

On a New Circuit

Fastest Lap at Over 78 m.p.h. by 500 c.c. Class Winner

A. Carson (Norton) in Temple Club's Road Race

MOVED from its traditional surroundings to a new and slightly faster course in Mid Down, the Temple "100" Road Race on Saturday was won on handicap by the Belfast rider George Purvis (499 B.S.A.) at an average speed of 72.46 m.p.h. The 500 c.c. class was won by Austin Carson (Norton), also of Belfast, at 77.08 m.p.h. Carson also made fastest lap in 4m 11s, equal to 78.89 m.p.h.

The new course is rather narrow at some points and on the section past the start the surface is uneven. In the field of 45 there were many retirements, a few of which resulted from collisions with the embankments. The Temple Club endeavoured to make do with the new circuit, after being refused permission to race on the original course by the road authority—for the reason that it embraced a main traffic artery.

The regulations included an unusual stipulation. Although the race was run on scratch

organization with intervals between the classes, the winning of any handicap award down to fourth excluded the rider from a scratch award.

Carson was the leader on the road all the way. For a time he was challenged by Wilf Herron on the Norton which has brought him victory several times. Purvis, with an eight-minute allowance, lay third with six laps to go, though R. McCracken (Norton) was almost level with him. F. Gordon (Triumph), with an allowance of 10 minutes, pulled up to second place in the closing laps and B. Meli (Norton), with a six-minute allowance, moved to third position.

The 350 c.c. class was won by W. Baird (B.S.A.) at 69.19 m.p.h. Ralph Rensen (Norton), riding off the 1m 30s mark, led on the road for most of the way and finished fourth on handicap. In the 250 c.c. class Sam Miller (N.S.U.) was the only official finisher; he averaged 73.30 m.p.h. and lapped

in the splendid time of 4m 23s to make fastest lap of the class at 75.29 m.p.h. The others made frequent calls at the pits and were many laps behind.

By far the most exciting race of the day was the 200 c.c. event, for which there were 23 starters. Riders received margins of up to six minutes. The lead was held early on by F. O'Reilly (Tandon), then B. Coulter (H.J.H.) moved up and appeared to have the race in his pocket when he experienced clutch trouble with a lap to go and Noel Orr (Dor) went on to win.

500 c.c.—1, A. Carson (Norton), 1h 17m 4s, 77.08 m.p.h.; 2, F. Gordon (Triumph); 3, B. Meli (Norton). **Fastest Lap**—Carson, 4m 11s, 78.89 m.p.h. **350 c.c.**—1, W. Baird (B.S.A.), 1h 22m 5s, 69.19 m.p.h.; 2, T. H. Turner (Norton); 3, J. A. Artz (Norton). **Fastest Lap**—R. B. Rensen (Norton), 4m 13s, 73.26 m.p.h. **250 c.c.**—S. H. Miller (N.S.U.), 1h 14m 2s, 73.30 m.p.h. **Fastest Lap**—Miller, 4m 25s, 75.29 m.p.h.

General Handicap (18 laps)—1, G. Purvis (499 B.S.A.), allowance 6m, time 1h 13m 54s, 72.46 m.p.h.; 2, M. Bossan (499 B.S.A.) and R. McCracken (499 Norton), 9m, 1h 15m 58s, 69.85 m.p.h.; 3, R. B. Rensen (548 Norton), 1m 30s, 1h 16m 29s, 76.17 m.p.h.; 4, A. Carson (499 Norton), scratch; 5, W. Baird (348 B.S.A.), 8m, 1h 17m 42s, 69.19 m.p.h.

200 c.c. Handicap—1, N. Orr (Dor), 2m 30s, 56m 4s, 60.60 m.p.h.; 2, F. Major (Francis-Barnett), 2m 30s, 56m 8s, 60.67 m.p.h.; 3, F. O'Reilly (Tandon), 4m 30s, 56m 8.4s, 57.15 m.p.h. **Fastest Lap**—T. H. Robb (174 MV Augusta), 56.67 m.p.h.

Fastest Finisher Outside Northern Ireland—R. B. Rensen. **Members' Awards**—1, A. Carson; 2, F. Gordon.

Lambretta Moped

FIRST displayed at the 1954 Milan Show, the Lambretta 48 moped, is now available in Britain. It is a neat and thoroughly up-to-date machine. The two-stroke engine has bore and stroke dimensions of 40mm and 38mm respectively, giving a capacity of 48 c.c. Power output is claimed to be 1.7 b.h.p. The cylinder is in cast iron and light alloy is employed for the cylinder head. The two-speed gear box is embodied in the very smoothly styled crankcase castings and is controlled from the left handlebar by twistgrip. The enclosed flywheel generator supplies current for ignition (via an external coil) and lighting. A 15/15-watt headlamp bulb is fitted and an electric horn is included in the standard equipment.

Frame and front-fork stanchions are fabricated from steel pressings, and the carburettor and air filter/silencer are concealed by the main frame member. Front-wheel suspension is by leading links, with springs located within the fork stanchions. The rear wheel is carried in an orthodox pivoted fork. In both suspensions multi-rate springs are employed. In common with most continental mopeds, rear-brake actuation is by backward pressure on the pedals. Fuel capacity is 4½ pints and the tank is carried below the saddle. Tyre size is 2×22in. An unusual feature is a drive-disengagement knob on the crankcase, operation of which allows the machine to be pedalled freely.

The Lambretta 48 is imported into Great Britain by Lambretta Concessionaires, Ltd., 424 to 426, Kingston Road, Raynes Park, London, S.W.20. The price is £71 17s 6d inclusive of purchase tax.

Jersey Hill-climb

ALTHOUGH last Thursday's Bouley Bay Hill-climb at Jersey, Channel Islands, was mainly a car event, motor cycle enthusiasts among the thousands of holiday makers who basked in the sunshine on the slopes which form a natural forum to the hill had their full measure of thrills from the selected riders from Jersey and Guernsey. Comprising three hairpin turns and a number of lesser bends, and with a concrete surface and a gradient of 1 in 12, the hill

is tricky for two-wheelers and the emphasis is on riding skill rather than engine power. There was a complete absence of untoward incident, a tribute to the organization.

The strength of the opposition from the mainland, which included K. Tostevin (Matchless), reflected the greater credit on the hero of the day, 20-year-old Alan Daghorn (B.S.A.) who, in his second season of competition, made best time of the day and clipped half a second off the existing motor-cycle record. His time of 55.8 seconds compares with that of Ken Wharton (1,100 Cooper car), seven times winner on the hill, whose record is now down to 52.6sec. The comparison is of interest since the hill, as already intimated, favours four rather than two wheels.

Under 350 c.c.—1, J. Lees-Baker (B.S.A.), 59.0s; 2, D. Peacock (B.S.A.), 59.4s; 3, B. Le Breton (B.S.A.), 60.6s. **Over 350 c.c.**—1, A. Daghorn (B.S.A.), 55.8s; 2, A. Jégou (B.S.A.), 57.4s; 3, K. Tostevin (Matchless), 57.6s.

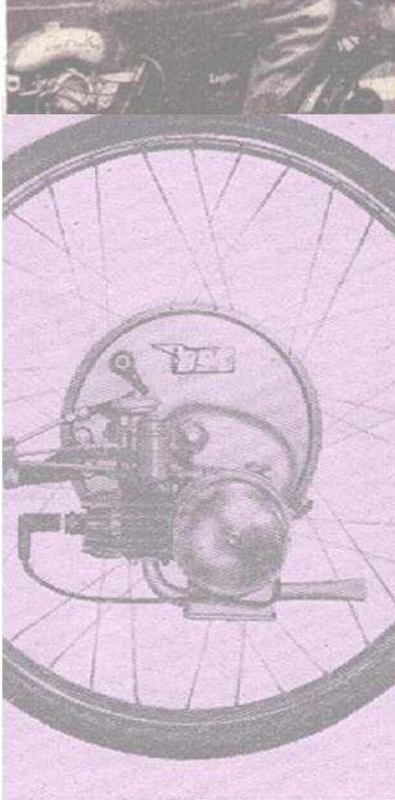
G. J. Bruinsma

ON Thursday of last week G. Joh. Bruinsma died in Holland. He had been a vice-president of the *Fédération Internationale Motorcycliste* from 1950 until 1953, a member of the *Commission Sportive Internationale*, and sport president of the Royal Dutch Motorcycling Club (K.N.M.V.). Mr. Bruinsma was very well known not only in official motor-cycle circles throughout Europe, but to all riders in international events across the Channel.

The Lambretta 48 moped



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