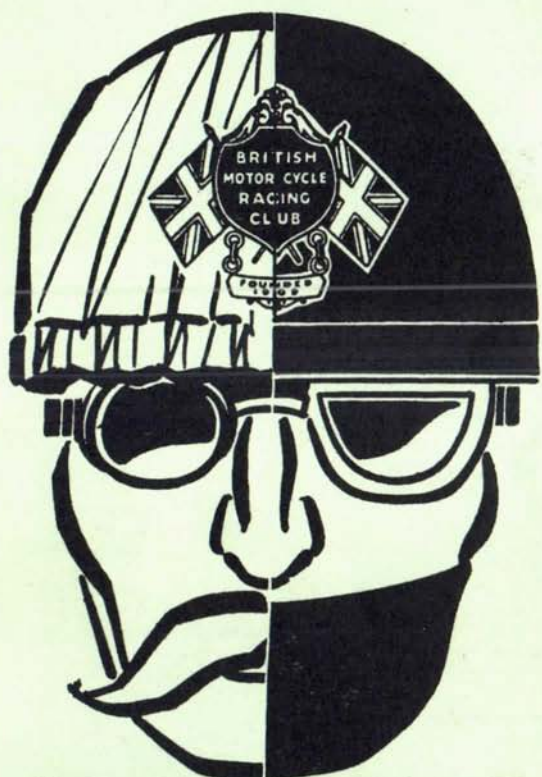
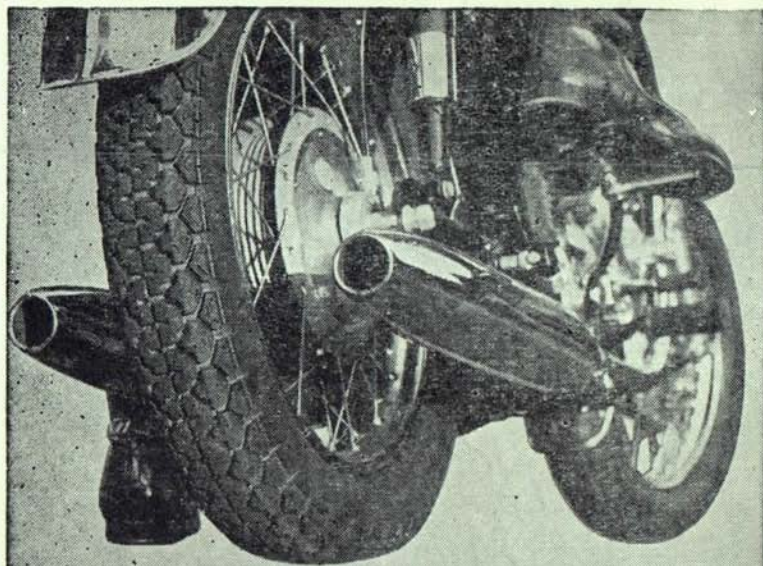


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THE JOURNAL OF THE

BRITISH MOTOR CYCLE RACING CLUB

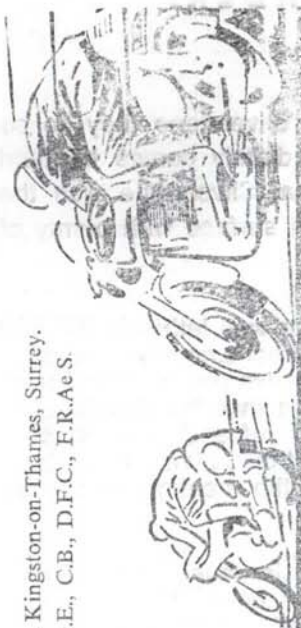
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EDITORIAL

AT the end of a season one endeavours to look back and to justify the amount of money which has been spent on racing. Don't add it all up if you seriously want to carry on racing because to do so would immediately bring you out in a cold sweat.

During the Manx practice one or two riders were asked by a female interviewer for television why they risked life and limb racing. The honest replies which she received made a lot of people believe the racing motor cyclist to be hairbrained and lacking of all normal senses. Even she was incredulous. But racing is in the blood as much to a two wheeled sportsman as to a four-legged breeder to whom the description used to apply solely. You cannot shake it off and even when you do stop racing as all of us must at some stage or another, there is some glory left even in the most modest achievement.

In retrospect, for the money spent in unequalled sport, it may appear not to have been worth it. Years from now it will seem as though nothing could have replaced the joy once spent on the racing circuits of England.



WHEN WE WONDER!

WHEN people turn and reminisce about Silverstone they do so for many reasons. The one which immediately comes to mind after the Silver Trophy Meeting was that Silverstone was the opposite to Brands. It had a good clean surface with plenty of grip but hang on a minute, did it?

Of course it didn't. Woodcote corner was lethal in the wet particularly after a dry week when car practising used to leave very heavy deposits of rubber in their attempts to drift round the corner. The complaint at Brands was that the circuit is so bad that it is unusable and some riders refused even to start knowing of the oil problems. I can't say that I blame them for it was touch and go as to whether or not the meeting was to be abandoned.

I think we all know that the problem is caused by overuse. But then without such use there wouldn't be a circuit anyway! There are worse circuits as are there better ones, but the very mention of Brands Hatch these days is to develop the feeling of iniquity with which it has been branded. The problem of Paddock Bend has caused much ill feeling and now we, as the organisers, are coming in for criticism as well because we haven't done anything about straw bales. Now I have yet to understand what's involved with Paddock Bend and on the day of penning this short article I have endeavoured to solve the problem by telephoning, once again, the A-C.U. It would appear that the organiser is responsible for putting up his own straw bales which are to be made available by the circuit. This is news to me. On the other hand there is so little time available to do the job, it would take an army, since time is restricted between the end of the car practice in the morning and the start of motor cycle practice at 12.30 p.m., not quite half an hour at the most. It is surely not even possible to do the job on the Friday because the car school must run to R.A.C. regulations and the R.A.C. preclude the use of bales. Or perhaps this is just for occasions when there are spectators?

Straw bales are marvellous when they are new but leave them in the open for a few months and they are almost as hard to hit as the wooden sleeper. Drag them about from one meeting to another and they quickly fall apart and become unmanageable. Bits blow all over the place and the net result is a new danger almost as bad as the original. I say **almost** for a number of reasons.

I am going to be so bold as to repeat something which I was told by one eminent rider many years ago—that by taking away one danger you replace it by another. Converseley by safeguarding a certain danger you create the same problem. Thus by straw-baling Paddock Bend a new danger will be created in that riders will go faster. Bales or no bales riders have cannoned into the sleepers/banks at Paddock with no corresponding lack of seriousness evidently available.

But I am all for lessening the possibility of serious accidents where there is just cause for such seriousness to be expected and you may rest assured that this Club will endeavour to solve the problem for the forthcoming season even if it means putting straw bales out ourselves on Friday morning.

Circuit conditions are, of course, yet another problem and are cumulative. The circuit is in a much better condition at the beginning of the season than at the end, for winter has the habit of destroying oil and breaking up the rubber ground into the circuit. Early rains wash the muck away so you start with a clean sheet, so to speak. Not so the end of the season, however, when you have quite the reverse problem. But then some riders don't help others, do they?

ODD'S AND ENDS

JOE SLATTER

WE were indeed sorry to see that Joe Slatter, one of our more experienced marshals, has ended up in hospital with a fractured ankle and tibia. Joe was involved in an accident at Southbank on the Kidney when a sidecar outfit looped over the marshals' post and collected him on the way. Joe saw it coming but was well protected by the concrete post. Unfortunately it looped through the end of the straw bales and Joe wasn't able to get out of the way. We wish him a speedy recovery.

MARSHALS

IF you're packing up racing at the end of the season and would like to keep in on the racing scene, then have you thought about marshalling. It's a thankless task but one for which you would be welcome. If you want to have a go then please write to Dennis Bates, 53 Pickhurst Park, Bromley, Kent.

ANNUAL DINNER

ENCLOSED with this magazine are references to the Annual Dinner and, more particularly, an application form for tickets.

We're a month late in sending you the application, due to a bit of a misunderstanding with the printers, so please use them rapidly.

This year's dinner is at Lyon's Corner House, Coventry Street, W.1 (Piccadilly Circus), and will lack nothing of the atmosphere it has previously done. The year's trophies will be presented and some people will be getting surprises when they are notified since in some regulations we have omitted to specify that trophies are there to be won!

CLUB CHAMPIONSHIP RACES

IF anyone is interested in the Club running championship races during 1970 will they please indicate. We have one or two ideas which need sponsorship, as we would certainly like to make the financial reward, rewarding!

It would be more acceptable to make the eventual winner one man by basing the result on his number of wins rather than one man one class which would necessarily be very expensive. If you have any ideas please let us have them now, not later.

OFFICE CLOSING

DUE to the fact that Peter and I are earnestly seeking a holiday, the Club offices will be closed from Saturday, November 8th (the day of the Dinner) until Tuesday, November 25th. I am sure you will join in wishing us fine weather. You can rest assured that our thoughts will be far from two wheels! I think a spot of shooting is called for.

B.P. T.T. BOOKS

IF you were not the recipient of one of the T.T. Books which we circulated at Brands Hatch in September, free of charge, then I am very much afraid that you would be wasting your time in writing for one. They were all given out and the supply was not an endless one. Only riders benefited from them and we sincerely trust that they were appreciated.

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BROOKLANDS STORY BY NOEL POPE *Continued*

The kilometre figures were only destined to remain for less than a week. At the May 17th meeting this record was taken by Newsome during the Time Trial event. The results being:

Class	Kilo. m.p.h.	Mile m.p.h.	5 Miles m.p.h.
Class A — 275 c.c.			
H. Martin (Martin JAP)	62.5	62.14	59.8
Class B — 350 c.c.			
W. Chitty (Frays JAP)	57.6	56.2	
Class C — 500 c.c.			
W. F. Newsome (Triumph)	66.38	65.43	63.8
Class D — 750 c.c.			
S. T. Tessier (Bat JAP)	74.74	73.05	69.77
Class E — 1,000 c.c.			
O. C. Godfrey (Indian)	80.29	80.20	76.65*

* British record

These two, Surridge and Newsome were given a chance to try their skill with each other in the 500 c.c. three-lap Scratch Race which was the final event of the meeting. Only a matter of feet separated them all the way to the finish which was:

1. V. J. Surridge (Rudge)
2. W. Newsome (Triumph)
3. L. T. Rhys (Triumph)

Later in the month Surridge took the coveted 60 miles in the Hour with his Rudge, the figures being:

Class C record, 1 hr. 60 miles 783 yds.

Lap record—66.47 m.p.h.

SIXTY miles in the hour was covered again at the June 7th meeting in the Senior T.T., and new records were set up in the Junior T.T. race, the results of which were:

1. O. C. Godfrey (Zenith Gradua JAP) 299 c.c.
Class B record
50 miles 54 mins. 57 secs., 1 hr. 54 miles 726 yds.
2. P. Weatherill (Zenith Gradua JAP) 299 c.c.
52 miles 774 yds.
3. H. Colver (Enfield twin) 334 c.c. 44 miles

Senior T.T. One Hour Race:

1. G. E. Stanley (Singer) 499 c.c. 60 miles 255 yds.
2. J. R. Haswell (Triumph) 57 miles 1,500 yds.
3. F. A. McNab (Trump JAP) 57 miles 309 yds.

The meeting finished up with an eliminating Handicap in which riders were sent off in pairs, the winner going into the next round. This made it possible to keep a very close check on their handicaps. This gave the result of:

1. S. T. Tessier (Bat-JAP) 580 c.c.
2. A. J. Luce (Bat-JAP) 738 c.c.
3. A. Baker-White (Trump-JAP) 488 c.c.

Great excitement and interest was given to the July meeting through the match race between the British Champion, C. R. Collier and the Jake De Rosier, the Champion of America. The match was to be over three events, namely, 5½ miles, 13½ and 27 miles.

Jake De Rosier was perhaps the first rider to wear a streamline suit of leathers, it being necessary to use a button hook to encase him in this tight fitting suit in order to put the buttons through the holes.

Collier lead at the beginning of the first event, but it was obvious that Jake sitting on his tail was feeling out the lay of the land, and pulled out to pass his rival as they neared the finishing line to win by a length, at a speed of 80.59 m.p.h. with Collier only a 1/5s. slower.

A ten lap scratch race followed which resulted in the positions at the end of the race for these 500 c.c. machines:

1. Stanley (Singer) 60.31 m.p.h.
2. McNab (Trump JAP)
3. Oldman (Zenith Gradua)

Collier had a runaway victory in the second International match through Jake disappearing on the third lap. But when the American ambled nonchalantly back to the pits on the rim of his front wheel and the tyre and tube wrapped round his forks the crowd gave him a great ovation. He had held his machine upright after his tyre had come off at over ninety miles an hour.

In the All-Comers' Open Handicap the T.T. winner starting from scratch proved to be more than too hot for the others and romped home in 20 mins. 17 secs. to table the results thus:

1. O. C. Godfrey (Indian) 74.46 m.p.h.
2. H. Martin (Martin)
3. F. A. McNab (Trump)

In the deciding contest over ten laps Collier and De Rosier fought it out tooth and nail changing the lead and the challenge lap by lap with never more than a length between them. Britain's hopes were dashed, however, when Collier's machine shut off when his switch jumped into the off position to let Jake be well away before he was able to turn all taps full bore again. De Rosier crossed the line to win at 78.64 m.p.h. with Collier 20 secs. behind.

Jake De Rosier further established himself over this side by taking the mile at 87.38 m.p.h., the kilo at 85.32 m.ph. and the five miles at 80.72 m.p.h. He then bettered these figures set up in early July, with attempts made on the day before he left for the States on August 4th.

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The kilometre was raised to 83.77 m.p.h., and the mile to 88.23 m.p.h.

The Collier brothers were, however, by no means finished yet and in a matter of days were after his records, making the world's fastest to set a new standard with a speed of over 90 m.p.h. The new records set up by C. R. Collier on the Matchless were:

Kilometre—89.48 m.p.h.

Mile—91.37 m.p.h. World record.

Five Miles—83.72 m.p.h. British record.

Other members were making attempts on records as well and amongst those who were successful was McNab, who lowered the two hour record for single cylinder machines. The 499 c.c. Trump machine he rode covered 110 miles 297 yds. in the two hours, and the 100 miles in 1 hr. 49 mins. 8 1/5 sec.

In these days of pioneering, records were the order of the day and the August 26th meeting was to prove no exception.

Collier lead the batch with a speed of 91.23 m.ph. over the kilometre on his 998 c.c. Matchless.

In Class D, Tessier on a Bat-JAP broke the mile record, returning 73.83 m.p.h.

H. Martin reduced both the mile and kilo figures in Class C. His figures showing 72.89 and 73.95 m.p.h. respectively on the Martin-JAP 498 c.c. machine and in Class B he established a five mile record on the 343 c.c. Martin-JAP.

The Hour race which followed also show new records by the winning men in the race results as follow:

Class A (Existing record 39 miles 1,615 yds.)

W. Chitty (Frays JAP) 270 c.c. 50 miles 239 yds.

Class B (Existing record 54 miles 726 yds)

H. V. Colver (Enfield) 340 c.c. 54 miles 122 yds.

Class C (Existing record 60 miles 783 yds.)

J. R. Haswell (Triumph) 499 c.c. 63 miles 194 yds.

O. C. Godfrey (Indian) 499 c.c. 62 miles 1,147 yds.

Class D (Existing record 64 miles 445 yds.)

A. Moorhouse (Indian) 584 c.c. 55 miles 1,020 yds.

It was only fitting for records to be broken at the last meeting in October. In the Junior Hour race for Classes A and B, H. Martin not only broke the record in Class A but won Class B race as well by covering 54 miles 310 yds. in the hour.

The next and last event of this the last meeting of the year was the 100 miles Record Race for Classes C, D and E. In this race Haswell lowered the 100 mile record in taking first place. Race results:

1. J. R. Haswell (Triumph) 499 c.c. 1h. 37m. 52 2/5s.
2. W. H. Elce (Rudge) 499 c.c. 1h. 38m. 17 4/5s.
3. O. C. Godfrey (Indian) 497 c.c 1h. 42m. 40 4/5s.

TOPICAL COMMENTS

THE Silver Trophy race meeting at Brands Hatch on September 13th was an eye opener in many respects. The inability of some riders to appreciate the result of their own actions is distressing. None of us—riders and officials alike—appreciated the humour of one sidecar driver whom I stopped in the pit enclosure, for he had oil pouring from his machine. I was shattered to find the answer to my simple question "where did that happen" was "over there," a finger pointed to Druids. That driver had gone from Druids, Southbank, Clearways and then back to the start with his machine pouring oil. The consequent hold-up of practice didn't meet with much appreciation but as there was only one sidecar practice session left, I was less concerned with that than with the circuit mess which presented itself.

The mopping-up operation could not successfully be achieved in a day, let alone the time which we had at our disposal. But we got racing underway eventually.

Then, through no fault of his own—he claimed it to be oil that caused him to lose his front wheel—another rider bit the dust at Clearways and the consequent mess when his petrol tank deposited its contents on the circuit needed to be seen to be believed. The surface lifted and made the use of a large portion of the 'inside' of the track impossible. So we had to 'cone off' leaving Clearways much narrower than usual and continued racing.

But then another tragedy struck in the second sidecar race when someone—we know not who—deposited another oil tank full of oil on the course at Clearways. It took us twenty minutes to make the track usable but from then onwards racing at that part of the circuit was just impossible. All riders were briefed on the line and, I am glad to say, all took suitable heed of the instructions.

But come to the last race and tragedy struck at Paddock Bend when John Goddard dropped his machine. Ambulance and doctors were in attendance rapidly and were getting him on to the stretcher on the grass verge on the outside of the circuit. Flag marshals were actually standing on the track waving the flags but hardly one rider slowed down, certainly there was some pretty hairy riding up front and if one of them had ended up on the grass he would have collected the whole medical team and the injured rider. Thoughtless, stupid riding of which the guilty parties should be ashamed. If the race had not been of only five laps it would have been red flagged immediately and not re-run. With only a couple of laps to go there was not time. It is little wonder that flag marshals have just about had enough of inconsiderate riders.

We make it known forthwith that any rider who does not take due heed of flag signals under similar circumstances will be banned from racing with the Club. A marshal's job is to make racing safe for riders. His job is not to be abused by riders themselves.

JHS

PETER ARNOLD

AS you well know, Peter Arnold was involved in an accident in the centre of Northampton just over a month ago and died from his injuries. The accident was a tragic one, for Peter was to be married to Maureen Vinnicombe, wife of the late Terry Vinnicombe, the very day after his accident.

Peter's first wife, Freda, died in 1966. Peter struggled against adversity, for he had to bring up his then three year old son on his own whilst at the same time continue with his journalism and his commentaries in the world of stock car racing, speedway and road racing. It was always a joy to see Peter at a meeting, for his boundless good humour and ready acceptance of difficulties made many a headache lighter and more easily bearable. In latter years we came to rely upon him to head our commentary team and it goes without saying that it will be almost impossible to replace him in this one aspect alone. He lived for racing and knew just about everyone there was to know in it.

It would be impossible to list the people who attended his cremation service on September 8th. The 150 notaries that were present were a fitting tribute to his memory and the Club would again like to place on record its sincere appreciation to Peter and its heartfelt sympathy for all his family, his friends, and, beyond all else, to Maureen. Words on their own are inadequate to convey what is felt at his passing.

JHS

MANX GRAND PRIX

WE would like to express an appreciation to all riders who took part in this year's Manx Grand Prix for their riding skill and enthusiasm, particularly those who represented the Club in the various teams. We record here those riders.

Lightweight—

G. D. Dixon, A. R. Russell, C. W. Curtis.

Junior—

A M. J. Bridger, C. Brown, E. G. A. Knight.

B K. G. Tilley, R. Shewen, A. M. Boyes.

Senior—

A B. Hussey, A. C. Tremble, K. J. Huggett.

B A. J. Palmer, C. Brown, K. G. Tilley.

Unfortunately, we didn't quite achieve the correct combination to pull off any team prizes but it was a good bit of fun. Our thanks also to Manxman Jack Bridson for arranging the teams for us. Although he resides on the mainland at present, Jack has lost none of his enthusiasm for either racing or for the Club.

In recording the Manx G.P. one cannot help recording the Club's sadness at the death of Mick Bennett, Iain Sidley and Gordon Taylor. I can only speak of Mick Bennett whom I first met about ten years ago and whose Vincent I took great delight in thrashing around Silverstone. To me, Mick was the very example of what racing was all about. Clean, sporting, and enthusiastic. I will certainly miss his friendship and presence around the racing circuits. As he gradually became more and more involved with the business which he started at Whittlebury, so he managed to race less and less. The Manx was his one great joy and it is fitting, I suppose, that if one has to die, it might just as well be at something which you enjoy doing.

To his wife and family may I extend, on your behalf, our deepest sympathy.

JHS

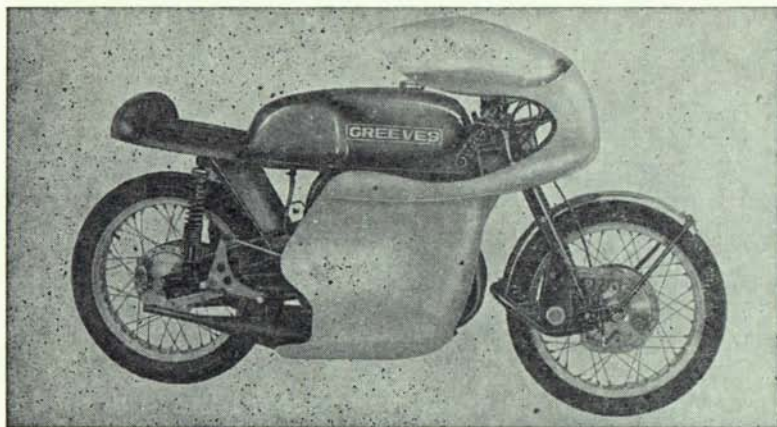


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