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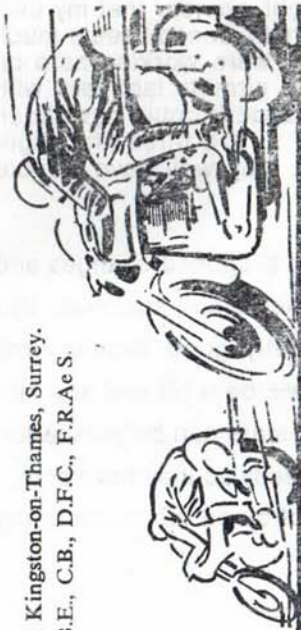
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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

IT is difficult to feel anything other than perturbation about the state of road racing as it exists today. Too many people are trying to either get something out of it or to prove that they can be better at it than anyone else.

I cannot help feeling that the 125 and 250 rules which restrict the number of cylinders and gears are not going to be particularly helpful, although in fairness one must add that some manufacturers like Ossa must be welcoming the FIM ruling which became operative from 1st January. MZ are another that could benefit from the restrictions on Benelli and Jawa, but the odds are that we shall see a better battle in the 350 class this coming year with Benelli fielding the multi or overbored 250's—it is difficult to know.

We have heard so little about the eight cylinder that my own information, which came directly from Benelli, doesn't seem much better than anyone elses. Benelli, I know, were working hard on the eight which should have been on the circuits last year with Pasolini on board. The fact that it didn't appear could have been occasioned by the anticipated rule change. If a three fifty, eight cylinder does appear then Count Agusta may well have trouble on his hands.

For once the A-C.U. acted against the proposed changes and we can but feel a great loss at the fact they didn't succeed. But the odds are that we shall witness a pretty good International scene in 1970, even if the home circuits will be a bit dull and lifeless. Let us hope that some of the classic stars can be persuaded to come to the mainland and are not as greedy as they have sometimes been in the past. The coffers cannot stand too much being taken from them this year.

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ODDS AND ENDS

I ALWAYS find it difficult to remember the odd pieces of information which need to be passed on to members from time to time. This is really what this page is all about.

ANNUAL GENERAL MEETING

WITH the prospects of a bad financial year under the bridge, we must look forward to this coming year with not much brighter prospect. Racing is in a pretty shoddy way overall, particularly as public interest is waning due mainly to the fact that there is to much racing going on.

The Annual General Meeting this year has been fixed for Friday evening, 10th April at the White Lion, 16 Northington Street, London, W.C.1. We sincerely hope that everyone possible will attend to give their views on how we can improve upon the present situation which exists in the world of motor cycling.

.....

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Contributed by Dennis Bates

WHEN Britain decimalises in 1971 racing will have to think and operate in kilometres per hour instead of the traditional m.p.h. So it's goodbye to the magic of the 'ton' lap.

But one of the men mainly responsible for carrying out the work of conversion, International Timekeeper Claude Toplis, has first to persuade the R.A.C. and the A.C.U. to have all circuits re-measured in kilometres. Otherwise, he claims, the conversions will result in inaccurate figures.

With something like 20 English and Scottish road race circuits to be tackled, plus the Isle of Man and Ulster courses, the task of re-measuring alone will be considerable. However it is nothing like the monumental effort of producing a set of conversion figures for club and grand prix circuits at Brands Hatch which requires 28,000 individual calculations. Mr. Toplis also may have to tackle Mallory, Oulton, Crystal Palace and Snetterton, where the combined total approaches 100,000 separate times.

Experiments at Brands Hatch for the Hutchinson 100 last August showed that an interim operation of dual m.p.h. and k.p.h. results could be operated during the changeover period. And this alone will pose a problem for timekeepers on race days.

At any rate the actual conversion work will now be automated to some extent by the swift action of motor cycle race enthusiast David Greenhalgh, boss of the ADM Business Equipment firm in London. He is loaning briefcase-sized electronic calculators which can be programmed for both race and lap time conversion and work to 4 or more decimal places. By virtue of their ultra-light weight the machines can also be taken to circuits for work on the spot thanks to a small aspirin-size device called a Large Scale Integrated Circuit which does away with a mass of diodes and transistors. The work is still there, but the LSIC will remove much of the headache.

DINNER PHOTOGRAPHS

WE have in stock, photographs of the trophy presentations at the Annual Dinner in November. If any member wishes to purchase one the price is 7s. 6d. for a full-plate photograph. If a photograph was taken of you during the course of the evening you would have been given a ticket.

SCRUTINY

ERNIE WOODS and I have been having some discussion on ways and means of prohibiting oily machines from going out on to the course. Even some marshals have expressed the view that special observers should be appointed to spot them around the circuit. It is a difficult decision to take when a rider is reported to you as having a loose fairing or oil coming from his crankcase. The speed of the machine as it passes you is often too quick to be able to tell accurately if either of the two problems are a real one, and often the wrong decision is taken on the basis that it is better to be safe than sorry. Nowadays I feel my own judgment is better and I always try and spot these things myself before taking a decision: sometimes the observers have been correct and sometimes they have been wrong, but when you have to pull someone out of a race on someone else's advice it is best to be certain.

Some riders just ask for trouble and risk their necks with loose fairings and the like when there just isn't any sense for it. If you find that your footrest has come off, or some similar occurrence, pull back into the pits or slow up appreciably. Don't try to ride with your foot on the gearbox or suchlike, and don't think you will entirely get away unnoticed, because you won't. Even the most hard-to-observe things get spotted—unstrapped helmets included—so you will do yourself an injustice if you hope for the best, and pretend nothing is amiss.

TWO RACES INSTEAD OF ONE

THE foregoing rather brings me on to the next subject which has been the object of complaint from time to time, whether riders should travel vast distances just for one race. This is not readily answered in script since the decision to run one race of a reasonable length has been well thought out. Of course, you may prefer two bites at the apple instead of one, but whereas we appear to have been short of entries this last year we still provide more members with a ride than anyone else and our shortage is only comparative to the 450 entries which we knew three years ago at Snetterton and, previously, Silverstone. We believe the system is fair and gives every member a ride at any meeting they wish to enter. We know from experience that to double the races means more than halving the distance and, if you are to give the same number of riders two rides, we end up by losing money on entry fees. QED.

MEMBERSHIP RENEWALS

YOU will have doubtless noticed that renewal forms are being sent out with the Club magazine and you are asked to renew as quickly as possible. Your last magazine will be the March one so if you haven't renewed by then this will be the last set of regulations you get as well. Any member renewing during the course of the year will be charged three guineas so there will be no point in waiting until July to qualify for the guinea rate. This rate applies only to new members joining after 1st July.

PRODUCTION RACING

IT is a sad fact that you cannot please everyone. Whereas we were happy to be able to give an opportunity for the Production class to win some money for a change, some people actively argue that we are discouraging the 250 and 500 class from taking part in the production races. Do they believe for one moment that they would stand a cat's chance in hell of becoming a worthy champion if we so operated the points system as to make up for their lack of capacity by bonus points?

As only a small sum of money is available how does one include all capacities of Production racing to give them worthwhile awards at the end of a season's racing? I find it incredible to believe that some people can be so dim and selfish. We all strive from one season to another to improve racing standards; to make it more attractive both to the spectator and to the riders, with precious little thanks from some people who can only think of themselves. No, the big bikes are the quick bikes and the riders of them are generally those that prefer to enjoy speed with a machine worthy of their ambition. I don't decry the smaller capacities by any means and appreciate that the riders of them get just as much fun out of racing them as anyone else does out of their particular machines, but I find it particularly naïve of some people to believe that they could hope to live up to the title of 'champion' if they haven't earned it where the competition is fiercest—right at the top!

But to explain a little more. I considered that the 500's ought to be given a chance to be in the hunt for there are some quick 500's around—and Dave Nixon certainly never disgraced himself on the Boyer Daytona. If there is to be a champion, he must be the fastest rider and if he has to ride a 500 then I think all will agree that to finish in the first six deserves some special bonus. We have also extended the points scale to cover the fastest lap since the person who sets that up during a race may not be the eventual winner. He may bounce a valve or fall off completely. But he **is** fast and should be given the benefit of his endeavours.

Certainly we intend making the Production race at all the Club meetings of a high standard and if Mick Andrew wants to enter the fray then he is welcome—while he continues to pay his subs. If, by doing this we are creating more spectator interest, then it is not too difficult to realise that there may be two races for Production machines at a Club meeting, one championship and one non-championship. This will only be evolved as time progresses so quit moaning. If it's good for the sport it must be good for you—whether you are aware of it or not!

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ALAN HARRIS advises me that he is prepared to offer a 10% discount to members on all orders over £50. His stock includes speed equipment for most popular machines. The address is: 9 Southampton Row, London, W.C.1, where you should apply for the duplicated lists of equipment available, which includes tuning services to order. They also operate an advisory service so it may well be worth investigation.

SURPRISED ?

Jim Swift

ONE of the great surprises of our time is that road racing has lasted so long! Any conversation these days on the subject dictates a prophecy for the future. The well informed say that racing cannot last another five years, but then it has already lasted for about seventy so why all the gloom?

The mind is in a turmoil: which way to go and what to do for the best. Do we quit and give up the struggle or do we consider that racing will continue when you and I are pushing up the daisies? Well, perhaps the latter will not quite apply, for two wheels, along with four, will eventually have to give way to transport of the future. Who, in 1876 when Otto patented the four-stroke cycle, could have realised what form it would take in 1970; or, in reality, has it been improved to that extent I wonder. Rather like the printing press, the basic design has stayed the same all these years despite the fact that rotary valves and the like promise an even better future. In 1875 the first car made an appearance, designed and built by the Austrian Markus, and ten years after that the names of Benz and Daimler were destined to make history. In 1888 Dunlop had developed the pneumatic tyre, so it is a matter of course that by the commencement of the twentieth century, what started off as a mode of the times, as it were engineering experiments which were to excite passions in the minds of those who were trying to create something, was to turn into speed and competition: excitement of a different kind. Of course, this attitude was progressive from the early building of a two-wheeled motor cycle, and I see from a recent book on the subject that Renolds introduced the roller chain as early as 1894 and seems to indicate how slow some aspects were to catch on. Even at Brooklands in 1911, when the famous match race took place between Collier and Jake de Rosier, Collier's machine sported the belt drive to the rear wheel whereas de Rosier's Indian was chain driven all the way. The Greeks were reputed to have advanced the theory of motivated power from steam source, and was it not Ougenot who was locked away as being a menace to society?

Situations seem to have repeated themselves throughout the history of two-wheeled sport. Whereas, in the first instance, it was Europe that was mainly responsible for the racing art—the British people were stifled from not being able to use the public highways as the continentals could—it appears to be Europe again that could be the salvation of road racing for a different reason. The fact that the French had a head start with people like Fournier, Echard and Marius riding on open roads meant that British riders had to go abroad for their racing. It was not until Brooklands was built in 1907 that, for the first time, England came to mean something different. Before Brooklands, motor cyclists had to use cycle tracks like the one at Canning Town which was the scene of many a partisan battle. International competition was the very foundation of progress, for it was within this competition that machines were built and sold to the public.

It was because of racing competitions that the motor cycle survived, since it was only on the race track that the designers and builders found reliability and speed. Experimentation was at its height in those early days, the first decade of this century. Unlike today, speed was often obtained by sticking the biggest engine possible in the lightest frame; in fact Fournier's machine of 1903 sported a 2,430 c.c. engine of 22 horse power which reached speeds of 80 m.p.h. This sort of development was very much the same in the car world and I can now well remember the Metallurgique being sprinted at Brighton about ten years ago: 20,000 c.c. of it, which seemed to break out very other telegraph pole. The engine was a Zeppelin one and whereas nothing quite like it ever got into a 'bike frame, I wouldn't have been surprised if it had! It took a brave man to ride one, and perhaps a foolish one at that, but most of the early pioneers were great riders. Rem Fowler won the first T.T. in the Isle of Man in 1907 on a Norton machine at a speed of 36.32 m.p.h. This was quite some achievement and was to highlight the start of the English claim for being the Mecca of motor cycle sport which it wrested from Europe with the opening up of the T.T. circuit in the Isle of Man and the building of Brooklands. Unlike the Island circuit, Brooklands offered the sheer exhilaration of speed, speed, speed on a concrete circuit free from dust, dirt and gravel. It was no wonder that the speed and reliability of the early machines were to improve out of all proportion to what was expected. The Americans had been racing on the sands at Daytona from as early as 1903, perhaps even earlier. The Continentals had been belting away on their own roads with no speed restrictions. At last the British had one great advantage—Brooklands. The tide turned in our favour and English builders took advantage to produce the most historic motor cycles of the world.

Two wars wrecked quite a few promises. Brooklands never

re-opened after the second world war and marked the end to an era, never to return. While the Americans make a huge success from their tri-oval speed bowls, the likes of Brooklands is but a faded memory of the past. People say that Brooklands can offer nothing to motor sport these days. I would disagree completely but it is more a matter of degree than anything else. Whereas one must accept that racing has progressed out of all recognition to those 'Brooklands Days', it should be recorded that we owe a deep debt of gratitude to those people who not only produced the machines of that era, but who also rode them on that terrifying circuit. Speed was a spectacle; the cornering was coincidental. These days we have cornering as the spectacle and speed as a coincidental. This was brought on by the airfield circuits and the restrictions on space. When the war ended, some airfields were never re-opened and some were even used for road racing.

The price of land and the increasing difficulty to get permission to race was an obstacle in itself. Racing continued after the war as a result of government agreement for the Land was in the grip of petrol rationing as well as many other economic strifes. Throughout all this the British reigned supreme until the 50's when they found the strangehold being tightened by Gilera whose promise just before the war when Serafini piloted the four cylinder water-cooled machine to victory in the Ulster G.P. of 1939 was brought to such a magnificent conclusion with a world championship in 1950, with the great Umberto Masetti. Leadership had again switched back to Europe. The great Moto Guzzi spearheaded the 250 class for a while and won the 350 world championship five years in succession between 1953 and 1957 with Fergus Anderson and then Bill Lomas, to be followed for one year only by Keith Campbell, the two other riders getting two championships apiece. Werner Haas, Hermann Muller and Rupert Hollhaus brought forward the German challenge in 1953, 54 and 55 which broke Italian domination in the 125 class for a few years and also in the 250 class between 1953 and 1955. But from then onwards nothing could halt the Italian domination with Ubbiali, Sandford, Provini, Surtees and Hocking not to mention the fear that Geoff Duke's name provoked in the 500 class between 1953 and 1955. Even in the sidecar class the British reign ended in 1954 when the first of the legendary Germans on BMW smashed to the fore. Only twice has a British machine ever won the world 500 c.c. championship—the first time such a championship was ever held—1949, when Les Graham brought off the first victory for Great Britain, and in 1951 when Geoff Duke piloted the Norton to a fine win though some people were doubtful that it would have stood closer inspection as they felt that the rest of the field had rather faded away. Since then Masetti, Liberati, Surtees, Hocking, Hailwood and Agostini have all ridden Italian machines.

Though the Italians have been the victors in the 500 class, not so the 350 however, for the tide turned very rapidly with the crushing onslaught of the Japanese in 1959 and 1960, bringing them their first world championship in 1961 in the 125 class, breaking Ubbiali's almost unstoppable run. Mike Hailwood won his first 250 world championship—his first world championship of any kind—in 1961 on the Honda and in 1962 was followed by Jim Redman who won both 250 and 350 titles.

One need add little more. While these wintry Isles of ours are still considered the Mecca of road racing; and certainly we cannot disgrace ourselves on our organisational and promotional ability, others are reaping a much richer reward. We can produce the finest riders in the world but we cannot produce the machines to match their skills. Odd isn't it, that this is a complete contradiction to how it all started. Europe has reigned supreme far too long now.

In some respects it is wrong to blame the Industry for the present state of affairs, except insofar as they should never have let the Japanese in in the first place. Social conditions have changed very radically and the move away from two wheels was very obvious in a Land where commuters think not very highly of getting their feet wet. The commuter market was not considered to be a very interesting one and the history of this country pointed to big machines all the time as being the bread winners. Some people did not think very hard did they? But then we are still hammering away at the manufacturers who have already lost much. When you look at figures as they always do, there is not an awful lot of justification in an expensive racing programme and we know full well that it can be nothing but an expensive one which will pull us out of our present mire. If the industry falls then so does road racing but it is to be hoped that the small amount of racing that the manufacturers are able to achieve will at least keep us in the saddle for a few more years. Racing will always be with us while there are manufacturers who can sell their products. Let us hope that the industry can survive the bleak months ahead so that we can both go forward with a new determination. This Club of ours is suffering very badly in the present situation but, if it can hold on to what it has, the way will clear to an even better future for no-one who has suffered from depression knows better how to avoid it in the future.

POSTBAG

Dear Ed.

I read this month's editorial with interest. The answer to the apparent anomaly of riders objecting to places like Crystal Palace and not to the Isle of Man is that the tempo of short circuit racing is very different to that of long T.T. type races. Obviously, a certain amount of caution must be exercised in a race like the Manx Grand Prix, whereas, although short circuit racing is not unduly dangerous, a lot more dicing is called for to get to the front in the equivalent of the trip from Ramsey to Douglas via the Bungalow.

Further, most Manx riding is not done in the close company of up to six other riders, but against the clock. Consequently there is more room for mistakes and even (what a luxury) a choice of lines through each corner.

No, Mr. Editor, the Manx stone walls are not softer than the Palace sleepers, just easier to avoid! Me race at Crystal Palace? I think not!

Yours, etc.,

DAVID V. BEXLEY, Shoeburyness, Essex.

P.S. What about a sidecar class in the Manx!

Dear Bemsee,

Lack of entries last year in the smaller production classes was sad, but now Bemsee look like actively discouraging new entries by their incredible points scheme for what could be a good club championship (if MCN reported it right). Points for the ten bikes home, no individual class awards but bonus points for 500's and 250's in the first six. Big Deal. Apart from Ray Knight no 500 was consistently in the first six last year and no 250's at all. The whole idea so obviously favours the thousands that who is going to be stupid enough to spend money they can't afford anyway, on anything smaller than a 650 this year.

What could be fairer than class awards?

And if you've got a bloody good reason for not giving those, then at least extend the bonus points scheme down to say, 10th place for 500's and 14th for 250's.

Another point (what an old nanny-goat I am), is there any safeguard that this will be a true 'clubmans' championship, i.e. now that there's a hundred smackers in it will any of the unsponsored, uninternational riders have a chance. Or isn't that the object.

Besides I want that £100.

Yours, etc.,

P. HAMMARLING, London, N.6

Dear Sir,

Like Roy Rudling who is one of my adversaries in Production Racing, I would ask that only my home town is given in the list of members.

Also this Production machine championship seems a tall order for us racers who own under 500 c.c. machines. There are only a few of us who can get into the first six to be in the hunt, otherwise to make it worthwhile we might just as well get six and seven fifties. I hope I speak for riders who race under 500 c.c. machines. Also, because of the smell of cash you can bet riders with sponsors and dealer entered machines will be pushing us private owners out of the running and perhaps out of the event. Still, that's competition and I'll be out to do some grounding on the corners. It's ironic that the production events I specialise in are very competitive whereas in the open class events I seem to do better.

Yours, etc.,

J. R. WITT-MANN, Chichester, Sussex.

Dear Ed,

In a recent letter to "Motor Cycle News," Dave Kynch suggested the formation of a riders' association. The aims would be to improve safety precautions at certain circuits and, in general, to correct shortcomings about which the individual rider can do very little.

All that is required at present is a SAE to Dave at 35 Hanover Court, Anerley Hill, S.E.19. He will then assess the response and notify.

Yours, etc.,

R. H. BUDDEN, Rugby, Warks.

MUTUAL AID

FOR SALE

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Norton centre oil tank. Again a bit scruffy but otherwise sound.

Contact Jim Swift.

BOOKS

Reasonable prices for sound books on motor cycle racing.

Again contact Jim Swift.

A Temporary Closure to the United States Plans

AT a pre-Christmas meeting, representatives of Castrol, Motor Circuit Developments and Bemsee discussed the progression of the Anglo/American match races in detail.

Snags had been experienced with Harley Davidson who found that they could not support the venture while they had a crash programme on their hands to convert their racing machines from 883 c.c. side-valve to 750 c.c. o.h.v. and to make them competitive for March Daytona races and thereafter. Since it was accepted that an American team would be much the poorer without Harley-Davidson, it was agreed to de-escalate the match races and move them into 1971 at basically the same time—Easter.

It should be accepted right away that neither the two sponsors nor Bemsee have any intention of leaving the matter at that. In fact on 13th March your Secretary will be leaving for the Daytona 200 event to further negotiations with Triumph, Harley-Davidson and the American Motor Cycle Association. Triumph—B.S.A. Western—regret that the match races have been postponed. So do we, but we feel that the breathing space which was becoming much too tight, will now make for a better sporting event.

We wish the Secretary every luck with his negotiations for if they fail we will all be very much the poorer.

Book Review

AJS — HISTORY OF A GREAT MOTOR CYCLE

Written by Gregor Grant

Published by Patrick Stephens, Price 30s.

IF, like me, you get a great joy out of reading a good book, then if you have an interest in two wheels the new history of the AJS is a must for your bookshelf. It covers the marque from the year dot until October, 1969, through the Wall Street crash which led to H. Collier and Sons being absorbed into the AMC Group in 1938.

All facets of AJS are covered as would be expected, but let me give you a few quotes which will prove of interest:

The 'big port'

"Although AMC named three models 'big ports' in the 1934 range, the first machine to carry that famed title was the 1922 Junior T.T. 350. It was a development of the original 1920 o.h.v. Ajay on which Cyril Williams won the Junior T.T."

"At that time the four Stevens brothers all held the leading positions in the Company. Jack Stevens was production manager, Harry Stevens was senior managing director, Joe Stevens Jnr. was manager of the experimental section and George Stevens acted as commercial manager."

“ Sand racing, grass-track, sprints and hill-climbs, trials, scrambles, circuit events—wherever there was a motor cycle sport the ‘big port’ was to be found.”

But towards the end of 1926, AJS felt that the big port would become rapidly outclassed when some of the other latest engines were developed to their full potential. “ Secrets were hard to keep in the motor cycle industry and it was known that Walter Moore (later of NSU fame) was working on a new overhead camshaft engine for Norton. The Velocette was already regarded as formidable opposition, Alec Bennett having defeated Jimmy Simpson’s pushrod AJS in the 1926 Junior T.T. and, to Simpson’s disgust, making the fastest lap with the new o.h.c. machine—the first set in the Island by a ‘cammy’ machine.” “ So Chief Engineer, Phil Walker was entrusted with the design of an engine that, in the years to come, was to provide AJS with one of the most successful machines ever evolved—an engine that was to be widely imitated, especially by continental manufacturers.”—the ‘cammy’ AJS.

“ In 1938, a new spring frame was employed on the T.T. machines which comprised short pivoted arms located top and bottom within the frame tubes. This machine was in reality the forerunner of the —7R the ‘boys’ racer.”

This was surely the most famous production machine AJS ever produced and they made it at a time when there was a demand for a machine which the average beginner could race with satisfaction at a price he could afford. It was produced in quantity in 1949, after the war, and remained in production until 1962. Its first real appearance was at Pau in 1948 ridden by Fergus Anderson. When in second place he retired with a burnt-out clutch, proving that the machine was at least being tested before being sold to the average racer. The price, including tax in those days, was £316 4s. 8d. The chain drive, o.h.c. engine developed 30 b.h.p. at 7,000 r.p.m. which, with a top gear ratio of 5.14 : 1 gave a top speed of 106 m.p.h. Among the early purchasers were Maurice Cann, Les Dear, Syd Barrett and Eric MacPherson. Ernie Lyons rode a Tom Arter-entered model to victory in the 1948 Leinster 200. The 1948 T.T. saw Ted Frend, Jock West and Les Graham mounted on the 350’s for the T.T. Twenty-five started and eighteen finished but they were not quick enough to do all that well. Maurice Cann finished fifth which was the best placing.

The book follows the natural progression of ideas and the sporting successes are not missed from this most informative publication. I was trying to find out when Walter Rusk did the first 100 m.p.h. lap on the AJS at the Ulster and the book arrived on my office desk just in time—1939 and the frame broke on the fourth lap!

There are seventeen chapters in the book which covers periods as well as it covers riders and machines. In fact you cannot do better than to buy this one and hope that someone does one on Norton to keep it company on the bookshelf. Certainly it is worth every penny of the price and will answer many an argument. There are seventy-four illustrations, all black and white, including the first Mitchell powered machine of 1897 right up to the latest Y4 Scrambler.

JHS

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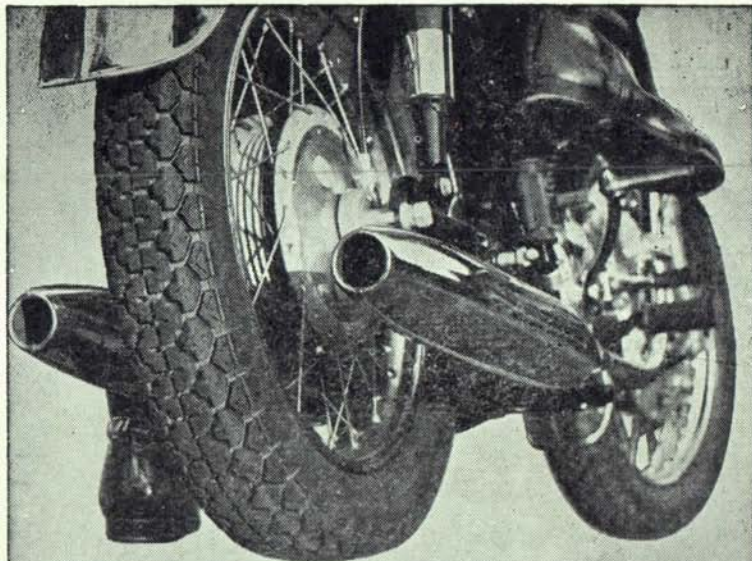
Members' Alphabetical List — continued

- P. J. Bailey, Loddon, Norwich, Norfolk.
- R. R. Bailey, Bradwell, Nr. Gt. Yarmouth, Norfolk.
- W. K. Bailey, Halesdwen, Worcs.
- C. E. Baker, Weybridge, Surrey.
- G. F. Baker, Northolt, Middx.
- J. Baker, Westerhope, Newcastle, 5.
- J. D. Baker, Frettenham, Norwich, Norfolk
- L. F. Baker, Kenilworth, Warwicks.
- R. N. Baker, Kingsbury, N.W.9.
- T. A. Baker, London, E.4.
- D. E. Balcombe, Woodlands, Hants
- R. M. Baldwin, Rochester, Kent.
- J. S. Baldwin, Aintree, Liverpool, 9.
- S. Baldwin, Farnborough, Hants.
- B. A. Ball, St. Helens, Lancs.
- R. E. Ball, Lower Heyford, Oxon.
- J. E. Ballantyne, Norwich, NOR 66C.
- R. K. Ballard, Bewdley, Worcs.
- K. D. Ballinger, Cheltenham, Glos.
- G. E. Bamber, Walton, Liverpool.
- D. J. Bamber, High Barnet, Herts.

W. Barrett, Sutton, Dover, Kent.
J. D. Barrow, Wyld Green, Sutton Coldfield, Warwicks.
N. Barry, East Sheen, S.W.14.
B. R. Bartlett, West Wickham, Kent.
B. J. Bartlett, Downley, High Wycombe, Bucks.

In addition we would like to welcome the following new members who have joined us for the 1970 season:

Edward Harbour from Portsmouth.
John Ballantyne, Norwich.
Robert Twose, Hayes, Middx.
Frederick Hill, Bristol.
Keith Sims, Yarmouth.
Brian Philbeam, London, S.W.14.
David Tucker, London, S.E.23.
Barry Hearn, London, N.W.1.
John Allen, Poole.
Gordon Glover, Dunstable.
Edward Walsh, London, N.1.
Frederick Lewin, South Harrow
Leslie Drury, Bletchley.
Stephen Dunham, Ely.
David Benjamin, Brighton.
David Griffiths, Westbury.
Peter Chesterman, Alton.
Graham Hayes, Nuneaton.
Frederick Newell, Downham Market.
Robin Nash, Purley.
Dennis Cape, Ascot.
Paul Townsend, Swindon.
Clive Brooker, Gravesend.
Peter Casey, Malmesbury.
Timothy Simpson, Eastbourne.
Anthony Collinson, Kings Lynn.
Lionel Milner, Harrow Weald.
Mrs. Janice Glover, Dunstable.
David Whittaker, Horley.
Anthony Walsh, Coventry.
John Sackville, Coventry.
John Hebbs, Dorking.
Victor Parfitt, Greenford.
Michael Marchant, Maidstone.
Peter Bowers, Sevenoaks.
Barry Hickmott, London, N.16.
Franklyn Rymill, London, S.W.19.
Geoffrey Quaife, Bedford.
Dennis Richings, Grencester.
William Etteridge, Beccles.
Peter Butler, Tring.
Malcolm Carter, Gorton.
Paul Bullock, Coventry.
John Glastonbury, Tamworth.
Roger Cope, Oxford.
Anthony Jones, Woodstock.
Derek Head, Horsham.
Raymond Leon, London, S.W.15.
Clive Hallifax, London, S.W.15.
Anthony Edwards, Walsall.
Richard Hillman, London, N.19.
Graham Bettison, Mansfield.
Lionel Horsnell, Haverhill.
James Holliday, Orpington.
Derek Morgan, London, S.W.19.
Norman Duckworth, Prestwich.
Daryl New, New Zealand.
Adrian Moore, Orpington.
Bruce Pettit, Buxted.
Robert Merivale, Bletchley.
Eric Hannen, Bletchley.
Michael Cain, Claydon.
Jonathan Pedoe, Rugby.
Maurice Scantlebury, Gosport.
Vivian Goulder, Kirkby in Ashfield.
Andrew Nicholson, Ramsgate.
Thomas Mair, Portslade.
Collin Bullinaire, London, S.W.19.
Robert Parr, London, S.W.1.
David Templar, Bengoe.
Geoffrey Harris, Bromley.
Jeremy Sewell, Heathfield.
Peter Lawrence, Hendon Camp.
Graham Whitley, Gravesend.
Philip Mills, Heston.
John Scantlebury, Gosport.
Michael Brand, Newmarket.
John Cowley, Onchan.
Richard Linton, Rayleigh.
Dennis Casement, Maidenhead.
Robert Hepworth, Scunthorpe.
David Wilson, Croydon.
Richard Stratton, Bexleyheath.
Gary Findley, London, N.14.
Peter Crew, Camberley.
Anthony Beedle, Gravesend.
Thomas Ward, Scunthorpe.
Roger Aldous, Croydon.
Barry Beckett, Epsom.
David Passant, Waltham Abbey.
Michael Barke, Harlow.
Michael Hayes, Coventry.
Robin Stonely, Effingham Junction.
Raymond Booty, Ingatestone.



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