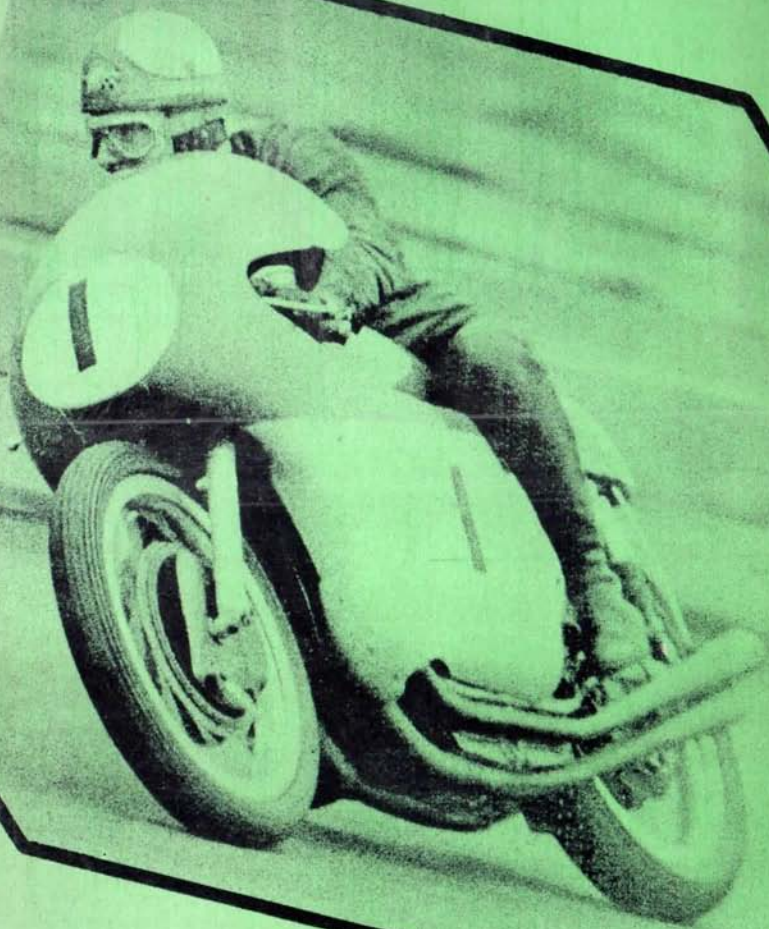
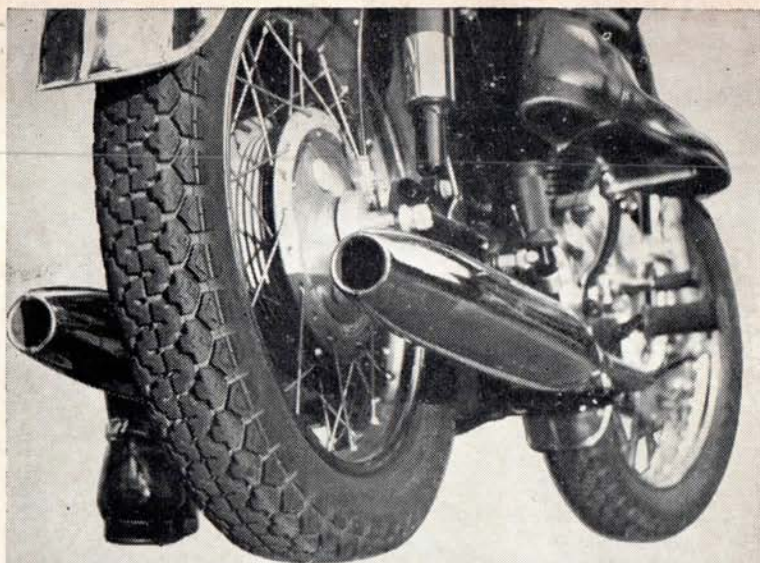


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EDITOR
Jim Swift

Bemsee

NOVEMBER 1965

THE CLUB

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WHEN IS A PRODUCTION 'BIKE NOT by Jim Swift.

It had to come sooner or later. It did on Sunday, October 3rd to be exact at some ghastly hour in the morning. I got it just before the practice was due to start for those 'racing production machines'. It came, a ten bob note attached, in the form of an official protest against the eligibility of the Dresda Triton which had swept all before it at Barcelona. I need not go into the why's and wherefore's of who signed the protest; suffice it to say that a cold current of air had swept through the paddock when riders noticed Dave Degen's name in the programme and that also the infamous machine which had knocked hell out of all opposition on that previous memorable occasion.

I suppose the problem could be easily answered by saying that it is not eligible because it is not a production machine in the true sense of the word. It becomes a little more awkward when one realises that there are no A.C.U. rules on this 'new' class of motorcycle sport and the only rules in existence for National meetings, or those of lesser status, are those which the particular organising Club has drafted to suit. In the case of 'Bemsee' they are as open as the gate to the Pacific. Why? Well this is an old sore so if you don't mind I would rather keep off the subject for the time being and pass comment on the wider issues involved.

In the first instance a 'production machine' has almost been defined by the F.I.M. when they drafted some 'basic' standard rules for International events:—" more than 100 manufactured and sold to the public through the normal trade channels." You will therefore see that the word 'manufactured' now becomes the operative word and not 'production'. Obviously all parts must be manufactured, but if a person takes manufactured parts, puts them together to better advantage, and sells more than 100 through his own shop—there is really nothing to stop him. Likewise there is also nothing to stop anyone who is in such a position, building his over-the-counter production machine with standard frames, listing a Manx frame as an optional extra, and building his own racing production machine with this latter item. The same would also apply

to any other part of the machine providing the parts from which it was built could be offered to any member of the public as an optional extra. You haven't got him until he runs out of parts catalogued, but even then, if he's produced and sold more than 100 you've had it once more.

Obviously a complete revision of the rules is imminent and someone has to now decide what's best for the 'Production' motorcycle and NOT what's best for the rider. We as a Club think we know what's best for the class; we also know within reason what the riders want. Which comes back to that sore I mentioned earlier. The two have now got to meet and 'Bemsee' will once again be deciding the fate of the class, but this time not just within the Club alone but Nationally as well by helping to lay the foundations of a new National code.

It is therefore in the interests of everyone concerned in this form of racing that the Club produces the right answers when they're required. It has to look after the interests of the sport AND its members so PLEASE let us have your CONSTRUCTIVE suggestions on which to base a new set of rules. You all know what's involved so you should be well qualified to give them.

If one accepts that the production machine class will form the basis of future racing in this country, one must also accept that stringent rules must be made and adhered to if the class is to survive. Some of these rules may well be unpopular but the wider issues involved here are so important that the acceptance by every entrant and rider is of the utmost necessity. Indeed the manufacturer must now play his part if the production machine class is not to be amalgamated with the down-and-out racer; and if, in five years time, his production machine is not to be the then racing counterpart of the Manx.

I think that few people would want to see the hybrid take over the laurels of production machine racing. But, let's face it, the production machine as it stands at the moment is so close to becoming a racer that it is only the individual, whose British fairness prohibits him from going the whole-hog, who is really keeping machines within the bounds of reasonability. One person has already jumped the fence: this therefore makes the formation of a new set of rules of such importance that it cannot be ignored any longer. Either that or the Triton walks away with all honours during 1966.

At least it has done one thing. Now everyone is interested in protecting the class. Now the manufacturer MUST do something to keep pace with the times; and by this I don't mean listing so many optional extras that the machine would be more acceptable to the racing class than to the production! OR should the hybrids be eligible to race?

Those Members who hold any ANNUAL AWARDS for 1964 are asked to return them SUITABLY wrapped to:

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so that the 1965 winners may be presented with them at the ANNUAL DINNER.

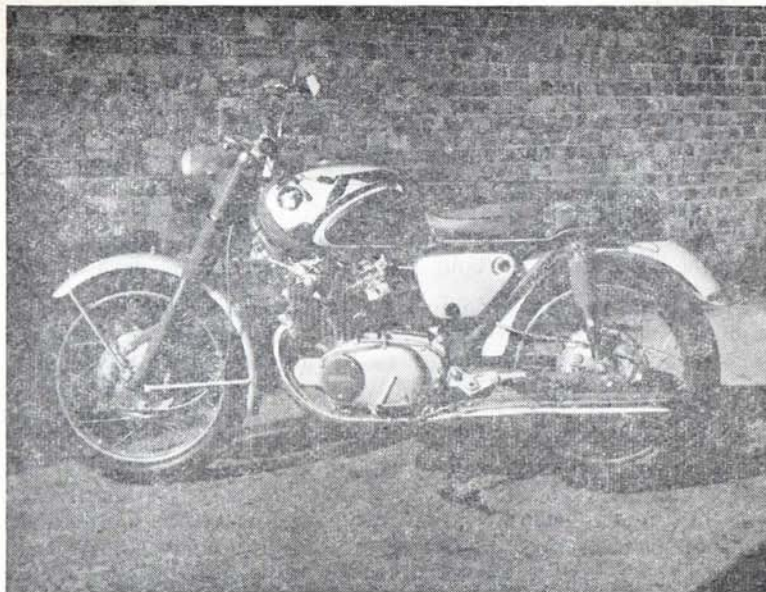
The Honda CB 77

First of all let me say that I am not biased in favour of Honda or the Japanese invasion of the British market. I am disgusted that the British manufacturers have permitted this to happen and that their short-sighted policy has left many of them in a state of complete and utter stagnation. But at the same time I applaud the efforts of a nation which has gradually set the seal of economic ruin to this country in much the same way as the effect Pearl Harbour had on the Americans—devastation!

Neither am I particularly impressed with a machine which I have to continually wring its head off to make it perform in the manner for which it was conceived. If I am biased at all then it must be because of my Vincenteering days and the sad recollection of the 'Plumbers Nightmare' which I had to sell to rake up enough money to get married with! But that's another story. It was also somewhat off-putting to find that, before I could ride the Honda, I had to find some method whereby I could get into my Barbour suit which I hadn't worn for three years. I now believe those countless people who commented on the amount of weight which had appeared during those years (which comes back to that other story), and to whom I must now apologise most profusely for my vivid remarks in reply!

The immediate set-back was felt when I first straddled the machine—my knees didn't fit into the recess of the tank which made riding somewhat uncomfortable especially when using the tremendously powerful and effective twin leading-shoe brakes which this model sports both front and rear. I can quite honestly admit that they are the finest I have ever come up against on any road machine and certainly proved to be its greatest singular asset. On the one occasion when I arrived on the filler cap, braking hard, I also discovered how wonderfully rigid the frame was, a fact which was also borne out by fast cornering. There was literally no sign of 'whip' in the frame at all and both fore and aft acted completely as one unit—something which didn't always happen with the Vinny! The only thing—or things—which marred the enjoyment of the enviable handling was the tyres. Of Japanese manufacture, the Ohtsh's certainly gave me no confidence whatsoever on first acquaintance and I really couldn't say that I ever got used to the 'feel' of them. I am certain that there would be a remarkable improvement in handling by fitting Dunlops, but this is pure conjecture on my part.

As far as the engine was concerned, this was completely faultless and gave out all the performance which I ever needed during our brief encounter. The rev counter was marked at 9,000 r.p.m. but I found neither the necessity nor the opportunity to push it to the suggested rev limit. The bottom gear of 17.48 : 1 I found a little too low but both second and third provided for supreme acceleration, quite un-matched in a machine of this capacity. I had to drop it into top when I reached 65 m.p.h. as the 'tickle' in both hands and feet was unbearable, for me at least. This, of course, speaks highly of the balance of the engine.



The 160° CB 77 SuperSports 305 c.c. Honda showing the twin leading shoe brakes both back and front. An easy 95 m.p.h. plus motorcycle which incorporates all the refinements possible for riding comfort.



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the machine was immobilised; a steering column lock is provided as a standard fixture and the twelve volt lighting system made for excellent vision at night although I did think that a little less light could have been directed around the front wheel and its environments.

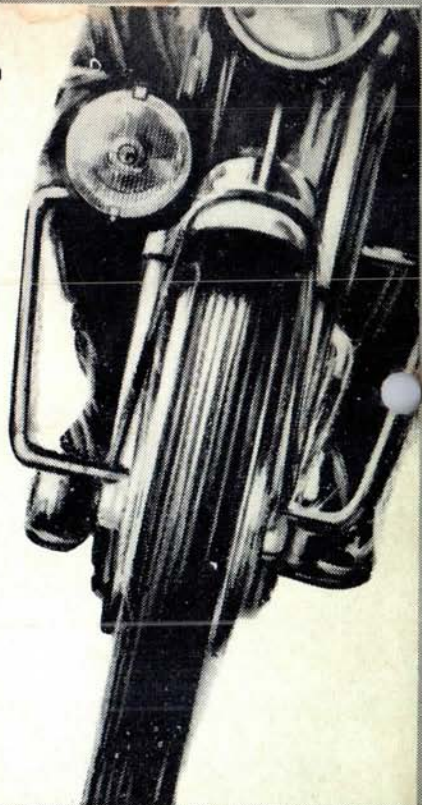
My general opinion of the machine was that it is certainly not suitable for use around town; the odd shopping expedition, etc. It only really comes into its own when used on the open road when the complete rev band range can be used with ease. It is then a surprisingly rapid and highly manoeuvrable 'weapon' and has an enjoyment which can only be felt with a 'buzz-bomb' of this nature. The faults I have mentioned could be eradicated with a little attention I am certain, especially as most of them were purely relative to my own stature and riding position.

I would like to add my sincere thanks to Honda U.K. and particularly to Allan Robinson, their Publicity Officer, who actually volunteered the use of the machine.

Specification CB 77

ENGINE:	Air cooled twin cylinder overhead camshaft.
BORE and STROKE:	60 × 54 m.m.
CUBIC CAPACITY:	305 c.c.
COMPRESSION RATIO:	9.5 : 1.
TRANSMISSION:	4 speed.
GEAR RATIO:	1st—17.48 : 1. 2nd—10.42 : 1. 3rd—7.33 : 1. 4th—6.27 : 1.
LUBRICATION:	Wet Sump Gear Pump.
SUSPENSION:	Front—Telescopic. Rear—Pivoted Fork.
BATTERY:	12V. 9A.H.
FUEL TANK CAPACITY:	2½ galls.
TYRE SIZE:	Front—2.75 × 18. Rear—3.00 × 18.
OVERALL LENGTH:	79.7 ins.
OVERALL WIDTH:	24½ ins.
OVERALL HEIGHT:	37.4 ins.
WHEELBASE:	51 ins.
GROUND CLEARANCE:	5½ ins.
WEIGHT:	350 lbs.

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Casual Comments

For those who were lazing in an armchair by a nice warm fire I've no doubt that the enjoyment of watching the meeting on television was complete. Not for the riders and officials alas, as the day proved to be one of the wettest I have ever had occasion to be out in. The whole day was nearly ruined by a tremendous downpour during and after the Production race; a race which a grinning Clerk of the Course let continue "to find out if the electrics worked in the wet!" From that race hence, all race distances were cut from fourteen to ten laps so that the meeting would finish before dusk.

From event six, all races were started literally in an inch of water which cascaded out of the paddock and across the start line (extremely bad planning). Efforts were made to sweep (and, believe it or not, shovel) the water away but it was an idiotic battle which couldn't be won from the offset. Maggotts was flooded completely and a few riders came to a complete standstill halfway down the Club straight from water running across the track. In fact the whole circuit was so bad that Brian Davis was consulted as a rider to see if the meeting should be abandoned. Verdict "you can get through if you use your head a bit and watch your braking into Woodcote." So the meeting went on.

I don't honestly think that I've seen any two people quite so wet as Ossie De Lissa and Paul Corbett our two starters who had, from necessity, to brave the start line throughout. For others there was at least some refuge from the buildings, but they were stuck right out in the open at the mercy of the weather.

Television coverage commenced at 1.38 p.m. which was quite fortunate for Alan Baker whose first lap girations at Woodcote corner would have delighted the viewers. In fact the cameras switched on 30 seconds after he'd bitten the dust! Mike Eglington once again won in convincing style, his Norton twin sounding superbly on song throughout the race. Another surprise, for me at least, was the effort of young John Samways from Roehampton who gave Brian Davis quite a run for his money in the third race of the day, for 1,000cc's. He was a little outclassed in riding ability especially in the treacherous conditions, but his determination pulled him in front at least on one occasion. A promising start to a racing career.

Gerry Boret walked away with the first sidecar race achieving, in pouring rain, a fastest lap of 1m. 14.6 secs. only a fifth of a second outside Roy Woodhouse's record. Next year I expect a needle match between the two for Silverstone honours.

Just to prove that I'm not anti-Vincent (following the exclusion of Vincents from the Hutch regs) I would like to make mention of the heroic ride of Ray Mackay in winning the Production race. I heard him referred to as 'bonkers', 'mad' and 'nuts' amongst the more sedate titles but I honestly think that he must be completely without fear to ride a Vincent in the way he does. Mick Bennett proved that he could ride a Manx better than his Production Vincent so I wonder if Ray could prove a like ability on something which handles more like a thoroughbred than a mule!

RESULTS

Event 1. 251—1,000cc

1	6	M. J. Eglington.	Norton.	16.55.6—79.80	
2	8	A. T. Cooper.	Norton.	16.57.0—79.69	
3	21	D. E. Whapshott.	Dewton.	17.00.0—79.45	
4	24	N. Bungard.	Norton.	17.22.6—77.72	
5	16	B. J. McLean.	Norton.	17.34.6—76.85	
6	23	I. A. Duffell.	Norton.	17.36.0—76.74	
7	34	M. C. Lunde.	AJS.	17.39.6—76.48	1st 350
8	5	P. A. Noke.	Matchless.	17.40.2—76.44	
9	44	A. J. Lewis.	BSA Norton.	17.44.2—76.15	
10	31	C. M. Thompson.	Norton.	17.47.8—75.90	2nd 350
11	39	A. J. Read.	AJS.	17.54.0—75.56	3rd 350
12	33	K. F. H. Inwood.	Norton.	18.05.0—74.69	
13	26	S. Ellis.	Aermacchi.	18.08.8—74.34	
14	45	C. W. Ford.	Matchless.	18.09.8—74.36	
15	17	P. Morgan.	Norton.	16.56.2—13 laps.	
16	10	J. R. Golling.	Norton.	17.03.0	
17	40	C. A. Floyd.	AJS.	17.08.0	
18	37	M. Milton.	Norton.	17.14.8	
19	9	R. Dickinson.	BSA.	17.21.6	
20	20	A. T. Randall.	Norton Triumph.	17.29.8	
21	15	C. A. Chivers.	AJS.	17.32.4	
22	25	J. Hemming.	Norton.	17.34.4	
23	35	P. M. Collis.	BSA.	13.03.4	
24	12	C. Bill.	Triumph Norton.	18.12.2	
25	36	T. R. Miles.	AJS.	18.22.2	
26	19	L. D. Crisp.	Norton.	17.07.8—12 laps.	
27	28	M. J. Dicker.	Norton.	17.20.6	
28	1	K. A. Soall.	Triumph Norton.	17.22.2	
29	18	J. Willers.	Vincent Norton.	17.24.2	
30	38	K. A. Shortland.	AJS.	17.25.0	
31	2	M. Try.	Norton BSA.	17.18.8—11 laps.	

Fastest Lap: M. J. Eglington in 1m. 10.2s. at 82.46 m.p.h.

Event 2. Sidecars

1	10	G. R. L. Boret.	Pass: P. J. Kennard.	Vincent.	18.34.8—72.70
2	11	J. S. Brandon.	Pass: C. A. Holland.	JCLS.	19.10.2—70.45
3	19	J. D. Bamber.	Pass: E. C. Bamber.	Triumph.	19.21.4—69.77
4	5	R. L. Ayres.	Pass: J. C. Fagence.	ETY Triumph.	19.22.6—69.70
5	20	A. Bambrick.	Pass: R. Allison.	Triumph Norton.	19.23.2—69.66
6	9	J. W. Harlow.	Pass: M. J. Craswell.	Norton.	19.41.0—68.62
7	7	A. G. Betts.	Pass: J. G. Betts.	Norton.	19.47.8—68.22
8	12	D. Harvey.	Pass: G. Lovesay.	Triumph.	18.36.0—13 laps.
9	3	J. G. Trustham.	Pass: A. Notman.	Triumph.	19.13.2
10	4	C. C. Storey.	Pass: E. Johnson.	Or Noir.	19.28.0
11	17	J. Mathuson.	Pass: I. Evans.	Norton.	19.43.4

Fastest Lap: G. R. L. Boret in 1m. 14.6s. at 77.60 m.p.h.

Event 3. 1,000cc

1	7	B. J. Davis.	Matchless.	18.53.2—71.52	
2	1	I. Samways.	Norton.	18.54.0—71.46	
3	17	R. H. Mahon.	Norton.	19.21.6—69.76	
4	9	D. P. May.	Norton.	19.22.8—69.69	
5	11	B. A. Burgess.	Norton.	19.28.6—69.34	
6	16	J. A. Rollison.	Norton.	19.40.4—68.65	
7	29	K. F. H. Inwood.	Norton.	19.41.4—68.60	
8	25	D. A. Stevens.	Norton Triumph.	19.42.2—68.55	
9	2	D. F. Best.	Norton.	20.12.8—66.82	
10	3	D. Cash.	Norton.	18.59.2—13 laps.	
11	33	B. L. Marsh.	Triumph Norton.	19.04.0	
12	22	K. Trendell.	Norton BSA.	19.24.8	

13	8	D. V. Doyle.	Norton.	19.38.0
14	31	C. P. McDonnell.	CMS.	19.39.0
15	37	B. Stenning.	Triumph.	19.42.6
16	39	T. K. Hounsell.	Triumph.	20.15.2
17	19	H. R. Aldous.	BSA.	20.31.0
18	40	P. H. Sershall.	Norton.	18.54.0—12 laps.
19	32	M. G. Cram.	Norton.	19.31.0
20	30	K. H. Kollhoff.	Norton.	19.38.4
21	21	D. C. McMillan.	Norton BSA.	19.46.4

Fastest Lap: B. J. Davis in 1m. 17.2s. at 74.98 m.p.h.

Event 4. 250cc

1	5	G. G. Milton.	Bultaco.	20.45.2—65.08
2	4	W. Stevenson.	Cotton.	20.53.2—64.67
3	7	R. D. L. Denny.	Yamaha.	20.55.2—64.56
4	25	C. D. Wild.	Aermacchi.	20.58.6—64.39
5	28	M. Ing.	Cotton.	21.00.0—64.32
6	38	G. A. Kennedy.	Greeves.	21.22.6—63.18
7	22	S. Hudson.	Cotton.	21.41.8—62.25
8	9	G. Kennell.	Moto Guzzi.	22.04.0—61.21
9	40	M. C. Bool.	Ducati.	22.04.6—61.18
10	33	B. D. Foster.	Cotton.	22.18.2—60.56
11	11	P. Davis.	Cotton.	20.46.2—13 laps.
12	6	D. J. Page.	Bultaco	20.51.4
13	42	C. Firman.	Greeves.	21.00.8
14	32	A. D. Ellis.	Cotton.	21.06.4
15	10	N. Palmer.	Triumph.	21.07.4
16	26	M. D. Beames.	Greeves.	21.13.6
17	20	R. Crowther.	Cotton.	21.18.0
18	17	C. S. Page.	D.P. Puch.	21.24.2
19	16	P. Humber.	Greeves.	21.34.6
20	27	P. Collins.	Norman.	22.07.0
21	15	R. Williams.	Greeves.	20.4 ^o .4—12 laps.

Fastest Lap: M. Ing in 1m. 25.2s. at 67.94 m.p.h.

Event 5. Production

1	1	R. C. H. MacKay.	Vincent.	20.45.8—65.05
2	10	P. A. Butler.	Triumph.	20.52.2—64.72
3	12	D. Vallis.	Norton.	21.30.8—62.78
4	32	R. P. Guy.	Triumph.	21.30.8—62.78 1st 500
5	24	E. W. Webb.	Triumph.	21.32.2—62.71
6	3	D. V. Doyle.	Norton.	21.50.6—61.83
7	19	B. I. Davison.	Norton.	22.14.2—60.74
8	11	D. J. Godfrey.	AJS 31CSR.	22.15.0—60.70
9	30	B. Hussey.	Velocette Venom.	22.16.6—60.63 2nd 500
10	9	R. A. French.	Triumph.	21.27.6—13 laps.
11	12	B. J. Booth.	Norton.	21.31.8
12	35	C. F. Ringrose.	Velocette.	21.35.2—13 laps. 3rd 500
13	29	M. V. Warrington.	Triumph.	21.44.4
14	34	G. F. Green.	Triumph.	21.49.4
15	37	A. M. Rogers.	Ducati.	21.51.2 1st 250
16	25	C. Hutton.	Matchless.	23.03.4
17	36	A. P. Dancer.	BSA.	22.08.0
18	2	D. McMillan.	AJS.	20.48.2—12 laps.
19	41	C. Mortimer.	Royal Enfield.	21.05.6 2nd 250
20	38	C. Curtis.	Honda.	21.34.6 3rd 250
21	39	R. D. L. Denny.	Yamaha.	21.40.6
22	27	K. Durham.	BMW.	21.41.8

Fastest Lap: D. Vallis in 1m. 22.2s. at 70.42 m.p.h.

Event 6. 350cc

1	3	B. J. Davis.	AJS.	14.51.8—64.90
2	44	C. Pantall.	AJS.	14.56.0—64.60
3	14	W. I. MacLean.	Norton.	15.05.4—63.93
4	28	M. Jackson.	AJS.	15.50.4—60.91
5	36	R. Burgess.	Norton.	15.58.8—60.38
6	35	T. C. Parker.	Norton.	16.03.2—60.09
7	27	R. D. L. Denny.	Yamaha.	16.10.2—59.67
8	4	D. P. May.	Norton.	16.15.8—59.32
9	31	G. W. Sharp.	Norton.	16.16.0—59.31
10	29	C. L. Patrick.	BSA.	16.17.0—59.25
11	30	P. Harrison.	BSA.	15.07.2—9 laps.
12	33	J. W. Jones.	Norton BSA.	16.12.8
13	6	D. Walker.	BSA.	16.13.2
14	2	B. S. Tingley.	Norton.	16.13.4
15	7	P. Myall.	AJS.	15.01.6—8 laps.
16	1	F. C. Steward.	BSA.	15.22.2
17	11	D. Robinson.	BSA.	15.28.4

Fastest Lap: B. J. Davis in 1m. 26.0s. at 67.31 m.p.h.

Event 7. Sidecar

1	31	P. G. Gerrish.	Pass: R. P. Fearney.	Vincent.	15.57.8—60.44
2	35	R. K. Eves.	Pass: D. P. Eves.	Triumph.	16.00.2—60.29
3	39	M. J. Rowell.	Pass: G. K. Grant.	Norton.	16.22.4—58.93
4	27	D. F. Dickinson.	Pass: N. Vann.	BMW.	16.22.8—58.88
5	22	P. J. Bowdery.	Pass: B. Ellington.	AGS.	16.34.0—58.23
6	24	P. F. Allen.	Pass: P. E. Allen.	BSA.	16.39.8—57.90
7	37	B. D. Jones.	Pass: C. D. Wallace.	Triumph.	16.47.2—57.46
8	33	N. H. Lewis.	Pass: J. Tucker.	RGS BSA.	17.07.0—56.37
9	32	A. V. Butler.	Pass: C. Jewesbury.	Brock Triumph.	16.43.4—9 laps.
10	28	E. Wallbank.	Pass: E. Barr.	Norton.	17.32.6—5 laps only.

Fastest Lap: M. J. Rowell in 1m. 28.6s. at 65.33 m.p.h.

Event 8. 125cc

1	6	M. Carney.	Bultaco.	14.40.8—65.72
2	41	P. B. Dunwell.	Bultaco.	15.07.4—63.79
3	14	L. J. Iles.	Bultaco.	15.11.2—63.53
4	45	S. R. M. Wood.	Bultaco.	15.27.6—62.11
5	32	G. G. Milton.	Bultaco.	15.38.0—61.71
6	12	G. Gibson.	Bultaco.	15.38.0—61.71
7	36	M. J. Pomfret.	Honda.	15.39.0—61.65
8	27	J. D. Button.	Honda.	15.56.6—60.51
9	23	S. R. L. Nicholson.	Bultaco.	15.58.0—60.42
10	11	T. J. Tucker.	Bultaco.	16.20.6—59.04
11	39	D. Barton.	Bultaco.	14.44.4—9 laps.
12	16	J. Richens.	Bultaco.	15.32.6
13	43	R. M. Glover.	Bultaco.	15.36.0
14	37	K. A. Lane.	Montesa.	15.40.0
15	34	R. W. Bryant.	Bultaco.	15.49.2
16	9	J. A. Ridley.	Bultaco.	15.49.4
17	18	A. Randle.	Honda.	16.08.0
18	35	D. Darby.	Ducati.	16.11.2
19	10	A. J. Nelmes.	Honda.	16.29.0
20	7	W. P. Pollard.	Bultaco.	14.54.2—8 laps.
21	2	B. R. Tomlins.	Bultaco.	15.32.6
22	7	D. McMillan.	Ducati.	14.55.4—7 laps.
23	17	K. A. Gee.	M.V. Agusta.	14.55.6
24	33	G. E. Berwick.	BSA.	14.57.2
25	40	A. C. Willett.	Honda.	16.16.6

Fastest Lap: M. Carney in 1m. 25.8s. at 67.46 m.p.h.

Event 9. 1,000cc

1	85	D. Browning.	Norton.	14.23.0—67.07
2	77	A. C. Brown.	Norton.	14.27.2—66.35
3	73	S. T. Hughes.	Norton.	14.39.2—65.84
4	46	G. R. Buning.	Norton.	14.58.4—64.44
5	71	S. Griffin.	Norton.	15.04.8—63.98
6	84	V. Finn.	Norton.	15.15.2—63.25
7	52	D. J. Wain.	Norton.	15.32.8—62.05
8	82	J. E. Yeats.	Triton.	15.36.0—61.84
9	67	D. Miller.	TNS.	15.40.6—61.54
10	61	D. R. Menzies.	Norton.	15.48.8—61.01
11	60	R. H. Spencer.	Triumph Norton.	14.41.8—9 laps.
12	69	T. A. Upton.	Norton.	14.42.0
13	64	A. R. Allen.	Norton.	14.53.6
14	47	A. E. Rogers.	Norton.	15.11.2
15	57	C. J. Bolton.	Norton.	15.48.8
16	50	E. J. Saill.	Triumph Norton.	15.07.2—8 laps.
				Fastest Laps: D. Browning in 1m. 22.8s. at 69.91 m.p.h.

Event 10. 250cc

1	82	T. J. Myers.	DMW.	15.10.2—63.60
2	79	P. Habel.	Aermacchi.	15.15.6—63.22
3	59	R. G. Farmer.	Aermacchi.	15.16.0—63.19
4	55	B. Beal.	Cotton.	16.03.0—60.10
5	76	M. Campbell.	Ducati.	16.05.4—59.96
6	56	J. Hemmings.	Greeves.	16.18.0—59.19
7	86	S. D. Greenwood.	Greeves.	16.19.8—59.08
8	87	A. Gagen.	Royal Enfield.	16.26.2—58.70
9	50	B. A. Smith.	Ariel.	16.26.8—58.67
10	58	K. G. Tilley.	Aermacchi.	16.42.4—57.75
11	77	J. R. Aldworth.	Greeves.	15.24.4—9 laps.
12	83	W. Armstrong.	Greeves.	15.34.0
13	46	A. W. Prescott.	Cotton.	15.51.6
14	49	M. J. Cox.	Yamaha.	15.58.6
15	75	R. Ford.	Cotton.	16.12.6
16	69	B. C. Pardy.	Greeves.	16.16.4
17	52	R. D. Ripplingale.	Greeves.	16.43.2
				Fastest Lap: R. G. Farmer in 1m. 27.6s. at 65.98 m.p.h.

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RACING LEATHERS. 38" Chest × 6'. B. M. Smith, 14 Staplehurst Road, Reigate, Surrey.

TIGER CUB barrel and piston. See Doyle above.

ELECTRIC ARC welder and paint sprayer. See Boggis above.

There was no vibration as such anywhere in the rev-band although what happened over 8,000 r.p.m. I never did find out. However, this was reached completely effortlessly and with an ease which I could never quite relate to the size of the engine.

The gearbox doesn't match the performance I regret to say unless you use your feet like a sledge hammer and your right wrist as though wringing out a wet leather. Here again the machine didn't fit the rider as my left foot had to be moved off the footrest and forward to engage the lever. I couldn't see anyway in which convenient adjustment could be made, the only real answer being a shorter gearlever. I didn't find the gear change mechanism positive enough for my liking despite the inconvenience already mentioned, and movement to engage second, third and top was too great even for a comfortable left foot position. In addition, the cushion drive in the clutch gave a secondary effect when picking up the primary drive, most disconcerting when you have been used to a rigid form, and there was quite a lot of snatch on the over-run at lower revs. I found this latter item most irritating when in traffic which, combined with the low bottom gear, meant that I had to continually slip the clutch in second to ease the drive and make the pick-up smoother. Even then I was not altogether successful in that the cushion drive 'clonked' and made for an erratic connection. This didn't in any way effect the handling of the machine itself, but just made me a little nervous of the mechanics being damaged. But, as I said initially, if you booted it into gear and wanged open the throttle it behaved like a lamb or a tiger, depending whether you are referring to the mechanics of the clutch or the reaction of the machine!

As with most Hondas, a turn of a key and a press of a button makes the engine burs into life but I found that this particular one needed a little persuasion to start from cold. The clutch had to be freed by using the kickstart and the choke setting was important. No throttle could be used at all until the machine was ticking over steadily, when the choke had to be released completely before the engine would pick up on revs. In the process of attempting kick starts I found that the forward push of the lever came awkwardly near the brake lever which meant that I caught the inside of my ankle bone on every occasion. I was glad that Hondas had fitted an automatic starter!

Generally speaking the machine could be termed as a 'little big 'bike' although, as I remarked earlier, my knees didn't fit the tank recess. The fact that I'm 6 ft. by 14 stone could have some relation to the problem! The finish of the chrome and enamel is beyond reproach and all of the hand controls come perfectly within reach with virtually the flick of a finger. The only movement which meant taking your hand off the bars was to the headlamp switch for the initial 'switch-on', main beam being operated from the clamp on the left grip. A convenient neutral light shows on the headlamp when neutral is engaged. I had considerable difficulty in mastering the technique to get the box into neutral which, although positive enough, is a little stiff and made a foot movement off the rest virtually impossible which meant that I kept going straight through both ways. The ignition key provided for parking lights while

THE SIR ALGERNON GUINNESS MEMORIAL

TROPHY MEETING

by The Editor.

Sir Algernon Guinness was President of Bemsee from 1931 until his death in October 1954. In his earlier years he was well known as a racing motorist although he kept only the greatest admiration and respect for the two-wheeled brigade. He spent many years in competition with his brother Bill—Kenelm Lee Guinness (K.L.G.'s to you)—and his earliest distinction was at Saltburn sands when in 1922 he achieved the notable distinction of becoming the first person to achieve two miles in a minute. His last race was in the Isle of Man in the same year. He succeeded to the Baronetcy in 1915. The trophy which bears his name was presented to the Club in 1955 by Arthur Guinness Son and Co. Ltd. with whom he had family connections.

The 1965 version of the Guinness Trophy Meeting sprung many surprises not the least of which was the appearance of the Dresda Triton which won at Barcelona. The racing version of the same model was to provide Dave Degens with the only double win of the day when it most effectively beat a very good field. However, as Peter Williams on Paul Dunstall's Dommiracer had an extremely bad start most of the expected fun went right out of the race as soon as Dave skipped off in the lead virtually from the drop of the flag. The biggest question was "could Peter get through the field in five laps?" The answer was nearly but not quite and Brian Davis must have breathed a sigh of relief when the flag fell with the Dommiracer one fifth of a second behind. But this was the last race of the day so let's get back to the first!

For the first time for a very long time, all 'quick' races were placed first in the programme, to make the afternoon's sport start with a bang. The 250cc race provided the ignition when Vic Chatterton walked off and left everyone with his very rapid Yamaha. It was then left to Tom Philips (Ducati) and Robin Denny (Yamaha) to fill the second and third places in that order. Vic's second race for 125's spelt disaster for him though for, after a frantic scrap with Rod Scivyer's Honda over the last lap, both riders came into Russell Corner side by side and Vic managed to be the one not to come out. Fortunately he wasn't hurt.

This account of some of the interesting points of the meeting was written after that for the Ace of Clubs. It was therefore very interesting to note that John Samways 'put it across' Brian Davis which virtually makes them 'evens' for the time being. Tony Cooper's very rapid 650 Norton brought him into third place ahead of Geoff Nash and John Rollinson. This was in the quicker of the 1,000cc races. The 350cc event provided an expected win for Peter Williams although Alan Rutter tried his hardest to pull back the three seconds which separated them at the finish. Brian Davis was third.

Much could be written about this meeting which was all the Ace of Clubs was not. Glorious sunshine prevailed all day very warm for the time of year, making for perfect racing weather. Many took the opportunity to dry out from Silverstone and Oulton Park the day before



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which too had proved to be a wet one, rounding off the Bemsee season in a fitting manner.

Unluckiest man of the day must have been Mike Tooze from Sidcup who managed to come off in a big way at the last corner, of the last lap, of the last race of the day. I'm sure we all hope that he'll be fit again before long to be able to enjoy the winter.

WE RETURN TO PRESCOTT

PRESCOTT—a hill in Gloucestershire, but a hill with a difference for it is here that the Bugatti Owners Club owns and runs its own hill climb that ranks as one of the top courses in the country. Fifteen years ago 'Bemsee' contributed some riders including George Brown and Ernie Woods, but there, for some reason, the matter ended until this year. Then the demise of Shelsley prompted us (why on earth did no one think of it before?) to ask if again we could have a crack at the hill. The result was an invitation for our members to make demonstration runs over the 1.127 yard hill during the final meeting of the season.

The fact that the day was dull with periods of drizzle failed to dampen the ardour of the members who turned out. The tight turns and gradients were liberally coated with rubber which with the rain added nothing to the grip. From the start which is on the level, the road climbs gradually in a left hand sweep into the hairpin of Ettore's with its two radii curve, runs back down hill then sharply up to the banked hairpin at Pardon Hill Farm. From there it proceeds across the side of the hill in a series of left and right sweeps to the Esses and out via a 90° left hander. The climb continues round a promontory with a short straight to the finish line. Prescott runs a unique system; when the first man has reached and passed the Esses the next man is despatched so that at all times the spectators have something to watch. Indeed the hill is so laid out that almost the whole of the course is visible from the very commodious spectator vantage points.

Our first run was before lunch with Allan Robinson starting proceedings, on a 90cc Honda. He promptly returned via the service road to pick up his 305cc Honda to wind up the run which was headed by Tony Willmot on the 6-speed Manx Norton. Ernie Woods found the going a little difficult due to his exhaust pipes grounding at Ettore's. No such bother troubled Chris Williams riding Clive Waye's 625 Scott (the same one with which he cleaned up the Vintage race at Crystal Palace at the Bank Holiday). Those good sports Roy and Doug Woodhouse turned out with the 650 Triumph sc also fresh from successes at the Palace to make their hill climb debut. Time did not permit them to change the gearing so they went up in bottom all the way producing a very creditable time of 69.13 secs. The second runs took place five minutes after rain again fell on a partly drying track which necessitated some leg work at Ettore's hairpin. Ernie missed a gear into Pardon, found himself in neutral and wisely ran into the sand, picked up the bike and made

slowest run. By contrast Roger Cramp on the 1927 Velocette went faster, as did Harry Voice. Harry gave a wonderful demonstration of hill climbing but it was Tony Willmott who made fastest time in each run and, deservedly, emerged the victor, besides setting a new motor cycle record since the times at the 1950 meeting were all over the shorter (880 yard) course.

RESULTS

		time in seconds	
		Run 1	Run 2
1	Tony Willmott	499 Manx Norton	60.80 61.40
2	Chris Williams	625 1926 Scott	63.79 63.96
3	Ernie Woods	497 vee-twin JAP	64.10 115.54
4	Roger Cramp	348 1927 Velocette	68.57 64.68
5	Harry Voice	498 B14 Excelsior	65.79 65.32
6	Charlie Willmott	497 JAP	66.66 67.53
7	Allan Robinson	305 Honda	68.77 69.95
8	Roy and Doug Woodhouse	649 Triumph sc	69.13 74.81
9	Allan Robinson	87 Honda	70.79 78.60

Poor George Brown strained his back a few days before which put him out of the running. A pity because Nero at Prescott would have been a sight to remember. The absolute record is 48.146 secs. standing to the credit of Tony Marsh in the super-charged 4,250cc Marsh Special. Peter Boshier Jones won the day in the 1,220cc Lotus Climax, but speeds were down; the really star drivers reaching the 53 sec. bracket. All things considered, therefore, our lads put up a good show. Moreover the Bugatti club members were kindness personified. **Dennis Bates.**

THANKS

Please would you convey my thanks to the Marshals and First Aid personnel who attended me when I slipped off at Silverstone on September 25th. Roger Bowring, London, N.15.

don't forget!

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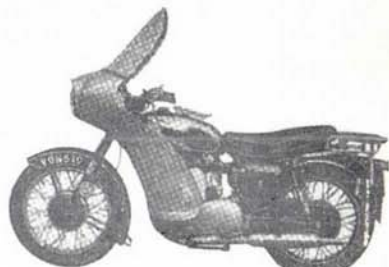
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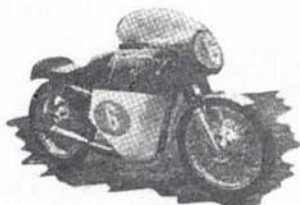
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SPEECHES Kept strictly to the minimum for the sake of everyone—including the speakers!

TROPHIES Will be presented during the course of the evening. We sincerely hope that all 1965 winners will be there to receive them.

DRESS An ordinary lounge suit and comparable dress for the women. Some of us will be wearing Dinner Jackets but only because we've got to! Strictly informal.

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