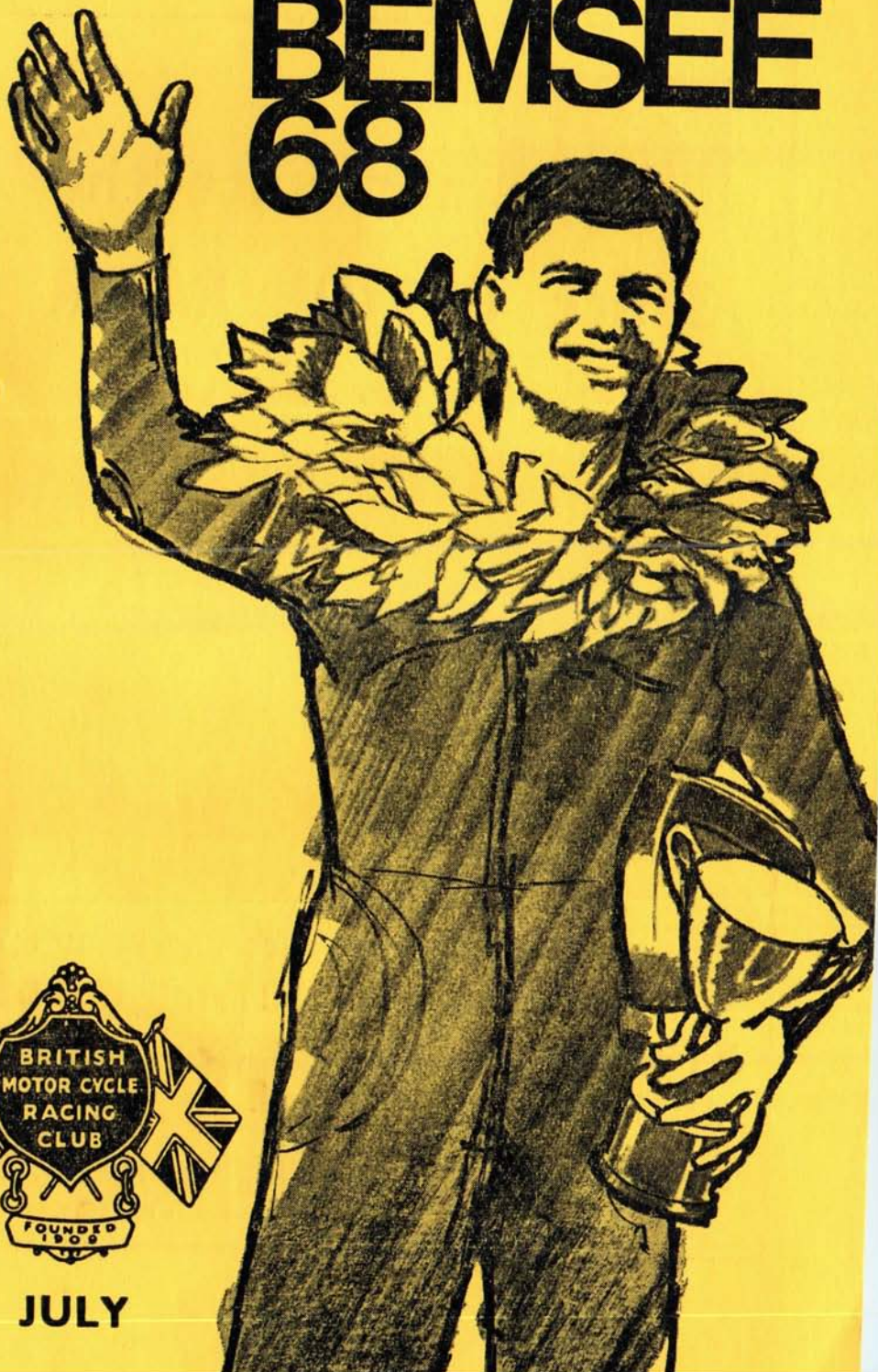


# BEMSEE 68



**JULY**

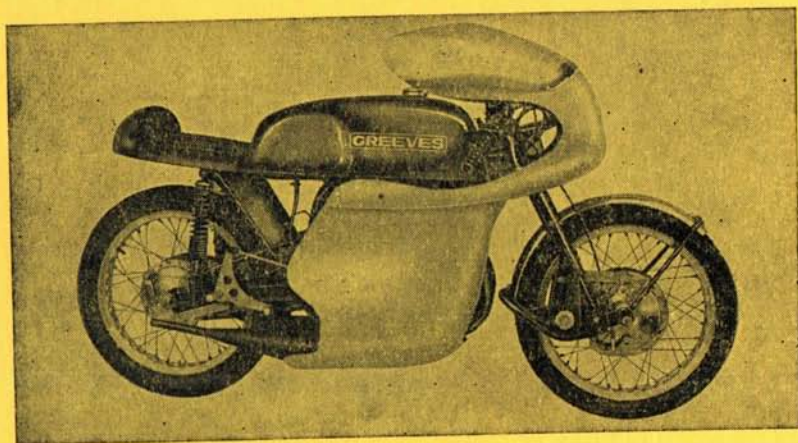


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THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

# Bemsee

## IT'S A COMPETITIVE WORLD

The mind might have boggled at the fact that young Steven Woods in only his third competitive season of racing has succeeded where others have failed in smashing the 1965 lap record for the Club circuit at Brands Hatch by four tenths of a second, jointly held by Derek Minter (Cotton) and Martin Watson (Bultaco). Who said that Club racing is not competitive? But this is not the first time that it has happened—Martin Carney did it at Snetterton when he was starting to build up his reputation as one of the great potentials of road racing and I'm sure that we could look into the past to Fred Neville and Phil Read, not to mention Mike Hailwood, Bill Boddice and Pip Harris for equally meritable feats of speed.

Bemsee has a reputation for breeding stars. Perhaps it is more a case of providing the best breeding ground for there can be little doubt that it did more in the past for road racers than it is able to do today, not because it offers less but because more clubs have stepped on to the wagon. Trophy Day has now been running for seventeen years. Racing for sport started in 1909 and, as we reach our Diamond Jubilee, it is just as important now as it was then. Bemsee is a spring-board. Even the most recent of its Club meeting successes (and past one's number Les Graham, John Surtees, Mike Hailwood amongst the many) like Ray Pickrell and Dave Croxford have hit the top of the tree now. Only a few years ago they were finding the going as competitive in the Club meeting world.

The names of the past are now stars of the present. We like to remember the Rex Avery's, Ray Cowles', Bruce Daniels', Joe Dunphy's, Roy Mayhew's, Derek Minter's, Frank Peris's, Len and Alan Rutherford's, Dan Shorey's, Tom Thorpe's, Ernie Washer's, Bill Boddice's—just a few of the names from a 1957 Club Day programme! The Club's history has no equal—neither will the Club's future have!

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**WHERE THE PROBLEM IS ONE OF BOREDOM**

**Jim Swift**

Like many others I journeyed to the 500 mile race at Brands Hatch with the thought that I wasn't going to watch a race meeting but to enjoy a rather leisurely day in, I hoped, the sun. That others may have been daunted by the inclement weather the week before was obvious long before I reached the circuit because I only met one 'bike on the road and that belonged to the R.A.C. The circuit looked a little better than a Club meeting until lunchtime when a few more paying attendants made the place look a little better but I doubt, even then, if there was as many as the 7,000 of 1967.

From a spectator's point of view I became utterly bored by the racing despite the fact that I had more interest in the proceedings than the average spectator. It was quite acceptable for the first hour but thereafter I wasn't really concerned, except, of course, to half listen to the commentary.

What then of the average spectator. Surely he must have been in exactly the same boat without the advantage of being able to recognise the riders. I must say that the only way I could fault the organisers was that they allowed their race programme to be compiled in a most unreadable way. One requires easy reference to the riders without having to sift through pages of advertisements, etc., to keep track of the numbers. They also allowed too many people to run across the track at the wrong moments, always a problem with the layout at Brands, but it would have been better if they had been controlled with much more strictness.

It shows much for the spectator appeal that more spectators seemed to be in the show tents than watching the racing. Perhaps this was the reason a lot of people came along. Few seemed to be watching the racing; rather laying back in the sun and listening to the commentary.

Great value though the meeting has, I believe it will never be a profitable concern while such obvious boredom reigns. Somehow we need a spark to set the interest off and this can only be achieved by shorter races and, perhaps, a grand final. It's a pity because the meeting has its very obvious merits.

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## **NEW R.A.C. PUBLICATIONS**

Holiday motorists will welcome the latest edition of the R.A.C. publication, 'Open at Night', which has just been published. Designed primarily to help drivers making long journeys at night, this booklet lists nearly 2,000 garages and filling stations where petrol can be obtained when most garages are closed. In addition to those which are open all night, a large number of petrol stations which stay open only until midnight are listed. To make them easier to find, the appropriate Ministry of Transport road numbers are given against each town entry. Since the garages shown do not necessarily undertake to carry out repairs or provide any service other than the supply of petrol and oil after normal business hours, 'Open at Night' also gives details of the R.A.C. Rescue Services, with the telephone numbers which members should call in order to obtain the Club's 24-Hour Emergency Service. A new feature this year is the inclusion of a section on cafés, restaurants and hotels where meals or refreshments can be obtained up to a late hour. The R.A.C.'s folder 'Lighting-up Times 1968'—delayed earlier this year because of the possible effect of the British Standard Time Bill, still before Parliament—has now been published. It is specially corrected to take into account Summer Time, which this year started on 18th February and is due to end on 27th October. But depending on Government legislation, it might continue beyond that date. A correction table also provides lighting-up times for Bristol, Birmingham, Leeds, Manchester, Newcastle, Glasgow and Belfast. A mileage chart gives distances between 45 main towns and cities in England and Scotland together with details of R.A.C. offices and emergency control points. Both publications can be obtained from any R.A.C. office, free to members.

## **SEAT BELTS FOR 1965-66 CARS**

By the end of the year all passenger cars first registered on or after 1st January, 1965 must be equipped with seat belts for the driver and front seat passenger. Since 1st April, 1967 this requirement has applied to all new cars and now, by regulations recently laid before Parliament by the Minister of Transport, seat belts are to be made compulsory for 1965 and 1966 models. Excluded from the requirements are light vans—because unlike private cars many of them are not fitted with anchorage points—and also those new cars which, although manufactured in Britain, are intended to be used only temporarily in this country before being taken abroad by their owners. The new requirements will come into effect in two phases. The newer cars—those registered between 1st January, 1966 and 31st March, 1967—will have to be fitted with seat belts by 30th June this year. Cars registered between 1st January and 31st December, 1965 will have to be

fitted with belts by 31st December, 1968. The regulations do not make the wearing of seat belts compulsory, but the Ministry of Transport's main road safety publicity campaign this summer will stress how big a safety factor seat belts are. Official research has shown that the wearing of seat belts reduces the risk of serious injury to front seat car occupants by 70 per cent. It is estimated that as a result of the new regulations two million more cars will be fitted with safety belts by the end of the year, half of them by the end of June. This means that there will be an enormous demand for seat belts and the R.A.C. advises all motorists affected by the regulations to lose no time in arranging for belts to be fitted to their vehicles. Car owners should ensure that any belts which they buy comply with the relevant British Standard—B.S.3254:1960.



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#### **PASS FACILITIES — 1968 HUTCHINSON 100**

Members wishing to attend the 1968 Hutch may send a stamped addressed envelope to the Club's offices NOW. Your pass will be forwarded as soon after receipt as possible.

Obviously we haven't that many available so they will be sent on a first come, first served basis. Each member is entitled to one pass only.

## POSTBAG

Dear Sir,—I have just read Mr. Butler's article about the number of Saturday meetings. Like him, I sometimes have to work on a Saturday and cannot attend them so more Sunday meetings please, a few more at Snetterton would be appreciated.

If you have a few pages to fill in the magazine perhaps you could give us some details of the Club meetings. Can I take anyone into the Clubhouses with me on my membership card and when do I have to apply for my pass to the Hutch and am I allowed just the one.

Yours, etc.

B. J. FOX, Lowestoft, Suffolk.

**Ed:** Always happy to oblige:—

July 13th — Snetterton

August 3rd — Snetterton

August 10th and 11th — Brands Hatch

September 2nd — Crystal Palace

September 14th — Brands Hatch

September 29th — Snetterton

October 20th — Snetterton

You can check these dates by referring to your membership card. For pass facilities for the Hutch please see the paragraph elsewhere in this issue. You are the only one permitted access to the Clubhouse.

Dear Sir,—As a change from wielding a spanner, I shall do my best to prove that my English Education was a waste of public funds by using a pun for the next few paragraphs.

First point is one that has received quite a fair amount of 'Mag' space to the question of assistance at the start of a race. The first thing that always springs to my mind is that, in "Bemsee," we hold "Club" races and as such nothing is at stake, except some pots and if you make a cracking start you won't get one of those anyway! I think every assistance should be given to the unfortunate lads who have been unable to start their engines so that at least they get a ride. From the point of safety, I think marshals should start at the back and work forward. Of course that wouldn't stop the started driver from ramming another unfortunate if he has his head down watching his controls, etc., but at least it would cut down the number of targets. Perhaps riders waiting for a push could stand by the side of the track so as to clear the track for the head down bod.

The idea of starting a race with engines running quite frankly appals me. Quite obviously the first and second rows have a great advantage over the rest by having a clear track. I can see some fearful traffic jams if someone unwittingly stalls his engine at the front of the grid. Personally I don't think the



average "Bemsee" rider is experienced enough to cope safely with a crowded, fast moving or stopping grid. I think for my own safety I would forego the ballot and sit on the back of the grid and let it all happen first.

Machine preparation has also had quite an airing lately so perhaps I may add a few words for someone to say that a lad doesn't deserve a ride if he can't start his bike on the line, because they put it down to bad machine preparation, is a load of "guff" and hard heartlessness. Its happened to me, not very often thank goodness, usually when I am pushing up hill and high geared. Don't forget that magneto engines need to be spun fairly quickly for a good spark. Also don't forget the gun-racing plugs now cost £1 each. One final point on preparation. I have seen a few square road tyres getting through scutineering. Surely these are as great a danger as anything else. In fact I would like to see stated in the regulations that tyres with a proper contour must be fitted.

Three quick ones now, what are the feelings of the Secretary and the members on a long distance race, say forty laps of Snetterton. One meeting in the year using the full Brands G.P. course. Perhaps the Secretary could give us some money clues on this one. I know its cropped up before but could we, if possible, have some figures. Thirdly, the possibility of running a Club Championship for all classes. I repeat I would like to hear the views of the members on this as well, I know I will get an answer from the Secretary, as he has usually 12 pages to fill in !!

Another one for the Secretary! Is Bemsee entering any teams in M.G.P. races this year?

Now to the Club Magazine. Personally I think it is quite good though lacking in content at times. This is nobody's fault but the members. I am sure we have some members with journalistic tendencies. I know for sure we have Ray Knight, but perhaps he is under contract. How about something from Dave Nixon and Peter Butler "How we blew off the Aces." Or something from Ivan 'ackman on "How to fail without really trying !!" Or "What's my Line" by "Where did that bank come from Kew." One thing for sure if the magazine did receive more articles you wouldn't have to suffer under my pen !!

Finally on behalf of all the riders I should like to take this opportunity to say "Thank you" to all marshals, etc., for their efforts so far this season. Also to the Secretary for his efforts to improve safety by the use of wireless.

I think that's all I have to say for the moment, except good luck and safe racing to you all.

Yours, etc.

K. G. HAMPTON, Wingham, Kent.

Dear Sir,—I am writing this letter in protest against using clutch starts at your August 3rd and September 14th meetings. My passenger and half a dozen other friends, all 'Bemsee' members all agree that it is a waste of two good meetings this year as none of us are going to enter them.

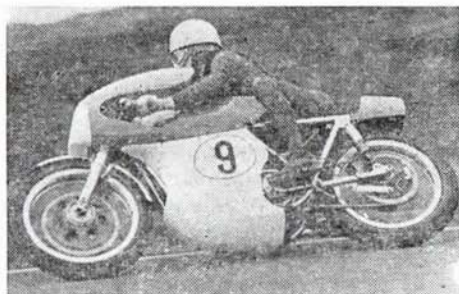
It is quite obvious (or so we think) what's going to happen there is going to be a large pack of machines arriving at the paddock bend, tightly packed and a lot of people are not going to get around. Secondly I think the best part of the race is the start, mainly because our outfit starts very well as should everyone else if they are set up correctly (Velo's and Goldies excepted). To finish with I hope after you have run the two meetings at Brands, you see no reason to continue with this type of starting, and return to the PUSH START.

Yours, etc.

H. TAYLOR, Cambridge.

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Let me first answer the posers set last time. The first one was the driverless car careering down the road. Here obviously nobody had driven dangerously, but what caused the vehicle to run away? The usual cause is that someone has parked the vehicle, and has either not set the parking brake at all, or has not set it sufficiently. Regulation 95 of the Construction and Use Regulations 1966 makes it quite clear that, "No person shall cause or permit to be on a road any motor vehicle, not attended by a person duly licensed to drive it, unless the brake is set so as effectually to prevent two wheels from revolving." A solo motor cycle or combination does not require a parking brake, therefore this Regulation would not apply to them. You may say then, suppose the brakes were set, but owing to wear on the ratchet and pawl it 'slipped' off. The investigating Police would check and, if this was the case, Regulation 78 of the same Regulations would apply, namely, "Every part of every braking system, and the means of operation thereof, fitted to a motor vehicle or trailer shall be maintained in good and efficient working order and kept properly adjusted." Whilst on this point let me mention sidecar brakes. These are not required by law, but having ridden a sidecar, and run out of road with the outfit on a left hander, I would say they are an asset. If they are fitted, as the Regulation states they must be in good working order. The answer to the poser then is that action would be taken against the person in charge of the vehicle for either:—

1. Not setting the parking brake, or
2. Not maintaining the brakes in good order.

Regarding the other problem. Yes, there is a laid down place for the Excise licence. This is covered by the Road Vehicles (Registration and Licensing) Regulations 1964. Regulation 20 states, "The licence shall be fixed and exhibited on the vehicle at all times while the vehicle is being kept or used on a public road." The Regulation goes on to say that the licence shall be in a holder sufficient to protect it from the effects of weather—not an easy one for motor cyclists. The position of fixing shall be, "In the case of any vehicle fitted with a glass windscreen in front of the driver extending across the vehicle to its near side, on or adjacent to the near side lower corner of the windscreen, so that all the particulars thereon are clearly visible by daylight from the nearside of the road." The only point which may arise from this is the meaning of adjacent, this obviously does not mean the licence can be fitted in the centre of the windscreen or in some of the many places I have seen them fitted. For the motor cyclist it also lays down a position as follows:—"In the case of

the solo, on the nearside of the vehicle in front of the driving seat, clearly visible by daylight from the nearside of the road." In the case of the combination, "On the nearside of the handlebars of the bicycle or on the nearside of the sidecar in front of the driving seat, clearly visible by daylight from the nearside of the road."

One subject which has caused a lot of argument is that of silencers. I was therefore delighted to see that, as from the 1st July, 1968, new Regulations will commence doing away with opinion to a certain extent by introducing a maximum noise value which vehicles are allowed to emit. Unfortunately these new Regulations do not replace the existing ones but are in addition to them. No doubt they will play a part in decisions to be made in cases like one I met the other day.

In this instant I was scrutineering some motor cycles for a road trial and I found one where the silencer was rusted through in places. Now the law states, "The silencer shall be maintained in good and efficient working order" which was very doubtful in this case. I then asked the rider to start his machine and even with the rust holes the noise emitted, in my opinion, was no louder than one with a good silencer. Other people could have said in their opinion it was louder, and so the use of meters to check the noise emitted may be an asset. Let me try to summarise the law relating to noise as from the 1st July, 1968.

Regulation 21 of the Construction and Use Regulations 1966 states, "Every vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as reasonable the noise caused by the escape of the exhaust gases from the engine." 21a states, "Vehicles registered after 1st April, 1970, shall not emit noise above a certain value." Both of these Regulations relate to the construction of the vehicle, and effects only the manufacturer or maker of road machines. The Regulations which effect the rider are Regulations 81 and 87a, and the former is the one where most are in trouble, it states, (1) "No person shall use or cause or permit to be used on a road any vehicle propelled by an internal combustion engine so that the exhaust gases from the engine escape into the atmosphere without first passing through the silencer, expansion chamber, or other contrivance required by the regulations to be fitted." This covers where there are leaks or holes in the system from the engine to the end of the silencer. (2) "Every such silencer, expansion chamber, or other contrivance shall at all times while the vehicle is used on a road, be maintained in good and efficient working order, and shall not have been altered in any way that the noise caused by the escape of exhaust gases is made greater by the alteration."



In the latter part of the Regulation if a manufacturer fits a certain type of silencer and you decide another one is better, you may be committing an offence if the noise emitted by it is greater than that of the original. At the moment this is a matter of opinion, but perhaps a noise meter may be used for proving this point in the near future. Regulation 87a, the one which comes into force in July, lays down certain noise levels to which all vehicles must conform. With this Regulation the noise meter obviously will be effected by surrounding buildings, etc., and so the Regulation lays down the siting of it to ensure a fair check.

Now for this issues poser. A garage mechanic was out testing a vehicle when a small boy ran in front of him, he just struck the boy fortunately without any serious injuries. As the boy's mother was present the mechanic gave her all his particulars, together with that of the insurance. He then went back to the garage and reported to the manager. The manager in turn told the mechanic he had completely complied with the law and he need do nothing further. The boy's mother meanwhile was worried about the boy's condition and had taken him to the local hospital. Had the mechanic complied with the law? Was the manager right? More next time.

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## AN ACCOUNT OF THE FIRST NATIONAL IRISH VINTAGE AND VETERAN MOTOR CYCLE RALLY, 1967

by Ian Thompson

**Or how two venerable motor cycles dismantled themselves over 1,000 miles.**

The Irish rally was advertised in the Vintage club magazine, which is usually read from cover to cover before breakfast on day of receipt. Before the toast had time to cool down after a rapid standing quarter through the pages, the other end of the telephone was attached to friend Dick Quick's ear; he had noted the Irish jaunt also, and we decided to go. After entries had been accepted we then sorted out what to ride. Dick, looking through his varied selection of Vintage spares, decided to build up his 1930 Sunbeam model 90—for the purists it is a '31 model registered 14th December, 1930. I settled on the '37 Inter-Norton. We decided on an early start on the Thursday, not too early as a feeling of fragility and longing for bed overcomes one at about 4 a.m. So we (my wife rode the rear wheel) arrived at Dick's abode at about 8 a.m. but he, being a cellar dweller, was still asleep. The kids on the ground floor not being astir, hadn't woken them. Ha! he shouts, leaps, from his bed into his trial-master and lid and proceeds to pack. We had decided to travel light taking only the barest minimum. He borrowed a duffel bag from his flat mate, and grabs his best clean dinner and dance shirt wraps it carefully around his tools to stop them from bouncing out, and stuffs them into the borrowed bag and announced packing complete. I suppose travelling light is open for individual interpretation!

We arrived at his garage to find the bike still in pieces but a hurried half hour with spanners and paint pot soon had all the major legal requirements covered. The great moment had come. We pushed, and pushed, and pushed again — after connecting the H.T. lead the glad sound was heard. We were off, together with Dick's Copper pals who came to watch the fun so we literally had a police escort for the first half mile. After clearing London we decided to clear sooted plugs along the Western Avenue or another way of saying . . . to Barbara. When whipping around a roundabout along the Western Avenue a bit of strenuous ear'oling was called for. Dick's chain had jumped off calling for violent evasive action but all was under control, at the front end anyway. We stopped, unpacked Dick's tools, and proceeded to take the necessary steps to adjust. This done the dinner dance shirt being ceremoniously wrapped round the anti-rust protected tools and we were each away again much to the disgust of 4, 6, 8 and 12 wheelers. Being that our bikes were registered before the speed laws of '37 how did we know how fast they went!



We pressed on after agreeing to stop at the next transport cafe for lunch. After passing about a dozen we saw one within stopping distance near Cheltenham and pulled in, my wife being given menu directions hurried inside our task being to clean off excess oil, (inter owner's will understand), and examine machinery for weight removal, in my case a Can Bolt, (can't call a Booklands Can a silencer) was missing. Dick's only trouble was a lost rocker oil feed bolt but he was pleased with his loss as the oil dribbled out and anointed the anvil chorus in the right places and with the right amount (which no previous amount of supplication on a prayer mat facing Wolverhampton, together with calling on the divine intervention of George Dance and Charlie Didson could do!)

After refuelling ourselves and machines we pressed on, I stopping at various salubrious garages for a bolt, none of which stocked a  $\frac{3}{8}$ " x  $2\frac{1}{2}$ " bolt anywhere, so stopping at a junk yard near the other side of Cheltenham one was procured and fitted.

We pressed on into Welsh Wales indeed to goodness! It was from here our troubles began. I'm sure Wales is still hostile to English and Irish invaders because we had not gone more than 5 miles into Wales when Dick ran out of petrol ascending a hill. Fortunately, we had just passed a garage at the bottom of the hill so a freewheel race each was initiated. Nothing was coming so we lined up abreast across the road as the flag dropped by my wife as starter a mighty boot and we were away. Dick got a good start and took the lead, we tucked in behind 6" from his wheel, being the heavier bike we pulled out to overtake at about 45. So engrossed in this silent dice a huge lorry had caught up, he tooted, I looked round and saw a massive radiator, quickly snicked the lever into second and was past Dick and in single file being overtaken by an irate lorry driver.

Again we ascended the hill this time successfully and proceeded along the A.40, deeper into the valleys being pursued by a Welsh Nationalist rain cloud. This cloud, not playing the game, cut across the corners and deposited its contents upon us no matter how big a bite we took on the throttle to evade it. We stopped and decided to let it overtake and ride on in the following sunshine, but that cloud had forced the use of higher R.P.M. and the resulting damage due the pre 'Commando' engine had given rise to a fractured Cut-out Bolt. After disconnecting all wiring around that area and stuffing the offending article in a pocket it was found no lights worked and this put paid to our scheme to arrive at Fishguard after dark. As Dick's bike didn't have lights we would ride in on mine, and now mine hadn't any, there was only one solution; dusk was in an hours time and we had 50 miles to do before Fishguard appeared. There was only one way to do

it even though Dick's engine was making a clonking noise and would only do 80.

We pressed on, but that foul cloud had done its work well. It was a really dodgy ride because belting into a corner on dry road you would find the other half of the corner wet with mud washed off the bank. No warning of what was ahead, the exhaust line of that cloud was as sharp as a knife so forgetting about rigid frames and all the bilge spoken about not handling we got down to business and had the pleasure of the last ten miles of road in the dry with no traffic. Dick's 'Beam really handled well in the adverse conditions and a brand new G.P. makes all the difference.

My wife could give details about how our rear end got on, but that can be left to imagination.

We arrived at Fishguard a couple of minutes past seven having done the 50 miles, and found it still light. On enquiring at the quay we found Fishguard has about half an hour lighting difference from London. After booking passages we inspected the machinery for ailments and found Dick's cylinder head loose and this was what was making the clonking noise. Also his gear change nut had disappeared but that could easily be remedied.

My troubles after de-oiling were a fractured battery carrier and two stripped tank bolts, not too bad considering the pounding the bike was receiving. After a merry meeting with the other members of the English contingent the next item to be tackled was kip and glad we were of it.

The next day we were up, not bright but too early and were roused off the ship at Rosslare at 6 a.m. to clear Customs—and what Customs. After being asked if we have anything to declare, we enquired why they haven't lit the sun? An answer of three quarters of an hour time difference to London was forthcoming and seeing everyone wanted to get back to bed we were asked to journey on to a cafe, with no lights and by a copper too!

The journey from the cafe at Rosslare to our Hosts at Kilmore Quay was over incredibly bumpy roads covered in manure and ended in a surprise as Dick pointed to a Norman Keep appearing out of the morning mist, and stating we were staying there. We were welcomed by our hosts in true Irish manner, which is something that, once experienced, one never forgets.

After the ladies had adjourned, the serious work of repairs was considered, discussed, and rejected until the afternoon. Then shirt-sleeves were rolled up and bodging commenced in the tractor barn and stables, the offending items being repaired,



replaced and tightened up in a manner and placed where Norton and John Marston would do a slow roll in their graves they could but have seen.

To be continued next month.

#### **D. LEWIS LTD. OPEN UP ANOTHER LONDON SHOP**

The world's largest suppliers of clothing for motor cycling and other outdoor sports, D. Lewis Limited, have opened a new West End store at 144 Great Portland Street, London, W.1. For the first time, Lewis's are entering the car market with a complete range of clothing and bolt-on accessories.

Motor cyclists, who have made Lewis Leathers world leaders, are to be well catered for in the new store with a comprehensive and attractive range of accessories and components.

The old-established Lewis store at 124 Great Portland Street, will continue to carry the world's most extensive stock of specialised clothing—from a pair of gloves to a leather jacket or leather racing suit, as worn by world champion racers.

D. Lewis director Godfrey Lewis said today that the opening of the new, modern store marks the first stage of a major promotional campaign which will make D. Lewis a household name in

the field of specialised clothing and accessories.

"Nevertheless," continued Mr. Lewis, "our primary concern is clothing for the motor cyclist. He will still have a vast range of equipment to choose from and a second-to-none mail-order service. In addition, he will now have a choice of accessories from 144 which will make Great Portland Street the number one calling place for all two- and four-wheel enthusiasts.

"Another example of the benefits of combining the sales of clothing and accessories within the one company is that the famous D. Lewis on-the-spot HP credit facilities, used over many years by motor cyclists, can now be extended to the whole range of car and motor cycle accessories available from 144 Great Portland Street."

## MUTUAL AID

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LIGHTNING ENGINE (B.S.A.), just rebuilt, balanced crankshaft, concentric carbs, c.r. box, Somerton cams, alloy push rods and valve caps, phosphor guides, new clutch and chains. Lightened and polished throughout—£100.

LIGHTNING WHEELS with new triangulars and Dunlop rims, racing linings in 190mm front brake—£25 pair.

A65 CRANKSHAFT with rods—£10.

High level exhaust (export system)—£5. Taylor Dow forks—£12. Special converted frame c/w oil tank and alloy engine plates to take A65—£20. Several other bits and pieces to take lightnings.

Apply Ron Newton, 25 Bisscot House, Epsom Street, Bow, London, E.3.

DOMINATOR SPARES. Downdraft cylinder head, new crankcases fitted N.R.B.'s, SS camshaft, Dunstall camshaft (plain) new, lightened cam followers. Polished 88 con rods, dural engine plates. Many more parts.

SINGLE BIKE TRAILER.

Apply Keith Walley, Fir Trees, Wrennalls Lane, Ecclestone, Chorley, Lancs.

TRIUMPH suit beginner. Fast, reliable. Ward head, beefed bottom end, polished inside, G45 alloy petrol tank, 7R oil tank, fairing with new screen, seat, chains, 7 sprockets. Must sell—new Manx motor to pay for. Hagglng starts at £90. Will deliver.

Ken Darville — telephone: 01-876 8779 (8 a.m. to 6 p.m.); 01-892 5027 (6 p.m. to 8 a.m.)

1966 650 CSR. Racing cams, 10.5 : 1 pistons, twin carbs, racing tank, racing seat, clip ons, rear set footrests, rev counter, racing tyres, alloy levers, alloy mudguards, nearly £400 spent in last 18 months, only 10,000 miles since new. Must be sold quickly hence £220 or reasonable offer.

P. Alexander — telephone: Worthing 8128.

### Wanted

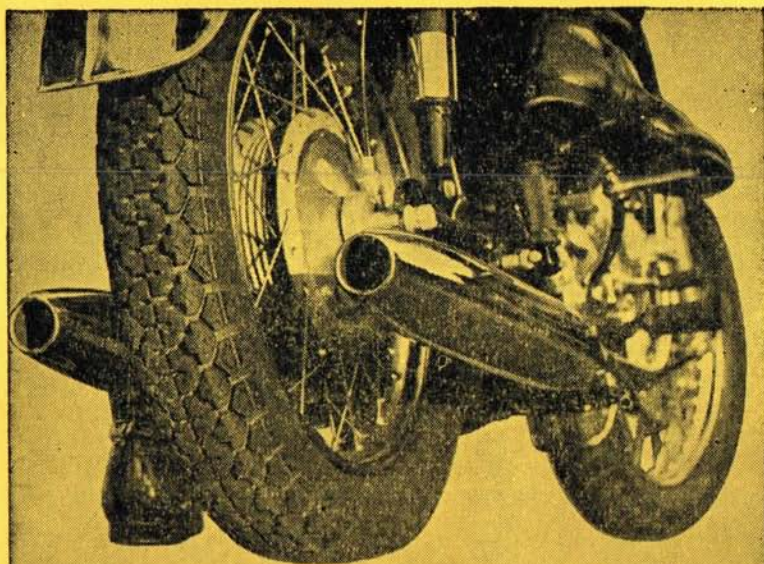
Wanted for Ixovelle Special — 350 KSS barrel and piston. The barrel only would help.

W. J. Hicks, 5 Linsey Street, London, S.E.16.

### Trade

Mowing and all gardening and landscaping, etc. Contact V. Sampson at 219 Friern Barnet Road, East Dulwich, London, S.E.22, or 'Frank' at H. Daniell's shop, Forest Hill, S.E.23.





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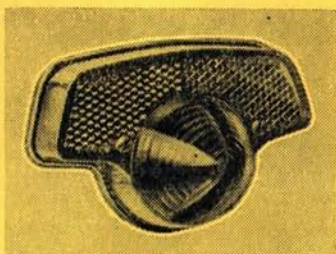
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