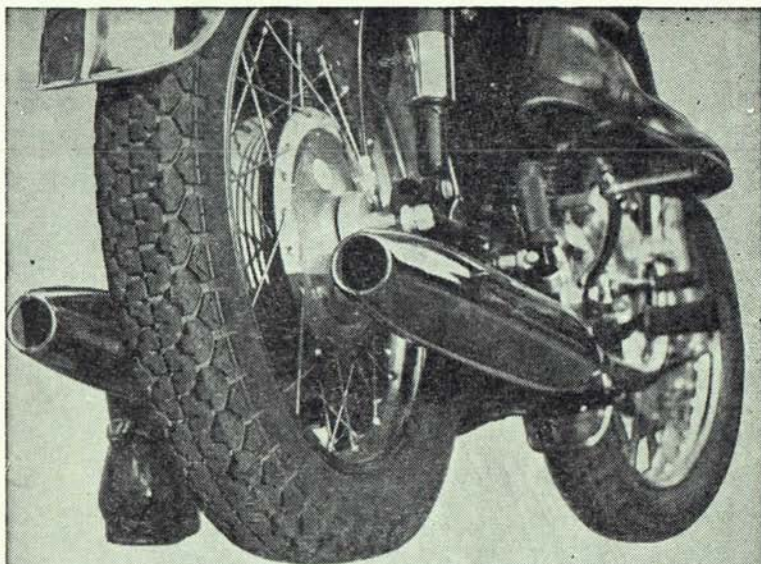


BEMSEE

JANUARY



1909 1969



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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

THE advent of the 1969 racing season provides a little speculation although nowhere near so much as previous years. Everyone is awaiting the news that Mike Hailwood is to retire from racing—but will it come this year or at some time in the future? Phil Read tells me he has the opportunity to ride for Benelli. Personally, I think we shall see him astride the Pessaro fours at some time during the next six months but it Yamaha are at all inclined to race again I don't believe it will be a permanent attachment. I can't see that Bill Ivy can be serious in his threat to retire completely from two wheels. You don't struggle along for five or six years and then, when you are right at the top of the tree, suddenly pack up when you are about to make some decent money.

And there is also the Weslake; the much maligned Sussex production racer. That it has been a cautious achievement is to its credit because enough pressure has been put upon its designers and builders from outside the factory that it is to be wondered that it hasn't been thrown together overnight to satisfy the appetites of those that would wish it complete. If nothing else, it will fill a much needed gap in British racing circles and, perhaps, boost the prestige for the bigger capacity classes.

Whatever the future of racing in this country, as long as it may last may we wish you all safe riding.

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THE DINNER AND DANCE

DESPITE the increasing shortage of ready cash these days, over 350 people thronged the Mecca owned Empire Rooms, Tottenham Court Road on 7th December for the Club's Dinner and Dance. Guest of honour was the current ultra lightweight and lightweight (125 and 250!) world champion Phil Read, accompanied by his wife Ann. Phil, of course, was there to collect the Mellano Trophy which he won at this year's Hutch.

I suppose that one could say much, but at the same time very little about the evening's activities which were but a replica of previous Dinners. They change little from year to year. Vic Willoughby, technical editor of "Motor Cycle," proposed the toast to the Club during which he related some of the Club's history as it effected its forthcoming Diamond Jubilee. Nineteen of the 40 odd trophies were presented during the evening by Sir Geoffrey Tuttle, the Club's President.

The evening finished at 1 a.m. but it is a matter of record that few of us left bang on the dot!

NOTICE TO ALL MEMBERS

PLEASE remember that regulations have been circulated for the first two meetings already. If you have either lost or misplaced your regs and entries, a stamped/addressed envelope to the office will bring them by return.

TO ALL NEW MEMBERS

May we add a warm welcome to the Club.

B.M.C.R.C. 1968 AWARDS

TROPHY	MEETING	AWARDED TO
Alcohol Trophy	Annual	G. Brown
A.M.C. Challenge Trophy	Hutchinson 100	S. M. B. Hailwood
Arthur Wheeler Trophy	Hutchinson 100	D. A. Simmonds
Avon Trophy	Hutchinson 100	S. M. B. Hailwood
Bemsee Trophy	Bemsee Trophy	R. P. Connolly
Baragwanath Trophy	Baragwanath Trophy	P. K. Davies
BMCRC 3 Wheelers Championship	Hutchinson 100	M. J. Rowell
BMCRC Senior Championship	Hutchinson 100	S. M. B. Hailwood
BMCRC 350 Championship	Hutchinson 100	S. M. B. Hailwood
BMCRC 250 Championship	Hutchinson 100	I. R. Goddard
BMCRC 125 Championship	Hutchinson 100	J. F. Ringwood
Rob Winter Trophy	Bemsee 1000	Not awarded
Bryant Bowl	Trophy Day	A. Manship
Christopher William Trophy	Annual	Not awarded
Comerford Cup	Baragwanath Trophy	P. K. Davies
Dennis Lashmar Trophy	Hutchinson 100	H. Faith
Dunlop Trophy	Hutchinson 100	P. W. Read
G. Reynolds Memorial Trophy	Hutchinson 100	S. M. B. Hailwood
Glover Trophy	Baragwanath	P. J. Wright
Guinness Trophy	Guinness Trophy	P. A. Butler
Hector Dugdale Trophy	Guinness Trophy	R. Corbett
J. S. Moore Trophy	I.O.M. T.T.	R. Pickrell
Lambretta Trophy	Guinness Trophy	C. Jones
Les Graham Trophy	Metropolitan	G. R. L. Boret
Mellano Trophy	Hutchinson 100	P. W. Read
Metropolitan Trophy	Metropolitan	R. Pickrell
Minnie Grenfell Trophy	Baragwanath	C. Bloyce
Motor Cycle News Trophy	Hutchinson 100	R. Pickrell
National Benzole Trophy	Long Marston Sprint	Not awarded
Noel Pope Bowl	Annual	G. Brown
50 c.c. Trophy	Metropolitan	Not awarded
125 c.c. Trophy	Metropolitan	J. F. Ringwood
Peter Walsh Memorial Trophy	Baragwanath	R. F. Gray
Powell and Pedal Trophy	Hutchinson 100	Not awarded
Rex Judd Trophy	Long Marston Sprint	Not awarded
Rickard Trophy	Hutchinson 100	C. Brown
Riley Cup	Long Marston Sprint	Not awarded
Ron Watson Challenge Cup	Long Marston Sprint	Not awarded
Sidecar Trophy	Metropolitan	G. R. L. Boret
Slazenger Trophy	Bemsee 1000	Not awarded
M. C. Tomkinson Trophy	Guinness Trophy	M. Davenport
Torquemeter Trophy	Annual	B. A. Ball
Vintage Trophy	Metropolitan	Not awarded
Watsonian Annual Trophy	Hutchinson 100	Not awarded

WHY NOT MIX THEM ?

Jim Swift

I READ with interest some of the correspondence from members on the subject of splitting the 500 machines from the over 500 machines. Whereas I can well see the reason why a few want to have it this way, I still have yet to see the overwhelming support for such an idea.

I could add that the interest shown in the Clutch Start epidemic which led to the questionnaire in the magazine, leaves me without any shred of doubt that most people want to plod on as they are; either that or they are so lacking in personal effort as to express their thoughts. Only 72 people bothered with the clutch start problem which is why you are all back to push starts for 1969. Why indeed, should we put ourselves to any trouble to sort out any other.

But I have my own views on the question of classes for Club meetings which is why I may take a little space to state one simple fact. That fact is that not all big capacity machines are quicker than a 500 Manx. It is not my concern who rides what but how quick they are on whatever they ride. For example: who would dream of putting Don May in a 500 race where his nearest challenger would be a lap behind? Is it not better to put him in with the big machines where he has some interest in the race? And where he is not so likely to walk off with it in his pocket. I could quote at least thirty more examples where people are better matched within the framework of the present system than they would be in a race of their own. Don't quote the 350 class at me because it doesn't bear comparison at this stage for a number of reasons which I will explore some other time.

If one followed the logical implications of my reasoning, one would do away completely with the class basis that we have at the moment. As I have already written elsewhere in this magazine, I firmly believe that this will eventually come about but I would far sooner give it a lot more thought before jumping into it as there are some obvious disadvantages, certainly from the Club racing aspect.

Our intention with Club racing is to ENCOURAGE people to race, not the reverse. If a chap is learning to race then we endeavour to be as kind to him as possible. If he races a 650, then he should go in the slower race and not be immediately thrown off the top just because it's a big machine he rides. I don't believe anyone will disagree with me in this respect. Of course one can see that the reasoning behind the suggestion is simply closer racing with machinery matched as closely as possible. At the present stage of development you will not necessarily get the result you intend just by doing it this way. You would have to reduce your potential numbers by people on 500's who are proved quick riders. At the other end, you would have to add to those 500's, those riders of 650's who are known to be slow. Why bother? You tell me!

HAILWOOD

by MIKE HAILWOOD
and TED MACAULEY

Mike Hailwood is the most successful motor-cycle ace in the history of the sport. But what of the man? What makes him tick? This is, first and foremost, a finely focused analysis of Hailwood, the man as he is before, during and after a race. Hailwood, because of his background and because he did not have to ride to eat, is an enigma. Here is a man who could have been the playboy son of a wealthy father but who, instead, earned fame with his indefinable skill and massive will to win. And despite his M.B.E., his twelve T.T. wins and his nine world championships, there is a startling modesty about him that makes him a coveted friend. With 48 photos 30/-



CASSELL

A.C.U. NEWS BULLETIN

1939 T.T. RACES

The 1969 T.T. programme of races is as follows:—

Sat., 7th June	International 750 c.c. Sidecar Race (Starting 6 p.m.)—3 laps
Mon., 9th June	500 c.c. T.T. Sidecar Race—3 laps Lightweight (250 c.c.) T.T. Race—6 laps
Wed., 11th June	National Production Machine Race—3 laps Junior (350 c.c.) T.T. Race—6 laps
Fri., 13th June	Lightweight (125 c.c.) T.T. Race—3 laps Senior (500 c.c.) T.T. Race—6 laps

The following schedule of practice periods has also been agreed:—

	Morning	Afternoon	Evening
Mon., 2nd June	All Solos	—	All Solos
Tues., 3rd June	All Solos	—	Sidecars
Wed., 4th June	Int. Solos	—	Sidecars
Thurs., 5th June	All Solos	Int. Solos/ Sidecars	—
Fri., 6th June	Sidecars	—	Solos
Sat., 7th June	All Solos	—	—

S.R. No. 19 — Number Plates

Delete penultimate paragraph and insert:

“ The colours shall be as follows:

Front Plates

All classes: White plates with Black numbers

Side Plates

Solo motor cycles up to 50 c.c.

Over 100 c.c. to 125 c.c. White plates with Black numbers

Over 125 c.c. to 250 c.c. Black plates with White numbers

Over 250 c.c. to 350 c.c. Green plates with White numbers

Over 350 c.c. to 1300 c.c. Blue plates with White numbers

Over 1300 c.c. Yellow plates with Black numbers

Three Wheelers

Black plates with White numbers.”

SUPPRESSORS

The G.P.O. has brought to the attention of the A.C.U. the results of tests undertaken by G.P.O. engineers at a National Road Race Meeting which show that approximately half the machines present were unsuppressed. All entrants and drivers taking part in A.C.U. competitions are again reminded that it is an offence under the Wireless Telegraphy (Control of Interference from Ignition Apparatus) Regulations 1952 to use an unsuppressed

vehicle exceeding the Regulation limits irrespective of whether or not the event is held on the public highway or on private ground.

1969 BRITISH ROAD RACING DRIVERS CHAMPIONSHIPS

The following revised conditions for the 1969 British Road Racing Drivers Championships were approved by the Competitions Committee at its recent meeting. The rounds counting towards the Championships will be announced in the near future.

1. The Championships to be held over eight meetings in each of two Groups with the drivers best five performances to count. The capacity classes to be divided into two Groups as follows:—

- Groups A 125 c.c. Class
(up to 125 c.c.) (Cat. A1)
- 250 c.c. Class
(over 125 c.c. and not over 250 c.c.) (Cat. A1)
- Sidecar Class
(up to 1300 c.c.) (Cat. B1 and B2 only)
- Groups B 350 c.c. Class
(over 250 c.c. and not over 350 c.c.) (Cat. A1)
- 500 c.c. Class
(over 350 c.c. and not over 500 c.c.) (Cat. A1)

2. The Competitions Committee to allocate rounds to promoting Clubs with at least one round to each Track or promoter organising National meetings.

3. In subsequent years, those tracks with only one round in the preceding year should be allocated a round in each category.

4. All races will be Scratch Races and open to all drivers so that if necessary heats would be run.

5. The Solo Classes will be limited in the strict capacity for the class. The Sidecar Class to be for machines of up to 1300 c.c.

6. Points will be scored in finals only as follows:

- | | | |
|------------------|--------------------|-----------------|
| First—15 points | Second—12th points | Third—10 points |
| Fourth—8 points | Fifth—6 points | Sixth—5 points |
| Seventh—4 points | Eighth—3 points | Ninth—2 points |
| Tenth—1 point. | | |

Ties to be decided by the greatest number of Firsts, Seconds, etc. places in the Five meetings counting for the drivers total.

If this method does not resolve a tie, then any additional meetings shall be taken into account.

SIDECARS AND THREEWHEELERS

Following the recent F.I.M. decision to prohibit sidecars and threewheelers from racing together at International Road Race Meetings in 1969 on the grounds of safety, the Competitions Committee has decided that from 1970 onwards, this ruling shall also apply to all A.C.U. road race meetings. For 1969, the Committee recommend to all promoters to use their discretion when compiling their race programmes in an endeavour to separate these

categories whenever possible.

GENERAL COMPETITION RULES (10th EDITION)

Copies of the revised Tenth Edition of the General Competition Rules will be available in the New Year from the A.C.U., 31 Belgrave Square, London, S.W.1, price 5/- each, post free.

1969 T.T. RACES

As the Regulations for the Production Machine Race to be held on Wednesday, 11th June, are not expected to be circulated before the New Year, it is appreciated that prospective entrants would like to have some advance information on what the machine specification requirements will be.

The enclosed is a precis for guidance of prospective entrants of the lines along which the Sub-Committee are thinking.

It is emphasised that this enclosure is not an extract from the Regulations, but it is not anticipated that there will be major changes in the principles outlined in this precis.

K. E. SHIERSON, Secretary, Auto Cycle Union

1. The only motor cycles eligible to participate are those manufactured since 1st January, 1964, and complying with the following specification of a sports motor cycle for production machine races.

2. (a) Machines must be fully equipped motor cycles built from new components by a motor cycle manufacturer who is registered as such with the Board of Trade, or in the case of foreign built motor cycles the United Kingdom concessionaire must be similarly registered.

(b) The manufacturer or concessionaire must have registered with the A.C.U. before March 1st, 1969 the full price and specification of the motor cycle, together with details of all optional extras which could be fitted to the machine before it leaves the factory in the first instance. Any part of the general specification or any optional extra which makes it illegal for the machine to be used on any road within the United Kingdom is forbidden by these Regulations.

(c) The general specification of the motor cycle as supplied by the makers must be strictly adhered to except as recited in (k) below. It may comprise only the type of original or optional equipment with which, according to the manufacturer's published specification, similar models of the same year could have been fitted before leaving the factory.

(d) Not less than 100 such machines (fitted only with the makers original equipment or optional extras) must have been manufactured and sold through the normal trade channels. An accountant's certificate will be required as proof.

(e) Maker's modifications introduced to machines of the maker's home market in subsequent years may be incorporated in machines which are listed as the same type or model but of earlier

manufacture, provided that such modifications may be incorporated by the simple process of exchanging one part for another. Brazing, welding or machining to incorporate such modifications is not permitted.

(f) The equipment of every motor cycle must comprise. Electric lighting including generator, kickstart or other mechanical starting device, exhaust pipe or pipes and efficient silencer or silencers with pipe diameter and silencing systems of the pattern as originally supplied with the machine, a speedometer, and chainguards and primary chaincases which must also comply with the minimum standard which is set out in No. 11 of the Standard Road Race Regulations of the A.C.U.

(g) The motor cycle must comply in every respect with the requirements of the Geneva Convention of 1949, even if the manufacturing country is not a party to that convention.

(h) The engine must function normally on a commercial brand of fuel that is supplied to the public from a wayside pump.

(i) A machine must not vary from the manufacturer's published specification as registered with the A.C.U. in respect of the following characteristics:—

1. Type of frame
2. Rear suspension system other than damper units
3. Front forks and suspension
4. Wheel hubs and brakes
5. Silencers
6. Diameter of exhaust pipe
7. Chain guards and primary chaincases
8. The electrical equipment all of which must be in working order at the start of the race
9. Speedometer which must be in working order at the start of the race and must not be disconnected at any later stage
10. Carburettors, the quantity, make, type, model, choke size and fitting as listed in the makers original specification must be used

A CARBURETTOR LISTED AS AN OPTIONAL EXTRA CANNOT BE FITTED OR USED. Fuel injection is not permitted

11. Oil tanks, the capacity thereof, the material and method of attachment to the machine
12. The type of engine, number of cylinders and stroke
13. The bore may be increased provided the increase does not result in exceeding the limits of the original capacity class for which the machine is recorded by the A.C.U.
14. The cylinder and crank cases
15. The materials of which the cylinder head is made
16. The system of operations of induction and exhaust
17. The type of gearbox including the number of speeds and the internal gear ratios
18. The clutch, apart from the friction linings

19. The type of primary and secondary transmission.

(j) **The following equipment may be removed**—Air cleaners.

(k) **The following equipment may be varied in the interests of safety or to suit the preference of the driver :**

1. Exhaust pipes of the same pipe diameter as originally supplied with the machine may have the line of the pipe varied to provide increased ground clearance. The original pattern of silencers must be retained and the shape must not be altered. The pipes and silencers must eventually be directed rearwards parallel in plan to the direction of the motion of the vehicle and with not more than 10° inclination to the horizontal. The gases must not be discharged so as to raise dust or inconvenience a following driver
2. Wheel rims to accommodate racing tyre sizes
3. Petrol tanks, provided the original material and method of attachment is retained.

(l) The following alterations to the original specification **MUST** be carried out in the interests of safety:

1. Removal of—

Front registration plate
Licence holder, club badges other than transfers
Centre and prop stands
Luggage carriers

2. Removal or disconnection of stop lamp switch
3. High performance or racing tyres must be fitted
4. The headlamp glass and rear lamp cover must be protected by tape or similar material to avoid damage.

(m) **The addition of the following equipment is permitted :**

1. Flyscreens (wire mesh type)
2. Security bolts or well fillers
3. Mudguards and other protective pads
4. Airscoops to brakes
5. Overflow or breather pipes to existing standard outlets which must be so fitted that they do not enter the exhaust gas stream or do not inconvenience a following driver.

Any part not specifically mentioned in supplementary regulation No. 5 may be modified to suit the individual preference of the driver provided that in the first instance it was a part which was or could have been supplied as part of the original manufacturer's specification. No temporary parts may be added other than those under permitted modifications. The fitting of any such modified parts must not involve any alteration to any part listed under supplementary regulation 5(i).

Full details of all modifications must be declared on the entry form, and it will be incumbent upon all drivers or entrants to bring these to the attention of the scrutineers prior to and during the practice periods and again at the pre-race examination.

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FOR BETTER OR FOR WORSE

Jim Swift

A LOT of people are doing a lot of waffling on the future prospects of capacity classes and the way these classes are made up. To all intents and purposes the 50 c.c. class can be written off as a mass spectator attraction although I don't doubt that there are a lot of enthusiasts around the countryside who will take me to task for that bland remark.

Initially there was, as far as I am aware, two reasons for altering the classes as we know them at the moment. Perhaps there were three if you add the political side. The first was that it was felt that the great Japanese and Italian factories were too dominant in their big, money-spending enterprises. This automatically separated the 'men' from the 'boys' to such an extent that the racing calendar and the winner's rostrum were filled by the same people time and time again. I believe it was considered better from the racing point of view to have everyone near enough equal. Secondly, the point of having open classes for, shall we say, any capacity of machine, is simply because it must be felt by now that there is basically so little difference in speeds that the spectator interest might be increased from witnessing the battles between large and small machinery. The two cylinder suggestion I will come on to later.

Now there is little doubt that those who have the money and the commercial interests at heart will, if they decide to go racing, do so seriously and with the full intention of achieving success come what may. It therefore follows that they will be interested in the best riders and will not be particularly inclined to release them to ride other machinery. The reasoning is an obvious one. Since the early sixties we have seen a considerable number of riders come and go on the championship scene and now we are left with almost nothing to look forward to as the Japanese have almost pulled out completely. If they continue this year then it must only be a limited time before their interest wanes completely. The object in endeavouring to find a formula for cheaper racing development may be to entice these factories back into racing without providing the foundation for considerable capital expenditure. Many different formulas have been suggested the most notorious being the twin cylinder theory. Some may agree with it—I don't, unless we still carry on racing the way we have done in the past. We must beyond all else encourage engineering masterpieces which is perhaps one reason why I think the 'open' formula may work alongside any other formula as in the car world.

During the next few years I believe the capacity limits and restrictions will become less stringent. In one respect this will or might solve the problem of 350's in 500 races and so on and, at the same time presenting a much different challenge to sponsors, builders and designers. But to think that this is the answer to all the problems we British face is sheer idiocy. The thing that Britain lacks more than anything else is courage. A twin cylinder formula will obviously help to put Britain back on the map but I can't see British companies supporting even that to their fullest endeavour. If the Japanese are enticed back into this form of racing then, even so, we will be back where we are now, right at the bottom.



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SIXTY GLORIOUS YEARS

Jim Swift

1909 SEEMS a long way back in history. Most of us can't remember a thing about it. To those of you like me, the deeds and achievements of the past are only mirrored in the mind by scrap books and more recent histories and writings. But 1909 did exist and motor cycles were raced then, in more or less the same way as they are today. Bemsee was founded two years after the start of the T.T. races, at Brooklands the only race circuit in the country.

Since that time a lot of water has flowed under the bridge and we are today what we are; rather a large club with very high standards trying to provide for our own future in a very competitive world which cannot afford to be too competitive. It is sad to think that much of what one had in the past is lost by way of entertainment value, since it is becoming increasingly certain that other modes of entertainment perhaps offers something which is lacking in motor cycle racing.

Throughout sixty years of road racing—and what other club can offer that sort of experience—the Club has gone from strength to strength. But what affects other clubs still affects Bemsee to a lesser extent. The difficulties are still there particularly where, perhaps, others may be offering a more meagre standard and correspondingly charging less for the facility. Personally, I wish them the best of luck but within myself I am looking forward to the time when they will realise that the bed of roses has a peculiarly thorny patch and looking at it through tinted spectacles won't make it go away. There is one thing about new enthusiasm and that is that it is very successful at first but then ideas run out and the reality deepens until you reach the stage where you are probably no better than anyone else.

We have found through the ages that prices never go down. Such is true in the world of motor cycle racing where increased costs from all the suppliers make themselves felt to a very great extent when it comes to the end product. It is not just a question of getting a bunch of people along to ride at a meeting for if that were the case, we would never have any problems. Financial problems existed in 1909—the profit on the first motor cycle meeting at Brooklands worked out to about 11/4d.! But at least it was a profit.

Glorious years? Well, they have been because in retrospect, all the frustrations, angers and humiliations have been overshadowed by the prowess and success of road racing; where the personal achievements of our greatest riders rub off on to us all.

Who would change it!

POST BAG

Dear Sir,

Re Dennis Bates article on old planes, and his mention of Captain Ball, reminds me that the other great ace of the '14-18' war. McCudden, was at one time a Bemsee member and rode at the track.

George Tottey or Arthur Bourne may be able to add to this information but it may well have been pre '14. I've a suspicion he did not survive the war. I remember talking to Barry once about McCudden who knew him well.

Yours, etc., DENNIS GLOVER, Edgware, Middx.

Dear Sir,

After reading the December issue of Bemsee, I read with interest a letter by R. Prior. I agree with the contents of his letter. I too prefer clutch starts, but agree with Mr. Prior that the grid positions should be decided by ballot, as the position on the grid even with a clutch start can effect one's position in the race.

As for his comments on having a separate class for 500 c.c. machines, I had a count up in two programmes, one from Snetterton meeting and one Brands meeting of this year. At Brands there were 27 500 c.c. machines and 57 other over 500 c.c. At Snetterton there were 47 500 c.c. machines and 70 over 500 c.c. From these figures it would be quite possible to run one race for 500 c.c. machines and two races for over 500 c.c. machines therefore I would like to have your comments on this matter.

Yours, etc., P. A. GROVER, Leyton, E.10.

Dear Sir,

I have just returned from the coast to London for the winter and have been reading my back numbers of Bemsee.

Arthur Bourne's letter was very enjoyable, it took me back to the early days just after the first world war when he had a Big Beardmore.

I think I can settle the query of clutch starts and push starts. All normal B.M.C.R.C. starts were push, with a pusher and two for sidecars. I always got "Barry" as he was equal to any two.

All starts in Clubmans' races were clutch starts after starting the engine with the kick starter, the fall of Ebby's flag.

There is no doubt that the "Motor Cycle" Clubmans' day saved the B.M.C.R.C. when money was very short and entries were poor. A lot of keen new blood came into racing after a ride as a Clubman. We have much more to thank the "Motor Cycle" for than present day members would think.

Being a lazy type I think I had better enclose my next year's subscription.

Yours, etc., PAT DRISCOLL, Twickenham, Middx.

Dear Sir,

After his last episode in your magazine we are now convinced that I. Hackman has now started to believe his verbal diarrhoea.

He has been telling us over the past year how good a tuner and rider he is and how to get the maximum performance from the Norton twin. Then he comes up with the excuse about "incorrect clearance on piston crowns." Any tuner will tell him that there are certain parts of an engine with clearances that have to be checked before and after running.

It seems funny to us that many of the spares he uses are "faulty," for he blames them for retirements as if his building is perfect.

We were surprised about his 140 m.p.h. Atlas when in previous comments he has told us "the more standard the better." If his bike is that fast perhaps this is the reason we don't see him at Brands Hatch and other bigger meetings. Maybe he would put other people to shame like Paul Dunstall or Reg Curly with his shattering performance.

Yours, etc., "ALCON NORTONS," Edmonton, N.9.

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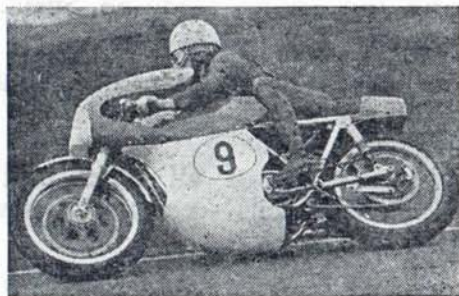
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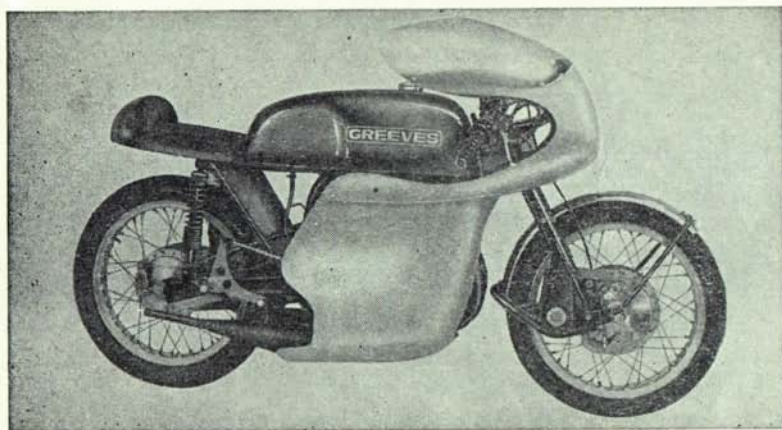
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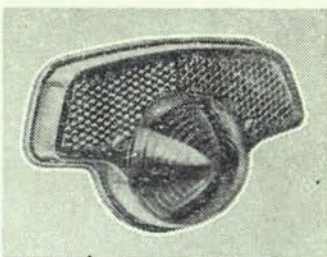


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