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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB



EDITOR
Jim Swift

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Bemsee

MARCH 1966

THE CLUB

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EDITORIAL

This will be the last issue of the magazine and, indeed, the last set of regulations that you will receive if you haven't yet paid your subscription! Three months grace is all that you're permitted these days out of fairness to others.

With the start of the Grand Epreuve events imminent, much speculation is being given to the Honda set-up and in particular the role which Mike Hailwood will take. We have all heard rumours, most of them contradicting themselves, that Mike will not be restricted to just one or two classes, neither will he be restricted to taking team orders. With this in mind, the 250 and 350 classes might prove to be the most interesting as I cannot see Jim Redman riding to team orders when Mike is either in front, or behind come to that. The inclusion of Mike in the team means that we can expect fireworks and new records for neither of these two riders can afford to be second!

What then of Agostini? One can really never believe anything relating to the M.V. Agusta concern until it happens. Even after it has happened you are still left wondering. Surely 1966 comes into the former category and much speculation must revolve around the only person capable of proving even a minor threat to the Japanese supremacy—Agostini. Good rider though he is, even with the undoubted reliability of the M.V., I cannot see him breaking the new Honda line-up which will be out to beat each other, let alone let anyone else have a look in.

But so far we have ignored Yamaha. Mike Duff's untimely departure means that the team is basically one short for only Phil Read and Bill Ivy can spearhead the attack and Bill is sadly lacking experience on the Grand Prix Circus. Doubtless it won't be long before he learns but in the meantime Yamaha are only left with Phil to combat the mighty. If one assumes that all machines will be of equal merit this year,—there wasn't much to separate them in 1965—then my money would be on Hailwood and Honda but with Redman a very, very close second.

The 500 Honda remains questionable at this stage. I don't think anyone knows what it is likely to be for all factories are shrouded in secrecy and Honda can be no exception. Already we have reports of a lighter M.V. with six speeds instead of five, but so far nothing concrete from Honda. Obviously it suggests a V-8 but it must be remembered that it took Moto Guzzi quite a while to sort out the complicated engineering problems so Mike's senior title is by no means safe.

The smaller classes? Your guess is as good as mine so let battle commence with the Spanish!

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C. East, 1 Bowling Green Road, Powick, Worcester. (Silverstone 2nd April).

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B. West, 173 Prince George Avenue, London, N.14.

REAR RACING TYRE of Cling variety. Must have good tread size 2.75 x 18. Also fully tapered expansion box for BSA Bantam.

G. W. Ward, 31 Bewdley Street, Kidderminster, Worcestershire.

GREEVES Silverstone 24 RAS Barrel (or scramble barrel; 24 RAS frame or Cotton Cougar frame; pair of alloy 18" rims; Greeves front wheel hub with cush drive; Villiers 36A scrambles gears; Alpha 36A Crankshaft assy; 1 $\frac{3}{8}$ " monobloc carb. Also Austin A55 Van cheap.

F. J. Hawkins, address as above.

HELP! Any member in the Carpenders Park of Watford area with racing transport that could help me out with April 2nd and April 11th meetings. Will willingly share costs.

J. Helms, 353 Prestwick Road, South Oxhey, Watford, Herts. Tel: Hatch End 6599.

THE OTHER WAY ROUND

by Jim Swift

To get facts straight, the Club put forward the suggestion to Brands Hatch Circuit Ltd. seven months ago that the Hutch should be run in an anti-clockwise direction. It received a few chuckles but nothing else until quite recently when the Press seemed to pick it up from John Cooper who came out with it during a social gathering at Brands. It doesn't particularly worry me who gets the credit so long as it comes to fruition, but facts are facts nevertheless. It is not therefore so much a question of "will the Club agree" but "will we be able to manage it?"

Although the advantage of publicity should never be lost, at least when you have something up your sleeve, I don't think it would go very far amiss if I mentioned the reasons for the suggestion without committing ourselves to a final statement. Of course, by the time this magazine is published, you may find the answer in the technical press, but if you do, it will be a specially controlled announcement by both the Club and Brands Hatch Circuit Ltd. to gain the maximum effect on the general public who, we hope, will flock to Brands in their tens of thousands as a result!

I have no doubt that all of you have your own opinions on the possible success or failure of the venture, should it ever materialise. Likewise I have my own which closely resembles the opinions of the Board. Indeed it was my own brainwave from the offset so this is not surprising! To date, the Hutch has been a 'one-off' meeting since it ceased to be at Brooklands, where little advantage was gained by a more intimate knowledge of circuit topography. At least, intimate knowledge came quite expensive for the only way it could be gained was by hiring the circuit for test days. Except for the occasions when no M.V. was present, all classes had a certain amount of interest and conjecture about them which never quite existed at any other circuit throughout the country. Perhaps this was why the "Hutch" attracted the riders and the press. In it's earlier days, crowds too, but this is that other story! Personally, I believe this to be true, but one argument against my theory is that Silverstone Saturday used to be on the Grand Prix circuit at Silverstone as well as the Hutch, and always the Hutch used to come off worse. My answer to this is simply 'publicity', something which the "Hutch" in those days never used to get. When Temple Press dropped the Silverstone Saturday meeting we mourned its passing, as indeed we still do, but the atmosphere rubbed off on to the Hutch when we changed its face to meet the demand which Silverstone Saturday left behind. It is this atmosphere which is made purely and simply by a one-off meeting; an atmosphere which filters through to everyone even vaguely connected with the sport and is something which can never be repeated in the same year at the same circuit.

My reasoning may be a little confusing, but the "Hutch" may be directly compared with the T.T. in respect of the atmosphere created. At least, this is my opinion. Something different, out of the ordinary; something which is not repeated again for twelve months.

This is therefore the reason why we would like to see the "Hutch" run in an anti-clockwise direction at Brands Hatch. Having settled on Brands Hatch as the most futuristic circuit in the country, with every facility possible and a length of circuit suitable for an International event, it must be different from all other meetings there if it is to keep the atmosphere which makes it great.

What then of the circuit itself when run in an anti-clockwise direction. How much is the 'King of Brands' worth then, (I use that description as a figure of speech and not as questioning the ability of DM) for everyone will be on an equal footing for, perhaps, the very first time. If an advantage can go to anyone, then it will surely go to the European sidecarists who keep the right-handed chair. Continentals too, are more familiar with anti-clock circuits and I well remember the day when Ernst Hiller thanked me for an enjoyable day's racing but wished we would have more left handers so that he could keep up. Perhaps this is what gave me the idea! At least, run in the reverse direction, i will even up the tyres!

With a full classic entry, the publicity value is immense to say the least. Who can foresee any name appearing first on the list? So far only Derek Minter has attempted to run the other way round, and if I have my own way he will be the first and last until official practice commences prior to the meeting. Looking at the circuit, I can only see one likely hazardous spot—South Bank. Who then can say if the circuit will be quicker or slower, or will it be a safer circuit that it is at present? Again, your guess is as good as my own, and therefore the Nation's guess will be the one which decides success or failure for, whichever way you agree to look at it, it is the financial outcome of any venture



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which decides its prominence in the world today. If it is great, then it will be great, given a sporting chance at success.

We hope to be giving the Hutchinson 100 every chance of success in the years to come and, combined with the resources of Brands Hatch Circuit Ltd., will be presenting a meeting which will have no counterpart, anywhere.

Watch, wait and see!

A FEW NOTES OF INTEREST

by Jim Swift

LABELS AND SUCH. The idea was that you should get a far quicker reply to your entry, at the same time covering, to some extent, the increased postal charges. This was the reason why two attached gummed labels were enclosed with each set of regulations and why you were asked to complete them, stamp them appropriately, and return with your entry form. The result had to be seen to be believed. Some stuck them on the top of their entry forms, some sent them stuck on their original envelope, some without name, address or stamp, in fact the whole scene was pantomime. My sincere thanks to those who read, understood and acted accordingly and whose action was greatly appreciated by the staff handling them. To those who didn't understand, may I add that all we require is that you put your name and address on both, stick a threepenny stamp on one and a fourpenny stamp on the other, and return complete with your entry!

EASTER TROPHY MEETING. I am thankful that a great spirit exists throughout the Club, expressed by the 380 entries received for the Easter Trophy Meeting on Easter Monday, a day when there are so many other counter-attractions that I didn't dare hope for such a large response. I am both pleased and gratified with your support. I can now only hope that none of the riders who have entered spoil their own chances by entering somewhere else on the same day. It has happened, both accidentally and intentionally, and as the consequences are now serious I ask that you pay a little more attention to your obligations.

PRODUCTION REGULATIONS. These are now in the process of being worked out as far as International meetings are concerned by both myself and Neville Goss with the assistance of the trade generally. A few days after this is being written, the Club is holding a meeting between senior members of the trade and manufacturers at A.M.C.'s in London to discuss at length the new regulations which will be immediately effective subject to the approval of the F.I.M. The A.C.U. have already approved them subject to the over-riding approval of their rules committee. However, one or two knotty problems remain not the least of which is the interpretation of the F.I.M. formula governing production sports machines. At present it would be difficult to know if the new 444 c.c. Honda is eligible to compete as one of the regulations precludes double overhead camshaft engines. But, as it appears that an organiser can discard any of the regulations in the formula, by virtue of the authority given to him by the opening paragraph of the formula, it may well be in—but nobody knows until the F.I.M. confirm their own regulations! So far they have been loath to accept the responsibility of confirmation or otherwise, so we are still very much in the dark.

Whilst we are in the process of formulating a reasonable set of regulations for a National code, I have been asked by one or two members what we are up to. Needless to say at this stage it would be impossible to predict what the eventual outcome will be as it will certainly take time. One must remember that these regulations have to attain two objects; on the one hand they must achieve the purpose in mind and yet on the other they must be easily operable by the officials of the meeting, not the least of which are the scrutineers. It would therefore be safe to add that they will not come into force before next season and members will have early warning of their contents. I might add here and now that under no circumstances will the regulations be altered in any shape or form from those finally approved by the A.C.U. as a set of standing regulations for production sports machines. I regret to say that if riders do not support them then the class will be dropped entirely. But you may rest assured of one thing—hybrids will be ineligible to compete.

INSURANCES. With the commencement of the racing season, riders may be interested in insuring their machines for fire and theft risks through Muir Beddall and Co. Ltd., the Club's brokers. For very little premium they can have the satisfaction of knowing that their race machinery is well protected from the risk of having it stolen when parked in the garage and from fire. Too much racing machinery is being stolen by unscrupulous thieves these days so your only way to recompense is through insurance. Nothing else can give you back the money from a lost machine. Proposal forms can be obtained from the Club's office or from Muir Beddall direct at Vincula House, Tower Place, London, E.C.3. If writing to the latter, please direct your communications to the Competitions Department.

All Club officials may like to know that, from the commencement of this season, Personal Accident rates will be increased from £10 per week during temporary or total disablement, to £20 per week, still keeping the death limit at £2,000. However, this master policy is only valid if the officials sign on. Anyone who has not signed on is not covered by insurance in the event of an accident, fatal or otherwise.

OFFICIALS. From time to time a plea for assistance is reported in these pages for help at race meetings. With the advent of the season it must again be repeated as the burden of more race meetings, although pleasant for the riders, is far from being pleasant for the officials who give up much for the enjoyment of others. If therefore, you have any sons, daughters or other offsprings who would like to act as messengers then we should be only too pleased to have their help. Any other responsible members are more than welcome to fill other places and train for other jobs which could relieve the strain on our officials who never fail to attend a meeting and who would dearly enjoy relief at some time during the year. Any members who think they can help are asked to write to the Secretary now.

MEMBER'S MAILBAG

Dear Sir.—I was very disappointed to read of the Club's decision to move the Hutchinson 100 to Brands Hatch. I myself very much agree with some of our other members, and all Midland and Northern enthusiasts, who thought it was a shame to take this event out of the reach of a lot of race-goers in this part of the country and who looked forward to this race meeting at Silverstone. I further agree that it is far too far for us in the North and Midlands to travel to a circuit like Brands Hatch for one day's racing. I can understand the Club's difficulties, it does take a lot of money to run a race meeting such as this, but I would like to see this great race day brought within easy reach of more riders from my part of the country. The London riders I feel get too many good events at Brands Hatch so why not bring some of these events to Mallory Park or Oulton Park which, in my opinion, are the two best circuits in the country both for spectators and riders alike. I am a non-competing member and my machine is a small 1963 50 c.c. Sports Honda which is why I for one cannot get to such circuits as Brands Hatch and Snetterton. I hope our Club organisers will try to understand that they must bring our sports events a little nearer the centre of the country to make things even for everyone.

I hope that the Club will soon get sufficient money and strength to make our best event of the year more popular and on a circuit where everyone who is a race fan can go to see it.

Yours etc., K. R. TAYLOR,

Burton on Trent, Staffs.

Ed.—Just one thought. Have you ever thought that a lot of people from South of London may have stayed away from the Hutch for very much the same reason? Your loss is their gain but I do admit the scarcity of meetings in the North. Perhaps this is due to the poor attendances!

Dear Sir.—I shall be returning to the U.K. after two and a half years in Singapore on April 1st and will resume racing in as many events as possible during my eight weeks leave.

I have had a couple of good seasons here in Singapore; seven first places, and a second and a third in the last nine races! I have also managed a fourth fastest 500, fifth fastest 650 in the Dunlop Gap Hill Climb. In the Singapore G.P., 250 class, I was eighth and in the senior event fifth behind Hasegawn (Yamaha), Motohass (Yamaha), Fugi (Suzuki '4') and a local Manx Norton, for 52 of the 60 laps until the clutch failed on my 250 Ducati (loaned by Chu Cheong Motors Ltd.). I now look forward to some home competition.

Yours etc., J. B. CAFFREY.

HMS Darrington, Singapore, Malaya.

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LUCAS ANNOUNCE BRITAIN'S FIRST 12 VOLT MOTOR CYCLE BATTERY

The reasons for the introduction by Lucas of Britain's first 12 volt motor cycle battery are twofold. Not only has the increasing popularity of 12 volt electrics on motor cycles created a very real demand for a suitable single 12 volt battery to replace the previously necessary two 6 volt batteries, but it was also necessary to provide new British machines with both a modern styled battery and one which facilitates maintenance.

Known as the PUZ5A, and having a capacity of 10 A.H. at the 20 hour rate, this new Lucas battery is currently fitted as standard to all Triumph 12 volt machines.

Constructed of an acrylon nitrile based material, the battery satisfies the most exacting requirements of strength and reliability. The requirements were many in that it would have a wide range of temperature ability to enable ease of moulding in thin sections, and be completely resistant to acid, petrol, oil etc. Arduous road tests were carried out by Lucas and Motor Cycle Manufacturers on this battery and have proved the PUZ5A to be not only a successful transparent type but also one of the most robust motor cycle batteries yet produced.

The battery incorporates new and useful features, a number of which are listed below.

1. A transparent case affords ease of checking the acid level.
2. Improved design and arrangement of the battery terminals makes them more accessible.
3. The filler plugs are made of a one piece moulding thus eliminating the possibility of lost plugs.
4. Adequate gasing area is provided above the plates which reduces the possibility of the battery boiling over when on heavy charge. Manifold vent and plastic vent pipes will be available as optional extras if required.
5. Incorporated are improved separators which much improve the resistance to vibration.
6. As the result of the above (4 and 5) the acid level has now been raised to the tops of the plates.

The decision to change the electrical system on motor cycles to 12 volt was taken after careful consideration of the lighting available on large machines capable of 100 m.p.h. It was felt that the lighting on motor cycles had not kept pace with automobile lighting and, whilst the modern small car had 100 watts or more available, the motor cyclist with a 6 volt system was restricted to a 30 watt main beam.

Lucas carried out considerable research to find the best solution to this problem. It was not merely a question of producing an alternator which would give a higher output 6 volt system, for this method would necessitate a much larger alternator as well as a larger battery and the whole of the wiring would have to be heavier to accommodate the higher current available. With the restricted space on motor cycles and the need for the cable to remain as flexible and as small as possible, this was obviously not the answer.

Lucas therefore decided on a 12 volt system for the following reasons:—

1. Exactly the same alternator, silicon rectifier, contact breaker and wiring can be used, the only items changing being battery, bulbs, horn and ignition coil.
2. Headlamps of between 50 and 75 watts can be used.
3. A 12 volt system enables a Zener Diode Voltage Regulator to be used in conjunction with a permanent magnet Alternator.
4. The adoption of electric starters is made an easier possibility.

Hitherto, the rectified output from only two stator coils of the conventional six-coil motor cycle alternator has, for normal applications, been fed into the battery to provide permanent trickle-charging. However, by shunting the battery with an appropriately rated Zener Diode (connected through the ignition switch to avoid off-duty leakage), four coils can be permanently associated with the battery. With this arrangement, which is particularly intended for use on machines equipped with 12 volt facilities, the state of charge of the battery is quickly restored following a start.

As the battery becomes re-charged, the system voltage rises and, on reaching approximately 14 volts, the Zener Diode becomes partially conducting and provides an alternative path to earth for a small part of the alternator output. Further small rises in battery voltage result in large increases in Zener Diode conductivity until, at approximately 15 volts, the bulk of the alternator output is by-passed and the system off-load voltage is stabilised.

Any depressing of the system voltage, due to external electrical loading, causes the Zener Diode current to decrease and the balance to be diverted to the current consuming component involved. In the event of the load being heavy enough to depress the voltage below 14 volts, the Zener Diode reverts to its high resistance state of virtual non-conductivity and all the generated output goes to meeting the current demands of the battery and equipment.

When the headlamp is in use, the conventional arrangement is employed for obtaining full alternator output whereby all three pairs of stator coils are parallel connected.

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IT'S NOT ONLY A MANS WORLD

Anonymous

Women are the greatest gift to man that ever was. Not only are they willing but they are able too if but the truth were known. They provide for the comforts of a homely existence wherever they go and are always at hand for polishing up when the day is miserable and wet, which it always seems to be, and are forever at hand to strip the willing male of his clinging wet leathers and help him dry out over the smoking primus stove. They may even lend a hand at airing him out should the occasion warrant but the only trouble is that you've to ring the right number first! Or so they hope!

Some stick to the scene like barnacles to the bottom, often clinging long after the soreness has worn off but they are always around to administer the embrocation in just the right quantities. They are valuable assets in any sphere, shape or form and grace the dish of many hungry rider whose girations may bring forth an unquenchable urge to desist; for malnutrition is not a desirable state of affairs, where speed is the all important factor of success.

Stick a rag in her hand and she is as happy as a lark mopping up the remnants of a practice burst but she must be kept happy and this means busy too. The signs she may give a rider from the pits may not help but at least they will tell him where to go and what sort of state he's in. The fact that he may not finish is something only he can decide. A woman's way may not altogether be honest but at least it's direct and to the point. You always know where you are even though you would prefer not to be. Her world is not only difficult, it's darned complicated too, and she often sees things which escapes the masculine species. Never argue with her; this only brings out the directness of approach which, in so many of us, lies dormant for generations but which can quickly be kindled into flames of doom. The race can soon be over but Mephistopheles lingers to the end.

Never let a woman know who's boss or she may test your pressure without warning. While she believes she's in charge good luck will follow your progress, but apply the brake and you'll find out who's wearing the linings from the hot seat. An important factor in the tuning of a woman is to make sure that she's abreast of the times and that her needle is not provoked by any unwarranted obstruction or intrusion. A lot can be gained by slightly cutting down on the alcoholcontent especially if you're a vintagarian.

In all, women are exceptional and supernatural. Next time you want breakfast in bed, ask her politely, but do make sure you're ready to start when she fires!

Ed.—Following the above article I accept the recommendation and would ask any ladies interested in suitable positions to write in. The Club needs help at race meetings.

THE RECURRENT PROBLEM

by Jim Swift

A great deal of despair is now being emitted from the world of the 50 c.c. as the number of races at which they can compete has been slashed to an alarming extent. I have been accused before of being anti-50's, as have some of my predecessors, but I can honestly say that we are not against the class and can only sympathise with their plight. This doesn't mean that we intend doing anything about it at present for a variety of reasons, the main one being that few of the riders seem capable of doing anything to help themselves except, of course, to write aggressive letters when we dropped the class.

On the whole I can honestly say that race meetings have been easier to run and very much more pleasant in a lot of ways since the class was banished. I feel sure that their riders would have reddened considerably more if they had heard the remarks passed about their machines by the greater majority of the other riders, mainly because of the noise which cracked from those sawn-off pipes. Of course, this was in the day of the Itom. With the arrival of the CR110 Honda, the 50 brigade took a very heavy beating, the only survivors being those who had enough cash to join the ranks of the conquerors. As a result, interest dwindled, entry lists declined and the class was struck from the programme of events with a howl of approval from a great many people following hard on its heels. The feeling against the 50 brigade was easy to understand but yet hard to put into words. Psychologically, the malady stemmed from the deafening crackle emitted from the engine; as a result they were hated everywhere and some organisers refused to include a class for them in the first place. This was indeed unfortunate for the riders who were being banned from mechanical limitations rather than any more plausible reasons. Capacity too was against them from the offset as they were looked down upon as an inferior breed by many. Although their arguments were sound when comparing them with the 125's who had a similar start, it seemed as though they would never break down the barrier of diminutive midgets and psychological disadvantages resulting.

In some way this would explain the anti brigade. I'm not saying that I am entirely correct in my assumptions but somewhere along the line I feel that an awful lot of people are clapping their hands with glee at the prospects of meetings without 50's. If I am honest with myself I must admit to fewer headaches at the conclusion of meetings too, but this does not justify their dismissal from the racing scene.

Looking at the scene on a broader plane, it might be said that they have no commercial value for an organiser. This is true to a greater extent but what then of the classics and, in particular, the T.T. Whilst factory interest persists I cannot see the class being dropped but to my mind it is a complete and utter farce. This doesn't prevent me from including a race at the Hutch when I have a commercial proposition so I must be as guilty as the next man of utilising an otherwise unwanted commodity when it suits me best. As far as the T.T. is concerned, there is little or no spectator interest. With the few entries, even three laps



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is an awful long time to stand around waiting for the Senior to start but this is something you have to put up with if you want to reserve your place for the later event. So, here too, we have the rub. Unless more entries are forthcoming for the T.T., I envisage the class being dropped by reason of lack of support but not until the Japanese factories have worn themselves out combatting each other. How much more interesting it would be to have a full entry and to have that entry actually start a race!

On the whole, spectators are not aware of the performance of such a small machine. All they are interested in is the awareness of competition, surely the reason why races are run in the first place. This factor, and this factor alone, provides a commercial enterprise with the finest chances of success. Club racing may produce the finest competition but it is not a commercial enterprise in the true sense of the word and will not therefore arouse the spectator's interest in the first instance.

We must therefore be left with something which is only wanted by the minority—the riders. Apart from the few, little active interest is shown in the future of their sport, a fact substantiated by the poor attendance at the AGM of the 50 Club at a time when all their interest should have been centered on raising the prospects of continued competition. I am disappointed for their sakes because I put forward the offer of a 50 c.c. race at each Club meeting should sufficient support be forthcoming. The result is a miserable eleven letters of support. The Club can not and will not justify the inclusion of any races for 50 c.c.'s on this basis, to the detriment of its present members to whom it owes allegiance. It can therefore offer no immediate support for the class.

I have no doubt that this article will cause yet another stir within the group of riders comprising the 50 c.c. class. If it does then, like Ernie Griffiths letter in January's magazine, it will have served its purpose. However, if it causes a similar reaction to the said letter, then it will be completely in vain and all other riders can sit back and be contented at the prospect of no 50's.

RETIRING CIRCUMSTANCES

by Jim Swift

At 55 all riders face the fact that they are retired from active road racing and world record attempts—internationally that is. But some are as good, if not better, at that age than other much younger men. People still active at this age are exceptional; why then should they be retired? And why pick on 55 years of age as the yardstick?

Not much thought has gone into many of the F.I.M. regulations it would appear. Take the 60° angle of lean. This has now been agreed as too great and accordingly reduced to 50° after much pressure by the Club, and the A.C.U. But a production sports machine still has to comply with this regulation, officially that is, and until the F.I.M. approve a new set of regulations with a lower limit stipulation, organisers must enforce this rule or ignore it at their own risk.



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Why do the F.I.M. require 55 to be the retiring age whereas the A.C.U. have no stipulated age restriction other than 16 as the commencing age? Is it because they consider senile decay will have set in by then? Obviously they cannot have considered the problem in a rational sense and have allowed their personal opinions to take the place of reasoning. Perhaps too, the subject was glossed over as these things can be when time presses and the language difficulty presents confusion. Bill Beevers, Frank Cope and now George Brown have, and will, fall to the F.I.M.'s axe just because they are 55. Fitter and more competent men have yet to survive to that age in active competition! There are others too whose sensible and safe riding has put them well ahead of much younger adversaries, but there's nothing much that can be done. What age do you stop at?

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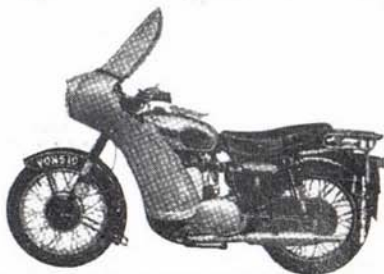
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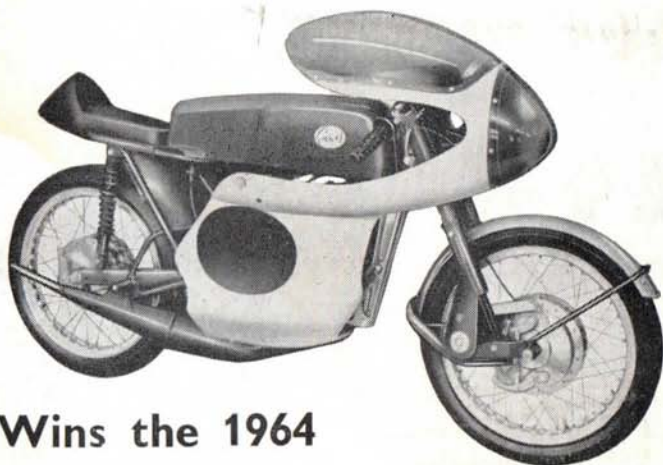
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