

# BEMSEE 67

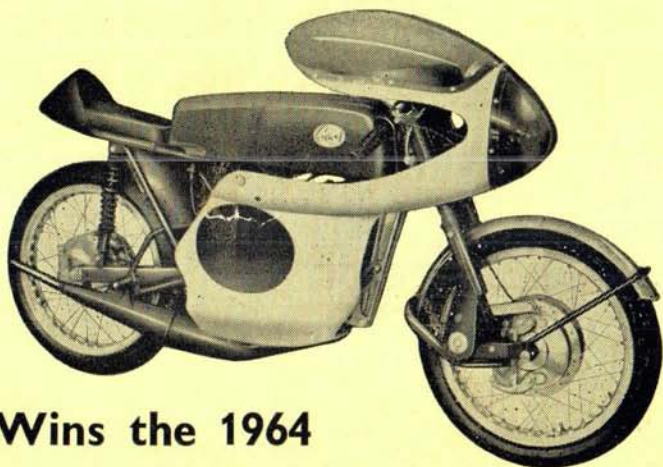
FEBRUARY





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NEWS**

**MACHINE  
OF THE YEAR  
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**GREEVES MOTOR CYCLES - THUNDERSLEY - ESSEX**



# **HAROLD DANIELL**

**On Friday, January 20th, a part of the Club died. A large chunk of history passed to another world for it lost one of its irreplaceable treasures—Harold Daniell. Words will have already been written of this tragedy, but Harold was so much part of the Club that a few expressions of sympathy are not enough.**

**Next month's magazine will be a fitting record of a man who loved motor cycle racing and who lived to see others enjoy it.**

## **BRIAN ASHTON**

We were sorry to hear that Brian had ended up in Central Middlesex Hospital following a prang on his Vincent in December. Fortunately he appears to be 'with it' despite his severe head injuries and I've no doubt that he would welcome some of his friends.

### **AMENDMENTS TO REGULATIONS — G.C.R.'s Nos. 36 and 192.**

At a recent meeting of the Competitions Committee, the following amendments to G.C.R. No. 36, Motorcycle and G.C.R. 192 Categories, were agreed.

G.C.R. No. 36 Motorcycle and G.C.R. No. 192 Categories.

A mechanically propelled vehicle having less than four wheels, all of which are normally in contact with the ground, Motorcycles are divided into Categories.

#### **CATEGORY A(1) MOTOR-BICYCLE (SOLO)**

A one track vehicle with two road wheels.

#### **CATEGORY A(2) SCOOTERS (SOLO) (See G.C.R. No. 194)**

A one track vehicle with two road wheels.

#### **CATEGORY B(1) MOTOR-BICYCLE WITH SIDECAR**

A vehicle making two tracks, comprising a solo motorcycle making one track and a detachable sidecar chassis and body making the other track.

#### **CATEGORY B(2) MOTOR-BICYCLE AND SIDECAR**

A vehicle making two tracks, comprising a solo motorcycle making one track with a sidecar permanently attached making the other track.

#### **CATEGORY B(3) CYCLECAR**

A vehicle making three tracks and consisting of a complete and integral unit.

#### **CATEGORY B(4) SCOOTER WITH SIDECAR**

A scooter conforming to the requirements of G.C.R. 194 making one track and a detachable sidecar making the other track.

Each Category is divided into classes, each class having a minimum and a maximum cylinder volume, and each class is described by its maximum cylinder volume (see Chapter VI).

It should be noted Standing Regulation for Road Races No. 19 is amended as far as the first paragraph only is concerned.

The Competitions Committee have agreed that in view of the doubts expressed by drivers concerning the complete segregation of sidecars and three wheelers in competitions it should be made clear that promoters may hold events for any or all of the vehicles in Category B. Further that at least one year's notice of any alteration to the above Categories should be given and that in any case no further amendment to the regulation will be considered before 1st January, 1968.

## **DUPLICATION OF ENTRIES**

The attention of all Entrants and Drivers is once again drawn to G.C.R. 141 which states

“Any driver who has entered or who has been nominated for a competition and does not drive therein, but drives or has been nominated to participate in another competition at another meeting on the same day shall be dealt with in accordance with the provisions of Chapter IX of these Rules.

Any driver who has entered or has been nominated for a competition and does not present himself at the start shall be dealt with in accordance with the provisions of Chapter IX of these Rules unless he can justify his absence. In the case of International Competitions see the International Sporting Code, Art. Nos. 92 and 93.”

## **MORTIMER AWARDS**

Charles Mortimer Snr. has graciously donated the sum of £80 which will be used to further the interests of the beginners to road racing. At each of the Club's eight road race meetings this season a sum of £10 will be given to the rider in his first or second season of racing (part of a season counts as a whole) who, in the opinion of the judge, merits the best performance of the day. The Club wishes to express its sincere appreciation to Mr. Mortimer for his contribution.

## **PRODUCTION REGULATIONS**

The A.C.U. are now publishing the Standing Regulations for Production Machine racing. They may be obtained from the Club free of charge or direct from the A.C.U. When applying please send a reply paid envelope.

## **TWELFTH NIGHT PARTY**

The Club's Twelfth Night party on January 6th was an all-time hit. Almost 200 members and friends enjoyed the evening and we were pleased to see amongst the guests, Ernst Degner and Frank Perris.

## **ERRATA**

The Editor wishes to apologise for the transposition of two of the sketches relating to diesel engines in the January issue.

## **PERSONAL ACCIDENT INSURANCE for INDIVIDUAL DRIVERS**

Arrangements have been made with the Union's Insurers that, as and from 1st January, 1967, drivers wishing to obtain Personal Accident Insurance cover for Individual Meetings outside the territory of the A.C.U. will be dealt with direct by the A.C.U. who will issue the necessary Insurance Certificate on receipt of instructions and a remittance of £2 covering the premium payable per event. The charge in the event of cancellation is 10s. 0d.

## **FUEL**

At all Club meetings, this must conform to S.R. 21.



## *Phobof Again*

IVAN HACKMAN

As my last contribution to our glorious rag met with a notable lack of abuse, I shall henceforth sally from the sublime to the ridiculous and offer, as threatened, some news concerning the famous (if now defunct) Phobof motorcycle.

Recent research by those who prefer to remain anonymous (for reason of safety) has cast light on the origin of the racing motor bicycle. As early as 1856 Ephraim Phobof, a sprightly seventy two year old bachelor, had experimented with steam driven two-wheeled carriages. By the year 1890 his inventors workshop had been passed on to his genius son, Ephraim Junior, who had promptly gone into business with a local tearaway, Osbert Throbnostle, and soon the village green, somewhere in Yorkshire, echoed to the thump and hiss of powerful engines.

After several experimental models had made their debut at the testing track (which was subsequently rebuilt three times in the course of a week), Ephraim saw that the road lay clear for commercial development of a sporting motor bicycle and promptly put the famous "Phobof Phlyer" on the market at £1 3s. 6d. Included amongst the optional extras were such luxuries as tyres, a belt drive, and even a fuel tank.

The Phlyer however, was a failure as the steam engine power unit (which weighed 3 cwt.) soon blistered off paintwork and tended to explode after more than 200 ft. at full throttle. Undaunted by teething troubles, Phobof and Throbnostle studied rival designs and then made the decision which changed the course of motor cycle history. They would use a power unit driven by petrol.

Revamping of the motor followed swiftly—this included an absolute departure from normal procedure in that the connecting rods were actually encased within the engine, and manufactured from metal instead of Lignum Vitae. Throbnostle's engineering skill came to the fore when he attached a can of lard above the power unit, connected to the crankcase by a rubber pipe. The theory was that when the engine became too hot, the melting lard would run into the crankcase, thus both cooling and lubricating the moving parts. This so reduced friction that performance was increased by no less than 140%. Thus was born the idea for the first production racer, the 'Phobof Pharce'. The next issue will tell how the machine was developed to its full in the following thirty years.

**If by any chance your Easter Trophy  
Regs. are NOT enclosed  
Yell NOW — NOT LATER!**

## Postbag

Dear Sir,—When I joined Bemsee a number of years ago as a competitive member I had a great time and made many true friends. I looked forward to every meeting with enthusiasm. At the circuits there was that wonderful feeling of being amongst friends and there wasn't anything we wouldn't do for each other. No class distinction either—we all enjoyed ourselves together. So much so we nearly all forgot the non-competitive member and it wasn't until I got married and had to give up my 'bike for a house did I realise what a raw deal they get.

I paid my three guineas, which I could ill afford with a wife, house and a car to run (no disrespects to the wife, but you know what I mean!) in hope that I would be able to go to the meetings to see my friends again.

Travelling to Silverstone or Snetterton proved too costly and as I was working overtime Saturdays to pay for my house, car, etc., I looked forward to the Hutch at local Brands. As I always get my magazine late, when I read that tickets were on a first come first served basis, I knew that I had had it. I telephoned the office just in case but the reply was as anticipated.

The price they were asking at the gate was the last straw; I felt that the Club was putting economic sanctions on me. With the Magazine and the Dinner and Dance I thought I could just about justify the expense. That coincided with a letter from the local council asking me to pay my overdue rates, so I couldn't even afford the price of the Dinner tickets. All I've got now is my memories and far away friends, not forgetting the magazine and a membership renewal form which I can't afford either.

I'm not trying to run the Club down as I have never met such a great crowd anywhere, but I do think they are neglecting their non-competitive membership and I'm pretty sure the Club would see hard times without them.

Now I've finished moaning, I would like to wish all my friends in "Bemsee," good luck in 1967 and if any of them have got any action photographs they could spare me for my album, I would be very grateful.

Yours, etc., M. COOK, 766 Rochester Way, Blackfen, Sidcup, Kent.

Dear Sir,—I would like to thank all those whose efforts made the Annual Dinner possible, and to convey the appreciation of my wife and myself to our fellow guests whose enjoyable company made the evening such an enjoyable occasion.

Yours, etc., JOHN BENT, Letchworth.

Dear Sir,—I noticed in the January issue of "Bemsee" that certain queries were raised regarding the possibilities of using the full circuit at Brands Hatch.

Although I am not exactly rich, I would not consider £4 very excessive as a fee to use this circuit. Obviously I, and many other members could not afford this regularly but for perhaps one meeting a year it would be worthwhile for the extra experience we would all gain.

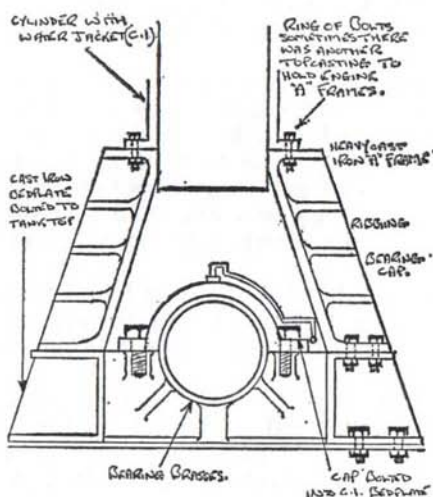
Yours, etc., "Strawbales," Douglas, London, S.W.19.

## A Sketch on Deisel Engines - Part 2

JOHN DENNY, A.I.Mar.E.

In the beginning, our modest little engine of four cylinders 10" x 12" required only a single cast iron bedplate of poor tensile strength and great weight: added to this were supporting columns to the cylinders also of cast iron and great relative weights. In the best of circles, the whole was solidly bolted together and the castings had substantial support in the form of ribbing. In the not so good firms some quite nasty accidents occurred.

Generally the structure for the transmission of 600 h.p. was satisfactory but as ambitions and motors grew, some terrible explosions took place in the confined spaces under which ships' engineers worked at that time.



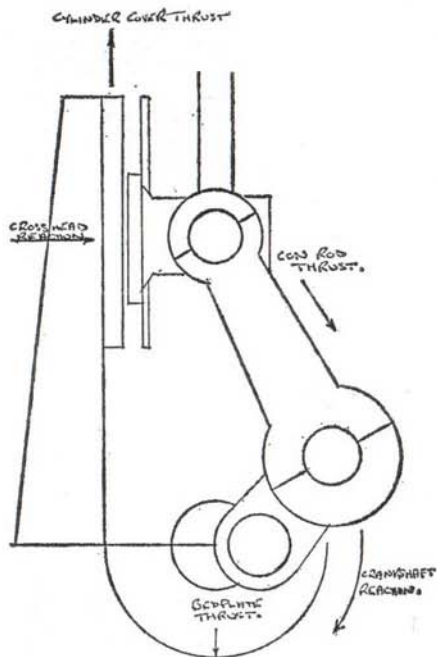
As there is considerable movement in the ships structure as well as stress in the engine itself, it is best if all bolts used in holding the frames and bedplates are fitted. It should be clearly seen that although the following diagram is an indefinite one, all the combustion forces are taken by cast iron in tension—then a general practice.

As greater power began to be extracted, it then became apparent that coupling a piston direct to the crankshaft was unsatisfactory—great wear was taking place on liners and piston which, coupled with the heavy rolling, became not a little dangerous. Something else was required that would take direct thrust from the piston (working in poorly lubricated conditions) and could work in less stringent circumstances. The crosshead came into being. At once a problem was solved and yet another took its place—how was it to be attached to the frame? It removed side thrust from piston and liners and stress from the crank-



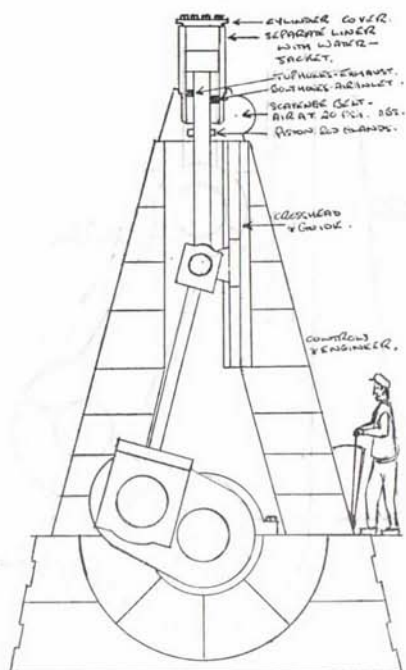
shaft, but where would all this go to? Obviously the frame so that had to be strengthened! This still left a great deal to be desired however; the removal of stress to a more convenient position, better lubricated, enables us to put even more load on the piston and thus to the crankshaft—which must be more firmly supported. The weight of cast iron was becoming too much! Then—electric arc welding came into being. All the problems were solved by the wave of a wand. Sheet mild steel could be used welded together which would both be lighter in tension and achieve the strength desired. This was ideal until it was discovered that unless welding took place under critical conditions, it would crack quickly and disastrously.

### The force diagram of a Crosshead System



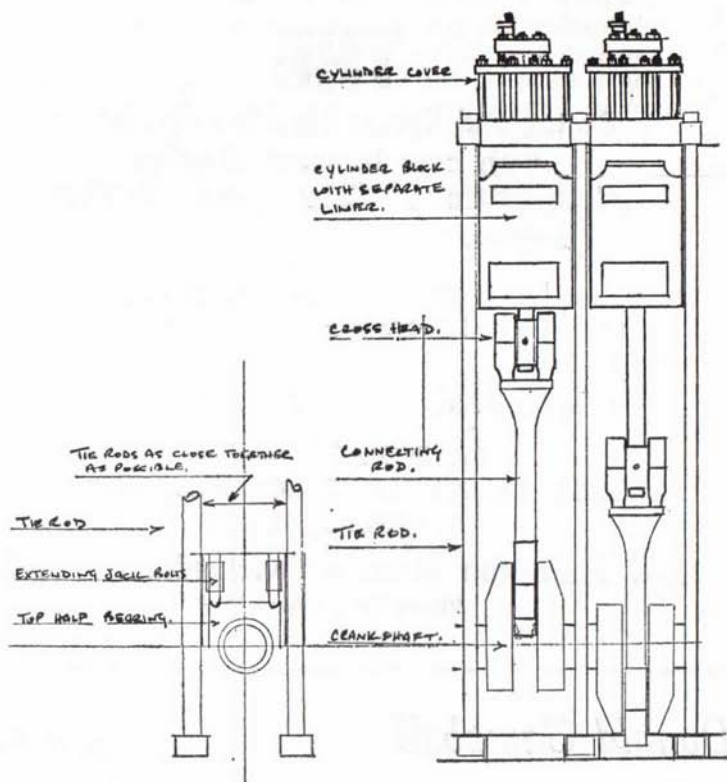
During the growth of power a serious problem manifested itself—all over the engine room floor. Instead of hand or drip feeding oil to the bearings it must be done under pressure which necessitates a change into oilskins and boots just to keep dry. Therefore to conserve oil and to make things tolerant for the staff, it is decided to enclose the entire section of the engine now known as the crankcase. This in itself brings a train of troubles—how to detect hot bearings, loose or broken bolts, water from cracked liners and so on. Further to this, now the crankcase is enclosed, products of combustion must be kept out of the intense oil mist now present. To accomplish this a piston rod gland must be devised both to keep the oil inside the casting and the whole mass from the explosion which would result if it got in the crankcase.

Our loading has now increased so much that the tension in the frame at each explosion is reaching a dangerous level; fractures are occurring at the welds and the frame itself must now be held together. The answer, although costly, is to manufacture and fit tie rods which extend from underneath the main bearing axis up to the top of the cylinder block, thus relieving the high stress in the frame. Most of these rods are fitted with one large nut at the bottom and two different diameters of thread at the top. The larger for the top nut and, on top of that, the smaller to enable hydraulic tensioning apparatus to be fitted to stretch the rod: then the nut can be tightened with a small bar by hand and the hydraulic tension release to be taken by the top nut.




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The Sporting Calendar is enclosed with the  
 Compliments of 'BEMSEE' and MOTOR CYCLE  
 and is primarily intended for the non-sporting  
 member



On this engine the piston acts on the crankshaft through a connecting rod  
The force diagram of a crosshead system

(Next—cylinder liners, cylinder covers and opposed pistons.)

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## *Donald Campbell*

*JIM SWIFT*

That the sporting world has lost much by the recent tragic demise of Donald Campbell is mirrored in the fact that so much world wide coverage was given to his spectacular end. He was so right when he said that the general public was only interested in the superlatives of this age no matter whether it be on land, sea or in the air, but one can't help wondering if an equal amount of publicity would have been given to a successful attempt rather than a tragic one. And yet the truly British attitude in everything prevailed throughout his lifetime attempts. He was starved for the money with which to pull it off and yet it seems absurd now to think that he gave his life away perhaps for the lack of it, for surely the co-operation which he so sadly lacked throughout his career could have been more successfully purchased. Perhaps someone knows the answers to two questions:—Man can safely eject from land so why was not an ejector seat fitted; every crash precaution is taken for aircraft so why no recovery crew for Bluebird?

Although we never knew the man, the character of his existence always remained with us in all his tribulations, his successes and his failures. Not in this generation will we see another to equal the spirit of Donald Campbell. If he had been an American, Britain would never have stood a chance.

## *An Appreciation*

IVAN HACKMAN

When I first heard of the news of Donald Campbell's death on Lake Coniston, I was not surprised but was sorry that it had, inevitably I felt, happened. The same evening I watched a television programme in which he gave an interview at Coniston shortly before the fatal record.

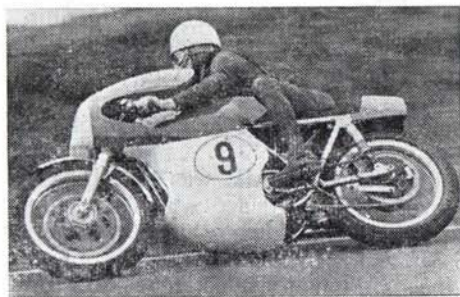
I have heard many people try to explain their love of racing, or of motorcycling, but I have never been hit so deeply by anyone's words as those of Donald Campbells. As I listened, it was almost like hearing myself talking to myself. I could never explain my need to race better than Campbell explained his, and his reasons for doing what he did. The risk was far greater than the risks we take on a track, but the drive was the same as with many of us.

Now it is too late to say much, I understand this man and why he drove his staggeringly powerful machines. I can only feel great sadness that he died—and having heard him speak I can honestly say that it meant something to me personally, shadowed as it was by the later tragedy. Perhaps some of you who read this will know what I mean and remember and understand him as only people of the same ilk can.

Not only the world record team, but all sports such as ours lost a lot on January 4th. Donald Campbell was one of our kind.

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# Right or Wrong

The Story of Bragg and the Speedway J.A.P. by himself.

The following article came through the post without any form of explanation other than the obvious one. Whether it is right or wrong remains to be proven, but there are still within the Club, the engineers and the riders who backed the J.A.P. from the offset. It might therefore spark off a little discussion.

The article was published in the American Magazine Buzz of Chicago (Buzz creates—not imitates) and comes from the Story of Bill Bragg's Speedway or Grasstrack J.A.P. by author Erwin Tragatsch.

In a previous leaflet I reviewed shortly my racing experiences from the time I found myself included in the Olympic Games cycling team in the YEAR 1920 to the 20 seconds of discovery in September 1929, leading to my choice of J.A.P. to produce the Racing Engine which has dominated  $\frac{1}{4}$  mile Speedway and grass tracks for so many years.

THAT ALL-TIME RECORD OF MOTOR RACE HISTORY is now, as I write, being challenged very seriously by Barry Briggs and others with ESO machines—to whom my congratulations herewith, because a cursory examination of ESO machines gives me the impression that they are the first really serious contenders.

I can now explain the exact happenings to me during those memorable 20 seconds of Eureka. There is of course absolutely no reason why I should not have done so years ago. However this appears to have been delayed by my inability to get a British Motor Press to interest themselves in facing the facts as established by the Temple Press in 1930, or as I have them published myself now as thus.

Those 20 seconds found me once again the leader of the Pack or \*Straight into lead at the outset and progressively increasing that lead.\* The exact reversal of events of the preceding months. Moreover this situation with the uttermost ease, and comparatively little effort — in comparison to that of hanging on to last position by not too great a margin.

I returned home THAT NIGHT in a frame of mind I leave to the readers imagination.

The supreme importance to ME was that I NOW held both the tangible and incontrovertible evidence which so supported the knowledge which I had held for so long — vide my experiences of Norton 500 c.c. VERSUS 350 A.J.S. in earliest scrambles. I was also DEEPLY CONSCIOUS of the part I had played in making TWO MAKES viz. Douglas and Rudge enjoy temporary complete supremacy IN SUCCESSION, while OTHERS enjoyed the CREDIT for having brought THIS about.

During the whole of this time I was of the opinion that the seemingly unbeatable could be EASILY DEFEATED, and I, the apparently old punch drunk veteran, was all set to put the matter on a more permanent basis for quite a period of time (sic.).



Several further rides on the U.S.A. Harley "shooter" merely further confirmed my opinions and I, there and then, decided to retire as a rider.

During the previous years, a life spent in almost every form of sport and show business in the London Big Time, together with a serious study of the birth and development of industry, invention, the rise and progress of both the bicycle and motor trades gave me cause to ponder very deeply indeed on the prospects ahead, as I undertook to settle the Speedway problem—once and for ALL TIME.

The idea of constructing a single engine myself seemed the most obvious pitfall for the unwary. However, it was so obvious—to me—that once the MARGIN OF SUPERIORITY was demonstrated in public, Quantity Production would be the instant need till EVERY RIDER POSSESSED ONE.

So I kept an open mind till the onset of winter and the Motor Cycle Show of 1929, where I knew I would find the top brass of every single manufacturer of machines who were interested in racing wins, and infinitely more important, all under the same roof and at the same time. Furthermore an opportunity to examine their products for the following racing season.

At that time, i.e. the conclusion of the '29 season there was EXACTLY ONE 500 c.c. J.A.P. left on 1st Division Tracks, shared by Charley Spinks and the late Noel Johnson of Australia at Exeter.

After touring the Show solely for the purpose of making a minute examination of every single Speedway machine, paying particular regard to Sunbeam, Norton and Rudge 500 c.c. models, I eventually arrived at the J.A.P. stand, to meet Mr. V. Prestwich and Stanley Greening presiding—as expected.

After the exchange of preliminary greetings I asked if they had any plans for a 'comeback' to Speedway—to which they chorused in unison most amusing to me (sic.), "We have no further interest in Speedway! Brooklands is our true 'Forte' and we regard it as our principal proving ground for records."

And that readers was how 'The Party' really got started.

A mere one or two further questions showed conclusively to both myself and Mr. Vivian that Mr. Greening was QUITE DEVOID of the sort of knowledge that I had in mind and after a few more exchanges of verbiage Mr. Vivian asked me to visit the factory where my opinions—and the material evidence—could be put to more exhaustive test. Sufficient to add that after my visit and several subsequent ones I was able to contrive an engine that was constructed out of EXISTING PARTS with only minor alterations, and therefore INSIGNIFICANT COST, as per the full description in the Temple Press "Scoop" of a FEW MONTHS LATER.

Therefore MAY it be considered that it has been a wearisome wait for a single British Pressman or Author to do full justice to the measure of MY Betrayal after so embellishing British Motor Racing Prestige at the expense of my own personal endeavour.

Thanks fellows to first Dennis May and later Bob Walker of Bemsee plus Erwin Tragatsch.

If the frequent outbreaks of campaigning and petitioning for wider coverage of motorcycle racing on television is a guide, motorcyclists have no doubt that they are downtrodden, misunderstood outcasts of sport. And, to some extent, they probably are, but so too are all those competitors in the other minority sports. For, despite race meeting attendances of up to 40,000, motorcycle racing is still the interest of a minority.

Of course, everyone likes to see his sport being publicly recognised and accepted, but the real question is: Does motorcycling gain publicity proportionate to its following and its appeal to the public? Unfortunately the press and television cannot be conveniently bundled together when attempting to provide an answer, nor, indeed, can all newspapers be judged under the term "The Press." Each newspaper places a value on its space and allocates it in the way it believes the reader wishes.

In order to gain, or retain, the interest of a minority, some newspapers are prepared to give coverage disproportionate to the number of people who actually follow a particular sport. This generally applies to the larger (in terms of size) newspapers. Examples include water-skiing in the Daily Telegraph and squash rackets in The Times. Neither newspaper would claim that these sports have tremendous public appeal, but each knows that a large proportion of the competitors read their paper. The real danger here is that these minority sports can be publicised to the exclusion of many others. Often this is the root of a feeling of persecution among motorcyclists, many of whom take little or no interest in any other sports than their own.

However, the position is reversed by some newspapers, notably the Daily Express and the Evening Standard, who give motorcycling a high proportion of space, mainly in the form of weekly columns. Much as this publicity is appreciated, I would suggest that it is still a poor conscience purgative for whoever is responsible for sending photographers to race meetings with the sole intention of getting crash pictures. Nothing is quite so sickening as watching photographers waiting like vultures on a particularly difficult or notorious bend.

Apart from this unpleasant aspect of press coverage, I consider that newspapers do not all despise or sneer at motorcycling. More often than not the reason for motorcycling being ignored is the lack of expert knowledge of the sport by members of the newspaper staffs. Most sports' desks have experts in particular sports—people who can weigh up the value of a story. Not so with motorcycling, however. Most newspapers give the results of the world championships rounds, yet have no idea whether the Hutchinson 100 is more important than the annual Turnip Field Scramble.

Of course, motorcyclists are not isolated in their suffering. Followers of other minority sports write to newspapers with tales of persecution. What is always difficult to convince them is that their sports are not popular with everyone and, therefore, must accept certain limitations in publicity. I have no doubt, however, that the limit, as far as motorcycling is concerned, is far from being reached.

The reasons why newspapers do, or do not, cover motorcycling can equally be applied to television. While moto-cross is given almost weekly coverage throughout the year, there is apparently a great reluctance to programme road racing. Television, like newspapers, has to give the minority sports a reasonable showing; in the case of television, however, it is a matter of allocating time in proportion to interest shown by the viewers. But the television companies also have to decide what is good television and what is just ordinary. In addition, some sports cannot be considered practical propositions. It is obvious, from my armchair at least, that road racing rarely makes good television while moto-cross is tailor made for the small screen and must interest the non-motorcycling public because of its spectacular nature.

Motorcycles, or cars for that matter, slowed by the long lens become dull processions and even the television camera's greatest asset, the revealing close up, captures the atmosphere and drama of the race meeting only fleetingly. And the sideshows of the sport, the host of machines, the paddock turmoil, the technicalities, these can only be touched upon by the commentator and camera for fear of frightening off the average non-motorcycling viewer.

Not surprisingly the bulk of the criticism against television is centred on the T.T. and, indeed, this unique week does deserve re-appraisal by the T.V. companies. The opportunities for really imaginative television on the island seemed almost untapped. Each year the cameras are placed at the famous vantage points and provide a good, but rather monotonous view. More time is obviously needed to explore this most colourful of all motorcycling subjects. Most sports have their paramount occasion and television, where possible, provides a fitting record. Will this ever be said of the T.T.?



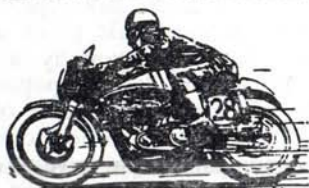
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A. Bambrick, 171 North Wingfield Road, Grassmoor, Chesterfield, Derbyshire.

1964 125 c.c. BULTACO. Fastest 4/speed A/C in the country. Recently overhauled for next season. New piston, oil seals, front tyre. Never finished below 6th place at Bemsee meetings during 1966. £180 o.n.o. Mike Lewis, 54a Butler Road, Harrow, Middlesex.

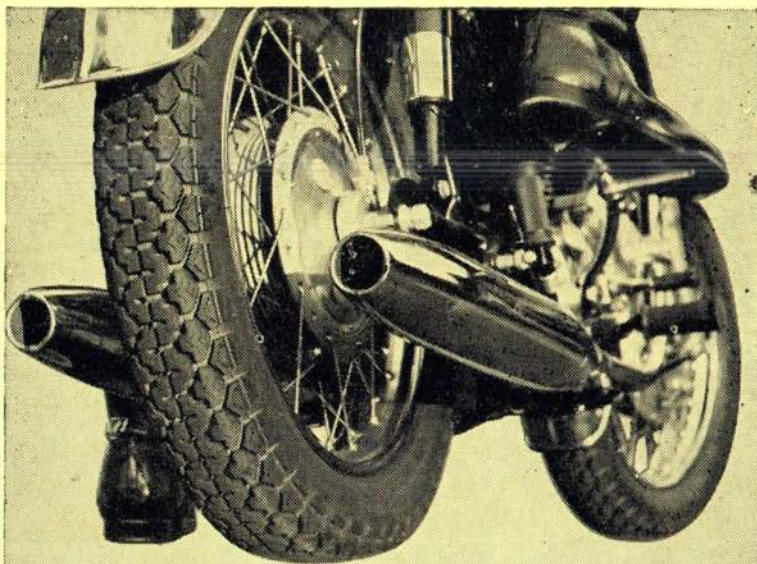
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D. O. Saunders, 56 Hitchenfield Road, London, S.W.16.

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I. Hackman, address as above.



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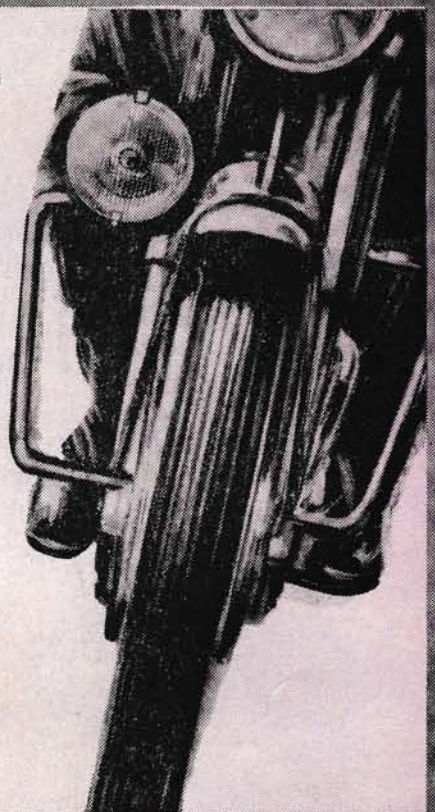
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