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BRITISH MOTOR CYCLE RACING CLUB

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TOM KIRBY Entrant of PADDY DRIVER — JACK FINDLAY—ROGER HUNTER
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EDITORIAL

So the annual subscription has gone up by 50% ! It's a lot of money to be paying out every year, especially as we all are members of more than one club, some of us are members of perhaps half a dozen to increase the number of rides we get during the course of a year. Can we really afford the extra guinea and is it worth it ? This must be the question which most of us are asking ourselves. As an ordinary member of the Club, I know full well what my initial reaction would be—to hell with them and the Club—but giving it a second serious consideration, I would reverse my initial reaction ! Why ? Because motor cycle racing hasn't such a long expectation of life that we can afford to help bury something which is doing its utmost to keep it going in all shapes and forms.

The trade support can't last very much longer ; it's diminishing year by year even now. Avon's have pulled out, so how long will Dunlops continue to lay out fantastic sums of money on a monopoly ? These are just a few examples, but as we look around us—at the manufacturers in particular—the outlook becomes more and more gloomy. How many Clubs are going to survive when the time comes for another look at the situation ? How much support is there going to be for the best of all sports—motor cycle racing !

All of us must look to the future as much to the present. Compare the extra guinea with the amount of money laid out during the course of the year on spares, travelling expenses, time off work, accessories, petrol and oil. On average I bet you don't come off much better than £8 per meeting. Some who do fewer meetings than others will find that it costs them something in the region of £12 per meeting as the overall cost of the machine will matter even more. So what's another guinea. Although I, personally, don't agree with the increase, it makes sense the more I think about it. It's a lot of money to find every January, but it's worth it in the long run !

EDITORIAL NOTICE

The Editor welcomes contributions from Members for publication, subject to their being of interest and conforming with the dictates of legal necessity. All photographs sent for reproduction should be accompanied by full details of the subject. If return of photographs is required, this should be clearly indicated. All insertions for the "Mutual Aid" column MUST reach the Editor by the 15th of the month previous to publication and should be accompanied by the advertisers' FULL postal address and membership number. Please keep advertisements as much to the point as possible. There is no charge made for such insertions to paid-up Members of the Club.

Ed: All of you must have read at some time during the past few weeks, various items in the technical press over the recent controversy between the Motor Cycle Racing Club of Ireland and the M.C.U.I.—the equivalent of the A.C.U. These writings to many are foreign, even though Ireland is not all that far away, but one of the riders involved in this problem, John Wilkinson, himself more directly associated with the Club than just as a rider, gives you his views on the subject.

From this you can judge for yourself.

I've just read in "Paddock Gossip" this morning, that the Motor Cycle Road Racing Club of Ireland and all its current members have been suspended by the M.C.U.I. (the Motor Cycle Union of Ireland, the equivalent to the A.C.U.), until December 1965.

Why? Because they wanted to see the Ulster Grand Prix Balance Sheet for 1963!

To those of you who sometimes feel the deeds and actions of the A.C.U. are questionable, please read the following and be thankful that we in England have a reasonably stable Governing Body, and to coin a modern phrase, is "with it," vintage metal fatigue excepted!

In January 1961, the Motor Cycle Road Racing Club was formed solely for Road Racing participants, past and present. The Club thrived and this year had a membership of over 140. Well over two-thirds of all active Road Racing Competitors were members and the Club promoted two meetings each year at Maghabery Airfield, besides all the usual social functions which were always well attended.

Shortly after the 1963 Ulster Grand Prix, the Club asked the M.C.U.I. for the Grand Prix Balance Sheet. The reason was fair enough. The '63 Prix was very nearly not run, due to financial reasons. The Tourist Board felt that their annual contribution to the Grand Prix of an undisclosed figure (between £3,000 and £9,000 depending on who you asked and which side of the fence they were sitting), was being mis-used and they withdrew it.

A Grand Prix Supporters Club was formed, and with a magnificent effort, raised over £1,000 selling badges and giving film shows, etc. The Tourist Board seeing this effort and the support given

by the Ulster Public, reconsidered their decision and guaranteed a £2,000 deficit for the 1963 Grand Prix.

The Race over, a few tricky questions were being asked—how was the race run on such a greatly reduced budget? Agreed, starting money was reduced, but obviously would not cover such a large amount.

The Road Racing Club, at their monthly meeting, decided to ask to see the Balance Sheet, "to ensure that Ulster's one and only World Championship event should not die, due to financial trouble in the future, in the way it had so nearly done in '63." At the next monthly meeting of the M.C.U.I., the Club delegates requested to see the Balance Sheet. They were told they would, in good time.

By February 1964, they were still asking and various reasons had been given for the Balance Sheet's non-appearance. One was that the contract prices mentioned for various jobs, re Grandstand Hire, etc., would adversely affect the following year's quotations!!

By February 1964, the regular monthly M.C.U.I. meetings were packed, there was talk of taking a larger hall, as enthusiasts from all over Ireland were coming along for a good evening's entertainment, as long arguments and scenes were a regular event. Reports of internal upheavals were filtering through to the Irish Press by this time.

At the Club's May meeting, a majority vote decided to send a solicitor's letter to the M.C.U.I., requesting the Balance Sheet—which should have been forthcoming in accordance with the M.C.U.I.'s own statutory regulations. This did it, the M.C.U.I. Life Members and Committee Men saw red at the possibility of a public scandal, if the whole thing was brought into the open.

So just before the Ulster Grand Prix 1964, they "indefinitely suspended" the Club and its members from participating in any motor cycle events. This was because, according to them, legal action against the Centre is a suspendable offence, but according to British Law, a solicitor's letter does not constitute a legal action. Before doing this, they had carefully primed Tommy Robb, Ralph Bryans and a few other members of the Club, to submit letters of resignation.

On the first day of the Ulster Grand Prix practice, a document was produced for all members of the Club to sign, resigning from the Club, if they wished to ride, and this, of course, affected 95% of the Irish riders.

You can't blame the riders for signing this document, after all, it was a difficult decision to make—although had there been an organised resistance headed by Ralph Bryans and other leading riders, the M.C.U.I. would most certainly have climbed down. As it was, I went to Ulster with my Manx and never even started it up! One thing I cannot stand is blackmail!

The same procedure of form signing was put into operation for the next meeting—a small short circuit at Lurgan Park, which effectively got rid of a lot more of the Club's members who had not ridden in the Ulster Grand Prix. By this method, the M.C.U.I. has got rid of a Club which it considered a thorn in its side.

Not only that, but reports in the Irish Press, which incidentally gave an extremely good coverage to motor cycle sport in Ireland, were so biased by the informants, that unless you knew what was going on, you would assume the Road Racing Club had tried to stop the Ulster Grand Prix!

Incidentally, members of a Club that is a Limited Company may be still considered members until December of the year in question, so really, according to the letter of the law, it means the end of Road Racing in Ireland until 1966, if you consider this question in its legal aspect.

Unfortunately, the Club now has no alternative if it wishes to take this matter further, than to go into the Civil Courts—the F.I.M. being disinterested as it usually is on any controversial subject. This would be, of course, a detrimental step to motor cycle sport in general and something which is to be avoided if possible, but it looks as though no other step is available.

To me, as a not too biased Englishman, I can only marvel at the blundering steps a supposedly responsible body like the M.C.U.I. have made to ruin a good and useful Club and throw a dark cloud around motor cycling in Ireland, which hitherto has had a very high national sporting status.

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SHELSEY WALSH 1964

Rip-roaring weekend at Worcester's famous hill

The Midland Automobile Club's 1,000 yard hill climb has long included an invitation to the Club to enter its members in this meeting which, by tradition, takes place on the last week-end in August. Shelsley has been, and still is for that matter, one of the musts for the sporting motorist and motor cyclist since first it was used way back in 1905. True, BMCRC has been invited only in the post war years, but we have certainly made our mark, for Ernie Lyons made f.t.d. in October 1946 being the E.R.A. of Raymond Mays, himself taking the honours on no less than 19 separate occasions. In 1949 a chap by the name of George Brown soared up the tortuous, narrow road in 37.13 secs. to set a new absolute course record that remained until the late Ken Wharton achieved the first 36 second time in 1951. Since then the car boys have consistently lowered the record, first to 35 seconds, then 34 until, today, it stands to the credit of Peter Boshier Jones (Lotus Shorrock Climax) in 33.35 seconds.

Apart from running non-stop since 1905 except for the world wars, Shelsley had another proud boast; the Secretary of the Meeting from its inception until 1961 was a certain Leslie Wilson who is reputed to have said after M. C. Instone's Daimler made the climb in 77.61 secs. in 1905 that he doubted if it would ever be climbed in 35 secs. Whether this story is true or not doesn't really matter, for Wilson was a devoted servant of the club and it is to his credit that Shelsley has remained a model of efficiency and the epitome of the best in motor sport for so long. Maybe, too, Leslie Wilson will see the first 35 second climb by a bike; after this years efforts it would be hardly surprising. But let's go back to the beginning of this year's Shelsley!

It started for me, Dennis Glover, our chief scrutineer and Beryl Launchbury on Friday, 28th August when I arranged to collect them in the late afternoon. Dennis and I met at Victoria only to find my car had been towed away. After a trying walk around Victoria, a call at the local 'nick' and a journey to the car pound at Fulham, we found that the police were really doing us a good turn as there was a danger of a wall falling on it and they removed the car for safety (no charge, either!). On we pressed to Shelsley, reaching our digs at Clifton on

Teme at 11.30. The sunshine of the following morning washed away the discomforts of the previous night and at the paddock nestling against the foot of the hill in the delightful Worcestershire countryside, where fish in shoals could be seen from the river, where the apples hung heavily on the trees and the hops stood in abundance, we found most of the boys already digging in, off-loading the bikes and chewing the cud with each other. Shirley Farrant already had tea for all-comers, and as the sun rose everyone felt that this would be, as always, another glorious excursion.

Practising at Shelsley takes place on Saturday. You have three runs on each machine and you can take them when you like. This has its drawbacks if you like observing on the Esses for it means a climb of 1,000 feet in which you rise 250 feet, and either you have a long wait or else the chap you want to watch soars past before you get there. However, from a vantage point close to the start things were fine. Most people recorded respectable times, with George Brown setting a cracking 41.60 in the 350 class with the record-breaking 250 Arrow. Poor Reggie Gilbert was held up in the paddock with a newly-built, converted-to-350c.c. Honda for so long that he ran short of fuel with the result that the gradient combined with his turning up the wick caused staccato bursts of power and he failed on the first climb.

By the second practice the form was beginning to show. Robin Fitton equalled Les Graham's 350 record and both he and Tony Willmott—Tony wears a morning hat complete with leathers when in the paddock—recorded runs in the 38 secs. bracket. In the 1,000's George and Neville were 37 secs. men but Ernie was troubled with a spot of ignition stutters on the vee-twin Jap and his best was $\frac{1}{2}$ sec. slower. Roger Willoughby and Edward Mellish had a simply appalling first tour with the rebuilt Triumph which had a spectacular disintegration involvement at Silverstone earlier in the month. He completed it only a night before and spent much time stripping things down in an effort to improve matters. For Roger's second run Alec Bascombe, who had turned up for the fun (and the beer), took over from Edward and at this point Roger made his fastest practice (there

was no recorded comment from Edward). Newcomer, Robin Clarke, was the only 650 and he had a nicely prepared, if somewhat heavy looking, 'blown' Triumph-engined Norton which he took up in 44.59 secs., whilst the other newcomer was young Stephen Woods who stepped in as passenger to Mick Farrant (998 Vincent s.c.) in the absence of Gerald Martin. After some good advice from Mick, most of which was delivered on the way up by the gloved fist on the top of the helmet, Stephen settled down in a superb manner.

By evening the campers settled down for a meal round the fire, tucked the babies in bed and those that could joined the bed-and-breakfast boys in The Lion at Clifton for a good old natter (with an occasional beer). George rang Ada for some spares for the Ariel and, after much prompting, ordered one apple pie which is my favourite Shelsey repast. Needless to say it came although Tony Bayley nearly snaffled the lot, but that is another story. So to bed, and let the morrow bring what it may . . .

Again the sun shone and by 12.30 the first car shot away giving the start line staff a dose of the many smells that were to be their lot for the rest of the day—burning rubber, nitro, petrol, methanol, Castrol R and the like! After the first 100 minutes it was our turn with George following another well known Shelsey character, Basil Davenport, on his incredible vee-twin 1,500 c.c. GN Spider which has an external gear change, hand brake etc., masses of chains, the whole driven with lots of magnificent elbow work by Basil. Obviously the pace was going to be hot with George's time of 40.10 and a terminal speed of 82 m.p.h.

This innovation of terminal speeds was most interesting for, apart from the fact that it was a radar speed calculator borrowed from the local constabulary, it also revealed that the best terminal speed was not necessarily the most rapid ascent. Reggie Gilbert did 80 m.p.h. on his first trip with a time of 43.71 whilst Charlie Willmott only managed 58 m.p.h., yet was better with 42.59 secs. Roger Cramp found the undulations at the Kennels, 500 feet out, a bit trying and was third, but the real sensation was Robin Fitton who made the first record of the day by beating the late Les Graham's 350 time of 39.32 set up in 1949 with a run in 38.90 secs.

Ernie Woods gave his newly acquired ex-Frank Williams 500 vee-twin JAP the chance to show its paces, aviating the front wheel in the bargain and recording 38.81, but this paled into insignificance beside the next run made by Tony Willmott whose Norton clocked 37.50 to take Graham's other record by 0.11 secs. Tony used the knees out style of cornering which must have given him an edge through the curves and corners over Robin Fitton who made a very determined effort to make it a double, failing by only half a second. Roy Opie was the slowest of all over the finish (48 m.p.h.), but must have been demonstrating his hill climbing ability earlier on the course as his time was not too bad at 44.72.

Harry Voice's elderly B14 Excelsior, after a somewhat slower than usual take-off, really motored through the Esses and passed the line at 92 m.p.h.—Harry, as always, goggle-less and giving a wonderful display of cornering at the slippery 1 in 6.82 'S' bend. It is here more than anywhere that good positioning on the approach is essential, leaving the braking late as the steep gradient slows you up, followed by lots of power on the adverse cambered exit which includes a bumpy drain casing right on the line. George Brown always states that your line must be perfect right from the start if a good run is to be made. He should know, nevertheless his conditions were far from perfect for the first climb on Nero. Arriving smartly at the Esses he found his clutch lever flapping—no clutch—so promptly motored through this tough spot in second instead of bottom, wound up the wick for the climb out to the finish and, by momentarily shutting the throttle, snicked into third gear and over the line at 107 m.p.h. complete with new hill record for the bikes of 36.28.

Dick Knight was next on the big Vincent, his run being 43.22 with Neville approaching the 'ton' in 37.22. Robin Clarke had a vicious wiggle into the Kennels curve which he held and then courageously poured in the power to get up in 44.31. Clouds of blue smoke from Ernie's JAP twin heralded his departure plus the same intermittent misfire of the previous day, yet his 38.33 was quite respectable and, knowing Ernie, something to be improved upon.

Came the 'chairs' and Messrs. Willoughby, Farrant and Selwyn ended up their first excursions with a bare 3/5th sec. between them. You could almost see

the brains ticking as they each worked out what to do to gain the upper hand for the final trip. Yet the final trips proved not to be record breakers. That is not to say that the runs were disappointing, because it is very rare that a fast run is so discernible from a slow one, indeed the time difference may be one or two seconds at the most. However, the sun which had shone from a clear sky all day moved round to glare straight down the unshaded part of the hill effectively dazzling drivers and riders alike.

Only Roger Cramp and George Buck improved on their first 350 class runs. Roy Opie followed suit in the 500 class and George, after giving us all heart failure by not appearing for his second run to time, finally turned up—he had

been making absolutely certain of his clutch—did 111 m.p.h. over the finish, but got off line at the start, probably through dazzle and so recorded only 37.24. However, the Woods man found his form and tore off a 37.70 run to take third place in the class, whilst Roger Willoughby found the steam, around the corners at any rate, to clean up the chair brigade and literally stagger over the line at 54 m.p.h. ! He found many friends eager to help him drink his health (me amongst them) for that little effort netted him £15 prize gold. So after a 'quick one' on the A40 outside Oxford, we went our several ways to bed and, no doubt, to dream of a glorious weekend and the prospects for next year.

DENNIS BATES

A.C.U. ROAD RACING STARS

(Up to 3rd August, 1964)

POINTS AWARDED

125 c.c.

1st, D. Simmonds, 55 (Best 8); 2nd, W. Ivy, 41; 3rd, C. Vincent, 40; 4th, J. Russell, 32 (Best 8); 5th, F. J. Curry, 22; 6th, R. Pladdys, 19.

250 c.c.

1st, T. Phillips, 40; 2nd, S. Wright, 36 (Best 8); 3rd, D. Minter, 30; 4th, W. Ivy, 29; 5th, A. Shepherd, 22; 6th, R. Watmore, 21.

350 c.c.

1st, J. Cooper, 62 (Best 8); 2nd, D.

Minter, 45; 3rd, C. R. Conn, 43 (Best 8); 4th, D. Williams, 33; 5th, L. Young, 25; 6th, R. Watmore, 23.

500 c.c.

1st, J. Cooper, 62 (Best 8); 2nd, D. Minter, 54; 3rd, C. Conn, 42 (Best 8); 4th, P. J. Dunphy, 28; 5th, T. Phillips, 25; 6th, D. Williams, 24.

Sidewar

1st, C. Vincent, 48; 2nd, P. Harris, 33; 3rd, W. G. Boddice, 27 (Best 6); 4th, C. Freeman, 26; 5th, T. Vinicombe, 24; 6th, J. Crick, 22.

CLAIMS TO NATIONAL RECORD

The following claims to National Record at Chelveston on 21st August, 1964, have been submitted and will be placed before the Competitions Committee of the A.C.U. for confirmation.

Category A (125 c.c. Class)

Kilometre F/S, I. D. S. Hills, Lambretta, 34.1755 secs., 65.454 m.p.h.

Quarter Mile F/S, A. Healey, Lambretta, 13.8375 secs., 65.041 m.p.h.

Category A (1,000 cc. Class)

Quarter Mile F/S, G. Brown, Vincent, 4.7535 secs., 189.334 m.p.h.

Quarter Mile S/S, G. Brown, Vincent, 10.283 secs., 87.523

NEWS AND VIEWS FROM THE RAC

FORTY MOTELS ON BRITAIN'S ROADS RAC classifies them with 'M'

Britain now has forty Motels—hotels designed especially for the motorist. Of these 23 hold RAC appointments.

Motels are graded somewhat differently from the well-known hotel star classification. One 'M' signifies well-kept comfortably-furnished motels; two 'M' a good standard with a high percentage of private baths/showers with toilets; and three 'M' exceptionally well-appointed with all accommodation units having private bath/shower and toilets.

'MMM' Motels are located at Alveston (Glos.), Epping (Essex), Frome (Somerset), Hounslow (Middx.) and Welwyn (Herts.).

'MM' Motels are to be found at Alconbury (Hunts), Aston Rowfant (Oxon), Chippenham (Wilts), Hockley Heath (Warwks), Leeming Bar (Yorks), Newingreen (Kent), Norman Cross (Hunts), Ower (Hants), Redhill (Somerset), West Coker (Somerset), and two in Exeter (Devon).

Single 'M' Motels are at Ashburton Devon), Fort William (Inverness-shire), Lenham (Kent), Ramsgate (Kent), Rye Foreign (Sussex) and Greta Green (Dumfries-shire).

Full addresses of these and the other seventeen Motels not appointed can be obtained from any RAC Office.

FREE 'TAG-END' PARKING

Members are advised by the RAC that the Minister of Transport has made an order which allows the free use of unexpired time in all London's parking meter zones, including Croydon, Kingston-upon-Thames and Woolwich. The order came into operation on 1st August. This follows representations which have consistently been made by the RAC and other motoring organisations since the first meter scheme was proposed.

It is now legal for a driver to use, without payment, any unexpired time left on a meter by the previous occupant of the parking bay. A driver who takes advantage of free 'tag-end' parking will be treated as though he had parked when

the meter was last paid. If his car is still at the meter when the 'tag-end' period finishes, he will become liable for an excess charge.

To put money in the meter then—or at any time after he first parked—would be 'meter feeding,' which is an offence. Drivers who want more time than the 'tag-end' period must therefore make up their minds when they park and pay immediately. But they will, as now, secure the unexpired time as a bonus on the period for which they have paid, subject always to the maximum time allowed by the meter.

The free use of unexpired time is also authorised in all parking meter schemes outside the London area, except at Newcastle-upon-Tyne and Edinburgh. Despite representations which have been made to the two local authorities concerned, they have not so far agreed to make this concession. In view of the desirability of uniformity in this matter, further efforts will be made by the Club to persuade Newcastle and Edinburgh to come into line.

LONDON : INFORMATION FOR MOTORISTS

A new edition of the 'London : Information for Motorists' booklet has just been published by the RAC. Of particular value to members unfamiliar with the Metropolis is the data about restrictions on waiting, parking meters, the special loading ban on private cars, peak hour clearways and the 'tidal flow' traffic experiment. There are lists of street parking places and car parks and 12 large scale street maps.

Hotels, including tariff rates, are shown under their respective postal districts and there are lists of restaurants and cabarets. Theatres and cinemas are also listed, together with the nearest garages which offer parking facilities. RAC appointed repairers and agents are given under postal districts and there is a section on places of interest, with times and prices of admission and historical notes. The booklet can be obtained, free, from any RAC office.

A BIRD'S EYE VIEW by Yvonne Knight

(With due apologies to the writer)

Mona's Isle, or better known to many as the Isle of Man, is certainly a magical Isle. It draws many thousands of people to visit this wonderland with the impressive glens, moors and mountains which must delight the eyes of all, even the most cynical of people. For this is indeed fairyland and 'fairy' being the operative word! Neglecting to visit the famous fairy bridge and to raise your hat with a cheery "Good morning little people," can only bring bad luck. Ask most racing motor cyclists who participate in the Manx or T.T. to confirm this fact.

This year my better half took his usual holiday in the Island (did I say holiday?)—well, everyone to his own taste they say—but to work for hours in an already overcrowded garage up to your eyes and ears in grease isn't everyone's idea of fun. Still, he wasn't alone in this type of holiday! To him and many others like him, these are the two weeks they have been waiting for since the last Manx, and to the lads whether they are short, tall, handsome or otherwise—this is it! Come what may, this is going to be their chance of being the fellow who stands on the top of the rostrum with the large laurel wreath over his shoulders, and with this dream in their heads they seem to work just that little bit harder.

The first Monday morning practice is the worst of all. Being woken up at 5 a.m. is bad enough, but when it's cold and wet as well you feel that perhaps next year you will take that fortnight's holiday on some hot and desolate island far way from the din of motor cycles. Well, soon he has finished his practice and comes in for that most welcome cup of coffee and in the competitor's tent you meet the friends you made last year as you stand, still half asleep and frozen, with both hands round the cup trying to bring a little warmth to them. You can hear, all around you, people mutter-

ing. "How are you Bill—still got your A.J.?" "Hallo Ron—how's the Matchless going!" And after you emerge from that lovely warm tent and wend your way back to your hotel for breakfast, you can see the Island at its best with the mist just starting to lift from the mountains and the sun coming up over the sea. Yes, it's going to be a good day after all!

Morning, afternoon and evening practices are now over and the final polish is put to the machine before it's safely put away with the other machinery in the Garage. After the mile parade of the competitors to the start, now all is set for another Senior Manx Grand Prix. Seating myself in the Grandstand with all the other wives and girl friends, I wait with mixed feelings and apprehension. Soon the flag is down and the first rider is away and at every ten second intervals two more glide off on their six laps of the Island or a total of 226½ miles in all. All too soon they start to come in for repairs and adjustments and you sit keeping your fingers crossed that your rider will have a trouble-free run, but after five laps I realise that perhaps I didn't keep my fingers crossed long enough. Over the loudspeaker you can hear the announcer say "No. 55, R. L. Knight has retired." Bad luck yes indeed, but this is the way it goes. Motor trouble on Tuesday in the Junior made him drop out on the fifth lap and now a split oil tank on his larger mount in the Senior. Still, there is always next year. Did I hear someone say that they thought I was going to find a nice hot desert island? Well, I guess I can wait another year for it and, anyway, it might not have any fairies there. Talking of fairies, I discovered afterwards that a certain person didn't visit the fairy bridge at all this year and you know what happens to people who neglect the Little People—don't you!!

THE ANNUAL DINNER

For every member of the Club this event is a must! The days of the leather suit are gone and the time of the natty suit has arrived. It is a time for the family—wives, prospective wives, girl friends or even just good friends are all welcomed with open arms. Down for the Show? Then make it Thursday 19th and come along to the Dinner. Those suspicious characters collectively termed as the 'Tradæ' will be there in force; so too will many of the stars of today as indeed will be the stars of tomorrow.

Can you dance? Then here's your chance to have a go without anyone splitting their sides with laughter. If you can't there will be so many other people there you can hide quite easily. Plenty

or beer, draught and bottled, and a bar to prop up all evening if you want to! Oh yes, and a blooming good meal to start the proceedings off!

All the major trophies of the year will be presented by a celebrity at this function, so there will be a glittering display to the tune of about £3,500 to feast your eyes upon.

DON'T DELAY — BOOK TODAY
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THURSDAY, 19th NOVEMBER

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POSTBAG

The Editor does not necessarily agree with the correspondents' views expressed in these pages. However, any relevant editorial comments are included where the Editor considers it advisable, but these should be considered as his own personal comments and not necessarily those of the Club.

Dear Sir,

PRODUCTION TOPIC

On reading this month's issue of *Bemsee* (August) I was most interested in the regulations for the so called Production machines. It would appear that no alterations are permitted to anything which would have little or no effect on the performance of the machines, but that in connection with the engine, which, after all, is the most essential part, anything is tolerated.

Far too often in Production races we see machines that are used exclusively for this purpose. On some of these machines the only similarity between them and the production 'bike is the name on the tank. I consider that these machines are completely unfair to the ordinary chap who has to use his machine every day.

I for one would be pleased to hear that this type of race was to be discontinued in favour of an extra race for the genuine racers.

I. G. LEDDINGTON

Bromsgrove,
Worcs.

Dear Sir,

SWEEPSTAKE ?

Would it not be possible to add a sweepstake race to each meeting wherein every entrant's entry would go into a barrel, the permitted number of rides drawn out and all of the unlucky ones go to make the prize money. The surplus monies would go towards any prize and all persons entering should be made to see quite clearly that no entry fee would be refunded.

This could be a handicap race thus throwing it open to all classes, even production machines. Members would be allowed to enter for this race in addition to their one permitted entry. This idea would surely take advantage of the state over subscriptions and would probably put the Club in quite a good financial position.

P. J. JACOBS

Bishops Stortford,
Herts.

Dear Sir,

DROPPING 50's

I was very disappointed to see that you are dropping the 50 c.c. class from Club meetings. It looks as though I shall have to join another Club unless you re-introduce the class next season. I hope very much that you will, as if I do join another Club, I still will not be able to race at Silverstone which is my favourite circuit.

I also think that it will be a big mistake to raise the subscription as, at the moment, it is high as far as Club subscriptions go.

C. J. HALL

London,
S.E.27.

Dear Sir,

PASSENGERS PLEASE !

Could you please make an appeal in the next issue of the magazine for two sidecar passengers for next year. I am building a second version of my present outfit and the present model will be raced by my passenger, so we will both me without passengers !

The brave applicants should be living (!)—near Birmingham, weigh not more than 10½ stones, and be willing to share in the cost of the meetings. Both of us have plans to live to a ripe old age so the passengers should have a reasonably safe ride (barring accidents).

If there are any "fools" interested will they please get in touch with me.

FRANK MARTON

Y.M.C.A., Erdington,
Birmingham 23.
Tel : Erdington 7070

Ed : If it had been the Y.W.C.A. you'd have stood a lot better chance !

Dear Sir,

SAVED—IN THE NIC-O-TINE !

I see in the advert for Senior Service cigarettes on the back page of the September 'Bemsee' that silver cigarette caskets are to be given to the winners at Silverstone. The message goes on "hope that all competitors will have an enjoyable and safe days racing."

In view of the fact that health authorities, health experts and the Medical profession are, with rare exceptions, agreed that cigarette smoking is injurious to health and even in many cases fatal, I am very sorry to see that 'Bemsee' should be associated with encouraging the motor cyclist in a habit so dangerous.

I know that Bemsee needs money, but in this matter we have a duty to the young that is of great importance.

L. A. MONAGHAN

St. Albans,
Herts.

Ed : Personally, I would have thought that road racing was more dangerous to the health than smoking ! Being one of the 'young' I certainly won't do anything that I don't want to and that includes smoking—and quite frankly statistics can be made to prove anything. Granted, there is a certain amount of danger in smoking, but if we all did nothing which involved dangerous things, Everest would not have been conquered and nobody would race motor cycles. The youth of today have sufficient intelligence to realise the implications of smoking which, if done within reason, is quite satisfying ; but to dictate to anyone is, in itself, doing far more harm than good. No, Mr. Monaghan, we are not endeavouring to associate ourselves with trying to lead the youth of today astray, but we are trying to promote motor cycle racing nationally and internationally and, as you so rightly put it, we are a bit hard up for cash ! This is an honest endeavour by two parties to give a boost to the flagging interests in motor cycle racing. You will notice, however, that we haven't associated ourselves with—**DRINK !!**

ANNUAL TROPHIES

*Those Members who hold
any **ANNUAL AWARDS**
for 1963 are asked to
return them **SUITABLY**
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W. J. GROOME,
28, Langley Broom,
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*so that the **1964** winners
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JAPAN — HERE WE COME!

We're there. 110 members will be taking off from London Airport on Tuesday, 27th October at 9 p.m. for a prestige flight to the Japanese Grand Prix at Suzuka. Any members in the vicinity are welcome to see us off.

On board will be Stanley Woods, Max Deubel and Emil Horner, Noel Pope, Reg Dearden, Peter Chapman, Tom Kirby, Arthur Taylor, Vic Willoughby, Brian McLaoghlin, Eddie Dawson, Cyril Hale, Elsie Bryant, Hans Haldemann and 20 Swiss and German members, Jim Russell, Brian Lee; to name but a few. Including one member all the way from Kenya—K. J. Elvy.

Our first stop will be Istanbul to refuel; then on to Bombay, after which comes our first rest, Bangkok. Here, coaches will meet us, taking us to our hotels first and then on to a guided tour of the Royal Grand Palace and Emerald Buddha. Next stop Hong Kong and then to Tokyo, arriving just in time to catch the new Tokaido Line Express to Hamamatsu where Suzukis have lined up a banquet in our honour and a day's tour of the factory.

From Hamamatsu to Nagoya for the evening and all the following day and from thence to the Grand Prix at Suzuka on November 1st. Back to our hotel at Nagoya for the evening and then down to Tokyo the following morning where we shall spend the rest of the day before catching our aircraft to Honolulu, via Mid Way Island.

At Honolulu, coaches take us to our hotel in Hawaii—the Moana on Waikiki

Beach—where we shall spend an unforgettable three days before continuing to San Francisco and an equally enjoyable two days of Californian sunshine. To New York for three days and then back to London arriving in time for the Motor Cycle Show and the Bemsee Dinner. We arrive at London Airport on November 10th in time for dinner!

Don't you wish you were coming?

MARGIN OF PROFIT

The first piece of news affecting our race meetings next year is the price increases in circuit hire—UP BY 25%. The margin of estimated profit therefore is reduced by this amount to start off with and doesn't take into consideration any other rises which may be levied. It is becoming more and more obvious, therefore, that profits on race meetings, where made, are becoming less and less and some other ways of making money to finance these meetings must be found before racing strangles itself by increased entry fees.

At this stage the Club has no thought of increasing entry fees again, but is directing its attention at other interests where the profit is more definite and assessable to counteract the sudden rise in costs.

1965 HUTCHINSON 100

"June 5th—not now available for the running of the Hutch." This was the news which strangled our attempts at the Whit-Saturday date. Choice left—April 10th or August 14th. Negotiations still continuing!

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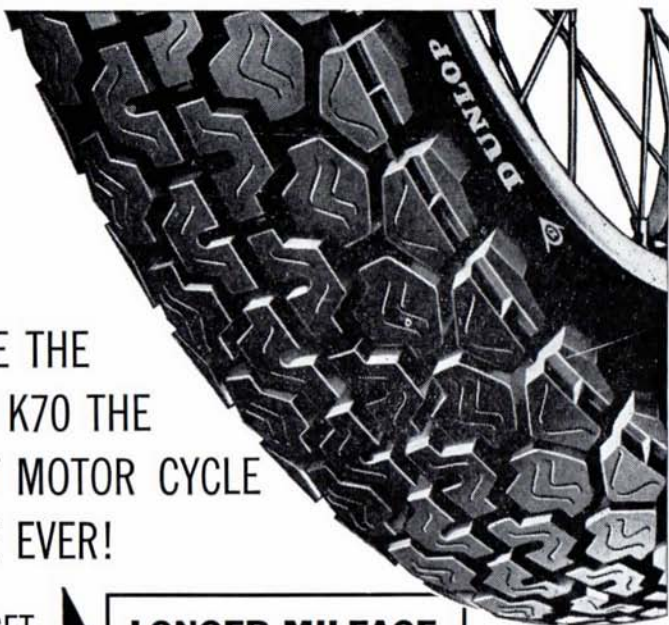
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MUTUAL AID

FOR SALE

ARIEL ARROW Special, 8 in. alloy front brake, 7 in. alloy rear; 1½ gallon alloy tank, etc. Has won National money at Cadwell and Mallory. Rebuilt and resprayed, but not raced this year. Full specification upon request. Also my very successful T100SS, 7 wins, 7 seconds, 2 thirds, 4th at Thruxton 500 miler, Fastest T100SS in the country. Full specification and price on request. Offers—G. Wallace, 95 Purcell Road, Bell Green, Coventry, Warwks.

REAR WHEEL for 175 Ducati, 3.00 x 18—£5. Reason for sale, gone Yamaha! K. Russell, 16 Interfields, Malvern Link, Worcestershire.

SPARE PAIR of Triumph racing wheels, latest type, 3.00 x 19—8 in. Brake racing linings rear 3.50 x 18 q.d. Both fitted with brand new racing tyres and tubes. New Rotor and Starter and Rectifier to fit any late 500/650. Pair of racing Girlings 12½ in. Petrol tanks for T100SS 1964. Ariel Arrow dual seat and rear mudguard assembly complete with light and number plate. Various odds and ends to fit T100SS and Ariel Arrows. Offers—G. D. Wallace, address as above.

B.S.A. G/S 21 in alloy rimmed front wheel with 8 in brake. Spindle. Very good tyre. Gold Star centre stand. 1½ in. G.P. carb. used for only three races. As new Z.B. 350 G/S bottom half Sound bearings throughout. 19 in. steel rim. Villiers carb. from 100 c.c. Excelsior, no wear, as new condition. Offers—J. G. Birch, 37 Queen Mary Avenue, Colchester, Essex.

ROAD RACING sidecar outfit, 650 B.S.A. engine with special two port head and Weber carburettor. Low frame and B.G.B./Earles forks, fairing. Complete with spares and trailer—£200. Also 1955 Mk VII M Jaguar. Excellent towing car, 19 m.p.g.—£95. Dr. R. Willoughby, 5a London Road, London, S.E.1. Tel: WATERloo 7331.

HONDA 125 production racer—£460. Also brand new spares worth over £60. Other equipment for sale includes: pair latest Dunlops, 2.50 and 2.75 x 18; Smiths rev-counter; 6 gallons R30 and almost new Avons, same size; brand new many other bits and pieces. Owner retiring from active racing. All enquiries to Colin Spence, 6, Cannington Road, Dagenham, Essex. (Tel: Dominion 7289 after 7 p.m.).

IDEAL 250 for the novice. Tubular frame Arrow Special, twin carbs., Works pattern expansion chambers, polished bottom ends and rods, modified ports, 7 in. front brake. New mains and rings fitted recently. A bargain at £100—will haggle around £75. W. H. Y. Ken Griffiths, 96 Mercia Road, Tremorfa, Cardiff.

500 c.c. Bostock Triumph. One of the original Monty & Ward sport equip machines. Duplex frame, dual front brake, 8,000 r.p.m. motor, sprockets, dolphin, new Avons. 61 seconds round Brands—£120. J. Grantham, 92 Eastcote Road, Ruislip, Middlesex. Tel: Northwood 26452.

WANTED

RACING 16 in. sidecar rear wheel with Manx conical brake, or brake complete on it sown. Send details, price and year of brake. Also B.S.A. plunger A7, crankcase to timing cover, spacer, 1964 T110 cyl. head, barrel (standard), push-rod covers, rocker boxes. Head must be new type with re-positioned bolts to prevent cracking. Late Triumph Bonneville engine, must be good. No unit construction. Long stroke Manx 500 cyl. head with valves. S.O.H.C. and barrel/high comp. piston. J. G. Birch, 37 Queen Mary Avenue, Colchester, Essex.

CARTOONIST for 'Bemsee.' Non-professional basis. Replies please to the office.

SNETTERTON

OCTOBER 4th



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