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ahead..**

Directly you begin reading *THE MOTOR CYCLE* you recognize it is *the* journal for enthusiasts. Exhaustive road test reports; graphic accounts of the latest sporting events; brilliantly illustrated technical and touring articles; practical hints and tips, a comprehensive service of Club and general news, and an extensive advertisement section offering everything you need are some of the things which made it famous. *THE MOTOR CYCLE* circulates throughout the world. Buy (or borrow) a copy every week!

For car enthusiasts, *THE AUTOCAR* is just as far ahead in its own field—and just as much in demand every Friday.

**THE
MOTOR CYCLE**

FOR EVERY ENTHUSIAST—EVERY THURSDAY

*International
Festival of*
MOTOR SPORT
BOREHAM

NEAR CHELMSFORD

**INTERNATIONAL
MOTORCYCLE RACING
FOR BRITISH
CHAMPIONSHIPS**

**MONDAY,
AUGUST 4th**



**SPONSORED
BY THE
Daily Mail**

**OFFICIAL
PROGRAMME**

1/6

ORGANISED BY THE AUTO-CYCLE UNION

and after the event...

MOTOR CYCLING



For the Best
Race Report
and 'Action'
Photographs

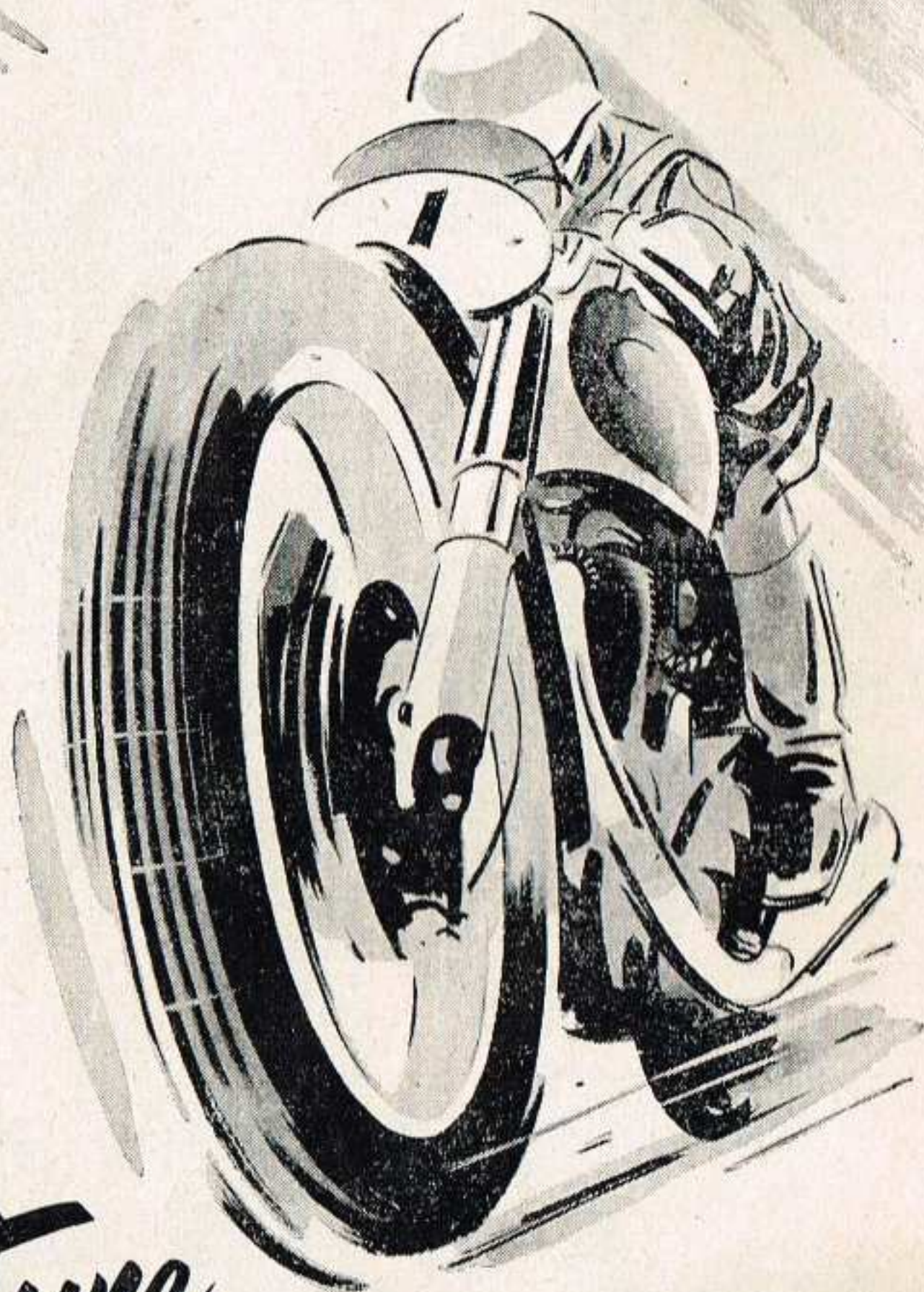
Thursday
Eightpence

*From the Bantam
to the
Golden Flash*



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IN THE WORLD

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1st Tyre
in the World

2H/203

Daily Mail

INTERNATIONAL FESTIVAL OF MOTOR SPORT

1952 INTERNATIONAL ROAD RACE MEETING at **BOREHAM** NEAR CHELMSFORD

MONDAY, AUGUST 4th, 1952

ORGANISED BY THE
AUTO-CYCLE UNION

Patron : H.R.H. The Duke of Edinburgh. Chairman : Professor A.F.M. Low,
A.C.G.I., D.Sc.

WITH THE CO-OPERATION OF THE CHELMSFORD & D.A.C.

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OFFICIAL PROGRAMME

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"You can't
beat
FERODO
Brake
Linings!"

says Geoff Duke



"Motor Cycling" Photo

"In the opinion of most champion motor cyclists, Ferodo Brake Linings lead all the way for toughness, safety and reliability. I have complete confidence in them and the knowledge that I can always depend on my Ferodo Brake Linings to respond smoothly, surely and efficiently, contributes a lot to my racing successes."

Geoff Duke

That glowing tribute from the double World Champion is borne out by Ferodo's racing record. World-famed Ferodo Brake Linings have been fitted by the winners of practically every major European motor cycle event!

Follow the expert - fit

FERODO
BRAKE LININGS

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FASTER AND EVER FASTER ! A Festival of Speed

THE mainland of Great Britain has never before had such an assembly of world-famed masters of two-wheeled speed as is due here to-day, on the fastest airfield track, for the second half of *The Daily Mail* Festival of Motor Sport.

Eight overseas countries are represented among the riders, some of them by national champions.

Foreign machines are here too, bent on protecting records, winning new ones and challenging the best that British engineers and riders can do.

Altogether there are 130 keen, fierce and experienced riders entered ; nearly 200 machines ; and, urgently before them all, the desire for speed—speed approaching 100 miles an hour for certain. Surpassing it—perhaps.

The honours include British championships for the first time in the Senior, Junior, Lightweight and Ultra-lightweight classes. There are big prizes—impressive trophies given by *The Daily Mail* and the A.C.U. respectively, and nearly £500 in cash.

But the significance of a win, and particularly of new speed records, is greater even than the prizes—for the renown builds prestige and prosperity for countries and industries.

In the big-machine classes, Britain holds its place with the Norton, A.J.S., B.S.A., Velocette and others.

But among the smaller fellows, the lightweights around 250 c.c. and the ultra-lightweights of 125 c.c. (the "tiddlers" as many admirers call them) with tremendous power thrust out of mere tea-cup engines, the struggle is fierce.

To these classes, Italy sends the Moto-Guzzi which took all the prizes and made the record lap of 84·82 m.p.h. for the 250 class at the I.O.M. T.T. this year ; the M.V. Agustas and Mondials which swept the board in the 125 c.c. class, the M.V. making their record lap of 76·51 m.p.h.

Not all the glory goes to the machines, however, Britons rode some of the foreign ones to triumphs. So they may again to-day. That will take no zest out of the rivalry.

Sitting in the new grandstands or standing in the enclosures around the track, no matter where you be, you will share all the excitements of this festival of speed, for commentators at points of vantage will tell you what is happening everywhere.

There may be—probably will be—the thrill of seeing lap records leaping. Young Robin Sherry's motor-cycle record of 90·3 m.p.h. earlier this season has now been well beaten. On July 26th several drivers exceeded this speed. Before the day ended Ken Kavanagh had made it 95·24 m.p.h. (higher even than the record motor-car lap speed of 94·41 set up here by Dennis Poore recently).

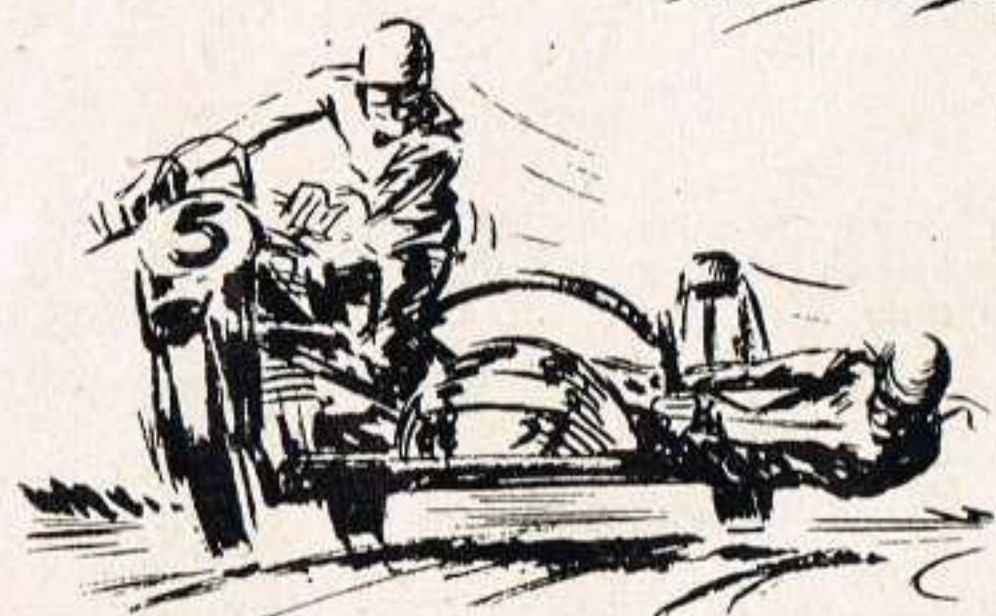
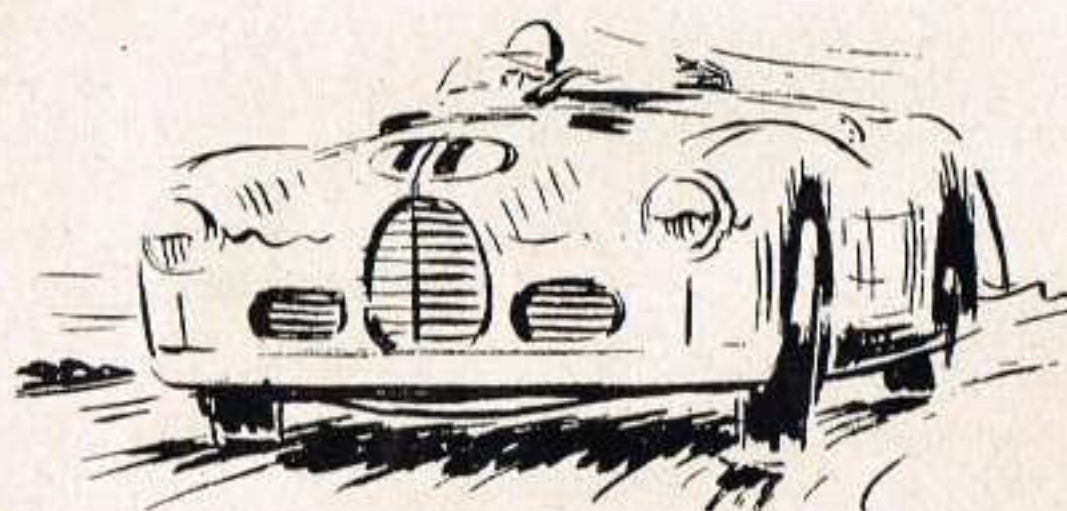
Millions of people unable to be present will hear what happens for the B.B.C. will broadcast reports from Graham and Murray Walker in the Light Programme—the Junior start at 2.50 p.m. and finish at 3.25 ; the Senior start at 4.20 p.m. and finish at 4.45.

The Daily Mail takes this opportunity of wishing you all a day of good and exciting racing with complete enjoyment.



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cars and
motor cycles**

**on which
they are
fitted**



**the brakes
and dampers
of**

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THE BEST BRAKES IN THE WORLD



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of research
and
development...

KEEP WAY OUT AHEAD →

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OFFICIALS

Stewards :

P. S. Chamberlain (Vice-President and Vice-Chairman of the A.C.U.)
C. H. King (Vice-President of the A.C.U.)
H. S. Perrey (Competitions Committee, A.C.U.)
One from each country represented.

Judges :

The Rt. Hon. Lord Brabazon of Tara, P.C., M.C.
(President of the A.C.U.)
Hon. A. Gore P. J. Bentall, J.P.

Clerk of the Course : A. Mullee

Chief Timekeeper : L. H. Lumby (International)

Timekeepers :

A. L. Ebblewhite (International), V. C. Anstice (National),
H. W. Shuttleworth (National), S. A. Nicholls (Cert. A),
T. J. Pickering (Cert. A)

Chief Marshal : E. Allison

Chief Scrutineer : F. Chittenden

Scrutineers : R. Taylor and A. Stains

Flag Marshal : K. Gainsborough

Course Marshals :

Members of the Eastern and South Midland Centre Clubs

Medical Officer : Dr. D. Paget Davis

First Aid : St. John's Ambulance and Red Cross

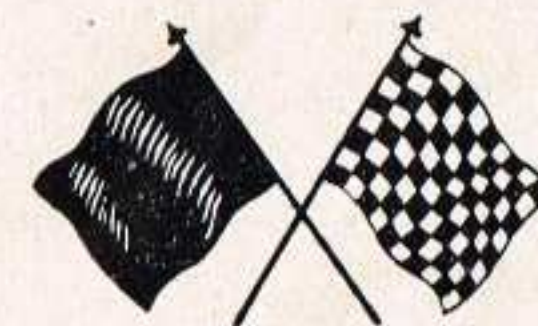
Secretary of the Meeting : S. T. Huggett, Secretary, Auto-Cycle
Union, 83 Pall Mall, London, S.W.1

Assistant Secretary of the Meeting : E. N. Sharpe

Press Officers : Gerald McKnight and Frank Roots

Commentators : Graham Walker, Murray Walker and E. W. Fitch

FLAG

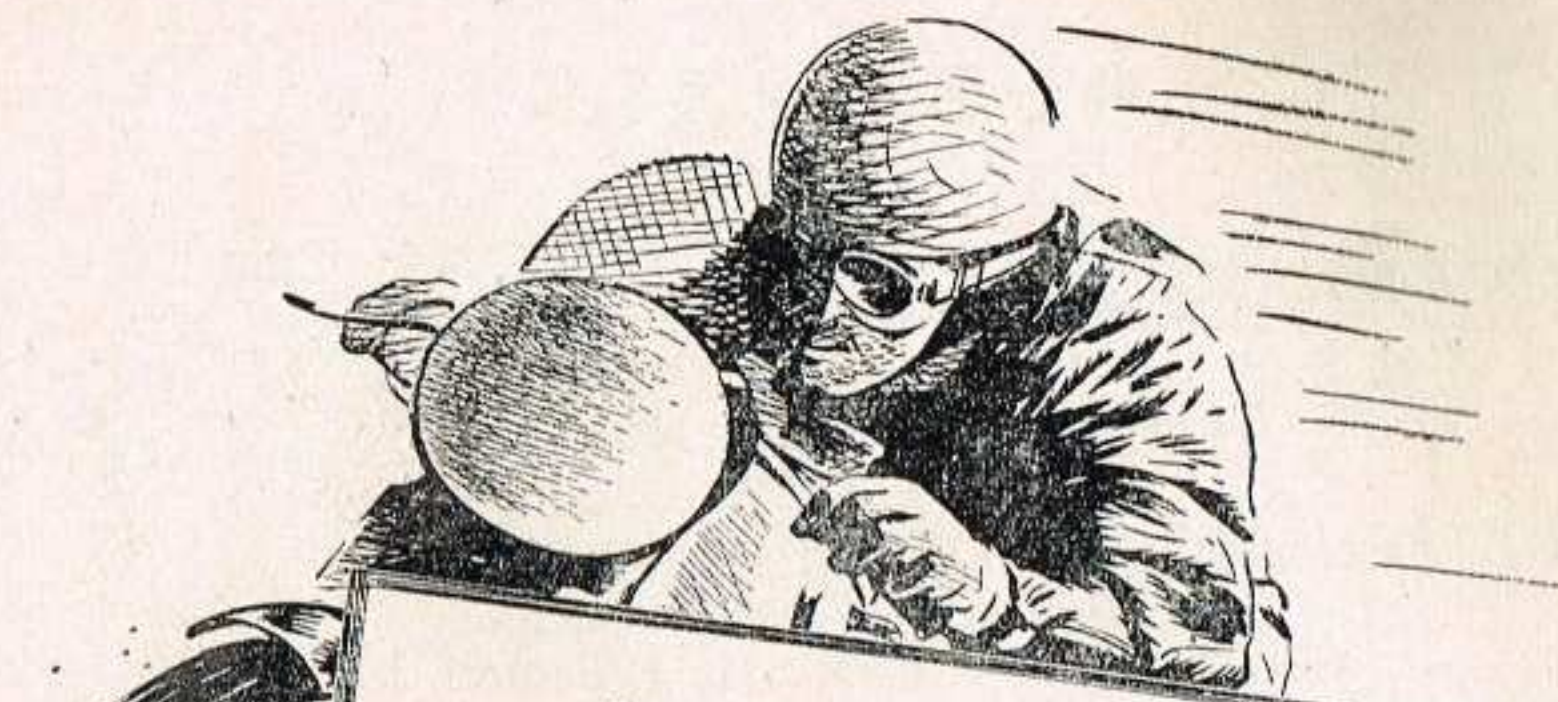


SIGNALS

UNION JACK
RED
YELLOW
RED WITH YELLOW STRIPES
GREEN
BLUE

BLACK WITH DRIVER'S NUMBER
CHEQUERED BLACK AND WHITE

Start.
Stop, all drivers.
Danger, drive slowly.
Oil on the course.
Course clear.
Give way to competitor
about to pass you.
That driver to stop.
Finish of race.



AVON

1952 SUCCESSES

BEMROSE TRIAL	Sidecar Race	1st
SILVERSTONE B.M.C.R.C. RACES		
350 c.c. Championship Scratch Race		1st, 3rd
500 c.c. Championship Scratch Race		1st, 3rd
TRAVERS TROPHY TRIAL		1st
LEINSTER TWO "100"	500 c.c. Race	1st, 2nd, 3rd
NORTH-WEST "200"	350 c.c. Race	1st, 2nd, 3rd
MONTLHERY	8 World's Records Shattered by Vincent	1st
SWISS GRAND PRIX	350 c.c. Race	1st, 3rd
JUNIOR T.T.	—	1st, 2nd
SENIOR T.T.	—	1st, 3rd
DUTCH GRAND PRIX	350 c.c. Race	1st, 2nd
BELGIAN GRAND PRIX	350 c.c. Race	1st, 2nd, 3rd
GERMAN GRAND PRIX	Sidecar Race	1st
500 c.c. Race		1st, 2nd, 3rd
350 c.c. Race		1st, 2nd



to-day's *leading* tyre

The A.-C.U.'s Third International Road Race Meeting

FOREWORDS to previous international races organised at home by the A.-C.U. have lamented the antiquated, horse-minded laws that compel road racing in this country to take place anywhere but on the road, so that we are forced into some pretty odd corners to practise a great, and extremely popular, sport.

Since the war so many airfields have been commissioned that perimeter racing is now taken for granted by riders and, to judge by attendance figures, by spectators also. The time appears to have arrived when we must accept this phenomenon of the British way of life without too bitterly regretting that we are permitted neither the splendour of such a circuit as Francorchamps, nor the informal joys of the small round-the-houses courses which provide such excitement all over the Continent. Perhaps it is now best to forget nostalgic regrets for our stolen favourite, Donington, and make the best of what we have with only a brief sidelong glance towards some of those inviting carriage drives of the fine houses now pensioned off to the National Trust or ending their days as institutions.

Valuable Training

And, indeed, we should be thankful for the aerodrome. Though the purist may well insist that cornering on these concrete deserts bears little resemblance to the real thing; though there is no "mountain" to climb, no lift-shaft drop to Creg-ny Bra, no Governor's Bridge, airfields go a long way towards providing what is needed—open taps, machines banked over at racing speed, the possibility of close finishes. A perimeter may not be the ideal place for the apprentice to learn his trade, but it is certainly a valuable training ground from which to start off on the long journey, which so few complete, from the hick grass-track to the Island square on the Glencrutchery grid some Friday morning in June.

During the two years since the A.-C.U.'s first Blandford meeting, the initials I.R.R.M. have become familiar to followers of motorcycle sport in this country, who recognise them as welcome additions to the calendar, at which it is sometimes possible to see in the flesh the handful of heroes whose feats they follow week by week in the "books." But as international occasions they have been distinctly disappointing, for (though one might not guess it) one of the objects of an I.R.R.M. is to attract riders from other countries!

Bank Holiday Points

In practice, it is no easy matter to obtain continental runners. New events must build up a reputation gradually—it is unfortunate that circumstances have compelled the A.-C.U. each year to select a different course; the August Bank Holiday date has disadvantages—Senigallia, for instance—as well as good points; it is undeniably expensive for the continental "circus" performer who hopes to show a profit at the end of the season to come over to England for a single race—much as many of them would like to.

(continued on page 11)



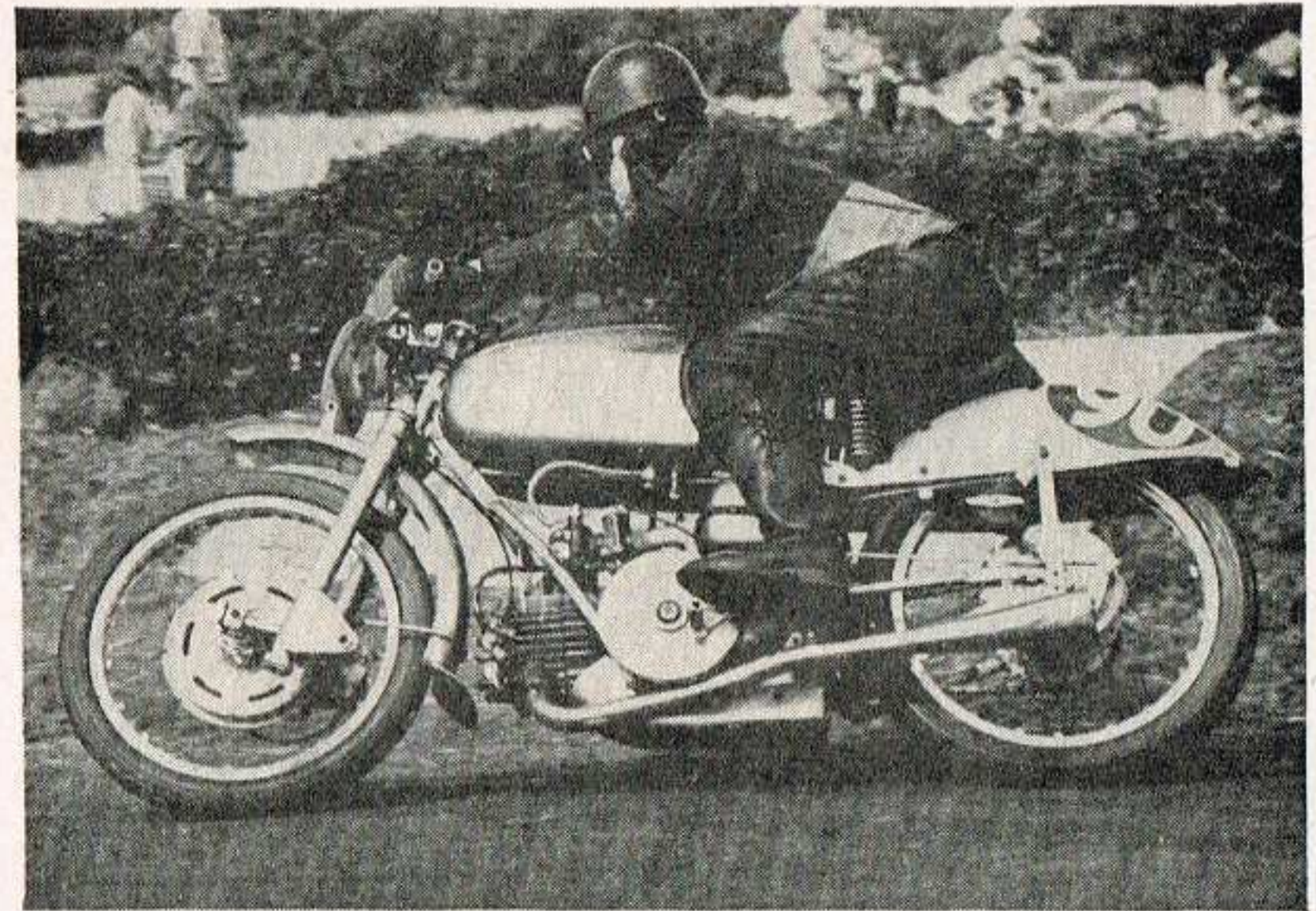
MOTOR CYCLE ELECTRICAL EQUIPMENT



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MAURICE CANN, winner of the 250 c.c. class Ulster Grand Prix 1949— is shown here taking Clady Corner in fine style during that event.

(Continued from page 9)

Although these notes are necessarily written before the completion of arrangements, some improvement is definitely anticipated this year in the foreign entry. If all goes according to plan, some really exciting continental riders will be racing here on August 4th and several of our own top rankers who ride for foreign factories will be appearing officially. The A.-C.U.'s I.R.R.M. looks like arriving on the map internationally.

This happy state of affairs we owe very largely to the generosity of the *Daily Mail*. When every big car race is "sponsored," the A.-C.U. is in good company. Our national Press—not least the *Daily Mail*—has done an enormous amount to further motor racing in this country and we are duly appreciative.

Is it too much to hope that in time the Press—and B.B.C.—may make even our legislators grasp we are living in the twentieth century?

The A.-C.U. must also most sincerely thank the officials of the Chelmsford and D.A.C. who have co-operated so splendidly. The Union has certainly been lucky each year in the support received from the Clubs whose tracks it has borrowed.

Names that matter

So here we are about to witness our third international meeting with, let us hope, a fair sprinkling of foreign names that matter appearing in the programme. It is on an aerodrome circuit—Boreham, incidentally, is universally regarded as one of the very best—but do not let us be too apologetic about that. It is racing as we know it here and, all things considered, it provides an excellent day's sport. If the event is as successful as its two predecessors, there will be few complaints. The I.R.R.M. has become a permanent, and popular, part of the motorcycling picture: the 1952 Boreham event may prove it not an unimportant one.

Some of To-day's PERSONALITIES



RALLY DEAN

from Ceylon, travelled 6,000 miles this summer to compete in the T.T. at the Isle of Man and won an unexpected prize—he met and became engaged to Miss Margaret Kinley of Port Erin, to whom he took a message from a pen-pal in Ceylon. Miss Kinley is 19. Rally is 20, a paint merchant at Colombo, who has been racing for three years. Just before leaving he was successful in a national airport race, winning the 350 c.c. class and making the day's fastest time. His hobbies are swimming and boxing.

MAURICE CANN

40, motor engineer, of Leicester, has a long list of feats in the Isle of Man, where he won both Junior and Senior Manx Grand Prix in 1937. His wife is partner to his enthusiasm. He once said, "She manages me. I had to win because she was watching." He is also a keen small-bore rifle shot and was 22 Champion of Great Britain in 1945. His triumphs include: Ulster Grand Prix 250 class, 1947; Lightweight T.T. (won by 10 minutes) and the Ulster G.P. again, 1948; wins at Ansty and Blandford (first road racing motor-cycle international ever held in Great Britain), 1949; the Ulster again, and second place for the 250 c.c. World Championship, 1950; won the 250 c.c. race here on July 26.



LEN PARRY, 26, former speedway rider, comes from Salford, Lancs., where he is a racing motor-cycle mechanic. Has ridden in the Isle of Man since 1948; won the 350 event at Scarborough in 1950 and 1951; was third in this year's Ultra-Lightweight T.T. at 72.22 m.p.h.

D. S. STEVENSON, who lives and works in Ceylon as a Cable and Wireless engineer, is a Londoner, aged 24, now home on leave. In Ceylon has worked hard to foster motor-cycle racing, a fairly young sport there. He won replicas in the Senior and Junior T.T.s this year and rode in the Belgian Grand Prix.

ULF GATE, 21, of Sweden, who will ride with a Swedish International licence, is working as tester at a Birmingham motor-cycle factory. He rode fourth in the Skane T.T. in 1950 and won a bronze replica in this year's Isle of Man Junior T.T.

J. SOLER-BULTO, 24, rides for Spain, was his country's 125 c.c. Champion in 1946, 1950 and 1951, and is also a noted ski-er and hunter. He is nephew to the designer of the Montesa motor-cycle which he rides.

J. M. LLOBET, another of the three Spanish entrants, is 34, a civil engineer and owner of a concrete girder factory at Barcelona. He races cars and is an airman. He came 6th in the 125 class at the Isle of Man T.T. last year.

CECIL SANDFORD is 23, a smallholder at Blockley, Gloucestershire, and winner of this year's 125 c.c. class at the Isle of Man on a M.V. Augusta, with which he averaged 75.54 m.p.h. and put up a record lap of 76.07. Last year he won the Junior race at Floreffle and the 250 c.c. class in the International Road Race at Thruxton.

ROD COLEMAN, the New Zealander, is a motor-cycle dealer at Wanganui who began racing with standard machines there in 1947. He came over for the T.T. in 1949, returned with an A.J.S. and a Velocette and promptly won five major races with them. Last year rode in the Dutch T.T., French G.P. and the G.P. des Nations and this year set up race and lap records when winning the Senior event at Patea T.T., New Zealand.

AMONG TO-DAY'S RIDERS



KEN KAVANAGH

Australian, 28, already a racing star at home, came suddenly to fame in Europe last season, and this year rides in the Norton official team. Last year he rode a close second to the all-conquering Geoffrey Duke in the 350 and 500 c.c. events at the Ulster Grand Prix, was third in the Junior Dutch T.T. and second in the Grand Prix des Nations where he had challenged Duke, the winner, so forcefully that he finished only .05 seconds behind him. Then back home again, he won both Senior and Junior classes at the Victoria Jubilee T.T. at Ballarat. This year was second in the Leinster "200" and might have been third in the T.T. Senior but for a mishap in the last lap. Won Senior and Junior races here on July 26, and made the Record Lap of 95.24 m.p.h.

LES GRAHAM

39, who comes from Chislehurst, was World Champion in the 500 c.c. class in 1949, and rode into second place in this year's Senior T.T. His first T.T. was 1938—he finished 12th; in 1949 he broke down three miles from home when leading by 1½ minutes in the last lap.

Last year he rode the Italian M.V., was dogged by mechanical trouble, but won the 350 class at the Swiss G.P. on a Velocette. His racing began long ago. He was an ace in the Donnington Park days, then an R.A.F. war-time pilot. Beat the old Lap Record with 92.14 m.p.h. here on July 26.



FERGUS ANDERSON

43, a war-time Admiralty ferry pilot, now lives in Italy and, making motor-racing his profession, is a member of the official Guzzi team. He is married and has two children. He began racing in 1931, but, has rarely ridden in Britain since the war, apart from the Isle of Man events, and therefore his appearance to-day makes a special event. On the Continent he has won more international events than any other rider, his classics including the European G.P. 350 class in 1947 and the 500 event at the Swiss G.P. last year. In 1950, he became the first Briton for 25 years to win a 250 class race in Italy by his success at the Circuit de Ferrara. Bad luck robbed him of a victory in the lightweight T.T. of 1951 but he made the record lap of 83.72 m.p.h. and this year won the Lightweight at an average of 83.82 m.p.h.



ROBIN SHERRY

24, who made a record lap of 90.3 m.p.h. against the previous year's 88.5 m.p.h. at Boreham on April 26 this year, belongs to Chigwell, Essex, where he is a junior director. Winning the Junior Manx Grand Prix last season expunged his ill-fortune of the previous year when he led for five laps but had to retire in the last through gearbox trouble. Last year he led throughout, won at 82.61 m.p.h. and included a new record lap of 83.91. This year he was second to Dave Bennett in the Senior race at Thruxton and winner of the Senior at Boreham on April 26. Second in Senior and Junior races here July 26.



LIST OF ENTRIES

No.	DRIVER	Driver's International Licence No.	ENTRANT	Entrant's International Licence No.	MOTORCYCLE
1	R. L. GRAHAM	1117	Driver	..	125 M. V. Agusta
2	J. SOLER-BULTO	3089	Motocicletas Montesa	..	124-58 Montesa
3	H. WILLIAMS	1328	Elms Metals	..	124 B.S.A.
4	G. E. TODD	1475	Driver	..	123 R.V.
5	J. GLAZEBROOK	1096	N. W. Stokes	767	123 Jawa C.Z.
6	J. A. HOGAN	849	Ehrlich Motor Cycle Co. Ltd.	741	125 E.M.C. Puch
7	J. M. LLOBET	3091	Motocicletas Montesa	1	124-58 Montesa
8	J. H. SHERRY	1023	Austin Munks	751	124 F. B. Mondial
9	F. H. BURMAN	1296	Ehrlich Motor Cycle Co. Ltd.	741	E.M.C. Puch
10	L. C. HARFIELD	1426	Driver	1426	125 Royal Enfield
11	A. MILA	3101	Motocicletas Montesa	1	124-58 Montesa
12	N. R. JONES	862	Driver	..	123 B.S.A.
14	A. L. PARRY	1218	Austin Munks	751	124 F. B. Mondial
15	D. E. BELL	1224	Ehrlich Motor Cycle Co. Ltd.	741	125 E.M.C. Puch
16	L. B. CALDECUTT	1366	Alec Bennett Ltd.	899	123 B.S.A.
17	C. KIRK	1021	Driver	..	125 Ravenhall Special
18	L. J. B. R. FRENCH	894	Driver	..	125 E.M.C. Puch
19	P. HOGAN	1070	Driver	..	123 B.S.A.
20	C. C. SANDFORD	1055	Driver	..	125 M. V. Agusta
21	J. A. STORR	851	Elms Metals	713	348 Norton
22	D. STEVENSON	1338	S. A. Coles Ltd.	857	499 Norton
23	L. B. RANSON	1400	Driver	..	348 A.J.S.
24	W. R. FLETCHER	1410	Driver	..	499 Norton
25	F. G. FERRIS	1414	Driver	..	348 A.J.S.
26	C. H. HUBBARD	1015	Driver	..	348 Velocette
27	J. DIFAZIO	932	Driver	..	348 Velocette
28	S. DIBBEN	1424	Driver	..	348 A.J.S.
29	U. S. GATE	456	Driver	..	348 B.S.A.
					348 Velocette

30	R. DEAN	1340	Ceylon M.C.C.	..	350 Norton
31	E. BARRETT	1281	Driver	..	490 Norton
	"	"	"	..	248 Moto-Guzzi
32	K. T. KAVANAGH	1227	Norton Motors Ltd.	..	348 Norton
33	K. R. V. JAMES	1497	Bob Foster	666	499 Norton
34	C. JULIAN	1005	Blacknell Motors Ltd.	773	349 Norton
35	J. GLAZEBROOK	1096	N. W. Stokes	737	499 Norton
				767	348 Norton
36	R. V. STANDIVAN	828	Driver	..	499 Norton
37	G. MONTY	1282	S.P.O.R.T. Equipe	..	348 A.J.S.
38	D. FARRANT	1428	Arter Bros. Ltd.	701	248 Rudge
39	J. T. GRIFFITHS	1018	J. N. Smith	679	348 A.J.S.
40	M. V. LOCKWOOD	973	G. B. R. Motors Ltd.	1019	348 A.J.S.
41	A. BROWN	1433	Driver	685	348 Velocette
42	L. G. TEDDER	1169	Frewins Ltd.	1001	348 A.J.S.
43	W. C. STORR	820	Driver	..	348 A.J.S.
44	R. E. PHILPOT	1072	Driver	..	352 A.J.S.
45	F. A. RUTHERFORD	806	Driver	..	348 A.J.S./R.G.C.
46	J. SURTEES	1124	Driver	..	348 A.J.S.
47	D. A. TUTTY	1182	G. L. Sewell	738	348 Velocette
48	G. M. CAIN	1419	Driver	..	348 Velocette
49	B. H. KING	1431	Driver	..	348 Norton
50	A. E. MOULE	848	Colmore Depot Ltd.	677	350 Norton
51	J. M. HUMBERSTONE	1416	"	763	499 Norton
52	B. W. T. ROOD	1411	Driver	..	348 Velocette
	"	"	"	..	248 Velocette
53	G. A. MATTHEWS	880	Driver	..	348 A.J.S.
54	G. D. PAYNE	959	Driver	..	499 Norton
				..	348 Norton
				..	348 A.J.S.

After To-day's International Meeting

Make it a Date

at the

**INTERNATIONAL
MOTO-CROSS
DES NATIONS**

Organised by the Auto-Cycle Union

at

BRAND'S HATCH STADIUM
(Nr. Farningham, Kent)

on

SUNDAY, AUGUST 17th

★ ★ ★ ★ ★

*See the National Teams of Europe's
most brilliant Scramble Stars in
the year's greatest Motorcycle
Cross-Country Race*

★ ★ ★ ★ ★

RACING STARTS AT 2.30 P.M.

ADMISSION 3/-

CHILDREN 1/-

PARKING

CARS — 2/6

MOTORCYCLES — 2/- & 1/-

No.	DRIVER	ENTRANT	Entrant's International Licence No.	MOTORCYCLE
55	R. H. SHERRY	A.J.S. Motorcycles	693	A.J.S.
56	K. WILLIS	Driver	"	A.J.S.
57	R. C. SMITH	Driver	"	A.J.S.
58	S. T. BARNETT	J. W. Bates	1020	Triumph
59	G. ARNOLD	Driver	"	Norton
60	G. T. W. MAYNE	Driver	"	Norton
61	B. C. NORWOOD	Driver	"	B.S.A.
62	K. R. E. PRINCE	Driver	"	Velocette
63	C. C. SANDFORD	A. R. Taylor Garages Ltd.	749	Douglas
64	L. G. MORRIS	Driver	"	A.J.S.
65	J. K. PARR	Driver	"	Velocette
66	K. E. TULLY	Driver	"	Earles B.S.A.
67	G. K. LAMBERT	Driver	"	Norton
68	C. M. LUCK	Driver	"	A.J.S.
69	J. L. KENDALL	Driver	"	A.J.S.
70	L. A. DEAR	G. Bryant	745	C.L.S.
71	E. A. REDSHAW	Driver	"	Velocette
72	D. E. C. SHEPPARD	Driver	"	Velocette
73	M. O'ROURKE	Bermondsey M.C.C.	729	A.J.S.
74	S. COOPER	S. E. Hanson	746	Velocette
75	K. R. CAMPBELL	Driver	"	Velocette
76	R. COLEMAN	A.J.S. Motor Cycles	693	A.J.S.
77	J. McARDLE	Driver	"	A.J.S.
78	E. RING	Driver	"	Norton
		Driver	"	Norton
		"	"	A.J.S.
		"	"	Matchless

No.	DRIVER	Driver's International Licence No.	ENTRANT	Entrant's International Licence No.	MOTORCYCLE
79	R. L. GRAHAM	1117	Driver		248 Velocette
	"	"	"		348 Velocette
80	A. C. KEEBLE	1476	Driver		500 M. V. Augusta
81	G. BROWN	1306	Driver		350 B.S.A.
	"		"		348 A.J.S.
	"		"		499 Norton
82	J. HARDING	1063	Driver		348 A.J.S.
83	J. ALBISSER	1752	H. Haldemann	1770	499 Norton
84	M. G. SHELLEY	1128	Driver		499 Norton
85	E. J. BOWMAN	1115	Driver		498 Triumph
86	R. BAKES	1073	Driver		498 Triumph
87	H. T. BOSTOCK	935	S.P.O.R.T. Equipe	701	498 Triumph
88	P. E. S. WEBB	958	S.P.O.R.T. Equipe	701	499 J.A.B.S.
89	A. J. DUDLEY-WARD	1221	S.P.O.R.T. Equipe	701	498 D. W. Special
90	R. A. RUSSELL	1459	Driver		498 Triumph
91	R. H. KING	832	Driver		499 Norton
92	D. YOUNG	1417	Driver		497 D.E.F.
93	T. A. OVENS	1412	Driver		498 Triumph
94	G. ANDREWS	1441	Driver		498 Matchless
95	R. JERVIS	840	Jervis Bros.	662	499 Norton
96	J. H. COOPER	1398	Driver		490 Norton
97	S. H. BRAND	1401	Driver		498 Triumph
98	D. G. LASHMAR	1113	Driver		498 B.S.A.
99	G. F. THOMSON	1432	Driver		498 Matchless
100	C. F. SALT	1244	Elms Metals		497 Earles B.S.A.
101	M. CANN	1174	Driver		248 Moto-Guzzi
102	H. THORN-PRIKKER	2350	Driver		250 Moto-Guzzi
103	D. W. PEARCE	1376	Driver		246 Pike-Rudge
104	F. ANDERSON	936	S.p.A. Moto-Guzzi	6	247 Moto-Guzzi
105	K. CHARLES-BATSON	1465	D. Charles-Batson	1017	250 Excelsior
106	F. A. SPENCER	1370	Driver		246 F.A.S.
107	G. S. HUBBARD	1438	Driver		249 Rudge
108	E. H. WILLIS	859	Driver		249 Excelsior

109	F. N. PEARCE	1108	Driver		249 F.N.P.
110	F. HAYWARD	1418	Driver		249 Rudge
111	K. H. GROSSMANN	1429	Driver		250 Rudge
112	C. KIRK	1021	Driver		249 Excelsior
113	D. H. EDLIN	1463	Driver		249 Triumph
114	R. E. GEESON	1303	Driver		248 R.E.G.
115	H. S. HALL	1395	Driver		248 Velocette
116	H. J. A. PETTY	888	Driver		248 Norton
117	H. HALDEMANN	1770	Driver		718 Haldemann
	(Passenger J. ALBISSER, Lic. No. 1752)				Special Norton
118	L. W. TAYLOR	1386	Driver		499 Norton
	(Passenger, P. GLOVER, Lic. No. 1403)				(Watsonian S/C.)
119	R. McDONALD	1054	Farmers (Hastings) Ltd.	709	499 Norton
	(Passenger, T. HOLDER, Lic. No. 1517)				(Watsonian S/C.)
120	W. BODDICE	980	Elms Metals	713	499 Norton (S/C.)
	(Passenger, W. C. STORR, Lic. No. 820.)				
121	E. J. DAVIS	1186	Driver		998 Vincent
	(Passenger, E. G. ALLEN, Lic. No. 1468.)				(Watsonian S/C.)
122	C. HALE	821	Driver		994 Morgan
	(Passenger, F. HADLEY, Lic. No. 1518.)				
123	P. V. HARRIS	1099	H. E. Harris Motors	940	499 Norton (S/C.)
	(Passenger, C. L. BILLINGHAM, Lic. No. 1103.)				
124	G. STUART	1506	Stuart Motors	702	596 Norton (S/C.)
	(Passenger, D. COOMBES, Lic. No. 1519.)				
125	T. W. BOUNDS	921	Driver		642 B.S.A.
	(Passenger, R. E. LYNAS, Lic. No. 1515.)				(Watsonian S/C.)
126	J. HEDLEY	1513	Driver		348 A.J.S.
127	P. K. CRUSE	1511	Driver		348 B.S.A.
128	J. W. KENT	1509	Driver		350 Velocette
129	V. DAVEY	1496	Gus Kuhn Motors	990	499 Norton
130	D. A. BALL	1499	Driver		348 A.J.S.
131	B. S. HOSKING	1235	Driver		348 Norton
132	C. M. BENNETT	1501	Elms Metals	713	348 Earles Velocette
133	W. MERRITT	1514	Driver		497 Matchless
134	H. WILLIAMS	1512	Elms Metals	713	349 B.S.A.

TO-DAY'S EVENTS

- Event 1. Heat 1—British Championship Junior Race.
- Event 2. Heat 2—British Championship Junior Race.
- Event 3. Passenger Scratch Race.
- Event 4. British Championship Ultra Lightweight Race.
- Event 5. Final—British Championship Junior Race.
- Event 6. Passenger Handicap Race.
- Event 7. British Championship Senior Race.
- Event 8. British Championship Lightweight Race.

Awards

Ultra-Lightweight Race :

1st £12. 2nd £8. 3rd £5. 4th £2.

Lightweight Race :

1st £25. 2nd £18. 3rd £13. 4th £9. 5th £6. 6th £4.

Junior Race :

1st £40. 2nd £25. 3rd £15. 4th £10. 5th £7. 6th £5. 7th £2. 8th £1.

Senior Race :

1st The "Daily Mail" Trophy and £50. 2nd £30. 3rd £20. 4th £15.
5th £10. 6th £6. 7th £4. 8th £2.

Passenger Race :

1st The A.C.U. Trophy and £30. 2nd £24. 3rd £12. A 4th prize of £8 will be awarded if there are 7 or more starters.

Passenger Handicap Race :

1st £30. 2nd £20. 3rd £10. A 4th prize of £8 will be awarded if there are 7 or more starters.

Special Award :

To the driver making the fastest lap of the day £30.

WARNING

Motor-cycle Racing is Dangerous and all Persons attending this Circuit do so entirely *at their own risk.*

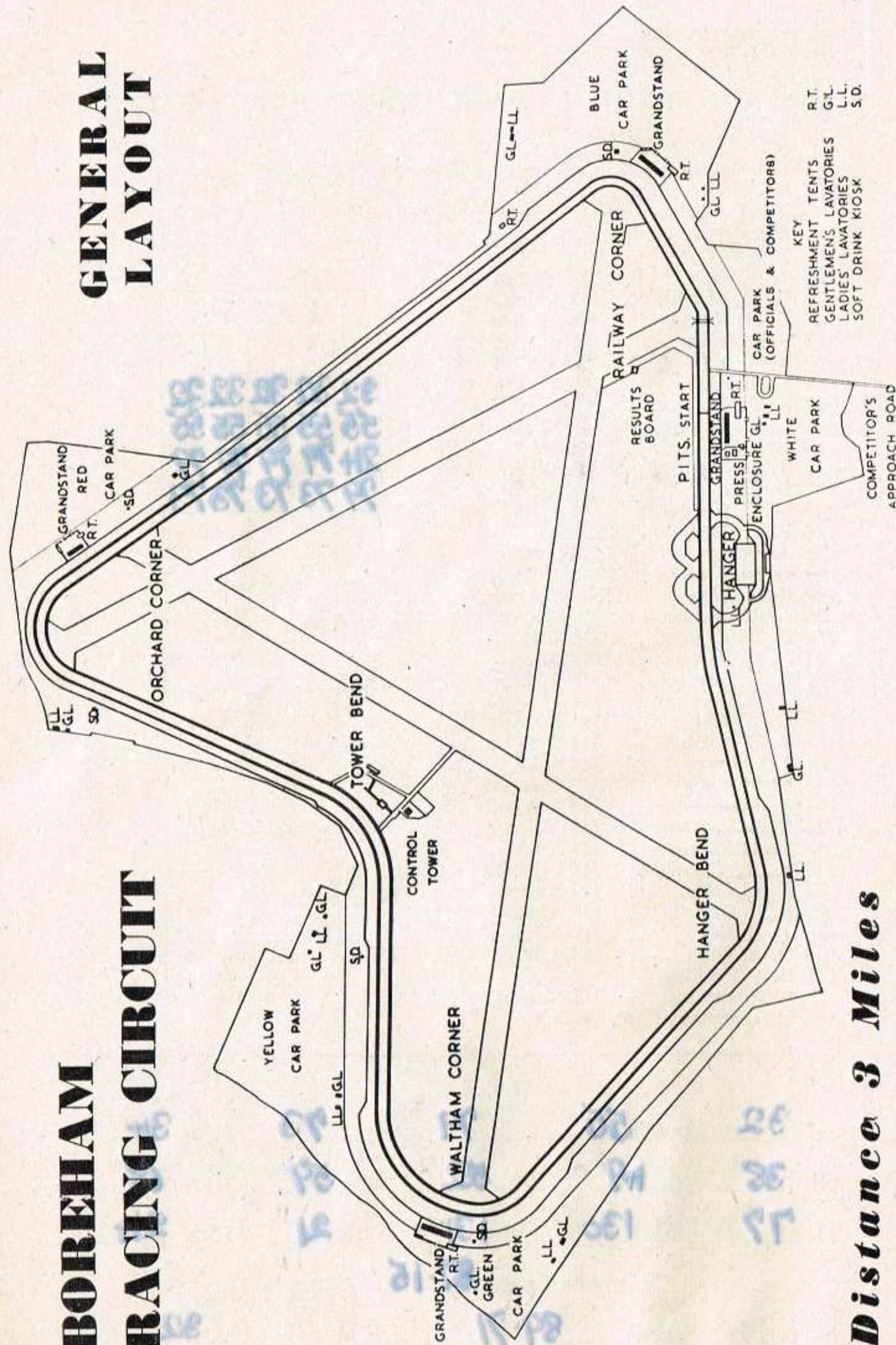
It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and owners and drivers of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.



"Daily Mail" Trophy for British Championship Senior Race.

BOREHAM RACING CIRCUIT

GENERAL LAYOUT



Distance 3 Miles

BOREHAM LAP SPEED TABLE

1 Lap equals 3 miles

TIME		SPEED	TIME		SPEED
Mins.	Secs.	M.P.H.	Mins.	Secs.	M.P.H.
1	30	120	1	48	100
1	30.38	119.5	1	48.5	99.5
1	30.75	119	1	49	99
1	31.13	118.5	1	49.6	98.5
1	31.5	118	1	50.2	98
1	31.9	117.5	1	50.77	97.5
1	32.3	117	1	51.34	97
1	32.7	116.5	1	51.92	96.5
1	33.1	116	1	52.5	96
1	33.5	115.5	1	53.08	95.5
1	33.91	115	1	53.67	95
1	34.32	114.5	1	54.28	94.5
1	34.74	114	1	54.9	94
1	35.15	113.5	1	55.5	93.5
1	35.57	113	1	56.1	93
1	36	112.5	1	56.75	92.5
1	36.43	112	1	57.4	92
1	36.86	111.5	1	58.04	91.5
1	37.3	111	1	58.68	91
1	37.75	110.5	1	59.34	90.5
1	38.2	110	2	00.0	90
1	38.65	109.5	2	00.67	89.5
1	39.1	109	2	01.34	89
1	39.55	108.5	2	02.03	88.5
1	40	108	2	02.72	88
1	40.45	107.5	2	03.83	87.5
1	40.9	107	2	04.13	87
1	41.39	106.5	2	04.85	86.5
1	41.88	106	2	05.58	86
1	42.37	105.5	2	06.29	85.5
1	42.85	105	2	07.00	85
1	43.34	104.5	2	07.78	84.5
1	43.84	104	2	08.57	84
1	44.36	103.5	2	09.34	83.5
1	44.85	103	2	10.1	83
1	45.38	102.5	2	10.9	82.5
1	45.88	102	2	11.7	82
1	46.43	101.5	2	12.5	81.5
1	46.93	101	2	13.3	81
1	47.5	100.5	2	14.15	80.5
			3	00.0	80

EVENT 5

BRITISH CHAMPIONSHIP

12 Laps—FOR SOLO MOTORCYCLES

First 15 from each of Heats 1 and 2

No.	Name	Machine
21	J. A. Stott	348 c.c. Norton
22	D. Steenson	348 c.c. AJS
23	L. B. Pagan	348 AJS
24	W. R. Fletcher	348 Velocette
32	K. Kavanagh	348 Norton
33	K. R. V. James	349 Norton
34	E. Julian	348 AJS
35	J. Glagebrook	348 AJS
37	E. Monte	348 G.M.S.
38	D. Farrall	348 AJS
40	M. V. Hookwood	348 AJS
41	A. Brown	348 AJS
47	D. A. Tuffy	348 Velocette
49	B. H. King	348 Norton
52	B. W. T. Flood	348 AJS
55	R. H. Sherry	348 AJS
56	K. Willis	348 AJS
59	E. Arnold	348 BSA
63	C. E. Sandford	348 Velocette
68	E. M. Luck	348 Velocette
72	D. E. C. Sheppard	348 Velocette
73	M. O'Rourke	348 AJS
74	S. Cooper	348 Velocette
76	R. Coleman	348 AJS
77	J. McArdle	349 Norton
78	K. Ring	348 AJS
79	R. G. Graham	348 Velocette
81	B. Pagan	348 AJS
130	D. A. Ball	348 AJS
131	B. S. Mankings	348 Norton

JUNIOR RACE

Between 251 c.c. and 350 c.c.

L A P S											
1	2	3	4	5	6	7	8	9	10	11	12
32	32	32	32	32	32	32	32	32	32	32	32
53	63	79	79	79	79	79	79	79	79	79	79
79	79	63	63	55	55	55	55	55	55	55	55
55	55	55	55	63	63	63	63	63	63	63	63

1st 32 2nd 79 3rd 55 4th 63 5th 73
 6th 81 7th 76 8th 78

Winner's speed 80.85 m.p.h.

Fastest Lap Speed 81.77 m.p.h. No. 32



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**SAFETY
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A service every Motor Cyclist looks for,
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A trial will convince you

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New Models as quickly as possible, some
From stock, other models
In strict rotation, and we provide
Every facility for Insurance,
Licensing, Easy Terms with One Third
Deposit and 12 or 18 months to pay.

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ARIEL, CORGI, EXCELSIOR, FRANCIS-BARNETT, JAMES,
MATCHLESS, NORMAN, NORTON, SWALLOW, TRIUMPH,
VESPA and WATSONIAN, but if you really want service try —

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HOLBEACH, LINCOLNSHIRE (Phone 3221)

EVENT 6

PASSENGER HANDICAP RACE

6 LAPS

For Three-Wheelers up to 1,200

- | No. | Name | Motorcycle |
|-----|-------------------------------|--|
| 117 | H. Haldemann
(Switzerland) | 718 Haldemann
Special Norton
Passenger : J. Albisser |
| 118 | L. W. Taylor | 499 Norton :
Watsonian S/C.
Passenger : P. Glover |
| 119 | R. McDonald | 499 Norton :
Watsonian S/C.
Passenger : T. Holder |
| 120 | W. Boddice | 499 Norton
Passenger : W. G. Storr |
| 121 | E. J. Davis | 998 Vincent :
Watsonian S/C.
Passenger : E. G. Allen |
| 122 | C. Hale | 994 Morgan
Passenger : F. Hadley |
| 123 | P. V. Harris | 499 Norton,
Passenger : C. L. Billingham |
| 124 | G. Stuart | 590 Norton
Passenger : D. Coombes |
| 125 | T. W. Bounds | 642 B.S.A. :
Watsonian S/C.
Passenger : R. E. Lynas |

L A P S						
1	2	3	4	5	6	
119	119	119	119	120	120	
124	124	124	120	124	124	
120	120	120	124	119	119	
110	117	123	123	123	123	

RESULT

1st 120 2nd 123 3rd 124 4th 119

Winner's Speed 69.60 m.p.h.

Fastest Lap Speed 73.07 m.p.h. No. 123

EVENT 7

BRITISH CHAMPIONSHIP

15 Laps for Solo Motorcycles

No.	Name	Motorcycle
21	J. A. Storr	499 Norton
22	D. Stevenson (Ceylon)	499 Norton
23	L. B. Ranson	348 A.J.S.
30	R. Dean (Ceylon)	490 Norton
31	E. Barrett	499 Norton
32	K. T. Kavanagh (Australia)	499 Norton
33	K. R. V. James	499 Norton
34	C. Julian	348 A.J.S.
35	J. Glazebrook	498 Norton
37	G. Monty	348 G.M.S.
42	L. G. Tedder	352 A.J.S.
45	F. A. Rutherford	348 Velocette
46	J. Surtees	499 Norton
47	D. A. Tutty	348 Velocette
50	A. E. Moule	499 Norton
52	B. W. T. Rood	499 Norton
54	G. D. Payne	348 A.J.S.
55	R. H. Sherry	499 A.J.S.
56	K. Willis	348 A.J.S.
58	S. T. Barnett	499 Norton
63	C. C. Sandford	497 Earles B.S.A.
64	L. G. Morris	348 Norton
70	L. A. Dear	499 Norton
73	M. O'Rourke	348 A.J.S.
76	R. Coleman (N. Zealand)	499 A.J.S.
77	J. McArdle	499 Norton
78	E. Ring (Australia)	500 Matchless
79	R. L. Graham	500 M.V. Agusta
81	G. Brown	499 Norton
82	J. Harding	348 A.J.S.
83	J. Albisser (Switzerland)	499 Norton
84	M. G. Shelley	499 Norton
85	E. J. Bowman	498 Triumph
86	R. Bakes	498 Triumph
87	H. T. Bostock	498 Triumph
88	P. E. S. Webb	499 J.A.B.S.
89	A. J. Dudley-Ward	498 D. W. Special
90	R. A. Russell	498 Triumph
91	R. H. King	499 Norton
92	D. Young	497 D.E.F.
93	T. A. Ovens	498 Triumph
94	G. Andrews	498 Matchless
95	R. Jervis	499 Norton
96	J. H. Cooper	490 Norton
97	S. H. Brand	498 Triumph
98	D. G. Lashmar	498 B.S.A.
99	G. F. Thomson	498 Matchless
100	C. F. Salt	497 Earles B.S.A.
129	V. Davey	499 Norton
133	W. Merrett	497 Matchless

SENIOR RACE

up to 500 c.c.

L A P S														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
79	32	32	32	32	32	32	32	32	32	32	32	32	32	32
32	79	79	79	79	79	79	79	79	79	79	79	79	79	79
81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
81	63	63	63	78	78	78	78	78	55	55	65	78	78	65

1st 32 2nd 79 3rd 81 4th 65 5th 63

6th 7th 8th

Winner's speed 79.149 m.p.h.

Fastest Lap Speed 81.94 m.p.h. No. 32



128 PAGES OF INFORMATION FOR THE MOTORCYCLIST

Edited by Courtenay Edwards, Motoring Correspondent of the *Daily Mail*, this handy guide will be of real help to every man with a machine—from the enthusiastic clubman to the week-end motorcyclist. It answers all your questions—from "What is new in Motorcycles?" to "What's On in Motorcycling Sport?" Illustrated with over 100 photographs and sketches.

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SPORTS SECTION—Geoff. Duke's Secret. Trials Technique. The I.S.D.T. Trials and Scrambles—by Geo. Downer. Portrait Gallery of the Speed Wizards. All the speed records and results of 1951. Auto-Cycle Union Directory of Affiliated Clubs. Sporting Diary for 1952.

Daily Mail MOTORCYCLING GUIDE

From Newsagents **1/6** From Booksellers

Daily Mail Publications, New Carmelite House, London, E.C.4

EVENT 8

BRITISH CHAMPIONSHIP LIGHTWEIGHT RACE 8 LAPS

For Solo Motorcycles between 126 and 250 c.c.

No.	Name	Motorcycle
31	E. Barrett	248 Moto-Guzzi
36	R. J. Standivan	248 Rudge
52	B. W. T. Rood	248 Velocette
63	C. C. Sandford	248 Velocette
68	C. M. Luck	248 C.L.S.
79	L. Graham	248 Velocette
101	M. Cann	248 Moto-Guzzi
102	H. Thorn Prikker (Germany)	250 Moto-Guzzi
103	D. W. Pearce	246 Pike Rudge
104	F. Anderson	247 Moto-Guzzi
105	K. Charles-Batson	250 Excelsior
106	F. A. Spencer	246 F.A.S.
107	G. S. Hubbard	249 Rudge
108	E. H. Willis	249 Excelsior
109	F. N. Pearce	249 F.N.P.
110	F. Hayward	249 Rudge
111	K. H. Grossmann	250 Rudge
112	C. Kirk	249 Excelsior

L A P S							
1	2	3	4	5	6	7	8
63	104	104	101	104	101	101	104
104	63	63	79	79	79	79	79
79	79	79	63	63	63	63	63
102	102	102	102	102	102	102	102

113	D. H. Edlin	249 Triumph
114	R. E. Geeson	248 R.E.G.
115	H. S. Hall	248 Velocette
116	R. J. A. Petty	248 Norton

RESULT

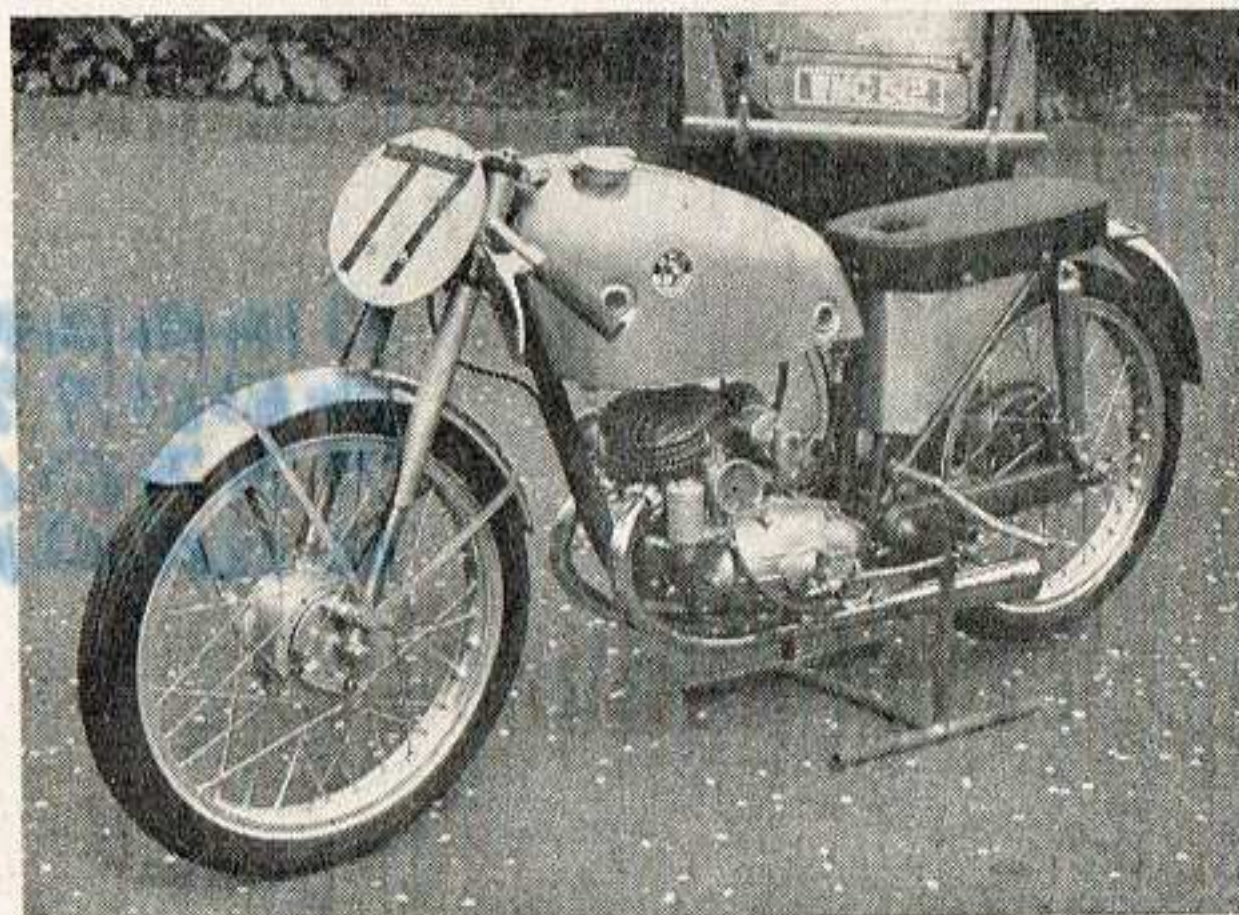
1st 104 2nd 79 3rd 63 4th 102 5th 52
6th 114
Winner's Speed 72.57 m.p.h.
Fastest Lap Speed 75.00 m.p.h. No. 104

FIVE OF THE LATEST BRITISH RACING BIKES

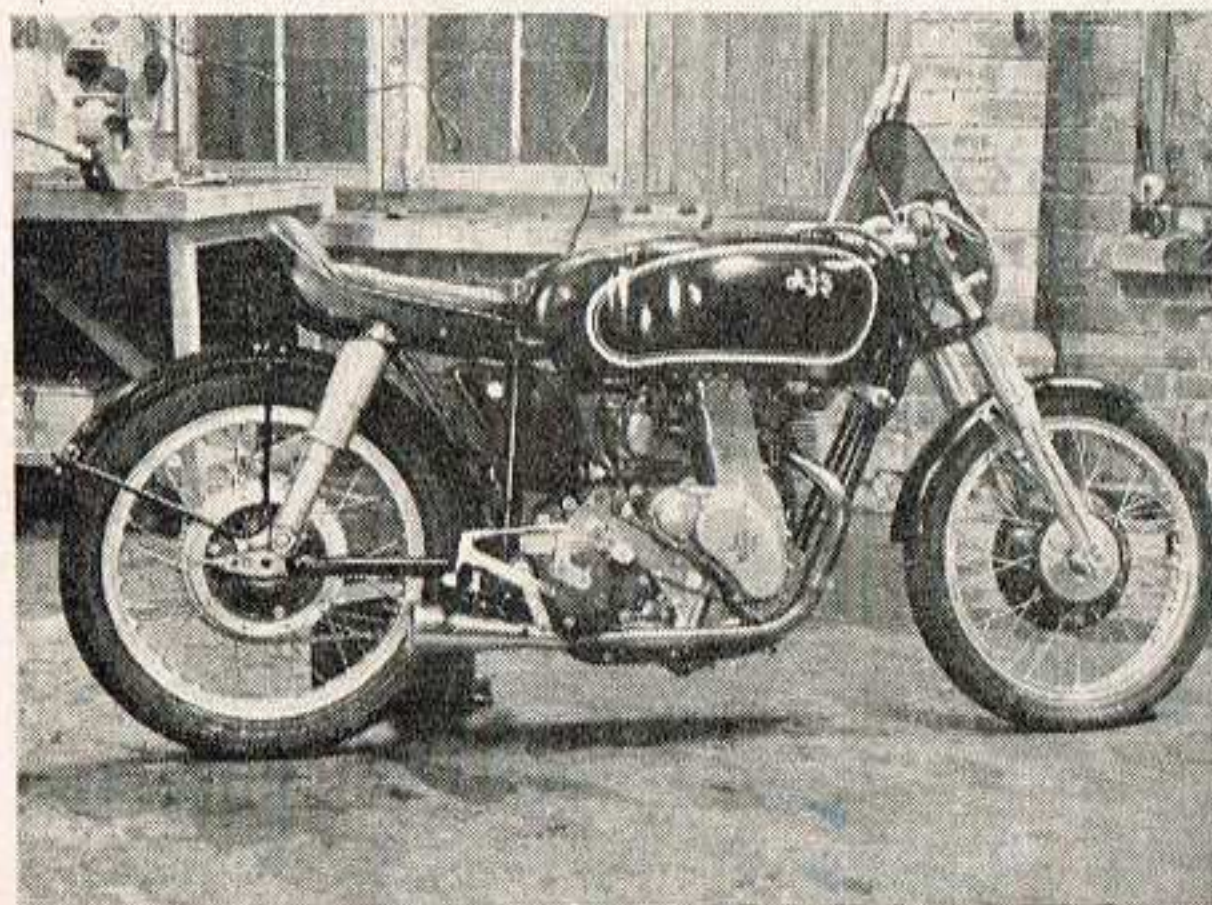
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E.M.C. PUCH 125 c.c.—a British-assembled challenge to the Continental success in what is often called the "tiddler" class—the Ultra Light-weight machines.

The Motor Cycle



★



★

A.J.S. 350 c.c.—a highly successful British single-cylinder machine which is helping to keep this country ahead in the 350 c.c. class.

The Motor Cycle

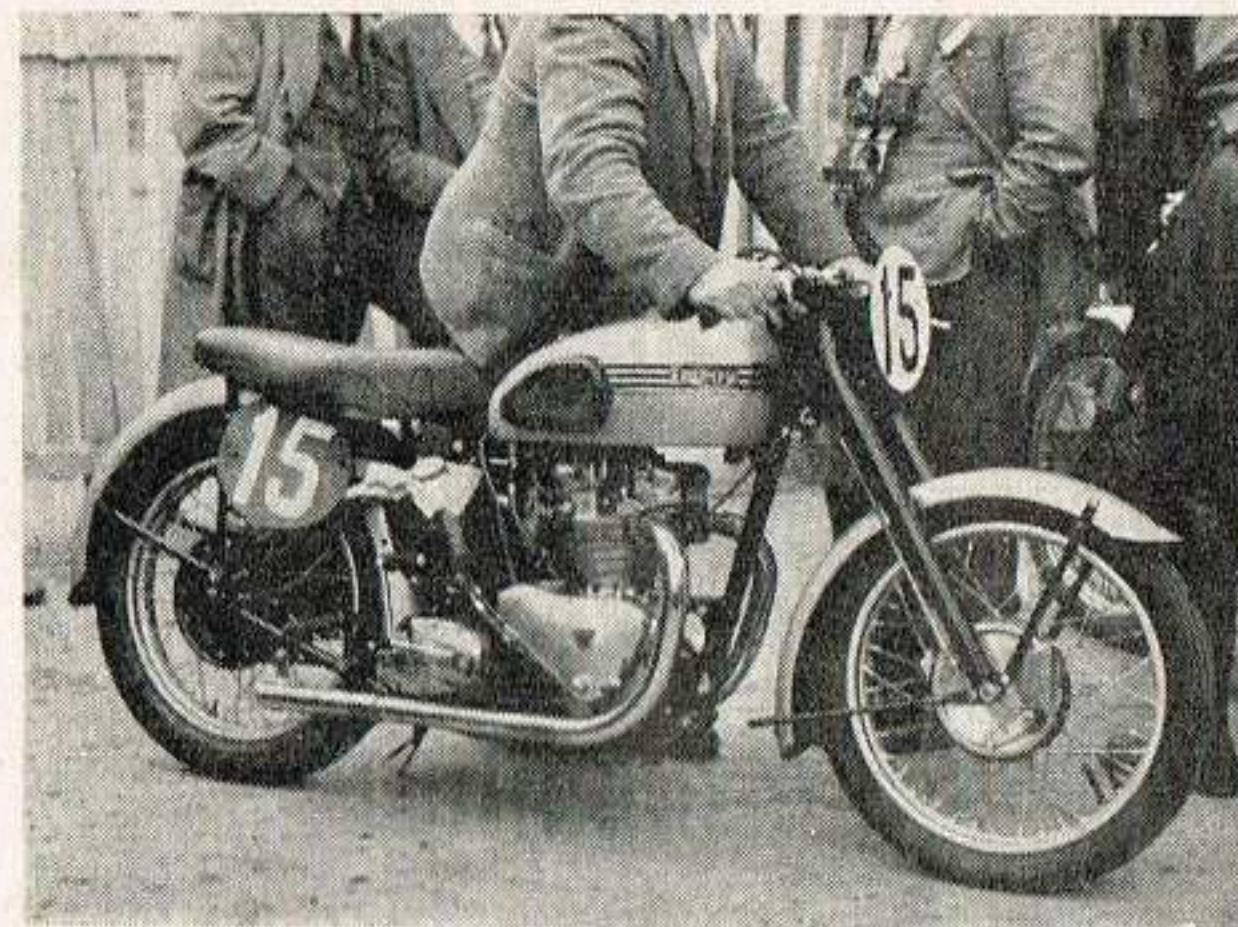
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For news of the latest developments in the world of motorcycling, including track-side reports of the big racing events, road tests and comments on new machines and new developments in the motorcycle industry—read :

COURTENAY EDWARDS in the **Daily Mail**

BRITISH RACING MACHINES—continued



★

TRIUMPH TIGER 100—the very popular British standard production machine with which the Senior Clubman's T.T. was won this year.

The Motor Cycle

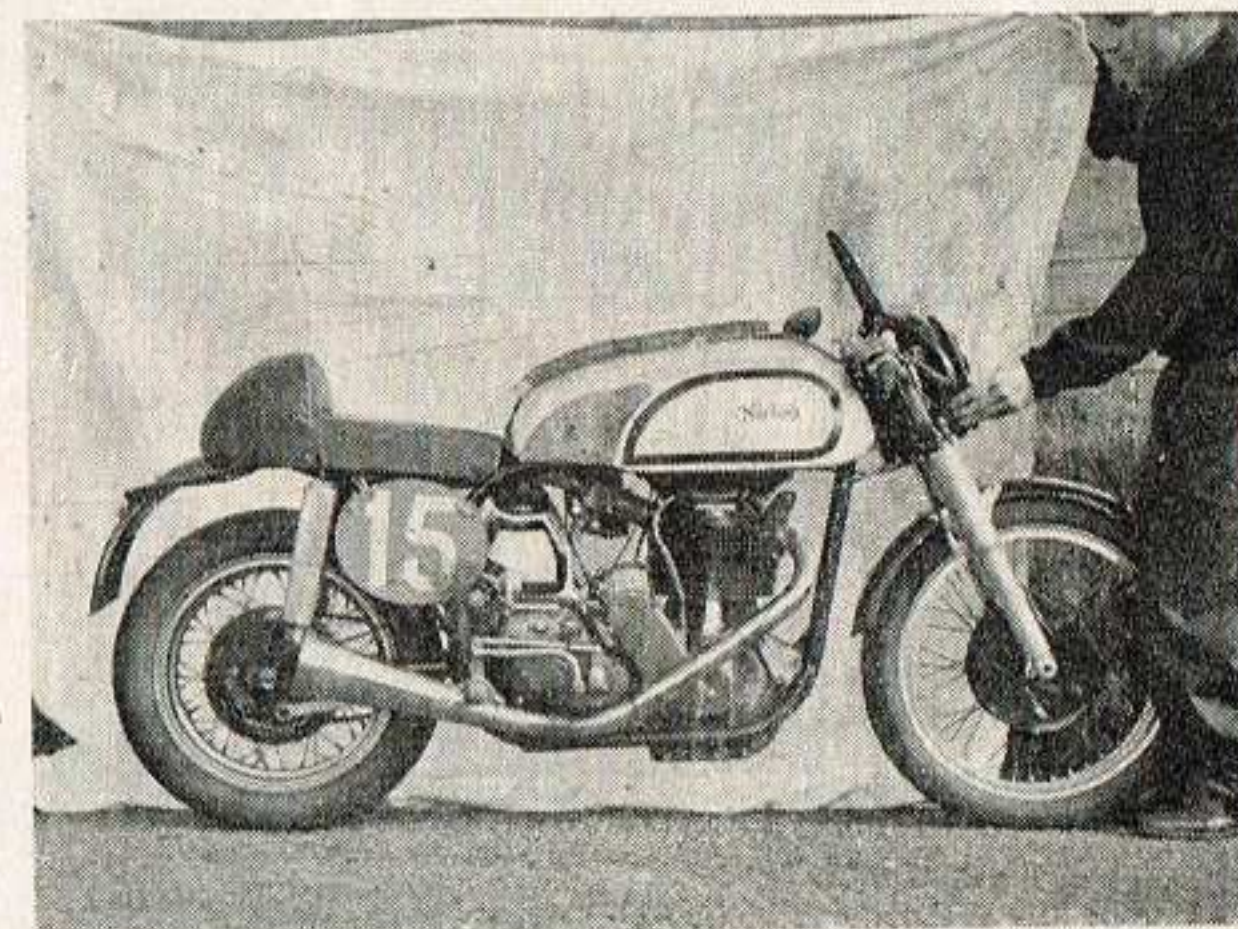
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NORTON 500 c.c.—the machine which won the Senior T.T. at the Isle of Man, the "Blue Riband" of motor-cycle racing, this year.

The Motor Cycle

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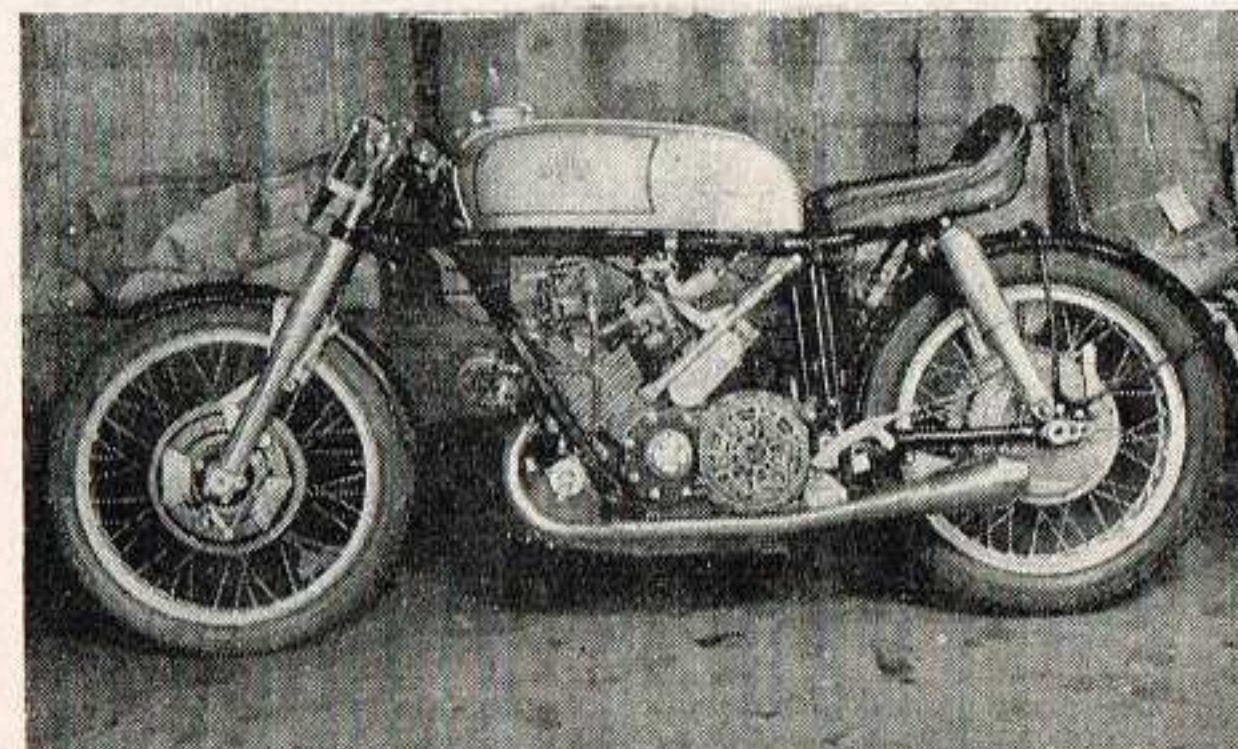


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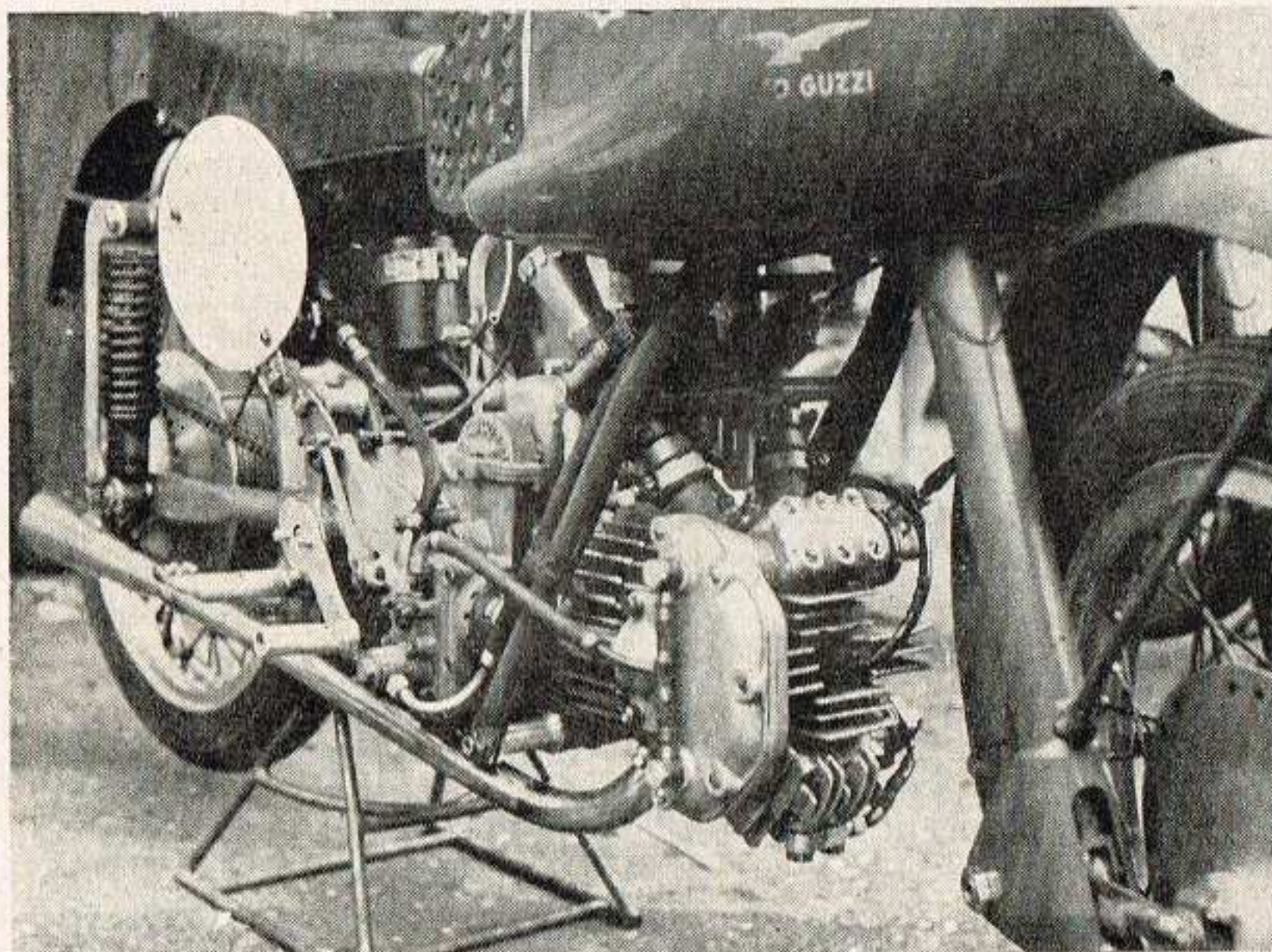
A.J.S. 500 c.c.—an advanced British design—usually called the "Porcupine" from the spiked cylinder-finishing of earlier models.

The Motor Cycle

★

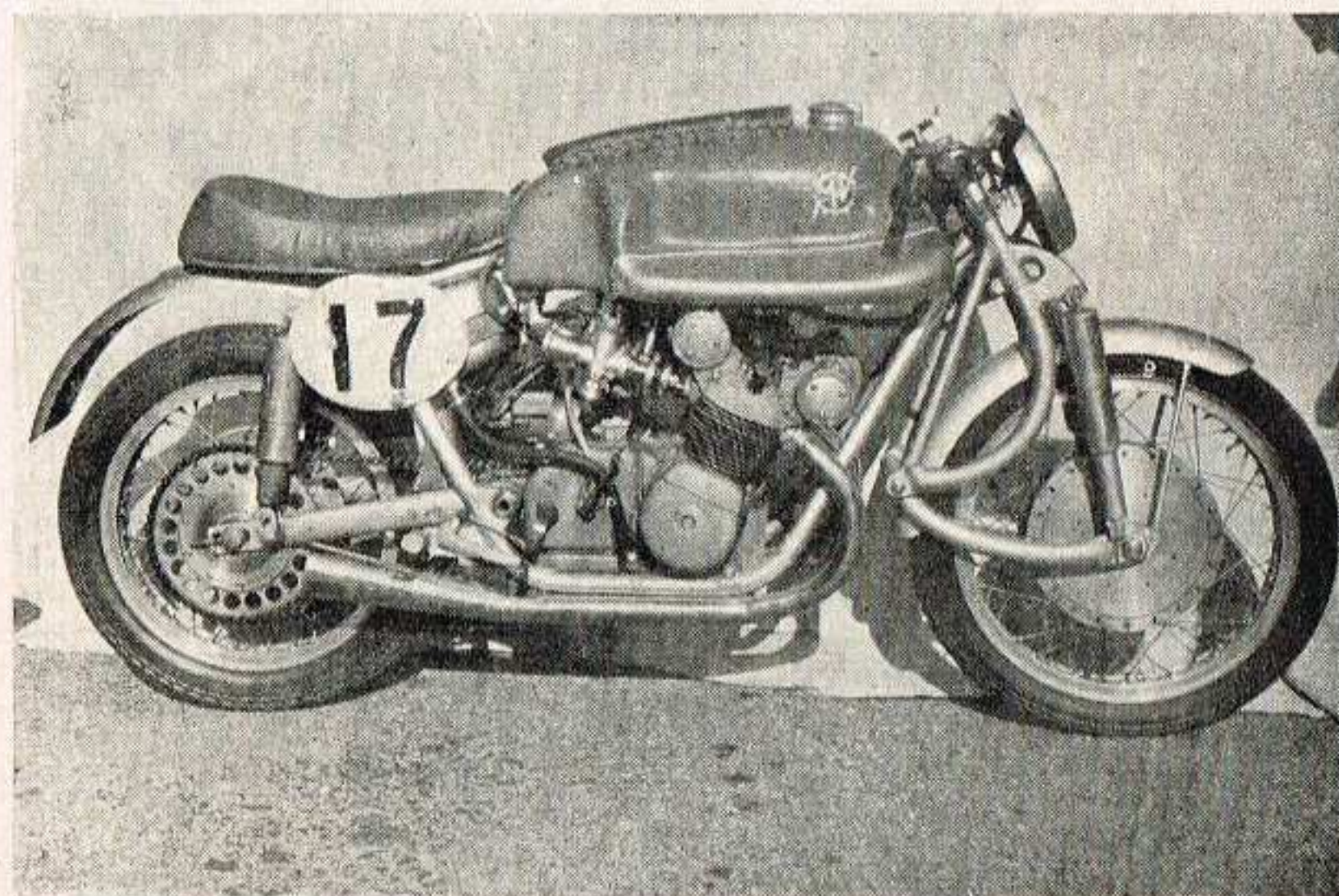


Well Known Foreign Machines



The Motor Cycle

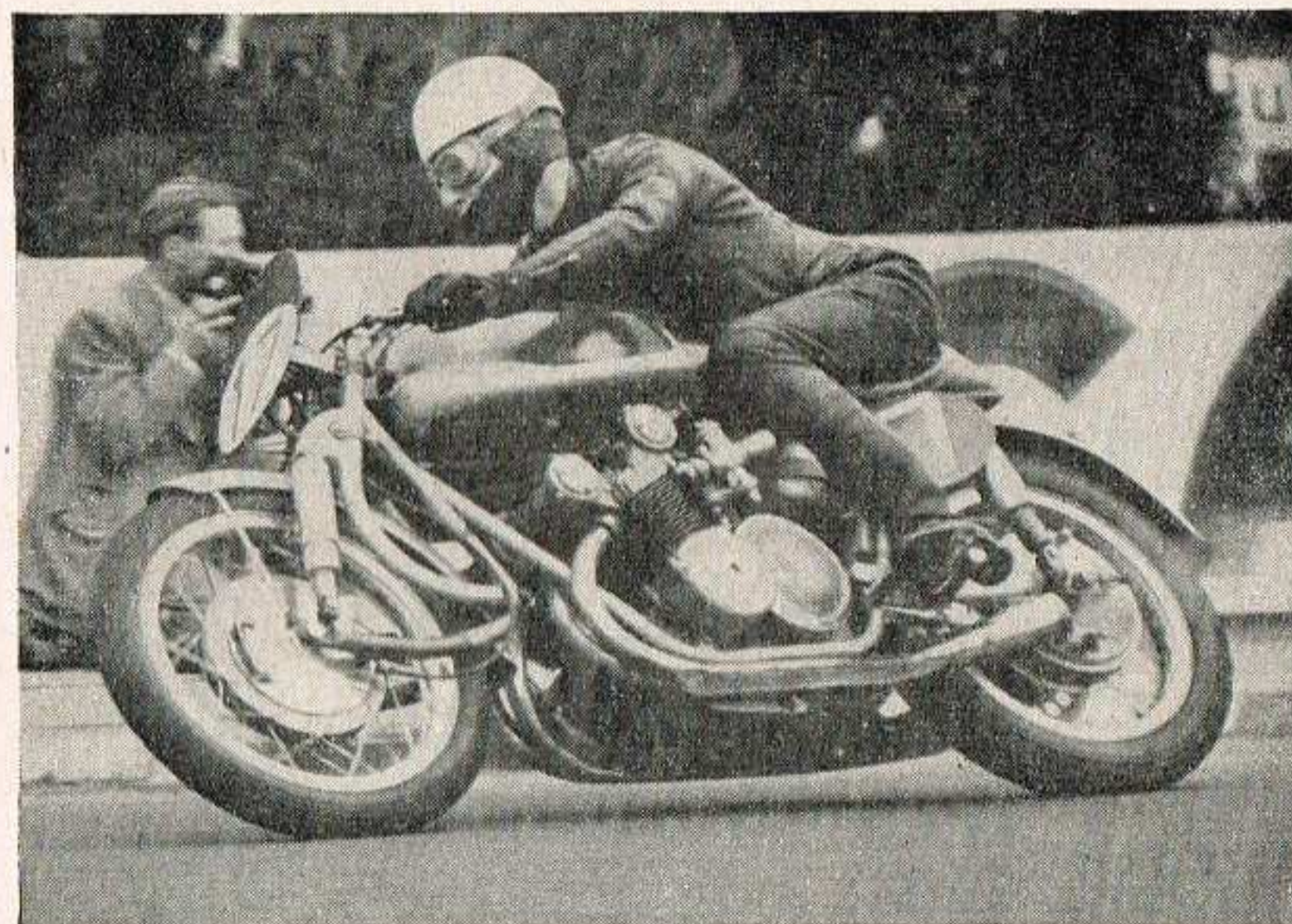
MOTO GUZZI 250 c.c.—Italian. A very advanced design which won the Lightweight International T.T. this year. It is world-champion 250 c.c. machine in road racing.



The Mo or Cycle

M.V. AGUSTA 500 c.c.—the Italian 4 cylinder machine which came in second in this year's Senior T.T.

Speed Wizards in Action



A fine action shot of LES GRAHAM taking a bend during the Senior T.T. event at the Isle of Man in June, 1952.



CECIL SANDFORD, nears the finishing line to win the 124 c.c. event in the Netherlands Grand Prix at the Drenthe Circuit, Assen, in June this year.

BOOK NOW!

FOR THE

BOREHAM MEETING

August 23rd, 1952

NATIONAL MOTOR CYCLE RACE MEETING

organised by the

CHELMSFORD AND DISTRICT AUTO CLUB

(Affiliated to the Eastern Centre A.C.U.)

FIRST RACE 1.15 p.m.

ADVANCE BOOKING : Motor Racing Co., Ltd., 62a, Piccadilly, London, W.1. REGent 2891.

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NEW CARMELITE HOUSE,

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ACKNOWLEDGEMENTS

OUR BEST THANKS are due—

to the St. John Ambulance Brigade, the British Red Cross and the Officer Commanding 855 Fire Command Battery, R.A. (Essex Fortress) for their services, and to members of the Chelmsford and District Auto Club and all other clubs and officials who are giving help to-day.

Berkeley Coachwork, Ltd., Biggleswade, Beds., for the loan of a caravan for administrative purposes.

T.T. AND MANY GRAND PRIX RECORDS SINCE 1921

Year	Class	Rider	Machine	Speed m.p.h.
1921	Senior	H. R. Davies	A.J.S.	54.49
	Junior	E. Williams	A.J.S.	52.11
	L'wt.	D. Prentice	New Imperial	44.82
1922	Senior	A. Bennett	Sunbeam	58.31
	Junior	T. M. Sheard	A.J.S.	54.75
	L'wt.	G. S. Davison	Levis	49.89
1923	Senior	T. M. Sheard	Douglas	55.55
	Junior	Stanley Woods	Cotton	55.73
	L'wt.	J. A. Porter	N. Gerrard	51.93
	Sidecar	F. W. Dixon	Douglas	53.15
	Amateur	L. Randles	Sunbeam	52.77
1924	Senior	A. Bennett	Norton	61.64
	Junior	K. Twemlow	New Imperial	55.67
	L'wt	E. Twemlow	New Imperial	55.44
	Ultra-L'wt	J. A. Porter	N. Gerrard	51.20
	Sidecar	G. H. Tucker	Norton	51.31
Amateur	L. Randles	Sunbeam	56.71	
1925	Senior	H. R. Davies	H.R.D.	66.13
	Junior	W. L. Handley	Rex-Acme	65.02
	L'wt	E. Twemlow	New Imperial	57.74
	Ultra-L'wt	W. L. Handley	Rex-Acme	53.45
	Sidecar	L. Parker	Douglas	55.22
Amateur	H. G. Dobbs	Norton	59.97	
1926	Senior	Stanley Woods	Norton	67.54
	Junior	A. Bennett	Velocette	66.70
	L'wt	C. W. Johnston	Cotton	60.20
	Amateur	R. D. Adams	A.J.S.	58.46
1927	Senior	A. Bennett	Norton	68.41
	Junior	F. W. Dixon	H.R.D.	67.19
	L'wt	W. L. Handley	Rex-Acme	63.30
	Amateur	P. Hunt	Norton	57.66
1928	Senior	C. J. P. Dodson	Sunbeam	62.98
	Junior	A. Bennett	Velocette	68.65
	L'wt	F. A. Longman	O.K. Supreme	62.90
	Amateur : Senior	P. Hunt	Norton	67.94
	Amateur : Junior	W. H. T. Meageen	Rex-Acme	61.58
1929	Senior	C. J. P. Dodson	Sunbeam	72.05
	Junior	F. G. Hicks	Velocette	69.71
	L'wt	S. A. Crabtree	Excelsior	63.87
	Amateur : Senior	E. N. Lea	Norton	64.02
	Amateur : Junior	E. N. Lea	Velocette	65.24
1930	Senior	W. L. Handley	Rudge	74.24
	Junior	H. G. Tyrell Smith	Rudge	71.08
	L'wt	J. Guthrie	A.J.S.	64.71
	M.G.P. Sen.	E. R. Merrill	Rudge	69.49
	M.G.P. Jun.	D. J. Pirie	Velocette	61.63
1931	Senior	P. Hunt	Norton	77.90
	Junior	P. Hunt	Norton	73.94
	L'wt	G. W. Walker	Rudge	68.98
	M.G.P. Sen.	J. M. Muir	Norton	71.79
	M.G.P. Jun.	D. J. Pirie	Velocette	69.59

Year	Class	Rider	Machine	Speed m.p.h.
1932	Senior	Stanley Woods	Norton	79.38
	Junior	Stanley Woods	Norton	77.16
	L'wt	L. H. Davenport	New Imperial	70.48
	M.G.P. Sen.	N. Gledhill	Norton	67.32
	M.G.P. Jun.	J. H. Carr	New Imperial	69.27
1933	Senior	Stanley Woods	Norton	81.04
	Junior	Stanley Woods	Norton	78.08
	L'wt	S. Cleave	Excelsior	71.59
	M.G.P. Sen.	H. L. Daniell	Norton	76.98
	M.G.P. Jun.	A. Munks	Velocette	74.14
1934	Senior	J. Guthrie	Norton	78.01
	Junior	J. Guthrie	Norton	79.16
	L'wt	J. H. Simpson	Rudge	70.81
	M.G.P. Sen.	D. J. Pirie	Norton	79.19
	M.G.P. Jun.	J. H. White	Norton	75.59
M.G.P. L'wt	W. D. Mitchell	Cotton	63.49	
1935	Senior	Stanley Woods	Guzzi	84.68
	Junior	J. Guthrie	Norton	79.14
	L'wt	Stanley Woods	Guzzi	71.56
	M.G.P. Sen.	J. K. Swanston	Norton	79.62
	M.G.P. Jun.	F. L. Frith	Norton	76.02
M.G.P. L'wt	Ron Harris	New Imperial	68.58	
1936	Senior	J. Guthrie	Norton	85.80
	Junior	F. L. Frith	Norton	80.14
	L'wt	A. R. Foster	New Imperial	74.28
	M.G.P. Sen.	A. Munks	Norton	78.88
	M.G.P. Jun.	A. Munks	Velocette	73.93
M.G.P. L'wt	D. Parkinson	Excelsior	65.68	
1937	Senior	F. L. Frith	Norton	88.21
	Junior	J. Guthrie	Norton	84.43
	L'wt	O. Tenni	Guzzi	74.72
	M.G.P. Sen.	M. Cann	Norton	81.65
	M.G.P. Jun.	M. Cann	Norton	76.23
M.G.P. L'wt	D. Parkinson	Excelsior	69.98	
1938	Senior	H. L. Daniell	Norton	89.11
	Junior	Stanley Woods	Velocette	84.08
	L'wt	E. Kluge	D.K.W.	78.48
	M.G.P. Sen.	K. Bills	Norton	84.81
	M.G.P. Jun.	K. Bills	Norton	78.76
M.G.P. L'wt	D. Parkinson	Excelsior	71.05	
1939	Senior	G. Meier	B.M.W.	89.38
	Junior	Stanley Woods	Velocette	83.19
	L'wt	E. A. Mellors	Benelli	74.25
1946	M.G.P. Sen.	E. Lyons	Triumph	76.74
	M.G.P. Jun.	K. Bills	Norton	74.18
	M.G.P. L'wt	L. W. Parsons	Rudge	65.12
1947	Senior	H. L. Daniell	Norton	82.81
	Junior	A. R. Foster	Velocette	80.31
	L'wt	M. Barrington	Guzzi	73.22
	Club 1,000 c.c.	E. E. Briggs	Norton	78.67
	J. Club 350 c.c.	D. Parkinson	Norton	70.74
	L. Club 250 c.c.	W. McVeigh	Triumph	65.30
	M.G.P. Sen.	E. E. Briggs	Norton	78.34
	M.G.P. Jun.	E. E. Briggs	Norton	74.64
	M.G.P. L'wt	A. Munks	Guzzi	70.63

Year	Class	Rider	Machine	Speed m.p.h.
1948	Senior	A. J. Bell	Norton	84.97
	Junior	F. L. Frith	Velocette	81.45
	L'wt	M. Cann	Guzzi	75.18
	Club 1,000 c.c.	J. D. Daniels	Vincent	80.51
	J. Club 350 c.c.	R. J. Hazlehurst	Velocette	70.33
	L. Club 250 c.c.	M. Lockwood	Excelsior	64.93
	M.G.P. Sen.	D. G. Crossley	Triumph	80.62
	M.G.P. Jun.	D. Parkinson	Norton	78.20
	M.G.P. L'wt	R. H. Dale	Guzzi	73.36
	1949	Senior	{ 1 H. L. Daniell 2 J. Lockett 3 E. Lyons	{ Norton Norton Velocette
Fastest Lap : A. R. Foster (Guzzi) 25m 14s = 89.75 m.p.h.				
Junior		{ 1 F. L. Frith 2 E. Lyons 3 A. J. Bell	{ Velocette Velocette Norton	{ 83.15 82.92 82.62
Fastest Lap : F. L. Frith (Velocette) 26m 53s = 84.23 m.p.h.				
L'wt		{ 1 M. Barrington 2 T. L. Wood 3 R. H. Pike	{ Guzzi Guzzi Rudge	{ 77.99 77.90 72.79
Fastest Lap : R. H. Dale (Guzzi) and T. L. Wood (Guzzi) 28m 9s = 80.44 m.p.h.				
Club 1,000 c.c.		D. G. Lashmar	Vincent	76.30
S. Club 500 c.c.		G. E. Duke	Norton	82.97
J. Club 350 c.c.		H. Clark	B.S.A.	75.18
L. Club 250 c.c.		C. V. Taft	Excelsior	68.10
M.G.P. Sen.	G. E. Duke	Norton	86.06	
M.G.P. Jun.	W. A. C. McCandless	Norton	81.82	
1950	Senior	{ 1 G. E. Duke 2 A. J. Bell 3 J. Lockett	{ Norton Norton Norton	{ 92.27 90.86 90.37
	Fastest Lap : G. E. Duke (Norton) 24m 16s = 93.33 m.p.h.			
	Junior	{ 1 A. J. Bell 2 G. E. Duke 3 H. L. Daniell	{ Norton Norton Norton	{ 86.33 85.73 84.33
	Fastest Lap : A. J. Bell (Norton) 25m 56s = 87.31 m.p.h.			
	L'wt	{ 1 D. Ambrosini 2 M. Cann 3 R. A. Mead	{ Benelli Guzzi Velocette	{ 78.08 78.07 75.59
	Fastest Lap : D. Ambrosini (Benelli) 27m 59s = 80.91 m.p.h.			
	Club 1,000 c.c.	{ 1 A. Phillip 2 S. Alexander 3 F. J. Young	{ Vincent Vincent Vincent	{ 78.58 74.94 72.08
	Fastest Lap : A. Phillip (Vincent) 27m 57s = 81.00 m.p.h.			
	S. Club 500 c.c.	{ 1 P. H. Carter 2 A. Hill 3 K. Dixon	{ Norton Triumph Norton	{ 75.60 75.30 74.57
	Fastest Lap : I. B. Wicksteed (Triumph) 28m 29s = 79.51 m.p.h.			
J. Club 350 c.c.	{ 1 B. A. Jackson 2 I. McGuffie 3 A. D. Brown	{ B.S.A. B.S.A. Norton	{ 74.25 73.07 72.42	
Fastest Lap : B. A. Jackson (B.S.A.) 29m 45s = 76.12 m.p.h.				
L. Club 250 c.c.	{ 1 F. Fletcher 2 A. J. Wellsted 3 J. R. Dulson	{ Excelsior Triumph Velocette	{ 66.89 64.63 61.73	
Fastest Lap : F. Fletcher (Excelsior) 33m 33.4s = 67.50 m.p.h.				

Year	Class	Rider	Machine	Speed m.p.h.
1950 (cont.)	M.G.P. Sen.	1 P. Romaine	Norton	84.12
		2 M. Featherstone	Norton	82.80
		3 H. Clark	Norton	81.10
Fastest Lap : P. Romaine (Norton) 26m 29s = 85.55 m.p.h.				
M.G.P. Jun.		1 D. G. Crossley	A.J.S.	82.59
		2 P. Romaine	Norton	82.39
		3 C. Julian	Velocette	77.57
Fastest Lap : P. Romaine (Norton) 27m 8s = 83.45 m.p.h.				
1951	Senior	1 G. E. Duke	Norton	93.83
		2 W. Doran	A.J.S.	91.44
		3 W. A. C. McCandless	Norton	90.33
Fastest Lap : G. E. Duke (Norton) 23m 47s = 95.22 m.p.h. (course record)				
Junior		1 G. E. Duke	Norton	89.90
		2 J. Lockett	Norton	88.25
		3 J. Brett	Norton	87.87
Fastest Lap : G. E. Duke (Norton) 24m 47s = 91.38 m.p.h. (race record)				
L'wt 250 c.c.		1 T. L. Wood	Moto-Guzzi	81.39
		2 D. Ambrosini	Benelli	81.29
		3 E. Lorenzetti	Moto-Guzzi	78.75
Fastest Lap : F. K. Anderson (Moto-Guzzi) 27m 3s = 83.70 m.p.h. (race record)				
L'wt 125 c.c.		1 W. A. C. McCandless	F. B. Mondial	74.85
		2 C. Ubbiall	F. B. Mondial	74.38
		3 G. Leoni	F. B. Mondial	71.52
Fastest Lap : W. A. C. McCandless (Mondial) 30m 3s = 75.34 m.p.h.				
S. Club 500 c.c.		1 I. K. Arber	Norton	79.70
		2 I. B. Wicksteed	Triumph	79.46
		3 G. J. Draper	Triumph	78.56
Fastest Lap : I. B. Wicksteed (Triumph) 27m 56s = 81.06 m.p.h.				
J. Club 350 c.c.		1 B. G. Purslow	B.S.A.	75.36
		2 G. E. Read	Norton	74.87
		3 G. J. Draper	Norton	74.73
Fastest Lap : K. R. V. James (Norton) 29m 35s = 76.54 m.p.h. (race record)				
1952	Senior	1 H. R. Armstrong	Norton	92.97
		2 R. L. Graham	M.V.	92.72
		3 W. R. Amm	Norton	92.4
Fastest Lap : G. E. Duke (Norton) 23m 52s = 94.88 m.p.h.				
Junior		1 G. E. Duke	Norton	90.29
		2 H. R. Armstrong	Norton	89.55
		3 Rod Coleman	A.J.S.	88.93
Fastest Lap : G. E. Duke (Norton) 24.53 secs. = 91.03 m.p.h.				
L'wt 250 c.c.		1 F. Anderson	Guzzi	83.82
		2 E. Lorenzetti	Guzzi	83.36
		3 F. Lawton	Guzzi	82.54
Fastest Lap : R. Ruffo (Guzzi) 26m 42s = 84.82 m.p.h. (record)				
L'wt 125 c.c.		1 C. C. Sandford	M.V.	75.54
		2 C. Ubbiali	Mondial	74.16
		3 A. L. Parry	Mondial	72.22
Fastest Lap : C. C. Sandford (M.V.) 29m 46s = 76.51 m.p.h. (record)				
S. Club		1 B. J. Hargreaves	Triumph	82.45
		2 A. R. V. James	Norton	81.97
		3 J. R. Clark	Norton	81.92
Fastest Lap : B. J. Hargreaves (Triumph) 27m 16s = 83.05 m.p.h.				
J. Club		1 E. Housley	B.S.A.	78.92
		2 R. McIntyre	B.S.A.	78.57
		3 K. R. V. James	Norton	78.47
Fastest Lap : R. McIntyre (B.S.A.) 28m 16.4s = 80.09 m.p.h. (record)				

"RETREADS"—(for your memory)

CATEGORY A races are confined to motorbicycles—that is, machines with two road wheels.

CATEGORY B races are for three wheelers : either a motorcycle with sidecar, or a cyclecar.

* * * * *

BOREHAM RACING CIRCUIT was originally a large orchard which made way for an airfield from which American bombers operated. After the war, the West Essex Car Club proved its potential value as a major racing circuit.

A few months ago the Motor Racing Company was formed to develop and maintain the circuit—its proclaimed objective to make it Britain's fastest circuit.

* * * * *

DRIVERS AND PASSENGERS have to comply with strict F.I.M. rules about their personal equipment. For instance, both must wear a properly fitted protective helmet and complete leather clothing, including jacket, breeches, gloves and kneelength boots.

No passenger, with his personal equipment, may weigh less than 132 lbs.

* * * * *

THE MOTORCYCLE . . . must have two brakes, working independently and each giving complete control ; must not have a supercharged engine ; may have streamlining provided it is a solo machine and the streamlining meets certain specifications. (There are no restrictions on the streamlining of cyclecars.)

Even the colour scheme of number plates is controlled. They must follow this plan :

	Plate	Numbers
Ultra-Lightweight, Lightweight, and Three-Wheelers' Races	- - - - -	Black White
Junior Race	- - - - -	White Black
Senior Race	- - - - -	Yellow Black

* * * * *

GILHOOLEY. Alternative name for Orchard Corner, Boreham. In the early days it was a tricky corner where cars went into a spin. Famous for his spins was one Gilhooley, a U.S.A. motor-racing driver, so spins became "Gilhooleys."

* * * * *

THE FUEL is 75/80 octane and is provided. No competitor may add anything which might increase its octane value. Samples may be taken for test from the tank of any machine at the end of a race. If the octane is higher than it should be, the machine and its driver may be disqualified.

* * * * *

THE START in all the races is made with dead engines. Passenger machines are allowed two "pushers" with driver and passenger seated on the vehicle.

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THE RACE. The flag signals used are listed in page 7. After a race has been won all other competitors are automatically stopped as they cross the finishing line. Where necessary runners-up are placed according to the number of laps completed.

* * * * *

THE RESULT announced immediately after a race is, officially, a provisional decision only. The final results must be published within three hours of the finish after they have been confirmed by the jury.

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	350 c.c.	1st G. Duke - (NORTON) 2nd R. Armstrong (NORTON)
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BELGIAN G.P.:	350 c.c.	1st G. Duke - (NORTON) 2nd R. Amm - (NORTON)
	500 c.c.	2nd G. Duke - (NORTON)
	Sidecars	1st E. Oliver - (NORTON)
DUTCH T.T.:	350 c.c.	1st G. Duke - (NORTON) 2nd R. Amm - (NORTON)
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	250 c.c.	1st E. Lorenzetti (GUZZI)
GERMAN G.P.:	500 & 350 c.c.	1st R. Armstrong (NORTON) 2nd K. Kavanagh (NORTON)
	Sidecars	1st C. Smith - (NORTON)
	SWISS G.P.:	500 c.c.
350 c.c.		1st G. Duke - (NORTON) 2nd R. Coleman (A.J.S.)
250 c.c.		1st F. Anderson (GUZZI)
FRENCH G.P.:	500 & 350 c.c.	1st J. Brett - (A.J.S.)
	250 c.c.	1st F. Anderson (GUZZI)
	Sidecars	1st E. Oliver - (NORTON)
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