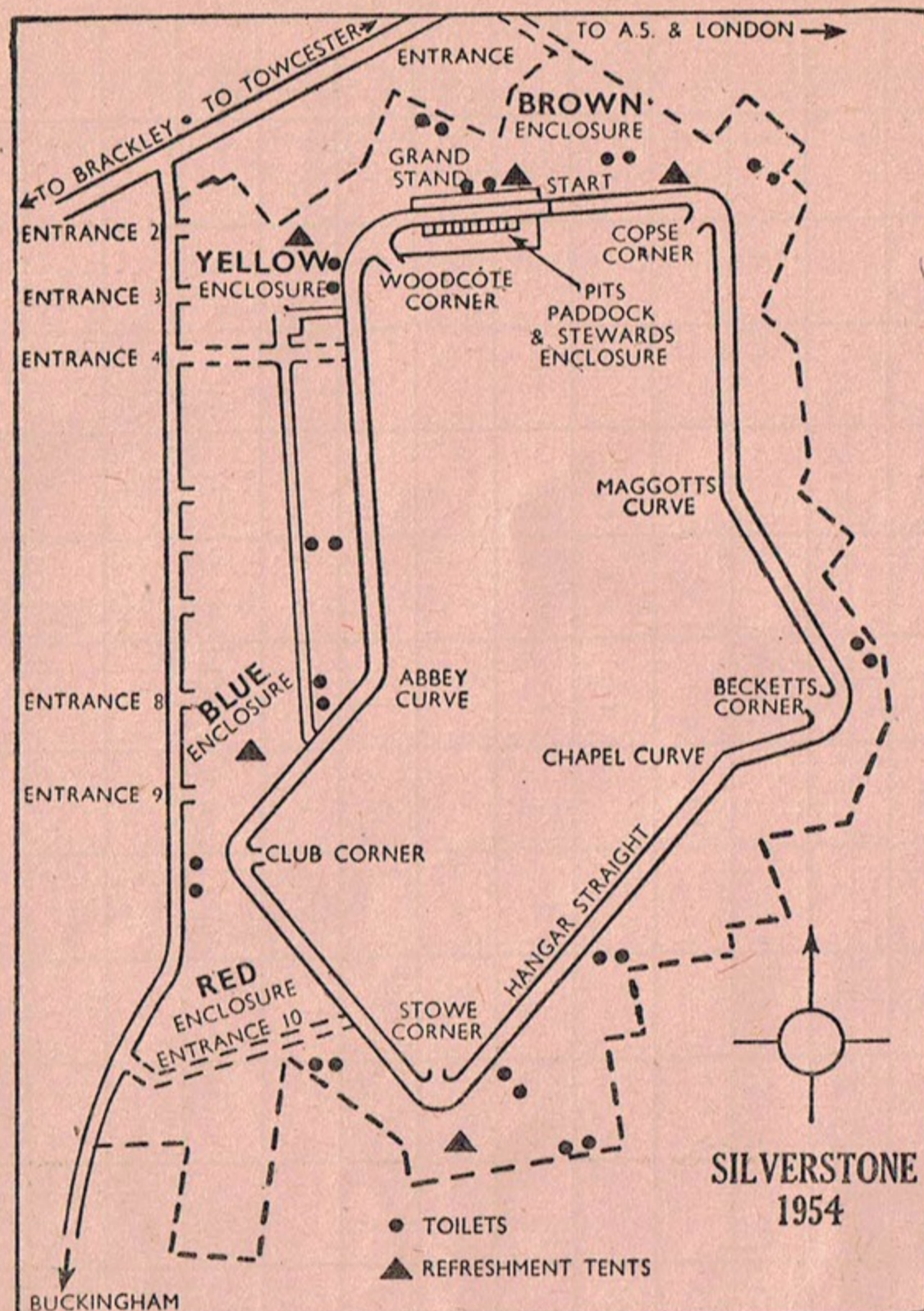
No.	Driver	Machine	c.c.	Finish Order	Time & Speed
15	FARRAN			1st	
12	CLARK				
13	O'ROURKE			2nd	
18	O.T. POWELL				
26					
27					
21	SANDFORD			3rd	
23					
2					
24				4th	
10					
				5th	
				6th	
45	G.G. DUKE				
58	MCINTYRE				
42	J. SURTEES			7th	
36	G.B. TANNER				
41	G.R. DUNLOP				
32	G.T. SALT			8th	
49	F.A.S. WOOD				
43	R. WITUCKER				
44	R. HARRISON			9th	
37	J. HARTLEY				
51	F.M. FOX			10th	
35					
				11th	
				12th	

Existing Lap Record—1 min. 51 2/5 secs. at 94.34 m.p.h.

Fastest Lap.....

100 KILOMETRE 500 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																				
5th																				
6th																				
7th																				
8th																				
9th																				
10th																				
11th																				
12th																				
13th																				
14th																				
15th																				



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 3rd in the Senior T.T., 2nd in the Junior Belgian and Dutch Grands Prix, 3rd in the Senior Belgian and won the G.P. de Nations, 500 c.c. class. His outstanding success last year was a double T.T. win in the Senior and Junior races, riding as a member of the official Norton team. This year he has won the Senior T.T., and the 350 c.c. and 500 c.c. class of the Ulster G.P.

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.

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 Combe and Silvertone. Rode a "featherbed" Norton and chair in this year's Sidecar T.T. and finished 6th at 62.63 m.p.h.

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. class no less than five times, in the 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.



W. R. AMM

E. A. BARRETT

W. BODDICE

M. CANN

J. R. Clark Well-known short-circuit rider who races A.J.S. and Matchless machines for Tom Arter. In this year's Junior T.T. he finished 6th on a standard 7R A.J.S. Was 4th in the Junior Clubman's race of 1952 and 2nd in the Senior race.

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.

E. J. Davis A "barrow boy" who manhandles a big 1,000 c.c. Vincent outfit around most of our short circuits. Rode a Vincent in the Senior Clubman's T.T. of 1948 and finished 5th. Was also a member of the team which broke a series of records with a 1,000 c.c. Vincent in 1952. In this year's Sidecar T.T. he drove a Matchless G45 outfit and finished 12th.

R. G. Douglas Another "barrow boy," has raced on road and grass circuits and took part in this year's Sidecar T.T. but did not finish.

G. E. Duke Geoffrey Duke has won nearly everything that can be won. Last year he "went foreign" and rode Gileras, and was World Champion in the 500 c.c. class. This year he won the Belgian, Dutch and German Grands Prix and was 2nd in the Senior T.T.

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			

the Riders — continued

D. H. Edlin Owner of the "Melem" special which has a hybrid engine made up of Norton, Excelsior and Velocette parts. The rest of the machine is equally mixed. The name represents the various people who were connected with its creation, the initial letters of their names spelling out Melem. Rode in this year's Lightweight T.T. and finished 13th.



J. R. CLARK

L. A. DEAR

G. E. DUKE

D. K. FARRANT

D. K. Farrant Started racing on grass tracks, graduated to road circuits and then rode in the Clubman's T.T. and Manx G.P. Finished 5th in the Clubman's Junior race of 1951, 4th in the Senior Clubman's of 1952 and 3rd in the 1952 Junior Manx. Won the Senior Manx on a Matchless. In 1953 he rode a 350 c.c. A.J.S. and won in his class at Mellet. Was 6th in the Junior T.T. Subsequently joined the A.J.S. factory team. His greatest success to date is 2nd in the Junior T.T. this year.

A. A. Fenn Has ridden in several Manx Grands Prix and T.T. races, winning replicas, and takes part in short-circuit events. Despite his weight, which is above "average," he insists on riding Lightweight machines.

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. Last year he 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 the 1953 Lightweight (125 c.c.) T.T., but retired early in the race.

F. M. Fox A Yorkshireman—he comes from the Wortley area of Sheffield—who has been very successful in Irish races. His wins include 1st in the 350 c.c. Leinster 100 this year. Has also ridden in the "Manx" and the T.T.

P. Ferbrache Well-known for his exploits on Ariel machines and is a firm believer in alcohol fuels. Has won several races at our small circuits and is a notable performer at Cadwell Park.

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.

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. Started in this year's Sidecar T.T. but did not finish.

J. A. Hogan At one time specialized on two-strokes, racing his own home-timed B.S.A. Bantams and the Works E.M.C.-Puch. The appearance of a racing four-stroke with a much higher maximum speed and power output relegated him from winner to finisher. Has lately taken to racing an M.V. tiddler.

A. W. Jones Started racing in 1937, and in those days rode a Rudge. Since the war he has ridden in the Manx and the T.T. His best success so far was 6th on a Guzzi in the 1950 Lightweight T.T.

R. H. King Rode in the three Clubman's T.T. races in 1948-9-50 and in the Manx G.P. of 1950. Since then he has ridden in the June T.T. races and collected several replicas.

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 1953 Ulster G.P. he finished second in the 350 c.c. race. His 1954 successes include Mettet, first 350 c.c. class, second 500 c.c. class; Ulster G.P., third 350 c.c. class.

W. J. Maddrick Competes regularly on short circuits and has ridden in the I.O.M. every year from 1946 onwards in the Manx and in June. Has won several replicas. Since 1952 he has raced a 250 c.c. Guzzi, finishing 11th in the 1953 Lightweight T.T. This year he was 12th.

the Riders — continued

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 1953/1954 T.T. races. Won the 1952 N.W. 200, 350 c.c. class and was second in 1953. Finished 9th in the 1953 Senior T.T. and 13th in this year's Junior T.T.



F. M. FOX

P. V. HARRIS

R. MCINTYRE

H. A. PEARCE

M. P. O'Rourke Well-known at Brands Hatch and has several successes elsewhere. Finished 6th in the 1952 350 c.c. Ulster G.P., 15th in the 1953 Junior T.T., and 27th in this year's Junior T.T.

D. T. Powell Winner of the 1953 Junior Clubman's T.T. and a regular competitor at Silverstone, Crystal Palace, Thruxton, etc.

E. Pantlin Began racing in 1947. Has ridden in three Clubman's T.T.s, three Manx G.P., and four International T.T.s.

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 year he achieved the distinction of beating the well-nigh invincible Maurice Cann—Guzzi combination.

C. C. Sandford 1952 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. Rode the works 125 c.c. M.V.s again last 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.) and again this year but with less success, mainly because of the superiority of the German N.S.U.s.

G. T. Salt Has ridden in the Clubman's T.T. and the Manx, finishing 14th in the Junior race. This year rode in the T.T. and finished 26th in the Junior.

T. S. Shepherd Finished 2nd in the Enniskillen 100, an Irish race, 350 c.c. class, in 1951, 23rd in the 1953 Senior Clubman's T.T., and 6th in the 1953 Junior Manx. Started but did not finish in this year's Junior T.T.

A. H. Skein Races sidecar outfits at Crystal Palace, Brands Hatch, etc. Took part in the Sidecar T.T. but did not finish.



M. P. O'ROURKE

D. T. POWELL

C. C. SANDFORD

J. SURTEES

the Riders—continued

J. Surtees 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 last 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 250 c.c. race and finished 3rd behind the Guzzis of Maurice Cann and Fergus Anderson. Has been almost invincible on the short circuits this year with his two Nortons and the 250 c.c. R.E.G.

L. W. Taylor A pre-war rider who was well-known at Donnington. Since the war he has raced at home and abroad with varying success. Drives, as always, a Norton outfit. Finished 10th in the Sidecar T.T.

K. H. Tostevin From the Channel Islands but has raced on English Short Circuits. Finished 54th in this year's Junior T.T.

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 last year's Lightweight (125 c.c.) T.T. Rides one of the production 125 c.c. M.V. racers and 8th this year.

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.

K. Willis Rides in short and long distance races, including the Clubman's T.T., the Manx and the T.T.

E. T. Young A Sidecar driver who has only recently started racing—18 months ago. Finished 15th in the Sidecar T.T.

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				

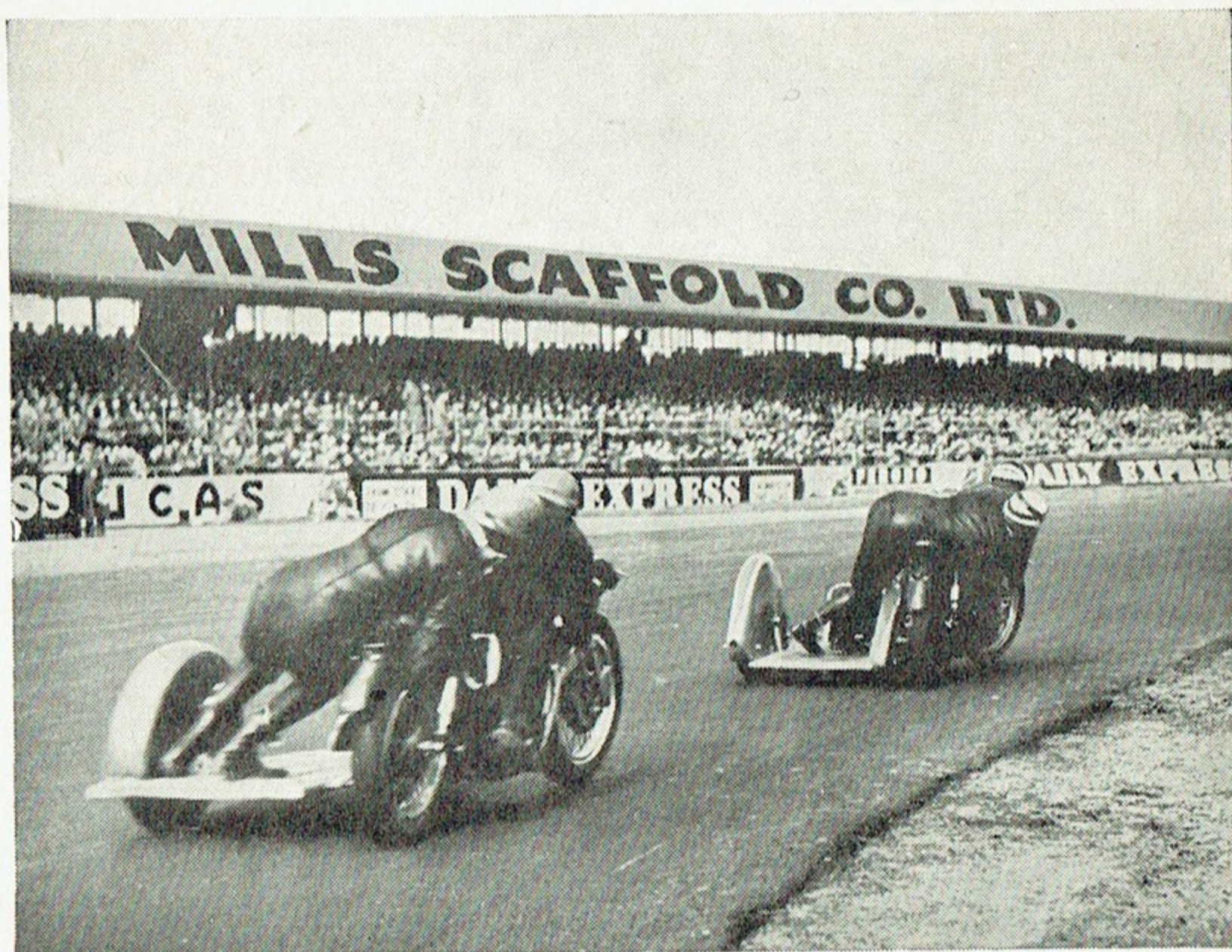
In 1947 and 1948 the Hutchinson 100 was held at Dunholme Airfield, Lincolnshire, and from 1949 onwards at the Silverstone Circuit.

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
1953	1. C. C. Sandford	125 c.c. Agusta—	improvement on then existing lap record of 6.18 m.p.h.	

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A.J.S.

Forty-four 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 I.O.M., with virtually standard production roadsters.



"Motor Cycle"

Rod Coleman on the new 500 c.c. A.J.S.

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.

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.

This year after several set-backs when victory was within their grasp A.J.S. won the Junior T.T. at the record speed of 91.5 m.p.h.

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 six 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.



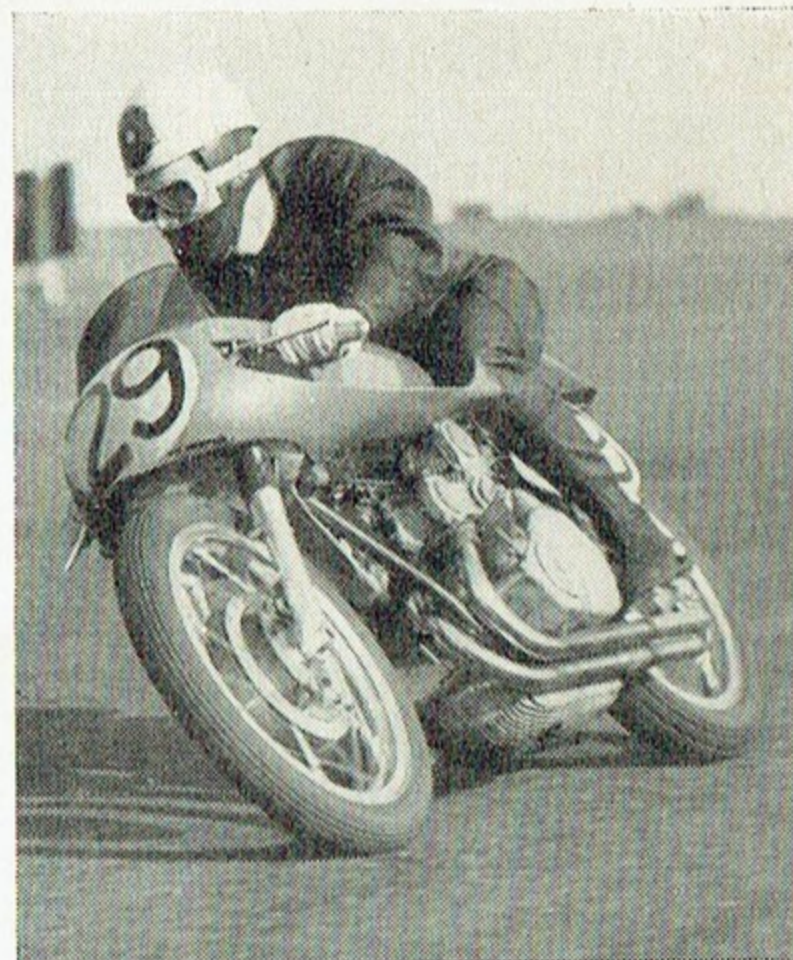
"Motor Cycle"

The 1954 350 c.c. B.S.A. "Gold Star"

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



"Motor Cycle"

The transverse four cylinder Gilera 500 c.c.

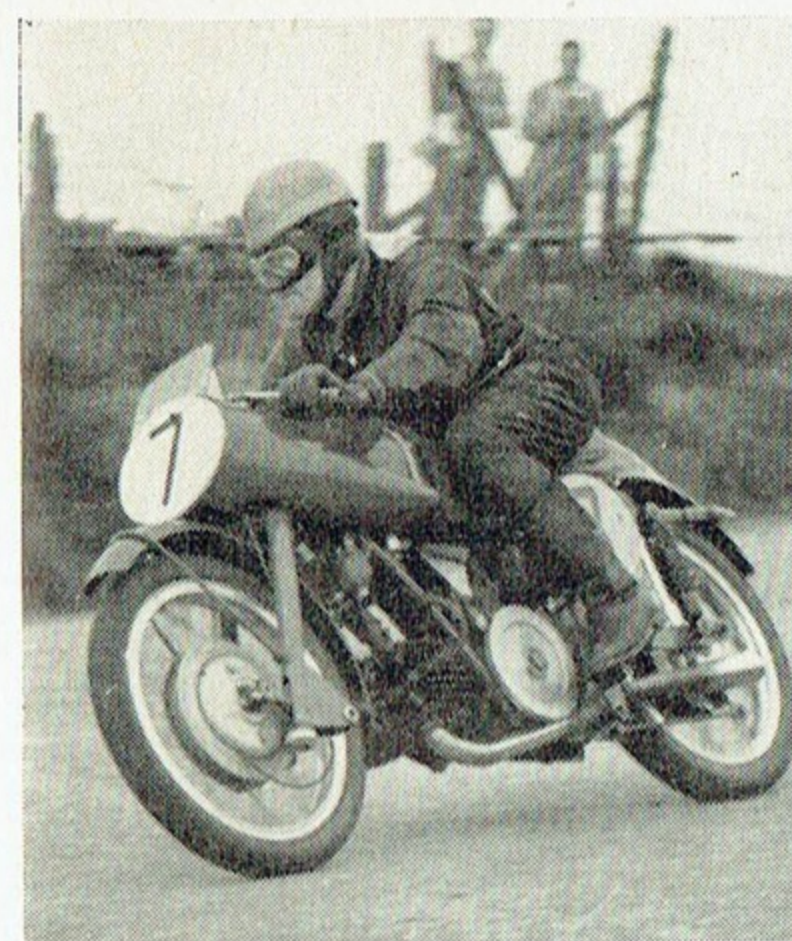
liquid cooled, was ridden by Dorino Serafini. He took the lap record at 100.31 m.p.h. and won the 500 c.c. class with ease. Since the war an unblown four has been designed—by Remor again—and established itself as a most successful racer. This year two "foreign" riders are members of the team, Englishman 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 eight post-war Lightweight races, Guzzi have won six. They have been equally successful in the other classic races. Last 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



"Motor Cycling"

The highly successful 250 c.c. Guzzi

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

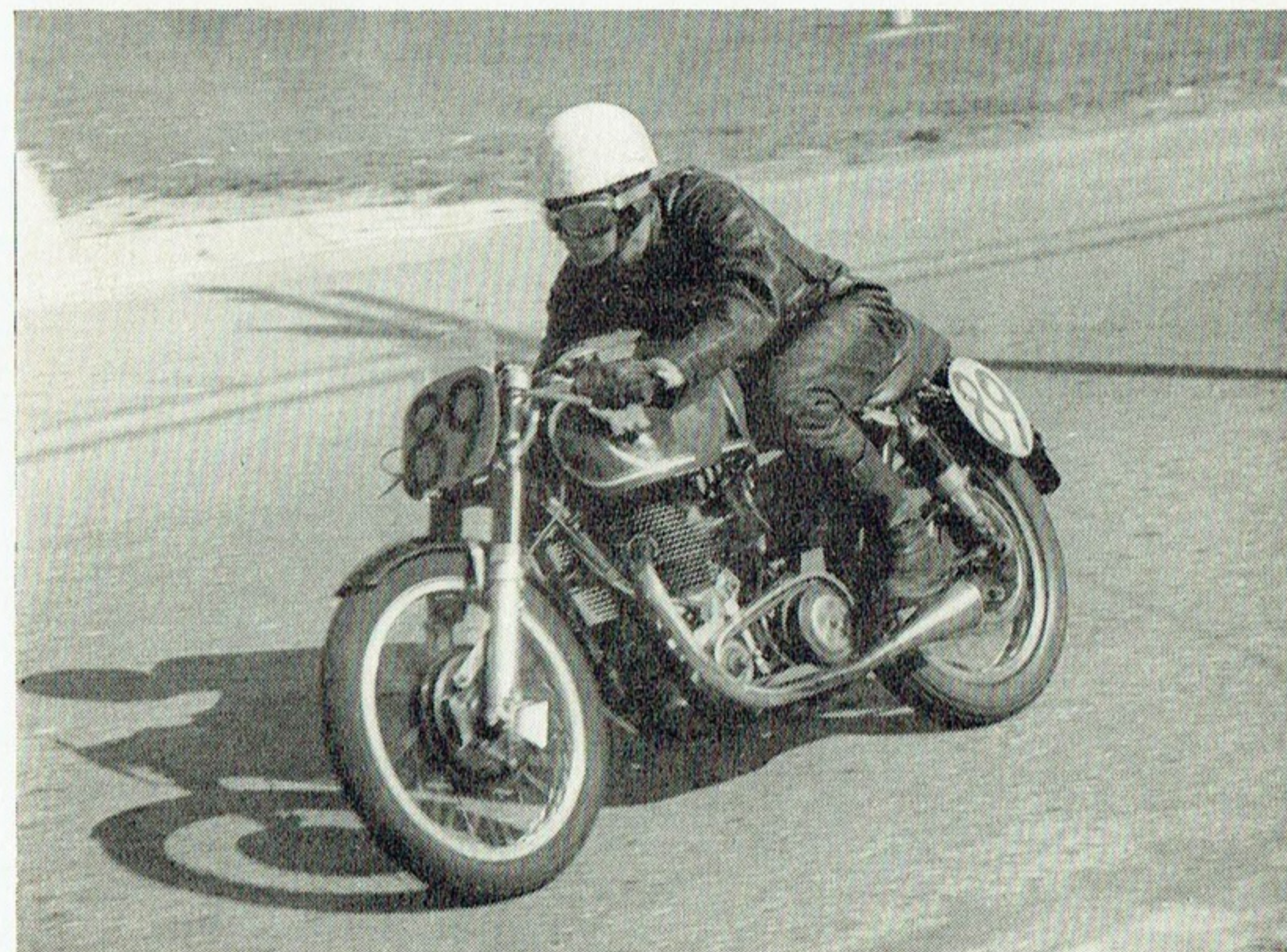
The machine with the longest unbroken record of any manufacturer in the world,

for it has been in continuous production since 1899, but more than twenty-six 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. The Company 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 owners' 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.



The 500 c.c. Matchless G.45

"Motor Cycling"



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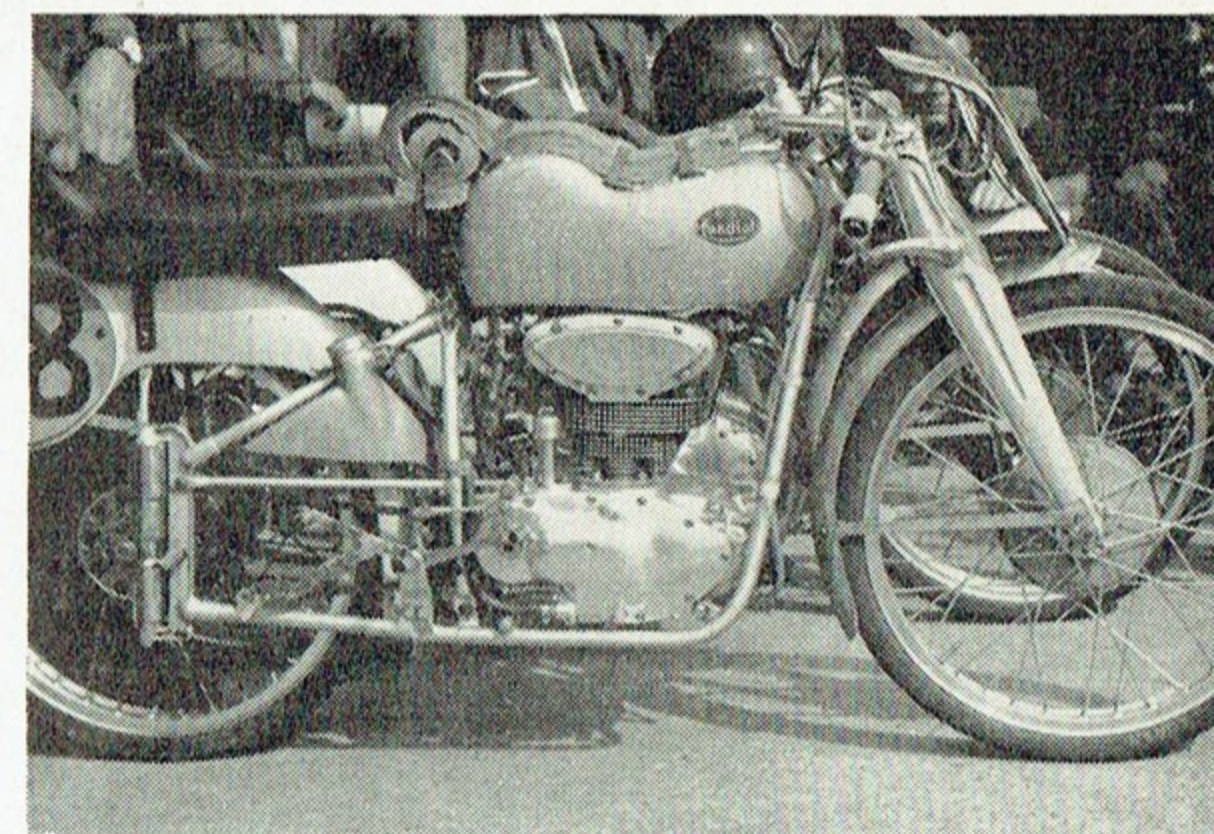
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Italian Mondial
125 c.c.

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. Last year a 350 c.c. "four" was produced, virtually a smaller edition of the five hundred.

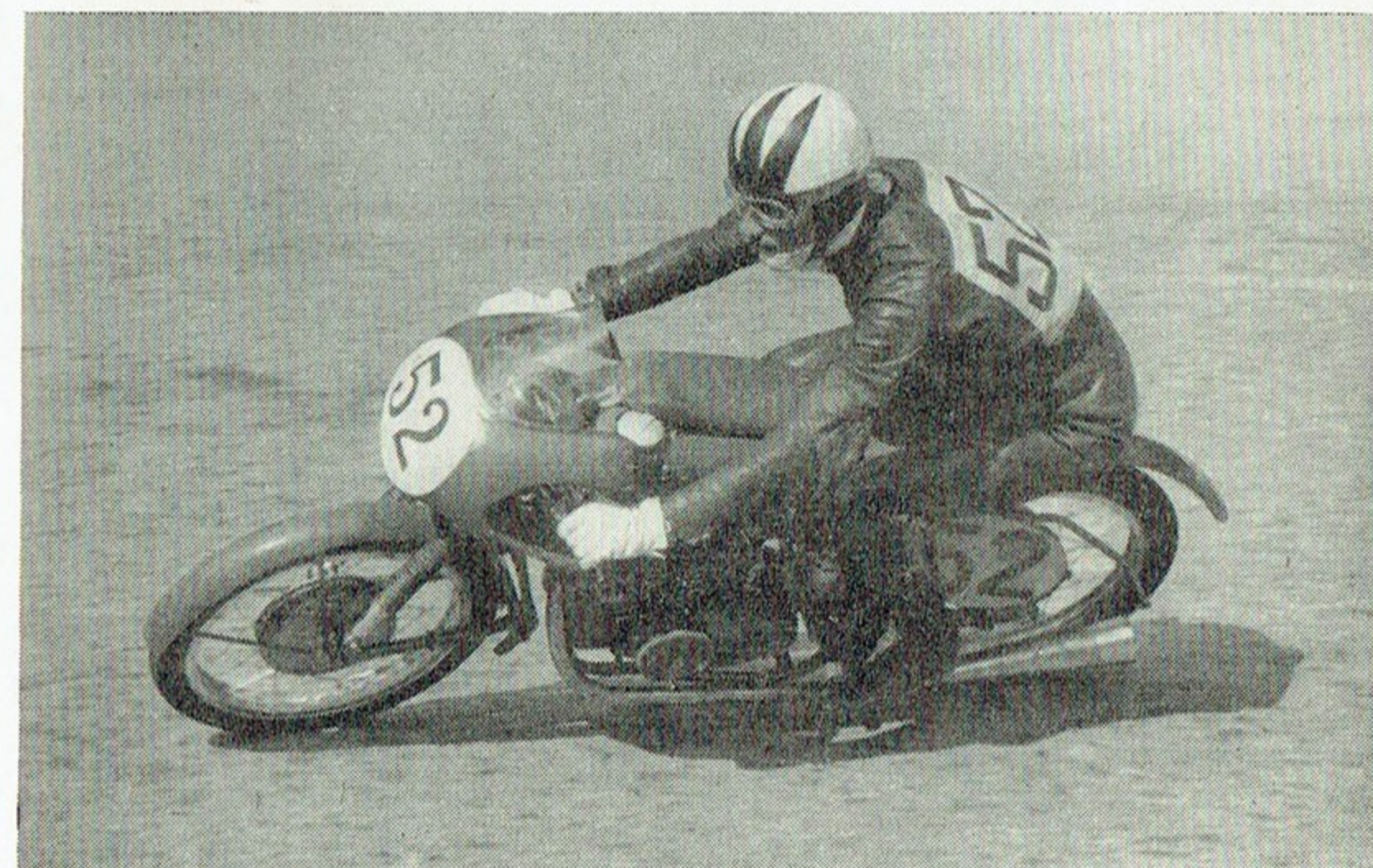
Another successful design is the 125 c.c. single cylinder model with double overhead camshafts. It won the 1952 manufacturers' championship and the individual championship; amongst the Champion's victories—Cecil Sanford—was the Lightweight (125 c.c.) T.T. at record speed. A production model with a single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



"Motor Cycling"

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 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.



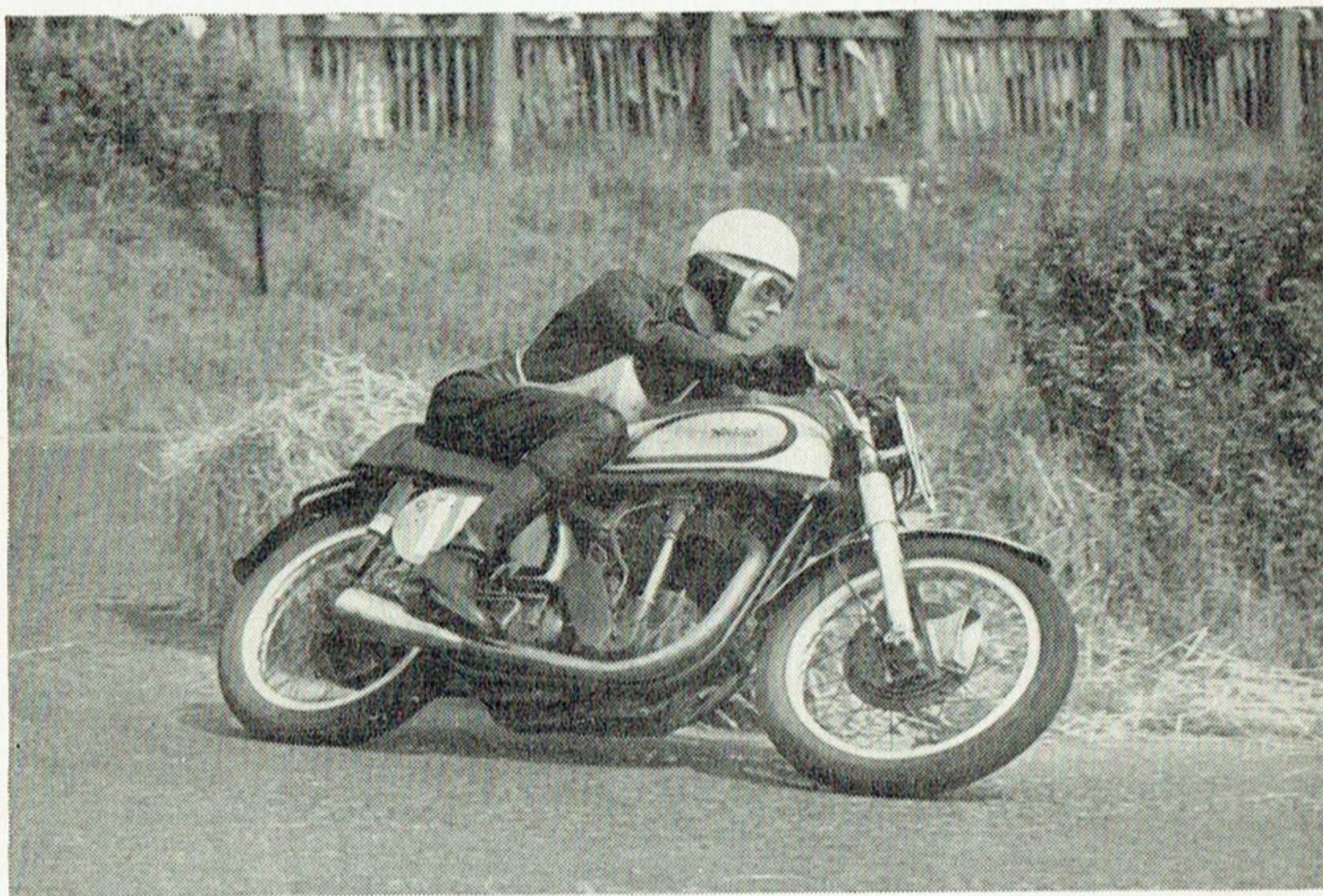
M.V. Agusta 125 c.c.

"Motor Cycling"

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

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



"Motor Cycling"

The fabulous 500 c.c. Norton "double knocker"

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

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 three-fifties were temporarily overshadowed by a rival.

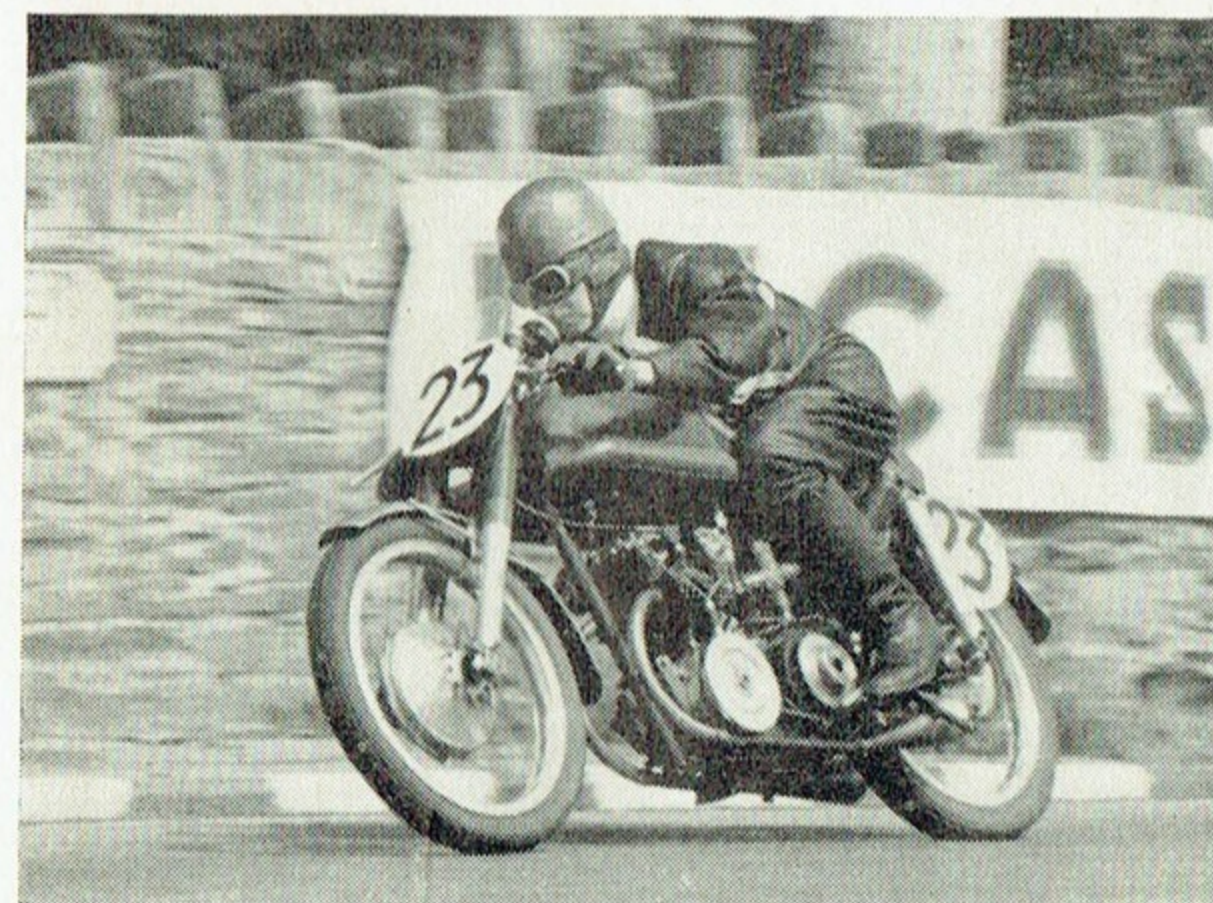
In 1950 new machines were introduced, the design of which was drastically altered from the previous series. The earlier type plunger springing was abandoned in favour of a swinging-arm design, and an entirely new frame replaced the previous one. The steering was so superb and the comfort so great that 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 out-classed. 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.

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

R.E.G.



R. E. Geeson's home-designed and built 250 c.c. special.

Ranscombe Bros.

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

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.

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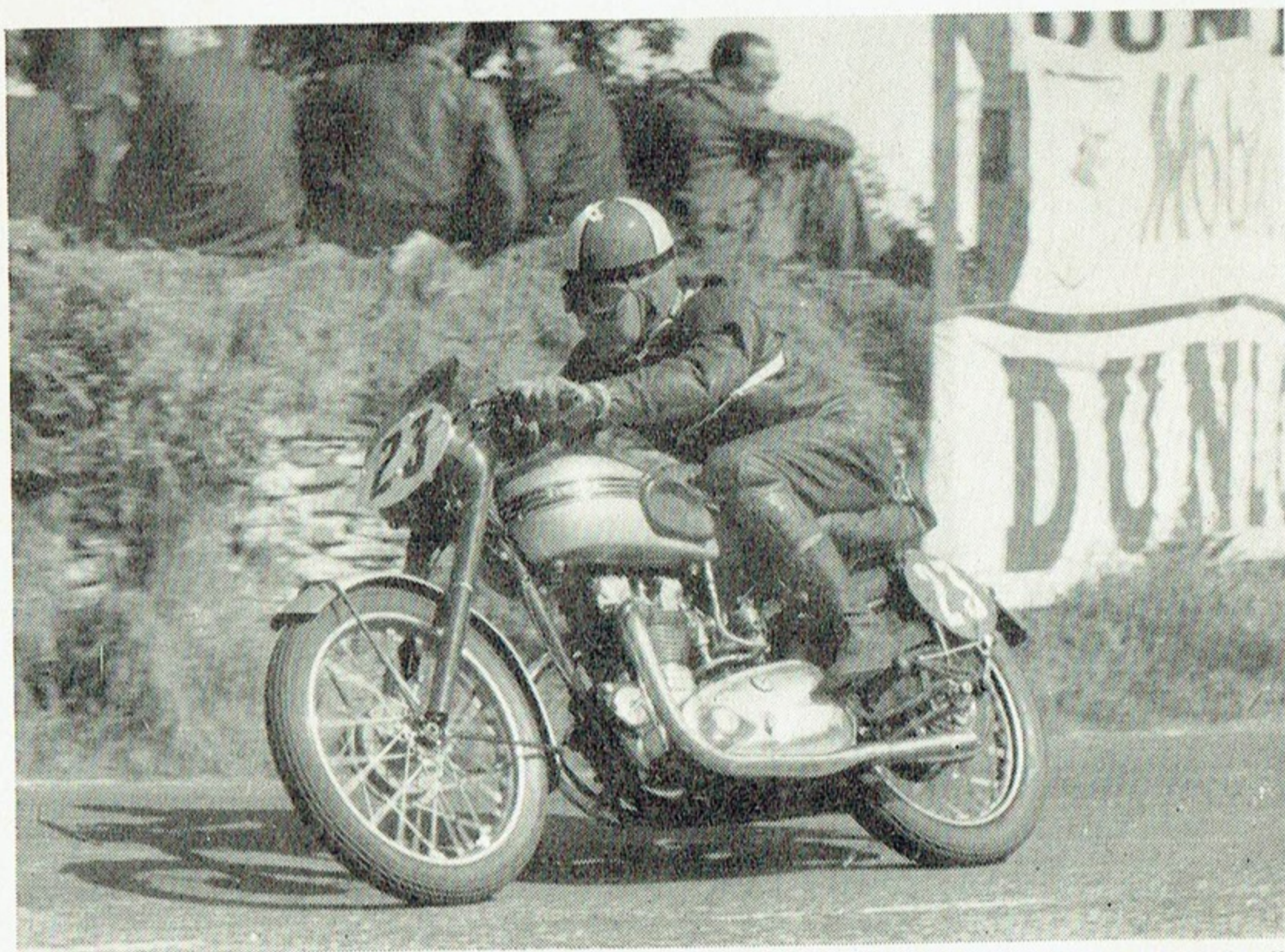
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The Triumph "Tiger 100" 500 c.c. twin

"Motor Cycling"

TRIUMPH

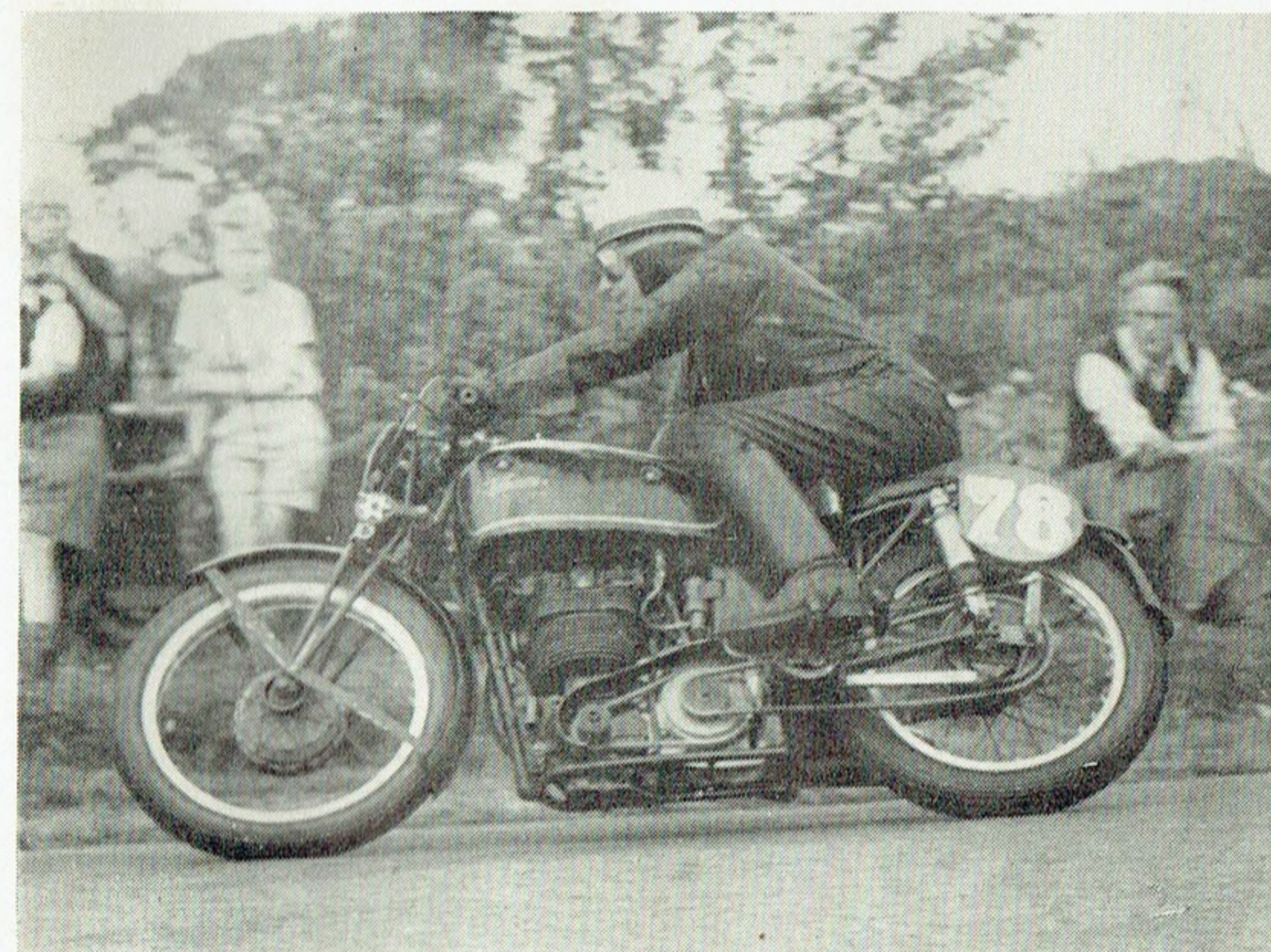
In the 1907-14 period Triumph's racing reputation was sky high. Their reliability was a by-word and epitomized by the slogan, "The Trusty Triumph." The early racers were "singles" of 498 c.c.

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.

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.



"Motor Cycling"

The last of the Velocette KTTs: the Mark VIII, now out of production

VELOCETTE

A racing motor 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.

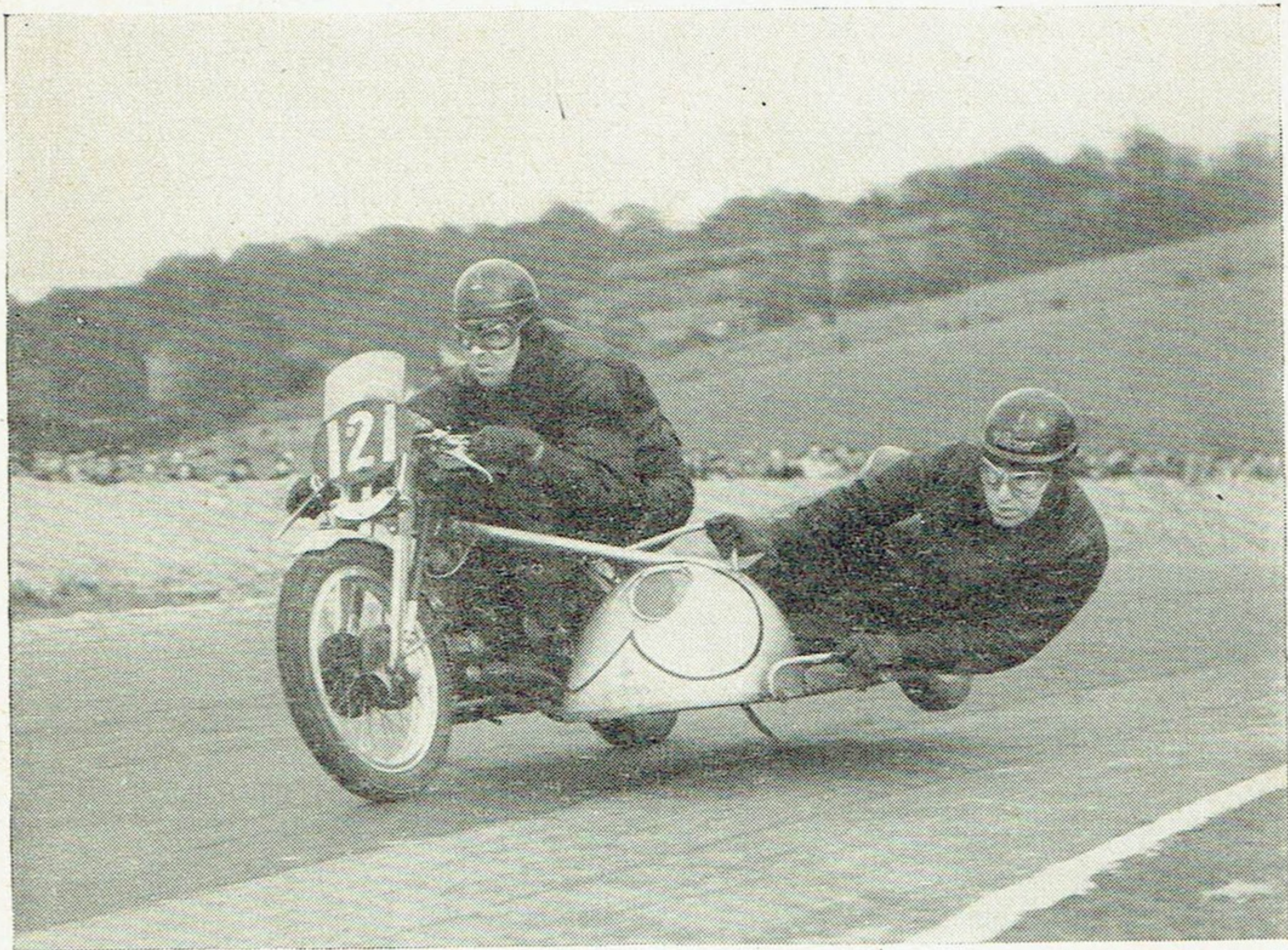
In the post-1920 period two-stroke two-fifties were raced, machines of very

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

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 twofifties based on the standard and now discontinued M.O.V. model and modified KTTs reduced to 250 c.c.

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



"Motor Cycling"

The V-twin 1,000 c.c. Vincent Black Lightning with Sidecar

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

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.