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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

EDITORIAL

CASTROL and Motor Circuit Developments have done for British motor cycling what no one else has. They have made possible the first match race between Great Britain and the United States.

Whereas it is easy to criticise M.C.D. during the usual run of the mill sporting activities, when the sport really does need a kick in the rear to get it moving again it is they that come up with the inertia. And Castrol, too, are the only people to continue the backing of motor cycle sport on such a level. The proposed match races are not cheap by any means and it is for this reason that we ought to be doubly grateful. For one Whit weekend the cost of bringing the Americans over for fourteen days, of accommodating them, entertaining them and generally looking after their welfare runs into five figures. This sort of money doesn't grow on trees!

Every remaining obstacle has now been removed. Only the Americans can now set the seal to the success of the venture. Will they find it possible to send a team at Whitsun?—this is the one remaining question, as yet unanswered. The F.I.M. Congress in Yugoslavia solved the political problems and now we have a combined force well and truly behind the deal. The future of the challenge very much lies with the manufacturers in the United States and it is hoped that, now, we can make them take us seriously.

Each and every true motor cyclist in the country can add his thanks to our own by coming along to watch, for it is a sure-fired cert that he will be lucky to witness a feat like this again, if only because of the terrific amount of money which is going into it.

Our sincere thanks to Castrol and M.C.D.

FROM THE ED!

ALWAYS the Christmas issue of the magazine comes around much too quickly for my liking, and probably everyone else's come to that. At one time the advent of the 'festive' season used to be a time when you could sit back and reminisce about the racing season just past. These days it is more a case of planning for the one ahead and the sooner the last one is forgotten the better. Certainly, things happen much faster these days and no sooner are you finished with one season than the other is almost with you.

This magazine over the past year has been a hit or miss affair with other things taking greater precedence. It has suffered greatly from a complete lack of contributions in the first place, since it is accepted that many of you can't write; and in the second instance, time for production has not always been on our side. Rushed products invariably do not come up to expectations.

The magazine as such needs a complete uplift and my own drawing board has already released the plans for a much better magazine. What the drawing board cannot do, however, is to fabricate the contents to keep it going for twelve months when there are a thousand and one things which need to be done; all of them of equal (or perhaps more) importance. I have always believed that a magazine should not have to be written by members and I still maintain this to be true. But I also believe that without support from members, the magazine, whatever subject it is based on, is very much the poorer. Now editing the magazine is one thing: writing it is another. It doesn't take a great deal of intelligence to edit someone else's writings, for it is easier (most often, although exceptions are always ready to prove a case) to correct someone else's monologues than it is to write them yourself.

It is probably self condemning to say that I get paid to write professionally for our good friends Motor Cyclist Illustrated. The true fact of the case is that, obviously it is much better to write and be paid for it than to write for nothing, but it is also easier to write on the subject of road racing to a readership that is not directly involved with the subject. I also find it quite difficult enough to think of subjects for even one lengthy article even in order to justify my continued existence. My ravings through these pages must therefore be much the poorer.

THESE dark, dreary evenings mean that the television is one of my main subjects for attention. After a long hard day at the office it is very pleasant to let someone else do your thinking for you which is, perhaps, the main reason why so many people take advantage of it. That and the fact that my wife interrupts so often that to read a book is almost a complete waste of time. I have to read so many pages twice that I either lose interest in the plot or never get to the end! It is in this sort of situation when I would welcome some lively influence of two wheeled sport of the television but, apart from speedway, there is very little that can be done in the evenings on the subject of racing machines. Not enough is happening in road racing to make it necessary for the television companies to record the sport and to show it at a later stage. There is no controversy—nothing in fact that makes people realise there **is** such a thing. Saturday afternoon might be O.K. for some but I truly get bored stiff with the inadequate coverage of scrambling; inadequate only because they cannot inject the atmosphere of a big promotion on to the screen. There is no real answer to our personal interests because it is unlikely that we can raise road racing to the stage where it is a 'natural'. Road racing appeared on the screen only once this year, at the Crystal Palace on Bank Holiday Monday (September) which was the venue for our own meeting. Having to alter pre-set schedules around led to the disastrous conclusion of the quick 250 c.c. race, the repercussions of which have yet to die down. Which must go to prove that you are better off without outside influences to worry about. Either that or I should have made darned sure the starters had the right number of laps on their sheets!

Many and varied problems have beset us over the past twelve months. Racing schedules have not always gone to plan and our policy to accept entries on the day has led to much complication and, at times, confusion. Whereas the simplest answer to the issue is to enforce a closing date for entries, this really and truly doesn't help either one of us for the riders need the ride and the Club needs the money.

The question of the Club running championships is one which is readily accepted. The reason for the delay is simply that the championship will be well sponsored when we get round to it in order that it may be made to be worthwhile. But I think I should warn members generally that there will be no question of giving members the choice of entry when meetings clash on the same day. The championships must work and that means that mucking around avoiding other Club's schedules will not be part of the arrangement. When the time is ripe to launch a championship, it will be launched with a mighty great bang! I'm not rushing.

I believe a lot of us are getting a bit fed up with the publicity that the proposed Anglo-American match races are getting. It's all talk but no do at present but I regret to say I believe that talk is the only way to get it off the ground. The more people who talk about it, the better the future for it will be. You will have read that Castrol and Motor Circuit Developments are making it possible. Time was not on our side to punt around any longer for a co-sponsor and the inclusion of Oulton Park made it easier for the alternative decision to be reached. But a gent by the name of Gavin Trippe (you may have heard of him) is endeavouring to do exactly the same thing from within the United States. This is leading to further complications for he has the basic advantage of being able to sort out the Americans at short range which, of course, I can't from this distance. On the other hand, however, I have the sponsorship and he hasn't. Furthermore, I have now the complete sanction of the A-C.U. to present a Great Britain team. So far then, I'm ahead. But it would appear that Gavin's aim is to come back as team manager of the Americans. My aim is that only an American will be that, hence the complications.

Looking at the possible United States' team, I'm not at all certain that the British riders will be having all their own way. Naturally, a British team should be mounted on British machines and as we have a fair selection of British machines quick enough, it is obvious that these we must use. In the case of the Americans, however, only Harley-Davidson can be considered to be an American machine. But you have only to look at the Yamahas and Kawasakis out there to realise that they are infinitely faster than anything we have in this country.

I have been punting through the 1969 Motorcycle Almanac, an American issue by Cycle (13s. 6d. for 109 pages—\$1.35 in the States) which is an admirable publication. It not only contains the complete results for all the American national championship races of 1968 but also the European G.P. results, moto cross

as well as road racing. Fingering through the road race results one comes up with surprising conclusions, the first being that Gary Nixon was 1968 (and 1969) champion, his road race results were always as brilliant as one might imagine. He came second three times out of four. On the other hand he was a pretty consistent finisher in everything he took part in which resulted in a nine point lead at the finish. Calvin Raybourn is undoubtedly the best of their road racers, winning three out of the four road races. With Art Baumann, Jody Nicholas, Bart Markel, Dick Mann, the road racers look a pretty quick lot. If one accepts that their dirt racers are pretty good at road racing as well you can also add Gene Romero, Mert Lawwill, Buddy Elmore, Chuck Palmgren and the like. Altogether a pretty strong contingent.

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MEMBERSHIP RENEWALS

FORMS for the renewal of subscriptions will be enclosed with the January magazine. Please use the form when paying and remember to complete it correctly!

POSTBAG

Dear Sir,

I am much in favour of your idea of running a Club championship. I feel an interesting suggestion would be to hold, say, two championship races at each of the 1970 Bemsee meetings, arranging the classes on a rota basis. Points would be awarded for the first six finishers. The one rider who finishes the championship with the highest number of points in any one class would be confirmed as the Bemsee Club Champion. In the case of there being too many riders for a championship race, heats should be run off to determine the finalists. It would also be a good idea if it was made clear that drivers who enter on the day, whose names do not appear in the programme, would be unable to collect any championship points if they were to finish in the first six.

Yours, etc.,
D. C. ARMSTRONG, Thaxted, Essex.

Ed.—no announcement can be made as yet on this question.

Dear Sir,

I wonder if it could be possible for members to start a collection to help pay for the 1970 United States versus Great Britain match races?

Yours, etc.,
L. J. BAILEY, Meriden, Warks.

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DOWN BELOW

Dennis Bates on sewers he has known

THERE I was wedged in a four foot sewer shining a light in my face and staring at a camera I couldn't see. Still, it made a nice photograph to add to my records.

The records alone are interesting: getting undressed on the beach (caught taking down underpants), stopping a face-full of mud chucked up by somebody's rear wheel at the Southern Experts, falling of a bike, grinning to the camera man whilst riding Bill Rose's Humber bike in the Pioneer Run, etc., etc.

Anyway the purpose was to take a photograph of a sewer. Having been down, the first question one is asked is, 'Does it smell?' Answer, very little. But if you have a queasy tum don't try it. That particular small sewer was kept fed constantly by a Chinese Restaurant in the Kings Cross area. If they pulled the chain once, they pulled it half a dozen times . . .

Still the business of sewers is deadly serious. It's also quite dead making if you don't take precautions. For instance if you fall over and get a mouthful they rush you to hospital for emergency injections. The gear you get to wear comprises sea boot stockings, thigh length leather soled waders with steel studs which effectively grip the sewer floor, dungarees, safety helmet, plastic gloves, safety belt (so safe you sweat blood trying to undo it) and lastly a powerful hand torch. Naturally it is as black as pitch (or hell) down below. Nicest job is the 'Top Cover' position. This is the man who waits up top and then precedes you to the next exit. He is vital in such instances as a heavy rain storm when the streets of London pour thousands of gallons into the sewer system. First you feel a rush of wind reminiscent of standing on a Tube platform, then comes the rainwater in a miniature tidal wave form. That's when you need a top cover man to open up the manhole and get you out in double quick time. Otherwise you could end up at the outlet in the Thames below Beckton.

The start of a sewer exploration is uninviting. Opening a manhole reveals a dark, swift flowing river ten feet or so underground, slimy walls and an iron rung ladder liberally swathed in paper and rags. Down you go into a warmish atmosphere with only torch light for illumination. But it is surprising how soon the situation seems to be normal, and the only real smell we noticed was when some careless maintenance engineer at Kings Cross emptied the sump of a British Rail loco into the sewer (strictly illegal, of course).

In fact the sewer we were in is the old Fleet River or Ditch—once an open sewer right through the heart of London. Now it is all bricked in as a nine foot sewer for which we must thank our Victorian forebears whose work of a hundred years ago contributes so much to carrying away the outpourings of modern day society. But the Fleet Sewer is small by comparison with the really big chaps of up to 30 feet diameter which cross London from West to East. They rejoice in such splendid names as Middle Level, and Northern Outfall. Middle Level itself runs from Hammersmith to West Ham. And rumour has it that Middle Level No. 2 which includes the Piccadilly Sewer runs warmer than most due to the great number of Hotels which serve it!

Naturally we asked about Rats. One does! Apparently there are very few in those for which the Greater London Council bears responsibility. It is chiefly in the smaller two and three foot sewers (which serve these main outlets) in which rodents reside, especially where bombing has caused lengths of them to be sealed off, or where housing schemes cause closure of the old systems. In fact with all its complexity London's mainsewer relief system is run by a team of highly skilled and dedicated men who make up the labour force. In fact the West End area which covers Hampstead to the Thames, and Hammersmith to Fleet Street tallies only 22 men. And very experienced they are.

Before descending tests were made for noxious gases with the traditional Davey Miner's lamp. And down below when it gives warning of the presence of gas, out you get, but quickly. Get a whiff of ripe bananas and there is Amyl Acetate present (that's only diluted and not too bad) but if the smell is of pear drops, then there's trouble about. We just had the fuel oil.

We all parted good friends, our photographs came out well. For lunch we had curry with the photographer trying so hard to put me off my food that he ended up unable to eat his own. Good curry, too!

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YOU HELP US, WE'LL HELP YOU

WITH the ever increasing schedule of race meetings pounding away it is becoming increasingly difficult to find people who are sufficiently interested in road racing to do something for nothing.

The Club needs marshals and officials who can be relied upon to do a conscientious job.

We are increasingly suffering from lack of reliability, particularly on the lapscore side of things and, although our scrutiny team is a good one, there come times when we are below strength. On the latter subject we insist that scrutineers either have an engineering degree, or are particularly versed with road and racing machines from the technical side. We have found that ex-road racers of suitable experience are particularly suited to this and are able to appreciate the facets of race meeting safety. But it takes a good man to keep his eyes open and not be swayed by fights and arguments.

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ODDS AND ENDS

International Production Machine Licences

FOLLOWING several queries the following understanding has been obtained from the A-C.U. on eligibility for International licences for Production Machine Racing:

A rider who has qualified for a licence on a machine other than a production machine, may obtain an International licence for Production machine racing. Points gained from International or National meetings count on the following basis:

ROAD RACES

The following grades of licences will be issued according to the number of points as indicated—

(Points as shown in the table below will be given for competitions held since 1st January, 1966).

Table	Finishing Order (Scratch Races Only)				
	1 to 3	4 to 7	8 to 12	Other Finishers	Starters
International T.T. Races ...	12	10	8	5	3
Other "Classic" Meetings ...	10	8	6	3	2
Manx Grand Prix Races ...	9	7	5	2	1
Other International Meetings ...	6	4	2	—	—
National events held under A-C.U. permit. Finals ONLY ...	6	4	2	—	—

- Full International Licence.** 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.
- 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.
- 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.
- 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.

Application forms and medical certificates can be obtained from the Club offices or from the A-C.U. direct.

Hundreds of Motor Cycle Accessories featured in new Free Catalogue — Lewis's Introduce New Range of Gear

A new 24-page catalogue of motor cycle accessories is published today by D. Lewis of Great Portland Street, the leather clothing specialists.

From handlebars to specialist tuning equipment, the Lewis range caters for all needs. And the comprehensive, itemised and indexed catalogue acts as a ready-made buyers' guide for all types of two-wheeler equipment.

Everything is carefully described in the Lewis tradition and all prices are shown together with postage costs. Easy payment terms are available if required.

Lewis's, famous for 40 years for quality leather clothing, have now extended their money-back guarantee to cover accessories. Any item purchased by post can be sent back, unused, within seven days and a full cash refund will be made if required. Callers are welcome, of course.

The catalogue is available free from the Lewis Speed Sport Centre, 144 Great Portland Street, London W1A 2DL. Sixpence in stamps would be appreciated to cover postage.

FILM FIESTA

THE British Motor Sport Association, in conjunction with Castrol are putting on yet another of their mammoth film festivals which cover both two and four wheels. Although the motor cycle section started on October 28th it continues until March 5th and covers many parts of the country giving the maximum opportunity for people to see the films. Details are enclosed.

REGULATIONS

WITH this issue of the magazine you will find enclosed two sets of regulations for the 1970 season. These are circulated in advance in order to save the shuddering affect of having to pay for so many entries all in a short space of time next season. Staggered as they are is a much better system, we feel. But please note that for the second of the two meetings THERE IS AN OPENING DATE.

WHILST ON THE SUBJECT

PLEASE remember to fill in and send stamped the gummed labels. These save a considerable amount of time and effort and guarantees that, if nothing else, your confirmation gets back to you with the minimum of delay. Christian names are provided

The junior five lap scratch race which followed gave G. E. Stanley (299 c.c. Singer) the first place with S. L. Baily (350 c.c. Douglas) and A. E. Woodman (340 c.c. Humber) in the next two places.

Although Brewster was hot favourite for the five lap senior scratch race, he was never able to challenge Stanley who recorded his second win, giving the results:—

1. G. E. Stanley (499 c.c. Singer)
2. S. F. Garrett (Regal-Precision)
3. S. D. Timson (Rudge)

S. L. Baily (350 c.c. Douglas) starting from the 2 min. 5 sec. mark won the last race which was the five lap handicap. Second and third places being taken by Garrett and H. G. Mill both on 499 c.c. Regal-Precisions and starting from the same 1 min. 20 sec. mark.

Great interest was taken in the September meeting as it was virtually a T.T. reunion, for the 150 miles Junior and Senior T.T. Races. Unfortunately the Junior Isle of Man T.T. winner W. H. Bashall was a none starter but his brother kept the family flag flying in the list of starters which was:—

- J. T. Bashall (350 c.c. Douglas)
- A. B. T. Bashall (350 c.c. Douglas)
- F. A. McNab (350 c.c. Douglas)
- S. L. Baily (350 c.c. Douglas)
- V. Wilberforce (350 c.c. Douglas)
- A. E. Woodman (345 c.c. Humber Twin)
- S. W. Phillpot (345 c.c. Humber Twin)
- S. Wright (345 c.c. Humber Twin)
- H. Mason (350 c.c. Nut-Jap Twin)
- W. A. Jacobs (299 c.c. Singer)
- H. V. Colver (348 c.c. Enfield Twin)
- F. G. Edmond (340 c.c. Humber Twin)
- H. C. Newman (346 c.c. Ivy-Precision)
- A. J. Jenkins (350 c.c. Douglas)
- P. W. Owen (344 c.c. Forward Twin)

Baily took the lead at the start followed by Wright and they then changed positions as the race progressed, but both keeping their machines well in hand with laps in the 55 m.p.h. region. Baily lead at the end of the first hour with 52 miles covered, and was able to increase his lead when Wright blew off his rear cylinder. Mason was now in second place but three laps behind, and Woodman who had challenged the leaders in the early part of the race held third place.

for on the entry forms so do please make use of the space provided. This is intended for transmission to the commentator and press to ensure that any queries which they raise at the meeting can be answered correctly. Otherwise they just guess and that is to be avoided at all costs!

SIDECARS

WELL, it seems that we are all getting the rough end of the stick as a result of the 'few' chucking oil around. Brands Hatch have now requested that everything possible is done to ensure that oil does not get deposited on to the course if it can be avoided as it seriously affects other promotions and the condition of the circuit. This we were perfectly aware of, of course, but it does mean that our hand is now being forced to crack down on those responsible. In everyone's interests be you solo or sidecar, please do make sure that you have no oil leaks when you come up to the marshalling area for either practice or race because those that do have them will NOT be allowed to race. Fit catch tanks to breathers and plug up those holes!

We make no apology for repeating the fact that sidecars will be raced last at Club meetings in order to give everyone else the best possible chance of a clean circuit.

THANKS

MIKE ATTENBOROUGH would like me to pass on his thanks to all marshals and St. John's personnel who helped him when he came off at Snetterton on September 28th. Although he still suffers from headaches and dizzy spells he is feeling much better. Mike doesn't remember a thing about the accident!

BROOLKANDS STORY

NOEL POPE

THE July meeting opened with the Time Trials which was notable for the records taken in two classes. The results showing:—

	Kilometre m.p.h.	Mile m.p.h.
Class A — 275 c.c. H. Martin (Martin)	63.5	62.72
Class B — 350 c.c. H. Martin (Martin)	67.9	67.8*
Class C — 500 c.c. P. Brewster (Norton)	73.95	73.57*
Class D — 750 c.c. R. Printz (Bat-Jap)	62.48	64
Class E — 1,000 c.c. E. Baragwanath (Winit)	73.58	73.47
Class E — with s/c G. Hunter (Zenith)	62.84	63.6

Baily won easily and broke records in doing so, his race time being 2 hrs. 49 mins. 45 secs. which broke the 150 mile record and he continued for the three hours and took that record as well with 159 miles 990 yds. Those who filled the other places 2. H. Mason. 3. Woodman. 4. Jenkins 5. McNab

The Senior race brought to the line Haswell and Collier who had taken second and fourth places in the Senior T.T. Isle of Man race. The starters for this race were:

- J. R. Haswell (499 c.c. Triumph)
- S. D. Timson (499 c.c. Rudge)
- C. R. Martin (499 c.c. Triumph)
- F. K. Portway (499 c.c. Triumph)
- S. Russell Cooke (499 c.c. Rudge)
- Stanhope Spencer (499 c.c. Rudge)
- W. H. Elce (499 c.c. Rudge)
- A. G. Miller (499 c.c. Premier)
- E. B. Ware (498 c.c. Zenith)
- H. Huckle (498 c.c. Zenith)
- P. Weatherilt (498 c.c. Zenith)
- V. E. Horsman (499 c.c. Singer)
- J. L. E. Emerson (490 c.c. Norton)
- P. Brewster (490 c.c. Norton)
- S. F. Garrett (499 c.c. Green-Precision)
- H. C. Mills (499 c.c. Green-Precision)
- J. W. Woodhouse (499 c.c. Regal-Precision)
- S. R. Axford (494 c.c. Martin-Jap)
- C. R. Collier (498 c.c. Matchless)
- A. N. Tooney (498 c.c. Matchless)
- T. A. Carter (498 c.c. Martin-Jap)
- L. Hill (499 c.c. Rudge)
- F. Bateman (499 c.c. Rudge)
- O. C. Godfrey (498 c.c. Indian)

A.C.U. BULLETIN

THE following claims to National records were put before the Competitions' Committee of the A-C.U. for ratification at their meeting in November. Claims were made at Elvington on October 11th/12th and 18th/19th. Both meetings are shown separately for ready information.

11th/12th — NSA

QUARTER MILE — STANDING START

CATEGORY A.1

Category and Class	Driver	Machine	Time Secs.	Speed M.P.H.
50 c.c.	P. Kersey	Suzuki	19.13	47.0465
250 c.c.	D. Heckle	A.J.S. Starmaker	12.075	74.5341
1,300 c.c.	D. Lecoq	Dragway	09.815	91.6963

CATEGORY A.2	250 c.c.	F. Willingham	Lambretta	14.90	60.4020
CATEGORY B1/2	500 c.c.	N. Hyde	Triumph	12.965	69.4176
CATEGORY B.3	750 c.c.	C. Angell	B.S.A. Triad	14.885	60.4635
	1,000 c.c.	C. Hale	Halec	16.155	55.7103
QUARTER MILE — FLYING START					
CATEGORY A.1	50 c.c.	P. Kersey	Suzuki	11.685	77.0218
	250 c.c.	R. Thorpe	Padgett Yamaha	06.835	131.672
CATEGORY A.2	250 c.c.	F. Willingham	Lambretta	09.795	91.8836
CATEGORY B1/2	500 c.c.	N. Hyde	Triumph	06.835	131.6752
CATEGORY B.3	500 c.c.	A. McPhail	Macon Triumph	07.86	114.5038
	750 c.c.	C. Angell	B.S.A. Triad	09.47	95.0369
	1,000 c.c.	C. Hale	Halec	09.56	94.1422
ONE KILOMETRE — STANDING START					
CATEGORY A.1	50 c.c.	P. Kersey	Suzuki	37.995	58.8744
CATEGORY A.2	250 c.c.	F. Willingham	Lambretta	29.545	75.7128
CATEGORY B1/2	500 c.c.	N. Hyde	Triumph	24.94	89.6926
CATEGORY B.3	750 c.c.	C. Angell	B.S.A. Triad	30.065	74.4032
	1,000 c.c.	C. Hale	Halec	30.86	72.4865
ONE KILOMETRE — FLYING START					
CATEGORY A.1	50 c.c.	P. Kersey	Suzuki	29.355	76.2028
	250 c.c.	R. Thorpe	Padgett Yamaha	17.155	130.3955
	350 c.c.	R. Thorpe	Padgett Yamaha	17.315	129.1906
CATEGORY A.2	250 c.c.	F. Willingham	Lambretta	24.215	92.3780
CATEGORY B1/2	500 c.c.	N. Hyde	Triumph	17.105	130.7767
CATEGORY B.3	750 c.c.	C. Angell	B.S.A. Triad	23.385	95.6568
	1,000 c.c.	C. Hale	Halec	23.65	94.5849
ONE MILE — STANDING START					
CATEGORY A.1	50 c.c.	P. Kersey	Suzuki	56.115	64.1539
	250 c.c.	D. Heckle	A.J.S. Starmaker	34.205	105.2477
CATEGORY B1/2	500 c.c.	N. Hyde	Triumph	34.64	103.9260
CATEGORY B.3	500 c.c.	A. McPhail	Macon Triumph	36.31	99.1462
	1,000 c.c.	C. Hale	Halec	44.78	80.3930

ONE MILE — FLYING START**CATEGORY A.1**

50 c.c.	P. Kersey	Suzuki	48.26	74.5959
250 c.c.	S. Woods	Padgett Yamaha	28.745	125.2391
350 c.c.	R. Thorpe	Padgett Yamaha	28.31	127.1635
1,300 c.c.	G. Brown	Vincent	32.79	109.7895

CATEGORY B1/2

750 c.c.	A. Driscoll	Triumph	28.235	127.5013
1,000 c.c.	A. Brown	Vincent	26.015	138.3817

CATEGORY B.3

750 c.c.	C. Angell	B.S.A. Triad	40.58	88.7136
1,000 c.c.	C. Hale	Halec	37.875	95.0495

18th/19th — ISO

Category and Class	Driver	Machine	Time Secs.	Speed M.P.H.
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QUARTER MILE — STANDING START**CATEGORY A.1**

125 c.c.	P. Kersey	Bultaco	15.175	59.30
500 c.c.	R. Williams	Triumph	10.78	83.48

CATEGORY B1/2

500 c.c.	N. Hyde	Triumph	12.645	71.17
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QUARTER MILE — FLYING START**CATEGORY A.1**

500 c.c.	J. Hobbs	Triumph	05.845	153.97
750 c.c.	R. Pickrell	Dunstall Dom'tor	06.22	144.69

ONE KILOMETRE — STANDING START**CATEGORY A.1**

250 c.c.	D. Heckle	Starmaker	23.335	95.85
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ONE KILOMETRE — FLYING START**CATEGORY A.1**

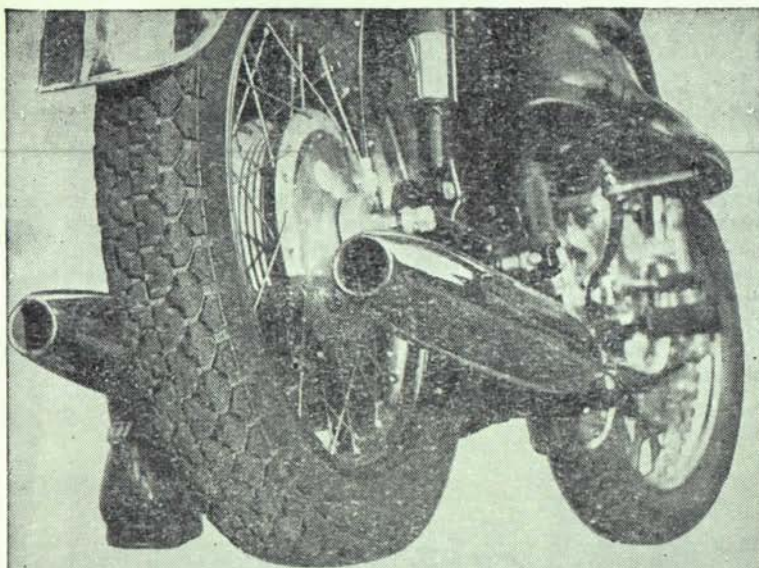
500 c.c.	J. Hobbs	Triumph	14.565	153.57
750 c.c.	P. Tait	Triumph	15.76	141.93

ONE MILE — STANDING START**CATEGORY A.1**

500 c.c.	J. Hobbs	Triumph	29.34	122.69
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ONE MILE — FLYING START**CATEGORY A.1**

500 c.c.	J. Hobbs	Triumph	23.145	155.54
750 c.c.	P. Tait	Triumph	25.59	140.67
1,000 c.c.	R. Knight	Brough Superior	31.99	112.53



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