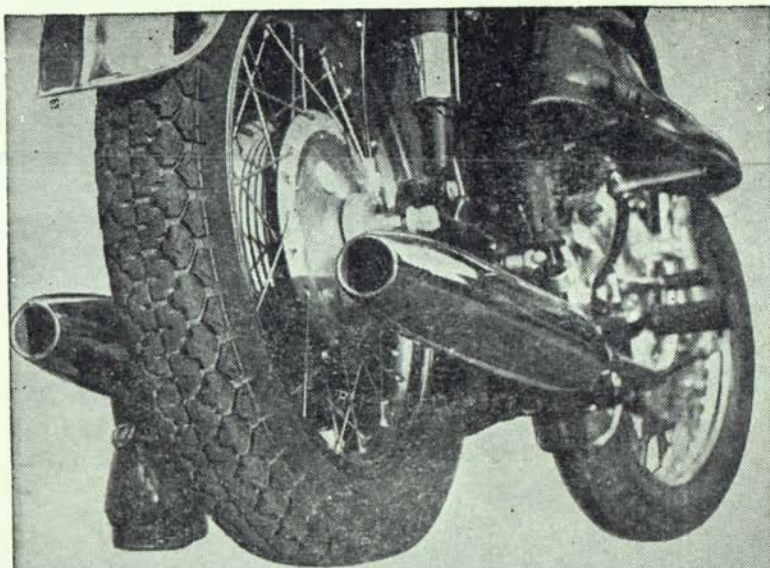


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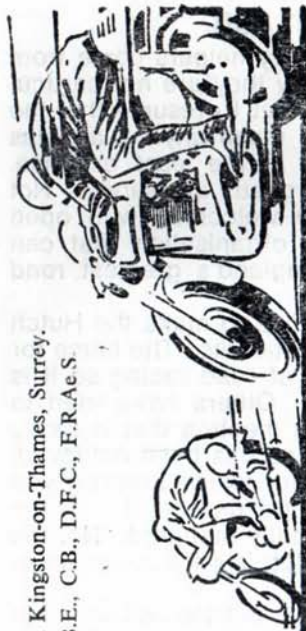
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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

IT IS IMPOSSIBLE to pen an editorial whilst T.T. practice is taking place for obviously the magazine should be taken up by T.T. reports. That it isn't can be attributed to the fact that more and more time is being taken up with the running of the Club and its meetings so yours truly is well and truly stuck, for the most part, in the office. Even prospects of getting across to the Manx shores are pretty grim to say the least.

The technical press have been taken up with reports of the Americans in London, to mis-quote Gershwin. Personally I doubt that this will happen this year since I am already in touch with the American Motor Cycle Association on plans for 1970. It would be a great pity to miss the opportunities which the Americans would create for mass spectator enjoyment by trying to pull off the 'scoop' too quickly. Necessarily one has to avoid the American National Championships and the race programme would have to be compiled in advance to give them the best benefit. The scheme smacks of large sums of money. Only a fool would dive off the deep end before he's ready!

JHS

THE HUTCHINSON 100

I OFTEN WONDER where so many voluntary helpers come from during the two days of the Hutch. Certainly they are not particularly obvious during the rest of the year. But I presume that the glamour of an International is enough to make anyone anxious to assist where they can enjoy the day at the least expense. Bitter? Not a bit because at least two purposes are served. Not that anyone should assume they will be welcomed with open arms for, at last, we have an adequate organisation that can cope even with the major problem of England's greatest road race.

What does one do for a diamond jubilee to make the Hutch stand out that much better amongst Internationals. The name for a start is renowned throughout the world of road racing so it is that much easier—it takes no explaining. Others have tried to emulate the system by giving a name to a meeting that is easily recognisable. I don't believe much success has been achieved. Dates mean precious little, for to remember which meeting you enjoyed most last year you have to get out a diary and start the elimination process to find the one that really mattered. No, the Hutch is recognised and remembered, which is only natural after thirty-six years.

Take the Hutch, take a diamond jubilee, put the two together and you have instant success. At least that's what my cook book dictated. Not so however, for one still has to find the money for the ingredients. No Mike, no 5,000 spectators, for regardless of what you may believe Mike was that sort of draw. Agostini? Count Agusta prefers him to concentrate on the world championships at that time of the year.

The time of the year—August—doesn't suit the Hutch very well because people have either been on holiday, are on holiday, or are going on holiday. The fourth alternative is that they cannot afford it anyway. The graphs drop in August. Why then in August if the month's not much cop? Simply not much alternative. Try fitting it into any other time of the year and you clash with one or other of the world championship events. Even the Ulster is being moved away from August though I would have thought that a holiday period was by far the best time for such an event. This balmy English climate predicts warmer and dryer Augusts than any earlier months though a later meeting could be an idea. An idea, no more than that at this stage.

An there's the riders, all wishing to be paid and few of them getting anything. They curse and moan but really one has little alternative. Spectators will still only come in numbers to see works machines and glamorous riders, a combination of the two accounting for more than half the number of spectators. Foreign imports are costly hence the cause of many British complaints.

Despite these problems this year's Hutch will be no exception—it will still be the finest mainland International. **JHS**

HUTCHINSON 100 — AUGUST 9th and 10th

ONCE AGAIN we are offering members ONE pass each and these will be issued to the first 100 members applying for them as from now.

On the evening of Saturday, 9th August there will be a free party for MEMBERS in the Club House with free beer between the hours of 6 p.m. and 10.30 p.m. Anyone who wants spirits can buy them !!

All riders in this year's meeting will be given a free admission ticket to the party.

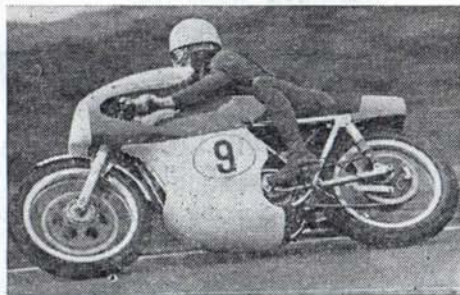
Do get there early as the Club House only accommodates about 100 people and some are going to be disappointed if they cannot get near the bar! The FREE BAR will be closed when the money runs out — quite a fair sum having been set aside for the purpose of celebrating the Club's Diamond Jubilee. Don't forget your membership card for without it you will not be able to gain admission.

The full Hutch entry list will be published in the next issue of the magazine and should contain some interesting names.

Remember the date — August 9th and 10th — Backwards at Brands Hatch.

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SNETTERTON — SATURDAY, JULY 12th

LACK OF ENTRIES for the July 12th meeting have meant that all riders who have been accepted will get TWO races, each of FIVE laps instead of one race of seven laps as was originally intended.

They say that it is an ill win which blows nobody any good! The clash of dates between Snetterton and Brands Hatch and Cadwell Park has been mainly responsible for this state of affairs but it was entirely expected when the dates were originally agreed upon.

Only 125 c.c. riders will be disappointed for the four entries were insufficient to even consider a race for them under the circumstances.

So good racing on July 12th — enjoy your two rides.

Oil

OIL IS CAUSING more and more trouble at racing circuits so do please ensure, if not for the sake of others than for yourselves, that all necessary precautions are taken to make your machine oil-tight.

Motto of the Month

"If all else fails—read the directions."

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Metropolitan Meeting

OUR APOLOGIES for landing you with two sets of regulations in the last issue of the magazine. This was completely unavoidable. The revised layout of the programme of events will not have gone unmissed since the meeting includes the final round of the British National Championships, sponsored by Castrol. An appreciable amount of money is being spent by the Greater London Council in making this meeting surpass all others at the 'Palace', so your support is earnestly required. If you want posters, etc., please write to the Secretary NOW.

Paddock Bend

A RECENT REPORT by the South Eastern Centre of the A-C.U. to their headquarters suggests that the Battle of Brands hasn't yet been concluded. The Centre considers that the protection for riders is still quite unacceptable. Whilst we, as a Club, agree with this sentiment, it should be recorded that the problem this corner creates is far from being an easy problem to solve.

Number Plates

IT SHOULD be noted that the colour of number plates for solos up to 1,000 c.c. is **Yellow** and not **Red** as some riders would have us believe. We reserve the Red plate for Production solos. Riders should also endeavour to change their plates between 1,000 c.c. and Production races—that is those riders who are taking part in both with the same machine.

Wiscombe Park

MEMBERS INTERESTED in competing at the Wiscombe Park Hill Climb on September 14th may apply for regulations to Mrs. S. Farrant, 13 Ivel Way, Baldock, Herts. as the Club has accepted an invitation for members to compete.

Ferodo Service for the Manx

RIDERS ENTERED for the Manx Grand Prix will no doubt be pleased to learn that Joe Dunphy will be servicing the fortnight from Ferodo's premises in Demesne Road, Douglas. Joe himself will be staying at the Aston House Hotel in the same road (telephone Douglas 6251) and asks that any rider who will want him to service brakes in the Island writes to him now with full details to ensure that he has both the correct lining and parts to hand. Normal Ferodo charges will apply, i.e. £2 per wheel.

Joe has taken over the complete workshops for the races with full sanction of Ferodo, whose brake lining service he operates from his premises at 176 High Road, Sydenham, S.E.26.

BRITAIN'S 'MILLION POUND' MOTOR RACE

RAC Grand Prix for Silverstone

BRITAIN'S 'MILLION-POUND' motor race, the RAC British Grand Prix, only home event counting towards the World Championship, is to be held at Silverstone on Saturday, July 19th.

Prize and starting-money will total nearly £35,000 and the cream of the world's motor-racing drivers will be insured against third-party liability for a million pounds.

Sponsored by the Daily Express, the RAC Grand Prix will be preceded by 20-lap races for Formula 3 cars and the Wipac Trophy Race for Touring Cars.

The Grand Prix will be run over 84 laps of the fast 2.927 mile circuit, a total distance of 245.96 miles. The winner will receive £1,000, runner-up £500 and third £300 with other placings in proportion.

The winner of the Touring Car Race will get £300 and the Formula 3 victor £150.

Tickets are obtainable from: Booking Office, Silverstone Circuit, Nr. Towcester, Northant; or from: G.P. Booking Office, Daily Express, Fleet Street, London, E.C.4.

Booking forms with full information are obtainable from any RAC office.



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ANYONE BUYING a vehicle on hire purchase can usually add the first year's premium to his agreement and spread the cost over the two years or 27 months. But he is then faced with a heavy cash renewal after the first year—at a time when he is still struggling to keep up the monthly repayments.

Under a new scheme which came into operation on April 7th, the combined comprehensive premium for the two years may be added to the HP agreement.

This unique two-year policy was introduced by Devitt DA, Britain's leading specialists in the field of motor cycle insurance. And at the same time they were to bring down well over half their premiums by amounts ranging from £1 to £6. On all 50 c.c. mopeds and U-frame scooterettes there is now a blanket premium of £2 and £3 10s. respectively which provides fully comprehensive cover for any rider, any age, anywhere.

Devitt (DA Insurance) Ltd. are a subsidiary of the Devitt Langton and Dawnay Day Group who have specialised since 1936 in motor cycle insurance on behalf of the Motor Agents' Association and the motor cycle trade in general.

Announcing the innovations, Sales Manager Alan Kimber, (formerly of Suzuki GB) said that the new two-year policy would bring many benefits to the customer.

"While the main object is to enable the rider to include two years' premiums in his HP agreement, thereby spreading the load, there are other considerations such as the obvious pegging of the second-year premium and the removal of the temptation to change to third-party cover in contravention of the agreement.

"Furthermore, we are now ignoring the first claim in the first year so that the insured has a much better chance of retaining his no-claims bonus. Anyone can have one bump without being accident prone; and now only a second accident will effect the bonus.

"We have been able to introduce this new scheme—and to reduce most of our existing premiums—because of our much simplified computerised system. For instance, our latest proposal form contains only seven questions instead of the usual 13, and this economy in red tape is reflected throughout our organisation.

"Reduction in formalities is never more important than on small insurance policies where the cost of paper work is often out of all proportion to the premium.

"That is why we offer off-the-peg policies for mopeds—a scheme which is to be extended to cover U-frame 50 c.c. machines such as the Honda 50 on April 7th.

"Dealers can buy these simple policies just as they would a card of badges or a box of spares—they pay in advance and then sell the policy over the counter at its face value. This cuts down on paper work and dispenses with the need for cover notes, to the benefit of all concerned.

"Our premium for any moped, anywhere, ridden by anyone over 16 years of age, is only £2 per annum, fully comprehensive. U-frame machines are now covered for only £3 10s. And, of course, these machines can be ridden by anyone at any time—not just the owner—without losing the comprehensive part of the cover."

OPEN LETTER TO DUTCH MEMBERS

MANY OF YOU are joining the Club with hopes that you may be able to race in this country at our Club events. This is politically impossible despite the fact that your Dutch Federation are willing for you to do so.

It is unfortunate that you cannot, at present, make use of our Club meetings to improve your riding and competitiveness. The Auto-Cycle Union do not permit holders of foreign licences to race at Club meetings in this country unless they are resident in England. It cannot even be a case of giving a British address unless you are resident for any length of time.

The Club have hopes that it may be possible to make the A-C.U. change their minds because it is obvious that many of you are unable to compete in Club meetings simply because there are none in your country. Therefore experience is very difficult to come by as a result of which few of you have the opportunity to obtain the necessary licence to race abroad.

It will be necessary, even if at all possible, that certain conditions must be made so one can but hope that such an arrangement can come into force during 1970.

Jim Swift

RACING ABROAD

THE PREVIOUS OPEN letter to Dutch members results from an awkward situation, as might be obvious from the contents. It is true that if competitors from England want to race abroad, the only way they are permitted to do so is if they hold an International licence. But what if they simply want to race at a smaller meeting, say of Restricted or Closed status. In the first place there are so few such meetings that it is almost out of the question anyway but, secondly, even if they wanted to they cannot.

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Dutch racing enthusiasts have a similar problem for they haven't enough race meetings to justify their expense. With any luck they can get permission from their Federation to take part in meetings which may border on their country and which don't carry an International permit. Still, there aren't enough of these even. So they look towards England for their salvation for, as everyone of us are aware, there is more than enough Club racing in this country to cater for everyone's needs, including the needs of those less fortunate.

So therefore, what's the snag? There cannot be much of one other than the more-than-logical conclusion that Club meetings could become full blooded Internationals without a little control, without the expense of permits, etc. But then we, as a Club, could run National meetings out of our Club events if we felt so inclined.

It has long been the conclusion of the Board that if club exchanges could be encouraged by way of riders travelling abroad and coming to this country on the Club level basis, then it would benefit racing generally. We will now be putting this to the A-C.U. with the fond hope that, in their wisdom, it may well be worth the effort.

JHS

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ISLE OF MAN TOPICS

IT WAS DISTRESSING in a way to see Giacomo Agostini without any serious opposition in either the Junior or Senior T.T's. Distressing, simply because without him, the whole atmosphere of the races would have changed as though by magic. This thought doesn't, perhaps, do me justice for one never likes to theorise on someone's elses expense—bad sportsmanship and all that. But if one couldn't provide him with the opposition one could at least wonder what it would have been like without him there! I don't think he was taking many chances this year as his lap times proved and although he didn't turn in a new lap record as many suspected he would with clear roads, he wasn't hanging around either!

Kel Carruthers won a superb victory on the works Benellis. Before he came across to this country from Australia in the early sixties, Kel had been racing a works Honda 4 in Australia and had been unbeatable. Many said that he couldn't win over in Europe, a statement which was proved to be entirely inaccurate many times. During the last year Kel latched on to Aermacchis but he told me that his one aim was full works machines. He missed the M.V. but caught the Pesaro interest when Pasolini fell off and busted his collar bone. But will it mean permanency with the Italian team? Benelli, like all Italian firms, are very patriotic and it was noticeable that they hung on until the very last minute to see if Renzo Pasolini was going to be recovered in time for the races. Only when it was decided that he wasn't going to make it did Benelli arrange for alternatives.

Frank Perris is now back in South Africa after having had a wonderfully successful time in the Island on Monday when he finished second in the Lightweight. I cringed when I heard that Frank was going to have another go at the Island after his retirement, for these final flings never seem to work out. But work out it did, and Frank now claims to have it out of his system at long last. He's bought a 250 which he aimed to take back to South Africa with him just to keep in the swing of things—he intends joining the entrant brigade! The Club wishes him the best of luck in health and in business.

Santiago Herrero is the first of the Spaniards to take away success from the Island. On only his second visit he streaked the 230 c.c. Ossa into third place in the 250 race with an average race speed 3.13 m.p.h. slower than Carruther's Benelli. Altogether this augers well for 1970 when he ought to be there with a fine chance of winning.

The Germans had a field day in the sidecar races as was expected but not without some very disturbing going-ons in the paddock. It is very distressing to know that some people are so perverted that they can stoop to sabotage—and they call this a sport. The problem is trying to pin the blame on someone. The first people one suspects are close rivals but more often than not it is just foolish people who still remember the last war! Why should it only happen to the Germans? Pasolini found a ball bearing in the carburettor of his 350 Benelli at last year's Hutch but he was too polite to complain! What to do about it? There can only be one answer and that is to mount a security guard on the tent overnight for there is little point in asking someone to do it voluntary.

Phil Read commented to me not so long ago that Rod Gould didn't ride 'hard' enough to concern him over-much. Well, Phil was obviously referring to today's style of leaning on people and generally doing a McManus act, but I think that credit must be given where it is due for Rod Gould and the Daytona Yamahas are now a force to be reckoned with anywhere in the world. Rod has obviously learned much from his trip to the States and so far the Yamahas have proved to be reliable, unlike Phil's. The sparks should really fly when they get the opportunity to thrash it out properly as did Phil and Bill Ivy at last year's Hutch. Running out of petrol in the T.T. when second to the leaping Australian does little to cool your temper, particularly when ahead of last year's world champion!

A lap at 100.39 m.p.h. by a production machine takes some believing and I recall a question which I asked some time ago—when is a production bike not? Full marks to Malcolm Uphill though for his meteoric rides in the Island particularly on the works entered Triumph on which he recorded such a fantastic speed. It makes me wonder though exactly what goes into these machines to make them so incredibly fast, but it proves that

development combined with racing does improve the breed. Charles Mortimer's Ducati, which was timed through the speed trap at doing 110 m.p.h.—only 30 m.p.h. slower than the quickest of the Triumphs—shows the improvement in 250 c.c. machines. A Velocette which does 120 m.p.h. takes some swallowing too but personally I am all for it. The faster machines go the more strain is put upon component parts and the better the parts become—we hope!

The last time royalty visited the Isle of Man was in 1949, when the Duke of Edinburgh attended. Twenty years later he went again but wouldn't it be pleasant to see him there more often? The T.T. is the greatest single road race in the world and, as Patron of the A-C.U., I am sure he would enjoy more frequent visits.

Probably the biggest success story of the week was Tom Dickie's fourth in the Junior and third in the Senior on Vincent Davey's machines. Tom's riding in the Island has always been very consistent and his success this year was well deserved.

Jack Findlay was rushing back to Italy to build another Linto engine in time for the Dutch T.T. at Assen. With three days of practice to aim for before the Grand Prix, Jack was going to be hard pushed for time, having the drive to Italy to contend with as well as the three day drive back to Holland.

I feel very sorry for Fred Launchbury who I seem to remember has been racing since about 1948. To achieve such a superb place as third in the Ultra Lightweight T.T. and then be found to be 1 c.c. oversize is distressing to say the least. But it makes you wonder how many other riders are unknowingly using oversized engines particularly as the standard capacity of the 125 Bultaco really is 125 c.c. (124.88)! Even a bit of bore wear could push it pretty close to the limit.

JHS

BREVITIES

Manx Grand Prix

MEMBERS WISHING to represent the Club in teams during the Manx Grand Prix are requested to contact Jack Bridson at the George Hotel, Castletown, Isle of Man during race fortnight.

Quest

THIS RECENT PUBLICATION by Duckham's is a welcome addition to motor publications. Edited by Cyril Quantrill, who up until he took over the magazine was editor of 'Motor Cyclist Illustrated', it covers all types of motor sport including road racing. Any members wishing to be sent a free copy should drop a POSTCARD to the Secretary.

Alan Clarke

IT SHOULD NOT go unrecorded that motor cycling lost much by the recent death of Alan Clarke whose voice was heard whenever the T.T. was broadcasted. May we express our sincere condolences to his family and friends.

" THE BATTLE OF THE CYLINDERS "

A SPECIAL OPEN MEETING was held on June 22nd, 1910 for the Brooklands Tourist Race, over a distance of fifty-nine laps (163 miles), under identical conditions with those governing the T.T. race. Two races, in fact, were run off concurrently as the event was for (1) Single cylinder machines up to 500 c.c., and (2) Twin cylinder machines up to 670 c.c.

The list of entrants being:—

(1) Singles.

W. E. Cook and N. E. Parker (N.L.G.); S. Wright and B. Yates (Humber); Lieut. Spencer Grey, R.N. and A. R. Abbott (Rex); H. Lister Cooper, J. H. Watson, E. D. Colrick-Herne, J. Marshall, W. F. Newsome, W. Creyton, E. Gwynne, W. Dewar, R. G. Munday, F. Lister Goodacre (Triumph); F. McNab, J. Gibson, A. C. Maitland (Trump JAP); G. E. Stanley (Premier); J. H. Slaughter (Areil).

(2) Twins.

G. Lee-Evans, D. R. Clarke, A. Moorhouse, C. B. Franklin, A. G. Fenn (Indian); W. H. and J. T. Bashall, S. Witham, H. H. Bowen (Bat); M. Geiger and F. H. Arnott (V.S.); B. V. Jones and F. Savory (Premier); E. C. Fitzherbert and R. O. Clarke (4 cyl. F.N.); N. E. Drury (Chater-Lea-JAP); Deacock (Wanderer); H. Reed (Dot).

From the word go a sizzling pace was set, that tumbled records, and caused a large part of the field to retire. The four BAT machines with Witham in the lead were soon out far ahead, and at fifty miles he had knocked nearly 3 minutes off the old record in 45 mins. 45 4/5 secs. He then came off full bore through the front mudguard locking up the front wheel, but luckily he was not hurt. This gave J. T. Bashall the lead with his brother just behind, and Bowen making up the trio.

Moorhouse and Marshall kept together for lap after lap, swapping the lead on nearly each lap, the other Indians of Franklin and Fenn were also keeping well up with the field.

The Triumphs, as a team had been going very well, but Creyton came off when the front wheel failed and Newsome buckled his rear wheel. McNab was going extremely well and in striking distance of the leaders.

J. T. Bashall and Marshall both broke their class records for the 100 miles, and Bashall further added the hour and two hour to his bag. Moorhouse and McNab collected their class records for the 150 miles, and then both added the three hour record to their collection.

J. T. Bashall was the first to cover fifty laps with Moorhouse second with forty-six, and McNab was leading the singles with Marshall in second place. At fifty-two laps Bashall retired through a valve dropping in and removing the cylinder head at the same time, this let Moorhouse into the first place, with McNab leading the singles home.

The twin had won, but the result would have been different had not McNab filled up with petrol on his last lap when leading the entire field.

The result of the race was:—

Twin-cylinder machines

1. A. J. Moorhouse (Indian)—2h. 52m. 30s.
2. H. H. Bowen (Bat-JAP)—3h. 17m. 24s.
3. C. B. Franklin (Indian)—3h. 19m. 36s.

Single-cylinder machines

1. F. McNab (Trump-JAP)—3h. 2m. 10s.
2. J. Marshall (Triumph)—3h. 5m. 46s.
3. A. R. Abbot (Rex)—54 laps
4. F. Goodacre (Triumph)—52 laps.

Twin-cylinder records:

Classes D and E. 50 miles, S. Witham—45m. 45 4/5s.

Classes D and E. 100 miles, J. T. Bashall—1h. 37m. 13 4/5s.

150 miles, A. J. Moorhouse—2h. 37m. 40 4/5s.

1 hour, J. T. Bashall—62 miles 1,300 yds.

2 hours, J. T. Bashall—123 miles, 50 yds.

3 hours, A. J. Moorhouse—151 miles 1,545 yds.

Single-cylinder records:

100 miles, J. Marshall—1h. 50m. 22s.

150 miles, F. A. McNab—2h. 51m. 17 3/5s.

3 hours, F. A. McNab—158 miles 548 yds.

At the fifth meeting on July 20th, worlds records were again broken, but this time over the mile and kilometre in the Record Time Trials event. The results being:

Class		Kilometre	Mile
Class A	W. Chitty (Givaudan) 270 c.c.	42.95s.*	69.38s.
Class B	W. Chitty (Frays-JAP) 345 c.c.	36.42s.*	60.81s.
Class C	A. C. Maitland (Trump JAP) 488 c.c.	35.05s.	57.62s.
Class D	H. V. Colver (Matchless JAP) 666 c.c.	31.26s.	50.95s.*
	S. Witham (Bat JAP) 666 c.c.	31.17s.*	51.17s.
Class E	C. R. Collier (Matchless JAP) 976 c.c.	27.88s.*	45.89s.*

* denotes worlds records.

Collier's speed over the mile being 78.2 m.p.h. and 80 m.p.h. over the kilometre.

Two handicap races followed, the results of which were:
The July Junior Handicap, for machines up to 500 c.c.

1. F. A. McNab (Trump JAP) 488 c.c.—15s.
2. A. C. Maitland (Trump JAP) 488 c.c.—scratch
3. W. Chitty (Frays JAP) 345 c.c.—30s.

The July Senior Handicap, for machines up to 1,000 c.c.

1. H. V. Colver (Matchless JAP) 666 c.c.—18s.
2. C. R. Collier (Matchless JAP) 976 c.c.—scratch
3. C. E. Bennet (Indian) 634 c.c.—48s.

It was now coming quite a habit for members to break worlds records at their meetings, so it caused no surprise when records fell again at the August 17th meeting.

Class	Kilometre m.p.h.	Mile m.p.h.
Class A — 275 c.c. W. Chitty (Givaudan) 270 c.c.	52.67*	51.78*
Class B — 350 c.c. H. Martin (Martin-A.S.L.)	68.28*	65.97*
Class C — 500 c.c. F. A. McNab (Trump JAP) 488 c.c.	64.13	62.35
Class D — 750 c.c. F. H. Arnott (V.S.) 662 c.c.	75.11*	73.08*
J. T. Bashall (Bat JAP) 666 c.c.	72.58	73.08*
Class E — 1,000 c.c. C. R. Collier (Matchless) 996 c.c.	84.89*	82.63*

After a preliminary run to decide the handicap an all comers' race was run over five and a half miles, the result showing:—

1. C. Patterson (Moto-Reve) 240 c.c.—4m. 59s.
2. F. H. Arnott (V.S.) 662 c.c.—1m. 21s.
3. C. R. Collier (Matchless) 996 c.c.—scratch

To finish the day, a relay race was held for pairs, one on a single, and the other on a twin cylinder machine, the total capacity not to exceed 1,170 c.c. This was won over the four laps by Martin (340 c.c. Martin JAP A.S.L.) and Colver (666 c.c. Matchless).

The last meeting of the season on October 8th, was a High Speed Trial over a 100 miles with a set average speed for each class, which was:

Class	500 c.c. (pass. attachment)	25 m.p.h.
A. 250 c.c. solo	500 c.c. (pass. attachment)	25 m.p.h.
B. 375 c.c. solo	750 c.c. (pass. attachment)	30 m.p.h.
C. 500 c.c. solo	1,000 c.c. (pass. attachment)	35 m.p.h.
D. 750 c.c. solo	1,000 c.c. (pass. attachment)	40 m.p.h.
E. 1,000 c.c. solo	1,000 c.c. (pass. attachment)	45 m.p.h.

This event was very popular and provided the greatest number of riders seen on the track up to that time as it was open to any type of motor cycle. Cups to go to the competitor making a non-stop run and whose lap speeds vary the least. Cup winner and record breakers were—

Class A

Miss B. Langston (Triumph and S/C)—25.94 m.p.h.
(Cup Award)

B. Yates (Humber)—30.18*

*50 miles class record—1hr. 41m. 16.4s.

*100 miles class record—3hr. 18m. 50.4s.

Class B

A. Webster (Hobart)—32.85*

*100 miles class record—3hr. 42m. 37s.

To be continued

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RAIL GOES DUNLOP

RAILWAY enthusiasts and historians will be well acquainted with the pattern of railway building into London in the great railway age. Last to reach the Metropolis was the old Great Central Railway at Marylebone sired by the Manchester Sheffield and Lincolnshire Railway. To the west it fought the LNWR and the Midland, to the east the Great Northern and Great Eastern.

At amalgamation in 1923 it came under the banner of the LNER and when nationalisation arrived formed part of the Eastern Region lines of British Rail, before bowing to the Beeching axe.

Today Marylebone is for local commuter services to Buckingham, and now one of the remaining stretches from Nottingham to Rugby has been approved for withdrawal.

Railway road beds have always attracted road planning authorities because of their swept curves, gentle gradients and directness of route. So it is hardly surprising that when a railway closes somebody wants the land. In this case our friends Dunlop. They have purchased some 4½ miles of the former GC line formation near Ullesthorpe for a road, tyre and vehicle test track.

From the map it appears that Dunlop will have a virtually straight road—and not subject to the overall legal maximum of 70 m.p.h. because it will be private. Indeed it is claimed that it will include the longest privately owned straight test road in the world. The cost is put at £1 million.

Apart from the opportunity to lay and experiment with types of surface as well as normal tyre development, it is more than probable that the track will be equipped for straight line acceleration tests and the timing apparatus. From that it is not difficult to forecast demands by record breakers for 'facilities'. If so let us hope that there is a chance now and again for a record attempt in the ss and flying kilometre and mile.

Not so many years ago an unsympathetic and unimaginative MoT refused to loan the M1 Motorway for a record attempt before opening day, perhaps Mr. Dunlop may be more receptive.

D.B.

another success for the circuit specialists



Production T.T.

(750 c.c.)

- | | |
|-----------------|---------|
| 1 M. Uphill | TRIUMPH |
| 2 P. Smart | NORTON |
| 3 D. Pendlebury | TRIUMPH |

SENIOR T.T.

- | | |
|-----------------|---------------|
| 2 A. J. Barnett | KIRBY METISSE |
| 3 T. Dickie | KUHN SEELEY |

(Subject to official confirmation)

LUCAS

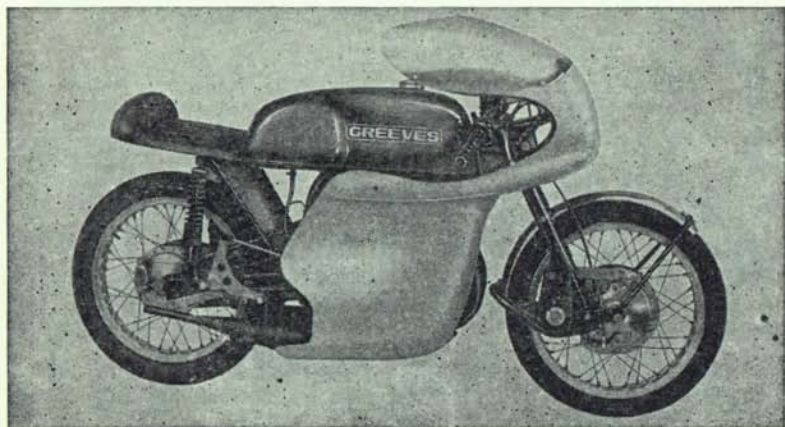
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