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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



To all Members we wish a Merry Christmas

EDITORIAL

As we have been looking forward to next year for some time now, it comes as a little bit of a shock to hear that Shell have sliced just about every good meeting from their list of supported events with the exception of just the T.T., Ulster Grand Prix and the 500 mile production race at Brands Hatch. Not that it was unexpected, but still the overall effect makes one shudder at the future of British road racing. On top of this news, I learned from Malcolm Edgar the other day that Castrol too are not supporting racing next year other than very few meetings but, unlike Shell, they are still running the £1,000 Castrol Championship at Grovewood Circuits and will still be providing free oil to some riders. Of a competitions department, there will be none at all and Malcolm is being transferred to the Sales side of the Company. We shall miss Malcolm a lot for he has injected a great deal of spirit and management into the sport over the last few years which has benefited us all in one way or another.



Hot upon this news came the gloomy report that Esso had pulled out of motor racing, so all in all it made a very pleasant week brightened a little by the report that Robin Fitton had shared a little in the Grovewood Award Scheme. Robin, who has been racing for more years than he likes to remember, has always been a bit of a loan wolf, as indeed was Frank Perris in his earlier days but, unlike Frank, this never lead to a works ride or any sponsorship.

Now Joe Dunphy has finished with racing, I hear that Reuben Offen has bought Joe's 500 and also offered his sponsorship for next year. Rather despondently Joe remarks that he's never had an offer of sponsorship before in his racing career and it has to come when he has decided to retire. The offer hasn't changed his mind though and, at present, he is endeavouring to open up a motor cycle business in Sydenham. We wish him the best of luck and hope that this will not mean that he will entirely disappear from the racing scene. Joe's intentions are to race his own Suzuki's next year in Production races.

The telephone makes funny names and initials. Most race reports are telephoned through to the various newspapers and not written, as might be imagined. Don't take it too much to heart therefore if your name comes out wrong or your initials are misprinted.

If you run short of a party joke sometime you might like to try this one. A chap had emigrated to Australia to take over a chicken farm which his brother had left to him on his death. Apart from the hens, the new farmer also had a goodly supply of duck and geese but he found that none of them would lay an egg. Rather bewildered at this state of affairs, and with the profits gradually declining, he happened to open a conversation with another farmer in the local 'boozer' one evening who offered to sell him his one and only prize cock who, he claimed, would solve all his problems. Delighted at this aspect, the bewildered farmer readily accepted and the deal was signed; he collected the cock the following day and drove the four hundred odd miles home, arriving at dusk. He put the cock out amongst the hens and in the morning found to his delight that the cock had all the hens lined up and, having reached the end of the line, was rapidly finished, jumped the fence and had started on the ducks. Having finished the ducks he then pushed on with the geese. So pleased was the farmer that he determined there and then to drive over to his neighbour and tell him the story, especially as, by now, the hens were laying rapidly. He dug out his Vincent com (you didn't think you were getting away with a truck did you?) and motored off. After about half an hour, he looked back only to see a huge flock of vultures circling around in the sky. Thinking something terrible had happened he drove straight back and found, to his amazement, that the cock was laying flat on its back with toes curled and feet in the air. Obviously concluding that the strain had been too much for it, but pleased nevertheless that there were so many eggs littering the place, he drew his shovel out of the shed and prepared a grave for the demised cock which had served him so well. Looking around to pick the cock up, he was surprised when the cock opened one eye and muttered, pointing upwards, "b—— off you fool, I'm waiting for those!" Ends.

Doubtless there are many of you that are hesitating to send off your applications for Dinner Tickets because of Mrs. Castle. Of course, not all of us can afford the luxury of putting up at an hotel for the evening just in case, as is more than likely, we are a little 'over the odds'. The alternative is to hire a minicar or a small coach for a party which you can make up amongst yourselves. This again might be costly but certainly a lot better than remaining at home and a lot cheaper than getting caught. Your evening may well be marred if you are anticipating relying on public transport. For those who need another reminder, the Dinner is on December 9th at the Empire Ballroom, Tottenham Court Road, London, W.1.

Apropos to what I said in the first paragraph of this epistle, you may have read that the Hutchinson 100 was to have been a trade supported event. This will not be the case as it clashes with the British round of the 500 c.c. Moto Cross Grand Prix.

Little did we know when I wrote the booklet 'A Racing Start' that we should have requests for it from Australia, Canada, South Africa, Sweden, Belgium, Germany and from the United States. The order from the United States was for 500 copies and I reluctantly had to point out to them that as motor cycle racing was so different in the United States, it was of little benefit to them. The most recent request comes from the Canadian Road Racing Club who ask if they can use the booklet as a basis for one of their own. The booklet is being re-written, brought up to date and will contain, in addition, many useful tips from past and present road racers including the art of riding amongst its pages. Some of the contents will be used in future magazines. Contributors to the booklet will include Joe Dunphy and Ray Knight.



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A warning to motorists on the dangers of 'do-it-yourself' breathalyser tests has been given by the R.A.C. The Club believes that 'self-checking', using breath-testing equipment on sale to the public, is likely to produce a false sense of security. This could arise even when the test has been properly conducted about 20 minutes after having a drink—thus avoiding a false reading due to mouth alcohol. Full information is given in a detailed booklet entitled 'Drink and Driving—the New Law' which is free to members. The booklet points out: 'There are likely to be various types of breath-testing equipment offered on sale to the public. Some of these may be extremely inaccurate. Even those of the type to be used by the police will not provide any satisfactory way of ensuring that it is safe to drive after consuming alcohol'.

It may take between 30 and 90 minutes after drinking for the maximum blood/alcohol level to be reached. 'Therefore a breath test before driving will usually not provide any satisfactory indication of the blood/alcohol level which will be revealed if the driver is stopped some time afterwards'. The R.A.C. booklet states that no reliable guidance can be given about the amount of alcohol needed to produce the 'guilty' level because of the many variables between individuals and conditions. Drivers are also reminded that, at private parties, hosts tend to pour out more spirits than the standard measures. In its general advice to motorists, the R.A.C. says: 'Alcohol is only one of the many factors causing road accidents. It is essential to drive carefully and courteously at all times. If, however, a person drives after consuming even a small quantity of alcohol, which may to some extent impair the ability to drive or to react quickly in an emergency, the need to drive carefully is greater than ever. The only safe rule is: "If you drink don't drive".'

PHOBOF — finale

Ivan Hackman

The mid 1930's saw the greatest exploits of the Phobof factory when the multi-cylinder Phrenzy (Phactory Racer) was introduced. The Phrenzy was the ultimate in technical achievement for the experimental shop where Ephraim spent all his time. The power unit was a five cylinder radial engine incorporating triple spark plugs and linked cylinder heads. The double overhead camshafts were driven by two circular chains of four foot, nine inches in length which ran around the circumference of the motor and took their drive from a helical gear system driven from the crankshaft.

The power developed by the early prototypes proved too much for the caged roller big-ends, so high tensile rubber con-rods were used after this. The effect was thus to soften the load on the big-ends on each of the power strokes. A further beneficial effect was later discovered: due to the compression of the rods at b.d.c. and their stretch at t.d.c., the 498 c.c. engine (with a c.r. of 9.5:1) increased its swept volume to 743 c.c. and its c.r. to 14:1 when running at 6,000 r.p.m. This, of course, gave it a rather unfair advantage over other machines of the time as, when stripped for measuring, the Phrenzy had reverted to its original capacity. High pressure oil feeding was by means of an hydraulic ram pump powered by a 500 c.c. Triumph engine which was fitted below the rider's seat. The first test of the Phrenzy was conducted in the back streets, near the factory, and resulted in the demolition of a row of

REMEMBER:

- ★ The test aims at prosecuting thoughtless drivers, not at persecuting the sensible ones.
- ★ The test aims at reducing the number of accidents caused by drinking—and making the roads safer for us all.
- ★ The test is no threat to those who don't mix drinking with driving.

HEY, CAB!!

Dennis Bates

Reading Cabby Cooper on taxi's (the London sort that is) reminded me of the story about a peer of the realm who was told to get to know the common people by mixing with them. One suggestion which he thought excellent was to travel by bus instead of by taxi. Boarding a 38 bus as Victoria he puffed his twopence—it was many years ago—and in a loud voice said 42 Berkeley Square, and hurry!

In fact the taxi or cab is a fast, comfortable, and extremely convenient form of transport in central London. Nowadays a car is a millstone around your neck. True it will get you to wherever you are going. The problem is what the devil you do with it when you arrive.

But using cabs has a knack which is acquired over many hours of cab utilisation. For example if you cast yourself in the role of James Bond, hailed a cab and shouted "follow that car" as you leapt aboard, the driver would turn around open his sliding window and say 'what car guv?'—by which time, of course, your quarry was two traffic jams ahead.

Then again when travelling south you refrain from stopping a cab going north, especially if you are the Whitehall side of Trafalgar Square. The penalty is one lap of the square to arrive back at the starting point with probably another 6d. on the meter.

(Continued overleaf)



FOR ROAD OR TRACK, SCRAMBLES OR TRIALS

LEWIS'S

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Years ago when London's pre-war cabs were still on the roads competing against the immediate post war models it was possible to distinguish them at night and so select a modern taxi. Pre-war cabs showed 'TAXI' and post-war 'FOR HIRE' in illuminated boxes above the driver. The travelling public caught on first—the cab owners second. Before long all cabs had the same 'FOR HIRE' signs. It was amazing how quickly the experts twigged the difference in sound and the 'sit' of the cab so that they still were able to select a comfortable ride.

But to obtain the maximum benefit from your taxi you need to have a fairly comprehensive knowledge of the West End and the City. For example from Piccadilly to Victoria Station sounds simple; ask a cab to take you and the fare could be at least a shilling higher than you need pay. What you do, in fact, is 'set down' at the Shakespeare in Buckingham Palace Road and walk through the Station forecourt. Otherwise the one way streets (plus several sets of lights) cause quite a lengthy detour.

Most people imagine a cab has to stop when hailed. Not so. Plying for Hire does not mean cruising streets looking for fares, so if a cab does not stop you have no redress (except if he is parked or on a cab rank). It is quite likely the cabbie is on his way home, going to lunch or obeying the natural call! The inveterate cab user knows this and also understands the basic rules of cabbage. Rule One: do not attempt to challenge the power of a commissionaire on his own territory because a) you are probably doing him out of your tip for getting the cab, or b) he knows the driver or c) the driver prefers the type of fare the commissionaire provides. Rule Two: Never display a large collection of parcels which you want to transport. Keep them out of sight until your quarry stops, then open the door and get an accomplice (if possible) to rush out from concealment and stuff them inside. Rule Three: Learn to spot other seekers after cabs, and move to cabward of them. Rule Four: When your intended cab stops, grip the handle and open the door, put a foot inside then give the destination. Failure to observe this requirement can result in less inhibited people thrusting past you and into the cab. (Cabs always move off rapidly once the door is shut—directions can then be given from the safety of the moving vehicle). Rule Five: This is similar to Rule One—but concerns city-type gentry complete with bowler and broly. They have a natural affinity with cabs, travelling as they do from palatial office to club to airline to hotel, ad infinitum: a never ending merry go round of fare after fare with little cruising between such finds. Rule Six: Cab hailing accessories which give one a distinct advantage; respectively, a rolled broly, rolled newspaper, voice which can shout 'cab' loudly, thick skin to grab a cab under the nose of someone else, piercing whistle.

It is not generally realised that the London cab is also a very convenient package/parcel delivery service. Instead of travelling with your parcel you give it to the cabbie and he delivers it for you at the fare for the distance. The cunning part of such an arrangement is to arrange payment on delivery. In this way it gets there quickly and avoids fares going in the same direction (they never do). Better still get a radio cab then you can always ring up the controller and ask him where the

THE NEW LAW ON DRINKING AND DRIVING

WHY A NEW LAW?

(Issued by H.M. Government)

To drive under the influence of drink has been an offence in this country since 1925. Why do we need this new law and the new tests for detecting drivers who have drunk more than they should?

The simple answer is that we need to be much more precise and accurate about measuring the effects of drinking on driving. It's a fact, well established by medical authorities, that alcohol in the bloodstream affects the reflexes and impairs judgment. It's another fact, well established from accident statistics gathered over the years, that drinking by drivers plays a part in nearly 10,000 fatal and serious accidents every year.

A driver may actually feel more confident after a few drinks. He may not feel, look or act drunk. But his judgment may be so impaired by drink that he is a danger at the wheel.

The old law often misses drivers in this condition. It really only works in the case of drivers who are pretty obviously **drunk**—the really bad cases. We need a much more scientific and precise test to pinpoint drivers who have had more than they should. The new law makes it an offence to be in charge of a vehicle if you have more than 80 milligrammes of alcohol in every 100 millilitres of blood.

The aim of the new law is not to stop people drinking. The aim is to stop the minority who drink too much for safety, and then drive.

HOW DOES THE NEW TEST WORK?

Anybody can be asked to take the first stage of the test. Any driver stopped by the police for a normal caution arising out of some quite minor traffic infringement (such as crossing a white line), any driver involved in an accident (whether it's his fault or not) or any driver whom the police suspect has been drinking can be asked to take the test.

Stage 1. At the roadside the driver will be asked to blow through a small glass tube into a plastic bag. Inside the tube are chemically treated crystals which change colour if the driver has alcohol on his breath. If the colour change goes beyond a certain line marked on the tube this indicates that the driver is probably over the specified limit. If the colour change does not reach the line the driver is in the clear under the new law. But if the colour change **does** reach the line then the test has proved positive and the driver will be asked to go to the police station for . . .

Stage 2. At the police station the driver can repeat the first test—the one he has already taken at the roadside—if he wants to. This check is for his protection. But if he does not take a second breath test, or if the second test also proves positive, he goes on to . . .

Stage 3. Still at the police station, the driver is required to give a sample of blood. This is provided quite painlessly by pricking a finger or the lobe of an ear. If the driver refuses a blood sample he is required to give two samples of urine within one hour. After this, the driver can leave immediately provided he is not going to drive. If he **is** going to drive he will be detained in the station until the police are satisfied he is below the limit.

Stage 4. The driver's blood or urine samples are sent to the forensic laboratories where they are analysed by the latest scientific equipment. If the analysis shows that the driver has more than 80 milligrammes of alcohol in every 100 millilitres of his blood then the driver has broken the law and will be prosecuted.

It is the evidence of this analysis which the police will use in court and once the blood alcohol level has been established there is no room for argument.

But the driver does have this reassurance: At Stage 3 (see above) he can ask for an extra sample of his blood or urine, taken at the same time. He can send this sample to a doctor of his own choice for independent analysis. In this, as in the opportunity to take a second breath test, the driver's rights are protected twice over and every care is taken to eliminate the chance of error.

WHAT ARE THE PENALTIES?

A driver convicted as a result of the test will be disqualified from driving for one year. The fact that he needs his licence to make his living—as a lorry-driver, salesman or doctor for example—will make no difference. But a doctor who is called out to an emergency on a night when he is not “on call”, could plead that there was a special and inescapable reason why he had to drive when over the limit. Under the new law the courts can take a very few such “special reasons” into account.

As well as disqualification a convicted driver may also be fined up to £100 or he may be sent to prison for up to four months—or both.

WHAT IF A DRIVER REFUSES TO TAKE THE TEST?

If a driver refuses to take the roadside breath test and the court decides that he had no good reason for doing so then he will be fined up to £50.

If he refuses to take the roadside test—and has been drinking—he will still be asked to come to the police station. There, if he refuses to provide blood or urine samples, he will be treated as if he had taken the tests and these had proved positive. This means that he will face exactly the same penalties—including disqualification—as if he had been proved scientifically to have more than the alcohol limit in his blood.

HOW CAN A DRIVER AVOID THESE PENALTIES?

The short answer is: play it safe. There are plenty of saloon bar lawyers who will tell you how many drinks you can have before failing the test. Don't listen to them. The scientific fact is that nobody can ever really know how many drinks he can take before failing. The amount not only varies from one driver to another. It also varies from day to day and hour by hour for any one driver.

Only one thing is sure. If you fail the test you are in trouble.

Nobody is asking you to stop drinking. If you get in a situation where you can't avoid drinking, get someone who isn't drinking to drive you home—or call a taxi. If you are going to a party, decide beforehand who is going to do the drinking and who is going to do the driving.

If you start driving and then feel that you have had more than you should, you can still put yourself in the clear. If you park the car and can show the police that you have made other arrangements for the rest of your journey, then you will not be prosecuted under the new law.

of copper wire, fell out of the cylinder head and went clattering along the ground. I never laughed so much in my whole life, in fact the pain in my side was so agonising I was almost ill. The collar had rattled itself off the exhaust pipe so, after getting it banged back on again, Bull, who was getting sleepier and sleepier, prepared for his first practice session. On the dummy grid, amongst high class Manx Nortons and 7R's he looked a little out of place. The cylinder tunnels were too long, and a hot blast of blue smoke and oil sprayed from the joint every time the engine fired.

He tried to tighten the cylinder head nuts even more but, in doing so, split the pushrod tunnels. Oil started to come out all over the place, and one poor bloke, who had been waiting beside Bull chuckling to himself with amusement, suddenly looked down and found his right leg covered in oil. He refrained from clouting Bull after observing his size. Anyway, out they all went and it was half way down the straight on the second lap that Bull looked behind him. All clear. However, on approaching an 85 m.p.h. left hander, Dave Reid, a local fast man in 65, thundered past, lapping him. Bull got the fright of his life and to make matters worse the dratted exhaust fell off again. Poor old Bull was practically asleep by now, but after staggering back to the paddock, we fixed his exhaust again. On the next practice session he bent a valve and so was out of the race. Perhaps a good thing in his condition.

Strangely enough, a week or two later he received £2 for finishing 7th in the 125 race which he had never even entered. The next week he went for a ride over the moors, ran out of road, and broke his leg. He was out for the count for 8 months, but undeterred, he bought a 7R from Blackpool. He had entered the races at Kirkaldy, in Scotland, which, in my opinion, is the most dangerous and hairy circuit in Britain, certainly not one on which to start racing. It has a camber like a cross section through someone's cranium and a surface like corrugated tin sheeting. What's more, only one third of the circuit ever received any sun as it is mainly an avenue of trees all the way around. In the dark stretch it is always damp and greasy due to a permanent covering of green slimy moss and the track is only wide enough to accommodate three riders abreast. However the organisation is easily the best in the country and each rider gets at least 12 practice laps. On about the third practice lap, Bull, who was taking it very steady, was most unnerved as Bob Steele rocketed past him into a sharp bend. From then on, he didn't trust anyone, and spent most of his time looking over his shoulder, keeping a look out for fast approaching Scottish speed kings. Consequently he came a purler whilst looking behind him and rounding a bend at the same time. The 7R was too bent to race and so ended Wull the Bull's second meeting. Things were getting better though, for in the next meeting at Croft he actually completed practice all ship shape and Bristol fashion. There were two 350 races a five lapper, a ten lapper and in the five lapper he finished second to last, proving he is not alone in the world with his troubles. However a vibration had been disturbing him in the first race and it was during the ten lapper that the frame snapped and the primary chain broke. He put his hand out to pull off the track and in doing so practically knocked another rider for six as he came steaming past. The opinion this rider had for Bull was delivered

to him in the paddock and is quite unprintable. So Bull took his advice and finished his racing career.

.....

POSTBAG

Dear Sir,

I would appreciate it, Mr. Editor if you would allow me a space in the club magazine, in order that I may put a point of view before my fellow members for their criticisms, views and possible support.

A particular rule laid down in the G.C.R.'s concerns the outside assistance to a rider between the Union and chequered flags. Whilst I don't propose to alter this at National level, I do believe that a relaxation at club level would be of great benefit to some of our less fortunate race participants and to no detriment of the sport, rather to the contrary I would argue. My point is highlighted at the last B.M.C.R.C. meeting in one of the 1,000 c.c. events, when four riders failed to get away further than they were able to push, from the start. Briefly I would suggest then, that any rider who has failed to start his bike by push start should not be disqualified if he receives a "hand off" from one of the grid officials. And to make a compromise here, I would also add that it be recognised by the organisers that a push help be given to these riders, after all the other mobile riders have passed a mark 100 yards from the flag. This is particularly applicable to Snetterton where the start is the only up hill push start that I know of.

.....

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blankety blankety your cab is.

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7R A.J.S. (1961) c/w Oldani front brake, modified frame with full engine plates, modified rear brake, Beart maintained engine/gearbox, hydraulic s/damper, fairing, all sprockets and many spares. Haggling starts at £380 (going Japanese!).

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Both of above: R. Simmons, 130 Southover, Bromley, Kent.

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D. V. Doyle, Rathcarn, Athboy, Co. Meath, Eire.

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Manx forks and s/arm and a good 19" front brake either disc or shoe type. Doyle as above.

OOPS!

L. A. Redfern

You were on a while ago about being short of material for your Bemsee Magazine, so I'll tell you about the short but uneventful racing career of T. G. F. Williams or Wull the Bull.

Yes sirree!, if ever anyone was jinxed it was poor old Wull. Why, even now he's off work recovering from a broken leg (the second in twelve months on the same leg) sustained from slamming head on into a car which was turning right in front of him. However, to return to the racing scene, Bull has remarked upon the 'very close resemblance' of George Buchans late special Manx Nortons, and his own very road going 350 model 50 Norton.

'I don't see why I should not be able to make my "emfit" go as fast as those Manx's' remarked Bull and so set about preparing his bike for a National Road meeting at Croft. A rotting, festering, fungus in growth, foreign piston was salvaged from a scrap heap in our garden and proved just the job for Bull's special. As this piston was a sight shorter than the standard model 50 type he had his cylinder barrel shortened accordingly and quite a professional job was done by a bloke with a lathe down by the docks. The only trouble was, he had chopped too much metal off and when Bull quickly assembled the engine he found the piston lifting the cylinder-head by about 3/16". On observing this, he set about carving a path in the head where the piston should go and finished up with a some what inferior primaeval version of a Manx squish head.

The race was on a Saturday so all Friday night I was round at Bull's helping him. I was not a great deal of use as I was not as accustomed as he was to applying both of his tools to the various uses; these were a 6" King Dick spanner, or the 'All purpose' as it was known, a power drill, and the geological hammer. For a vice we used his teeth and, with these instruments, the machine was assembled in the kitchen. Yes, what a night that was. Gran looked on with puzzled expression on her face as showers of sparks flew into her cup of tea and into the cat's face as Bull worked away lightening the ½ lb. rockers with an abrasive disc on the power drill.

I, literally, 'knocked out' a couple of brackets, with the "geological", to hold the number plates to the frame, and then cleared off about 12 o'clock whilst Bull carried on into the night. Some friends and I arrived at his house about seven in the morning with the van. Bull was still working away wiring on drain plugs, etc., but he did manage about 2 hours sleep, I believe. We arrived at Croft at about 8 o'clock without even having heard the engine run, and after we parked the van I noticed all the other lads creeping away leaving only me and Bull to drag the bike out in front of every one's eyes . . . cowards! How it passed scrutiny will remain one of the world's mysteries; the 18" long exhaust pipe was tied to the frame with copper wire and the square section road rear tyre was paired with a specially tuned triangular front; i.e. a road tyre worn flat on the sides. Two small crowds began to gather at each end of the paddock, watching as we pushed up and down, vainly trying to get the bike started. Suddenly it fired. Clapping and cheering arose as Bull lumbered his 6 ft. 4 ins. bulk aboard the bike, which ran for about 30 seconds before the exhaust pipe, held to the frame by a thin strand

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(12 months guarantee)

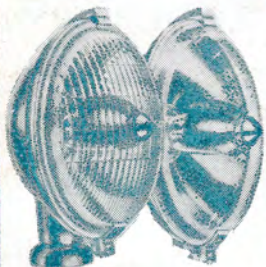


MOTORCYCLE BATTERIES



The latest addition to the comprehensive range of LUCAS quality motorcycle batteries is the PUZ5A, Britain's first 12 volt motorcycle battery - (illustrated) - specially designed to resist vibration.

FOG & LONG RANGE LAMPS



Auxiliary lighting equipment to suit individual needs.

SFT576

(6 or 12 volt)

Stem fixing

WLR576

(12 volt)

Back fixing for

Scooters

Bracket for $\frac{3}{8}$ " or
1" dia. crash bars.

12 VOLT CONVERSION SYSTEM



The new Lucas Zener Diode Charge Control for alternator equipped motorcycles eliminates overcharging and allows a wider choice of accessories to be used. Ask for full details to convert your machine to 12 volt.

LUCAS electrical equipment for your motorcycle

for Greater Comfort, Extra Safety and Style. No matter what you ride or what your individual requirements may be you will find that Lucas Electrical Equipment has been designed, proved and tested, on road and track. This means you can depend on Lucas equipment - the best that you can buy.