



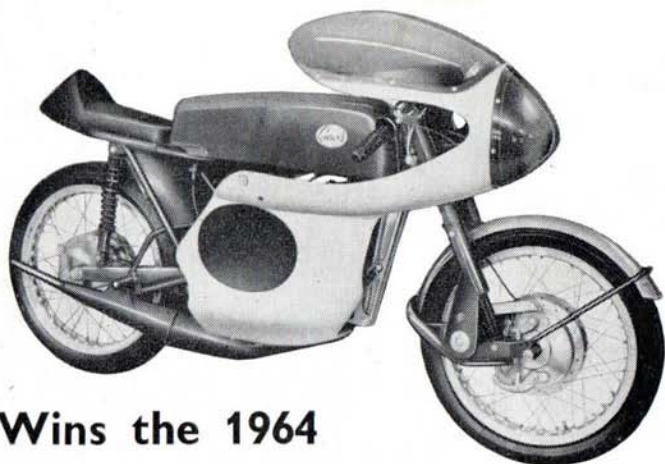
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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB



EDITOR

Jim Swift

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Kingston-on-Thames, Surrey.



Bemsee

JANUARY 1966

THE CLUB

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.
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EDITORIAL

It is very interesting to read the opinions of our contributors to the Production machine problem whose letters have been recorded in this issue. What immediately springs to mind is the fact that each has his own personal idea of what should be done but few can really suggest a remedy. This is not surprising—it is going to take a long time to reach a really satisfactory conclusion and I fear that, even now, the manufacturer still holds the aces. Pete Butler's protest was upheld by the Stewards on the grounds that the Stewards considered that a Production machine was one on which purchase tax has been paid. This, to my mind, was a very commendable decision but does it really answer the problem. Personally, I don't believe it does. The fact remains that almost every machine in the country is a form of hybrid and from what I read in Motor Cycle News there now comes the prospect from Italy of a machine being built with Triumph motors. As this gradually catches on, will not the manufacturers consider that there is money to be made from selling engines? Or will they, on the other hand, put more effort into making a machine worthy of the engine. If the latter, then you will end up with a virtual racer. If the former—same result!

One or two of our non-competing members disagree with the move of the Hutch to Brands Hatch. Many of the riders I know are not very keen on the idea as it now becomes just another Brands meeting. Whilst I sympathise with both counts, it does occur to me that racing will only continue while and where it is making money. Surely this is the biggest consideration. This is the only reason why the Hutch has been moved because there comes a time when you can either go broke or do something about it before it is too late. But you must be futuristic. Too many people only look a year ahead at a time. This cannot be the case with entertainment for you have to consider what may happen in ten years, not just one. Let's face it; racing in this country rests entirely in the hands of those who can afford to run International meetings. The

public just aren't interested in Club events so you must cover your costs by entry fees—you cannot make much of a profit. Without profit you cannot be progressive. We as a Club don't want to make a fortune; it only goes to the tax-man if we do. But we do want to provide members with more and more Club racing. Q.E.D!

LET ME GIVE YOU A TIP !

by Jim Swift

"But I haven't enough money!", was the reply I last received when I suggested to a member that he should open up a Bank Account. The subject—HOW TO GET YOUR ENTRIES IN QUICKER.

This age-old problem is initially one of speed. Whilst the Club continues to accept entries for Club meetings strictly on a first come—first served basis speed is of such vital importance that it cannot be over emphasised enough. This may seem strange to many who are probably more fortunate in having a rapid postal service both ways, but for those whose post takes two days and not one it is a very real problem indeed. The Club cannot give priority to these people for obvious reasons, and it is quite heartbreaking to see the same people time and time again at the end of the stack of entries.

From experience let me quote you an example of something which I shall explore a little further in a minute. Mr. A lives in London and Mr. B lives in Penzance. The postal services are such that it takes only one day for the post to be delivered to Mr. A but two days to be delivered to Mr. B. Mr. B leaves for work before the post arrives in the morning and gets home after the post offices are shut. Mr. A also leaves home before the post arrives but he returns home at 5.30 p.m. in time to read his entry form, fill it in, whips down to the post office for the necessary postal orders and sends it off ON THE SAME DAY HE RECEIVES IT. Mr. B is stuck until the post office opens the following day SO HE IS A DAY LATE ALREADY! If you add the day which he has already lost through the post reaching him and the extra day it will take to get back to the office HE'S THREE DAYS LATE!!

You might also consider two people who live in the same town. They both receive their regulations after they return home from work. One is able to send his entry off right away but the other has to wait until the post offices open the following morning. Why? Because one hasn't a book of ready made postal orders known as a cheque book.

In the first instance Mr. B could have saved a complete day and at least have had a fighting chance of getting his entries in and accepted. In the second case the person who was able to send his entry off on the same day he received it had a day's start over the other chap in the same town.

Ignoring the initial problems of postage, always a very sore subject these days, it is always of great convenience and advantage to have a readily available source of transferable money at any time you may need it. When post offices open and close at fixed times you may not always be able to make it. With a Bank Account you have a cheque book which can be used conveniently and speedily at any place and at any time.

Another point which is very obvious in favour of opening a Banking Account, is that you have a built-in receipt for your money. You can also stop payment on it if you feel that it has gone astray, or if you feel that circumstances permit you to redeem your money before it has been cashed. In other words you are able to control your money far more than you could possibly do with a postal order.

"But I haven't enough money" echoes again. Whilst it is obvious that a state of financial equilibrium is the prime necessity, one must remember that money is of no use unless it is being used in one way or another. I can recall opening my Banking Account with a loan, but I don't suggest you try that!

Banking accounts are not as snobbish as they may seem. The nice clean counters, polished floors and decrepid, aged bank clerks are not a symbol of aloofness and upper-class. There would be no teak counter-topping, parquet floors or well-dressed bank clerks without your custom and —Bank Charges.

Which leads me to the final point. Have you ever stopped to add up the poundages you pay on postal orders used during the course of a season. If you did you would be surprised indeed. You already pay for the 'convenience' of using postal orders to an alarming extent; so to compare one with the other you wouldn't be much out of pocket bearing in mind the services available and advantages to be gained from a private Bank Account. To my mind the convenience, speed, availability and soundness of a Bank Account justifies opening one up and getting rid for once and for all of that inconvenient and tiresome system of queuing up at post office counters.

So why not take better care of your money by seeing your Bank Manager now! He's not an ogre, in fact mine must be more of an angel as the money I have in the Bank wouldn't keep him in typewriter ribbons for a week!

The Club deals with the Midland Bank and has no complaints, only praise for an excellent service. Why don't you see your local Bank Manager before next season opens with the publishing of those regulations!

(The above article was directed at those members who do not possess a banking account).

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THE ART OF WATCHFULNESS by Lionel Cheeswright

I wonder how many of you know what a Lap Recorder does, if you have ever heard of him! I expect you know him as a chap who sits in a glass box over the start line with the Timekeepers; who has a grand view of the racing in comfortable conditions, whilst the marshals and many other officials are out in the cold, cold snow—or the rain, or the wind. A nice cushy job!

All this may be true, but he is still doing an essential task, without which a race meeting could not be run. He does two jobs, one during practice, the other in conjunction with the timekeepers, during racing.

Practice is divided into 8 to 10 sessions, according to the size of the meeting, each usually of 20 minutes duration. Each session is limited to machines of the same capacity and the number of machines on the track is also limited by the track regulations. Each rider may do as many laps as he can find time for, during that session, but he is required to complete at least three laps. This is a safety regulation.

Each Lap Recorder is given about ten numbers to watch for and report whether the rider has, or has not, completed the necessary three laps. Another duty is to spot any numbers which will not be legible at high speeds. It is surprising the difficulty which you can get with a bad number, which may appear all right, when not moving. A bad 6 can be mistaken for 8, or a 3 for a 5 and the rider could be missed in the actual race, as a result. An eye must also be kept open for any unexpected numbers—practising out of turn—with the permission of the Clerk of the Course.

All information must be passed, without delay, to the Clerk of the Course, who is responsible for agreeing that a rider and his machine have fully qualified to race later in the day.

Before racing starts, the Lap Recorders are joined in the box by the Timekeepers. Each of these officials is given in each race, about seven riders numbers to watch. For each of these, he must log the time for each lap, together with the total time and number of laps completed in the race. The actual order of finishing however, can only be determined by the Lap Recorders, who work in duplicate, as a check.

For this purpose, each of the two Lap Recorders, working on each race, keeps a running record of the order of crossing the line, for every lap, irrespective of the number of laps completed. When it is realised that machines are approaching you at speeds up to 100 m.p.h. and may often be in very close formation, it will be appreciated that this is a tricky job—but not impossible providing you are prepared to concentrate. As and when opportunity offers, the Lap Recorder indicates the numbers of these riders who have been lapped.

Immediately after the conclusion of the race, the Chief Lap Recorder calls out to the Chief Timekeeper the order of finishing, having regard to the number of laps completed. The Timekeeper in question supplies the race time, which is quickly converted to speed. The record is completed by the Timekeeper with the fastest lap time supplying this information.

All this is passed to the Results Office and within about five minutes, the results are available to the spectators over the Public Address. So, by good teamwork by all concerned, the public are not kept waiting very

long before getting the results. Through another process, the riders too may have the results in a brief form, usually the first twelve.

May I, as Chief Lap Recorder for the past fifteen years, add a plea for assistance. We would like to build up a team of Lap Recorders, which could mean that someone would always be available, without being compelled to attend every meeting. If any of you are interested, perhaps you will let the Secretary know indicating if possible, which meetings you can attend.

It is a congenial job, done in comfortable conditions and in good company. Just the job for the wife, or girl friend.

POSTBAG

Members' Letters

Dear Sir.—During last year or on reflection it may even have been the year before I wrote an article for the Magazine arising out of the poor support, at that time, for both the 50 and 125 classes in events held by our Club.

At that time you held the view, which, incidentally, was supported by the poor entries, that both the 50 and 125 classes were virtually finished so far as the Club events were concerned.

I held a different view which resulted in a slight discourse between us at Silverstone ending up by my going around the 125 boys and getting entries for the following meeting which was threatened by lack of support for this class.

During the past season it appears to me that the 125 class in Club events has been well supported with reserves at most meetings but the 50 class has been very short of support. This has been blamed by a number of riders to the appearance of the C.R. 110 Honda but with respect, I feel unable to support this contention and I consider that if one traces past history in the lightweight classes there are reasonable grounds for contention.

For instance the 125 class in the mid and late 1950 was mainly supported by modified Bantams and other similar machines. If 10 or 12 of these appeared for practice their ranks were reduced by 30-50% for the actual race. Subsequently the Puch, M.V., Mondial, Ducati, Montesa Bultaco and others appeared until we now have the C.R. 93 Hondas etc. all of which, particularly the M.V. have been blamed in turn as being discouraging to the main support riders in the class.

What I feel has happened is that the whole outlook on racing has changed in say the last five years or so. Previously I feel confident that with a few notable exceptions the main bulk of the riders rode for the pleasure they got from competing against their friends and acquaintances similarly mounted, but, gradually, finance told and the add special or ex-works machine crept in and the rot started. Lets face it, with the exception of pure Club do's in which I include the Bantam Racing 50 and other similar organisations racing to-day is, again with notable exceptions, little more than high finance.

Whilst I appear to have strayed from the main point at issue, i.e. entries for 50 c.c. events held by the Club, I feel the whole matter is related but has been added to by personalities.

Now I mean no disrespect to our Secretary, who, in my opinion, has done a very great deal to improve the standard, and in fact, the whole concept of Club racing, but I cannot help but feel that some where along the line personal issue has arisen which has resulted in someone taking offence and that the 50 c.c. boys have been influenced in some way, not to support the Club events. After all, as I hope to have shown I do not feel the C.R. 110 is the reason for lack of support. There are probably more of these machines competing now than any other single or combined make. At National and International Events this season the entry for this class has been around 25 machines. If it is suggested that prize money is the answer I do not agree. After all, this, subject to the one or two events where the "gold" seekers appear at no expense to themselves and to which I, as a regular, take exception is usually shared between the same 5 or 6 riders. The remainder by and large accept this position and, so far as I personally am concerned got our pleasure from the ride and meeting our friends and acquaintances. This does not mean we do not try to be well placed, we most certainly do and, as results show, some of the most exciting races this season have been the 50 c.c. events where, taking out the couple of works entries, there have been many "blanket" finishes for the first and other leading places.

Coming back to Club 50 events there is no doubt that the Secretary offered this class every support this season and was let down by lack of entries. However, my excursions among 50 riders and my personal talks to them incline me to the view that had they known the number of events likely to have been offered them in 1965 many more of them would have renewed membership and supported these events. Whilst I appreciate that when one has to renew parts these can be quite expensive for the C.R. 110 what is the alternative. To keep it in cotton wool in the garage entering the odd event making organisers wonder whether this class deserves to be encouraged with a consequent falling off of events until one has a very expensive machine on one's hands and no possibility of realizing only a small reasonable loss for the pleasure and satisfaction obtained.

No gentlemen, the answer to the prudent minded is to use whatever machine one has as often as finance and circumstances permit. In this way only will you obtain all that is due to you whatever class you ride in and I suggest to all those members who are 50 class minded to spread the gospel and dispel the gloom seekers. Further I urge the Club Secretary to make widely known as soon as practicable before the 1966 season commences his plans for 50 events for next season.

I do not mind if, as a start and to give those members who have religiously supported this class in the past it takes the form of handicap with 125 or even 250 c.c. machines. I appreciate this gives the time-keepers and other necessary gentlemen quite a headache but I ask them to accept it in the spirit in which the whole of this article is intended, that is for the good of the sport. I feel that by the end of the 1966 season it will have been well worth the effort of all concerned, organisers, riders and all those loyal lads and lassies who so regularly contribute towards the events.

I feel having got so far that there is much left unsaid, further, that much will be said in reply to the points I have made, consequently, if this produces no more than logical and practical constructive criticism my

time has been well spent.

Yours etc., E. L. GRIFFITHS, Downend, Bristol.

Dear Sir.—With reference to your article in “Bemsee” for November, concerning the future of production machine racing, I should like to submit a few of my own thoughts on the subject.

At the present time, the main talking point seems to be the eligibility of the hybrid.

Since the specification of these machines is left very much to customers choice, presumably anyone with enough money could obtain what would virtually be a Manx Norton fitted with a Bonneville engine and the minimum of lighting and silencing equipment. In a production machine race the opposition would probably include a rider on a “genuine” production racer, for example a Norton 650 c.c. As Norton motorcycles only specify certain optional extras, this rider could not use such “goodies” as alloy oil and petrol tanks, megaphone silencers, clip-on handlebars, alloy mudguards, 2 L/S brakes, etc., etc., all of which would be O.K. for the hybrid rider. This discrepancy is not a very desirable state of affairs and any ruling to bring the genuine production machine into line with the hybrid would completely destroy the idea of production machine racing.

If specials are to be allowed in this class, then I think the ruling should be that only parts catalogued by the respective engine and/or frame manufacturers (not assemblers) be used. This ruling would put the specials on level terms with the genuine machines as far as “goodies” are concerned. I should like to point out that I am in no way trying to “get at” Dave Degens, but his appearance at Snetterton on the Dreda has brought matters to a head. I think that the entry was within the compass of existing B.M.C.R.C. ruling and he would probably have won anyway on any average competitive 650 c.c. production racer, which leads to another point.

Although I think no ruling exists, the tendency of most organisers is to discourage “star” riders from production machine races (Hutch and Thruxton excepted) and I think that, as the class at the moment provides rides for riders of lesser abilities, a ruling such as “no International licence holders” is needed. As “star” riders usually race in two or more road-racing classes as well, if they start hogging the programme by entering the production races the lesser gifted clubmen will lose their one ride of the day.

I expect that all of the above has been said many times before but I hope that my remarks are of some use to you.

Yours etc., M. J. NEVILL, London, S.E.26.

Dear Sir.—Although I feel that there are enough meetings at Brands already I must commend you on the news of the “Hutch” moving there.

Success, financially, and enjoyable racing for greater numbers of people is assured.

Good luck, G. A. HOPWOOD, London, S.E.22.

Dear Sir.—Referring to your leader in this month's "Bemsee," the following are some constructive comments. At any rate they are intended to be constructive.

1. Machines are to be catalogued models, available for sale at any dealer for that make in the country.
2. Optional extras fitted must be shown in catalogues available in January of the year. Older machines can be brought up to date, provided that a reasonably competent owner can fit the parts.
3. Frames must be made by, or for, the manufacturer of that machine only. (This has to be worded this way, as Reynolds make the "feather-bed" frame for Norton.)
4. All machines must be registered and taxed—to be verified with the log-book as at present. They must all have a legal rear number plate and legal lighting. Not small rear lights pointing vertically!
5. Prototypes, if allowed to race, not to qualify for awards. We do not want to stifle development.
6. In the interests of safety, the following is to be allowed:—
 - a. Pipes and silencers may be raised for ground clearance.
 - b. All stands to be removed, except for Norton, which are to have stands securely wired up. (With a Norton, the engine has to be removed to take off the stands.)
 - c. Additional fixing points, or strengthening existing ones, may be used for oil tanks. A tank and/or half a gallon of oil deposited on the track does tend to reduce tyre adhesion! (List of offending machines on request.)
 - d. Air scoops and outlets may be fitted to front brakes.
 - e. Racing tyres, brake linings and plugs may be fitted.
 - f. Racing seats may be fitted. (This does not apply to me, as I cannot afford one.)
7. No other non-standard modifications may be used.
8. Kick starters, or electric starters must be used to prod the reluctant heap into life. (A sore point for me. By the time the Venom fires, the Tiger 100's are halfway round the first lap. But it does preserve the class.)

I hope that this will give food for thought.

Now for a few personal points. Why is it that we, who support all club meetings, are excluded when there is a decent race at the Hutch! If the rule about machines being not more than three years old had applied to the pukka racing classes, the final race would have seen Phil Read on his own on the Yamaha. Even Mike's M.V. is seven years old! Why penalise us because we are poor, and cannot buy new machines? It is a big enough built in handicap.

I should hate to see Tritons allowed in. (A selfish paragraph, this). If they are, no organiser will want my old wreck trundling round, being lapped every two or three laps, and that will be the end of my racing.

Incidentally, I built six of these things for friends in 1954 and '55 (shows how old I am!) and we called them tigernators. The licensing authorities would only register them as "Specials." This is obviously what they are. Fancy names do not make them anything else!

Finally, I shan't be coming to the dinner. Thirty bob to me is a tyre. It would be nice to buy some new tyres just once, instead of using other

people's cast-offs. Maybe some day I will be able to afford it!

Yours, etc., BERT COPE, Dagenham, Essex.

Dear Sir.—With regard to your appeal for suggestions concerning the Production Machine class I would like to suggest the following.

Hybrids of any form or type are not permitted.

The machine complete with extras must not have cost more than £50 above the standard list price. This may be hard on the officials checking the machines, but I think it is the only way to prevent manufacturers having Manx frames, etc., etc., as "optional extras."

The above may require the need for a separate scrutineer for production machines only. I would be most willing to do this job for you at most meetings next year if you are short of a suitable chap. I have completed in production events for the last three years and now that I have been forced to retire, I would like to see my fellow competitors get a fair crack of the whip, with everyone on comparable machinery.

Yours etc., M. E. COOK, Sidcup, Kent.

Dear Sir.—As a competitor in Production Machine races I feel that I must protest against the eligibility of the Dresda Triton and indeed against any other Triton or "special" to compete in Production races. If these machines are allowed to compete, the class will be over-run with thinly disguised racers with lights on, and real Production bikes for which, after all, the class is intended will have little chance against them.

As I see it a new rule must be made which will exclude these specials and I suggest the following: The Make or Manufacturer of the engine, frame and cycle parts must be the same, i.e. if the engine is of Norton make the frame and cycle parts must be Norton also. This should effectively exclude Triumph-Norton specials, etc.

Referring back to the Bemsee meeting at Snetterton on 3rd October I would like to know the situation regarding awards for the Production race. My reason for asking is because I was 4th and if the Triton is excluded I wondered if this would put me in line for a 3rd place award.

Yours etc., B. L. DAVISON, Ospringe, Kent.

Dear Sir.—As a supporter of production races for a good many years I was naturally very interested to read the comments entitled "Production Job or not." [Wording used in 'MOTOR CYCLE']

Surely the title "Production Race" is somewhat ambiguous and leads one to misinterpret its nature.

What is a Production Race? Is one to assume it being a stock machine event, or an event for machines built with production parts. If the former, then regulations must be tightened up to restrict machines to be as identical in every respect to those coming off the assembly line; if the latter, then it could be rightly taken as a machine assembled with parts manufactured during the course of normal production, who put them together does not matter a dreadful lot.

What does the potential user or purchaser expect in the model that has been successful in the races?

Is the machine to be a "souped up" version of a stock machine, if so, then it could be stated to be just this with 75% of entries in production events.

My feeling and impression is that the race should encourage progress in design and at the same time prove the machines to the public; if the

race has achieved this then it is certainly well worth while.

As I see it here is the basis of an idea to incorporate the best of both worlds.

Let the A.C.U. pick the machines coming off assembly line, or from dealers or distributors unregistered stock. Impound all machines so chosen until taken to M.I.R.A. to be given so many miles running-in period, this to include so many miles in the darkness.

After the running-in period, hand all machines back to manufacturers or distributors from whence they were acquired in order that they could execute any tuning or modifications they felt desirable.

Permit any modifications whatsoever, provided that they are kept within machine cylinder capacity; all modifications so made must be described on entry forms in complete detail.

Immediately race is completed every machine that was entered to be put up for sale by auction, prices realised over existing retail figure going towards prize money for next event.

Doubtless there are many snags in my suggestions, for instance foreign entries as one, but I feel sure with some thought and energy put into it the result could be one of progress in design with added race interest for the public.

Now, pull the idea to pieces, it might start the ball rolling to provide a better arrangement than we have at the present time in production racing.

However, I sincerely hope that new ideas are put into the project whatever may happen.

Yours etc., A. R. TAYLOR, Shipston-on-Stour, Warks.

Dear Sir.—I read the November magazine with great interest as usual, and particularly the editorial about what is a production motorcycle.

You ask for constructive remarks as to regards what can be done with hybrid machines.

Personally, I think that if a motorcycle has been produced and the minimum of 100 complete machines sold to the public, that the engine unit could be used in another frame provided that the frame in which it is used also forms part of a complete motorcycle of which at least 100 have been sold to the public originally.

Also, if a private owner wanted to modify his machine I cannot see that there would be any real objection if he fitted say different front forks to what were fitted originally to the frame—such as a set of Italian forks—provided the forks fitted had been supplied to the public as a complete machine of which more than 100 have been sold.

Quite candidly I cannot see much difference between building a Norton machine with a Triumph engine, and vice versa, to what was the usual thing in the 1920's when I suppose two-thirds of the motorcycles produced were fitted with proprietary engines.

Many so-called motorcycle manufacturers really only made the frame—if they even made that—and perhaps built the wheels.

Everything else were merely proprietary articles and many manufacturers offered a choice of JAP, BLACKBURNE, or VILLIERS engines in their various models and, of course, there were lesser numbers of MAG and ANZANI, and other engines supplied.

I seem to recall when a Morgan 3-wheeler could be purchased with JAP, BLACKBURNE, ANZANI, MAG or MATCHLESS engines fitted.

Therefore, quite candidly I think on a broad basis it should be permissible to race a hybrid motorcycle as a production machine—assuming the units used have been actually fitted in production machines and comply with the regulations otherwise.

As far as I can see, the only parts which would not be standard would be engine plates and perhaps exhaust pipes.

I fully appreciate that the Scrutineers have a difficult enough job when production machine races are restricted to absolutely strictly production machines without any changeover.

Perhaps hybrids might make it even more onerous for them.

However, I think that if on the entry form where a hybrid motorcycle was being entered there should be some provision for the owner to declare the manufacturer of the various units which have been assembled into a hybrid machine and supply sufficient proof that the hybrid machine complied with the regulations as regards its components having been, or being, parts of current production machines which otherwise comply with the regulations.

I should also like to express my appreciation of the terrific efforts you are putting into BEMSEE and I feel you have done a most marvellous job and it is very much appreciated.

Quite candidly I cannot understand where you get the energy from to do all that you do.

I may say that in my opinion you have pulled the Club round already from a very precarious position to one of some security.

Yours etc., G. E. TOTTEY, Heswall, Cheshire.

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THE ANNUAL DINNER

By The Editor

"We ate well; we drank well and we were, indeed, merry!" In fact one of our number was so merry that he went off without his trophies!

Fog! Ghastly, swirling stuff descended on London during the course of the evening which dampened proceedings somewhat especially as it prevented at least one of the entertainers from arriving. The Band was short of its drummer until 10 p.m. and never did find out what happened to the guitarist. Nevertheless, I can't honestly say that it mattered much and the evening's music was a vast improvement on that of last year. We even had one of those singers we all dream about at one time or another! However, most people drifted homewards towards 1 a.m., some earlier than others because of the distance and the fog, and the Dinner wound up when they kicked the remainder out at 1.45 a.m. on Friday morning!

Out of the 44 annual trophies, only 19 were presented during the course of the evening. These were presented by Geoff Duke who was bludgeoned into it at the last minute, and to whom we owe a vote of thanks for being present. One presence was sadly missed; that of John Surtees and it was with this in mind that the members present sent him a message of best wishes for a speedy recovery, regretting that he was unable to be with them that evening. Our worthy President, Sir Geoffrey Tuttle said, in his speech, that he sincerely hoped that John would be up and about before long and that the Club looked forward to the time when he would be able to renew his acquaintance with four-wheels.

As was expected, the Raffle produced great excitement even though the sight of orange tickets being drawn produced one or two not so funny cracks from some quarters. Perhaps I ought to explain that one person bought a complete book of orange tickets! Poetic justice being what it is, he didn't win the Honda which went to the first person to buy a ticket that evening—Bill Groome of Langley. There were at least 40 prizes in the raffle that evening ranging from cultured pearls still in the oyster (carefully packed and shipped from Japan in a transparent container) to, of course, the Honda Monkey-'Bike a jump from 6/11 to £89. Whether they won anything or not I don't doubt that everyone got their money's worth. Poetic justice again on last year's winner of the Suzuki who, this year, won a fountain pen!

The biggest laugh?—Cn Charlie Rous who won the Alcohol Trophy!

STOLEN

1963 7R AJS complete with tools from John Rice at his old home in Crawley Down. The machine was one of the latest to be made and was supplied to him by Tom Arter.

Engine and Frame No. 7R/4851

The machine was un-insured and represents everything that John owns. There are no particular identification marks except that the Kirby-type fairing is painted in an unusual turquoise green. John is offering a £25 reward for any information leading to its return although it is to be hoped that no member will take advantage of this. John can be contacted at: Telephone No. Hove 775853.



Joe Dunphy receiving the J. S. Moore Trophy from Geoff Duke.



The Honda Monkey-Bike and its winner Bill Groome.

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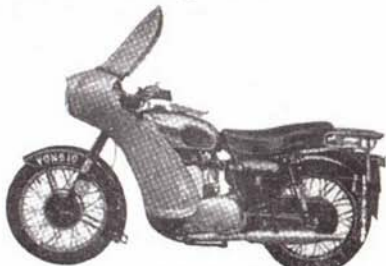
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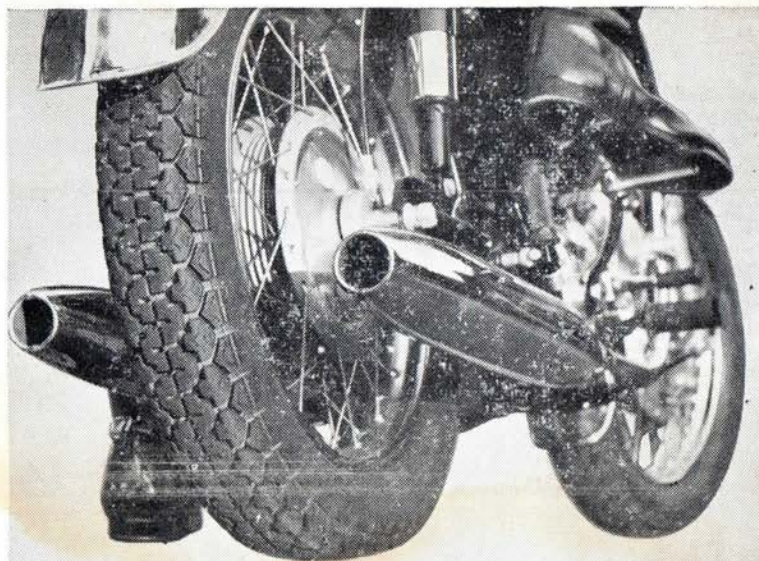
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