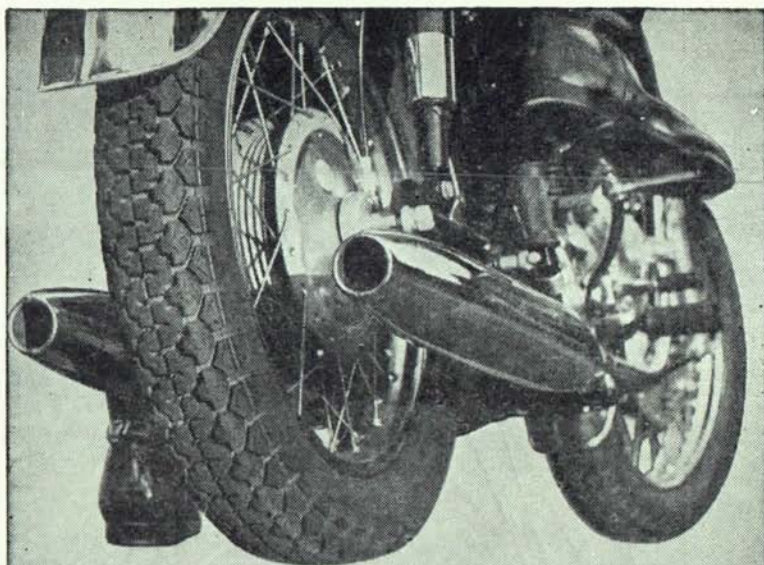


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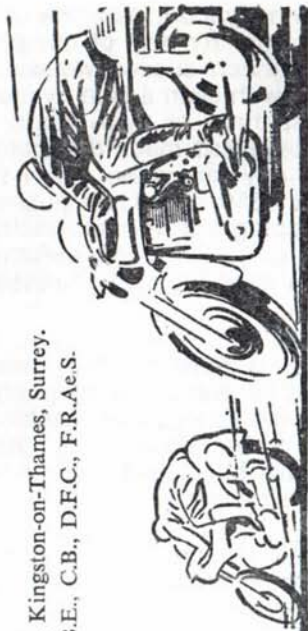
SIDECAR MAJOR



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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

EDITORIAL

THE suggested principles for formulas in racing have been received with mixed blessings by a variety of people. The press generally speaking seem to be in favour, but others are not quite so convinced that they are a good thing. Whereas it cannot be proved that the Japanese withdrew from racing because of the prospective alterations to the regulations, it cannot be denied that they cannot have been looking forward to all their hard work and expensive tooling going up the shute just to appease those unfortunate enough not to have the capital and marketing resources that they had.

When one compares even the twin cylinder Yamaha with anything that other manufacturers can offer by way of competition, it is not difficult to imagine how much success we would have if the Japanese remained in racing with even a twin cylinder formula. It must take everyone at least three or more years to catch up. The withdrawal of the Japanese has made the institution of a formula easier but is it entirely fair when you have Benelli manufacturing an eight cylinder 350 and Jawa pushing ahead vee fours? But then they are hoping that formula restrictions will not affect the bigger classes. Benelli, I know, switched from an eight cylinder 250 to the bigger capacity on this reasoning. I hope their optimism was justified.

It is true that a formula applied to increase the crowd potential in this country could do a lot for the sport by putting most riders on the same footing. The single cylinder machines have almost had their day and we seem to be hanging on to them only because the design and tooling have been paid for and the machines are a reality rather than a possibility.

The Read-Weslake is about to start a new trend in British racing which should be emulated by others. A two, three or four cylinder enterprise could enliven the proceedings to a great degree and provide better racing and a more successful future than we see at present. The two cylinder image would have much benefit to British racing at home but for heaven's sake leave the International racing alone for the time being and let us at least witness the might of the rest of the world. Technical development must go ahead to improve the two wheeled image. The British will realise sooner or later that they must join in if they want to survive.

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IS A UNION NECESSARY?

AT this time of the year many riders start their journey to get some money out of racing. Many hope to sign contracts with Brands Hatch and others for the whole of the year as the pilgrimage to the racing venues are only a few weeks away. Many will be disappointed that they haven't been accommodated as they hoped, or that the financial inducement to race isn't sufficient for their appetites. It is at this time of the year that many things are uncertain and uncertainty always breeds contempt.

It seems to me as though riders have a choice. Either they ride for the sport or they ride for the money. Either they treat it as a business or as a sport; I don't think the two mix. Of course there are always those that ride purely for the pleasure with the hope that they can screw some money out of someone down the line, but these people are not invariably the ones who kick up all the fuss and shindig.

From an organiser's point of view the last thing he wants is a king-sized row on his hands at any time. To avoid this he either gives way or else makes his intentions known before the start of the season. This is not always possible as events have a habit of twisting nastily upon one. But rider's have to plan their season well ahead and any excuse the organiser might come up with to delay a firm reply is not always welcomed.

So riders get together to plan an action like the one at Mallory Park last year; or else collectively to barrack an organiser into giving way. They may refuse to ride; not ride to win or else play hard to get when the tables turn and it is the organiser who needs their attendance which, we all know, happens from time to time particularly at the smaller National events.

It has been talked about often enough but so far nobody has seen fit to raise the question of forming a riders' union outside of an International level. Even the World Championship Riders' Association hasn't yet got off the ground and I doubt that it ever will. The biggest setback is that the organiser still has the whip hand, for if it wasn't for him there would be no racing at all. Riders could argue that if it wasn't for them there would be no race meeting but this is rather like trying to get the cart to pull the horse. We are finding all too frequently these days that unprofitable meetings get scrubbed. If the riders that draw the crowds stay away from the meeting then there is no point in running it so neither of the two parties get anything out of it.

The point I am endeavouring to make is that both sides succeed or fail by their own actions. More often than not bad feeling arises through a complete lack of understanding of both sets of problems and it is made ten times worse by someone, somewhere along the line losing their temper. I always like to believe that riders are my equal, but that I know a lot more about organising and the amount of money I have at my disposal than they do. I also believe that I know who is worth the money and who isn't, but this decision can often be based on popularity, not necessarily on the overall successful performances of the rider. It can be quite embarrassing for both parties when the point is argued out to its obvious conclusion.

The whole financial aspect of a meeting is decided by spectator potential. If you like, it is this potential that decides in advance the amount of money you are going to put into it. You know before you start exactly how many spectators to expect and how much they are going to spend upon an average which has not varied much over the last ten years. You therefore work it from there since you know how much profit you would be happy to make on the meeting. It is with this knowledge that you decided how much prize/start money you are going to employ and how much will be necessary to draw in the expected attendance.

When an organiser says he hasn't any money left he is invariably telling the truth. It may be awkward for him to pick and choose who he is going to pay and who he isn't, but it is a fact that a good organiser will never haggle. The only occasion which might see such an organiser hold off is when he may be negotiating for someone with money that might not be accepted. Only then did he ought to come back to you. But the trouble is that the rider concerned might think that he's trying a big 'come-on' in the hope that he might ride for nothing.

Riders have the choice of either riding or not riding. Nothing an organiser can do will make a rider take part if he doesn't want to. Likewise a rider has the will to either accept or refuse an offer and it didn't ought to go against him on a future occasion if such a situation arises, provided there are no harsh words to be remembered. I know I always seem to be at cross purposes with Jack Findlay and Tommy Robb, two people who I admire and respect, but we always start from scratch the following year and hope for the best. It is not so much that I don't want them but that I can't always afford them although I feel sad about Tommy because I owe him a favour from the 1962 Hutch at Silverstone which I haven't been able to repay as I had intended. Florian Camathias always used to be a worry to me as I never used to know if he had accepted or not. He used to write in French and insisted that he couldn't speak English. So I replied to him in French one year and from then onwards I had no trouble whatsoever, despite the fact that his English was almost as foul as my French.

Of course there are riders who wouldn't get through my guard unless they rode on my terms but I think, on the whole, they have asked for all they've got. But at least they have as much choice in the matter as I have. They don't always have to be rude!

No, I don't believe any union of riders is necessary because I don't believe that they are hard done by as a whole, knowing both sides of the picture as I do. Individually they present a different problem than they do collectively but I can't help feeling that the strike at Mallory has cost them much more than they might imagine. It would be difficult to give a reason why without appearing compromising, but to contract to ride and then refuse to is not something which ought to be done and it was lucky for them that Grovewood took the action they did. They might have otherwise been sitting on the sidelines for quite some time although I do agree that it would have been pointless running a meeting without some of them.

On the whole we are a reasonably democratic sport and don't suffer from the unfortunate maladies that others seem to be a prey to. We all have freedom of choice and are not pushed from pillar to post. Therefore we don't need a union of any shape or form, neither do we need talk of one. Those people that consider themselves victimised should speak up in their own defence and sort it out with whoever they think is being vindictive. It's the only way to a solution and it might do them far more good than harm. If they keep muttering under their breaths they will get nowhere except deeper in the mire. With the cost of racing these days for ever on the increase, it's about time it was realised that only so much can be taken out of it. Better racing and more International participation is the only way to keep things stable, let alone to improve the situation.

HUTCHINSON 100

PLANS are now underway for the 1969 Hutchinson 100 which, to all intents and purposes, will be roughly the same as last year except that a very moderate amount of start money will be allocated to British riders. When I say moderate I really mean what I say. It is impossible in this present day and age, with spectators obviously going only for those meetings with the stars present, to pay all the people who would like start money; and likewise it is not possible to pay those people who one would accept ought to be paid, the quantity that they would wish. In effect this only means that about a round dozen riders of repute will be paid and then it is our intention to pay them all the same amount of money.

I hear from Benelli that they are operating a very restricted development programme with the new 8 cylinder 350 c.c. machine this year which will greatly restrict their appearances. However, Count Nardi-Dei of Benelli informs me that, if all goes reasonably well, and the four cylinder machines which appeared at the Hutch last year are still relatively raceworthy, Renzo Pasolini will again be at the Hutchinson 100. But on the fours, not on the eight. This seems to belie Phil Read's comment that he could well have an eight cylinder with the implication that he might be permitted to race in outside world championship events. However, we shall obviously see what we shall see.

Letters have already been sent to Agostini and Count Agusta with the hope that they may make an appearance at this year's event. So too has a letter gone to Prague for the possibility of Statsny's appearance on the Jawa.

We had every hope this year of receiving support from the trade to sponsor individual races with the obvious result of being able to use the prize money thus saved to better effect. I regret to say that no-one at this stage feels they have any money to spare—a situation which is prevalent throughout the world of motor cycle racing and one which was entirely expected.

Nevertheless, we are planning to make the meeting a memorable one.

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— COMMENT —

I WAS surprised to read in a non-trade journal the other day that Honda is making a major technical bid for a tie up with Czechoslovakian industry trust to develop a new automobile plant that will manufacture 300,000 cars annually. Although Honda is very inexperienced in working such an integrated market as eastern Europe it would appear that they have no qualms about trying. For newcomers they are already off to a flying start. The Honda is now a serious contender for markets previously held by Alfa Romeo, Renault, Citroen and British Leyland and is at the present moment considering building their 360's and 600's at a Yugoslavian free port on the Adriatic. Honda expects to find a good market for its small cars in Yugoslavia where it is planning to organise a sales and service network. Bulgaria is buying smaller Honda mopeds, Rumania is interested in Honda motor cycles. Honda also believe it will be possible to sell even larger Honda motor cycles in Czechoslovakia in competition with Jawa-CZ from whom they have already bought a licence to manufacture critical motor cycle parts.

It seems quite an obvious result of their racing and marketing policies that Honda look like catching the previously held British market in the United States. We have just seen that Honda intend to sell their big 750 four cylinder for £150 less than the British Triumph and B.S.A. three cylinders. There is no doubt in my mind that the machine will prove superior although I rather fancy that the American's might prefer the style of the threes in favour to the Japanese machine. This is not saying that I like the style for I think it rather hideous. But then I don't like the Harley style either but the Americans do, it would appear!

I hear from Joe Dunphy that he has received the blessing from Ferodo to service the Manx GP this year although Ferodo still intend servicing the T.T. themselves for another year. Joe will take over the Ferodo service depot. Following the opening of his business in Sydenham he seems to be doing rather better than many people predicted. His latest batch of orders came from Greece, of all places!

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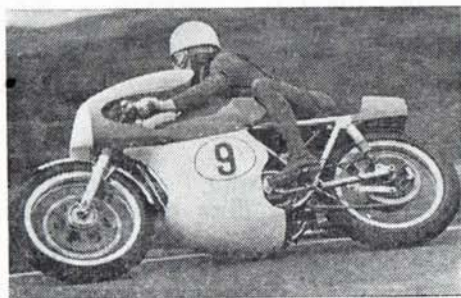
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TO HAVE WINGS!

Jim Swift

I RECENTLY accepted an invitation from BOAC to go on a tour of their premises at London Airport. Although there are many people better versed than I am in airline management and know a lot more about the subject, I would like to recall some of the tour for those that might be interested in how the other half live. Certainly I felt that all my monetary problems were insignificant when compared with the might and complexity which greeted me.

It all started when a professional acquaintance invited me to join a party of friends on a tour of BOAC. The party was made up from sporting secretaries, Football Association, Rugby Football Association, International Athletic Association and the like and I must admit that I tended to feel out of place. Firestone for some reason was represented and so too was Carrera so the visit wasn't entirely wasted.

We met in the morning at the staff training college where we were shown around quite informally. This part of the tour included a detailed explanation of the VC10 flight simulator which prepared me for what must come afterwards. It is unbelievable to imagine that this operation forms the basis of the whole network of VC10's for it is here that the pilots, most of them already well versed in flying big aircraft, come to undergo 30 hours at the controls of what must be the finest aircraft ever to be built in Britain. Each hour on the simulator costs £100 and it is in operation 24 hours a day, the instructors taking it in shifts. The background to the simulator is in a small office behind the cockpit of the aircraft which, to all intents and purposes, is identical to any operational aircraft. Indeed it is liable to the same degree of inspection that any other aircraft is, despite the fact that it never, of course, leaves the ground. There is no difference between flying the simulator and a real VC10 as events were the prove. The box of tricks in the office provided everything from a first rate storm to a perfect landing and conjured up a variety of landing approaches on a variety of airfields, flashed on to a television screen in front of the pilot. The VC10, like most big jets, are flown on instruments alone and the complexity of it all made me only too well aware of how easy it must be to fly by sight and yet I know that is difficult enough. It's staggering to realise that it costs £3,000 to adapt a pilot to such an aircraft.

At BOAC they have recently completed a building, one of the first outside the United States, for strobe work with both radiation and X-ray materials. Instead of stripping down an engine to estimate the amount of wear—an operation which could take a week or more—strokes are used to determine if particular parts

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need replacement. We were shown a 'flame-can' from a Boeing engine which, to all intents and purposes was just like a double sized baked bean can with holes in it. It was explained that the cost of each of these was £500 so they made them last as long as possible. Before the building was completed, complete engines had to be sent to the United States for this work to be carried out. They believe they have saved the cost of the building already. With an engine which must weigh every bit of two and a half tons, the freight charges alone were pretty astronomical.

Before lunch we were shown around the engineering workshops which would make any motor cyclist a dream world. But it would take a year to know what to do with everything, such was its vastness. You started at one end with a few nuts and bolts and ended up at the other with a complete 'power house', such is a jet engine called. From that we went on to lunch at the Skyways Hotel, a so-called frugal affair that I was foolish enough to believe in advance. It was so frugal that I could hardly move a muscle afterwards and my gastronomic juices didn't recover for a long time. But then everyone else was in the same shape as I. The afternoon tour included visits to the Control Tower, where the whole question of radar had me completely and utterly baffled, and to the site of the new hangars which are being built to house the new Boeing 747 jets with their 400 seating capacities. As they are infinitely bigger than the normal Boeing, new hangars were being built at a cost of $9\frac{1}{2}$ million pounds (one half a million more than Firestone's motor racing budget last year). As the Board of Trade insist upon proper working conditions, central heating was a major part of the building programme and it was estimated that some 30 miles of underground copper pipes were necessary for the project. As the heat loss of opening the hangar doors is so vast, special blowers are located inside the hangar which will automatically switch themselves on and bring the correct working temperature up within twenty minutes.

Some of the exceptional problems of jet age flight were explained at great detail. They consider that everything is now set for supersonic flight with the Concorde but arguments are still raging on how to feed 200 people from London to New York when the whole of the trip will only take $3\frac{1}{2}$ hours. The problems with the 747 are equally as humorous because they haven't ovens large enough to cater for the vast numbers. Other types of ovens which heat reasonable quantities of food very fast, interferes with navigational instruments.

We were also treated to some film on landing at Beirut. It appeared that it had always been a traditional part of airline practice and intent, that all pilots were made familiar with landing approaches and the drill of control towers. If they had never landed at a particular airport, they were sent out to have a look round before actually landing an aircraft there themselves. If

the airport was Tokyo, the cost was quite enormous and hotel expenses had to be paid for the pilot and crew. Again for the first time, BOAC use a documentary film system. They have films of every airport on their itinerary and are collecting more as the years progress. Since starting the system, which has the approval of the International federation which dictates that all pilots must have a working knowledge of landing strips and procedures, they have saved something like £18,000 over 18 months. They have their own film making unit controlled by a senior pilot and a pilot can see the film of any airport at any time he wishes by wandering along to the cinema. BOAC even make their own films which are supplemented by verbal instructions and complete and concise written tabulations and graphs showing altitude, contours, weather conditions at any time of the year, etc.

So it would all seem that our own problems are very small in relation to the vast resources of BOAC and any other airline come to that. I have also stopped arguing that the cost of an airline ticket to the Isle of Man is too expensive because, for the first time ever, I have seen what goes on behind the scenes. My only wonder is that they make a profit!

Ode to Mighty Mos!

The Atlas may be fast and smart
but old Ken's Triton is twice the part,
No matter how your engine is tuned
Its body weight that must be pruned.
Take a tip from a road racer old
don't get caught out in the cold,
Get fit now for the coming year
Don't Rot! like Beal, on horrible beer.
Weight apart you can't succeed
If my word you do not heed.
My racing steed is still the best
and has yet to be put, to the real test.
Its never been pushed beyond six thou.,
because its rider is such a Wow!!!
Give up now Mos, while there's time,
Victory at Brands is definitely mine.

K. R. EVANS — Team Omega.

There will be no Castrol Championship this year. At the present moment they have offered to sponsor the British Road Race Championships, but I can't see that the layout of these championships this year will help much to decide a worthy champion. Even working on last year's results, it was obvious that the Championships didn't mean a thing when influencing riders to go to a particular meeting and I can't see it doing the same this year either. There are always a preponderance of meetings over Bank Holiday periods and it would seem that, on the same day as our own Crystal Palace meeting which incorporates the 350 and 500 rounds of the British Championships, others are running rounds for 125, 250 and Sidecar. I'm left to wonder how some of these other organisers are going to feel if all the stars turn up at the Crystal Palace. It suits me very well of course, particularly if Castrol do throw in their sponsorship as well, but now it seems as though the A.C.U. have made a step which will make or break some meetings who will rightly have to pay some convincing start money to make up their initial loss. Of course, if I am right in the first place, it won't make much odds anyway.

While referring to the Crystal Palace, it would appear that the move to make the British Championship look a little more successful has done an ill service to the Player's No. 6 movement who, this year, haven't made a move to sponsor anything else. Because the A.C.U. wanted to move their Championships around as they have, it is now certain that Castrol will move in over their heads simply because most circuits already have cigarette brand sponsorship in some form or another. Castrol don't offend anyone or cut across competitive sponsorship.

Carrera's have moved into the motor cycle racing scene this year in a big way. Meetings to be sponsored this year include the King of Brands event at Brands Hatch on April 4th; the International meeting at Oulton Park on September 1st (clashes with the British Championships); Master of Mallory meeting on April 6th and the 1,000 guineas Race of the Year on September 21st. Carreras are now endeavouring to find a brand of cigarette which they can make personify motor cycle racing as, in effect, 'Guards' personify motor racing. The group is the same.

Sir Geoffrey forwarded to me the other week an extract from a United States aeronautical magazine which makes interesting reading:—

MOTOR CYCLE RIDER DEATHS AND DEATH RATES 1960-67

The following is noted for airline comparative purposes.

Year	Number of motor cycles	Motor cycle rider facilities	Death rate	
			Registration (1)	Mileage (2)
1960	575,497	731	12.7	33.7
1961	595,669	697	11.7	31.0
1962	660,400	759	11.5	30.5
1963	786,318	882	11.2	29.8
1964	984,763	1,118	11.4	30.1
1965	1,381,956	1,515	11.0	29.1
1966	1,752,801	2,050	11.7	29.8
1967	2,190,822	1,950	8.9	22.6

(1) Deaths per 10,000 motor cycles.

(2) Deaths per 100,000,000 miles of motor cycle travel, based on estimates of travel from U.S. Bureau of Public Roads. BPR reported 3,930 miles per cycle in 1966; this figure has been used for 1966 and 1967. BPR reported 3,770 in 1965, the only other year for which an estimate is given; this figure has been used for 1965 and all prior years.

Annual General Meeting

APRIL 25th—Hand and Spear Hotel, Weybridge, Surrey. If nothing else you can join us for a booze up!

FOR THOSE WHO HAVE NOT RENEWED :- LAST REMINDER - LAST MAGAZINE Norwich Trophy Meeting

AT Snetterton on March 16th there has been included a race for solos from 175 to 1,000 c.c. over 20 laps. This has been due to the number of people who haven't entered rather than those that have. The race will be made up from the fastest ten riders from the preceding races. No additional entry fees will be charged.

So if you are thinking that good old Bemsee will let you enter on the day, forget it! It may well be that some of you are reckoning on coming along on the day in any case for a last minute ride. You can almost certainly forget that as well unless you have a 125.

The moral still is—enter when you get the regs. or you may later be very disappointed.

POST BAG

Dear Sir,

I think some of the Club members need a good old 'boot' in the backside. Since I joined the Club some two years ago it seems to me some of our members are very complacent. I shall now explain my point of view.

Just recently there has been a controversy over clutch starts so a circular letter was put in the magazine. It asked for support of members who had experienced this method to comment and give reasons for wanting or not wanting this method of starting a race. The response was remarkable to say the least. No more than 100 could raise pen to paper (perhaps you have not been keeping fit through the winter).

Surely you can figure out which of these highly complex manoeuvres you like and give the Club some concrete facts to work on. To top this we now have the 200 competition run into a brickwall.

Only 200 members were needed to help support the Club and not only could we have had the chance of winning, but the Club would have benefitted especially in these times when the cost of running a club is so high.

Maybe you think that the amount was too high, but if you think that it was just the same as doing the pools but with a higher chance of pulling off a win, it was very worthwhile. If you think back, there was also the flight to the T.T. which was called off due to lack of support. I could go on and on but what's the use. You will probably not even bother to defend your shattered egos.

To all those that support the Club may I hope that you will continue to give the Club some hope in the future.

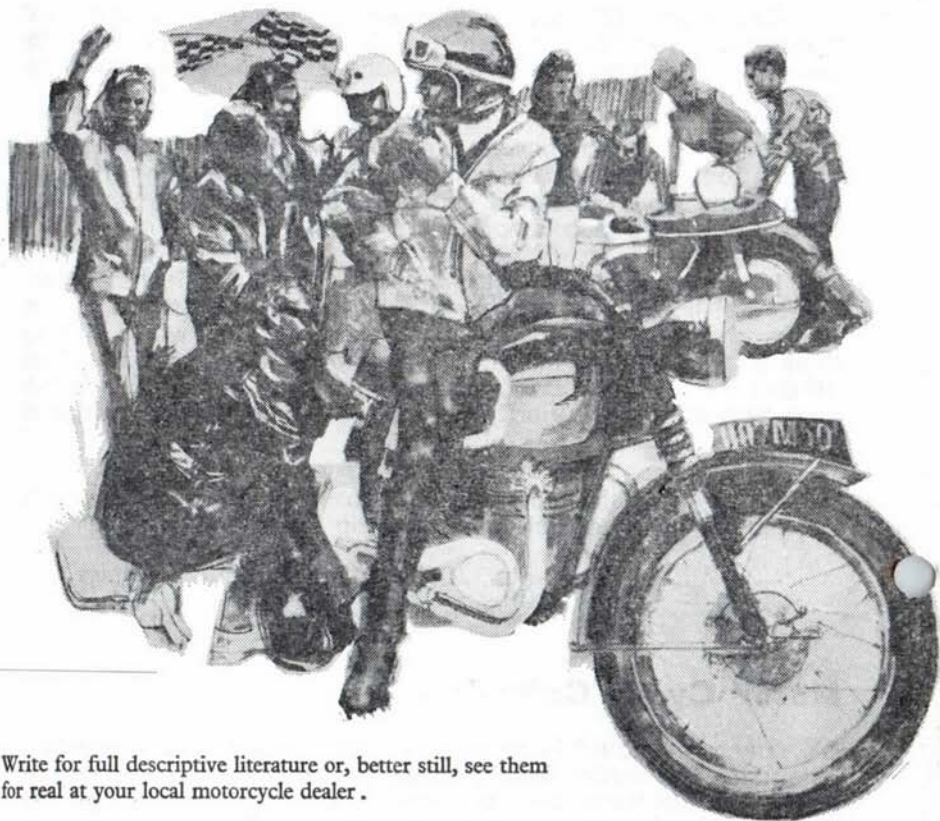
Yours, etc., JOHN HANSON, Esher, Surrey.

Motor Cycle Calendars

BY now you should have received your 'motor cycle' sporting calendar. The reason for the delay has been that the printing of it was held up for a time. However, I note with some alarm that the names and addresses of organisers haven't been included as was intended so we might have to think again before next year. However, we all hope that it isn't entirely wasted.

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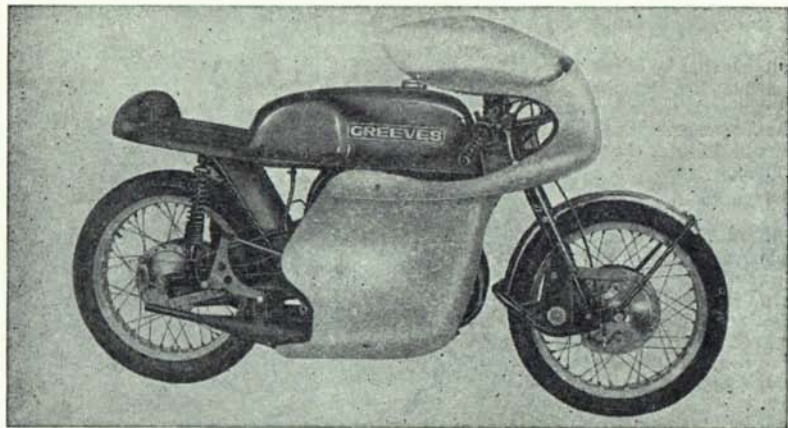


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Model 35RFS

A worthy partner for the 250 cc Silverstone

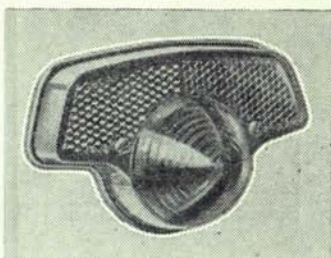
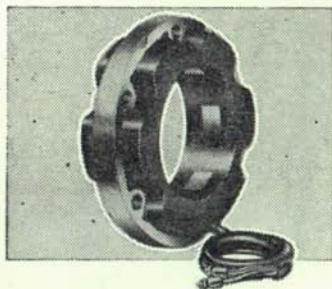


Limited production only - Book your order NOW !

**250 cc Silverstone past successes include:
1st Lightweight Manx Grand Prix in 1964 & 5
Winner of the 1964 "Motor Cycle News"
machine of the year Award.**

And now in 1967 8th in Lightweight T.T.

C. T. Holdsworth - Private Owner



Lucas have always got the motor-cycling enthusiast at heart and are constantly designing improvements which can be introduced into existing electrical systems. Here are the latest additions to their range:—

Clipper Diode: For direct lighting machines

End bulb blowing by fitting a Clipper Diode into the lighting circuit. The diode absorbs excessive voltage after it reaches safe maximum value and continues to do so as the voltage rises. Easily fitted.

Price 20/-

Encapsulated Alternator:

The coils are encased in a tough resin capsule to eliminate the effect of vibration. Will give trouble free charging for the life of the machine. Exchange your existing alternator for the latest encapsulated design.

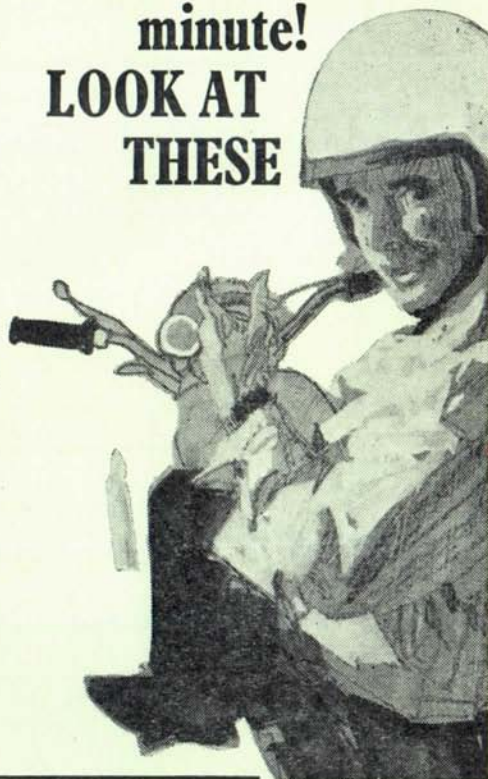
Write for details.

L.679 Stoptail lamp:

This unit, is rubber mounted for vibration protection. Now standard on most British machines fitting Lucas equipment. Think of the extra safety factor you will have no matter what the riding conditions.

Price 60/6d.

So you
think
your bike is
up to the
minute!
**LOOK AT
THESE**



LUCAS

Joseph Lucas Ltd.,
Birmingham 19

Motorcycle equipment
made by motorcyclists
for motorcyclists