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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

EDITORIAL



THIS is, perhaps, the last issue of the magazine which will come under my pen. I say 'perhaps' because I may find it necessary to carry on with it until someone else takes over. It is my intention however, to let someone else suffer as I have done over the last seven years!

You will already have read that I am leaving the Club at the end of March; in fact I will already have done so by the time you will read this editorial. I do so with sincere regret for my labours over the last ten years in a paid capacity have been long and tough even though enjoyable and spiritually rewarding. However, at sometime ambition catches up with most of us and one has to look for something which is a little more financially rewarding as well, for as we are all well aware there is a limit on how much you can suffer at the expense of the domestic budget!

This last year has been a very difficult one, for the sport is constantly changing and one has to judge just how long these moods will last and act accordingly. I am sad at the fact that I

leave after a bad financial loss, but this in no way affected my decision. When chances come up one has to catch them before they fall back again and it was but coincidence that the two factors may be considered as one by some people. A loss was expected but the eventual figure was most disappointing.

Bemsee is an institution. Like most institutions it can only be protected by the people who run it and those people, whoever they are, must do so on a firm financial platform. Idealism is only acceptable when you can afford it. Therefore, many things have still yet to be done. In the first place it is becoming apparent that some revision must be made to the structure of the yearly racing programme, but this must be decided upon knowledge of certain factors and not guesses. Are there too many meetings: how many are at the wrong time of year: would members prefer less races: more races: shorter races: longer races: does the structure need changing at all? Then again, the whole concept of Club racing has altered over the last ten years. Whereas in the first instance we were the only Club running Club meetings, there are now quite a number. Bemsee must decide whether to stay a part of this structure or switch to the more glamorous and rewarding race meetings.

It is also increasingly apparent that Clubs with no 'overheads' are a little closer to the 'break-even' mark than we are at present. Income from race meetings has dropped off which has set too heavy a load against the running of the Club. Should it become

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a voluntary organisation or should it proceed with the firm conviction that only professionals will survive the constant struggle against rising prices and reduced incomes whilst keeping a standard that many would wish to emulate? There is a difference between struggling through and making it look easy.

I am therefore leaving to take up my new post at Mallory Park with a feeling of regret. Many things are unfinished but I suspect that this is the way with the world, let alone with the sport. I can only hope that you, the members, will give every support to the Board in what you can be assured will be another difficult year ahead. If there is anything that I can do to help, I shall still be around if needed.

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THE PRESS

an open letter to the technical press in the hope that we may hear their point of view

OUR weekly newspapers of the motor cycling world are often jokingly referred to as the 'comics'. Jokingly? So it appeared until a group of people got together recently at a private meeting to which the press was not invited. And the reason was simple, neither the purpose of the meeting nor the views outlined, which were for the improvement of the sport, could, in their opinion, be objectively reported by the technical press. So much has it lost ground, that these people from all aspects of the sport felt sincerely that it no longer contributed in depth to the very life-blood for which it exists.

It is too easy, of course, to heap scorn upon something out of favour. The fact of the matter is that newspaper publishing has its problems like any other business. Newspapers themselves will argue that they publish to serve a need: it may well be that the need has changed and they have changed to meet it.

Years ago we had two 'books'. The green 'un (Motor Cycling) and the blue 'un (Motor Cycle). Indeed it is not so many years ago that people queued in London at 5 a.m. in order to buy them. And there was a scheme whereby you posted on your read copy to some unfortunate chap who was unable to order his simply because enough could not be printed.

Trade was bouyant. New bikes were on long waiting lists, and the sport was climbing back to its pre-war level and beyond.

We read Graham Walker, Cyril Quantrell, "Torrens" Harry Louis, C. P. Read, "Ixion" Vic Willoughby, Bernal Osborne, George Wilson, "Carbon" and "Nitor" avidly. They covered the sport, the news, the whole field of manufacturing, touring and maintenance. Gave accurate road tests and reports—every aspect presented weekly. Authoritative, penetrating, adult journalism. No-one had ever heard of the sensational headline, nor the unconfirmed 'report' or the techniques of the popular mass daily translated into our world.

In those days, and they weren't so long ago, our technical press accurately mirrored motor cycling. Up in Bowling Green Lane Graham Walker and then Bob Holliday edited 'Motor Cycling' for Temple Press; over the river at Dorset House, Arthur Bourne was succeeded by Harry Louis on 'Motor Cycle' for Iliffe. The former tended towards the sport, and the latter towards touring and the man in the street with his solo or chair. But the inevitable economics of publishing has deprived us of independent publishers to an alarming degree. In fact International Publishing Corporation, which is the Sunday Mirror, Daily Mirror, Woman, Motor, Autocar, etc., etc., is also Motor Cycle incorporating Motor Cycling. And up at Kettering a group of provincial weekly newspapers publishes 'Motor Cycle News', which was borne of an idea by sporting motor cyclists Peter Baldwin and

Cyril Quantrill way back in 1955, before being taken over by East Midlands Allied Press.

They in turn are faced with opposition in the form of 'Motor Cycle Mechanics', one of a number of journals in different fields aimed at the do-it-yourself enthusiast which tops all the others for circulation (around 130,000 copies each month); 'Motor Cycle Sport' related in fact and in style to its big brother 'Motor Sport', and 'Motor Cyclist Illustrated'. These two latter journals publish lengthy articles on many aspects of machines and sporting events and also delve into facets of the sport such as organisation and politics.

If competition improved the breed this would be a good thing. Generally speaking a weekly paper is more widely read than a monthly as its coverage is more up to date as it can rapidly cover events whilst they are still news.

Taking a look at circulation figures seems to show a buoyancy. After all the circulations of the two leading motoring weeklies are only between 10 and 20,000 copies more, yet they cater for some 12 million motorists, whereas two wheelers are barely 2 million strong. But spiralling costs and a diminishing number of manufacturers can make it uneconomical to a point where a publisher wants a reduced circulation. It's not the price the consumer pays which produces the profit but the revenue from advertisers—and there's all too few of them.

But it may be that the publishers themselves are their own worst enemies. When correspondence columns are full of trite letters about who is a better rider, when sporting comment columns perpetuate the myth that all riders are angels, and promoters, clubs and other administrative and management sections are scamps, when the serious motor cyclist finds analysis of design and machines less evident, the topics of touring, exploring, club formation and practice reduced, the art and pleasure of two wheels ignored then something of the root of motor cycling is in danger of withering.

Few experienced publishers, especially those of a specialist nature would deny the point that the strength of a journal is in direct proportion to the stature and authority of the editorial platform. Equally well no person engaged in a specialist trade and movement would deny in the end, the vital need for a communicator within that trade reaching all levels, all schools of thought, all constituents.

There are people in all walks of the movement, with opinions, who are not heard. There are those struggling to maintain a future for the sport, whether they be sponsors, club officials, A.C.U. officials, circuit owners. There are rights of way researchers, let alone the designers, trade people, manufacturers—a plethora of vitally involved people. They are prepared to communicate, they have many things of real interest for us—have we really lost our mouthpieces, the technical press ?

Dennis Bates

OIL TIGHT MACHINES

Bert Cope

IT is becoming increasingly obvious that lack of proper maintenance is causing problems with oil spilt on to machines and the track. The following notes will help you keep the oil where it belongs—INSIDE the motor, tank and pipes.

(a) Tanks

Oil expands in volume when hot, and air bubbles, which are inevitable with dry sump motors, cause frothing.

Tanks should be filled to not more than three-quarters of their volume when the oil is cold.

Vent pipes should be fitted, well above normal oil level, to take away the hot air, which, like oil, expands. The pipe should ideally be fed into a catchpot.

Tanks should be mounted on rubber—NOT synthetic foam which compresses too easily.

(b) Pipes

Pipes to carry oil should be clear plastic. Rubber pipes break up internally and clog the oilways.

Pipes should be renewed at intervals of not more than one year, or sooner if they become hard and brittle.

Pipes should be run so that they do not chafe against sharp edges or corners of metal. They should be so positioned that they do not touch any hot metal, since this will cause them to melt.

Do not rely on a push fit to keep pipes in place. Use a worm drive clip or six strands of stout copper wire wound round.

(c) Motor (and gearboxes)

All motors can be made perfectly oiltight if tackled in the correct manner. The exception to this is the Manx Norton cambox. Either pay Mr. Lancefield to do the job or wrap felt around to soak up the oil. Use felt, as sold for carpet underlay, and not synthetic sponge.

All joint faces should be flat.

They can be checked on a surface plate, or a piece of plate glass.

Tapped holes in alloy tend to lift around the top. Ease down with a fine file, and lightly countersink the top of the hole. High spots can be eased down with a file, and the whole face checked with blue on the surface plate.

Do not insert screwdrivers into joints to break them. The faces are then bruised and will inevitably leak oil. Tapping round the outside with a rubber faced hammer will free the joint if sufficient patience is exercised. Clean off all traces of jointing compound from both faces, including all spots. Remember that one piece the size of a pin head will prevent the two faces meeting, and oil will come out.

Use just a thin smear of non setting compound, such as "Wellseal" or red Hermetite in the joint. The faces can be pulled apart easily, and the compound washed off with petrol. Tackled in this manner, no machine should drop even one

spot of oil.

If you over-rev., however, it is a different story!

Club Lap Records at Snetterton

DURING the off-season we have gone through the Snetterton results for all our meetings there and have produced Club Lap Records which you will have seen in the Norwich Trophy Programme of 8th March. If you are interested, you might find the following details even more interesting:

4th October, 1964

350	L. P. Young	1.50.6	88.21
250	J. Blanchard	1.53.8	85.73

N.B.—The rest of the results are virtually unreadable so if anyone has a copy for this meeting we may have to amend some of the others.

FASTEST LAPS — 1966

125	F. K. Armstrong	2.05.0	78.05	24/7
250	W. H. Day	1.53.2	86.18	24/7
350	D. J. C. Elvin	1.51.0	87.89	24/7
1,000	A. J. Smith	1.47.4	90.84	30/10
Prod.	A. J. Smith	1.48.2	90.16	30/10
Sidecar	J. W. Harlow	1.59.6	81.56	24/7

FASTEST LAPS — 1967

125	C. Jones	1.58.6	82.26	3/9
250	W. H. Day	1.55.6	84.38	23/7
350	D. P. May	1.53.2	86.18	23/7
1,000	M. Ashwood	1.51.0	87.89	23/7
Prod.	J. M. Hedger	1.50.0	88.69	21/5
Sidecar	D. R. Yorke	1.59.2	81.84	22/10

FASTEST LAPS — 1968

125	M. A. Lewis	2.03.0	79.32	10/3
250	J. Lancaster	1.55.2	84.67	29/9
350	M. Andrew	1.53.0	86.34	20/10
1,000	P. B. Newman	1.49.2	89.35	20/10
Prod.	M. Andrew	1.49.6	89.01	20/10
Sidecar	M. Davenport	1.55.8	84.24	20/10

FASTEST LAPS — 1969

125	M. J. Samways	2.07.2	76.70	28/9
250	S. V. Woods/ R. H. Guy	1.55.8	84.24	12/7
350	A. M. Boyes/ E. G. Knight	1.53.4	86.03	12/7: 19/10
1,000	K. G. Hampton	1.48.2	90.16	28/9
Prod.	P. K. Davies	1.50.2	88.05	19/10
Sidecar	M. Davenport	1.55.6	84.38	19/10

I suppose there might be someone around who would consider putting up a suitable trophy for the fastest laps at the end of the season!

A WIND OF CHANGE?

WE have had the 'Turkey Trot' promotion, the agony of the I.S.D.T. and whether we ride British or foreign, the final acceptance (and about time, too) of the Americans into the F.I.M. 1970, just for these was quite a year, even without the achievements, failures and tragedies in the world of motor cycling sport.

But one thing which could have got started and never did was the move toward representation of the sport at the forthcoming Olympic Games due to take place in Germany in 1972. In Olympic timing that is close indeed, for no sooner has the Game finished than the planning commences for the next.

It took Sir Donald Stokes of British Leyland to start the ball rolling; a man of his eminence is essential because big guns are heard more clearly. It may well be that motor cycling ought to press jointly with the car world since the legitimate claim of one section, if accepted, implies legitimacy of the other—but not necessarily acceptance. So if we want in, as they say, the right and proper authority is that which represents us all.

In my view there are two main points. One is a matter of principle, the other is the selection of the branch which will be representative of two wheeled sport.

The point of principle as I understand it from questioning sports leaders in other spheres is simply that the Olympics is for the athlete.

In other words sports which do not depend upon mechanical aid in addition to the skill of the competitor are those around which the modern Olympiad is constructed. Beyond the pale is the racing of aeroplanes, speed boats, motor cars, motor cycles, some minor oddities of sport and—a big one—greyhound racing. Where the argument for the retention of the *staus quo* falls down is primarily that sporting habits and attitudes change. There is every reason why the Olympic Games should cast its net wider. Sport in every sphere is more than pitting one's self against others to the limit of physical endurance. It is a vast booming industry fed by the burning desire of men and women to achieve the pinnacle in their chosen field of endeavour. Surely this demands a wide all-embracing view of sport. The argument that mechanical sport is designed solely to benefit the manufacturers of the machines (a popular opinion amongst diehards) rather implies that the yacht builder, cycle maker, clothing and footwear manufacturer, gunsmith, horse breeder, ashpalter, paint maker, timing equipment manufacturer and a horde of other companies are all engaged in the Olympics for the good of their health. The sales of athletic wear alone cleverly associated with the victors reap untold millions in world wide sales. As for the competitors themselves, even with all the sincere and honest endeavours of many of them, the rewards for success are known to be many and great.

Selection of the motor cycling sport for an Olympic has first to be approached on feasibility. The rights of nations to stage an

Olympic could mean that a country could be selected as the host where the cost of building a road race circuit, sprint track or other speed arena would be prohibitive. With the possibility of it being used just for the Games and then allowed through lack of support to become a ruin.

If the athletic marathon is taken as a base, then the comparable events in the wheeled sport world are car rallies and the International Six Days' Trophy. Relatively simpler to mount in terms of capital outlay, entertaining for a number of days, probably capable of greater representation of more countries than say, road racing; sporting, tough and dramatic they are equally at home in tropical, sub-tropical and colder climates.

Perhaps it is not too late to lend support to Sir Donald. Certainly within Germany, one of the cradles of motoring sport, must lie a great latent enthusiasm for such a venture.

Pity the Greeks never invented the internal combustion engine at the same time as the first Olympiad! **D.B.**



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FAREWELL to JIM SWIFT

SO we say goodbye to Jim Swift, and yet we do not! By the time you read this Jim will be settling down in his new home surroundings of Mallory Park and looking at things from a different viewpoint. As he said at Snetterton on 8th March, he would miss doing the job he has **ably** performed for six and a half years.

And in that period of time great changes have come about. Remember when we were nearly bankrupt after the disastrous early spring Hutchinson 100's when the weather was persistently at its diabolical worst every year (or seemingly so)? He got round that one. Since then his enthusiasm has contributed toward 'The Hutch' at Brands Hatch, with all the glamorous entries with which it has come to be associated; he re-thought starting methods two years before the present controversy, and inaugurated them with success; he contrived manufacturer agreement on production machines in an endeavour to rationalise that side of the sport before too many clever people killed it. In fact production machine racing is a highlight of much club activity today, and is fast becoming the class to watch. Round the world flights were another attempt to provide a good club benefit to members. But some things did not always work, like the club evening in the 'Island' where only a handful—literally—showed up; or flights to the T.T.; of resurrecting the social life of 'Bemsee', or accepting that the Club is a different affair from B.M.C.R.C. Ltd (a very necessary point of distinction which escapes most people). But we wanted and got a Secretary who has made his valuable contribution in the long history of our Club. If at times he did not always agree with you, he never stopped trying. Even up to now: for this year race programmes have been planned to list competitors' Christian names so that all of us, including the press, won't interpret 'K' for Ken or Keith when in fact it is Kirvlin, or George for Gared.

And beyond the end? Well Jim will be going to America for us because that U.K./U.S.A. Challenge series is very much alive in the minds of the Club Directors, Castrol and M.C.D. On his return we hope that the final run-up to target will be started. This is the very real and final feather in his cap, and it is nice to know that even when no longer with us Jim will be able to use his new position to aid not only the Challenge Series and therefore 'Bemsee', but will be a true motor cycling administrator within the orbit of the Circuit owners who really knows about the sport and the clubs. We wish him well and look forward to a long association in the years ahead.

D.B.

Fine Start for Shell Production Machine Championship

OUR congratulations to that arch exponent of production machine preparation and operation, Stan Shenton of Boyers of Bromley. Stan already has a '500 Miler' victory to his credit, plus what must by now be innumerable wins in production machine events.

Attempts last season to get a three-cylinder 750 c.c. Triumph on the boil, and at the same time keep his 650 twins in top condition must have been an herculean effort. Anyway for the first meeting of 1970 David Nixon turned out on the Boyer prepared 750 'three' and proceeded to demonstrate his art at Snetterton on 8th March. For those who were there the day was bright, sunny and biting cold so it was no surprise if race times were down and records remained unbroken. Surprising that **any** racing took place; Mallory, Oulton, Brands and Cadwell all remained silent. As Bryan Feltham, Circuit Manager said, "Like the Windmill Theatre, we never closed".

For the record Peter Butler on the 650 Boyer Triumph got away well and held the lead. Meanwhile back at the start Nixon struggled with a reluctant machine getting away all but last. Through Sear (where I observed him) and no doubt through other corners, David Nixon was climbing all over the machine in a valiant effort to make up time—something of which there is not a lot in a 7-lap race. He made it by lap 4 taking the lead from team-mate Butler so that the pair circled the 2.65 circuit just out of harms reach of third man Ray Knight (fortuitously) on an ex-Boyer 650 Triumph pending delivery of the Enfield Interceptor (with which weapon the erstwhile Ray will probably get performance more in keeping with his abilities).

So in that order finished an exciting race. Stan Shenton is now nicely poised with two riders firmly established in the Shell stakes. The positions after 8th March are:

David Nixon, 750 Boyer Triumph	13 points
Peter Butler, 650 Boyer Triumph	9 points
Ray Knight, 650 Triumph	8 points

Nixon's 13 points include 3 for making the fastest lap. Next round is the Easter Cup at Snetterton on Easter Sunday. Press schedules prevent inclusion of this, but we can say in advance, that all three leaders are back again, and it's a long way to go through the season so the whole thing is wide open.

A.G.M. Reminder

WHITE LION
16 Northington Street, WC1
April 10th, 1970 — 7.30 p.m.

POSTBAG

Dear Jim,

With reference to you piece about the psychological aspects of racing, I think it's all in the mind. If a rider prefers the Manx Grand Prix to the Crystal Palace I think it's because the Manx is a true road circuit. As we all learnt to ride on the roads it holds less fear for us than a manufactured circuit where there is no room to 'run out of road'. Possibly all of us have fallen off on the road and have got away with it, so there's no real fear of a true road circuit. Entering a meeting at a race track, the very word 'race' conjures a mental picture of high speed as opposed to a 'road' circuit. When people look around at the Palace and see those sleepers just back from the edge of the track they must quake inwardly.

Anyway, these are my ideas and I hope anyone suffering from galloping pseudoplegia (a form of paralysis due to hysteria, not to any organis defect), makes good starts this season clutch or not!

Yours, etc., R. L. MITCHELL, London, S.E.6.

Dear Jim,

If you have had any correspondence returned "not known at this address" it is because I have been abroad recently, which is also the reason why I have so far not renewed my membership. No doubt you will be sending the usual reminder!

As I haven't seen the last three magazines, I'm not sure whether the question of starting methods has arisen again, in view of all the correspondence in the motor cycle papers arising from the A.C.U.'s new ruling on clutch starts. But for the record, here's my view on the subject:

With the grid system, whether by clutch or push start (more so with push starts as a rule), there are always incidents resulting from front row men having difficulty getting away and either baulking or bringing down rapid starters from the rear ranks. I have some experience of this as in September's Snetterton meeting last year I got a flyer off the fourth rank and only just avoided a serious tangle with two front rank men in difficulty. Quite apart from losing several places at the time, my front brake cable was badly kinked just above the brake by a part of one of these machines (a footrest, I think), as the rider pulled back on compression while I was finding a way through. As a result of this the brake refused to release properly and while initially this binding merely blunted the performance to a small extent, within two laps the brake had got so hot that the fade was almost total, slowing my lap times to some degree and eventually causing me to take to the rough at Sear Corner on the fifth lap; after which I elected to retire somewhat thankfully as the previous three laps had been no joke at all. I suppose I should have retired earlier but I was getting a little wound up in a scrap with two Triumphs and a G50, downfield, which tempted me to continue.

I recall also a tangle taking place between Vincent Chivers and Tom Dickie at Thruxton last year. Also Malcolm Uphill getting his front brake lever broken at Cadwell Park in a 1968 grid tangle. Before that Ivan Hackman losing a footrest in a similar tangle at the Crystal Palace which led to his later being black-flagged.

I personally believe that the complete answer to this is to use a Le Mans type start but without the rider running across the road. This way there is virtually no baulking. It doesn't limit the number of the riders on the grid and either clutch or push starts could be employed. I believe that when this method was used for the Thruxton 500 race it was possible to start sixty riders so thirty should be no problem.

Yours, etc., J. H. SADLER, Tonbridge, Kent.

Dear Sir,

Has Bemsee's policy on Production racing become to edge the 250's completely out? The new championship doesn't offer them even a milk bottle top. If the bonus points had been continued down to tenth place, or extra points for 250's been included it would have been fairer. The recognised class for production racing is, after all, 175-1,000 c.c. and I doubt whether it would have strained the Club's resources too severely to have offered at least a trophy to class winners.

Jim Swift's main complaint about 250's at the Hutch is insufficient support. This point would have been more reasonable if they had the chance of a ride at the Crystal Palace. Few riders will want a machine on which they have a chance of only one National ride a year and now we hear that even the Hutch is closed to the 250's. (ED.—Really? I wonder where that piece of useless information came from?) No Nationals at all for 250 c.c. production machines—it's a vicious circle which Bemsee ought to try to break for the following reasons:

1. Spectators always like a David and Goliath struggle like the performance of the 250's in the last 500 miler at Brands.
2. The biggest argument for all production racing is that spectators like to see the bikes they ride being raced. There are many more 250's being sold than 650's. Mind you I'm not advocating moped racing!
3. From the rider's point of view a competitive 250 costs around £250 new and a 500 around £450. A 750 over £600. The performance in the hands of the average Clubman is unlikely to be very much different, and if nothing else he is much safer on the smaller machine.

So how about it? I suppose races for under 500 c.c. production machines are too much to hope for but at least give us a chance to win a little extra and to have a go at the Nationals.

Yours, etc.,

JIM EVANS, Basildon and
CLIVE THOMPSETT, Wallington

PRODUCTION SPEC.....ULATION

WE have reprinted here without comment the latest A.C.U. rules on Production Sports machines applicable to all races held under a National permit. What then of the Club meetings? My own responsibility now disappears but it does not take much imagination to visualise that the Club meetings must conform to these new regulations. What point is there in having a variety of regulations which vary from meeting to meeting? This is what we were all striving to replace when we set around a table—Bemsee, Southampton Club and the manufacturers. Since that first meeting, many people have taken it into their heads to produce new or altered regulations. Have the manufacturers been consulted? I think not for the most part. The Union have ploughed on and come up with regulations which are not necessarily the correct ones all for want of consultation.

The first thing that must go for Club meetings is that date—January 1965. I've seen much better '59 machines than '69 ones. But, of course, the regulations have been designed for the T.T.! It's also very easy and cheap to buy a different set of carburettors so why make it a requirement that they cannot be altered. Surely that was one rule they could have overlooked.

Anyway, ours is not to reason why, as the saying goes . . .

SPECIFICATION OF A SPORTS MOTOR CYCLE FOR ALL PRODUCTION MACHINE RACES HELD UNDER A.C.U. NATIONAL PERMITS

(These Regulations will apply for the 1970 Production T.T. Race)

1. Only motor cycles manufactured since 1st January, 1965, complying with the following specification of a sports motor cycle for production machine races are eligible.

2. (a) Machines must be fully equipped motor cycles built from new components by a motor cycle manufacturer who is recognised as such by the A.C.U. in the case of the United Kingdom or in other cases by the F.M.N. of the country concerned.

(b) The Manufacturer or concessionaire must homologate with the A.C.U. before 1st March, 1970, the full price and specification of the motor cycle, together with details of all optional extras which could be fitted to the machine before it leaves the factory in the first instance. A separate specification will be required for each year's model.

(NOTE: A retail motor cycle dealer cannot act on behalf of a manufacturer or concessionaire.)

No part of the general specification or of any optional extra shall be of such a type as to make it illegal for the machine to be used on any public highway within the United Kingdom.

(c) The general specification of the motor cycle as homologated by the makers or concessionaire must be strictly adhered to. It must comprise only the type of original or optional components with which, according to the manufacturer's homologated specification, similar models of the same year could have been fitted before leaving the factory.

(d) Not less than 100 machines equipped with the maker's original or listed optional components must have been sold through the normal trade channels. An accountant's certificate will be required as proof.

(e) Maker's modifications introduced to machines of the maker's home market may be incorporated in machines which are listed as the same type or model but of earlier or later manufacture, provided that they may be incorporated by the simple process of exchanging one part for another. Brazing, welding or machining to incorporate such modifications is not permitted.

(f) The equipment of every motor cycle must comprise: electric lighting including generator, speedometer, kick-start or other electrical or other mechanical starting device, exhaust pipe or pipes and efficient silencer or silencers as originally supplied with the machine. Chainguards and primary chaincases must also comply with the minimum standard which is set out in No. 11 of the Standard Road Race Regulations of the A.C.U.

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

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

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

1. Type of frame.
2. Rear suspension system other than damper units.
3. Front forks and suspension.
4. Wheel hubs and brakes (apart from friction linings).
5. Silencers.
6. Diameter of exhaust pipe.
7. Chain guards and primary chaincases.
8. The electrical equipment all of which must be in working order at the start of the race.
9. Speedometer which must be in working order at the start of the race and must not be disconnected at any later stage.
10. Handlebars. The original method of attachment must be retained although the shape may be varied provided that the width of the handlebars is not less than 50 cms. or 20 inches.
11. Carburettors, the quantity, make, type, model, choke size and fitting as listed in the maker's original specification must be used. A CARBURETTOR LISTED AS AN OPTIONAL EXTRA CANNOT BE FITTED OR USED.
Fuel injection is not permitted.
12. Petrol and oil tanks, the capacity thereof, the material and method of attachment to the machine.
13. The type of engine, number of cylinders and stroke.
14. The bore may be increased provided the increase does not result in exceeding the limits of the original capacity class for which machine is recorded by the A.C.U.

15. The cylinder and crank cases.
 16. The materials of which the cylinder head is made.
 17. The system of operation of induction and exhaust.
 18. The type of gearbox including the number of speeds and the internal gear ratios.
 19. The clutch, apart from the friction linings.
 20. The type of primary and secondary transmission.
- (j) The following equipment may be removed—Air Cleaners.
- (k) The following equipment may be varied in the interests of safety or to suit the preference of the driver:

1. Exhaust pipes of the same pipe diameter as originally supplied with the machine may have the line of the pipe varied to provide increased ground clearance. However (a) the original pattern of silencer must be retained and the shape must not be altered. The making of 'Flats' on silencers will not be permitted. (b) The pipes and silencers must eventually be directed rearwards parallel in plan to the direction of the motion of the vehicle and with not more than 10° inclination to the horizontal. (c) The gases must not be discharged so as to raise dust or inconvenience a following driver.
 2. Wheel rims to accommodate racing tyre sizes.
- (l) The following alterations to the original specification MUST be carried out in the interests of safety:

1. Removal of—
 - Front registration plate;
 - Licence holder, club badges other than transfers;
 - Centre and prop stands;
 - Luggage carriers.
2. Removal or disconnection of stop lamp switch.
3. High performance or racing tyres must be fitted.
4. The head lamp glass and rear lamp cover must be protected by tape or similar material to avoid damage.

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

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

Any part not specifically mentioned in Regulation Number 2 may be modified to suit the individual preference of the driver provided that in the first instance it was a part which was or could have been supplied as part of the original manufacturer's specification. No temporary parts may be added other than those under permitted modifications. The fittings of any such modified parts must not involve any alteration to any part listed under Regulation 2(1).

January 1970.

KIRBY-CAMP RACING SCHOOL

I SLID off down to Brands Hatch in February for the opening of the Kirby Camp Racing School, pioneered by Charles Mortimer and now virtually taken over by the joint resources of Tom Kirby and Vic Camp neither of whom need very much introduction to the racing fraternity. Press day was particularly pleasant and quite a number of people enjoyed a wintry sun to see what it was all about.

Now I don't pretend that a racing school is something new because we all know it isn't. But this one is different inasmuch as the two people behind it know a considerable amount about racing backed even further by Charles Mortimer Senior who, it would appear, is keeping in the picture of the new set-up. In fact I should think that a man with his dedication to racing would find it difficult indeed to let it go. One must also have considerable respect for the two instructors Alan Barnett and Tom Dickie both of who are amiable, well-liked and certainly know what they are doing. Alan Peck makes up the third member of the tutors.

250 c.c. Ducatis make an impressive machine on which to learn while the tutors sit astride 350 Kirby machines which I noted from the Press Day had standard Brands gearing. Perhaps for a quick belt round afterwards to show how it should really be done? The instructors will take pupils out in batches of two or three with one riding in front and one behind in order to show the way and be watched at the same time. Every lesson is progressive and there will be ample opportunity to discuss your riding with the tutors at every stage.

Annual membership of the school is £3 and the charge for twenty laps an additional £9 10s. Clothing can be hired as can one of the Ducatis when an acceptable degree of proficiency has been attained. In the latter case a machine for a race meeting proper will set you back £25 with no other worry about mechanical failure or accident repair. That's a risk that has been calculated!

The school is simple enough, its objects impressive, and the geniality and enthusiasm of the instructors particularly warming. As Alan Barnett said "racing is all I long for and the thoughts of earning a living doing it cannot be surpassed". He looks forward to teaching others as much as he does riding himself.

Just one other point. Members might like to know that they too can join in with their own machine for the sum of £5 per session with no limit on the number of laps covered and such riders will receive the same benefits as though they were riding with the school.

JOHN BANKS offers a service to members in racing numbers. Backgrounds 1s. 6d. each, numbers 6d. each. Prompt service.
8 Avon Street, Birmingham 11.

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