

BEMSEE

JUNE



1909 1969

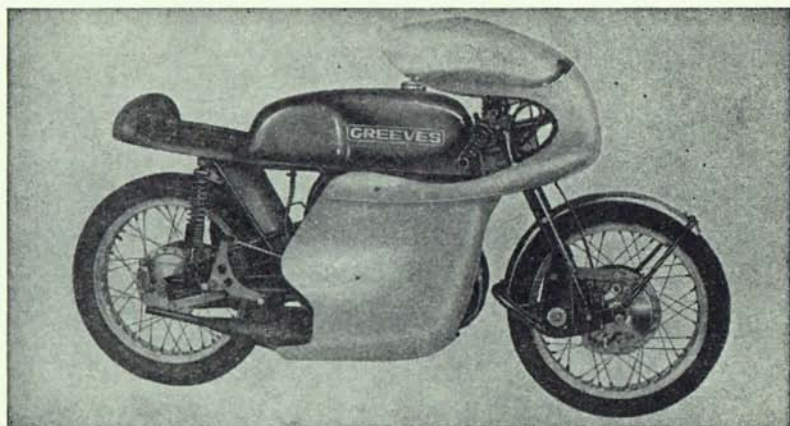


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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

EDITORIAL

STRANGE fact isn't it that, while people may knock the motorcyclists, it is still the only means of crossing London at anything like a reasonable lick. This was proved time and time again in the "Daily Mail" sponsored New York to London air race. The various breeds of motor cycles have had the finest publicity for years.

One reads with some dismay of the political wranglings over Paddock Bend at Brands Hatch. It is all very well to say that there are other dangerous bends but, in recognising this fact, surely something ought to be done about those as well? I must say that I sympathise with the problem from both aspects, circuit management and riders, but I would have thought that road racers deserved a little more consideration from their own governing body who have come to the recent conclusion that only one row of bales is now needed.

It has always been a well-known adage in motor cycle racing that, if you take away one danger you only replace it by another, and certainly cars have different habits than motor cycles. In this present day and age racing drivers are insisting on certain safety precautions (you will note the new link fencing sometime round Hawthorn and Westfield) and with the increase in speed now generated by these power houses the need for such precautions becomes increasingly apparent. How then, can you associate two wheels with four. The obvious answer I suppose would be to stop two-wheeled racing, but then every individual has the right and the choice not to race at circuits he doesn't like.

The thought of Paddock Hill at Brands on a wet day even with one row of straw bales brings me out in a cold sweat. If it does the same to you there is one easy answer. Don't enter!

QUICK WAY ACROSS TO THE CONTINENT

CONTINENTAL Circus competitors have a new way to get to Europe fast with the opening of Hoverlloyd's daily hovercraft service from Pegwell Bay, Ramsgate to Calais.

Operated by gaint SRN6 craft the flights—as they are called—take 40 minutes in either direction with the first daily flight at 1100 hrs. and at 0900 hrs. at weekends. Basis of the service is that you can drive down and drive on with a minimum of fuss, and your reporting time at the International Hoverport is as little as 30 minutes before departure. Fares are very competitive especially when there is more than one person in a vehicle.

The ride is described as somewhat rigid; rather more like a garden gate Manx than a featherbed version. On the other hand people prone to sea-sickness have very little time in which to decide to be ill as the journey time is so fast. Timetables and travel details are available from the Secretary.

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BY HONDA AND HOVERLLOYD

FAST TO EUROPE *by Dennis Bates*

IT depends how you like your travelling to be, boring or exciting, cramped or comfortable. Today the choice of route and vehicle to Europe is wide—the departure points all around us.

Living in the South-East we are fortunate in having one new means of communication almost on our doorstep. The newly introduced Hoverlloyd service by gaint Hovercraft out of Pegwell Bay, Ramsgate commenced regular operations on April 2nd. Hovertravel is new enough to interest many people. It is a sure-fire topic to raise in company to get people talking; few have had the experience, and if they have it was probably by the smaller SRN6 craft which plough between Hampshire and the Isle of Wight in the summer months.

Impressions therefore are difficult to obtain. The only thing to do was to try it and see: so we did; John Ebrell of "Motor Cycle" and myself. If travelling is to be enjoyed then there is today probably one really free medium for the roads, the solo motor cycle. A chance to sample the current 250 Super Sports Honda presented an admirable opportunity to combine high power in two spheres.

The Honda boasted 5 speeds, twin cylinders, overhead camshaft, a claimed top speed of over 90 m.p.h., comfortable riding position, 12-volt electrical system and self-starter, separate speedometer and tachometer, and 2Ls front brake mounted centrally on the spindle. The whole machine finished in eye catching red and white enamel with chromed mudguards, wheels and controls.

The 80 miles to Ramsgate was devoured—that can be the only word to describe it—in 1 hour and 20 minutes. At the Hoverport special reception booths enable the motorist to stop, check in and then drive a few yards to Customs from where the pre-assembly point allows cars to be parked ready for loading. Hoverlloyd ask travellers not to arrive more than two hours before the 'flight'. In fact their handling methods are such that waiting time is kept to a minimum before loading. Vehicles drive across the 'Pad' as the concrete platform is called, on which the Hovercraft rests, then straight into the vast jaws at the front of the craft. Flight attendants position each vehicle quickly and expertly, there is no draining of tanks, no close rank parking which can cause damage and, if you have a big car you can take six passengers for free (smaller cars of course take less). Hoverlloyd seem to have gone out of their way to cater for motor cyclists, as we found. Special parking areas at the forward end of Hoverlloyd Hovercraft 002, named 'Swift' are equipped with tensioned nylon straps which are taken over the tank and seat to eye rings in the metal deck, so that once tensioned the machine is held securely.

The steel car deck itself is treated with a grit like material which gives excellent grip for walking, and no doubt maintains a high degree of friction on tyres to restrict any movement when wet vehicles come aboard. With a capacity for 30 cars and 250 passengers the SRN4's are truly giant craft. The rates are competitive, especially when related to the rapid access by road, via Maidstone and Canterbury, or Dartford, M2 and the Thanet Way—whichever route takes one's fancy. The flight time is 40 minutes, loading takes about 20 minutes. In fact the minimum of fuss sees one safely aboard, the engines turn and suddenly one is hovering before moving gently down the pad and along the marked flight path out to sea—sideways! These massive 165 ton sea birds literally go in any direction until clear of the immediate vicinity of the International Hoverport, then nose first head at 40 knots for France. In fact a later crossing than ours was made in 28 minutes!

Passenger accommodation is in comfortable observation cabins along either side, and between them and the car deck are inner cabins with toilets separating, so that 20 people can sit comfortably forward and 20 at the rear. Noise is about that of the level of a London tube train. Bumpiness can be equated with a rigid frame 500 on not so good roads. Our outward trip was done in roughish weather with waves of about 6 feet. This caused some buffeting, more noticeable from the front of Swift than at the rear.

Swift, like 003 Sure is equipped with one and six mile radar so sensitive that it can pick up waves. The crew is situated in a large flight deck and consists of a captain, second captain, flight engineer and radar navigator. And so we went to France.

Our destination was Zandvoort some 250 miles from Calais. Our route lay through Dunkirk and the fast coastal road through Belgium via Ostend and Knokke, crossing the Dutch Border at Sluis, thence to Breskens for the ferry to Flushing on the island of Zeeland.

There trouble struck. The battery retaining strap, due to an oversight, had not been made secure so that the battery shattered a cell, short circuited and rendered the Honda 'kaput'. It was then that the true spirit of motor cycling came to the rescue in the shape of Adrian De Jonge, Secretary of the Zeeland Motor Cycle Racing Federation. He took us 29 kilometres to Goes, to Isaak De Regt and his motor cycle business where a new battery was purchased. Back to Flushing, only to find that the damage had affected the electrical system. Thereupon John Ebrell towed the Honda back along the route to Goes. By now the hour was 8.30 p.m. with night falling. But Isaak and his charming wife, made coffee, tackled the problem and solved it, arranged a hotel, even a meal.

Ebrell, with a tight schedule for Zandvoort and the Starfish Motor Cycle Rally pressed on northwards. He still had 120 miles to travel arriving at midnight. The Honda and its rider bedded down for the night, bound southwards in the morning for the noon Hoverlloyd flight and an evening engagement in London.

Heavy rain from Sluis to Dunkirk showed the true mettle of the Honda, for a miscalculation over the ferry timing meant that the trip from Breskens to Calais—something like 110 miles—had to be covered in 140 minutes. Border delays were nil, thanks to the customs union between Holland and Belguim and at 11.35 a.m. Calais was reached, only to find that the route to the Hoverport had been diverted and badly signposted. Added to this the national referendum due for the next day had encouraged Frenchmen to be liberal with the paint pot; this included much painting of white 'Non' signs on minor roads. These were mistaken for No Entry warnings causing harassing minutes of delay. But in the end all was well, Hoverlloyd passed a travel stained and anxious motor cyclist through with excellent haste and courtesy to enjoy the luxury of a smooth, sunlight flight back to Ramsgate.

What it cost

There and back by Hovercraft cost £18, and consumed 90 minutes including Customs both ends, and half-an-hour allowance for loading. Mileage on the Honda was 400 involving a top up with just over half a pint of oil, say 3/-, at an average of 3,400 miles to the gallon of oil. Petrol averaged 65 miles to the gallon including at least 200 miles at speeds over 75 miles, with no sign of stress from the engine. It finished the trip in need of no more attention than a good clean, oil check and adjustment of the rear chain. The hotel cost 27 guilders which added up to fillet of sole, salad, coffee and two beers, single room and Dutch breakfast. The meal was specially prepared at 10.30 in the evening and the head waiter personally conducted driver and Honda to the garage. For a few shillings over £3 this was a bargain—needless to say the hotel was modern, spotless and friendly. Although I could not help noticing that the only non-communicative guests were three Englishmen talking sailing!

For Bemsee members Hoverlloyd offers a quick and convenient access to many of the race circuits of Europe whether by bike or vehicle, including racing tender. The only thing to do is check the size first. The advantage of up to six passengers FREE accompanying the driver in a car is a boon. For solo riders costs are shillings more than the steamship ferry, but what care the machine receives. So if you want to know more, drop a note to the Secretary he'll be pleased to let you have a Hoverlloyd fare and timetable.

HONDA's 750-4 Roadster

PHENOMENAL that is probably the only way to describe the price of the latest Honda effort—the CB750 across the frame four cylinder. At a colossal £649 15s. it is the most expensive road machine yet available. Yet the day after it was announced a customer walked into Reggie Gilberts Catford Showroom, planned down his money and said he wanted the first one delivered. Altogether Reg hopes to sell an initial six machines as soon as he can obtain them from Honda.

Considering that only one prototype was constructed back in November at the time British agents went to Japan, it is a superb effort to have made so much progress with the production run.

OF TWO WEEK ENDS UP THE SPOUT

I REALLY had to prove that life is much better on four wheels, or some such thoughts at any rate. It started by me being gullible and Mary Driver taking advantage of it. I was telephoned late in the week to see if I could help an American woman who was trying to beat all the others across the Atlantic on the "Daily Mail" sponsored 'State/Tower' race. I didn't realise how much of a last minute panic it all was until I tried to find someone to do a quick belt from LAP to the G.P.O. Tower late on a Sunday night. I couldn't, of course, so decided to do it myself and borrow a 'bike for the purpose. Having promised to cover it I set about rounding up a machine, quite an easy process normally but on this occasion quite impossible since I had very little time available. That and there were none to be had.

In the end I managed to talk Frank Gillings into lending me his newly acquired second-hand Dunstall which had been resurrected from Harold Daniell's shop and rebuilt. Frank dropped the 'bike off at home on the Sunday afternoon and, after beating me twice at chess, left me to the problem of starting the damn thing. Bang on schedule I endeavoured to start off for the airport but it took me fifteen minutes to start it—I concluded that I just wasn't used to riding motor cycles and thought no more of it. Just outside Redhill it ran on to one cylinder and eventually coughed to a halt. I traced the trouble to an erratic petrol feed to the left hand cylinder occasioned by a twitish petrol tap design and with due merriment kickstarted it . . . and kicked, and kicked, and kicked.

One hour later when all prospects of starting it had diminished it burst into life, a few seconds before an earlier telephone call had brought Frank rushing to the scene. We concluded that the petrol tap had too much of a reserve tower and filled the tank right up to the top. It kickstarted easily and away

I went like a bat out of hell to meet my fair at the airport. Of course, I had been given the wrong time in the first place it should have been 21.40 and not 22.40 the mistake occurring after a change in schedules owing to the BST system. I missed her by three minutes even despite the fact that her aircraft from New York had been running half-an-hour late!

Feeling a little saddened, I walked out to the 'bike and kicked, and kicked . . . again it wouldn't start. An hour later it again burst into life as though nothing had ever been wrong with it and I rapidly motored home to Sussex. Three miles from home, changing down for a tight left hander, the motor spluttered and stopped—hopeless, I pushed it the rest of the way and crawled into bed at 3 a.m.

I had another call during the next week to say that the 'traveller' wanted to have another go the following week-end. Again it was a bit of a last minute rush but Dave Degens came up trumps with the loan of his Barcelona Dresda. An incredible machine of which more about in a later issue. The collection went off O.K. this time and we duly arrived at the Tower just over fifteen minutes later (well, perhaps it was nineteen). But although the machine was impeccable the headlight was not and I spent a very worrying 50 miles homeward journey in the early hours of Monday morning, or so it was by the time I eventually arrived home.

JHS

PLAY FAIR—WRAP IT OFF

TWO accidents at Coram Curve, Snetterton on Easter Sunday highlight the very urgent need for a fair sense in road racing. When misfortune strikes a yellow flag or oil flag is displayed promptly—as advice to competitors that danger is ahead.

It comes hard when a pair of riders who have come adrift are being helped by a marshal and another accident happens so that the marshal is injured. Mr. R. L. Mitchell is now out of hospital with a broken leg and, no doubt there is much damaged machinery as well as injured riders.

We are not saying anything was deliberate, just that warning flags are there for your help—the rest is up to those racing!

MISFORTUNE FOR RON PLAYFORD

AFTER twenty or more years' service as a senior marshal and now Commander at Druids and Coram, former London policeman Ron Playford has become seriously ill and unable to continue. His wife Vera, who has manned race telephones has written to say that Ron is progressing and hopes very much to be able to return to the racing scene later in the season. Meantime his place has been filled by another policeman, Sergeant Bill Osler. At Brands Hatch on May 3rd Ron took a spectator's role—at least enthusiasm for the sport dies hard!

" 1910 "

THE first meeting of the year took place in brilliant sunshine on March 16th, and was honoured by the presence of the club patron His Serene Highness Prince Francis of Teck, who presented the prizes at the end of the meeting.

The first race was the All-Comers' Handicap open to machines up to a 1,000 c.c. over a distance of $8\frac{1}{2}$ miles. This proved a runaway victory for Martin on his JAP machine although his engine failed just before he crossed the line.

1. H. Martin (Martin J.A.P.) — 2 mins. 20 secs.
2. W. O. Bentley (Indian) — 36 secs.
3. H. H. Bowen (Bat) — 1 min. 9 secs.

Then followed the main event of the day, which was the hour Tourist Trophy Race open to machines in TT trim, less mudguards and accessories.

The competitors were:

- F. A. McNab (1-cyl. 482 c.c. Trump J.A.P.)
- C. E. Bennet (2-cyl 638 c.c. Indian)
- G. Lee Evans (2-cyl 638 c.c. Indian)
- A. C. Maitland (1-cyl 482 c.c. Trump J.A.P.)
- H. H. Bowen (I) (1-cyl 482 c.c. Bat)
- W. O. Bentley (2-cyl 638 c.c. Indian)
- C. R. Collier (2-cyl 628 c.c. Matchless)
- M. Geiger (2-cyl 663 c.c. V.S.)
- A. G. Fenn (1-cyl 499 c.c. Triumph)
- A. Oberlander (1-cyl 499 c.c. N.S.U.)

At the end of the first lap Bennet was leading followed by the other two Indians, and except for the fact that these two swapped places this order was held to the end. In the process of winning the race Bennet broke the class D record for 50 miles in 49 mins. 55 $\frac{2}{5}$ secs.

1. C. E. Bennet — 59 miles 870 yds.
2. W. O. Bentley — 58 miles 1,040 yds.
3. G. Lee Evans — 55 miles 690 yds.
4. F. A. McNab — 54 miles 1,715 yds.
5. H. H. Bowen — 54 miles 1,420 yds.
6. A. G. Fenn — 48 miles 1,020 yds.

The cause of Martin's very quick lap speeds was then discovered in the form of Ether fuel, and he must have been the first to use dope on the track. Much fuel for thought was given to the other riders over this, but perhaps even more, when A. G. Fenn in a race later on, although going miles an hour faster than the others, had the consternation to see his engine completely disintegrate through using a Picric acid petrol fuel.

The second meeting held on April 13th opened with the Record Time Trails, in which World's records were broken in three classes. The times were taken over the kilometre and mile with flying starts. The following are the results:

Class A. 275 c.c.

W. Chitty (Givaudan) — 50.5 m.p.h. (World's record)

Class B. 350 c.c.

H. Martin (Martin) — 58.5 m.p.h. (World's record)

Class C. 500 c.c.

S. Witham (Triumph) — 60.7 m.p.h.

Class D. 750 c.c.

H. H. Bowen (Bat J.A.P.) — 68.2 m.p.h.

(World's record)

Class E. 1,000 c.c.

G. Lee Evans (Indian) — 71.1 m.p.h.

Following the relay event came the main event of the day which was the Hour Tourist Trophy Race, and the competitors were:

F. A. McNab (482 c.c. Trump J.A.P.)

H. H. Bowen (658 c.c. Bat)

A. C. Maitland (482 c.c. Triumph J.A.P.)

C. R. Collier (658 c.c. Matchless J.A.P.)

H. V. Colver (658 c.c. Matchless J.A.P.)

B. Yates (499 c.c. Humber)

W. O. Bentley (639 c.c. Indian)

G. Lee Evans (639 c.c. Indian)

J. Gibson (639 c.c. Indian)

H. A. Collier (658 c.c. Matchless J.A.P.)

A. G. Fenn (499 c.c. Triumph)

J. T. Bashall (340 c.c. M.A.B.)

S. Witham (499 c.c. Triumph)

Bowen took the lead on the first lap and although he was passed by Bennet owing to a pit stop for fuel he regained the lead again on the thirteenth lap, and then went on to win. The Collier brothers passing Bennet as his machine slowed with engine trouble.

Result:

1. H. H. Bowen — 56 miles 1,038 yds.

2. C. R. Collier — 53 miles 326 yds.

3. H. A. Collier — 51 miles 740 yds.

4. C. E. Bennet — 50 miles 1,035 yds.

5. M. Geiger — 46 miles 937 yds.

6. B. Yates — 42 miles 1,113 yds.

The third meeting on May 4th started off with a three lap all-comers' handicap for machines up to 1,000 c.c. Gibson took the lead on the second lap followed by McNab, and although Bowen pushed his nose ahead a blown tyre put him out of the

race on the last lap. So the result was:

1. J. Gibson (3½ Trump J.A.P.)
2. F. A. McNab (3½ Trump J.A.P.)
3. G. Lee Evans (7 Indian)

The main event of the meeting was again the hour T.T. race but this time machines had to be in full T.T. trim, although there was no restriction on the weight of the tools carried. Seven in all took part in the race, these being:

- H. V. Colver (666 c.c. Matchless)
- C. E. Bennet (662.5 c.c. Indian)
- M. Geiger (663 c.c. V.S.)
- J. F. Crundall (499 c.c. Humber)
- A. Oberlander (499 c.c. N.S.U.)
- F. A. McNab (488 c.c. Trump J.A.P.)
- J. Gibson (488 c.c. Trump J.A.P.)
- E. Gwynne (476 c.c. Triumph)

Colver led the race by a big margin for the first three laps until his stand came adrift but although this slowed him up he still maintained his lead. On the sixth lap he stopped to fasten up his stand and in the process allowed Bennet to hold the lead for one lap. Bennet dropped out on the ninth lap and on the fourteenth, Colver stopped for oil which gave McNab the leading position. Rain pouring down in torrents added to the riders troubles, and Colver rode with his hand before his face as he pressed on hard after McNab, finally being only 1 sec. behind on the twentieth lap, and taking the lead on the next lap to win the race by 170 yds.

Distances covered:

1. H. V. Colver — 55 miles 720 yds.
2. F. A. McNab — 55 miles 550 yds.
3. A. Oberlander — 50 miles 45 yds.
4. J. F. Crundall — 47 miles 252 yds.

FULL OF DISAPPOINTMENT

AFTER the Annual General Meeting on the 25th April, it could be said that lack of interest is so prevalent that there is not much point in continuing the running of the Club. Only seven—yes, 7—ordinary members turned up for the meeting which only goes to prove that things are getting pretty grim so for those that were unavoidably absent, part of this magazine will be taken up with the Minutes . . .

In opening the meeting and before calling the Secretary to read the notice convening the meeting, Mr. Cheeseright apologised to the gathering for the apparent lack of interest which had resulted in such a small number of members attending. This he regretted very much but explained that many assorted venues and times had been attempted over the years but with the same poor result.

APOLOGIES

The Secretary read the notice convening the meeting and apologised on Sir Geoffrey Tuttle's behalf that he was not able to be present due to business commitments overseas.

In Sir Geoffrey's absence, Mr. Cheeseright assumed the chair as Chairman of the Board.

1968 ACCOUNTS

Following the Auditor's report on the accounts under review for the year ended 31st December, 1968, the Chairman proposed, seconded by Mr. Walker, that the Accounts be accepted. There being no queries upon the Accounts, the Chairman then put them before the meeting and declared them approved unanimously.

Mr. Townsend asked if the Company's financial position could not be improved upon by receipts from organising social functions. Mr. Gillings replied through the Chair that it was difficult enough to get support for social functions let alone make any money out of them. Both the Chairman and the Secretary's amplification of Mr. Gillings comments satisfied Mr. Townsend.

BENEVOLENT FUND

The Auditor's report on the Benevolent Fund followed after which the Chairman proposed the adoption of the accounts, seconded by Mr. Rose.

Discussion ensued on the possibility of increasing the income and making known the fact that a Benevolent Fund was operated by the Club. The Secretary reported that if the fund was publicised to increase income, he felt that too many people would wish to draw on its limited resources. He felt that such publicity would not increase the income as few people had money to give away these days. He kept the Trustees fully aware of any hardships that might arise from time to time but was happy to report that he had received notification of only one possible case in recent years which proved to be foundless.

The Chairman put the Accounts to the vote and declared them carried unanimously.

RE-ELECTION OF DIRECTORS

The Chairman referred to Article 18 of the Articles of Association and reported that no other nominations for directorship had been received.

Mr. Rose proposed, seconded Mr. Gillings, that Mr. Bates be re-elected a Director of the Company. The Chairman put this proposition to the meeting and declared it carried unanimously.

Mr. Rose proposed, seconded Mr. Wardall, that Mr. Ellis be re-elected a Director of the Company. The Chairman put this proposition to the meeting and declared it carried unanimously.

Mr. Walker proposed, seconded Mr. Cooper, that Mr. Gillings be re-elected a Director of the Company. The Chairman put this to the meeting and declared it carried unanimously.

REMUNERATION OF AUDITORS

The Chairman proposed that the remuneration for the Auditors be left to the discretion of the Board of Directors. Mr. Townsend seconded this motion which the Chairman put to the meeting and declared it carried unanimously.

RE-ELECTION OF PRESIDENT

Mr. Walker, in proposing the re-election of the President, Sir Geoffrey Tuttle, said that Sir Geoffrey had been a valuable asset to the Club over the many years which he had been associated with it. He said it was through no fault of Sir Geoffrey's that he had missed many of the meetings during the past two years but that his valuable time was spent on the export programme of the British Aircraft Corporation.

Mr. Townsend seconded the proposal, which the Chairman then put to the meeting and declared it carried unanimously.

RE-ELECTION OF VICE-PRESIDENTS

The Chairman put forward the proposition that the Vice-Presidents, Messrs. Duke, Surtees, Brown and Hadfield should be re-elected en bloc. Mr. Gillings seconded this motion which was then put to the meeting and declared carried unanimously by the Chairman.

OTHER BUSINESS

Variety of Circuits. Discussion was given to Mr. Townsend's observation that the Club should run meetings at circuits other than Brands Hatch and Snetterton. The Secretary replied that this subject was very much a political one which he expanded to Mr. Townsend's entire satisfaction. The Secretary, in his explanation, advised the meeting that this was a subject which the Board had under review all the time.

Team Racing. Mr. Woods said that he felt the Club meetings could be livened up by the inclusion of some team racing. It was agreed that this should receive the consideration of the Board.

More Social Events. Considerable discussion of this subject was given during which the whole aspect of social functions was debated at length. It was finally concluded that the state of modern society and the habits of racing motor cyclists did not provide much enthusiasm for such events.

As a side issue to this subject, Mr. Woods said that he would welcome a printed list of members and felt that it would be of great advantage to members.

Mr. Walker proposed, seconded Mr. Gillings, that the Board of Directors should consider the suggestion. The Chairman put this to the meeting and declared it carried.

Spectator Interest. In proposing that new ways of promoting spectator interest should be encouraged, Mr. Townsend suggested that gambling might encourage renewed enthusiasm. It was noted that gambling was rife at Brooklands but it was felt that spectator attendances at all forms of sport were poor and that the racing itself did little to encourage more spectators since

it was mainly repetitive and too many people were providing this form of entertainment. Mr. Woods said that he considered that the smaller Clubs were endeavouring to run on too little money and were not charging enough for their racing. He felt that this situation might solve itself in the not too distant future.

Honorary Membership. Mr. Woods asked that Mr. Glover's name be put forward to the Board for consideration as an Honorary Member of the Club. The Secretary said that although he would be delighted to see that it received the Board's attention, he felt that Mr. Glover had chosen once before to remain an ordinary member of the Club. It was agreed that Mr. Woods would find out if this was the case and report back to the Secretary.

Donations — Hutchinson 100. Mr. Phillips asked what had happened to the donations which had been asked for in 1964 after the disastrous Hutchinson 100 of that year. The Chairman replied that all donations had received publicity and that they had been shown separately on the balance sheet of that year.

Mr. Walker said that he had been delighted to hear the views of comparatively new members and was only sorry that more of them didn't take an interest in Club affairs.

In closing the meeting, the Chairman thanked Mr. Ponsonby for attending.

The meeting was declared closed by the Chairman at 9.10 p.m.

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Open Letter to B.B.C.

Dear Sirs,

I feel I must protest about the presentation of motor cycling on television.

In the T.V. news last Saturday, you merely showed a few seconds of the Brands Hatch meeting and then only the two crashes that occurred. You showed nothing of the excellent riding at the meeting by what are only Club riders. What would happen if you showed only the falls in the Grand National, or only the fouls in a football match?

Motor cycling is a sport in which British riders excell and not marred by gambling. The image you present can only cause harm to motor cycling.

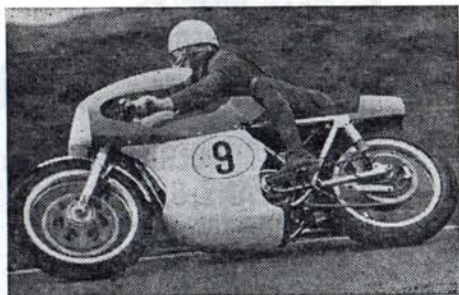
Whilst I am complaining, let me draw your attention to the winter scramble series. The scrambling seems to be a "fill in" between horse racing. One has to watch the parade of horses, the prices quoted by the "Bookies" and the unsaddling, etc., in addition to the race itself. When we get to the scramble, we may see the riders lined up or we may join the race half way through. As soon as the race is over . . . back to the parade of horses again.

Please may we have a little more motor cycle racing and less of the crashes; I was at the meeting and saw only the good points . . . or am I too biased?

Yours faithfully, H. CLENSHAW, London, N.15.

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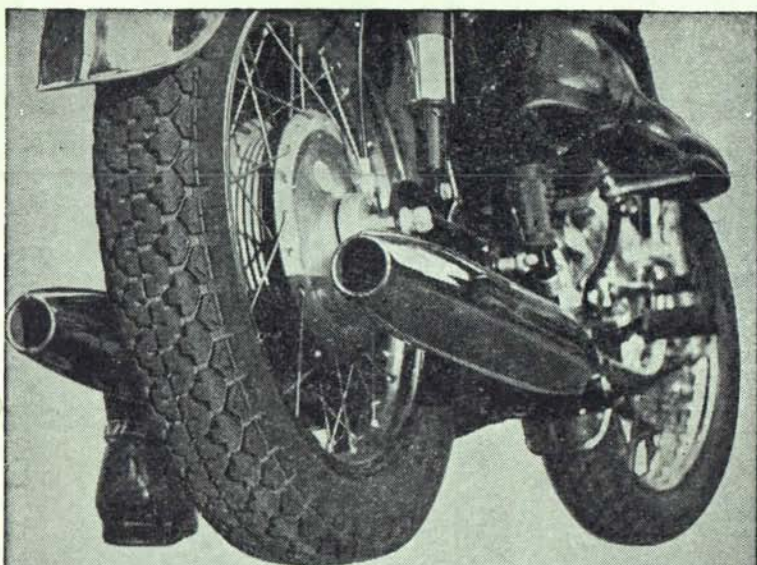
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