

BEMSEE



1970

MARCH

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Editor : Jim Swift

Registered Office : P.O. Box 75, 33a London Road, Kingston-on-Thames, Surrey.

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



Racing and Sporting Motorcycle Show
Horticultural Hall, S.W.1
31 January — 7 February

CUSTOMISE is a word imported from America. It means to build something—particularly a car or motor cycle—to individual specification. In the British motor cycle world the trend to personalised machinery has become all powerful and special firms in this country have built up a large export trade with the USA in items of customising equipment—a classic case of coals to Newcastle.

The full extent of this lucrative new trade—from special alloy fuel tanks to psychedelic colour schemes—was on display for the first time from January 31 to February 7 in London. The Racing and Sporting Motor Cycle Show at the Royal Horticultural Society's Old Hall, Vincent Square, SW1, was the first show of its type held in Britain, and was the only motor cycle show this year.

Forty exhibitors from all sections of the sporting motor cycle field showed a fascinating display of all the latest tuning and customising equipment designed to turn even the most mundane touring machine into an eye-catching sportster.

Using the vast selection of bolt-on accessories, an owner can make his old and tired motor cycle into something to be really proud of. He now has the opportunity of making himself an unusual and thoroughly sporting machine for far less than the cost of a new bike.

But customising isn't directed primarily at refurbishing old machines. Many of the exhibitors showed examples of new motor cycles which had received the customising treatment. Seats, tanks, handlebars, mudguards and panels are discarded in favour of light, colour impregnated glass-fibre components or ultra-sporting light alloy.

Riding positions are tailored to the individual and a large range of modern colour schemes is offered. In most cases the original equipment is used elsewhere so that the cost of customising is kept down.

Some go even further. Lightened components—special valves, high capacity oil pumps, high-lift cams all help to add extra urge to the engine department. While the majority of custom fans are content to use more or less standard engines in the eye-catching wrapping, others go all out for maximum performance with a minimum of frills.

THE WORLD'S LARGEST MOTOR CYCLE CLOTHING SPECIALISTS

HELMETS GOGGLES
RACING LEATHERS

Lewis Leathers

WATERPROOF CLOTHING
BOOTS, JEANS, GLOVES

Get the gear the champions wear. All over the world hundreds of riders use Lewis Leathers. Star riders like Giacomo Agostini and John Cooper agree that you can't do better!

(Dept. BEMSEE)

LONDON

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SHEFFIELD

New Speedsports Centre for Accessories at

144 GT. PORTLAND ST., LONDON, W.1

124 Great Portland Street, W1A 2DL

124 Edgbaston Street, Bull Ring Centre

(also Bull Ring Market — Stall 144)

176 The Moor

FREE Super NEW Giant Clothing and Accessory Catalogues. Unrivalled for quality, style and price.

Send to London address. (6d. in stamps for postage appreciated).



D. LEWIS LTD
ALLIED WITH **LEWIS'S**

Most of the customising equipment for road use is developed from racing practice, and the majority of stands included examples of production racers—converted from road machines—or out-and-out short-circuit or TT competition bikes.

Famous racing bikes were given prominence on the stand of 'Motorcycle Mechanics' magazine, the show sponsors. World-champion Mike Hailwood's Reynolds-framed Honda four shared the limelight with an East German MZ two-stroke racer.

Other facets of motor cycle sport—trials and moto-cross—were amply covered and many of the foreign made competition machines were there—Husqvarna from Sweden, Bultaco and Montesa from Spain and CZ from Czechoslovakia.

From Greeves, Britain's major competition machine manufacturer, came a new trials machine, the Pathfinder, with an Austrian 175 cc Puch engine.

Another Puch-engined model, the successful Dalesman, made in Yorkshire, occupied a place of honour on the Puch stand.

With off-the-road competition becoming more popular every week—as, indeed, it has become the craze in California—there is big business in these strongly constructed machines with

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Run and staffed by racing men for the competition-minded. Our 20 years active participation in the sport is your guarantee

Racing Machine Sales — always a large selection of racers of all classes

Sports Machine Sales — a selection of large and small capacities to choose from

Racing Accessories — every requirement for the racing man

MONTY & WARD (MOTORS)
110 High Street . Edenbridge . Kent . 3636

cross-country gearing, special grip tyres and precise steering for low-speed manoeuvring. Items of customising equipment are available to turn road machines into semi-trials bikes for use by enthusiasts who like to take the rough occasionally or who just enjoy following competitions from section to section.

In a specialist exhibition such as the Racing and Sporting Show, there is opportunity for enthusiasts to chat to all the people who can help them sort out their problems. There were two-wheeler insurance specialists such as Devitt DA who have been concentrating on motor cycles for 35 years and can handle even the most difficult quotations. Governing body of motor cycle sport the Auto-Cycle Union, was represented and was able to give advice to youngsters interested in trying their hand at competition.

But for those who wanted the thrills on the cheap there was the unique racing simulator, Chris Vincent's BSA. This was one of the most popular stands and most visitors were able to find out what it was like to pilot a racing sidecar outfit—a champion's one at that, for Chris Vincent was demonstrating the equipment. All told it was an excellent exhibition if a little too small for the average viewer.

MUTUAL AID

FOR SALE

250 cc T.S.S. AC 6 Speed Bultaco engine unit complete with expansion chamber and carburettor. Stripped for inspection—£85 o.n.o.

K. Sims, 35 Blake Road, Great Yarmouth, Norfolk.

Yarmouth 62886 9 am-6 pm

7R AJS—with T100 engine, centre-plug head, twin carburettors. Fully polished and lightened—£150 o.n.o.

Eric Peacock, 91 Penrhyn Avenue, London, E17.

01-527 6186 (6-6.30 pm)

A10 Road Rocket. Rebuilt June 1969. One piece crank, Spitfire camshaft, needle roller timeside main bearing, oil pressure guage, two-tone fairing, lockable panniers, taxed until the end of March. MOT until end of July. Bills available along with handbook and some bits/tools—£110 o.n.o.

Phone 01-546 5681 after 6 pm. Ask for Dave.

WANTED

Could anyone give a lift to Snetterton and back on March 8th to a rider and bike from the West Wickham area. All expenses shared of course. 01-462 4461. Ask for Dave.

Partner required to share racing expenses. I have a 15cwt van, garage and workshop. All tools and information on Domiracers, etc. Partner will be required to share petrol and oil expenses as well as tax and insurance on van, as well as contributing towards rent of garage and workshop. Partner must live in Kingston area and be fanatically dedicated to motor cycle racing and working on his own bike and helping with mine and I will work on his where necessary. Age, experience, marital status immaterial. 01-546 5681 after 6 pm.



Annual
GENERAL MEETING
1970

REPORTS AND ACCOUNTS

of the

BRITISH MOTOR CYCLE RACING CLUB LIMITED

President:

AIR MARSHAL SIR GEOFFREY TUTTLE,

K.B.E., C.B., D.F.C., F.R.Ae.s.

Vice-Presidents:

G. E. DUKE, O.B.E.

J. SURTEES, M.B.E.

G. BROWN

G. HADFIELD, F.R.C.S.

Directors:

L. S. CHEESERIGHT (Chairman)

F. A. GILLINGS (Vice-Chairman)

D. BATES

G. C. COBBOLD

E. COOPER

L. T. ELLIS

W. E. ROSE

R. C. WALKER

V. L. WARDALL

Secretary and Registered Office:

J. H. SWIFT

33a London Road, Kingston-on-Thames, Surrey.

BRITISH MOTOR CYCLE RACING CLUB LIMITED

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the British Motor Cycle Racing Club Limited will be held at the White Lion, 16 Northington Street, London, W.C.1. on Friday, April 10th, at 7.30 p.m. (prompt) for the following purposes :-

As ordinary business :

1. To receive and consider the Accounts for the year ended 31st December, 1969, and the Directors' and Auditors' Reports thereon.
2. To receive and adopt the Accounts of the Benevolent Fund.
3. To elect Directors.
4. To fix the remuneration of the Auditors.
5. To elect a President and Vice-Presidents.
6. To consider any other business.

By order of the Board,
J. H. SWIFT,
Secretary.

33a London Road,
Kingston-upon-Thames,
Surrey.

BRITISH MOTOR CYCLE RACING CLUB LIMITED
INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31ST DECEMBER, 1969

	<u>1969</u>	<u>£</u>		<u>1968</u>	<u>£</u>
INCOME					
Subscriptions		3,286			3,723
Surplus on sale of badges, ties and transfers		71			22
Income from quoted investments (gross)		199		(Net) 117	158
Bank deposit interest		182			
Sporting events:					
Receipts at events, less direct outgoings		1,944			3,100
		5,682			7,120
LESS: EXPENDITURE					
Affiliation fees		153			160
Rent, rates, lighting and heating		631			628
Salaries, national insurance and S.E.T.		2,986			3,239
Printing and stationery		381			672
Postage and telephone charges		573			480
Sundry expenses (including insurance and travelling expenses)		825			753
Motor car expenses		553			429
Audit and accountancy		231			84
Bemsee Magazine:					
Excess of costs over receipts		469			462
Annual dinner		158			155
Depreciation:					
Furniture and equipment	162			181	
Motor car	180			180	
		342			361
		7,302			7,423
DEFICIT for the year		1,620			303
Deduct:					
UNAPPROPRIATED BALANCE					
brought forward	6,808			6,997	
TAXATION recovered	144			115	
		6,952			7,112
UNAPPROPRIATED BALANCE					
carried forward		£5,332			£6,809

BRITISH MOTOR CYCLE RACING CLUB LIMITED
BALANCE SHEET AT 31ST DECEMBER, 1969

	<u>1969</u>	<u>1968</u>
	£	£
FIXED ASSETS	683	903
INVESTMENTS (Quoted) at cost (Market value £2,240 1968 £2,544)	2,990	2,991
CURRENT ASSETS		
Stock of badges etc.	157	226
Debtors and prepayments	461	597
Cash	2,896	4,747
	3,514	5,570
LESS: CURRENT LIABILITIES		
Subscriptions in advance	181	211
Creditors, accrued expenses and receipts in advance	1,674	2,444
	1,855	2,655
NET CURRENT ASSETS	1,659	2,915
TOTAL NET ASSETS	£5,332	£6,809
Represented by:		
GENERAL FUND		
Balance at 31st December, 1969	£5,332	£6,809

Lionel Cheeseright } Directors
W. E. Rose }

In our opinion the above Balance Sheet and annexed Income and Expenditure Accounts give a true and fair view of the state of the club's affairs at 31st December, 1969 and of the Excess of Expenditure over Income for the year ended on that date and comply with the Companies Acts 1948 and 1967.

22, Upper Brook Street,
London, W.1.

ANDw. W. BARR & CO.,
Chartered Accountants.

24th February, 1970.

BRITISH MOTOR CYCLE RACING CLUB LIMITED

REPORT OF THE DIRECTORS AND REVIEW BY THE CHAIRMAN

Your Directors submit herewith the Financial Statement and their Report, concerning the activities of the Club, during 1969.

General

The Directors are gravely concerned that, for the third year running, they are obliged to report a financial loss on the year's activities. Moreover, it is most disturbing to know that this loss is £1,000 more than in the previous two years.

This loss is analysed in greater detail, under a subsequent paragraph but, as we have said before, it is a symptom of our times. With rising costs, less and less people are showing an interest in outdoor sport, whether it be football or racing, and it is becoming increasingly evident that a sport can only survive to the extent in which it is supported by those taking part. It has always been the policy of this Club to provide the maximum amount of racing possible for its members, within the framework of racing as a whole. If circumstances force us to depart from this, it will only be with great regret to all concerned.

However, we must be realistic and point out that our assets are not sufficient for us to endure this position much longer, under present circumstances, and the Directors will be obliged to consider what radical alterations are necessary, to secure survival. I can assure you that this is already being done.

Membership

Once again, we are faced with a reduction in membership. It is realised that the racing life of the average member is a short one and that, except where he takes up other activities in connection with the Club, such as marshalling he tends to drop out after a few years. So that numbers can only be retained by the recruitment of younger riders. We appeal to all members to help us in this regard.

Finance

The Balance Sheet attached to this Report shows that the years activities unfortunately resulted in a loss of £1,620 which is considerably greater than that sustained last year.

This is very largely due to decreased income, from subscriptions and race meetings. With reduced spectator appeal, Club meetings in particular are failing to pay for themselves to the extent of some £50 a meeting. Expenditure has increased as might be expected with increased costs of postage, motoring, S.E.T. and audit. Even so, an increase of less than £300 on a turnover of some £20,000, or 1½ per cent. cannot be regarded as excessive and reflects great credit on both the Secretary, for his control, and the Finance Committee, for their vigilance.

Review of Racing

In the sporting sphere we maintained the very satisfactory figure of 13 meetings including one international and the two-day meeting at Crystal Palace. This is a higher number of events promoted than any other racing club and gives the ordinary member not only a wide choice of class capacity but an equal opportunity to race whatever his riding ability.

The Hutchinson 100 took place in brilliantly fine weather and attracted the cream of the world's riders with over a dozen works and semi-works entries. Its claim to a premier position in British racing remains un tarnished, but the hard work necessary to undertake the yearly

organisation, the financial risk we and our sponsors run yearly grows more demanding. Not only does the downward spiral of attendance reduce the income, but the volunteer help which so characterised motor cycle sport years ago is less abundant as leisure pursuits proliferate.

In planning the American v Great Britain match during 1969 we sought to increase the entertainment value of road racing. This is the kind of venture which can capture the headlines and benefit the sport in wider fields. Our best endeavours are turned towards promoting this series in 1971 in conjunction with our sponsors Castrol Limited and Motor Circuit Developments Ltd.

Of great importance to our riding members is the welcome news of the Shell Production Machine Club Championship announced in the closing weeks of last season. This is a tremendous boost to the sport and to our club. It is gratifying too, to realise that the departure of the 'Trade Barons' – for long an integral part of the scene, was not as final as at first it seemed.

Club racing continues to attract people and to produce up and coming riders. It also has some of the most exciting, close-fought racing of the year. This activity of the club is always of prime consideration to the Board of Directors.

A special word of thanks to the volunteer officials and marshals. They undertake some arduous jobs often in severe climatic conditions, not just for the length of one race, but for nearly 10 hours non-stop. Without their unflinching loyalty to the sport racing could not take place.

President

The Directors are pleased to announce that Sir Geoffrey Tuttle, K.B.E., D.F.C., F.R.Ae.S., has signified his willingness to accept nomination for re-election as President, at the Annual General Meeting.

His enthusiasm and support, during the past year, have been greatly appreciated.

Vice Presidents

The re-election of Geoff Duke, John Surtees, George Brown and Gordon Hadfield will be proposed at the Annual General Meeting. Their contribution to our sport, in the past, has been immense and their interest is always with us.

Directors

In accordance with the Articles of Association, Messrs. E. Cooper, W. E. Rose and V. L. Wardall will retire at the Annual General Meeting. They all offer themselves for re-election.

Staff

This has been a difficult year for Jim Swift and Peter Lewis, who have been obliged to carry the whole burden of office work, in an effort to keep expenditure on salaries to a minimum. Towards the end of the year, Mr. F. L. Evans was appointed, on a part time basis, to look after accounts.

The Directors are fully appreciative of their efforts.

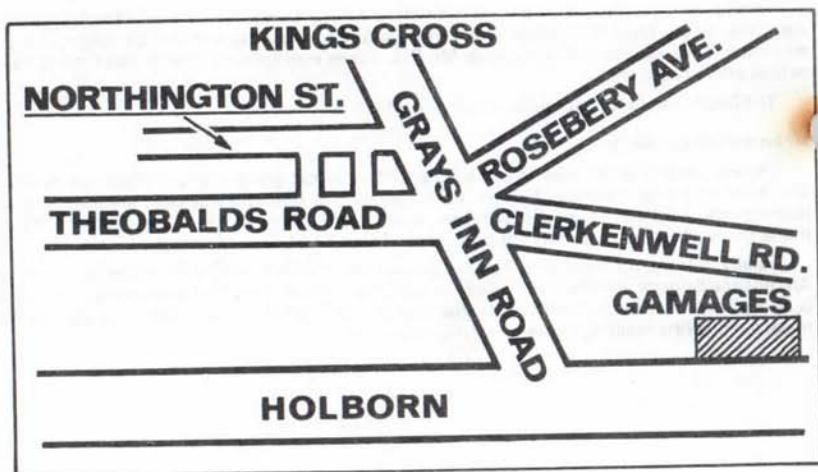
Acknowledgements

Once again the Board wish to pay tribute to the support given at all our Meetings by the Marshalls and other voluntary helpers. With 13 meetings during the season, involving long journeys and a full days attendance this must strain enthusiasm to a very great extent. – We thank them all for, without this support, there would be no race meetings.

Finally, our thanks are due to the Medical personnel and the members of the St. John's Ambulance Brigade and the British Red Cross Society whose attendance at sports meetings is so essential not forgetting the management and staff of the various Race Circuits who make such sports meetings possible and pleasurable.

**BRITISH MOTOR CYCLE RACING CLUB LIMITED
BENEVOLENT FUND INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31ST DECEMBER, 1969**

	1969	1968
	£	£
Balance of fund at 1st January, 1969	1,012	959
Add: Deposit interest	60	53
	£1,072	£1,012
Represented by:		
Cash on deposit account 31st December, 1969	£1,072	£1,012



HOW TO KEEP A TWO-STROKE

HAPPY

Jack Perrin

Reproduced by kind permission of Duckham's Oils

CAREFULLY mixed with the petrol before being poured into the tank, Q20-50 multigrade oil would adequately lubricate most two-stroke engines. Duckhams Two-Stroke Oil would be even better, however, because it has been specially blended for the purpose.

Q20-50 is for four-stroke engines. With their constant-circulation lubrication systems, these impose certain requirements on the oil which just do not apply with two-strokes. On the other hand, the two-stroke—irrespective of whether it relies on the widely used 'petroil' system of lubrication or has a more sophisticated pumped or metered supply—calls for some qualities in an oil that are unwanted with the four-stroke.

Viscosity

While multigrade characteristics are so important in an oil that will be circulating round and round an engine for anything up to 6,000 miles, they are unnecessary for a two-stroke. In this there is a constant supply of fresh oil, all of which is dissipated instead of being re-circulated. Experience has shown that with modern, high-revving engines a good quality single-grade oil of SAE 30 viscosity is best for the job.

It can still benefit from additive treatment, though, even if the additives are not always the same as those required for four-stroke lubrication.

Good Mixing

With the vast majority of two-strokes being 'petroil'-lubricated (having the oil added to the petrol in a specified ratio which can vary as widely as from one part to eight to 1 : 50, depending upon the design and use made of a particular engine) it is important that the oil will mix readily and will not separate out from the petrol during periods of disuse.

A simple way of achieving this is to dilute the oil with a volatile spirit. There are drawbacks, however, not the least of which is that the overall quality of the oil is lowered so that more of it must be mixed with each gallon of petrol. Today's Duckhams Two-Stroke Oil has been blended to mix immediately and permanently with the petrol without recourse to such diluents.

War on Whiskers

Most important of all the additives to a good Two-Stroke oil like Duckhams is the one which defeats plug whiskering—a once all-too-familiar phenomenon which, a nuisance at any time, could become a real danger when it occurred at an inconvenient moment in an outboard engine.

The detergent/dispersant additives in Q20/50 are effective in treating minute particles of contamination to keep them in harmless circulation for long periods. In a two-stroke such additives are unnecessary and can, in some circumstances, actually aggravate any tendency towards plug whiskering.

The two-stroke equivalent of the 'detergent' still treats microscopic particles of carbon to prevent them forming hard deposits, but in a different way.

They are inhibited from combining together into a solid mass that will eventually choke the exhaust ports; instead the carbon settles out as a soft, non-clinging deposit which will flake away and be dispersed with the exhaust gases as soon as it begins to build up.

An anti-oxidant prevents the formation of laquer and gummy deposits which would otherwise form on the sides of piston and in the ring grooves, and so lessens the risk of piston seizure and the old bugbear of stuck piston rings.

Anti-corrosion

There is also an anti-corrosion additive, especially important to the owner of an outboard engine which necessarily spends much of its time in a damp and often acidic atmosphere.

The Duckhams laboratory took as much trouble to formulate the best possible oil for a two-stroke as they did to produce Q20-50 for the four-stroke engine. So there are distinct advantages in using it for most lightweight motor cycles and scooters, outboards or mowers. And, quite as important, in using it in the ratio specified by the manufacturer of that particular engine.

IN BRIEF

Road Races — Clutch Starts

THE Competitions Committee has considered the reported introduction of clutch starts at a number of road race meetings in 1970 and has decided that the following conditions will apply if promoters wish to employ clutch starts at their meetings:—

1. The maximum number of solo starters in any one race or heat to be two-thirds (ignoring any fractions) of the maximum permitted for a massed start with dead engines as laid down in the Course Licence—unfair! The maximum number of three-wheeler starters will remain as at present permitted under this Licence.
2. In arranging the grid positions, promoters should utilise the whole of the area which would normally be available for a massed start with dead engines.
3. The Supplementary Regulations must indicate the method by which the start will be controlled, i.e. flag or light.
4. At least two Judges must be appointed to observe the start and to report any driver anticipating the start to the Clerk of the Course. Any driver guilty of causing a false start by anticipating the start is to be penalised by the addition of one

minute to his race time as provided under GCR No. 226.

These requirements will be reviewed in the light of Stewards' Reports.

Personal Accident Insurance Events Abroad

The attention of drivers and passengers competing in events abroad is drawn to the limitations of the Personal Accident Insurance Cover as required by the FIM. The FIM regulation stipulates that drivers and passengers must be covered for **minimum** benefits of £500 Death or Permanent Disablement and £100 Medical expenses. It should be particularly noted that these minimum requirements do not include the payment of any weekly benefit for temporary disablement and the Competitions Committee earnestly recommends that drivers and passengers should seriously consider obtaining such cover and so avoid possible financial hardship in the event of injury.

Economical Do-It-Yourself Leather Repairs now Possible

Repairing leather clothing can be an expensive business if the garment goes away to a specialist—yet small patching jobs can often be undertaken satisfactorily at home if the right equipment such as special needles and thread are available.

One of Britain's foremost suppliers of leather clothing, D. Lewis Ltd., of London, have produced the ideal solution. A do-it-yourself kit now available at a cost of only 13s. contains all the material necessary for quick, efficient and permanent repairs. Approximately 64 square inches of good quality black hide is included to deal with any small patching job.

For most repairs the special glue in the kit will stick the patch or repair a tear (with a patch behind the leather). However, a set of special needles (including a semi-circular bow needle) and strong waxed thread is there if extra strength is required—on motor cycle competition clothing for instance.

The Lewis Leathers leather repair kit, catalogue number 79, is available from D. Lewis Ltd., 124 Great Portland Street, London, W1A 2DL. Cost is 13s. plus 1s. post and packing if ordered by mail.

Switch to Suzuki for Ex-Works Honda Man

Ralph Bryans, the ex-works Honda rider will join Stuart Graham on a 250 cc Suzuki "Hustler" for the Thruxton 500 in May and winners of last year's 250 class Frank Whiteway and Stan Woods, will this year be riding a Suzuki T.500 II.

Production TT Entry

Eddie Crooks, the Barrow in Furness dealer/rider, who has developed and built these two production racers, also announced today plans to enter them in the Production TT and the Barcelona 24 Hour Race.

In these events, Woods will switch to the 250 whilst Whiteway will again mount the 500.

The names of co-drivers for the Barcelona event have not yet been announced.

ENTRY FEES

"NEEDS must when the devil drives," is a saying which is particularly appropriate to our present situation. Whereas in the past we have tended to look upon absentees from race meetings with a degree of compassion, knowing as we do the financial plight of many of our members, there comes a time when it is impossible to bend over any more to be helpful. The spine these days is a bit creaky so we have to straighten up and regretfully advise members that, once having entered for a meeting, the entry fee will not be re-funded credited against any future event. If you wish your insurance fee to be returned, this we will gladly do but at all times it will be a direct refund and will not be credited against a future meeting. Cheques so issued must be banked immediately to clear the debt.

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And that means help from the nearest Lucas Bgo dealer. In a matter of minutes he'll replace the faulty component with a Bgo electrical exchange unit. These units, alternators,

stators, regulators etc. are built to the latest specifications, for long life and reliability you can count on. And each Bgo unit comes complete with a 12 months' guarantee.

Next time an electrical unit gives you trouble, maintain your independence: With a little help from Lucas Bgo.

Lucas Exchange Service - makes sense

