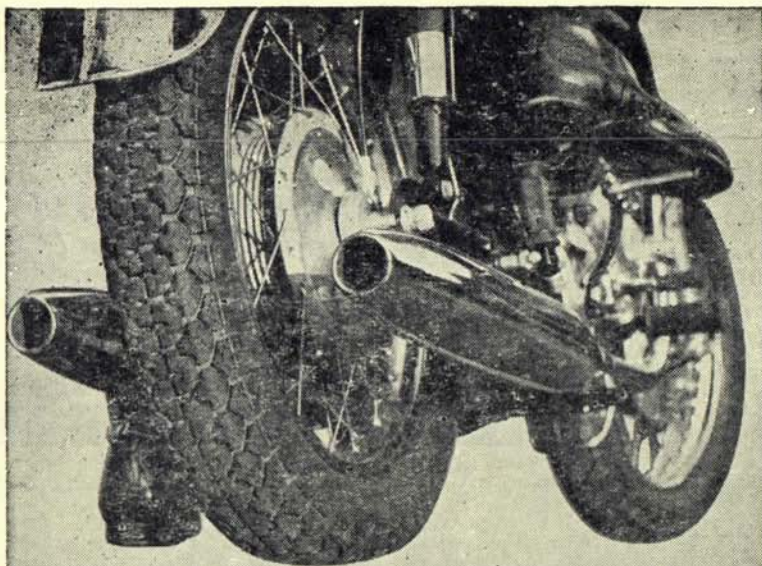


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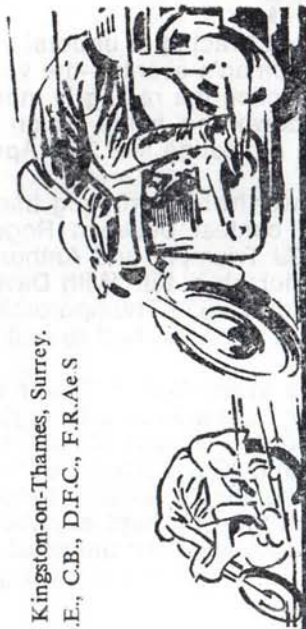
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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



ONCE A YEAR

ONCE a year is too often for some people, not enough for others—but however you view the TT, and most people seem to view it with longing if they cannot attend, or a simulated disdain if they do, it continues to go from strength to strength if the record entry for 1970 is any kind of yardstick.

So the Club wishes all members an enjoyable island visit and in its small way contributes to this by despatching its representatives to help in any way. This year Secretary Ted 'Cabby' Cooper will be very much in the foreground and, wearing his Shell hat but still very much a Bemsee man, Lew Ellis will dispense Shell's excellent essence and help members whenever possible. There is no need to tell you where to find them. Two such well-known characters are always easily located. Just ask anybody.

THE EDITORS

GOOD SPORT

YOU don't have to be a connoisseur of road racing to understand what makes it tick. It is short circuit clubman's events—the very backbone of the sport, and the level at which the racing is more spirited and competitive all the way down the field. Given a choice most of us would prefer to watch a meeting like 25th April at Brands.

Naturally solos dominate, but it is worthwhile bringing back from memory the absolute gladiatorial contest between Roger Aldous and Peter Lucock in their 750 CJ Triumph, and Anthony Clarke and Kenneth Maris with a 650 Triumph outfit. With David Hannagan gaining an early advantage with his 650 Triumph outfit, the three-way joust became a duel after Hannagan had to call it a day with machine trouble.

The funny aspect of the battle was in the Watch Tower at the pits with Stewards and others rushing from side to side as the pair fought out their contest at every corner. A sort of will he-won't he pass. Yes he will! No he can't. Go it mate. Got it. Hoo-ray! Beautifully judged passing, magnificent failures to get by, and a carefully judged lunge right at the end kept everyone on their toes. For the record Clarke beat Aldous. For the greater record, thanks chaps and passengers for a jewel in a good days sport.

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Decision

Cash or Cups

VOTE, we said. Vote whether you want cash or cups at Club meetings.

What happened. My 10th May we had received 21 replies of which 16 were against the idea, and 5 found favour.

Now the closing date is 31st May, so obviously the final result depends upon members casting their votes. If you have mislaid your May magazine, all we need to know is 'yes' or 'no' with your signature on a piece of plain paper.

.....

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THE PRESS REPLY

IN the April issue we published an article on the technical motor cycle press and invited replies from the Editors. Two were received and are published.

Dear Sirs,

Once upon a time there was just one motor cycling newspaper which catered for a large section of motor cycling interest-sport; which at the time was very poorly covered by the Establishment.

Motor Cycle News was very successful. So successful that first Motor Cycle Sport was launched as an opposition newspaper. Then Motor Cycling lost its green touch and became another comic and finally the 'blue-un' saw red, gobbled up the 'green-un' and joined the clan.

Seriously though, Motor Cycle News has never tried to be all things to motor cyclists, but what we can claim and substantiate is accurate and fair reporting from far more events each week than any other publication has yet achieved.

We do not ask anyone else to ape us and you should remember that some of those exalted names you quoted were the very people who presumably lacked the imagination to conjure up a successful editorial formula of their own.

Commercially, of course, we are pleased they have done so because we, like all right-minded publishers, only agree with competition when we are winning.

Individually, we too regret the passing of the old-style Motor Cycle and Motor Cycling. What you should remember is that Motor Cycle News was founded to supplement them!

Yours faithfully

Brian McLoughlin

General Manager

Motor Cycle News Limited

MOTOR CYCLE REPLY:

While I agree with some aspects of Dennis Bates' article in the April edition of *Bemsee*, our current policy is not far wide of the mark. I cannot think that his allegations of subjective, superficial reporting are justified. Equally, it is not true that many people on all sides of the sport and industry have no outlet for their opinions.

We do not deliberately distort news. Possibly Dennis is being misled by the method of presentation—which is certainly different from what it was way back; the change is to the taste of most readers who, simply, would not give the time necessary to assimilate the wordy, heavy prose of years ago.

As for communication within our movement, I would be delighted if those "vitaly involved people" who have something worthwhile to say would write letters for our correspondence pages. Then there would be fewer of those letters which Dennis considers deal with superficial topics.

No doubt he mourns the passing of the magazines. So do we. This mover was forced on us by what he terms the economics of publishing. (So was the need to merge *Motor Cycling* with *Motor Cycle* in 1967.)

At that time *Motor Cycle* was selling at 1s. 3d. and the advertisement rates were becoming too high. Since then, production costs have continued to go up and by now the selling price and the advertisement rates would have made the magazine utterly uncompetitive.

Editorial content has changed because fewer riders seem to be interested in motor cycles and what makes them tick, and in riding on the road. But a greater number are keen to read about competitive sport and the features deriving from it.

Perhaps the emphasis has gone too far in that direction. If we have reasonably certain indications that this is so, we shall alter the emphasis. More than that: if sales of roadster motor cycles picked up markedly—as they would do were taxation and hire-purchase restrictions substantially eased—*Motor Cycle* would seek to cater for those new riders in a practical and helpful way.

I have been very close to motor cycling since my schooldays, and that covers a long period. I am certain I understand what, in the broad sense, Dennis is driving at. I respect his point of view but, unlike him, I cannot afford the luxury of refusing to acknowledge change.

Yours faithfully

H. W. Louis

Editor in Chief
Motor Cycle

Comment by Dennis Bates. I was delighted to read the replies by Brian McLoughlin and Harry Louis. Whilst I do not doubt their experience in publishing, I maintain that there is a failure in communication somewhere along the line between all sides of the Sport and Trade. I cannot believe matters of common interest are non-existent or are unworthy of publication without limiting sport reporting.

New House Magazine

Castrol's 'Achievements' published yearly and Duckham's 'Quest' published monthly and edited by our old friend Cyril Quantrill, now have a newcomer to the house magazine club—Shellsport.

We have been promised copies of the first issue. Meanwhile it was a natural for the score to date in our own Shell Production Machine Championship, which is a very good way of publicising the happenings of our sport to all and sundry.

Annual Dinner

This will take place on Friday, 13th November at the Hanover Grand, Hanover Street, W.1. Tickets will be 50s. each per person, and the function commences at 7 p.m. (for 7.30 p.m.) and finishes at 1.30 a.m.

MUTUAL AID

FOR sale, swaps, help sought. Mutual Aid is FREE to members. Send your requests to the Secretary. Latest date to catch the next issue is 15th of the month.

NOVICE SEEKS HELP. Mr. J. Higgs of 9 Steele Road, Leytonstone, London, E11, hopes to start racing. Any member who would allow Mr. Higgs to share his race transport and expenses should write to him at his address.

COLLECTORS' ITEMS. Member J. G. Birch has Bemsee Magazines covering most of 1963 and 1964. They are FREE if application is made to Mr. Birch at 62 Pownall Crescent, Colchester, Essex.

RACING MACHINERY. The same Mr. Birch (address above) wants to trace owners of G45 Matchless (up to 1956), garden gate Manx and early featherbed Manx Nortons up to 1956. Any help will be welcomed including machine history, previous owners/riders.

.....

LAP SCORERS — URGENTLY REQUIRED — APPLY OFFICE

.....

BOARD MEETING

THE Board met on Tuesday, 14th April at the Company's Offices.

ANNUAL DINNER. It had been reported at the AGM that the Dinner originally due to take place in January 1971 at Lyons Coventry Street Corner House would not now take place. Lyons had declared that the Corner House would close this year. An alternative had been sought, reported Mr. Cooper, and the new venue is to be the Hanover Grand, Hanover Square, London, W1, and the date is Friday, 13th November, 1970.

ANGLO-AMERICAN CHALLENGE MATCH. A study had been made of the report prepared by Mr. Swift on the outcome of his discussions with American interests during his visit to the States for the Club in March. Further detailed work would be undertaken in the forthcoming months.

RACE PROGRAMMES. The current method of accepting entries on the day at Club race meetings was reviewed. Several problems were now evident as the pattern of entries and the number underwent a change. It was considered that members might be deprived of the opportunity to race simply because a false picture of interest was conveyed by people not making up their minds to enter early enough. In recent meetings the number of races had shown a decline. Incomplete programmes were extremely difficult for spectators who were faced with anything up to 40% of the finally entry being added on the day of the race. It was resolved to change the formula.

CASH OR TROPHIES. Approval was given to a request by a member at the AGM to investigate by an opinion poll of members whether there was a general demand for small cash prizes instead of the traditional engraved awards.

TIMEKEEPERS. Reduction in the number of timekeepers mentioned in the Chairman's Letter to Members in April was reported as under discussion with the Chief Timekeeper.

HUTCHINSON 100. Preliminary planning was underway and application for a Permit was being made immediately following the Board Meeting. The broad plan of previous years would be followed although the Production Race was likely to achieve International status.

CRYSTAL PALACE. Discussions with the GLC were to take place during the latter part of April and would precede the application for a Permit and publication of regulations.

CLUB TIE. A new weaving had been ordered. It was noted that by searching for alternative suppliers, the price could be maintained without loss of quality. Supplies would be ready early in May.

HONORARY OFFICIALS. Although some natural difficulties had arisen in the conduct of day to day Club affairs by the newly appointed honorary officials, it was considered that the scheme which embraced the Easter Cup Meeting was working quite well. The date of the next Board meeting was fixed at 12th May.



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RAY KNIGHT, the production machine racing enthusiast whose 1968 Production TT win in the 500cc class is still the existing record gives an exclusive interview to the Editors immediately following the recent BSA/Triumph Group decision to suspend for 1970 their race support programme.

In view of the recent changes in their programme of production machine racing do you think there is any future for this branch of the sport ?

Undoubtedly. You see the decline of grand prix machines Production Machine Racing has come into prominence, borne out by the Production TT and the existing race and lap records established in the class.

Do you think there is enough interest by the public ?

I don't think the sport is sold to the public at large. Simply the public relations machinery to sell motor cycle racing does not exist.

Is this the manufacturers fault ?

Only partially. The UK market has a known maximum sale. But with forthcoming competition between the UK and USA teams in this country publicity even at the UK level will bring international benefits. I would add that even in the USA an event such as the TT has a considerable impact amongst the average motor cyclist.

Arising from that do you consider that the ISDT, which represented the production machine in the sporting sphere for many years, has lost ground as a marketing asset ?

It's out of my field, but I hear through the Trade that it still carries considerable prestige. Obviously a win in this event would be a direct sales aid for the cross-country type machine popular in the States.

Talking of selling, which do you rate the best line, cross-country or production sports racing machines ?

That's a loaded question. A win in the AMA sphere would sell a Production bike, and conversely an ISDT victory would sell a cross-country bike.

Surely then bikes are sold because of results achieved in sport ?

I agree because primarily in the States bikes are fun tools, and riders identify themselves with the success of the product.

If we take racing successes to sell machines, do you plump for AMA rules or British rules ?

AMA Rules, because I see AMA racing as capable of supplying a spectacle of GP racing of a decade ago when there were many makes of machine competing on more or less equal terms. As much as I personally prefer our production machine rules I doubt if it would be able to continue. I even doubt that it can sustain interest due to the inherent restrictions imposed by our PR regulations.

Do you think therefore that enough attention is paid by promoters to Production Racing ?

No I don't. I feel that they probably don't have an appreciation of the attraction at the gate that this class can have if properly promoted. In practical terms we really need a race at every national and international meeting, with prize money on the same level as for other classes. Then you will have many more serious competitors.

Do you think that the regulations as presently constructed fail ?

Not necessarily the regulations, rather the application.

Explain that.

I doubt if the specialised knowledge about production machines exists in the sphere in which regulations are framed.

How do we overcome that ?

Not until all aspects of the sport—manufacturers, entrants, the ACU, promoters and competitors—co-operate and communicate one with another.

Ray, on a personal note, after a reasonable degree of success in racing why do you now favour a relatively rare Royal Enfield machine ?

One thing that race programmes lack is variety, and to get the RE back can only benefit the sport. Comparatively speaking it is unproven in production machine racing; at this moment it has competed in two events, I do believe it shows promise.

Will you now make any comment you choose ?

One aspect of existing production machine regulations which is puzzling is that they positively encourage the raising of compression ratios, ie "Compression ratios may be varied". This would seem to me to be a basic wrong. If this is desirable let's go the whole way and allow what the Americans allow. More desirable, of course, would be completely standard engines, but I believe this point to be virtually unobtainable.

One last question. Do you see a future for motor cycle racing as a whole ?

As long as motor cycles exist in any form at all there will be those who will find an outlet for their competitive spirit. But even accepting that they could disappear as a practical means of transport, properly managed as a competitive sport I have no reason to think other than that racing can continue indefinitely.

THE HUTCH 1970

THE Hutch this year will see one very important change. With homologated machines like the Honda 4 at last able to compete, and with the growing interest in production machine racing, the race itself now assumes the stature of an international race.

Regulations are in the course of being printed, and will be circulated in the customary manner—that is to all 1969 competitors and entrants, to all those who have written in for regulations, and also to those riders the Club wishes to invite.

Dates for your diary are: Practice, Saturday, 8th August, from 9.30 a.m. to 5 p.m. with afternoon practice timed to determine grid positions; Racing, Sunday, 9th August, commencing at noon.

Classes are divided into Championship and others. In the former there are 125, 250, sidecar and the unique Senior Championship run in two separate legs with aggregate awards based upon a combination of race times over both legs. Other international classes are the 250 all-comers, three-wheeler scratch, 350 all-comers and 350-1,000 Summer Scratch. And, of course, the International Production Race. A total of 10 races all run in the reverse direction of the 2.65 mile grand prix course.

BROOKLANDS STORY NOEL POPE

The Senior T.T. Race which followed was for 500 c.c. machines over 26 laps. Hill led at the start and was then pushed out by Stanley, but he was back in the lead again by the fifth lap and held on to the position for another nine laps when Stanley took over again, giving the final result:

1. G. E. Stanley (Singer) — 57.82 m.p.h
2. V. E. Horsman (Singer)
3. S. Heales (Rudge)
4. L. Hill (Rudge)

The May meeting opened with the time trials in which records were again broken. The times were:

	Kilo m.p.h.	Mile m.p.h.
Class A		
S. Axford (Martin-Jap)	48.21	48.65
Class B		
G. E. Stanley (349 c.c. Singer)	67.79	66.91
Class C		
G. E. Stanley (499 c.c. Singer)	77.19	76.69*
Class E		
E. C. E. Baragwanath (986 c.c. Matchless)	81.05	80.72
Class D s/c		
H. Hunter (738 c.c. Zenith)	53.85*	53.18
Class E s/c		
F. Barnes (986 c.c. Zenith)	71.35	70.11*
Cyclecars		
B. Haywood (1,096 c.c. Singer)	66.5 *	65.85*

* records

G. E. Stanley (349 c.c. Singer) led the 22 lap Junior T.T. Race from start to finish, although the second man, H. Newman (Ivy-Green-Precision), pressed him hard in the opening laps.

The Senior Race over 26 laps was a repetition as far as Stanley was concerned, and this time three finished before being flagged off. They were:

1. G. E. Stanley (Singer) — 63.44 m.p.h.
2. S. Heales (Rudge) — 60.77 m.p.h
3. H. Reed (Dot-Jap) — 56.17 m.p.h.

The last event of the day was the 26 lap side-car and cycle-car race, which provided the spectators with plenty of excitement as the lead was changing hands each lap to give the final order at the end:

1. B. Haywood (1,096 c.c. Singer) — 59.09 m.p.h.
2. G. Hands (1,096 c.c. Calthorpe) — 57.55 m.p.h.
3. F. W. Barnes (986 c.c. Zenith) s/c — 56.39 m.p.h.

The June meeting was a series of short races, the first on the list being the 350 c.c. scratch race, followed by the 500 c.c. scratch race. These two gave Stanley a double to start the day with, as the results show:

350 c.c.

1. G. E. Stanley (Singer) — 54.9 m.p.h
2. W. F. Newsome (Douglas)
3. Rear-Admiral Sir R. K. Arbuthnot, Bart, R.N.

500 c.c.

1. G. E. Stanley (Singer) — 67.56 m.p.h. (Douglas)
2. S. George (Indian)

E. Remington (Matchless) won the 1,000 c.c. scratch race at 71.31 m.p.h. with A. G. Miller (Martin-Jap) in second place and O. M. Baldwin (Bat-Jap) third.

The fourth event, the 350 c.c. handicap race gave the same results as the scratch race except that Stanley won at 62.24 m.p.h. despite giving Newsome 54 secs. start and the Admiral 1 min. 9 secs. The 500 c.c. handicap race gave Stanley his fourth win of the day at a speed of 67.84 m.p.h., with Miller (Martin) and Heinzl (N.S.U.) in second and third places.

S. George (Indian) won the 1,000 c.c. handicap race at 75.5 m.p.h. and B. Haywood with the Singer Cycle-car won the cycle-car scratch race at 57.34 m.p.h.

The two side-car scratch races which then took place gave the result for the 500 c.c. class as follows:

1. S. F. Garrett (Regal-Green) — 48.39 m.p.h.
2. F. W. Barnes (Zenith)
3. E. Folwell (B.S.A.)

and for the 1,000 c.c. race:

1. F. W. Barnes (Zenith) — 58.24 m.p.h
2. S. George (Indian)
3. S. F. Garrett (499 c.c. Regal-Green)

The last event was the side-car and cycle-car handicap race. Result:

1. F. W. Barnes (986 c.c. Zenith) s/c — 62.32 m.p.h.
2. A. W. Lambert (1,082 c.c. Morgan)
3. E. Folwell (499 c.c. B.S.A.) s/c

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Round Three in the Shell

Production Machine Championship

IF Snetterton demonstrated the long legged gallop of David Nixon's tricylinder Triumph, Brands Hatch showed it could also go round corners. Both Nixon and Butler pulled steadily away from the rest of the field, although Butler pressed hard on the 650 Boyer Triumph. Meanwhile attention focused on the battle for third place with Ray Knight giving the Royal Enfield its first baptism on the Club Circuit and holding off for a short while Edward Wallace and Peter Benjamin on T120s and Jonathan Vincent on a 6T. Half way through all had got in front of the erstwhile Ray with Benjamin and Wallace out on their own. Finally Cliff Goodman forced his 250 Ducati into sixth place to earn five points in the league.

The table after two rounds at Snetterton and one at Brands is:

David Nixon	...	36
Peter Butler	...	30
Gary Green	...	14
Jonathan Vincent	...	12
Edward Wallace	...	12
Peter Benjamin	...	11
Ray Knight	...	9
Tony Smith	...	8
Pat Wyncoll	...	7
— Judge	...	5
Brian Walker	...	4
Peter KcKinley	...	4

Next round, Brands Hatch, 30th May. Results published in July issue.

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