



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 8. No. 9. SEPTEMBER, 1955. ONE SHILLING



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(photo: Motor Cycling)

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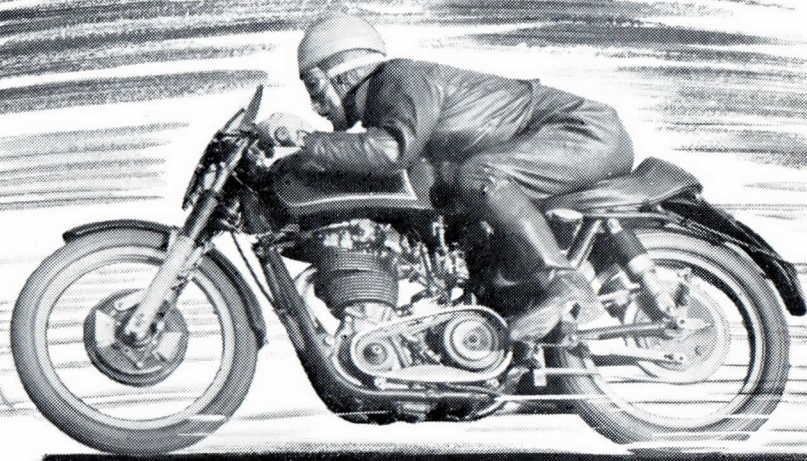
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RIDE A.J.S and ENSURE SUCCESS

Bemsee

Vol. 8. No. 9. SEPTEMBER, 1955.

EDITOR .

L. R. HIGGINS

THE BRITISH MOTOR CYCLE RACING CLUB

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Empty Barrels

THIS year's Dutch T.T. has produced a situation of comic opera dimensions. Firstly, the winner of the 250 c.c. race was relegated to second position; secondly, at the end of the first lap of the 350 c.c. race, thirteen riders peeled off and retired as a protest against the amount of starting gold allocated to them; thirdly, these thirteen riders, plus two more of international fame, threatened to repeat this performance in the 500 c.c. race unless the organisers made a more generous offer.

K.N.M.V. subsequently issued a statement condemning this action of the riders and recommended that they be suspended. If the F.I.M. accedes to this request next year's racing will take place without Geoffrey Duke and Reg Armstrong.

But it is the Lomas incident that is the most revealing. Following this relegation a protest was made by H. P. Muller. The relegation was made on the spot and ratified by the *International Jury who rejected two protests against this measure.*

K.N.M.V. has now allowed Muller's protest and Lomas is declared the winner but fined. According to a statement issued by K.N.M.V., setting back is a penalty which is known in their sporting code and often inflicted. They admit that the International Sporting Code prescribes that the Clerk of the Course can inflict a penalty for an offence if that penalty and offence has been specifically laid down in the International and National Codes, or Supplementary Regulations. In this instance it was not, hence the revised result of the 250 c.c. race.

The comic aspect is that here was a National body controlling motorcycle racing and the International Jury ponderously inflicting punishments and rejecting protests and quite unaware that they had no right to do so; and publicly advertising the fact that they had no knowledge of the International or National Sporting codes, or the Supplementary Regulations. It is not too much to expect a National body and the International Jury to know its own and the F.I.M. rules.

Small wonder that these august bodies are fast losing their respect.

MARSHAL'S MUSINGS

W. G. BILL JARMAN

THIS is the last chance to warn you to write immediately if you can help with the "Hutch" on Sept. 30th-Oct. 1st. Make sure of your Bed and Breakfast because word has gone round that this year's classic looks like being the best of the long series. For the campers and caravansers, there is a special place which is opposite the main entrance. The usual places of rendezvous on the Friday evening at Brackley, Buckingham and Towcester will apply. I do not propose to name them again, so you can enjoy yourselves sorting them out. Don't get lost in the crawl.

IN spite of the arguments about the I.o.M. "Calypso Circuit," I still maintain it is a great big mistake. Proof may be obtained by looking at the list of entries for the 1955 M.G.P. races. The entrants obviously want to ride on the Mountain circuit, and who can blame them? Who wants to go to the Isle of Man to race on a course which is not so very different from some of those at home? There it is, gentlemen, 117 entries for the Junior and 112 for the Senior Manx G.P.s. The A.-C.U. and the House of Keys must have noticed the significance of these figures.

I agree with all the things Editor Les Higgins wrote about early morning practice in the I.o.M. but he omitted the most important item, **noise** in the small hours. This is the only grouse I've heard from the residents (which include small children and sick people). The Manx people have done more for motor cycle road racing than any other kingdom in this world, and that's why I put in a paragraph last month. Quite a lot of the riders and trade representatives also dislike the very long day inseparable from early morning practice especially if two circuits are being used.

THIS issue is likely to reach you between the Hill Climb and the annual Brighton Speed Trials. Both of these events are and unique, and at the time of scribbling, a car holds the record at Shelsley and a solo at Madeira Drive. It will be interesting to see if any changes take place this year, but watch the "Barrow-boys" bring the spectators to their feet at the Hill Climb.

I overheard a priceless remark at the Chigwell Gymkhana. A spectator telling his girl friend that M.V. stood for Metropolitan Vickers. We do get the odd one now and again but in this case it would have been nice if he had been correct, wouldn't it?

DID you read the "Tottey Saga" by Dennis May (Motor Cycling, July 26th)? I thought I knew a lot about Tot, but since reading the article, we all know a bit more. Like "Barry" and other members, the old-timers never lose a chance to plug "Bemsee," which has provided the common bond over a good many years. If you could see some of the letters which come in, the reason would be obvious. You can delight in the fact that some people are envious and just a few, quite jealous of us. Let 'em all come, because we have thrived on fair competition and our Jubilee year is not far away, 1959 to be precise, and only interrupted by a couple of wars.

WHAT with A, H and Y lines, it seems as if the femine figures are something to be subjected to alphabetical laws. Give me the good old S for Streamline, for there's much to be said in favour of nice curves, even if they do hide a mechanical masterpiece. Maybe the dress designers are in the wrong business anyway.

ONCE again, I should like to say a few words about a small band of bloques who are known to us as "Lappers and Spotters". Are you keen on learning the elementary principles of timekeeping? Do you possess good powers of concentration? Can you pick your own numbers from a bunch at high speed? If so, there's a place for you in the Timekeepers Bus with Lionel Cheesewright & Co. Write to the Secretary about it and who knows, you may become an "Ebby" or a Lummy in the years ahead.

AN eminent Trade Rep. has suggested that some of the makers of various racing accessories do not know the many advantages of B.M.C.R.C. membership. This surprised me at first, but on reflection, it is almost certainly due to the changed conditions of pre- and post-war days. Anyway, there it is, gentlemen,

UNDER-COVER MOVEMENT

WEP DAWSON

IT was in the "T.T. Special" of May 26, 1955, that the prolific and omniscient Continental, Erwin Tragatsch, wrote about "... the smallest race in the world ... held on January 3, 1932, *inside the Town Hall, Stuttgart.*"

The italics being his, one must conclude that Erwin's education in the field of microscopic motor cycling began too late and delved only superficially. And that unaccountably he failed to read an article on the subject which I wrote in the "Measham Magazine" three years ago. For 'way back in 1928 motor cycle racing was a once-weekly sell-out at the Rochester Casino, and many were the hopefuls who queued for the chance to dice under cover, out of the wet and within arm's reach of a fully-licensed bar.

And although we bright young things of those days fancied we were being particularly bright, we were in fact, some 20 years behind the times. Lloyd Forsyth, the man who staged the Rochester races, claimed to have started the under-cover movement in Wolverhampton in 1913 and I have never heard anyone dispute it. Anyway, whoever started it, we lapped it up in Kent, and you never saw such a collection of bikes as indoor racing attracted.

There were 16H Nortons, s.v. Ariels, Ulster Ridges, Big Port A.J.S. (one, at least, with a mouse-trap), 175 Raleighs and Francis Barnettts, 227 s.v. Triumphs and one Levis "Special" which had the interesting characteristic of emitting clouds of smoke preparatory to seizing up.

As it smoked almost continuously, George Machin, whose property it was, soon wore his nerves to shreds waiting for the high-pitched shriek and the sudden stop.

Tuning for indoor racing was dead easy. You just whipped the silencer off. Only once was I ever beaten at the Rochester Casino, so obviously I must have had a little secret of tune of my own. I had, and that was easy, too. I took the saddle off. To avoid dangerous wounds from the sharp metalwork thus exposed, I padded it with old trousers, jackets and so forth. The result was that I was able almost to kneel on the floor while astride the bike.

What good did that do? Difficult to say, but it looked smashing.

What with the noise and such we seemed to go astonishingly fast in the confined space. It certainly felt fast. The Casino floor measured 120 feet by 80 feet and I established the record three-lap time of 27 seconds, so that would work out at about . . . er . . . three into 27 goes nine . . . well, you can sort that out for yourselves, can't you?

Erwin Tragatsch says that the Stuttgart floor was 166 metres long and that Otto Kohfink whipped his 250 D.K.W. round 30 laps in 4 mins. 7 secs. There should be a basis of comparison there, but not for me.

At the Casino we raced in pairs started from opposite ends of the hall and the great thing was to aim the bike half-way up the next straight and let the clutch in at about ten revs. under peak. If you arrived half-way up the straight with the bike you were doing fine and were probably in the lead. If the bike arrived there and you were still on the starting line, you had had a couple of revs. too many under you.

The general idea was to keep things on the slide as far as you could and to avoid hitting the wall with the back wheel, for that stopped the slide and launched one off on a straight line at Lloyd Forsyth in the centre. One tried to avoid hitting the wall with the front wheel, too, of course.

The only time I lost at the Casino was when my front wheel did that very thing during a match race with the then world professional quarter-mile roller skating champion, Benny Lee. On the strength of that one defeat plus the three-lap record I claim to be Britain's indoor motor cycle champion.

In the brief interval between that claim and the avalanche of counter-claims which will descend on Les. Higgins, I wallow in my pitiful glory.

Footnote.—Ken Bills, father of golf prodigy Michael Bills, and claimant to some sort of distinction in motor cycle racing, won his first race a'wheel in that very Casino—on a push bike. Know what he got for it. A box of chocolates! Very nice, too. He was still at school.

TROPHY DAY IMPRESSIONS

WITH the Club in practically full force as far as the riding clientele was concerned (only the continental brigade being missing), and the continuance of Summer, the spectators that did attend were presented gratis with three and a half hours of good racing on the short club circuit.

The usual menu was offered, 125, 250, 350, 1000 and sidecars, the latter having a lady passenger entered amongst the other ballastees. The machine may have taken umbrage at this procedure, for after a couple of practice laps, the outfit was "returned to paddock."

The first race provided a win for Dudley Edlin (M.V.), who led the field from the drop of the flag, with T. Folwell on his Hogan-tuned Bantam rising from seventh place on the first lap to finish second.

With the exception of R. Gaunt and T. E. Fenwick (Moto Guzzis), the second event provided a chance for the pre '39 models to show their paces, with Edlin again, on his sleeved-down Norton-engined Melem Special, leading the field initially, only for the Guzzis, plus J. Eckart (on his Manxman-engined special) to lower the Melem's position to 4th. In the latter stages, there were two duels in progress, between (a) the two Guzzis, and (b) the pair of home-bred models.

The 350 heats provided an opportunity for the revival of the Norton v. A.J.S. feud, with D. G. A. Clarke on the Bracebridge Street model having a decided

antipathy towards F. A. Rutherford on the Boy's Racer; with a change of leadership for three of the six laps, the Plumstead model put in the fastest lap and won by a comfortable margin.

The sidecar race following was an opportunity for the Boddice-Storr partnership to show its superiority, whilst Hanks and Lang gave a revival of the accepted thrills that people have expected between two level-placed charioteers.

In the first heat of the 1000 c.c. race. R. Anderson (Matchless) gave a creditable imitation of "you wouldn't believe it" snapshots, for after rounding Woodcote, the Matchless took an afternoon nap at about 80 m.p.h., and threw its rider in front of three other competitors. Anderson rose and walked away, shaken, but with the model really bent.

The 350 c.c. final started with another first lap duel, this time Clarke v. Trow, whilst Ted Washer led the field for the remainder of the race. Another private contest was being enjoyed by Setchell, Launchbury and Hedley, until the eighth lap, when Setchell broke away.

The 1000 c.c. final was Pantlin's party. After a rather poor start, the Norton was pulled up to sixth place on the second lap, fourth on the third lap, and thus to lead for the remainder at just the right rate of knots. Rutherford followed a similar route, but was not able to finish higher than sixth. **A.R.S.**

* * *

TROPHY DAY and excellent racing are synonymous but it is surprising how few people come to watch—free of charge too—what must surely be one of the best meetings of the year. And this year the sun shone to make the meeting even brighter.

The first race, 125 c.c., was not much of a curtain raiser, for it was a tame affair from beginning to end. The first 250 c.c. race, however, really set the ball rolling. There was a large field and some closely contested racing victory going to R. Gaunt on a beautifully turned out and much streamlined Guzzi.

Heat one of the 350 affair was an equally good race and again a succession of private scraps. The race that attracted

most attention was that for first place between Rutherford and Clarke, Brook, Marsh, Jenkins and Hulme. The second heat was less interesting because the result was never in doubt. Washer took the lead from the beginning and lap by lap drew away from the rest.

Main interest in the first sidecar race centred on Boddice's decisive win and a real "do" for second place, only 4/5-second separating Lang and Hanks, and the private war of Walker and Warner who dived across the line separated by mere yards.

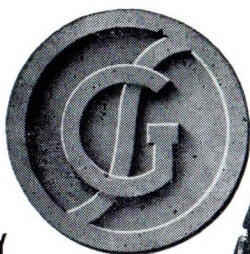
Both the 1000 c.c. race heats produced good and close racing, Clarke and Jervis contesting heat one, with Clarke the winner. A spectacular crash at Woodcote

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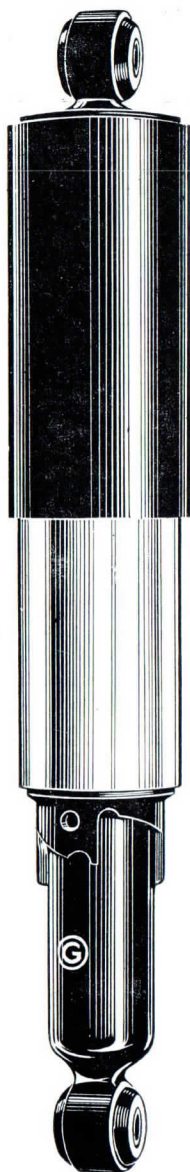
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Way Out Ahead 

'REV COUNTER' REPORTS

R. G. Willis, brother of E. H. Willis who suffered an unfortunate accident whilst competing in a road race at Castle Coombe last July, wishes to pass on his family's sympathies to the relations of Mr. E. Shepherd who received fatal injuries during the same meeting.

Reg McDonald is now settling down in Ontario and has a Garage on the main Windsor—Toronto highway with good workshop, only four miles from Lake St. Clair, which is reputed to be a very beautiful spot and most attractive when temperatures are approaching 100 degrees. Reg. wishes to be remembered to his many friends and looks forward to a re-union one day when he visits the "Old Country."

Ken Barfoot had things all his own way at Rhydymwn recently and succeeded in winning both the 350 and 500 c.c. events on a 347 Ariel, before it gave up the ghost during the final event.

Trophy Day—A few Members were reported to be short cutting the Circuit a short distance before Becketts Corner when returning to the Paddock after their race had been completed. This is entirely contrary to the Supplementary Regulations, very dangerous and will not be tolerated in future. Please co-operate and do as the Regulations instruct in future. By so doing you will keep this annual Club meeting a happy event with the minimum of restrictions in any form.

Trophy Day Impressions (continued)

was staged by Anderson without any serious hurt, but it did provide some excitement for those following him. Minihan looked like being the winner of heat 2 until Pantlin suddenly appeared on his tail and with some spectacular overtaking on Woodcote corner snaffled the lead. Pantlin's Norton wore a prominent streamlined snout, and it looked and sounded very fast.

The second two-fifty race also provided some close finishes—Eckart was unfortunate not to win. He made a quick start and led until near the finish, and then Thorp's B.S.A. got by and won by nearly 3 seconds. Gaunt, winner of the first race, made a slow start, but despite his speedy Guzzi was too far behind to catch the leading trio

A. E. Rose is now engaged in building a new Bantam which will incorporate such modifications as have been deemed advisable in the light of his now considerable experience with this type of machine, and we therefore look forward with interest to the latest "Mk" or "phase", as they say in the car world.

Bill Thompson has sent me an interesting line in entry forms, which, in addition to the details required for a normal road race in this country, also requests information regarding "cubic inch piston displacement," transmission and compression ratio details. Further than this the competitor must agree to comply with a rule that any motor cycle competing in the event "can be claimed upon payment of a stipulated price of \$1,500." The event to which this form refers is due to take place on September 4th but notes the "Rain Date" as September 5th. This would appear to refer to a postponed date on which the Meeting might be held in the event of bad weather prevailing on the original day.

Don McBain has now returned to his duties as a keeper of the law after quite a session of sick leave. Trouble?—Sciatica!

Rutherford did not repeat his form in the 350 final, finishing at a slower speed than in his heat. Contrariwise Washer really got cracking and won easily at well over 73 m.p.h.

Despite a slow start in the final of the 1000 c.c. race, Pantlin crept up lap by lap and finally passed Trow, who was leading, on lap nine, by a piece of really spectacular overtaking.

I thought this was one of the best meetings I have seen for many a long day. Perhaps if the Club were to charge for admission, with the usual perversity of human nature, we might get a big crowd.

STAN HALL.

THE FUTURE OF THE T.T.?

ERWIN TRAGATSCH

DURING my stay in the Isle of Man, I heard a lot of discussions concerning the future of the T.T. races, and after all that, I started to form my own opinion.

I have always regarded and still regard the Tourist Trophy races as much more than "just another race." The T.T. has a tradition, and every radical breakaway from this tradition will one day kill the worth—the sporting, the technical and the propaganda worth—of this unique event. I am not against changes which are necessary as a result of the increased speeds of present day racing machines, but I am against all developments which make the conditions for machine and rider easier. The T.T. must be the hardest event for the machine and rider, otherwise it is worthless. An easily won T.T. is of no more value than a win in any "round the houses" race.

I am not against the Clypse course, but even Bill Lomas, the winner of this year's Lightweight T.T. on this course, agrees with me that the Lightweight T.T. belongs to the Mountain course. The Clypse course can be used for a motor cycle race organised by one of the Manx clubs, but should never be called a T.T. course.

Years ago, when roads were bad and machines unreliable, the Mountain course was used even for 175 c.c. machines and sidecar races. Why should much better machines run now on a much easier course, under easier circumstances, on good roads? The T.T. is not for bad machines or bad riders. Who does not feel capable to ride here should compete in smaller events on the mainland, but who competes in the Island must know that a success here is worth much more than any other success anywhere else.

British riders are so superb because they are bred on the long and difficult T.T. course, and British machines have become so famous during the years because they have "grown up" under hardest conditions here. I write here exclusively about racing machines, and not about machines produced by manufacturers who are not interested in racing. A "Manx" Norton would, without the T.T., never have the high reliability and speed, nor an A.J.S. "Boy Racer" or a Matchless G.45. The T.T. needed the designers and producers

to improve these machines from year to year, and that is the reason that, so far, nobody else has been able to supply racing men with such fine machines, if we do not count special factory machines which are ridden by a few selected riders and supervised by factory mechanics and engineers.

I regard the present situation—concerning specially made racing machines, factory entered production models and privately entered production or ex-factory racing models—as very unsound. The manufacturers should come to an agreement which limits to some degree the production of machines whose costs are abnormally high, and which in their basic conception are unobtainable by private riders.

We must admire the brainwork of some designers and manufacturers, but we must count the limits, limits which are given by the roads used for racing, limits of riding capacities, limits of financial possibilities, especially those of private entrants. When we add all these limits together, we come to the conclusion that it is more or less useless to put fantastic sums into the design and production, as well as running unorthodox, unconventional, and, for the buyer, useless special racing machines. Useless for the private buyer too, because even for his money, he can't get such a machine.

That does not mean, of course, that the development of racing machines shall come to a standstill. It only means that manufacturers shall work on their basic same-as-you-buy machines, or on models which can be produced in the future and sold to every good rider at an acceptable price, and also maintained by mechanics outside the factory, not by factory engineers.

British manufacturers did a very wise thing last year when they decided to stop the production of special racing models, and it will be very wise when their Italian colleagues do the same thing. That would give about equal chances and would, I suppose, bring more firms into the racing game too.

About the future of the T.T., my own idea as a result of many discussions with quite competent people is to run on Monday of T.T. week, as usual, the Junior T.T. over seven (or even eight) laps on

THE EDITOR'S CORRESPONDENCE

I THINK J. Hedley's suggestion for a Bronze replica for the Manx Grand Prix a good one. It's a must.

I am competing again this year with my 1947 350 c.c. Norton. I shall never get down to Silver replica time, yet it costs me so much for the 10—14 days (wife and myself), I feel at times it's not worth the expense.

A Bronze replica, yes!
Burnley.

W.H.D.

REGARDING "Marshal's Musings" in last month's *Bemsee*, I have talked seriously to most of the clubmen entered last year. The complaint does not seem to be on being deprived of the Mountain Circuit but is more regarding silencers and lights. Jimmy Buchan in his article in the Scottish Clubmans wrote "One was at the fifth hairpin when the silencer grounded heavily and I was flung over

the road towards the bank but managed to miss it. Again at Nursery Bends above Onchan I was flung when the bike grounded again."

In my opinion this, nearly an accident, could have been saved by straight through pipes. The laps who have ridden the Clypse say if you ride on the Clypse you've a chance of getting placed the first or second time but on the Mountain the first and second are just like practice. Then after that you can try to get placed. Even Geoff Duke, as good a rider as he is, rode the circuit twice before winning the Clubman's, (the Manx and the Clubman's).

The point most riders stress is that they don't have money to come for three or four years in a hope to get placed. Think it over Mr. Jarman, and you might change your opinion.

W. Johnston Jr.

Fife.

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

THIS is a technical handbook—described by the publishers as “A do-it-yourself book for the ordinary motorist with the key to performance for the fast driver”—devoted to the power unit and its ancillaries, and written in a language that is readily understood by the non-technical owner-driver, who, for economy’s sake, must carry out his own maintenance.

As is only right and proper with such a handbook the author does not lose his reader in a maze of technicalities but conducts him step-by-step through every part of the engine’s anatomy, starting at the top with the valve gear and working down to the sump.

Despite the advice of a well-known manufacturer of sparking plugs to fit and forget his products, Philip Smith devotes a chapter to this mysterious and static but vital component, and includes some advice on how to “read” a plug and diagnose the engine’s health. For non-detachable plugs the author recommends the blast machine, installed in many garages, but he does not mention that very useful gadget used by many racing men, and which consists of a brass barrel, closed at one end, and into which are placed some twenty to thirty sewing needles, points uppermost. To use, the tube is half filled with petrol, the plug screwed into the open end and the device vigorously shaken. The needle points dislodge the carbon and the petrol washes it away.

Altogether a useful and effective tool to possess.

The ignition and carburation systems of the modern multi-cylinder engine quite easily frighten the uninitiated into leaving well alone, but occasionally these bewildering devices have to be dismantled and, worse still, rebuilt. This is the time at which Philip Smith earns the undying gratitude of the amateur mechanic, for his concise instructions and the clear and simple diagrams which accompany them lay bare all the intricacies of design of even so complex an object as a modern carburettor.

The fuel pump is dealt with in a separate chapter, again well illustrated with diagrams so that the reader can quickly grasp the underlying principle of what goes on inside.

Gadgets are not forgotten, they are dealt with in a separate chapter, and included amongst them are extra air devices, spark gaps, atomisers and rectifiers.

Finally there is a chapter on tuning, aptly entitled Rational Modifications, and in which are discussed the use of dual carburettor systems, compression ratios, special cylinder heads and modifications to encourage better filling. A very useful Appendix covers 24 makes of British motorcars and gives such useful data as bore and stroke dimensions, power outputs, ignition settings, oil pressures etc.

Targa Florio — 15s. 0d.

By W. F. Bradley

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

I know a man who has watched every I.o.M. motorcycle T.T. race since the first in 1907, enthusiasm which I have always regarded as having no equal, so it came as a surprise to learn that that

well-known motoring journalist, W. F. Bradley, has seen every Targa Florio from the beginning. This is all the more remarkable because the Targa Florio is held in Sicily.

If you do not know what the Targa Florio is then you cannot class yourself as a racing enthusiast. It is a motor race without equal, run under the most exacting conditions over a circuit that beggars description, and, with the exception of the two war periods, held annually since 1906.

How the race originated, the derivation of its name, its intriguing history and background are vividly recounted by the W. F. Bradley in Targa Florio, one of the most thrilling stories of motor racing. No less interesting are the illustrations, particularly those of the pre-1914 period. Together they present a tribute and a record of those who have made racing history. There will be few who are not thrilled by the pictures of a 1907 racing Lorraine-Dietrich, Itala and

single cylinder Sizaire Naudin. Several of the illustrations are action photographs, far different from the Grand Prix scenes of to-day, and give some idea of the difficulties of the course. In addition to the normal racing hazards, drivers had to contend with bandits!

The race has never been won by a British driver, although some—including Segrave—have taken part, and only once has a British car been victorious, the Frazer Nash driven by Cortese in 1951.

Short of taking part in this unique classic race, the one way of enjoying it is to read this enthralling account of a race compared with which all other racing is kindergarten athletics.

Marshal's Musings (continued)

Bob Walker will be happy to send the papers, etc., and the names of the nearest members if required. Or take your pick, there's nearly one thousand of us.

☆ ☆ ☆

IT is not out of place to remind you that our Annual Dinner is fixed, as usual, for the eve of the Earls Court Show. Take out your battered diary and enter the dates November 11th, Dinner, November 12th, Earls Court. It may be possible to fix a racing film show on the following day, but it all depends on being able to get a suitable hall. Trade Reps. please note, the November 11th is "Bemsee Night," and do not arrange to be in two places at once. All being well, we hope to prove to the Marquis Camden that our Annual Dinner is something out of this world. Our late President told me how he loved to see "his boys" enjoying themselves. And he meant it!

☆ ☆ ☆

HAVE you ever given a thought to the value of the trophies and prize-money at some of our events? The fourth-coming "Hutch" is not far short of the two thousand pound mark. Yes, I know the Mellano Trophy accounts for a great deal, but there are nine other valuable awards apart from the souvenirs. The

prize money is almost up to the eight hundred mark. Now you know why it is so essential to display posters and stickers, etc. We must attract a large crowd of spectators this year, so do your best with the publicity. Tell your local club that they will be entertained from 10 a.m. to 5-30 p.m. for the price of a seat at the cinema. Suggest to your local club secretary that he should organise a run to Silverstone on the October 1st. Better still, tell him to add a spicy competition to the run from the H.Q. to Silverstone. Winner takes the lot, idea.

☆ ☆ ☆

THE M.P. Gymkhana at Hendon is fixed for the afternoon of Sunday, September 4th. Any of you fellows who are interested in something different on wheels should come along with the wife or girl friend. You will be surprised at some of the events, especially on the solos. The entrance is in Aerodrome Road, N.W.9, or if you prefer to come by rail, Colindale Tube Station is nearby.

Let's hear from you about the "Hutch." Any member who is not competing should be helping with the Marshal Plan. You know my address, 153 Reigate Avenue, Sutton, Surrey.

Do it today, please.

NEWS ITEMS

R.A.C. NEWS

R.A.C.—A.-C.U. Training Scheme. The British Cycle and Motor Cycle Manufacturers' Union has provided the R.A.C. with funds to purchase a further twenty-six lightweight motor cycles as additions to the fleet available for learner drivers taking R.A.C.-A.-C.U. training courses.

The training scheme, now organised on a nationwide basis through local motor cycle clubs affiliated to the A.-C.U., aims at teaching people of either sex from sixteen years upwards to learn the correct way of riding a motor cycle. Expert instruction is also given on machine maintenance to train safe and skilled road users.

Sponsored by the R.A.C., which started the scheme in 1947, the training courses have the backing of the Ministry of Transport, the Home Office, the Royal Society for the Prevention of Accidents, the Police and Local Councils. So far 12,000 people have taken the courses.

The twenty-six new motorcycles raises the total of training machines in use among the seventy operating clubs to 173, of which the motor cycle industry has provided 120. The remainder have been privately loaned by motor cycle dealers, and a number have been purchased from club funds.

New British Motoring Map for R.A.C. Members. The R.A.C., and Messrs. John Bartholemew & Son, have combined their specialised knowledge of road conditions and map making to produce an entirely new series of motoring maps covering the whole of the United Kingdom for R.A.C. members.

Printed on strong durable paper, the scale of 6 miles to the inch is large enough to show all essential motoring information and, at the same time, allow the whole of Great Britain to be covered in eight sheets, each of an area of nearly 20,000 square miles.

By printing in six different colours, exceptional clarity is obtained and the maximum amount of detail can be shown. Contour colouring gives a valuable and attractive base to the map. The system of reference which is used makes it possible to pin-point any position.

The map shows five classes of roads with appropriate Ministry of Transport "A" and "B" numbering, mileages, ferries,

railways, canals, castles, ruins, principal golf courses and sandy beaches, as well as county boundaries and railway stations. Selected R.A.C. main roads are bodily featured in red, with the distances between towns clearly indicated.

Each map in the series costs 3s. 0d. and may be obtained from the R.A.C. Head Office in Pall Mall, London, S.W.1., or any of the sixteen County Offices.

The first four sheets in the series covering roughly the whole of England and Wales south of Manchester are now available. The remainder will follow at an early date.

Help to Keep Britain Tidy. "Let the motorist set a good example" is the essence of the Royal Automobile Club's appeal to car drivers and motor cyclists not to leave litter when holidaying or picnicking in the country. "Don't contribute to the squalor which, at summer weekends particularly, disfigures so many of the beautiful heaths and commons of the countryside," says the R.A.C. Tins, papers and bottles are easily removed, especially when motoring. If rubbish has to be left it should be buried. On no account should refuse be thrown into wells or streams; in many districts, country folk depend on these for their water supply.

Litter is not only unsightly, it can be dangerous. Children and animals may suffer serious injury through stepping or lying down on broken glass or tins. The tyres of cars may be punctured. Broken bottles left in the sun may act as burning glasses, thereby increasing the danger of heath and forest fires.

Most of the damage done to the countryside is due to ignorance and thoughtlessness but, nevertheless, it arouses the hostility of country people against town dwellers—and particularly against motorists. Let the motorists themselves supply the remedy by setting a good example to others.

Danger of Heath and Forest Fires. Heath, rick and forest fires are a constant source of danger during the summer and autumn months. In 1953 (the latest year for which figures are available) fire brigades throughout the country were called out on more than 22,000 occasions to deal with fires of this type, according to information received by the R.A.C. from the Fire Protection Association.

Many of these fires are caused by thoughtlessness in the use of picnic stoves and by failure to extinguish matches and cigarette ends. The R.A.C. therefore appeals to motorists to be extremely careful during the summer holiday months when driving or picnicking in the country. Dry grass, bracken and fallen leaves need only a small spark to start a fire having the gravest consequences. Fires or cooking stoves should never be lit in the vicinity of ricks or on heathland—and the greatest care should be taken to extinguish cigarette ends and matches before leaving.

An Unusual Transaction. In a recent dispute with a firm of motor dealers regarding the price paid subsequent to the sale of her car, a lady member of the R.A.C. appealed to the Club's Legal Department for assistance and eventually received a price considerably higher than the amount paid to her by the dealer who sold the car for her. Because the price paid to the member was less than the stipulated reserve price, the matter was investigated and a request for further payment was made, but without success. Consequently, the R.A.C. made further enquiries from the purchaser of the car who confirmed that the price he had paid the dealer was greatly in excess of that which the owner of the car had received. Eventually, the matter was settled by the dealer paying to the R.A.C. member the full purchase price obtained—which was considerably more than she had originally expected to receive. Many motorists are unaware that, if a motor dealer acts in breach of his obligations as the agent of the owner of the car, when transacting a sale, he normally forfeits all right to any commission. It is emphasised by the R.A.C., however, that the great majority of motor dealers are scrupulously fair in their transactions and occurrences of this kind are most unusual.

BENEVOLENT FUND

DONATIONS have been received this month from:

D. G. Fletcher D. H. Leckie
T. M. Chrich P. Stevenson

During last month W. B. Martin requested the office to transfer to the Benevolent Fund and Les Graham Funds respectively two amounts which had been returned to him in respect of Race entry fees, and which we have regretfully failed to acknowledge in this Journal previously.

OBITUARY

George Bryant. All racing motorcyclists will mourn the passing of that well-known and jovial rider-agent, George Bryant.

George was a dyed-in-the-wool enthusiast and for many years supported racing wholeheartedly. In his earlier days he was a notable cyclist and trials rider, and a cabinet full of "pots" testifies to his skill. He regularly entered riders in the Isle of Man Tourist Trophy races and foremost amongst his pre-war entries were C. J. Williams, now A.J.S. race gaffer, and Jimmy Little of Belfast. In post-war years he supported Les Dear and the late Frank Fry, and several other Bemsee members.

NEW MEMBERS

THE following New Members have been elected:

G. Allen	B. A. Bennett
L. S. Bolton	G. V. Buck
R. M. Cross	A. J. Day
J. B. Donaldson	W. J. J. Eccles
R. C. Evans	J. M. Furneaux
W. Gibson	J. P. Green
R. B. Harris	E. H. Leckie
G. A. Matthews	R. McGrave
D. McDonald	J. G. Paterson
A. B. Ransome	M. Reed
A. J. Sands	J. G. Shaw
R. Sleaf	K. Smith
K. Smith	J. E. Stancer
V. C. Tait	D. F. Warburton
B. E. Watts	C. S. Williams
H. D. Williams	

TYRE GUIDE

AVON have recently issued a comprehensive catalogue covering post-war motorcycle tyre sizes. It is particularly useful for dealers.

MUTUAL AID

Wanted—A sound second hand racing sidecar suitable for attaching to 1,000 c.c. Vincent.

Replies to: Bruce Main-Smith, 430 Camden Road, London, N.7.

E. Webb reports that his mechanic lost a valuable wrist watch at our recent "Trophy Day" Meeting. Will anyone able to offer any information at all regarding the watch please write to E. Webb at 11 Popular Avenue, King Richards Road, Leicester.

COMMITTEE NEWS

Meeting held on the 8th August, 1955

Present: A. H. Taylor (Chairman), E. C. E. Baragwanath, H. L. Daniell, A. C. Squillario, A. L. Huxley, W. A. S. Knox-Gore, I. F. Telfer, W. G. Jarman, R. C. Walker (Secretary).

Apologies for absence were received from Messrs. G. C. Cobbold, L. S. Cheese-right, D. J. H. Glover, H. S. Hall, N. B. Pope and K. Rickard.

Trophy Day. The Secretary, in his report as Clerk of the Course for the meeting, drew attention to the fact that whilst generally the meeting appeared an enjoyable one from the riders' point of view, and programme times were adhered to throughout, a small number of competitors were reported to be short-cutting the course when returning to the Paddock at the conclusion of a race; this took place on the approach to Becketts Corner, and in addition was the cause of a minor accident. It was resolved that the strongest measures would in future be taken against any member who so disregarded the Supplementary Regulations.

Hutchinson 100. Arrangements were reviewed and it was now certain that a number of German entries would be received, and would include such names as Willi Faust and Walter Schneider on B.M.W. sidecar outfits. The Secretary reported that a large number of enquiries had been received from German riders but that it had been necessary to turn these down for financial reasons. It was decided to increase publicity so far as possible, and in view of the ever increasing cost of materials and labour, members

should be requested to make every effort to display posters and other information regarding this event, and so make worth while and cover the additional costs involved.

Members' transfer passes to the Paddock would again be available, but the supply limited and confined to members who were not competing, acting as an attendant to a driver, or serving in an official capacity. The normal admission fee to the Paddock would be £1 as previously, and no person would be allowed to cross the track unless they were in possession of the authentic passes.

It was anticipated that the B.B.C. would be broadcasting a part of the meeting.

Membership. New members were elected.

Oulton Park. The Secretary reported on the negotiations that had taken place with Messrs. Cheshire Car Circuit Ltd., with regard to meetings on the Oulton Circuit during 1956, and that further information concerning general arrangements was likely to be available in the near future. The Committee were in favour of continuing meetings at this circuit during next year, primarily for the benefit of Midland and Northern members.

Annual Dinner. Preliminary arrangements for the Club Annual Dinner and Dance were discussed and resolved. This function would again be held in Lyon's Strand Corner House, and be held on November 11th, 1955.

Tickets would be sold at £1 1s. each.

The Future of the T.T. (continued)

the Mountain course. On Wednesday, in a massed start, the Lightweight T.T., six minutes after them the Sidecarists, and a further six minutes after them, the Ultralightweight (125 c.c.) class, all over not less than five laps over the Mountain course;—in fact, five laps for the 125 c.c. "Tiddlers," six laps for the sidecars and seven laps for the 250 c.c. Lightweight T.T.

The "Clubman's T.T." should be run together with the Manx G.P., the 350 c.c. Clubman's T.T. men should start immediately after the last 350 c.c. "Manx

G.P." man has left the start, and the same should be the second day with the 500 c.c. machines. That would enable the Clubmen to run on the Mountain course too. Of course, Clubmen and Manx G.P. riders must get, in each case, separate classification. As the Clubmen will start after the faster Manx G.P. men, they would not produce any difficulties for the racing models used by the G.P. riders. I would send the Clubmen over four laps and the Manx G.P. riders over their six laps.

HUTCHINSON 100

1st OCTOBER



SPECIAL APPEAL TO MEMBERS

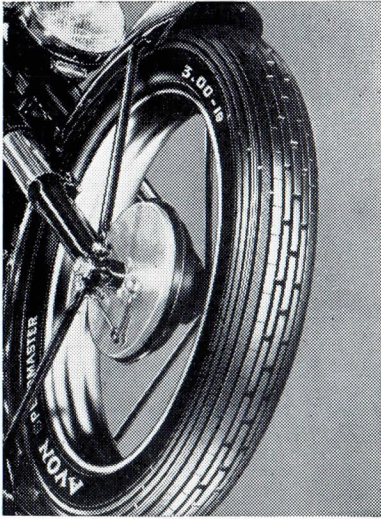


WITH this issue of 'Bemsee' is enclosed a pre-booking form and general information leaflet, one double crown poster and a window strip. The Committee request you to ensure that these are displayed to the best possible advantage and by so doing help to publicise this classic event as far as you possibly can.

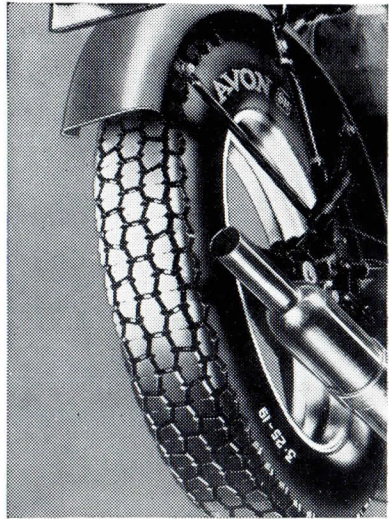
Should a Member or other supporter of the Club be in a position to display additional posters, will he please communicate with the office stating the number required.

Advertising is expensive. Please lend your support and make certain the success of this meeting.

Because each wheel does a different job



Front: Steering and the brunt of braking



Rear: Full power transmission

you need the **safety** of

AVON
paired
tyres

FRONT

The high grip, high mileage SPEEDMASTER ensures perfect steering, positive braking, and long even wear



REAR

The S.M.—Safety Mileage—gives constant grip and full power transmission at all cornering angles

—made to increase the safety factor in solo motor cycling

AREA NEWS

CHESHIRE

G. E. Tottey

*2 Rocky Lane South,
Heswall, Wirral.*

'phone: Heswall 300

QUITE a good gathering and very cheery meeting on July 26th, when we welcomed Terry Shepherd, freshly back from his win in the first Manx Southern 100 Race in the 500 c.c. class. Congratulations on an excellent ride!

After a lot of persuasion, we managed to get from him quite a good description of the race and the course, which Terry said is a really good one, with plenty of scenery and on which speeds of up to 120 m.p.h. can be attained.

It sounded as though Cannon Stenning took quite a lot of risk when precariously mounted on a straw bale to start the 500 race. Had he fallen off, no doubt the lads would have been off too, as the flag would have dropped.

It was quite a change to meet Bob Walker at a meeting when he hadn't all the cares in the world on his shoulders. I had this pleasure when Bob came to the Cheshire Centre A.-C.U. meeting at Oulton Park on July 30th, in the unusual (and (may I say it) comfortable role as Judge.

Even more comfortable was the excellent home-cured ham with eggs which followed.

Unfortunately, a very sad note has crept in since then, and we were all very shocked to hear of the death of our member, Eric Rigby, of Southport, as a result of an accident at the pits at the end of the 350 c.c. race. We shall miss his pleasant company very much.

George Leigh represented us at the funeral in Southport.

SURREY

W. G. Jarman

*153 Reigate Avenue,
Sutton, Surrey.*

WE used to have a very lively cell in Surrey, and during the forthcoming winter we must get together again for the monthly meetings. The secretary has given me a list of members in this part of the world and they are well spread out. Have you any suggestions for a rendezvous which is geographically good? Have you any ideas which will drag the lads and lasses away from their T.V. screens? Gordon Cobbold knows a good place at Wimbledon and we both want to know your reactions to this suggestion. Maybe you know a nice place in the centre of Surrey where we can conduct a quiz, or a film or listen to a chat by a famous member. Come on, Surrey, let's get back to Tottey dimensions again.

See me at the 'Hutch,' anyway.

COMING EVENTS

Brighton - Sept. 3 Speed Trials

Silverstone - Oct. 1 Hutchinson 100

Annual Dinner - Nov. 11

MINNIE GRENFELL MEMORIAL TROPHY

Placings after Motor Cycling's Silverstone Saturday, Oulton Spring Meeting, T.T. Races and Crystal Palace Meeting.

Points are awarded as follows: 5 for a win; 4 for a second; 3 for a third, 3 for a fourth; 1 for a start; with allowance for only one race per meeting, the best score being taken into account.

This season, the events to count are:

Motor Cycling's "Silverstone Saturday," April 23rd.
Oulton Spring Meeting, May 7th.
T.T. Races, June.
Crystal Palace, June 18th.
Trophy Day, July 16th.
Manx Grand Prix, September.
Hutchinson 100, October 1st.

24 Points

W. Boddice

18 Points

J. Surtees

14 Points

C. H. R. Warner

13 Points

M. Cann
D. H. Edlin
F. Hanks
R. McIntyre

12 Points

G. Monty

11 Points

F. G. Perris
F. A. Rutherford
C. C. Sandford

10 Points

P. H. Carter
G. E. Duke
J. W. Eckart
C. Hale
P. H. Tait
E. Walker

9 Points

W. E. Dow
G. B. Tanner
W. M. Webster

8 Points

J. R. Clarke
A. R. Lang
E. Minihan
L. W. Taylor
E. J. Washer

7 Points

G. R. Dunlop
A. Ellis
P. V. Harris
R. Jarvis
E. Pantlin
R. W. Porter
& J. Trow

6 Points

R. Anderson
J. W. Dakin
H. L. Fruin
T. E. Fenwick
R. Gaunt
E. S. Oliver
E. W. Tinkler
B. L. Turner
T. Thorp
A. Wheeler

5 Points

F. H. Burman
T. Baughn
A. W. Brodrick
D. G. A. Clarke
A. Evans
R. D. Keeler
W. J. Maddirck
R. Madson-Mygdal
H. Plews
B. W. T. Road
B. Rimes

4 Points

G. H. Brooks
J. B. Denton
P. J. Marsh
M. P. O'Rourke
J. A. Storr
W. R. Smith
F. Taylor
C. A. Thurston

3 Points

F. E. Andre
F. D. Booth
K. G. Buckmaster
R. Castle
H. R. Collier
L. Carr
G. A. Dormer
R. J. G. Dickinson
C. Ellerby
F. L. Fuller
G. Farrell
T. Folwell
R. J. Harrison
D. Jarman
A. H. Jenkins
M. B. Jones
H. L. Lilley
T. G. J. Peacock
R. Preece

J. L. Payne
P. Palmer
R. J. Standivan
B. P. Setchell
J. Saunders
M. W. Saluz
D. A. Tutty
K. E. Tully
K. H. Tostevin
J. Walker
F. Wakefield

2 Points

R. Alderslade
G. Arnold
M. D. Arnold
A. J. Aykroyd
E. H. Arthurton
A. G. Alexander
R. A. Avery
K. C. Brett
D. Baker
K. Burrell
L. J. Botten
D. Bolton
P. M. Brambleby
T. Blackwell
F. Burgess
H. W. Bowman
F. T. E. Bodman
D. G. Chapman
E. F. Cope
B. Cortvriend
D. Chisholm
P. Clements
G. A. Catlin
I. Clarke
C. L. Cheverton
F. W. Cox
R. G. Douglas
D. C. L. Daziel
D. Davies
R. D. Dodson
C. Dearden
D. A. W. Danskin
G. N. Ewer
"J. Alexander"
D. Ennett
W. R. Fletcher
F. M. Fox
N. C. Fletcher
B. G. Gross
M. Gunyon
H. S. Hall
J. Hedley
N. E. Hicks

J. B. Hyde
S. R. Hill
L. R. Hall
A. W. Jones
A. Jefweries
E. J. G. Jarvis
B. Kershaw
A. W. Kimber
L. R. King
N. Lay
I. I. Lloyd
G. E. Leigh
G. A. Longman
"Harry Lyme"
A. F. Martin
W. B. Martin
P. B. Miller
W. W. Minter
G. F. Matthews
R. D. H. Neville
B. Ormond
T. A. Ovens
E. G. Oughton
H. A. Pearce
N. J. Price
L. G. Povey
T. Phillipson
R. A. Rowbottom
R. J. Ramsden
R. B. Rensen
G. Robarts
C. F. Salt
A. H. Skein
G. T. Salt
G. T. Skein
T. H. Stazicker
A. J. Thurgood
N. H. Vivian
E. H. Willis
W. H. Wilshire
A. A. Williams
F. Wallis
D. A. Wright
D. Whelan
E. F. Wooder
A. Young

1 Point

Space does not permit the listing of all members with one point, the total being no less than 110 with this score.

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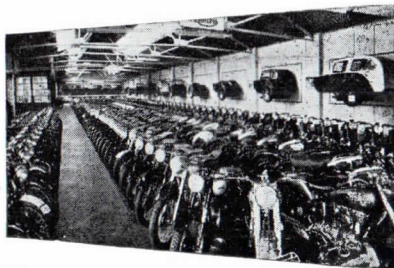
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IN REALLY GOOD CONDITION

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BRITISH MOTOR CYCLE RACING CLUB, LTD.

Application for Associate Membership to the **ROYAL AUTOMOBILE CLUB**

To the Secretary,

B.M.C.R.C. Ltd., 34 Paradise Road, Richmond, Surrey.

I hereby make application for enrolment as an Associate Member of the Royal Automobile Club, and I undertake to abide by such Rules and Regulations governing Associate Membership as may be issued from time to time.

I agree to accept the R.A.C. Associate Badge and Telephone Key on the following conditions:

- (a) The badge and key are issued on loan and remain the property of the R.A.C. and must be returned without refund immediately the holder ceases to be an Associate Member of the R.A.C.;
- (b) The R.A.C. reserves the right to require the return of the badge and/or key at any time;
- (c) The Associate Member to whom the badge and key is issued undertakes not to part with it to any other person.

In pursuit of my application above, I enclose herewith my additional annual subscription to the Club (the amount of which is detailed hereunder) and also the joining fee to the R.A.C.

			£	s.	d.
Subscription (Car)	£1	11	6		
Subscription (M/Cycle)	£1	5	0		
R.A.C. Joining Fee (Car)		10	0		
R.A.C. Joining Fee (M/Cycle)		5	0		
R.A.C. Guide and Handbook		5	0		
Total Remittance			£		

All Cheques and Postal Orders should be made payable to British Motor Cycle Racing Club Limited.

Surname

Full Christian Names

Address

Profession or Occupation

Nationality

Particulars of Vehicle (Make, H.P. or C.C., Regn. No., Type of Body)
.....

Is the Vehicle used solely for your own private purposes?
(If not, please state for what purpose used)

State here fitting required for badge

Signature

Date

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lead*



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World Motorcycle Speed Records

185 m.p.h. Solo R. WRIGHT (Vincent)

163 m.p.h. Sidecar R. BURNS (Vincent)

Isle of Man T.T. French G.T. German G.P. Belgian G.P.

Dutch T.T. Swedish G.P. N.W. '200'. Silverstone. Leinster.

Scarborough. Scottish 6-days. British Moto-Cross G.P.

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