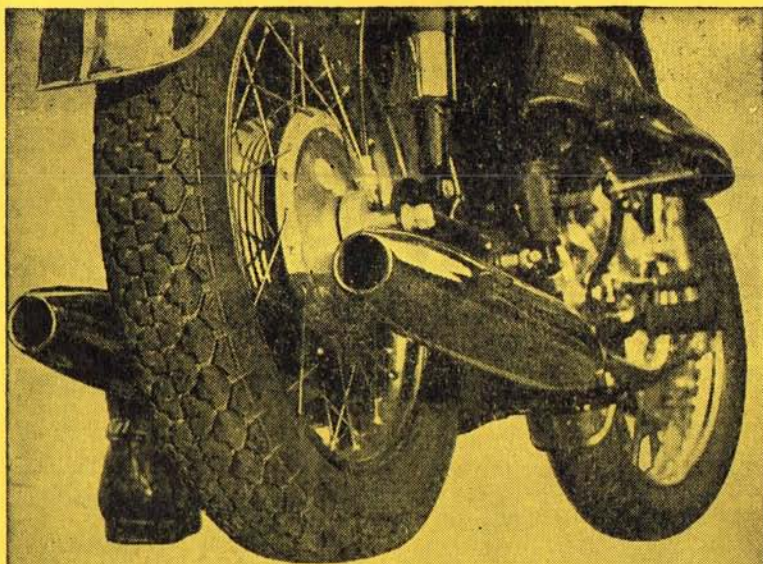


# BEMSEE 68





## *the best things on two wheels*

DUNLOP tyres make the best of both wheels. DUNLOP'S endless research into construction, composition and tread design produces the safest, most comfortable tyres on two wheels, with safer cornering, surer steering, more responsive braking and miles longer wear. That's why they are fitted as standard equipment by the majority of British motor cycle manufacturers. And why you, too, should always ask for Dunlop.



# **DUNLOP**

*.. all built with  
Road-Hug  
Rubber for  
TOP SAFETY  
TOP MILEAGE*

The superb all-purpose tyre with road-hug rubber for exceptional wet grip, safe cornering, braking and acceleration.

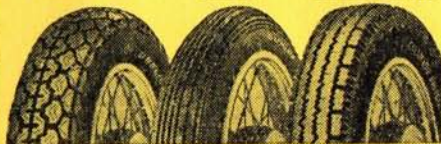
The perfect front-wheel partner for K70, patterned for low rolling resistance and positive steering.

Deep cut pattern for grip plus long life. Suitable for all three wheels of combination outfits.

**DUNLOP K70**

**RIBBED**

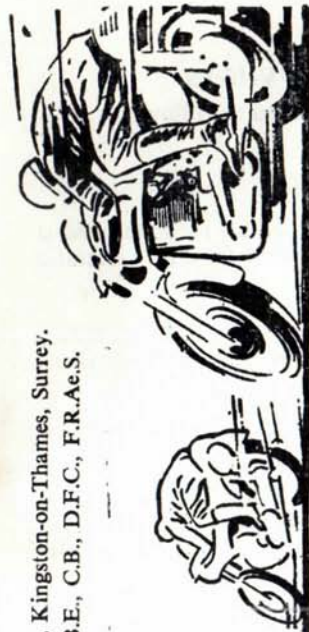
**SIDECAR MAJOR**



**Editor :** Jim Swift

**Registered Office :** P.O. Box 75, 33a London Road, Kingston-on-Thames, Surrey.

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



THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

# Bemsee

**APRIL. 1968**

## EDITORIAL

On Sunday, April 14th the Club will experiment with assistance to riders who cannot start their machines. It will be for this meeting only unless so successful from an organisational point of view that we can get the matter on the statute books.

We should add that it has become not a little joke that there are quite a number of riders who believe that a 'pusher' is admissible on the grounds that their machine is too difficult to start or that they have a cold. Let us assure them that this is not so. Medical grounds are the only basis for the Clerk of the Course to use his own judgment on the matter and, in all cases, independent medical inspection will be made on the day and a decision made on the recommendation of the Chief Medical Officer. As Ivan Hackman will tell you, sometimes they don't let you ride at all!

## THE NEW TYRE SAFETY LEGISLATION

From April 1st, 1968 Regulation 82 of the Motor Vehicles  
(Construction and Use) Regulations 1966 is amended as follows:—

Issued by the British Tyre Industry

### Condition and maintenance of tyres

1. No person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a pneumatic tyre, if:—

- (a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels;
- (b) the tyre is not so inflated as to make it fit for the use to which the motor vehicle or trailer is being put;
- (c) the tyre has a break in its fabric, or has a cut in excess of one inch or 10 per cent of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the body cords;
- (d) the tyre has any lump or bulge caused by separation or partial failure of its structure;
- (e) the tyre has any portion of the ply or cord structure exposed; or
- (f) where the tyre is fitted to a wheel of a motor vehicle, being a motor cycle whereof the cylinder capacity of the engine does not exceed 50 cubic centimetres, the tread of the tyre does not show throughout at least three quarters of the breadth of the tread and round the entire outer circumference of the tyre a pattern the relief of which is clearly visible, or where the tyre is fitted to the wheel of any other motor vehicle or any trailer, the tread pattern (excluding any tie-bar) of the tyre does not have a depth of at least 1 mm. throughout at least three quarters of the breadth of the tread and round the entire outer circumference of the tyre:  
Provided that this sub-paragraph shall not apply in the case of a motor cycle having three wheels, the unladen weight of which does not exceed two hundredweight and which is incapable of exceeding a speed of 12 miles per hour on the level under its own power.

2. Nothing in the foregoing paragraph shall apply to a land locomotive, land tractor, land implement or land implement conveyor, or to an agricultural trailer when the trailer is being drawn by a land tractor.

3. No person shall use or cause or permit to be used on a road any motor vehicle or trailer a wheel of which is fitted with a recut pneumatic tyre the fabric of which has been cut or exposed by the recutting process.

4. Without prejudice to the above paragraphs, all the tyres of a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to be fit for the use to which the vehicle or trailer is being put, and as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

**NOTE: Recut tyres are illegal for all cars, motor cycles and some commercial vehicles.**

Driving on defective tyres risks not only your own life and other people's, but **NOW YOU ALSO RISK TROUBLE WITH THE LAW.** Serious trouble and heavy penalties. Recent R.A.C./T.M.C. tyre checks showed that 60 out of every 100 cars had at least one defective tyre, and A.A. tests revealed equally alarming figures. Remember, you may be driving on dangerous tyres **without knowing it.** So get your tyre supplier to inspect them—not forgetting the 'spare'—more thoroughly and expertly than you can. And even if he gives you the O.K. do keep a regular eye on them. O.K. today doesn't necessarily mean O.K. next week.

---

## **RADIAL PLY AND CROSS PLY TYRES**

**The wrong combination of such tyres is now illegal. Therefore the following information is vital:**

1. **Do not**, in any circumstances, have radial ply tyres on the front with cross ply tyres on the rear. There are **no** exceptions to this and it applies whether the car has front or rear wheel drive, or whether the rear tyres are standard tread cross ply or winter tread cross ply.

2. Do not **mix** cross ply and radial ply tyres on the **same** axle. If fitting the spare results in "mixing" proceed with extra care and correct the fitment as soon as possible.

3. The best combinations are either cross ply tyres **all round**, or radial ply tyres **all round**, but in most cases it is safe to have cross ply tyres on the **front** and radial ply tyres on the **rear**. For high performance cars, mixed equipment is **not** recommended.

4. Seek the advice of your tyre supplier or the tyre manufacturer if you are considering mixed makes of radial tyres on one axle.

**\* Remember, do not fit radial ply tyres, of any make, to the front axle only.**



**SURREY'S LEADING  
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FOR YOUR  
NEW OR USED**

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The following programme of races for the 1968 series has been confirmed by the Competitions Committee.

Sat., 8th June	International S/C Races (two classes, up to 500 c.c. and 500 c.c.—750 c.c.) at 6 p.m.
Mon., 10th June	International 50 c.c. Race (11 a.m.) and International Lightweight (250 c.c.) Race (1.30 p.m.)
Wed., 12th June	Production Machine Races (11 a.m.) and International Junior (350 c.c.) Race (1.30 p.m.)
Fri., 14th June	International Lightweight (125 c.c.) Race (11 a.m.) and International Senior (500 c.c.) Race (1.30 p.m.)

Grandstand seats available from:—

Box Office,  
T.T. Races,  
Villa Marina,  
Douglas, Isle of Man (Tel. Douglas 4171)

**1968 TOURIST TROPHY RACES**

Practice schedule:

	MORNING 04.45 — 06.45	AFTERNOON 14.30 — 16.45	EVENING 18.30 — 20.45
Sat. 1st June	All Solos (ex. 50 c.c.)	—	—
Mon. 3rd June	All Solos (ex. 50 c.c.)	—	All Solos(ex.50 cc)
Tues. 4th June	All Solos (ex. 50 c.c.)	—	Sidecars/50 c.c.
Wed. 5th June	Int. Solos (ex. 50 c.c.)	—	Sidecars
Th. 6th June	Production/50 c.c.	Int. Solos (ex. 50 c.c.) Sidecars	—
Fri. 7th June	Sidecars/50 c.c.	—	All Solos(ex.50 cc)
Sat. 8th June	All Solos (ex. 50 c.c.)	—	—



Annual  
General Meeting  
1968

REPORTS AND ACCOUNTS

of the

BRITISH MOTOR CYCLE RACING CLUB LTD.

## **Review of the past racing season and of the future.**

Little need be said about the past racing season except that it was a highly successful one both from the safety aspect and that the standard of racing was of an extremely high order. The new conception of Club meetings on a Saturday afternoon at Brands Hatch was a huge success and proved just how efficient the Club's race organisation is, particularly as it had to cope with a noon start for practice and still provide a full day of racing. That this efficiency can be yet improved upon can be seen from the racing programme for the coming year which doubles the number of Saturday afternoon meetings and also adds two more ten lap races to each meeting. Greater all round efficiency has led the Club to extending its racing programme to provide for eleven Closed to Club events, plus one International and one National event, an increase of three meetings over 1967.

Let it be said here and now that the Club could not be so futuristic without the support of its voluntary officials and marshals. The increased programme of events has thrown a heavy burden on them which the Directors' acknowledge. They are the backbone to racing for without them your Directors could not envisage the continued increase in the Club's racing activities. A comprehensive mailing list has been compiled with a view to improving the marshalling strength. It has been moderately successful to date and the Directors sincerely hope that personal contact of existing officials and marshals will provide for a less strenuous season ahead on those that have to bear the full burden of such comprehensive activities. Commensurate with the financial implications, your Directors are firm in their intentions to provide racing facilities which cannot be imitated, not only for the coming season but also for the future. They have no immediate intention of throwing any greater burden than at present upon the riding member but accept the fact that the spectator appeal of a Closed to Club meeting is negligible.

### **President.**

The Directors are happy to know that Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S., has accepted nomination for re-election for the coming year. We all look forward to the continuation of the happy association which we have enjoyed over the past seven years.

### **Vice-Presidents.**

The vacancy caused by the death of Harold Daniell was filled at the last A.G.M. by the election of Gordon Hadfield, F.R.C.S., our indefatigable Medical Officer fully deserving of this just reward after twenty years' service to the Club.

His re-election, together with that of Geoff Duke, John Surtees and George Brown will be proposed at the A.G.M.

### **Directors.**

In accordance with the Articles of Association, three Directors retire at the Annual General Meeting each year. Those retiring this year are: Lionel Cheeseright, Gordon Cobbold and Bob Walker. They all offer themselves for re-election. There are no other vacancies.



### **Staff.**

Conscious of the financial position of the Club, Jim Swift has carried on the administration of the Club's office, together with the organisation of race meetings with little help other than that of his Assistant, Peter Lewis.

To both of them the Board wish to express their thanks for unstinted service during the past year.

### **Acknowledgements.**

The Board wish to express their thanks to the management and staff of the various race circuits at which we have operated during the past year, and to the assistance given by the medical personnel and members of the St. John Ambulance Brigade and the British Red Cross Society.

Our particular thanks are due to all those, be they members or not, who have assisted the Club in the control of race meetings either as marshals or in other equally necessary capacities. Without their services it would have been impossible to run race meetings.

1966		<b>INCOME AND EXPENDITURE ACCOUNT</b>		£	£
£	£			£	£
133		Affiliation Fees	...		110
512		Rent, Rates, Lighting and Heating	...		580
2,423		Salaries, National Insurance and S.E.T.	...		2,702
691		Printing and Stationery	...		581
523		Postage and Telephone Charges	...		471
		Sundry Expenses (including Insurance, Bank	...		
809		Charges, Travelling Expenses, etc.	...		787
271		Motor Car Expenses	...		285
84		Audit and Accountancy	...		84
		BEMSEE Magazine:			
554		Excess of Costs over Receipts	...		608
114		Annual Dinner	...		95
		Depreciation:			
	155	Office Furniture	...	69	
	92	Motor Car	...	181	
247					250
978		Balance, Excess of Income over Expenditure for			
		the year, carried down	...		—
<u>£7,339</u>					<u>£6,553</u>
		Balance, brought down	...		306
75		Provision for Corporation Tax	...		40
903		Balance, carried to Balance Sheet	...		—
<u>£978</u>					<u>£346</u>

1966		<b>BALANCE SHEET</b>		£	£
£	£			£	£
		<b>GENERAL FUND</b>			
6,440		Balance at 1st January, 1967	...	7,343	
+	903	Deficit for the year	...	346	
7,343					6,997
446		<b>SUBSCRIPTIONS IN ADVANCE</b>	...		770
		<b>CURRENT LIABILITIES</b>			
1,967		Sundry Creditors and Accrued Charges	...	2,326	
75		Corporation Tax	...	115	
2,042					2,441

£9,831

£10,208

#### **REPORT OF THE AUDITORS TO THE MEMBERS OF**

We have obtained all the information and explanations which poses of our audit. In our opinion proper books of account have been kept in those books. We have examined the above Balance Sheet and annexes thereto and the books of account.

In our opinion and to the best of our information and according to the requirements required by the Companies Act, 1948 in the manner so required a true and correct account of the Company's affairs as at 31st December, 1967 and the Income and Expenditure over Income for the year ended on that date.

22, Upper Brook Street,  
London, W.1.

21st February, 1968

1966 **FOR THE YEAR ENDED 31st DECEMBER, 1967**

£	£		£	£
	3,931	Subscriptions	3,740	
	17	Less: R.A.C. Capitation Fees	71	
3,914				3,669
45		Surplus on Sales of Badges, Ties, etc.		39
		Interest and Dividends (Gross)	220	
		Less: Income Tax deducted	49	
219				171
		Sporting Events:		
3,029		Receipts at Events, less Direct Outgoings		2,368
132		Surplus on Sweepstake		—
—		Balance, Excess of Expenditure over Income for the year, carried down		306

£7,329 £6,553

978	Balance, brought down	—
—	Balance carried to Balance Sheet	346

£978 £346

1966 **AT 31st DECEMBER, 1967**

£	£		£	£
		<b>FIXED ASSETS</b>		
	1,708	Office Furniture and Equipment at Cost	1,731	
	1,575	Less: Depreciation to date	1,643	
133				88
	901	Motor Vehicle at Cost	901	
	—	Less: Depreciation to date	181	
901				720
1,034				808
990		<b>INVESTMENTS</b> (Quoted) at Cost		2,991
		(Market Value at date £2,816, 1966 £908)		
		<b>CURRENT ASSETS</b>		
	468	Stock of Badges, etc.	320	
	440	Sundry Debtors and Prepayments	750	
		Cash at Bank and in Hand:		
	3,843	Current Account	2,981	
	3,048	Deposit Account	2,348	
	8	Cash in Hand	10	
7,111				6,409
<u>£9,831</u>				<u>£10,208</u>

**OF BRITISH MOTOR CYCLE RACING CLUB LIMITED**

to the best of our knowledge and belief were necessary for the purposes of the accounts and have been kept by the Company so far as appears from our examination of the Income and Expenditure Account which are in agreement with the

and the Balance Sheet gives a true and fair view of the state of the Club and the Expenditure Account gives a true and fair view of the Excess of

AND **W. BARR & CO.**  
Chartered Accountants.

BRITISH MOTOR CYCLE RACING CLUB LIMITED

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the British Motor Cycle Racing Club Limited will be held at The Royal Automobile Club, London, S.W.1, on Thursday, 16th May at 8 p.m. (prompt) for the following purposes:—

As ordinary business:

1. To receive and consider the Accounts for the year ended 31st December, 1967, and the Directors' and Auditors' Report thereon.
2. To receive and adopt the Accounts of the Benevolent Fund.
3. To elect Directors.
4. To fix the remuneration of the Auditors.
5. To elect a President and Vice-Presidents.
6. To consider any other business.

By order of the Board,

J. H. SWIFT,

Secretary.

33a London Road,  
Kingston-upon-Thames.

---

**President :**

AIR MARSHAL SIR GEOFFREY TUTTLE  
K.B.E., C.B., D.F.C., F.R.Ae.S.

**Vice-Presidents :**

G. E. DUKE, O.B.E.  
J. SURTEES, M.B.E.  
G. BROWN  
G. HADFIELD, F.R.C.S.

**Directors :**

L. S. CHEESERIGHT, B.Sc., M.C. (Chairman)  
F. A. GILLINGS (Vice-Chairman)  
D. BATES  
G. C. COBBOLD  
E. COOPER  
L. T. ELLIS  
R. C. WALKER  
V. L. WARDALL  
W. E. ROSE

**Secretary and Registered Office :**

J. H. SWIFT  
33a London Road, Kingston-upon-Thames, Surrey.

## REPORT OF THE DIRECTORS AND REVIEW BY THE CHAIRMAN

Your Directors' submit herewith the Financial Statement covering the activities of the Club during the year ended 31st December, 1967.

### **General.**

As stated elsewhere in the Report, the Directors are gravely concerned that the net result of the past year's activities has been a financial loss of £306 in comparison with the gain the previous year of £978, a difference of £1,284 or about £1 per member.

The Board have examined this position very critically and are satisfied that the sole reason for this disturbing state of affairs is the decreased interest of the public in road racing. This decrease is not confined to motor cycle sport alone as motor car clubs are facing the same difficulties of rising costs and diminishing returns for, indeed, all sport is feeling the draught. With restricted trade support which is now operating, it is becoming increasingly obvious that the survival of the sport can only be attained by the personal sacrifice of the enthusiast be he rider, official or spectator.

The Board are taking what steps they can, within the Company's limited resources, to publicise both the sport as a whole and the Club as the première motor cycle racing Club in the world. They are hopeful that this will result in some improvement of the position. In this connection consideration has been given to the oft-repeated suggestion of a track of our own, but the legal and financial implications make this out of the question for the present.

The Directors are increasingly aware of the rising cost of maintaining racing machines and can only appeal to members to view with a certain amount of charity the efforts which are being made to provide as many members as possible with the opportunities to indulge in their favourite sport.

### **Membership.**

The third year under the higher subscription rate shows a further slight fall in membership. It is disappointing to see the high proportion of turnover between members dropping out and new members each year. Let us hope that the improved facilities for racing will do something to lessen the drain at the beginning of each year.

### **Finance.**

The Balance Sheet which is attached to this report shows that the year's activities unfortunately resulted in an overall loss of £306 compared with a profit of £978 last year and £2,663 in the previous year. A crumb of comfort can be obtained from the fact that, in spite of general rising costs, the overhead expenses of the Club have only increased by £192 or 3% of their total which reflects great credit upon both the Secretary and the Finance Committee. Unfortunately the drop in membership, to which reference has already been made, has cost us about £245 and the decreased interest of the public a further £661.

---

**BENEVOLENT FUND INCOME AND EXPENDITURE ACCOUNT****FOR THE YEAR ENDED 31st DECEMBER, 1967**

Balance of Fund at 1st January, 1967 ... ..	921 17 9
Add: Deposit Interest ... ..	37 5 0
	<hr/>
	<u>£959 2 9</u>

Represented by:—

Cash on Deposit Account ... ..	<u>959 2 9</u>
--------------------------------	----------------

Certified Correct

22, Upper Brook Street,  
London, W.1.

ANDw. W. BARR &amp; CO.

*Chartered Accountants.*

6th February, 1968.

## **INTERNATIONAL COMPETITION LICENCES FOR ROAD RACING**

The following amendments have been made to the qualifications required for International Licences:

1. **Full International Licence (No change) i.e.**

Valid for International Road Races and for all capacity classes—40 points of which at least 50% must be obtained on a machine of over 100 c.c.

2. **Restricted International Licence.**

Valid only for International Road Races held under the permit of the A.C.U. and for all capacities—20 points of which at least 50% must be obtained on a machine of over 100 c.c.

3. **Restricted (Class Capacity) International Licence.**

Valid only for International Road Races of up to 100 c.c.—provided the applicant has qualified for a current National Competition Licence.

4. **Restricted (Production Machines only) International Licence.**

Valid for International Standard Production Machine Road Races only—15 points of which at least 50% must be obtained on a machine of over 100 c.c.

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The beast has died a noble death—I thought. But no, every new issue of this dubious publication brings forth literature from those who would further glorify or decry the exploits of that most ingenious manufacturer—Ephraim B. O. Phobof. The constant proddings of these random writers have touched my conscience (or sense of masochism perhaps) and therefore consequent research has unearthed details of the latest “iron chargers” of the phamous phatory from Birmingham’s sludge end.

For the racing motorbicyclist, Phobof have produced a scintillating new model aimed at the 1,000 c.c. class for 1968. The new Phobof Phleetephy should cause quite a stir in the paddocks. Ridden in South Africa this winter by Congolese ace Vindinga Wogfuzz, the Phleetephy was first past the post on January 3rd, the race being held the previous Saturday. An experimental five speed syncrocrunch gearbox, made by Rod Quirk of England, was fitted for test trials. On the two occasions during which the engine lasted for a full period of two complete series of gearchanges, the well chosen ratios were found to be admirable in use.

The power unit is a 725 in line (front to back) three, with a single overhead cam. Three valves per cylinder are employed (two inlet, one exhaust) and desmodromic valve operation is in use. The latter embodies the valve return system driven by pulley from the clutch sprocket. Powerphlow exhaust is in evidence for the first time since rumours leaked out about this new innovation. This comprises a four blade suction fan fitted to the rear wheel and connected to all three exhaust pipes. Apart from the benefit of efficiency at high speeds, pursuers are rumoured to be discouraged by the mass of red hot carbon particles thus directed at them.

A flint is attached to each inlet valve. On the closing of this valve the flint strikes the rough cast iron head adjacent to the patent nylon seats and causes immediate ignition. The rather advanced ignition point of 127 degrees b.t.d.c. is counteracted by slow flame travel (obtained by mixing 3 ozs. of brown boot polish per gallon of fuel). Pinking is thus avoided. No overheating is experienced due to the use of the latest wooden pistons and the lightened perforated con-rods, assisted by a compression ratio of no less than 3.72 : 1. Never behind the times, Phobof have installed a pressure feed oil system. This is operated by the pumping action of the rear shock absorbers. Every 92 bumps in the track surface cause a 1-3-5 mixture of axle grease, vaseline and glycol to be injected into the gearbox in 10 fluid oz. spurts. From here the layshaft third gear cog drives the lubricant through a cast alloy channel and into the sump. Crankcase pressure forces it up into the cylinder block for valve gear lubrication. Every third turn of the belt driven camshaft then opens a cambox breather which then discharges excess lubricant on to the riders left knee. Discharge to the right is supplied for those who race on anti-clockwise continental circuits.



Fitted already into the phamous bedstead frame with roadroller forks, this model really excites the imagination and, on occasions, terrifies the circuit manager. Triangular tyres have been tried and are an optional extra, although the more conventional circular ones have given better road-holding! Additional tuning advice is provided by Claude Baschenscrape (Phobof tuners) Ltd. of Birmingham. Phobof are gearing their production lines to meet the greatest demands ever and expect to produce at least three machines this year. If you want to make a name for yourself in racing, order now. £1 13s. 6d. + £5 10s. 0d. B.R.S. delivery charge. Phear not—the Phobof is not yet dephunct!

---

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Waterproof Clothing · Boots · Gloves*



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---

### TO MODIFY — OR NOT

**Ivan Hackman**

E.D. Racing Developments  
Some of you who read this are going to start screaming denials or yelling "rubbish" before you finish, so if you disagree, please remember that all that follows is the expression of opinions based on personal experience, and that I am not trying to lay down a law for tuning.

Over the last four years I have had a great deal to do with engine tuning on big twins, and especially for road racing use in the last two years. I have often noticed that a great many club racers spend a fantastic amount of money on engine work, which would often seem to be wasted. The number of people who tune for brute force rather than efficiency is very high, and my basic point is that an efficient engine, mildly tuned, is a better and more reliable bet than an engine tuned to its limit, and therefore unlikely to last as long. For the professional rider,

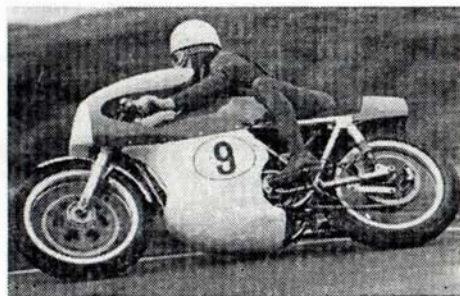
and the rider with money to burn, this may not be applicable. For the average clubman it is.

The performance of the factory Bonneville and the B.S.A. engines of Chris Vincent and Peter Brown bear out this line of reason. How often does a rider spend money on having his crank lightened and polished, con rods polished, timing gear, engine sprocket, etc., also lightened. Of these only con rod polishing will offer an advantage as it helps to avoid hairline cracking. Lightened polished cranks offer such small gains that they are virtually nil for racing purposes. This was proved as far back as the days of Brooklands. Furthermore lightened cranks on big twins sometimes lead to bad high frequency vibration and a tendency to break traction on the rear wheel due to insufficient fly-wheel weight for smoothing out the power pulses. Apart from resulting chain wear, this can be decidedly dodgy on wet corners. As timing wheels have no reciprocating weight to be lost or balanced, then the only gain there will be in loss of overall machine weight. Intensive polishing of piston crowns and cylinder heads is also largely time wasted. Carbon soon forms on them (in minutes) so a perfectly smooth surface is as good as a mirror finish. One useful mod. often overlooked, however, is a chamfer on the inside of the piston skirt. This will help scavenge excess oil from the bores, and direct more to the little ends, resulting in cooler pistons and longer end life.

(To be continued)

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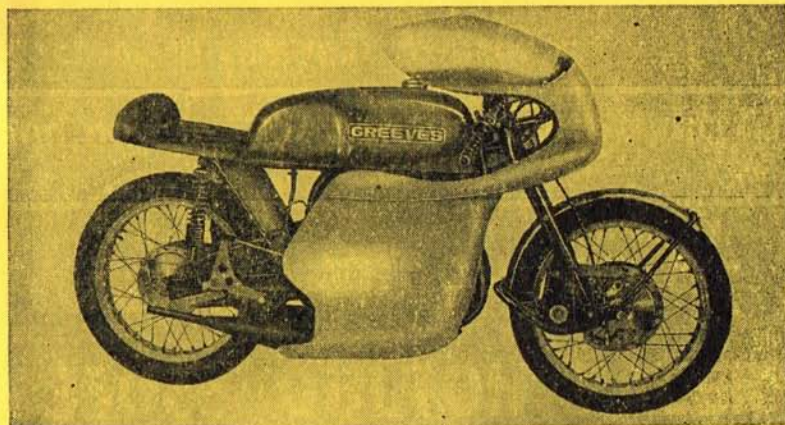


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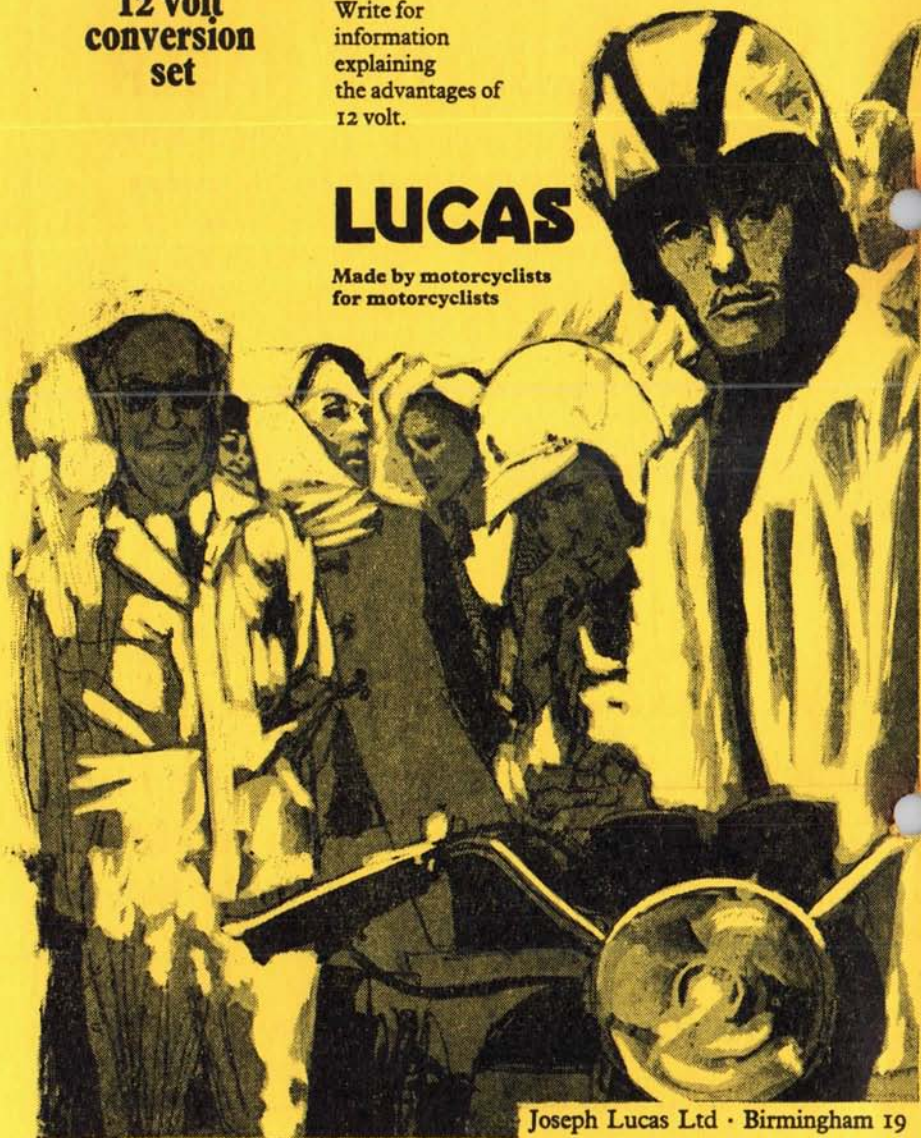
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