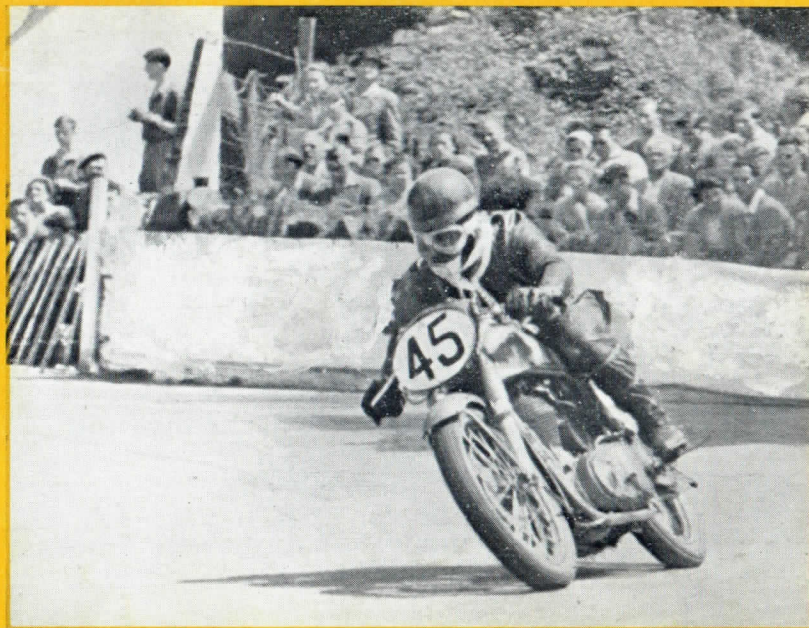




# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 12 December, 1955. ONE SHILLING



A Clubman, B.S.A. Gold Star mounted, at the Quarter Bridge.

*(photo: Salmond)*

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# Bemsee

Vol. 8. No. 12 December, 1955.

EDITOR :

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

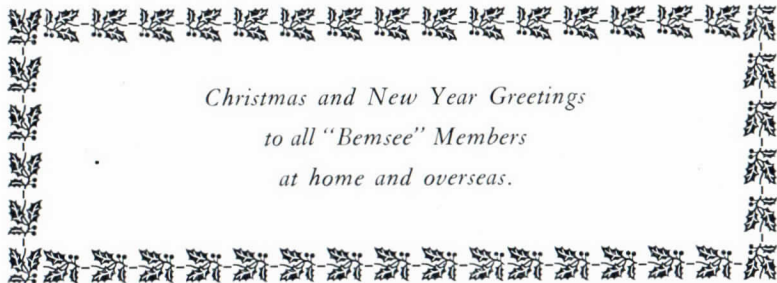
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H. L. Daniell, C. A. Lewis.

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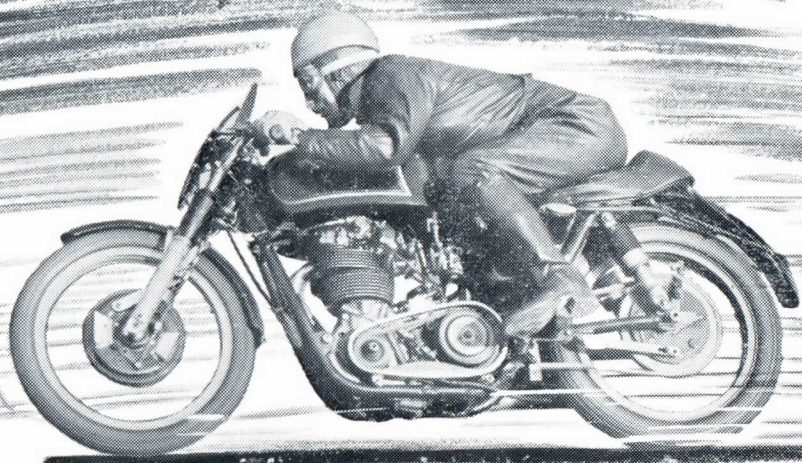
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SECRETARY : R. C. Walker, 34 Paradise Road, Richmond, Surrey





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## THE ANNUAL DINNER

THE Strand Corner House is not a small place but it was filled to capacity on the occasion of our recent Annual Dinner. The oft-given advice to buy your tickets early and avoid disappointment was no idle sales-talk this year, as some members found to their disappointment. So heavy was the booking that a number of applications had to be turned down, for every ticket was sold out well in advance.

The success of this year's function has not, however, given rise to complacency, and already plans are being made for next year's dinner and a larger dining hall sought so that an even larger number can be entertained.

Regretfully, two prominent men were unable to attend, our President and Professor Low. Amongst the guests were Mrs. Geoffrey Duke, Edna Graham, and Lady Guinness, who graciously presented the magnificent array of Trophies. This ceremony was expeditiously carried through by presenting the cups *en masse* to those who had won several awards, notably John Surtees and Bill Boddice.

At the end of the prize giving there was a special presentation to Miss Berry, who has served the Club loyally for several years but is, unfortunately for "Bemsee," leaving to take up a post elsewhere.

Speeches were commendably short. "Barry" proposed "The Queen" and The Club; and Don McBain dealt speedily and humorously with the omnibus toast of The Ladies, The Visitors and the Press.

The floor was cleared for dancing at 10.30 and proceedings continued until 1.00. High lights of the evening were a cabaret show and Don McBain's raffle. Don now has this racket down to a fine art and tickets were available all nicely packed and bundled in fives, for half-a-crown.

This year's Dinner also marked the launching of a new venture by the club, namely the publication of a Handbook,

and at each member's place at table there was laid a copy of the book. The prime-mover behind this is our Secretary, Bob Walker, backed by the committee.

### A WORD OF THANKS

JUST a word of thanks, chaps, for having rallied round so well and making our Annual Dinner the success which I feel it was.

Three hundred and ninety-eight sat down to dine; this I feel is really great when you consider that three years ago we were struggling to make up our guaranteed number of two hundred and fifty. This year we tried the experiment of having a bar at one end of the ball room, in order to cope with the influx of friends who usually come along after leaving Earls Court, and I do think that it was very successful. The dancing space was never too crowded; after all, many of our members do like their refreshment standing up.

Many members who applied for tickets too late had their money returned to them owing to our having sold all tickets; we are very sorry about this, so next year please do apply in good time and avoid disappointment.

May I personally thank all the members who so kindly gave me gifts for the raffle. We had sixteen gifts this year, and all well worth having. When we started the raffle first, in 1948, we had five presents so you see, like the number attending the Dinner, we are going from strength to strength. Next year, can we make it twenty?

If any member has any criticisms about the Dinner, or suggestions for next year, I will be very pleased to have them. Send me a card, c/o the Office. It is only by pooling our ideas that we can improve.

**Don McBAIN.**

## A VERNIER DEVICE QUARTER LITRE

**D**URING last winter's workshop operations, I came up against a problem which, for a time, seemed rather sticky, but after some thought I found that there was a way to overcome it, and I would like to expound in the hope that someone might be helped.

I had for a long time been considering a set of cams with infinitely (or nearly so) variable timings, and the problem was to get a vernier device between the pair of cams which would give a reasonably easy and accurate method of adjustment. Obviously this can also be applied to ignition drives as well. The easy and successful method of hole and peg, a feature long used and proved on o.h.c. Nortons and others, being chosen.

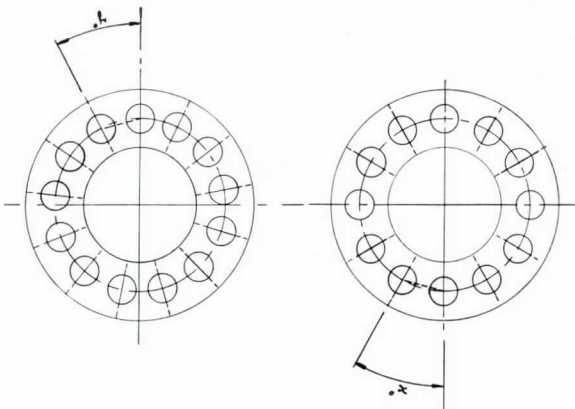
To be of any real use, a Vernier must be capable of giving small variations, and I found that size was a somewhat limiting factor (Apcd of less than  $\frac{7}{8}$ " diameter is not recommended). By drilling 12 holes in one part and 13 in the other, strength was not impaired (a big point), 12 x 13 gives 156 alternatives which works out at something slightly less than  $2^{\circ} 20''$ . This coupled to an already existing gear train gives an almost infinite choice of adjustment.

This method is very useful in determining optimum ignition settings and can easily be applied to same, making ignition adjustment a matter of minutes, and no bother of pulling sprockets off tapers, with the chance of error through "creep" on tightening up.

The problem then resolves itself into drilling 25 holes in two details, cams, gears, bosses or sprockets. The only provision being that all of the 25 holes are correct to position, both radially and diametrically, and are true to size.

The obvious way was to get them jig bored, but for various reasons this was impossible. The dividing head at my disposal did not split degrees accurately enough for this purpose. I had, however, a 12" Vernier Height Gauge and Surface Plate, and if you have these with a lathe, drill and the usual workshop equipment, plus a practical skill in their use, then you can produce what is required.

Let us consider further, we agree that to mark out, pop and drill 25 holes to correct position within a "thou" or so is asking even the most highly skilled of us quite something, and if there are some holes correct and some not so correct and some just hopeless—well the whole job is use-



*Part A.*  
12 holes equidistant.

*Part B.*  
 $360^{\circ}$  divided by 156 =  $2.30706^{\circ}$  or  $2^{\circ} . 18'$ .  
25 per division.  
13 holes equidistant.

*Fig 1. General Arrangement.*

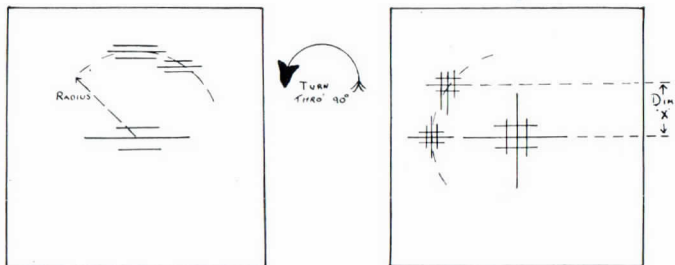


Fig 2. Marking out jigs.

less to say the least, and in addition some new bits will have to be bought to replace those rendered unserviceable. The following is at least one way out of the problem, and I completed mine without a major snag. I do not, however, suggest that it is an easy or quick job, and it does require skill; and if you are lacking in equipment, it isn't easy, the one big advantage is that it will not spoil the parts first to find the error. You can prove the accuracy first and then do the job. My solution then was as follows.

I obtained two pieces of "ground stock" or tool steel, each about 2" square and  $\frac{3}{8}$ " thick, cleaned up the faces and squared the edges. These "jigs" were set up on an angle plate and carefully marked out (Fig. 2) with 3 holes only. The 3 holes positions are: the centre of the part to be drilled and 2 holes of the 12 or 13 around the circumference adjoining each other. The mathematics surrounding this is not difficult, and if anyone has "Machinery's Handbook," pages 72-79 will be found to give all the "gen" required. I have purposely left out dimensions as in all probability they will vary in each different case. Having marked out, I "box" my holes in incidentally as it helps considerably on a job of this sort, remove from angle plate and centre pop, carefully pilot drill through jig with a smallish drill, say  $\frac{3}{32}$ " dia. If 3 tight fitting pins are now pushed into the holes the accuracy can be checked by using a micrometer across the pins and subtracting the necessary radius from the measurement. If all is correct proceed to open up holes to size required. I have found that  $\frac{3}{16}$ " (.1875) dia. is quite substantial, and if you can obtain a roller from a race, then you have the ideal. A toolmaker's dowel is also good in this respect. I opened my centre hole up to  $\frac{1}{4}$ " (.250) dia., but obviously circumstances will alter cases. On completing both plates

(these are identical except for chordal dimension X) they can be put together and the pin or dowel pushed through the centre hole, and it should be possible to get 4 different positions by inserting pin in the smaller holes in turn (Fig. 4). If all is well, then the jigs may be hardened and tempered (according to the steel used) and you then have the wherewithal to produce a good job.

#### The method:

To prove beyond doubt that the jigs are correct, I first checked them by doing a "dummy run" in an odd bit of steel, like this. Drill a hole of the same diameter as the centre hole in the jig in the trial piece, push pin through jig into hole, clamp both together to prevent turning, drill through smaller holes with appropriate drill, remove clamp, clean off swarf, turn jig until only one drilled hole is visible and push tight fitting pin through jig into piece; drill other hole; and so on round the circumference until all are complete. On drilling the last hole, turn jig and push pin into last hole drilled and with a second pin push into the first hole—if it enters, then beyond doubt it is O.K. Depending on how accurate your previous work has been, so will depend the result—mine pushed in! Repeat above with second jig, and if satisfactory you can start on the parts you require.

The centre hole of your cam, gear, boss or sprocket, will obviously be larger than that of the jig, so turn or grind a plug to suit both diameters—concentric of course, and a good push fit free from shake, and away you go, clamping etc., depending on size and shape of that particular job.

A few points for consideration and thought might help, however.

The calculations of the chords (dia. X) must be accurate and are worth more than one hurried check. Remember that .001

(continued on page 214)

Fig. 3. Check dimensions over pins using a micrometer. Use tight fitting pins and subtract half-diameter of each pin for true chord dimension. Radius can also be checked in the same way.

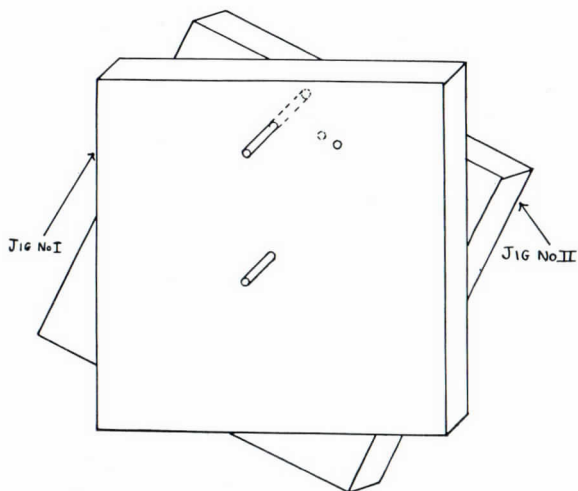
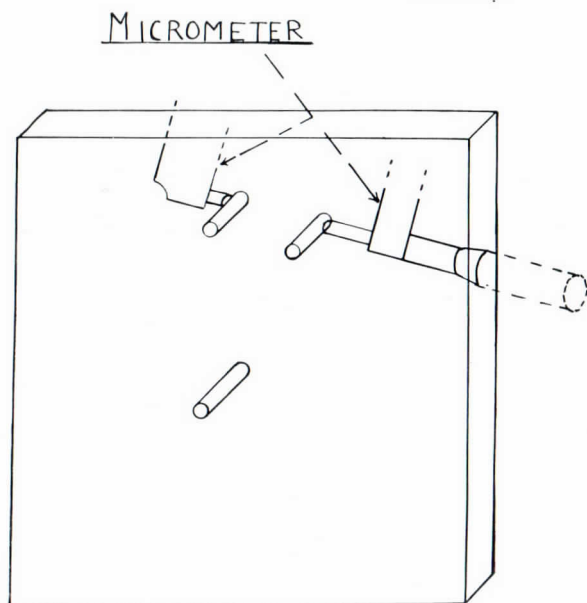


Fig. 4. Checking accuracy of the jigs.

error on chordal dimension gives .012 error at finish.

The Height Gauge used should obviously be accurate and the scribe sharp. You can't do this job with dividers.

Centre punching and drilling require perhaps the most skill, and again care in application and sharp tools make things easier.

Checking across drilled holes with pins and a micrometer is an old dodge (Fig. 3) provided that the pins are tight in the holes and don't flap about like a piston in a worn barrel. Don't forget to subtract the two half diameters of the pins to get true centres.

The jigs are worth making from some form of tool steel and hardening—if made from ordinary mild steel they are liable to wear enough to put the job "out" by the time you have completed your drilling.

The holes drilled in the parts should be "blind," and deep enough when clamped together to accommodate the pin or roller

—this should be checked carefully as certain failure will result if pin is in compression and shear, as opposed to shear only. The reason for blind holes being that if holes are drilled right through parts, the pin could under certain circumstances work out endways—resulting in things becoming well and truly "fixed". Also the two parts must be clamped tightly and securely together on the shaft and locked.

In some cases hardened parts will be encountered, especially if you are modifying existing set ups, a line to the manufacturer will often produce the answer to the query—What material is this and what is the annealing and hardening process?

If in places I have (to you) stressed the obvious, then please remember that it has perhaps helped someone else who maybe s not used to this particular type of job, and we can't all be good at everything, can we?



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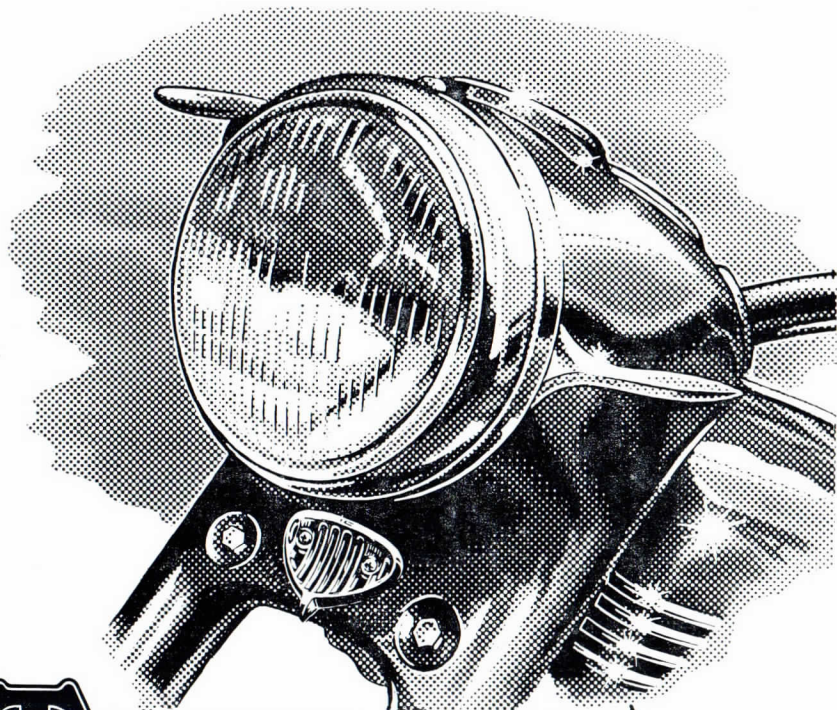
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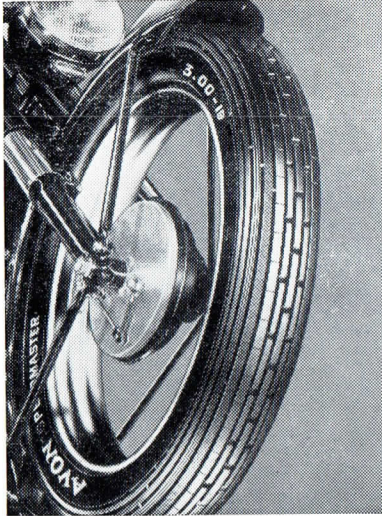
# TRIUMPH

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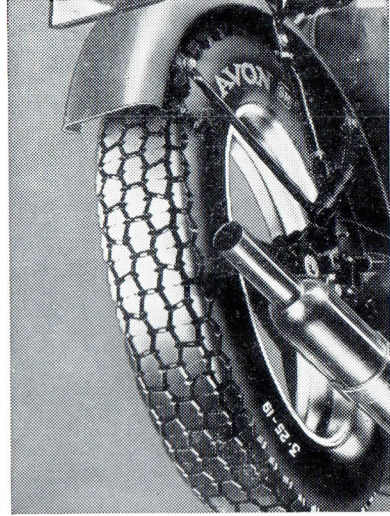
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Rear: Full power transmission

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# NEWS ITEMS

## B.M.C.R.C. HANDBOOK

AS mentioned in the report of the Annual Dinner all members present were given a copy of the Club's new Handbook. Copies are being forwarded to all other members.

This is a new venture which it is hoped will be popular not only amongst ourselves but with our many Trade friends. It will also serve as an introduction to new members. Distribution to members is free but additional copies are available at 2s. 6d. each. The proceeds of sales will go towards defraying the expenses incurred and any balance into the Club's funds. If every member will sell one copy he will be helping the club materially and help to build up our general fund.

The book is well produced and consists of 40 pages, the same size as *Bemsee*. It contains in addition to the Club Rules, details of our races, trophies, lists of Gold Star holders, overseas members and Area Secretaries, and details of The Hutchison 100.

There is also a foreword by our President, The Marquis Camden, a short account of the Club's history and many interesting illustrations.

At 2s. 6d. it is really good value for money. See that your friends buy one.

Members who are dealers have an excellent opportunity to help the Club in this manner.

## SUBSCRIPTIONS

ARE due on Jan. 1st. Please pay promptly and eliminate unnecessary work in the office.

## CRYSTAL PALACE

A PART from the "New Link," which was laid down by the London County Council in 1953, the racing circuit at the Crystal Palace was as constructed in time for the first meeting there in April 1937. Meetings were held at the track until the war, but only the minimum work necessary to make the surface suitable for racing was carried out early in 1953.

The patching necessary during the past three years, associated with the 'polishing' of the older surface, has resulted in a variety of surface conditions which, particularly at the corners, has made the circuit more hazardous than it should be.

There is a tendency, too, for the surface to become 'sticky' in hot weather. After the Whit Monday meeting this year, Crystal Palace Motor Sports Committee carried out a thorough examination of the whole circuit, and some form of complete resurfacing was considered essential before the next season. In deciding that motor racing shall be continued in 1956, the Parks Committee have decided, therefore, that an asphalt 'skin' should be applied. The cost is estimated at £6,000.

## TYRE TEST

A Certified Trial was carried out recently by the R.A.C. of four Dunlop Tubeless Tyres, size 6.40" x 15". The object of the trial was to demonstrate the reliability and air retention properties of Dunlop tubeless tyres when pierced by nails.

The route consisted of a journey from London to Scotland and back via Oxford, Shrewsbury, Warrington, Penrith, Hamilton, Arrochar, Fort William, Stirling, Darlington, York, Grantham and Baldock—a total mileage of approximately 1,230 over a period of five days.

Prior to the commencement of the trial, all four tyres had their pressure adjusted to 26 lbs. per square inch. The nearside front and the offside rear tyres were then pierced through the treads with three 3" nails, the nails being driven in until their heads were flush with the tread.

The car used for the trial—a nearly new Austin A90 Westminster Saloon—then commenced the journey. Three drivers and an R.A.C. observer were carried, together with baggage.

### *Results of the Trial:*

At the completion of the journey—during which some high speeds were attained—two hours were allowed for the tyres to cool down to normal temperature. An inspection of the tyres then showed that the nail heads had worn off flush, but the shanks of the nails were still clearly visible. Application of the same pressure gauge as used at the commencement of the trial proved that there had been no detectable loss of pressure in any of the four tyres.

During the course of the run the tyres had been given no attention, and no trouble was experienced.

## 1956 MOTOR SPORT DATES

BRITAIN has been allocated five priority B dates for international motoring events in 1956. They will be:—April 21st, Aintree; May 5th, Silverstone; July 14th, British Grand Prix (place not fixed); August 11th, Oulton Park; September 18th, R.A.C. Tourist Trophy.

In the International Calendar of Hill Climbs, the following events will be contested in the United Kingdom:—May 6, Prescott; July 7, Rest-and-be-Thankful, July 26, Bouley Bay; August 26, Shelsley Walsh; September 9, Prescott.

Events recognised for points in the world driving championship are the following National Grand Prix:—Argentina (Jan. 22); Monaco (May 13); Indianapolis (May 30); Belgium (June 3); Holland (June 17); France (July 1); Great Britain (July 14); Germany (July 29); Switzerland (August 19); Italy (Sept. 2); Spain (Oct 28).

## TESTING STATION

THE first Government operated vehicle testing station was recently opened at Aerodrome Road, Hendon, Middlesex, by the Minister of Transport. Cars, motor cycles and commercial vehicles up to 30 cwt. unladen weight can be voluntarily tested free of charge and a confidential report is given showing any defects requiring attention. In about 15 minutes trained staff with modern machinery conduct the tests, which include general and pit inspections and checks of the steering, wheel alignment, tyres, lighting equipment and brakes. A humorous illustrated booklet is supplied with the report, detailing common faults found in vehicles, and advising motorists to take any necessary action in accordance with the report. The testing station is open from 9.30 a.m. to 5.30 p.m., Monday to Friday inclusive, and 9 a.m. to 12 noon on Saturday, and owners of motor vehicles submitted for the test need not make an appointment before attending.

## R.A.C. SERVICE

THE R.A.C. Weather Reporting Service which is widely used by thousands of car and motor cycle members every winter is now in operation. A carefully planned telephonic network, covering the whole of England, Scotland and Wales ensures that the latest news of road and weather conditions in any part of the country is available at the R.A.C. in London and at every R.A.C. County Office. In addition to providing information for members, re-

ports are circulated regularly to the B.B.C. and the Press. In Northern Ireland a similar service is available through the R.A.C. Office at Belfast. The 24-Hour Emergency Service, which is available to all R.A.C. members throughout the year, is especially valuable during the winter months. Operating from the R.A.C. Head Office in London and County Offices, it provides immediate assistance in case of breakdown, no matter what the weather.

## DRIVING TEST FAILURES

THE number of learner drivers who fail their driving tests at the first attempt is growing. A Ministry of Transport survey carried out in 1954 showed that 45 per cent. of these learners did not pass the test. This astonishingly high percentage of failures at a time when road and traffic conditions put a premium on good driving, stresses the urgent need for thorough tuition by expert instructors. Now that economic conditions have increased the number of potential car owners, and more vehicles than ever before are using Britain's already overcrowded roads, the demand for fully qualified instructors is vital. To meet this demand, the R.A.C. has added to the strength of its Register of Driving Instructors. In the first nine months of this year, 275 applicants were examined, 152 of whom passed—an indication of the severity of the practical and theoretical tests imposed by the R.A.C. There are now 1,150 R.A.C. Registered Instructors throughout the country, many being employed in the 70 R.A.C. Appointed Driving Schools. These appointments are reviewed annually, one of the conditions being that only holders of the R.A.C. Diploma are employed as instructors

## EMERGENCY SERVICE

THE R.A.C. announces that as from Friday, November 11th, the 24-Hour Emergency "Get-You-Home" Service in Oxfordshire, Buckinghamshire and Berkshire will be operated from the R.A.C. South Midland Counties Office at 97, St. Aldate's, Oxford. (Telephone: Oxford 3554). Until now this area has been covered by the Club's Head Office in London.

Some 70 garages will co-operate in working the service throughout the 2,209 square miles of the three counties, thus ensuring immediate assistance at any hour of the day or night, seven days a week, for any member whose car or motor cycle breaks down on the road.

The R.A.C. 24-Hour Emergency Service, which was introduced last year, is now operated from the Club's Head Office in London and all the fifteen R.A.C. County Offices in England, Scotland and Wales.

### BENEVOLENT FUND

**D**ONATIONS have been received from: H. C. Loveridge, A. F. Mills.

### MUTUAL AID

**Wanted.** Racing Sidecar; must be cheap. D. F. Peacock, 20 St. Pauls Road, Stockingford, Nuneaton, Warwicks.

### NEW MEMBERS

**T**HE following new members have been elected:

Mrs. R. Allock	P. J. Peters
L. G. Kempster	N. E. Waring
H. Street	R. E. Hullett
M. E. A. Miller	A. A. Pritchard
D. G. H. Burt	K. West
R. W. Mawer	H. C. Loveridge
D. K. Walters	A. F. Mills
J. A. Costello	

### INTERNATIONAL COMPETITION LICENCES (ROAD RACES)

**T**HE Competitions Committee has recently reviewed the conditions governing the granting of International Competition Licences for Road Races.

The points system adopted this year will be continued and details are given in the table below. It will be noted that points may now have been gained over the past three years and that credit will be given at half the standard rate for events held during the period 1st January, 1950, to 31st December, 1952. The whole of the points must, however, have been obtained in Scratch Races. The points for National events, both Heats and Finals, have also been increased.

It should be particularly noted that a passport size photograph must accompany the application for licence and a medical certificate obtained within one month prior to the date of application must also be submitted.

The following grades of licences will be issued according to the number of points as indicated:—

(The following scale applies to events held since 1st January, 1953, and is reduced by 50% in the case of events held during the period 1st January, 1950, to 31st December, 1952).

- 1. Full International Licence.** Valid for all International Road Races and for all capacity classes—20 points, of which at least 50% must be obtained on a machine of over 250 c.c.
- 2. Restricted International Licence.** Valid only for International Road Races held under the permit of the A.-C.U. or the M.C.U. of Ireland and for all capacities . . . 15 points, of which at least 50% must be obtained on a machine of over 125 c.c.
- 3. Restricted (Class Capacity) International Licence.** Valid only for International Road Races of either up to 125 c.c. or up to 250 c.c. . . 10 points, which must have been obtained on a machine of the capacity, similar to that for which the licence is required.

EVENT		
International T.T. Races	-	-
Manx Grand Prix Races	-	-
A.-C.U. Clubman's race (I.o.M.)	-	-
International 'Classic' Meetings	-	-
Other International Meetings	-	-
National events held under A.-C.U. Permit	-	-
Finals ONLY	-	-
Heats	-	-
Closed, Centre Restricted, Regional Restricted Events held under A.-C.U. Permit	-	-
Finals ONLY	-	-

FINISHING ORDER (Scratch Races Only)				
Other				
1 to 3	4 to 7	8 to 12	Finishers	Starters
10	8	6	3	2
9	7	5	2	1
8	6	4	2	1
8	6	4	2	1
6	4	2	—	—
6	4	2	—	—
3	2	1	—	—
2	1	—	—	—

## COMMITTEE NEWS

Meeting held on October 17th, 1955.

Present: N. B. Pope (Chairman), L. S. Cheeseright, G. C. Cobbold, H. L. Daniell, H. S. Hall, A. L. Huxley, W. A. S. Knox-Gore, A. Squillario, A. H. Taylor, I. F. Telfer and R. C. Walker (Secretary).

Ex officio member: E. C. E. Baragwanath.

Apologies for absence were received from Messrs. D. J. H. Glover and W. G. Jarman.

**Sprint Event.** Resulting from a number of investigations, it appeared unlikely that it would be possible to organise a sprint meeting in co-operation with a town council during 1956. The possibilities of running such an event on private ground were being investigated.

**Hutchinson 100.** There was a general review of this year's Hutchinson 100 meeting, and notwithstanding the fact that there were one or two matters that would receive consideration in the light of experience for future events, it was agreed that it was one of the best organised events ever staged by the Club, and that the laps of honour, which were tried experimentally for the first time, should be continued at the Club's main meeting in 1956. A welcome feature of the Secretary's report on this year's race was that there were no accidents of a serious nature, despite a general increase in race speeds.

It was resolved that strict control must be maintained on all persons wishing to gain access to the Paddock, and that no-one would be allowed in this area unless properly documented. In order to avoid

inconvenience to competitors so far as possible, it was agreed to provide an additional pass to each entrant.

**Crystal Palace.** Provisional arrangements were made to organise a National meeting on the Crystal Palace Circuit during 1956, probably at the extreme end of the season.

**Annual Dinner.** The Secretary reported on the arrangements that had been made with Messrs. Lyon's Strand Corner House in preparation for the Club's Annual Function. These were generally similar to those made for last year's event, and were approved accordingly. It was noted with regret that the charge made by the caterers to the Club would be increased, and the price of the dinner tickets might therefore have to be revised in future years.

**Manchester Cell.** Resulting from a generous offer put forward by Mr. R. A. Ingham Clark to open up a members' cell in Manchester, it was resolved that Mr. Ingham Clark be appointed the official Representative of the Club for Manchester and South Lancashire.

**B.M.C.R.C. Championship Awards.** Various suggestions as to the type of memento to the winners of the four B.M.C.R.C. Championships were received. A design suitable for attachment to the existing club lapel badge was favoured, and the Secretary agreed to investigate manufacture and delivery matters.

**Membership.** New members were elected.

**To all members and friends—**

*A Merry Christmas and a happy New Year.*

**'Barry'**

# AREA NEWS

## SURREY

**W. G. Jarman**

*153 Reigate Avenue, Sutton, Surrey.*

WE started the winter season with a rendezvous at the *Antelope*, Maple Road, Surbiton, Surrey, last month. In spite of the bad weather, all the good types reported, including two of the boys who got permission from a Hospital Matron to attend. (No names, no embarrassment). We meet there again on December 8th.

In the meanwhile Messrs. Cobbold, Huxley and Burniston have been busy arranging a room, some films and a projector, respectively.

This is provisionally fixed for December 13th, at the *Broadway Hotel*, Broadway, Wimbledon, S.W.19. Nice place!

There you are, Surrey and South London. Surbiton on the 8th and Wimbledon on the 13th.

## CHESHIRE

**G. E. Tottey**

*2 Rocky Lane South, Heswall,  
Wirral, Cheshire.*

A get together on Wednesday, November 9th, went off very nicely at the *Shrewsbury Arms* as usual, and was much helped by the presence of new members and several old timers from long distances. It was a pleasure to have with us a contingent from the newly formed Manchester Cell, which seems to have got off the mark very well.

D. D. Banks of Bradford and B. Graves from the South of England are now doing their National Service in our area so we are pleased they are using our Cell for the odd evening while they are among us.

We also welcomed once again G. Sugden, of the Vintage Club, after a fairly long absence abroad, and P. Eden, from North Wales, who was paying his first visit.

Will those who are coming to the Hot Pot and Film Show on December 14th please let me know their requirements for tickets so soon as possible. Price 7/6d. each, and the more friends you bring along the better.

The odd complaints voiced by some members were duly conveyed by me to London as requested, and considering the size of our Club, I think it speaks very well for the efforts made at Headquarters that these are so few.

## MANCHESTER & SOUTH LANCASHIRE

**R. A. Ingham Clark**

*22 Chester Road, Manchester 15.*

THE Cell got off to a good start, as reported by Tottey under his own column last month, and we look forward to seeing a growing number each meeting. The second meeting, on November 1st, produced about the same number, but there were several new faces. George Carr told us of some of the problems he has to cope with as a commentator, and of the arrangements the B.B.C. have to make before a meeting they are going to broadcast. We are very grateful to him for his interesting talk.

The next meeting is on December 6th, at the *Bridgewater Arms*, 105, Chester Road, Hulme, Manchester, at 7.30 p.m. The use of a private room has been arranged, and sandwiches and, needless to say, beer are available.

I hope that by now all members living within reach have heard from me, but if by chance they have not, I hope they will get in touch with me, or just come along to the meeting.

## MIDLANDS

**A. Squillario**

*Shrewley Fields, Little Shrewley,  
Hatton, Nr. Warwick.*

AN inaugural meeting has been arranged to take place at the *Red Lion*, Claverdon, at 7.30 p.m. on Wednesday, December 14th. All members in the Warwickshire and adjoining areas are invited to attend as it is desired to obtain the views of members on various matters connected with the future functioning of this cell.

Claverdon lies on the main road (4095) from Warwick to Henley-in-Arden and some four miles from Henley and six from Warwick.

It will be of added interest to members to learn that this hostel is run by the late Bert LeVack's son, Jerry.

## NEW BOOKS

BOOKS and diaries make very welcome presents at Christmas time and as the prices range from a few shillings to pounds there is a selection which will satisfy all tastes and pockets. If you are in doubt of the choice to make, book tokens are available and the ultimate choice left to the recipient.

### **“Motor Cycling” Diary for 1956**

*Published by Temple Press Ltd.,  
London, E.C.1.*

ONCE again there is a *Motor Cycling* diary available for the new year. Basically it is the same as in previous years with a day-by-day diary which includes a space for mileages, and additional pages for addresses and telephone numbers. A most useful appendix is included which gives details of the Tourist Trophy results; engine revolution tables; bore, stroke and capacity tables; space for maintenance logs; and a host of other useful data and pages and pages of motor-cycling lore. Its size makes it a handy book to tuck into the pocket, and there are two prices and qualities available.

Rexine 3/6; Leather 5/9.

### **The Racing Game—9s.-6d.**

**Edited by Geoff Davison**

*Published by the T.T. Special,  
Birmingham, 6.*

GEOFF DAVISON has recently published a new “T.T. Special” book, a collection of stories by well-known racing men, both past and present. For the most part these are racing reminiscences told by such celebrities as Jimmy Simpson, Tyrell Smith, Harold Daniell, the late Charlie Collier, and many of our present day racing men of works and private owner status.

To add spice there is rib-tickling collection of illustrations by Jack Ketton.

If you enjoyed the other two books on racing stories published earlier by the *T.T. Special*, you cannot fail to appreciate this third dose.

### **Trials Riding—7s.-6d.**

**by Max King**

*Published by Temple Press Ltd.  
 (“Motor Cycling”), London, E.C.1.*

THERE is nothing like trials riding to keep you fit during the winter months and in readiness for the coming racing season. Novice though you may be you will have plenty of fun with mud and ooze and rocks and may well become expert. A great many well-known racing men have acquitted themselves well; Geoffrey Duke and Stanley Woods are two very good examples.

To help the beginner, and so that he may virtually learn the theory by his own fireside, Max King has written an excellent book on the subject of Trials riding. It is the first and only one of its kind and tells the newcomer to this branch of motorcycling sport a great many things that would only be learnt otherwise by years of hard experience.

The author covers his subject well and authoritatively, drawing on his own experience and that of the experts. He discusses at some length what a Trials motorcycle is, its characteristics, how to choose a model, and deliberates on the pros and cons of light, medium and heavyweight machines.

A chapter is devoted to the specification of a machine and encompasses the engine and its ancillaries; all cycleparts from footrests to forks and frames; ignition and the whys and wherefores of water proofing; and other items which to the uninitiated might be regarded as unimportant, such as stands, tanks and number plates.

Trials organisation is discussed and is followed by chapters on the practical side, namely riding in trials, with notes on terrain and special tests.

There is a foreword by none other than Hugh Viney and a picture gallery of modern machines.

A thoroughly interesting book packed with sound and practical advice, all learned in the hard school of experience.



## Motociclette, Scooters, Micromotori

*Published by L'Editrice Sportiva,  
La Moto, Italy.*

**T**his book, although written in Italian is, nevertheless, a useful and handy book of reference. It is devoted entirely to the specifications of small motorcycles (under 200 c.c.), scooters, and "mopeds" which are currently available in Italy. Nearly every machine is illustrated, over 100, and an interesting collection they are, contrasting strangely with the contemporary British machines. Many of these Italian motociclette are four-strokes with o.h.v. or o.h.c. layouts.

The price in Italy is 300 lire, but the price in Britain is not known. The book can be obtained from the Motor Book department of F. & E. Stoneham, 79, Cheapside, London E.C.2.

## Edwardian Cars—25/- by Ernest F. Carter

*Published by G. T. Foulis, London, W.C.2*

**A**FTER sixty years of motoring we are now very veteran and vintage conscious, happily spending countless hours and hard earned pence in restoring machinery, which has lain mouldering for many years, to its pristine glory. Now although motorcycles are classed as veteran up to 1914 and vintage from 1915 onwards, the car folk stipulate that 1904 is the limit for the veteran class. Most vintage pieces are of the 1920-30 period and upon these two eras a great deal has been written and spoken. But there is another period, 1905-16, which has been largely ignored; it is nevertheless an im-

portant period in the history of the motor car, for this is the transitional period from veteran to vintage.

This era is known as the Edwardian period, during which cars were gaining in reliability, grace and comfort. When the horse-cab coachwork was giving way to a more individualistic styling, and the high-speed small-cylinder engine was gaining in popularity and ousting the gas-engine like units of the earlier days.

This is a period of which the average motorist knows very little, for the story of those spacious days lies hidden in the memories of those who lived and enjoyed them.

This story of adventurous motoring has now been told by Ernest Carter in his new book, *Edwardian Cars*. As the son of an enthusiastic Edwardian motorist, the author was introduced to the thrills of motoring in those romantic days before world war I, and writes his story from first hand experiences.

The adventures of his father, a whole hearted enthusiast, makes delightful reading but the story is not devoted entirely to reminiscences, it includes first class technical descriptions of the now forgotten cars that roamed the highways more than forty years ago; and gives an interesting insight into mechanical practice as applied to automobile engineering in the early days.

The appendices, there are nine, masterpieces of statistical research, cover nearly 3000 different European cars of the Edwardian days, and must surely be the most comprehensive gathered together in one book. For this work alone, a truly monumental task, the author deserves unstinted praise. Coupled with the exciting glimpses into a forgotten age of adventurous motoring, Ernest Carter has created a unique book which cannot fail to gain the acclamation of all his readers.

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## SUBSCRIPTIONS

**M**EMBERS are reminded that their Annual Subscriptions to the Club fall due on January 1st, and that prompt payment of these will save an already fully loaded office many valuable hours of work which might otherwise be spent in sending out additional reminders, or perhaps causing a member to be struck from the register (in accordance with Rule 38) unnecessarily.

For the convenience of members who do not wish to be troubled with drawing a cheque each January, a Banker's Order Form is enclosed herewith. Would those taking advantage of this facility please complete both forms and forward the top half direct to their Bank and the bottom portion to B.M.C.R.C. Ltd., 34, Paradise Road, Richmond, Surrey. In order for this to become operative for 1956, will you please dispatch the forms before December 24th, 1955.

THANK YOU

R. C. Walker,

Secretary.

# MARSHAL'S MUSINGS

W. G. BILL JARMAN

BY the time the issue reaches you, there will only be "X" shopping days to Christmas, so this early message will have to suffice. At twelve noon on Christmas Day, the toast will be "Bemsee," irrespective of where you are, or what kind of liquid is in the receptacle.

☆ ☆ ☆

I am writing before the Annual Dinner and the Earls Court Show, so unless the Editor can fiddle a bit of "Stop Press," there will not be much in this issue about these two events. However, we can look forward to 1956 with real confidence, and do make up your mind to attend the A.G.M. Remember the fact that Membership of the Club involves a share in the Limited Company.

☆ ☆ ☆

THE monthly Socials at Chigwell, Essex, and Hayes, Kent, are in full swing. Report to Bill Mold at Chigwell on the third Saturday in each month, and to "Timber" Wood on the following Saturday. Wear your lapel badge or carry your membership card. You may take a lady if you wish to trip the light fantastic at the shrine of Terpsichore! Both of these M.P. Clubs are worth a visit on the appointed occasions, as many members will confirm.

☆ ☆ ☆

WILLIAM GEORGE to William George! In other words, Jarman to Boddice. Many salaams on lots of pots won with only one pot. Maybe Mrs. B. will now demand a buffing machine to keep them all polished. It is well known that I have a soft spot for the "Barrow Boys," and when Cyril Smith pulled of "the Hutch," I quietly sank a pint in a few seconds. Observe also that Chris Warner was fourth in the Watsonian, sixth in the Minnie Grenfell, and third in the Bemsee Sidecar Championship, in company with Len Taylor, who took second place.

It would not be fair to overlook the Solo riders. Young Surtees took the Senior and Junior Championships and shared the Lightweight with Cecil Sandford. Popular placemen in these three classes were Bob McIntyre, Geoff Duke, Arthur Wheeler, Maurice Cann and Geoff Monty. Let us also praise D. H. Edlin for his place in the Minnie Grenfell table of points.

IF I have overlooked anyone of the place-men, my humble apologies. On behalf of all the Marshals, may I say a sincere "Thank you, competitors, one and all." It has been a pleasure to be associated with such a good bunch of sportsmen, and that goes for the chaps who kept on trying even if they did not win anything at all. It takes a good chorus to make the stars, and not one of them can shine without the back room boys, who can only hope for the mental satisfaction of a job well done.

☆ ☆ ☆

HAVE you seen the new paper yet? The Editor is none other than Cyril Quantrell, and the first issue came out on Wednesday November 30th. "C.Q." can count on his many friends to rally round. What does intrigue me is the fact that Peter Baldwin is the publisher. Both men are old members of this club, and we can thus look forward to a spot of first class co-operation.

☆ ☆ ☆

MUCH water has gone under the various bridges since I wrote about sons of the others. A member has pointed out that it may be grandsons of the others. If this is the case, will these chaps drop me a note about it. We know a few cases of fathers and sons, but if there is any evidence of three generations, let's hear about it. The only case which comes to mind is the Archers of Aldershot. There may be others, now that the Club is approaching the half-century mark.

☆ ☆ ☆

NOW for a paragraph dedicated to those men who have decided to stop racing. Will you continue your active association with the membership by doing a job as a marshal? Think it over and make a hobby of the game, like the small band of real enthusiasts who have used their wisdom to help the club. When A.D. or L.S.D. make things difficult, that's the time to become a Marshal Member of Bemsee, in order to maintain continuity of contact with a fine bunch of bloques. There is always room in the organisation for a man who joins us for what he can put into it. Mental satisfaction cannot be purchased. It must be earned.

*(continued on page 227)*

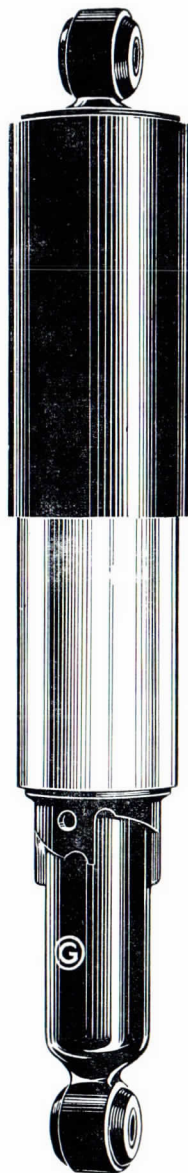
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*Way Out Ahead* 

A MEMBER asks me why we use some "horsey" terms at our events. I really don't know but venture to suggest that terms like Stewards, Paddock and Clerk of the Course, etc., are suitable for horsepower as well as horses. The latter is called the Sport of Kings, but without betting it would be dead in a season. If ever motor sport descends to the level of horse racing, a very large percentage of us would soon pull out and go in for some other kind of hobby. As a famous racing manager once said to me, "There's such a thing as nice clean dirt, Bill." Makes you think!

☆ ☆ ☆

I should like to conclude by asking the Petrol, Oil and Accessory barons to remember the B.M.C.R.C. when they adver-

tise their successes at our meetings. A glance at some of the publicity in recent months will prove my point. It's so easy to preach to the converted, so why not direct your adverts, at others, and give the correct details. This point was made to me by a couple of ladies, so gentlemen of the industry, passed to you for 1956!

☆ ☆ ☆

AND so we come to the last month of the year 1955. In wishing you all you wish yourselves for Christmas and 1956, may I also add my personal thanks to the many people who have assisted us in so many different ways. We can all take pleasure in the fact that the racing motor cycle and the Club have provided us with an "Uncommon Bond."

## THE BRITISH RACING DRIVERS' CLUB.

### 1956 Silverstone Meetings

V.S.C.C. (Pomeroy Trophy Trials)	Aston Martin Owners Club	July 21st
March 24th	V.S.C.C.	July 28th
*B.M.C.R.C. <i>Motor Cycling's</i> "Silverstone Day"	Bentley Drivers Club	Aug. 4th
April 14th	Nottingham Sports Car Club	Aug. 11th
V.S.C.C.	750 Motor Club	Aug. 18th
April 21st	M.G. Car Club	Aug. 25th
*International <i>Daily Express</i> Trophy Meeting	S.U.N.B.A.C.	Sept. 1st
May 5th	Peterborough Motor Club and Norhampton Car Club	Sept. 8th
Maidstone & Mid Kent Car Club	May 19th	*B.M.C.R.C. "Hutchinson 100"
June 2nd	Sept. 22nd	B.R. & S.C.C.
Eight Clubs	June 23rd	Sept. 29th
M.M.E.C.	June 30th	Oct. 6th
M.C.C.	July 7th	
B.M.C.R.C.	July 14th	
*British Grand Prix		*Public Meetings

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# **B. M. C. R. C.**

## **1956 DATES**

**MOTOR CYCLING'S "SILVERSTONE SATURDAY",**

*Saturday, 14th April.*

**OULTON SPRING MEETING,**

*Saturday, 21st May.*

**TROPHY DAY,**

*Saturday, 7th July.*

**SHELSLEY WALSH,**

*Sunday, 26th August.*

**BRIGHTON SPEED TRIALS,**

*Saturday, 1st September.*

**HUTCHINSON HUNDRED,**

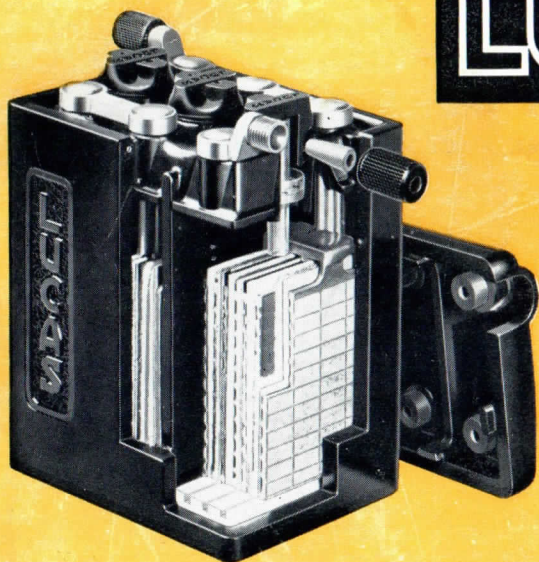
*Saturday, 22nd September.*

**METROPOLITAN MEETING,**

*Saturday, 6th October.*

# LUCAS

## "King of the Road" MOTOR CYCLE BATTERIES

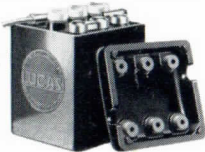


There's a Lucas "King of the Road" motor cycle battery to suit all machines from lightweights to the most powerful sidecar outfits, and all specially designed to give the motor cyclist a longer life of efficiency under the most arduous and rigorous conditions. Illustrated is the new PU7E/9 General Purpose Battery which has Lucas Patent Porous Rubber and Woven Glass Pack Separation. 6 volt 12 ampere hour at 10 hour rate.

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#### LY5E

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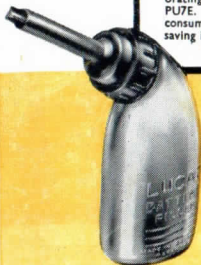
#### GU1E

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