

Bemsee



THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 17 No. 7

SEPTEMBER, 1964



PLEASE REMEMBER
the 12th September !

Brighton Speed Trials

Morning Classes commence 9.15 a.m.

Afternoon Classes commence 2 p.m.

the 19th September !

Baragwanath Trophy Meeting

*A Club Meeting on the
Silverstone Grand Prix Circuit*

First Race 1.30 p.m.

Practice from 9.15 a.m.

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EDITORIAL

It may not please many to know that the only scriptures they will now be reading in this magazine will be written by yours truly, Bruce Cox having had to drop the editorship of the magazine through lack of time. This will mean that they will become even more bored by my lengthy grouses, moans and otherwise indifferent writings, unless some of you pull out your fingers and your pens and contribute something.

Not being born to literary talents, but believing that he who wants to write can, I was brought up in the school of ambition, the creator of many downfalls, as those who read Shakespeare would know. However, much as I may like to read my own prose, I get as fed up with my own waffling as the next person, so I do hope to persuade those with more technical talents to do a lot of it for me. At this stage perhaps I may apologise for the rather sketchy editorial in last month's issue which, as I said at that time, was produced rather rapidly in an endeavour to get the magazine out before the holiday period. In actual fact the postal slow-down beat us still, because they wouldn't accept the packages at the 2½d. rate and hung on to them until the ban was lifted. We could have sent them at 3d. and had already blanked out the 'Printed Paper' tag on the envelope, but when it came to the point it would have cost the Club something in the region of £17 more to do so as it transpired that they would only go for 4½d!

At this stage of the year, copy for the magazine starts to die off, not that we have had much in the beginning, and you will have already seen the effect of this earlier on in the year when no magazine was produced. I abhor this state of affairs because surely, with the number of people in the Club, it is not too much to expect someone to write something. After all, they can do little worse than me. However, this is a state which one must accept without becoming too bitter for little good does it do to worry about it.

Now that I have taken over, may I ask anyone with any copy—mutual aid or otherwise—to send it to me at the above address and not to Banbury. It should reach me no later than the 15th day of the month preceding publication.

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.

TWENTY-ONE FRIESIANS AND A GOLD STAR

Many people visualise a farmer as being continually at work, attending to the milking, feeding bullocks, pigs or sheep, and according to the season, ploughing, sowing, rolling, hoeing, hay-cutting, spraying, harvesting corn and beet with never a rest from one year's end to another. And on his 120 acre farm at Banham in Norfolk, Harry (Dick) Aldous does all this (with the exception of pigs and sheep) and still, somehow, finds time for riding in 7 or 8 road races every year.

Dick's day begins at 6 a.m. when, with the help of his cowman, he brings in the herd of 21 British Friesians for milking. When milking is finished at 8.30 a.m. its time for a quick breakfast. Then from 9 a.m. onwards it is on to the land to follow the routine of a working farmer—hoeing, spraying, reaping, carting—in summer—ploughing, cultivating, ditching and sowing—in winter. At 5 p.m., when most of us are finishing work, the herd of Friesians has to be called in again and milked and the dairy washed out by 7 p.m. Even then the day is not over, for there are 20 or so young bullocks to be fed and watered and quite often an ailing beast to be attended to.

Luckily, Dick lives only four miles from Snetterton and so does not have to give up much vital working time in order to travel to meetings. A usual Bemsee day at Snetterton goes something like this: First milking the herd of cows, then off to the circuit for scrutineering and practice. At about noon, the Gold Star is left in the care of an assistant or a fellow rider, while Dick goes home for lunch and to cast a quick eye over the stock. At harvest time I have even known him to do an acre or so of combining

before returning to Snetterton for his race!

Then, after the race, its all hurry and hustle in order to get the milking started by 6 p.m. and the cattle fed before dark. Meetings at Silverstone mean that Herbert has to look after the farm all day, but on July 18th this year, Dick milked all the 21 cows before he left, at 6 a.m. and on his return at 10.30 p.m. he had to attend to a half-frenzied cow because the other workers could do nothing with it.

How on earth does he stand the pace you may ask? Well, Dick happens to be blessed with an understanding wife, Margaret, who encourages and helps in every way. The children Katherine and Richard too, enjoy going to race meetings. Katherine, aged 7, confided to me that she would rather go to Snetterton than to the seaside, while Richard aged 2½, already practices a racing crouch on the tank of the Gold Star, and on a photograph can pick out Phil Read or Mike Hailwood.

Why does Dick prefer to race 'bikes instead of following the usual farmer's interests such as shows, ploughing matches, shooting and riding? Undoubtedly, as Guy Tremlett said, motor cyclists are a breed apart and when Dick gave up riding a Vincent 1,000 on the road, he decided to keep in touch with the world of two-wheelers by buying a 500 c.c. Gold Star and racing it. No doubt it helps to stop him worrying too much over milk returns, price control bills, dried up cows, bandy legged bullocks and the one hundred and one problems that the harassed farmer of the 1960's has to deal with.

W. BUCKLE

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All newly designed with a perfect copy of the Club crest set on a British Racing Green background. Made from terylene and silk the cost is £1 (postage and packing 9d. extra). The ties are cut to a modern style—not too wide and not too

narrow—and is just what you need to hang on that wardrobe rail.

Ladies who want to make a present of them have only to ask to have them sent 'incognito'!

NEW CLUB TIES—£1 each

MOTORWAY LINK SIGNS

The R.A.C. has succeeded in a six-month struggle to convince local authorities and the Ministry of Transport of the need to sign-post the link routes between Britain's motorways.

An R.A.C. spokesman said, "At this stage in motorway development where the ends of the roads do not join each other, drivers often have difficulty in finding their way from one motorway to another.

"Hundreds of them have written to us on the subject and we feel sure that they and all the other motorists will be delighted that the authorities have seen the desirability of such link signing in

order that the best possible use is made of these magnificent new roads."

The motorways which will now be linked by the familiar blue-and-white R.A.C. signs are the M.1., London to Birmingham, which will be linked with the M.6., Birmingham to Preston and Lancaster; and the M.5., Bristol to Birmingham, which will also be linked with the M.6.

In consequence, drivers travelling from Wales and the West Country to the Midlands and the North, from London to the Midlands and the North, and in the reverse directions, should have no difficulty in following the quickest route.

"KNOW YOUR MOTORWAYS"

Simultaneously with the announcement that motorway link routes are to be signposted, the R.A.C. has published a new edition of "Know Your Motorways."

Available free from any R.A.C. Office, it includes "The Motorway Picture," a map showing all motorways in the British Isles, built or under construction; and individual maps of the London-Yorkshire Motorway (M.1 and M.45); Lancaster - Birmingham - Preston (M.6); Stevenage By-pass, Newport By-pass-Severn Bridge; Lancaster and Lancaster

to Preston; Birmingham-Bristol; Doncaster By-pass and Blyth By-pass; Ross Spur; Stretford-Eccles; Maidstone By-pass; Medway Towns; Maidenhead and Slough; and Chiswick-Slough.

To assist motorists planning cross-country journeys to make the maximum use of motorways, some of the main trunk roads linking them are also shown, together with entry and exit points.

In addition the booklet includes hints on Motorway Driving and instructions on what to do in the event of a breakdown.

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125 c.c.	1 st	L. Taveri	Honda
50 c.c.	1 st	H.R. Anderson	Suzuki
SIDECAR	1 st	M. Deubel	BMW



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GIRLING

SUSPENSION UNITS

The smoothest answer to all road surfaces

GEARCHANGE . . . by Jim Swift

The Column which doesn't always work !

TETANUS

I am going to start this month with a warning and a suggestion which should be heeded, as it is in your interests. Rolled into one they form the basis of a suggestion which was made by our Chief Medical Officer, Gordon Hadfield (himself a Fellow of the Royal College of Surgeons and in charge of a prototype Accident Centre), sometime ago on the subject of Tetanus. At the same time he promoted the subject, the Club was active in trying to make inoculation against this disease compulsory in obtaining any form of racing licence, but this naturally would have excluded a lot of people. However, the A.C.U. did not approve of our suggestion, wisely or unwisely, but I am now bringing this to your attention in the hopes that some of you may take the advice given.

I am sure that you are all aware of the dangers of such a germ. To quote the dictionary, tetanus is a disease marked by spasm of many or all muscles of voluntary motion, e.g. lockjaw. This means that your muscles contract excessively, making voluntary movement impossible. To dismiss such an idea as ridiculous would indeed be foolish, but it should be remembered that all of you, at some time or another, may bite the dust so to speak and it would be wise to make sure that you don't catch this dangerous germ through any skin abrasion. The important point to bear in mind is that anyone who has a cut which is not surgically clean must have an injection against tetanus.

The injections can be of two types—Tetanus Toxoid, which causes the body to produce an immunity which lasts for a few years, and Tetanus Anti-Toxin, which only counteracts the effects of the dangerous material produced by the germ.

Tetanus Anti-Toxin is given after an injury, but there are certain dangers in its administration and any patient who is sensitive to horse serum, in which the anti-toxin is made, may have a reaction which at the least is a skin rash and at the worst produces such profound shock that it may cause sudden death. For this reason the medical profession is still in doubt as to whether it is safer to give the serum to counteract the very rare patient who might get tetanus, or whether

to withhold the serum to prevent the reaction which might take place. Many doctors feel that the dangers of getting tetanus from a cut are less than the dangers of giving anti-toxin.

Tetanus-Toxoid, on the other hand, causes no reaction and is given to many people who are in occupations where the likelihood of getting tetanus from an injury, and indeed the likelihood of getting an injury are great. Such people are servicemen, who during war-time are immunised against tetanus with toxoid. It is now almost a routine for a child to be immunised with toxoid when having immunisation for diphtheria, whooping cough and polio. In the event of injury of some severity a booster dose of tetanus toxoid can be given but this does not carry any risk.

It is suggested that all riders should be immunised with the latter and carry a disc which will also show their blood group, always of great help to any hospital in an emergency. Anyone who is susceptible to hay-fever, asthma and reactions to penicillin, must be immunised by the administration of tetanus toxoid, and a booster does can be given every two or three years to maintain the immunity.

I will not carry the credit for the above explanations, the vast proportion of which was written out by one of far more knowledge than I—Gordon Hadfield. YOUR DOCTOR WILL DO IT FOR YOU.

NON-STARTERS

For the events which this Club has so far run this year, the number of non-starters are for ever on the increase. This is a fact which the A.C.U. Stewards have commented upon in their reports and the inevitable letter has come from the A.C.U. asking me to explain the reason and to ask if I find the reasons satisfactory. I should add that the A.C.U. are fully aware of the people who do not turn up at the meetings and although I don't suppose for one instant that they keep a visual record, I've no doubt that this problem and situation is causing some comment amongst their competitions committee. Indeed I know this for a fact.

However, I do know of the people and do keep a record of the people who

(continued overleaf)

don't appear at meetings, especially those who haven't the courtesy to let me know. I don't believe in being vindictive about anything, in fact I haven't such a nature, but I do believe that this is a sport and the people in it are sportsmen.

To let me know beforehand is an asset because I can, undoubtedly, let someone else have the ride. If it is left until the day then the chances are few, although I will admit that the alarming number of people who don't turn up makes the task easier for Club meetings.

Many I know have perfectly legitimate reasons why they were unable to attend and let me know in good time. There are also many who are in the same category and let me know as soon after the meeting as they can. This I appreciate. But there are a number of people—usually the same ones—who don't let me know at all and these are the people that I am going to catch one of these days and who are going on a report to the A.C.U. to be dealt with as they see fit. Excuses are accepted until they are disproved and I am in the fortunate position of knowing most of the movements of the riders.

However, this is purely a notice to the effect that I must know if you are going to be a non-starter and the reasons before a meeting if possible, but a week after the meeting at the latest. It is only common courtesy to do so, but it is also a legal necessity under the General Competition Rules.

MISUSE OF FACILITIES

At last we have reached the stage where we can trust the riders to behave properly and for this I am thankful. I am sure that the lesson has been hammered home more than once as it has not gone unnoticed that the privilege of camping overnight has been withdrawn from the M.C.C. at Silverstone.

However, I have had reported to me by two riders whose sense over-rode their friendships, that a certain degree of unofficial practice went on at Snetterton on June 28th (rather on the evening of the 27th) and have named the following riding numbers: 21—250 c.c.; 7—Three-wheeler; 7, 53 and 60—Solos.

Although I don't know who the latter three were, I haven't got many names with those numbers have I? However, let this be a warning that severe action will be taken if this continues. I caught one at it at Silverstone after the last meeting on July 18th. Fortunately I

caught up with him in the end and pointed out the error of his ways. Once more and that's it as far as I am concerned!

CLAIMS TO NATIONAL RECORD

The following claims to National Record made at Chelveston, Northants, on 20th June, 1964, have been submitted and will be placed before the Competitions Committee of the A.C.U. for confirmation.

Category A (Solo) 1,000 c.c. Class

Kilometre S/S: G. Brown, Vincent, 19.429 secs., 114.838 m.p.h.

Kilometre F/S: G. Brown, Vincent, 12.957 secs., 172.642 m.p.h.

Quarter Mile F/S: G. Brown, Vincent, 5.0805 secs, 177.147 m.p.h.

Category B (Sidecar) 1,200 c.c. Class

Kilometre S/S: M. S. L. Brierley, Methamon 23.252 secs., 96.203 m.p.h.

Kilometre F/S: M. S. L. Brierley, Methamon 16.147 secs., 138.535 m.p.h.

Quarter Mile S/S: M. S. L. Brierley, Methamon 13.076 secs., 68.828 m.p.h.

NATIONAL SUSPENSIONS

The following sentences of National Suspension have been confirmed by the Competitions Committee of the A.C.U.

Mr. R. A. R. Gardiner. For a breach of G.C.R. No. 141 and duplication of entries. To: 25th December, 1964.

Mr. M. K. Crisp. For a breach of G.C.R. No. 281 (iv) and for impersonating another rider. To: 31st December, 1964.

HUTCHINSON 100

We've applied to the A.C.U. for next year's International date—June 5th. For better or for worse; but everyone shouldn't jump for joy yet. Firstly the date hasn't been approved and secondly, for reasons which I explained last month. Personally, I am not so sure that this move is going to pay off, but I suppose it's not so bad as another gamble on April. Mind you, we are going to kick ourselves awful hard if the alternative date—April 10th—is a glorious day. At least if it rains it will be warm rain!

LAPEL BADGES

The new Lapel Badges are available—on application to the Office—supplied with either "screw" or "brooch" type fitting. These are now offered at a reduced price of 7/6d.

There is a small supply left of the earlier design of badge at the bargain price of 5/- (postage 6d. extra, please).

present do something about it. It doesn't take long to extend the present protection a bit further and might save quite a lot of personal damage. It's worth some thought and remember that our Scrutineers have got the rather unfortunate and unwarranted title of being the most strict of them all. I don't believe this to be a disadvantage to the sport and I will back them up whatever they decide. Above all they are fair.

7 DAY ITCH

We all know that entries should be acknowledged within seven days and I must apologise for the delay in this for the three meetings for which regulations went out together—Club Day, Metropolitan Meeting, and Trophy Day. Naturally it was physically impossible to deal with 1,500 entries in such a short time, especially as I myself was in the **Island** most of the time. In my absence the girls at the office did a magnificent job in dealing with the bulk of them and accepted them strictly in order of opening.

True, a number of the 'stars' of the Palace were refused their entries, but at least everyone is treated alike. Nowadays, too, so many entries are received for meetings that even in ordinary cases it is impossible to acknowledge all entries within the prescribed period. It is all very well to make rules and this particular one I approve of wholeheartedly, but years change the situation and sticking to them gets more and more difficult especially with this seven days one.

IMPORTANT CHANGE IN HIGHWAY LAW

Members are advised by the R.A.C. that a change in the law in England and Wales as to the liability of highway authorities for damage resulting from non-repair of roads comes into force on 3rd August, 1964. Until now the general rule had been that a motorist has only had a claim against a highway authority for damage caused by misfeasance—e.g. negligent road repairs resulting in potholes or depositing unlit and unfenced heaps of material on the road. On and after 3rd August, highway authorities will in general be liable in addition for damage resulting from non-feasance—e.g. failure to repair potholes resulting from mere wear and tear or frost damage.

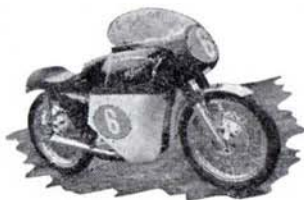
The highway authority will have a defence if it can prove that it took reasonable care to secure that the part of the highway concerned was not dangerous. In deciding on the question of reasonableness the Court must have regard to (a) the character of the highway and the traffic to be expected on it, (b) the standard of maintenance appropriate for the road, (c) the state of repair in which a reasonable person would have expected to find it, (d) whether the authority knew or should have known that the condition was likely to cause danger and (e) what warning signs were displayed.

TOM KIRBY

Entrant of PADDY DRIVER—PHIL READ—JACK FINDLAY—JOE DUNPHY—ROGER HUNTER—RON CHANDLER—LEWIS YOUNG

AT MOST MEETINGS

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GUESS WHO ?

Compiled by the Editor

Answers on page 112



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3



4



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6



7



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HANDICAP RACES

It has been suggested by one or two of the older members that consideration could once again be given to the running of handicap races. For those that can remember that far back, we used to run these at Brooklands, but in recent years these have been restricted purely to Sidecar events at meetings other than Bemsee events. We, as a Club, believe that graded races are as great an inducement to close racing as any other form and that the days of handicap races are best written in history.

I have noticed many of the sidecar drivers dropping out of these events because none wanted to risk their machines in a race which they probably couldn't win. The handicapping too, is often well up the creek, although through no fault of the handicapper who has probably had the wool pulled over his eyes. I will admit that there is undoubtedly something in the theory that the public like watching the underdog win and although it may go down well with the public, does it with the competitors? From the answers of the few I have spoken to the answer is a definite "No!"

The intentions of the suggestion, however, was to give a bit of a boost to the flagging interests of the public by showing them something a little more spectacular than the normal run of races. Naturally I'm all for something new, but has this sort of thing outlived its day or is it destined to come back like so many other things in the fashion and music world! I think motorcycling is too far advanced for that.

PARKING

I was very pleased to note that, at the last two meetings, the method of parking by competitors was superb. Long may it continue. However, please remember that it is in everyone's interest to park as neatly and compactly as possible and the more professional you get the more professional it looks. Most of you are fastidious about your machines, so don't spoil it by untidy parking, eh?

TIMEKEEPING

This leads me on to another point which was brought up the other day by a sidecar driver who found that he couldn't get anywhere near the Scrutineer's Bay, when his time came, for other competitors. Please keep to your individual times. You're not losing by it and it gives others time to get sorted out.

PROGRAMME SELLERS

The Club is in urgent need of those voluntary officials who spend all day doing nothing but selling programmes. Their task is not an envied one, but nevertheless one which has to be done by someone. Fortunately, we have about half a dozen people who enjoy doing this sort of work, but we need more. It has been suggested that there may be some wives or girl friends (O.K. and fiancées) who would like a break from watching their respective menfolk at work—some I know would far sooner be out of their way. A good team of women is far superior to men because, somehow, they have the art of selling to men! The meetings we need them for are: September 19th—Silverstone, and October 4th—Snetterton. Of course we need all volunteers so men are welcome as well if they can stand the competition!

PASSENGER PROTECTION

At Club Day the Scrutineers had the problem with one or two competitors who, in their opinion, hadn't made sufficient protection for their passengers from the rear wheel. Now the rules for this are very loose and perhaps I may quote from the standing regulations of the A.C.U. on this score.

18 (page 4):

"(f) The passenger must always be completely protected from the road wheels and drive (both primary and final), either by mudguarding or some other means."

From this you will realise that it is left entirely up to the Scrutineers to use their own common sense when dealing with three-wheelers on this score. All of them are ex-racers so you are not dealing with people who don't know what they are doing. The problem was, however, that these machines had been passed by other circuit scrutineers, which led to the inevitable arguments. Don't get me wrong, the machines were not turned down, in fact they were let out to practice with the proviso that something was done before the race. The machines were obviously dangerous to the passenger who could easily have lost a limb in the rear wheel—I saw this myself—but of course it doesn't help to point these things out at the time.

What I do ask therefore, is that all builders of these devices provide adequate protection for their passengers and those with inadequate protection at

(continued overleaf)

AN ODD ODE (OUR)

They called him Fred—his name was Bert
But that bit doesn't matter
Except to introduce the bloke
The subject of this natter.

One day while standing at his bench,
(A plumber's mate was he)
A thought so grand did strike him
He jumped about with glee.

Always keen about big 'bikes,
He rode one at the time,
He thought he'd go and race one
Though he didn't have a dime.

Through books he'd seen big pictures
Of racers large and small,
Of riders on their trusty steeds,
His mind boggled at them all.

A star, a star, yes he would be
The greatest man alive
So sure was he about all this
He was butterflies inside.

Fred chucked his job—he didn't care
His bosses thought him mad
And told him in no uncertain terms
Just what they thought he had.

The next day he went out and swopped
His road 'bike for a Manx
And from then onwards never stopped
His childish, boyish pranks.

To say that Fred was silly
Is by far an understatement, and
His riding was so dodgy
That his mates all took a hand.

They put water in his petrol tank
And potatoes up his megga
To stop this fellow riding
Was forever their endeavour.

Whenever Fred was riding
Others kept out of his way
They rode to the old old saying
Live to fight another day.

His posterior hurt like fury
From his excursions on the grass
When he landed with a solid thump
Right upon his ruddy . . .

Time and time again he tried
To get that elusive place
But with the same result again
A twisted, battered face.

And so old Kismet took a hand
To end this stupid farce
By making the next time he landed
Upon that grass, his last.

Mad dogs of Englishmen
Go out in the mid-day sun
But when it applies to road racers
It ceases to be fun.

The moral of this story is
To walk before you can ride
And make sure you know how to fall
Before you take a slide

Don't jump into the frying pan
And look before you leap
The chances are that if you don't
You'll be in a heap.

Poor Fred was daft we'll all agree
To race upon a whim
Instead of thinking hard before
The frying pan jumped in

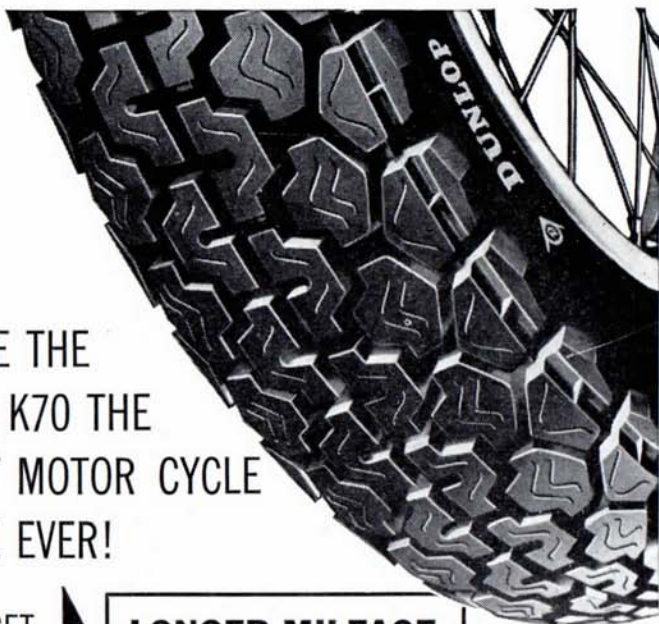
Motor racing is dangerous
So the posters all declare
Think hard before you try your hand
And the rules of **our** sport beware.

Anonymous

I REALLY HOPE THE SCREED ABOVE,
MAKES YOU ALL WRITE SOMETHING QUICK,
I DON'T LIKE WRITING MUCK LIKE THIS,
IT MAKES ME LOOK A NIT !

JIM SWIFT

'ROAD-HUG' RUBBER AND SAFETY TREAD



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NEW K70 THE
BEST MOTOR CYCLE
TYRE EVER!

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DUNLOP **GOLD SEAL**
K70

FOR TOP SAFETY—TOP MILEAGE



Those who prefer a ribbed tyre on the front wheel will find the Dunlop front ribbed tyre the ideal partner for the K70. It's made from the fantastic road-hug rubber too!

CSH/111/204

POSTBAG

Dear Sir,

50 c.c. RACING

Having entered the 50 c.c. race at Silverstone on 18th July, I was annoyed when I found the 10 lap race I paid to enter was shortened to 5 laps whilst all other races remained at 20 laps. Also 50 c.c. races are not being catered for in the future supposedly through lack of support. How, after this, you can ask for money I do not know. At a time like this the Club should be encouraging all its members, not trampling on 20 or so as a minority.

The money I was going to send is being used to join a Club who cater for all classes of racing and do not boast of it in their magazine, telling us in the same post that we are not wanted.

I am sorry to have to send a letter of this nature, but I am forced by necessity. Loyalty is what is needed in the Club at this time and it cannot be expected of anyone to support a Club who will not support its members.

I hope this letter is published in the magazine. Then perhaps if the 50 c.c. riders can get a little support from someone in authority, we may be given a little fair play. If the Club does have a change of heart on this subject, I can assure it of my full support in the future.

D. BARTON

Birmingham, 22A

Dear Sir,

DON'T DROP 50's

Might I pass a few remarks regarding the dropping of the 50 c.c. class from club meetings. I think that this is a very bad thing from the point of view of both the Club and the riders. It suggests that something is wrong somewhere and the obvious thing is to find out what, and not just take the easy way out.

Have you wondered why several top line riders have left the Club, together with lesser known riders. Is it perhaps because they are not happy with the general treatment handed out to the 50 c.c. class?

The amount of derision dished out by certain commentators is not conducive to harmony, neither are races of four or five laps.

I can not help but think that the late policy of longer races would have brought in more club members, but this

idea was not given a chance to prove itself.

The recent Silverstone meeting was nothing but a stab in the back for those of us who turned up, to find that the race had been cut to five laps instead of ten, but the production race which had the same number of runners as the 50 c.c. which was thirteen, had twenty laps, had this got anything to do with the fact that the production bikes have larger engines which ties up with the impression one gains from the Bemsee Magazine that if a bike is large or hairy then it must be good.

After five years of racing 50 c.c. under the Club banner I can only regret the policy being adopted by the Club and trust that we shall still be able to ride at the Palace meeting which always has a full field.

One final point, for goodness sake don't be foolish enough to increase the Club subscription, you may find that the Club membership will drop, which is a backward step. If money is needed, try running the Hutch a bit later in the year, when the weather is rather more reliable.

The reason I did not ride was the fact that it was a two day event which meant camping over night, plus the fact that B.M.C.R.C. do not allow tents in the paddock during the day at Silverstone. Have you tried cooking meals in an A35 van which is full of gear, then standing in the main road using the bike saddle as a table, which I have done before now. This I could not expect my wife to do, much as I would have liked to have ridden. Apart from that it would have meant losing a day and a half's pay.

I would suggest that instead of dropping the 50 c.c., you encourage the riders to join the Club and ride at its meetings.

D. A. JULER

Lowestoft, Suffolk.

Dear Sir,

CHARGE FOR 'BEMSEE'

I have been doing a few quick figures and I estimate that if you were to charge for 'Bemsee' at 6d. a copy this would bring you in some £60 per annum allowing for, say, 2,000 members. If others are anything like myself they would not object to paying up to twice the amount so why not charge for the magazine, at least until the Club is out of the red, instead of the 50% increase in subs.

R. J. RUTTY

Erith, Kent.

(continued on page 110)

THE BOARD OF DIRECTORS

The Board of Directors would like to thank those members of the Club and Trade who have contributed towards the salvation of the Club. They are pleased to say that this noble effort has completely cleared the deficit of the Hutch,

enabling the Club to continue with a futuristic view so necessary in this competitive era. It hopes that the confidence shown will raise the Club to greater heights and that its 55 years of existence will not be in vain.

INVITATION SPRINT

The Club has accepted the kind invitation of the Vintage Motor Cycle Club for its members to take part in their Sprint Meeting to be held at Church Lawford on Sunday, September 13th. Those members interested should write

for regulations to :

C. J. GROUT,
Secretary of the Meeting,
52 Raymond Road,
Langley, Slough,
Bucks.



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Dear Sir,

ENCOURAGEMENT

It was a great disappointment to us all that the weather turned out as it did for the Hutch. I was very sorry for you in your first year as Secretary and for the marshals, stewards and all the voluntary workers who made it possible to hold the meeting. It must have been one hell of a job to get such an entry and organise such an excellent programme. But, as you say, that's all over now and the damage has been done and the thing is now to get the Club back on its feet again and keep it there.

My suggestion, for what it's worth, is this: if 1,500 members would agree to contribute £2 each sometime this summer it would bring £3,000 to help towards the loss on the Hutch. Don't move the Hutch from Silverstone as, geographically, the circuit is about central for members living anywhere in England, but for goodness sake change the date. The last few years you have had three meetings at Silverstone; the Hutch in April and two Club meetings, one in August and the other in September. Now, while racing on the small circuit no one can use the big one, so why not hold the Hutch in August or September or any date you can get between the end of May and the beginning of October.

I remember the first Hutchinson 100 held at Silverstone on October 8th, 1949. It was a glorious day, misty in the morning, but after about 10 o'clock the sun came out and stayed out all day and was it hot! What a grand meeting that was. The great Les Graham, Bill Doran, Ted Friend riding the A.J.S. Porcupine, Geoff Duke on the winning Manx Norton—what a race, what a day! But enough reminiscing. If getting an International date is the difficulty, why not revert to a National Meeting. Given a fine day in our so-called summer months, a National Meeting would draw a larger gate than an International one held on days such as we have been getting in April over the last few years.

I am sure that with the help of the British Racing Drivers' Club, together, if possible, with the Daily Express and members, Bemsee will pull through next year and I know that you, as Secretary, will do all you can to keep the crossed Jacks flying.

W. SHACKLEFORD

Wolverton, Bucks.

Ed: The above letter was written before the explanation in last month's magazine appeared. I trust that some of the points may have been cleared up to the satisfaction of the writer.

Dear Sir,

PRACTICE DAY THANKS

Just a few quick words to thank you, your staff, track marshals, etc. for the way you looked after us at the practice days at Silverstone. I assure you that this was very much appreciated by my passenger and myself, as we realised how difficult the situation was for you with a grand total of two outfits for use on the circuit at any one time.

When next you write your notes for the 'Mag' would you please convey our appreciation also to the solo riders who stood idle while we had use of the track.

If the other two outfits had their troubles during the day, it may console them to know that I lost the T.R.2 going home, on a very wet road between Witney and Farringdon, and we finished up with all four wheels up a grass bank after broadsiding along the top of it for 10-12 yards on the underside of the chassis. It took a passing Land Rover to tow us off again.

There was no damage to men, very little to car, and the outfit and trailer remained, still coupled to the rear end, in the road without a mark on either. Just put it down to a bit more experience gained!

N. H. LEWIS

Bath, Somerset.

NOTICE

At the Extraordinary General Meeting of the Company, held on Friday, 7th August, at the Royal Automobile Club: 21 Members assembled and passed a motion increasing the 1965 subscription to £3 3s. 0d.

The Chairman expressed astonishment that such a very small number of members had taken the trouble to turn up and vote on such a major issue.

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Frame—£6 10s. ; Oil Bath—£2 10s. ;
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ment, etc.

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Sprockets—£1 10s. each ; A1 Alloy E/
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wheel. J. S. Duff, 17 Seton Street,
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(continued overleaf)

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500 c.c. NORTON-B.S.A. Special Jim Smith engine—£125 cash or exchange something useful. L. D. Ascott, 5 Ribchester Avenue, Perivale, Greenford, Middlesex.

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BLOWN-UP or seized Triumph T110 engine. Not splayed head type. All T110 engine parts also wanted. All letters answered. M. G. F. Racing Sidecars, 28 St. Albans Road, Cochlester, Essex.

CAB. High level exhaust pipe and speed equipment. D. Doyle, 43 Hillview Gardens, Kingsbury, N.W.9.

LEATHERS, lightweight, one-piece. Large, 6 foot. L. D. Ascott, 5 Ribchester Avenue, Perivale, Greenford, Middlesex.

Answers to Quiz on page 105

1—Bill Lomas; 2—Cyril Smith; 3—Phil Carter; 4—Bill Webster; 5—Ted Davis; 6—Frank Fox; 7—Les Dear; 8—Derek Farrant; 9—Maurice Quincey; 10—Ray Amm; 11—Cecil Sandford; 12—Joe Glazebrook; 13—Bob Keeler; 14—Pip Harris; 15—John Storr; 16—Maurice Cann.

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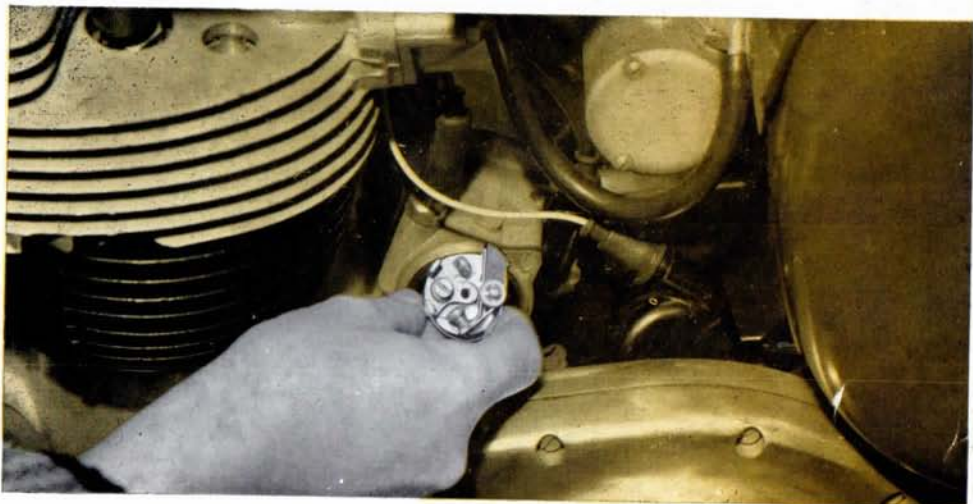
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