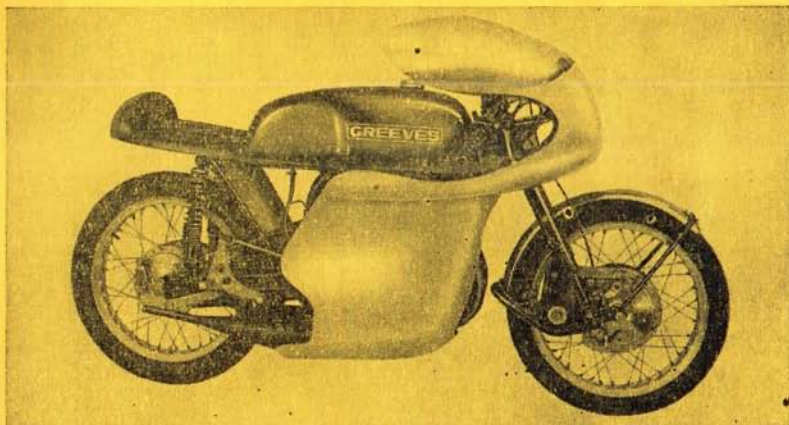




announce the
350cc OULTON RACER

Model 35RFS

A worthy partner for the 250 cc Silverstone

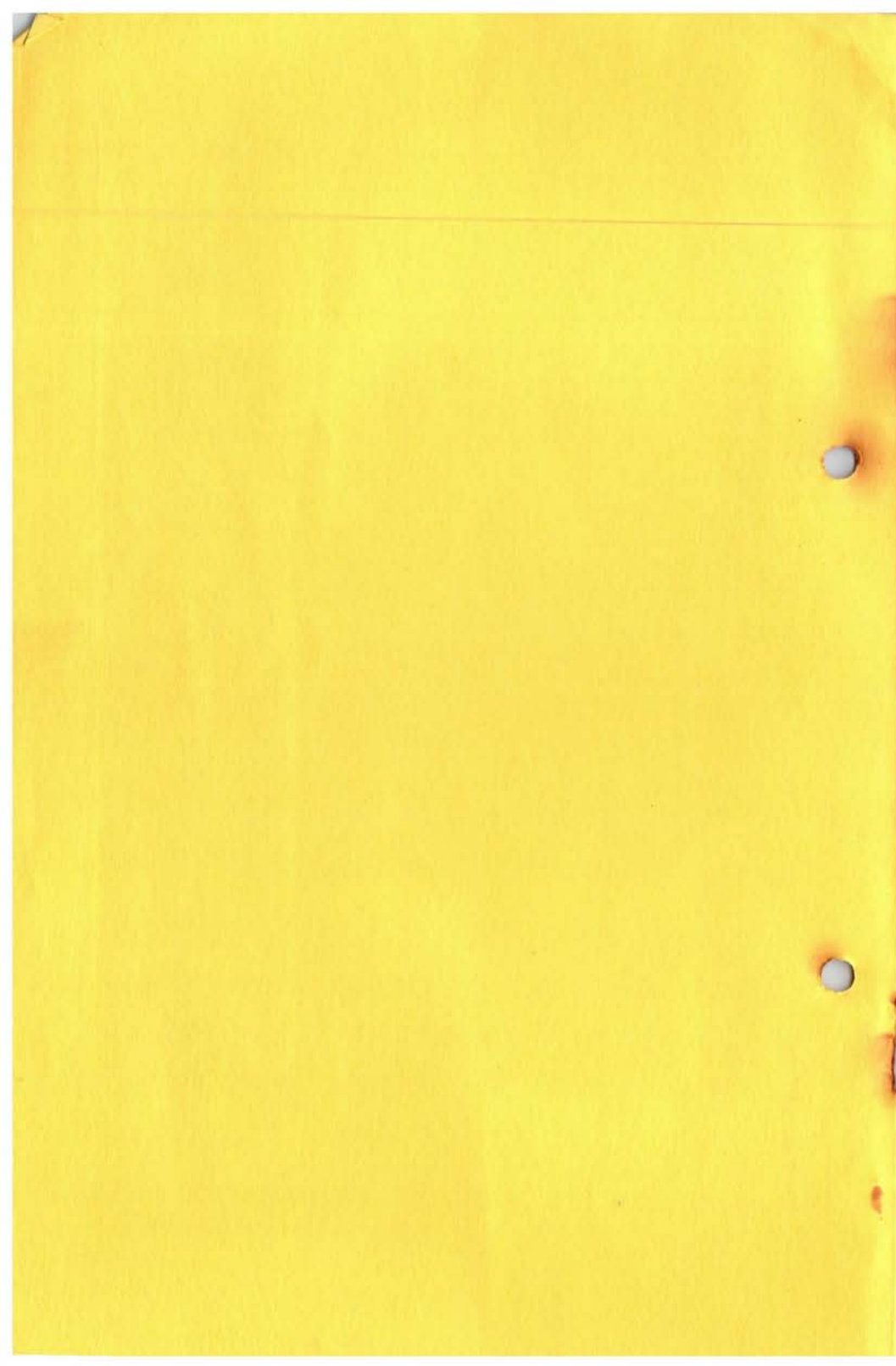


Limited production only - Book your order NOW!

250 cc Silverstone past successes include:
1st Lightweight Manx Grand Prix in 1964 & 5
Winner of the 1964 "Motor Cycle News"
machine of the year Award.

And now in 1967 8th in Lightweight T.T.

C. T. Holdsworth - Private Owner



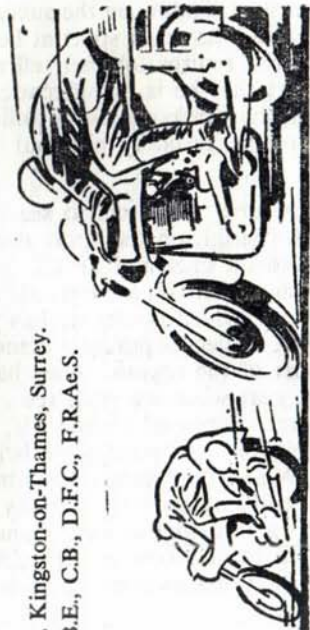
Editor: Jim Swift

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



Chairman: L. S. CHEESERIGHT, M.C., B.Sc.

EDITORIAL — JANUARY 1968

I think Lance Weil made the most apt comment of all when he referred to the recent controversy of over-sized engines as a lot of rubbish. I certainly don't admire Dave Croxford for writing about £9's worth of sheer exhibitionism because what he said meant nothing whatsoever without mentioning names, which he couldn't without proof, and without making a demonstration of his beliefs. I think he took the easy way out by writing threats—I doubt that he will have the guts to put his beliefs into action.

I hope that he doesn't use his article as the foundation for such idle threats. It can do the sport little good and casts a shadow on the successful achievements of many people who really only have the sport at heart and who achieve very little by way of financial returns for their efforts. Perhaps it is sour grapes on Croxford's part that he is being made to work very hard for his successes and the fact that someone else is pulling a different gear doesn't necessarily mean much, certainly not that the engine is larger than it ought to be.

From an organisers point of view, of course, he wants to see fair play. Don't we all. If there are grounds for suspicion the sport needs it to be brought out into the open and proved for once and for all. But would you gamble your integrity on something which you are not entirely convinced about? No, neither would Croxford, which is why he has yet to put in an official protest and why the whole subject is purely a demonstration of good journalism in the quiet part of the season. They have now got a subject to keep going until next year when we shall see . . . what! There is very little point in using an over-sized engine. If, as Dave Croxford predicts, it is easily recognizable, the penalty of being caught is too severe to warrant the risk. Who would dare show their face at a meeting again. Let's be sportsmen and stay sportsmen. I say to Dave Croxford—prove it! Don't use the Press as a tool to start scandal or suspicion without giving the public some proof. Gossip may deter someone, who knows. Gossip such as this only makes a mockery of a damned fine sport.

I don't believe that anyone is using an over-sized engine. It takes little courage to threaten—I should only admire him if he had the courage of his convictions. If he has, then I only hope, for his sake, that he's right. If his statements deter anyone from using an over-sized engine next year then he will have done a great service to the sport—at a cost to all!

COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL SUPPORTER
OF ALL PHASES OF THE SPORT

COMERFORDS LTD.

PORTSMOUTH ROAD
THAMES DITTON, SURREY

Telephones: 01-398-5531 (7 lines)



FOR ROAD OR TRACK, SCRAMBLES OR TRIALS

LEWIS'S

**GET YOUR RACING LEATHERS FROM
27, CARBURTON STREET, LONDON, W.1
EUSton 4793**

**The Pioneers of Motor Cycle Clothing who KNOW
exactly what the racing man needs, If you cannot
call, write or telephone for FREE Catalogue.**

THE DINNER

Getting on for four hundred members and friends descended upon the Empire Rooms in Tottenham Court Road for the festivities of the Bemsee Dinner and Dance on December 9th, despite atrocious road conditions due to the snow. As far as I know, most arrived without mishap, and few met with Mrs. C's spies afterwards.

Due to the severe weather conditions and the law on drinking and driving, we suspected that many would wend their way home earlier than usual and reduce the hour of departure to midnight. Not a bit! We afterwards had to extend the evening or else suffer the consequences of shutting everyone up inside. Such a success it was that dancing continued after the band had packed up!

Twenty-two trophies were presented. During the presentation John Hartle extended his thanks to Charlie Rous for making it possible for him to make a comeback appearance to racing. The Mellano Trophy was filled (that's a lie we called a halt at twenty-four pints—of beer) and John invited all to have a drink. History records that it was emptied rather rapidly.

FINANCIALLY SPEAKING

It would be difficult not to mention the question of finances at some time during the year so I am hoping that, by mentioning it now, I shall not have to put type to paper in the future. It is pointless to make a song and dance over the question of the Club's future prosperity because this is a matter for the Board of Directors from the time they are elected at Annual General Meeting. Of course, we all have ideas on how the lot of the member could be improved and this is a common aim of the Board. What profit is made on a year's activities is only passed back to the member—usually the racing member. The Board do not even receive their expenses generally, as they are quite entitled to do. If you notice that the Club makes a goodly profit from race meetings, look again and you will find that these are only indicative figures of successful promotion. What 'profit' is made is swallowed up by the colossal overheads of preparation, execution and negotiation.

But if you compare the past with the present, you will also find a promise for the future. If the country wasn't in such a bad economic state, we would have more money, more prosperity, and certainly a more thriving Club. Costs keep escalating as we all know—it is not only riding that is costing more—all round us prices rise tremendously and to keep track of a firm policy one has, of necessity, to pass on some of the increase to members and to cut back on other things to maintain one's equilibrium.

As you will have noticed, the entry fee for Snetterton has been increased to £2. This has been done for two reasons. Crowd potential, even for Club meetings which have never been self sufficient in the past, is again dwindling and the constant increase of race meetings and clashes of dates never guarantees solvency. This is the only increase of the year, except for the fact that the insurance rate for Brands Hatch has been increased by four shillings. However, the latter only goes into the pockets of the insurers and you get what you pay for in this respect.

Because practice facilities are so widely available at circuits now, the Directors have considered that the financial failure of the last two years on practice days do not warrant continuance of the facility and therefore reluctantly discontinue the practice days. To my mind this is a great pity and I would oppose it strenuously but for the fact that members did not support the practice days in the numbers necessary for solvency in this direction. The weather might have been a big factor but mid-week practice days have always been touch and go and never reliable enough to produce an awful lot of interest.

As the seasons get earlier, so therefore must the practice days. This brings them into the winter season with obvious changeable conditions—always cold!

THE POLICE AT WORK

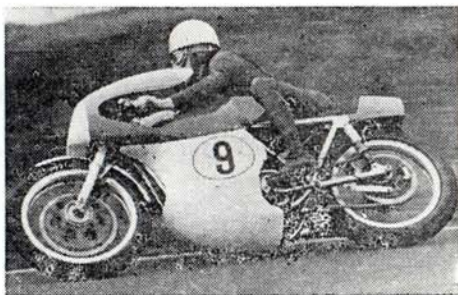
The fascination which the police wield over us is demonstrated by the huge television viewing figures for such epics as 'Z' Cars, No Hiding Place and Softly, Softly. Here we can sit back and moralise, or simply enjoy, without ever having to be involved. In real life fires, accidents, traffic control all show the police at work in a realistic manner.

Now a new attempt is being made, by a magazine of all things, to encourage a wider interest in police operations and the efficiency with which they work in maintaining law and order.

The editors of Lotus Cars' own company magazine are busy compiling a gigantic survey of police work which will be published in a number of parts. When completed it will list and locate the radar speed control checks throughout the country. Obviously subscribers to the magazine of which there are approximately 15,000 will now be able to enjoy the unique experience of visiting the sites of these controls in order to observe at first hand how the law of the country is maintained. Curiously enough although the magazine is intended for employers and owners of Lotus cars, the circulation list is not confined to them. So if you wish to contribute any information so that readers in your area may share a common interest in these operations or should you wish to place a subscription, the address of the Lotus Magazine is Lotus Cars (Sales) Limited, Norwich, Norfolk, NOR 92W. Don't forget the last bit, it's the postal code to help sorting!

BE AMONG THE WINNERS WITH YOUR

AVONAIRE



There's an "Avon" fairing to suit all makes and models—ask your usual dealer if in difficulty write for illustrated brochure and address of your nearest stockist

MITCHENALL BROS. LTD., BULFORD ROAD, DURRINGTON, WILTS.

Durrington Walls 51



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

Motorcycle — Scooter — Sidecar — 3-Wheeler.

Main Agent for all the Leading Makes.

TOURING * TRIALS * RACING

SATISFACTION and an unrivalled AFTER SALES SERVICE assured.

● *Part Exchanges and Hire Purchase Welcomed* ●

ARTHUR WHEELER LTD.

45, 47, 51, Waterloo Road, Epsom Tel. 24505/6

THANKS!

Over the past year or so, Peter Butler has been using his time designing the odd piece of print for the Club magazine and has been responsible for the few cartoons which we have seen. This season he will be designing the programme covers which will brighten your racing somewhat.

Another rider who has started to compete (if that can be the right word) with Peter is Tony Blain. His magazine design is being used for this year.

To both of them the Club extends their grateful thanks.

.....
BULTACO GREEVES HONDA NORTON

PREPARATION & SPARES AT COMPETITIVE PRICES

ANY RACING ITEM SUPPLIED

— ALSO —

Casting - Plating - Welding

●
BALDWIN RACING DEVELOPMENTS

109 Maidstone Road - Rochester - Kent

MEDWAY 42902

SIDNEY ELLIS

On Friday, 17th November, 1967, occurred the death of Sidney Ellis in an accident at London Airport. We all knew Sid, those of us who marshal for 'Bemsee'—plump, jovial Sid who thanked the sport for the many hours of pleasure he enjoyed in his racing days by serving as a marshal for well over a decade. It that time many members have been picked up and dusted down by Sid Ellis and his merry men at such places as Becketts Corner, Silverstone, North Tower Crescent at Crystal Palace and The Hairpin, Snetterton. In recent years Sid had taken a more arduous role as Deputy Chief Marshal and, at The Hutchinson 100, the hot seat of Chief Marshal.

With his enthusiasm, boundless energy, the meticulous attention to safety as befitted his professional skill as a Planning Production Engineer (Maintenance) on the staff of British European Airways, Sid was known and loved by us all. It is probably a measure of the respect which he commanded that we shall now be unable to go to a race meeting again without expecting to see the familiar, jovial figure of Sid re-appear ready to play his part. Goodbye Sid, we shall not forget you.

FEEL LIKE WATCHING THE FINNISH GRAND PRIX?

In accordance with a general policy to provide the average member with something for his money, Bemsee are planning a flight to Imatra next August for the Finnish Grand Prix. To avoid over-tiredness arising from long coach journeys, a Britannia will go direct from Luton to Helsinki taking 117 people. This trip is being opened to all interested—you don't have to be a member of the Club—so you can bring your friends along too. The itinerary will provide plenty of time in Helsinki, and trips to the Finnish Lake District, reputed to be the most beautiful in the world.

Itinerary

31st July	—	Depart Luton. Arrive Helsinki.
1st August	—	Transfer by coach to Savonlinna or Kuopio.
2nd August	—	In either of above towns.
3rd August	—	Coach to Lappeenranta.
4th August	—	Transfer to Imatra (23 miles).
5th August	—	Transfer to Helsinki.
6th August	—	Helsinki.
7th August	—	Depart for Luton.

Savonlinna

The small town of Savonlinna is situated on a headland of one of the various Islands, all connected by bridges, which lie between lakes Haapavesi and Pihlajaves.

Kuopio

Kuopio is connected to Savonlinna by regular steamer service giving a choice of two routes. The crossing between the two takes about eleven hours. The town extends along the foot of the Puijo Hill on the south east shore of a headland which juts out into lake Kallavesi.

Lappeenranta

Lies beside lake Saimaa on the slopes of the Salpansselka plateau.

The eight day trip is planned at the low cost of £75 per seat. If sufficient interest is forthcoming, the Club will advise you within one month of the success of the venture and ask that you let them know now that you are interested. No deposit is required at this stage. Your seat may be paid for on a monthly basis before the trip and you are asked also, to advise the Club that you will be using this method of payment. No interest will be charged for this facility.

All hotel accommodation is included as well as coach transfers throughout the trip. Meals included are breakfast and one main meal. Gratuities, (generally accepted practice) are also covered but your admission to the circuit will be negotiated after having seen the support from this circular.

A form for completion is enclosed. Please do not delay in returning it.

When completed please return to: Jim Swift, British Motor
Cycle Racing Club Limited, P.O. Box 75, 33a London Road,
Kingston upon Thames, Surrey. Telephone: 01-546 6886.

Surname

Christian Names

Address

.....

.....

I am interested in reservingseat(s) on your proposed
flight to Helsinki for the purpose of visiting the Finnish Grand Prix at
Imatra and wish to be considered as a definite/possible* applicant. I
am prepared to pay a sum of £10 deposit upon request.

Signature

Date

* Delete whichever inapplicable.

I require to take advantage on your instalment plan for payment of the
£75 and would be grateful for further information. I understand that
there will be no interest charged providing I fulfil the full amount by
31st July, 1968.

Signature

HOW DID IT HAPPEN?

Dennis Bates

Ask an Englishman to name some sporting events and inevitably the Derby, the FA Cup Final and the Grand National will be included near, or at the top of the list. Were a motor cyclist be asked he would certainly name the TT, and it is odds-on that the Hutchinson 100 would be mentioned.

Bemsee has one glittering jewel in its crown—this famous 42 year-old series of races held every year since the war, first at Dunholme, then Silverstone and, for the last two years at Brands Hatch.

Mention of 'The Hutch', is something we all take for granted these days, unless we ever stop to think why this is so. One of the answers—only one, but an important one—is that now the Club uses a public relations operation.

We employ this technique for a very good reason; it is sound business sense to communicate with the people who buy the goods we as Club members have to offer—the 'goods' of road racing. But we are also conscious that the goods have to be attractively packaged and put in a place where people can see and be tempted to try.

It is of course necessary to put the right packaging around the product and put it on the market at the right time before the right type of customer. Of course, it is possible to make a mistake sometimes with amusing results. Some years ago we tried putting a free admission coupon in 'Motor Cycling'. All you had to do was buy your copy, tear out the coupon and obtain free admission, but car park and programme had to be bought. Copies were sold outside the main gate of Silverstone, and yet there were people who flatly refused to purchase—for sixpence—the open sesame, and preferred to pay the full admission rate.

Today the operation is more carefully planned. In fact it commences just about the time you are reading this issue. First round is simply a release of the date and location. Obvious! Of course it is! The wondrous thing about public relations is that too many people, too often, fail to carry out the essential basic functions of any plan; those that really carry them out are more likely to succeed. Then there are meetings and plans to be gone over with the circuit owners at Brands Hatch, and with the sponsors, the London "Evening News" so that the fullest co-operation exists from the outset. Stories like the introduction of 'The Hutch' to Brands Hatch made good 'copy' especially with the unofficial visit by Derek Minter to the circuit to try it backwards (secretly) when a photographer just happened to be there. And it was subsequently denied that it was official, to make another item of news.

In fact the good public relations operation can cope, and rightly so, with every contingency, for if you have a success like 'The Hutch' on your hands someone somewhere is going to hand you a gift on a plate.

It could start off with a cynical letter as to our motives in moving to Brands Hatch. This actually happened and got top spot in the letter column of MCN. Next week two letters, one from Brands and one from ourselves plus a good picture of a previous Hutch duly dominated the letter page. Unfortunately our accuser failed to respond otherwise the argument in print could have been prolonged.

Another good story concerned the original test in March 1965 to see whether the 'backwards' idea worked. Six riders were invited and asked to keep the finding secret until published by the ACU. Of course, someone had to talk, but we knew this would happen. So two stories appeared spread over three weeks. First came the leak, followed by the official approval. Sometimes, though, we get an angry rider leading off in print that we have refused him a ride because we don't think he is good enough for start money. It is frankly a waste of time refuting such a viewpoint because it is a matter of opinion who is worth start money and who is not—and the budget never stretches as far as we would like. In other words public relations has to know when not to speak, just as it knows how to speak.

Press releases are vital. We have our own printed on a specially designed form which shows prominently the name of the series, date and location. Every story we release goes out to a mailing list which consists of leading motoring and motor cycling journalists, the news services like the Press Association, the television and radio stations, newspapers and members of the Guild of Motoring Writers. Each story carries a lead item mentioning the Club, the sponsors and the fact that the premier award is a giant sized silver cup.

Repetition is the key to coverage for newsmen are just that—newsmen. Yesterday's releases are dead mutton so if your release appears on a writer's desk at the right time you stand a chance of a paragraph or two. Of course, the technical journalists and the motor cycling newsmen on newspapers are known to us, and know us in return so that personal contact helps considerably. Published stories are often picked up and relayed by news services especially nearer to the date when some star, or foreign factory which by rights should be present at 'The Hutch' runs into problems. Then the story concerns their possible appearance or non-appearance.

Accuracy is a constant source of worry; names correctly spelt, past successes accurately recorded, release only of names of riders who will, subject to act of war or force majeure, appear on the day. Honesty pays; deliberate pulling of wool over the eyes of the public is the short road to failure, and ultimately disrepute for the club, the circuit owners and the races themselves. Yet all we start with is a date, a name and a list of riders from which is extracted something like £5,000 of publicity when measured in terms of space in magazines and newspapers. How do we know? We have a press cutting service which for a small fee provides clippings of all references to the meeting as they occur. In 1967 these started in January and were still appearing last month.

GEOFF MONTY & DUDLEY - WARD

THE

Racing and Sports Machine Specialists
with over 18 years of active
Competition, Sales and T
experience.

Always a huge stock of all types and classes of
Racers and Sports models - contact us first for your
next machine.

Any make supplied H.P. and Part Exchanges

— RACING ACCESSORIES —
FAIRINGS, TANKS, PLUGS, GOGGLES, A.C.U. HATS
LEATHERS, &c. &c.

High Street - Edenbridge - Kent



NOTES ON A.C.U. MATTERS

IDENTITY DISCS

The Competitions Committee recommends that for all Speed events, drivers and passengers should wear identity discs giving their name, either as a wristlet or around the neck. The Committee do **not** consider the inclusion of the blood group information would serve any useful purpose.

PRODUCTION OF NATIONAL COMPETITION LICENCES

During 1967, there were many cases where drivers were unable to produce their National Competition licences, when required by organisers. Attention is drawn to the directive of the Competitions Committee that a driver who is unable to produce his Competition licence may only start in an event at the discretion of the Stewards of the meeting and may be liable to a fine of not exceeding £1.

POSTBAG

Dear Sir,

Not wanting to cry down the Phabulous Phobof but on browsing through some early copies of the Horseless Vehicle Journal I think I have found a far superior motor cycle which as far as tuning goes, "the sky's the limit," here are the brief details:—

From the H.V.J. 1896—

Almost every day this office hears of some new device driven by steam, electricity, oil, and although we do not presume that all are ideal or will even achieve everything their inventors claim for them, we do feel that all new inventions must not be scoffed at and scorned out of hand.

However from America we hear of a new motor cycle that obtains its propulsion from gunpowder. Built at Latrabe, Penn., it carries five pounds of Black Powder in a container underneath the saddle and a device operated by a lever allows a few grains of powder to fall into the firing chamber which is ignited by an "automatic spark."

Its inventor claims that a run of 100 miles can be obtained from one charge and that the machine is perfectly safe to ride although it is admitted in its present form it is rather noisy and prone to frighten horses and livestock but silencing the machine is being attended to.

We feel that the nature of the fuel produces severe limitations but nevertheless we await further news of this extremely interesting vehicle with anticipation.

There's more to come, a high speed demonstration:—

H.V.J. March 1897—

A few months ago we reported on an American gunpowder motor cycle. We have recently received news that a demonstration was held for the benefit of journalists. During this demonstration there was a frightful explosion and the whole device was blown to pieces.

One journalist was heard to say that it was the biggest bang he had heard since the Battle of Gettysburg more than 30 years ago.

The rider was sorely wounded and taken to hospital.

But, with modern metals, etc.—and there are four months to the start of the season!

Yours etc., S. HOWE, Leicester.

1968 FIXTURE LIST

Enclosed with this magazine you will find, with our compliments for the New Year, a Motor Cycle sporting calendar. These the Club have purchased for the benefit of members and contain concise information on the season ahead. We hope that they will be of benefit to you.

Also enclosed are the regulations for the Easter Trophy Meeting which, this year, will be on the Sunday.

ROAD RACE PRACTICE PERIODS

The Competitions Committee have decided that solo machines of up to 100 c.c. capacity may not practice with other solo classes and road race organisers catering for under 100 c.c. class races must arrange separate practice periods for under 100 c.c. machines.

BENEVOLENT FUND

The Administrative Committee of the A.C.U. Benevolent Fund wish it to be known that during the last six months, £880 was paid out in grants in aid to deserving cases, whilst donations received in the same period totalled £540.

SUPPRESSORS

The G.P.O. has requested that the attention of promoters and drivers in A.C.U. events be again drawn to the requirements of the Wireless Telegraphy (Control of Interference from Ignition Apparatus) Regulations 1952 for all machines to be fitted with adequate suppressors, irrespective of whether or not an event is held on the public highway, in order to avoid harmful interference with the various radio services.

1968 CALENDARS

Despite everything, we still have a number of the Road Racing Calendars available at a cost of 10/6d. each. I am sure that those of you who bought them are fully satisfied. So remember, if you would like one please send your money in now while stocks last.

Thinking tennis too tame, Thomas Tinwhistle took train to the terrain to try tiger tracking. There, taking three tribesmen to transport the tackle, Thomas travelled towards the thickets that thronged the topography. The three tribesmen, thirsty through tramping, thievishly took Thomas's treasured tipple. To teach them temperence, Thomas thrashed them thoroughly; thereafter the three toughs, threatening terrible tragedies, trotted to their tribal temples to tell their troubles to their theological tutors.

Thomas toiled through the timber till twilight then, tying the tent to three trees, took tea that tasted terrible. Towards ten tired Thomas turned toes to tent top, thereafter torpid tranquility triumphed.

The tired traveller's tracheal tunes trilled through the tropical twilight. Three tigers toddling through the thickets thought that thunder threatened. Two, terrified, turned tail: the third trotted towards the tent. The truculent tiger tentatively toured the tent till the twitching tail touched the trestle table. Thomas's thermos thudded to terrafirma telling Thomas that trouble threatened. Thomas's torch twinkled turbidly: the tiger thundering throatily turned to tackle the traveller. Thomas, though terrified, tried to throttle the tremendous tomcat. The tiger, to terminate this tracheotomy, tore Thomas's trousers to tatters.

The traveller thereupon tried to tie the tiger's tail to the trestle table. This terrible tussle terminated tragically. The tiger trepanned Thomas.

Towards twelve, the tiger, tummy too tight to trot, toiled top-heavily through the trees taking tasty titbits to the tigeress that tarried to tend the twins.

Twittering toucans trilled Thomas Tinwhistle's trilogy.

MUTUAL AID

FOR SALE

B.40 B.S.A. 1963 road bike in superb condition. £20 just spent on engine, rebore, new valves, etc. Perfect go to work machine—£70.
Allan Robinson, 21 Stringham's Copse, Send Marsh, Ripley, Surrey.

MINI sub chassis two bike trailer with over run brakes and tow bar to fit mini van—£15 o.n.o.

SINGLE BIKE TRAILER needs slight improvements—£5.

DUNLOP TYRES one pair 3.25 x 19, 400 x 18. As new—£5 pair.

Above: L. A. Reed, 56 Newport Buildings, Shaftsbury Avenue, W.C.2.

YAMAHA TD1B (1965) lap record holder at Silverstone—£300.

YAMAHA TD1A (1963) first Yamaha to win in Europe—£170.

NSU 250 Sportsmax—£130.

PUCH 125—£30.

TD1B ENGINE—£100.

All spares with machines.

John and Robin Denny, Rowardennan, Hedgerley Hill, Hedgerley, Slough, Bucks, or

Ashley, Hatch Lane, Windsor, Berks. TELEPHONE WINDSOR 66650.

KNEELER COMBO, fairly competitive although not a winner. Complete machine ready to race. 600 c.c. Norton engine, already fast but plenty of scope for tuning. Everything there except a dustbin type fairing. Complete—£130 o.n.o. Minus mag. and carbs. will haggle around £120. This outfit has a good record in Club races.

NORTON ENGINES prepare for racing at low cost, all racing spares available, 10% discount to Bemsee members on all orders over £20. Rockers lightened, cranks reground, rebore, engine building.

Both of above to: E.D. Racing Developments, 133 Montgomery Close, Stewartby, Beds.

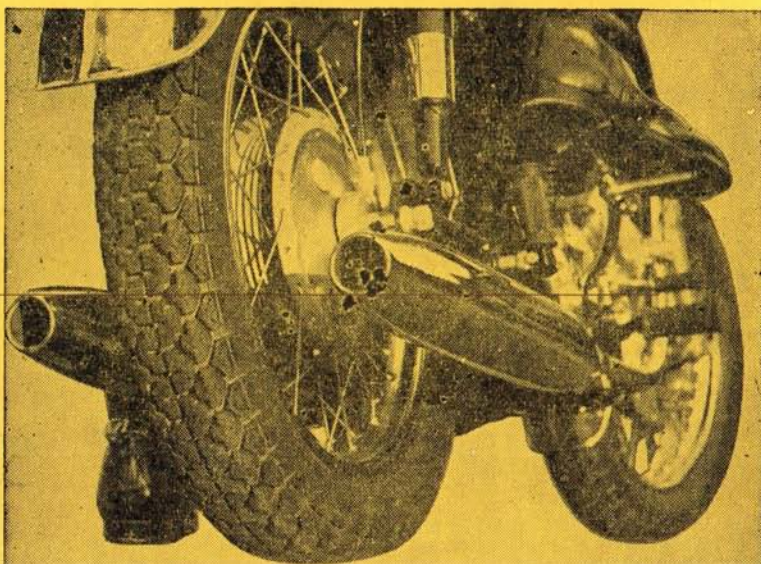
VELOCETTE KNEELER racing combination, very fast and reliable. Completely rebuilt and ready to race. Sprockets, spares and streamlining included—£160.

N. Vann, 5 Stafford Road, Hounslow, Middx.

7R A.J.S. (1950) 19" rims, Dunlop triangulars, sprockets, fast and reliable—£75.

B. Clancy, 61 Melbourne Avenue, Chelmsford, Essex.





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.

DUNLOP K70



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

RIBBED



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

SIDECAR MAJOR

