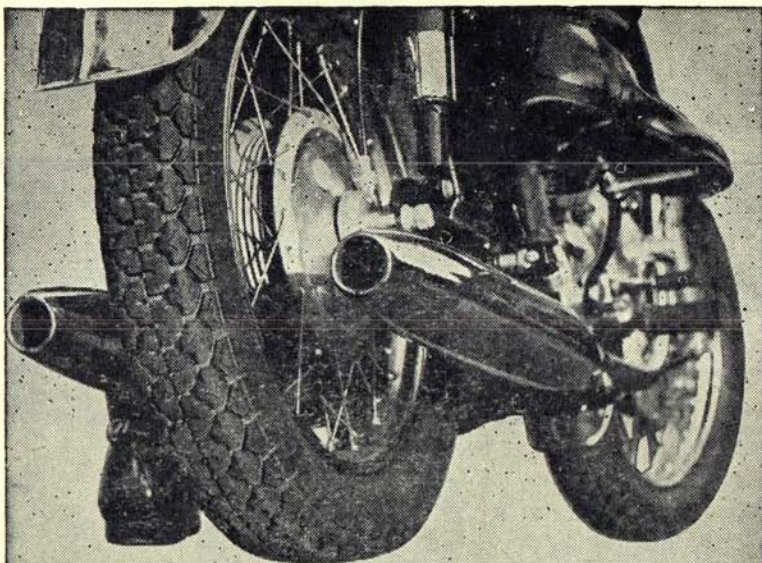


BEMSEE



1970

SEPTEMBER



the best things on two wheels

DUNLOP tyres make the best of both wheels. DUNLOP'S endless research into construction, composition and tread design produces the safest, most comfortable tyres on two wheels, with safer cornering, surer steering, more responsive braking and miles longer wear. That's why they are fitted as standard equipment by the majority of British motor cycle manufacturers. And why you, too, should always ask for Dunlop.

DUNLOP

*.. all built with
Road-Hug
Rubber for
TOP SAFETY
TOP MILEAGE*

The superb all-purpose tyre with road-hug rubber for exceptional wet grip, safe cornering, braking and acceleration.

The perfect front-wheel partner for K70, patterned for low rolling resistance and positive steering.

Deep cut pattern for grip plus long life. Suitable for all three wheels of combination outfits.

DUNLOP K70

RIBBED

SIDECAR MAJOR



Bemsee

Journal of British Motor Cycle Racing Club
PO Box 75 Kingston upon Thames Surrey

RAIN BUT NOT RUINATION

WE have been too lucky this year; hardly any rain at all, and even when there was snow on the ground to start the season, it never affected the circuit. So by the time we got to Brands for the Ace of Clubs on August 22 inevitably fate caught us and for the first race in the twelve event programme of our Saturday afternoon meeting the heavens opened. Sure enough Ron Higgs and his marshals at Paddock were picking them up, popping the bikes behind protective straw bales and then leaping to safety up the banking.

Even so, with speeds for this opener well down Martin Harrison had to drive the Chat Greeves hard to keep out Douglas Lunn, winning from him by 1/5th sec. whilst Stuart Morrell who retired, claimed fastest lap.

Retirements for various reasons changed many a race as Peter Butler found to his cost in the first 1,000 c.c. event. Nicely placed in second position after pulling up from a poor getaway, he passed the Start on the penultimate lap with the 'three' reduced to two cylinders in working condition, and had to pop and splutter round once more trailing to seventh.

Slight improvements in the track augered well for the Production boys with a very creditable line up for the event which includes the Shell Production Machine Championship. A good start got the pack through Paddock without mishap with tight bunching all the way through Druids, Bottom Straight before starting to spread out around Clearways. Lap Two saw the trouble with Butler doing a base over apex entering bottom straight at about the same time that team mate Dave Nixon came adrift at South Bank. Both were OK with Butler re-mounting whilst Nixon did an encouraging sort of war dance for him. The lead was now in the hands of Peter Benjamin who promptly cast it all away in a spectacular nose dive at Paddock. A not too despondent Peter later nearly did his nut when told that he had been leading. And in the end victory went to Paul Vincent who also made fastest lap on the Bonneville, and Jonathan Vincent came home 18 seconds behind.

Demonstrating just how tricky things were Cyril Knight pulled off the 125 race on his Bultaco with fastest lap at 69.10 which compared handsomely with the Production best lap of 70.86. But things improved in the second 1,000 event where the Kuhn Seeley of John Ward, ridden magnificently, fought a race long duel with Edward Wallace (650 Deeprise) in which cunning played a major part. Wallace got ahead in the closing stages to be pipped at the end in a well fought contest.

Racing of this quality and excitement was to continue for the rest of the meeting. For Event 7—a 350 affair—people began to sit up and take notice of two riders who were so obviously in absolute control of themselves and master of the race situation. Derek Head and Guiseppe Garozzo, respectively Aermacchi and AJS mounted, accelerated steadily away from the field. Indeed it was by pulling away that this close race might have gone the other way, for near the end, Head caught up some stragglers at South Bank, got round most on the outside whilst Garozzo a few yards to the rear, had to go with them through the 'line' and could not extricate himself until most of Clearways had been eaten up. Had that not occurred . . . !

So by 40 feet honours went to Head, winning at 70.43. The first race of the day to exceed three score and ten. Rightly Garozzo took fastest lap at an incredible 73.42 m.p.h. The battle was to be resumed!

Surprise of Event 8 was the appearance on the line of Martyn Ashwood. With such a majestic opponent the field got down to some hard bargaining for second place, resolving shortly into a cut and thrust affair between John Cowie's 'three' BSA and the 650 Norton of Philip Smith, with Smith thrusting the Norton over the line less than a second ahead. And Ashwood? Like the good sportsman he is, he pulled out back to the paddock.

So we returned to Messrs. Head and Garozzo, with the latter demonstrating Minter-type tactics passing on the outside through Paddock and always with one obvious intention, that of getting ahead of Head! By Lap 7 he very nearly did. Derek must have been unaware how close his opponent really was, so when the fright came he piled on the pressure and stayed in front until the last lap, when Garozzo took him on the exit from Clearways. In anybody's book that sort of pass with the chequered flag ahead is a dead cert. Except this one. Head pulled across, found extra steam from somewhere and by half a wheel (or as the timekeepers recorded it, 1/5th sec.) got his second victory of the day. Both race and lap speeds were well up, only this time Head got the fastest lap.

The only life in the final 1,000 was Peter Cockram's lap of 76.18 m.p.h.—best of the day—before we turned to the two side-car events, of which the second produced only five men on the same lap as the victor, who was Antony Greening (Triumph 650), enjoying and delighting us all at the same time, with a glorious battle with John Campbell and his 750 Norton outfit. This included some very nice turning inside the other men at Druids and showed that even a slow race is often more entertaining than a fast procession.

Altogether Ace of Clubs can be summed up as an ace of club racing.

.....

MONTY & WARD (MOTORS)

THE

RACING & SPORTS MACHINE SPECIALISTS

AGENTS
for
TRIUMPH
DUCATI
METISSE
GREEVES
etc.

QUAIFE
4 and 5 SPEED
TRANS-
MISSIONS
for **NORTON**
and **TRIUMPH**

METISSE
RACING
EQUIPMENT
etc.

● ●
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

BOARD REPORT

THE Board met at the Company's offices on July 14, 1970.

Club Magazine. The practice of distributing copies of the regulations for Club Meetings with each issue of the magazine was discussed. The object was to economise on costs since the despatch of regulations separately would double the postage bill each month. This arrangement had a material effect on occasions of limiting the number of pages of the magazine but the Editors were striving to maintain and improve quality.

1971 Dates. No further news was forthcoming on available dates for the 1971 racing season, although it was envisaged that the same number of dates would be available, and no changes were anticipated in dates for the Hutchinson 100 and the Metropolitan Meeting.

Mr. Charles Gallanaugh. A letter of acceptance had been received from Mr. Charles Gallanaugh on his appointment as an honorary member of the Club.

Hutchinson 100. Arrangements for a special Sunday morning practice period for those competitors unable to arrive in England for Saturday practice had been arranged. The re-timing of the Sunday manning had been distributed to all Marshals.

The Press Conference for July 30 had been finalised and invitations distributed.

Details of the Marshals' and Officials' Party were agreed; the party would be held at Brands Hatch Circuit on the eve of the Hutchinson 100, as it represented the best time in the year when the majority of marshals were gathered together.

Course inspection had been planned for roughly five days before the meeting in order that adequate safety precautions could be checked.

Metropolitan Meeting. A press conference at the circuit had been planned at which some of the sponsors, their riders and machines could be presented to the press. The GLC had given approval for part of the circuit to be used.

Entries were coming in and it was hoped that a good percentage of well-known riders would be appearing. The number of races had been increased to 14 including the Match Race and minor adjustments to timing effected.

Staff. The Hon. Secretary reported that a full-time clerk/typist had been engaged.

Finance. Signs of being able to contain costs, despite the ever rising charges for essential items, were noted.

Membership. A close scrutiny of membership was considered. It was felt that the time limit for the renewal of subscriptions could be reduced with a beneficial saving in operating costs.

HUTCH HAPPENINGS . . .

The things they do

Phil Read hopping along on one leg, right foot bare, claspings sock and boot on the way to collect his Senior Championship Trophy.

* * * *

Red face of Clerk of the Course Dennis Bates when asked on Sunday morning for the six laurel wreaths (he had forgotten to order).

* * * *

The 'Keep Britain Tidy' attitude of Malcolm Uphill who brought back with him to the pits the footrest he wiped off at Druids.

* * * *

The misfortune of sidecar driver No. 9 after receiving a caution from the Clerk of the Course who later when using the wrong road collided with the C of C; much later tripped over the same body in the paddock!

* * * *

The frantic panic to find the Mellano Trophy twice: first time it was safe in the office, second time Castrol were minding it.

* * * *

The mysterious hole which appeared in the commentators office to facilitate the use of miniature TV. Somebody had to remember to bring a wood drill

* * * *

The official who now knows what a sleeping adder looks like, and won't wear soft shoes in the woods any more.

* * * *

The Kuhn mechanic who put the wrong numbers on a 350 and caused much consternation as the wrong number was a non-starter, and the right number was a substitute driver.

* * * *

The inevitable 1. Sidecar grid positions in consecutive numbers instead of only in odd numbers.

* * * *

The inevitable 2. Gyula Marsovszky decided the right way round was the wrong way round, or t'other way. As 20 chaps set off from the start for Clearways, he tried aiming direct for Paddock making 150 yards before the Starter captured him.

MORE FUEL FOR THE ANTIS

AT the same time that we were putting the Hutch on at Brands Hatch, the Swedes were suffering from the glare of publicity which always attends an accident to spectators at a motor race circuit. But this time there was a reaction from an unexpected quarter when their national association controlling the sport, slapped an immediate ban upon racing at all but one of the country's circuits pending investigation, and in some cases, major modification to improve circuit safety.

Recently in this country a scrambler was successfully sued by a spectator who was injured as a result of the machine getting out of control, the judge holding the view that the actions of the rider were contrary to what one should expect when competing in the race.

The concern over the TT deaths this year caused outpourings by the press and by people who did not make sure of their facts, although they were in a position to do so. And the grisly aftermath of the BBC in the Island trying to film for television the digging of a grave for one of the victims shows to what depths it is possible to descend. One can only ask, in the name of what?

Still the fact remains we have to live with the hazards of our sport (what sport is devoid of hazards?), so we can all ask ourselves whether there is anything we can do to minimise the risks. The answer must be in the affirmative. If your mind springs to circuit construction (too much or too little) this is natural, since there are many cases where improvements for rider safety would in no way reduce the risk to the spectator. But there are other factors as we find too often: poor quality, or worn out clothing; helmets that are 'tired' yet, because they are stamped with the ACU approved mark, the rider can go on wearing them even if the sides can be made to touch; crashed machines which are really not fit to be ridden, yet look OK, since the welds in the frame are filled over and painted; near bald tyres; chains stretched, and lubricated not at all; fairings that are presented at every meeting which give no clearance over the rider's hands; and lastly the art of riding and racing about which a goodly number each season just fail to absorb the basics—after all the successful road racer is not necessarily the one with the most accidents.

Safety starts first as an attitude of mind in everything and about everything to do with racing. The sport is not perfect, and we are, too often, victims of lobby's more powerful than our own governing body seems able to manage; but starting with one's own self what sort of improvement can YOU make?

THE EDITORS

POORE THANKS HONDA

CREDIT where credit is due. Honda's selling of motor cycles by racing prowess is something Dennis Poore of Norton Villiers took very much to heart. Twice on BBC 2 Money Matter Programme put out early last month, he publicly thanked Honda for their efforts and skills in slicing of a huge share of the two-wheel market, particularly in the 'States.

Money Matter took a good look at our manufacturing industry—both sides, large and small. They interviewed BSA Chairman—why is it that I can never remember his name, and only recall Sir Bernard Docker now ten years' departed—who took his stand on the now well promoted aspect that BSA does not produce out and out racers but develops standard machines which the public can buy; **solte voce**, when can we have AMA rules over here so that our marketing set-up has one common operation.

In the small manufacturer field they chose Maurice Brierley. Contemporary of sprinter George Brown, Maurice operates from Watton-at-Stone. BBC 2 outlined the problems of the ultra-small manufacturer typified by Maurice who designed, built and rode the mighty Methamon 'blown' sidecar outfit to capture the World Record for the s.s. kilo a few short years ago. The outfit now resides in the Shuttleworth Trust at Old Warden airfield in Bedfordshire. As the commentary put it, Brierley achieved all this without encouragement, without support.

Real purpose of the programme was to outline the industry and to say, where now! Poore said it, BSA's Chairman implied it—without a united industry all pulling in the same direction, and using the benefits of competition to sell, the downward spiral will accelerate, until everything disappears (up its own).

So you would have thought that the sports promoter would have figured in the programme, or even the professional or semi-professional competitor. Nothing appeared, but we did have a good introduction of the way motor cycling as a social activity has spread (!) amongst the nobility, the landed gentry, the professions, the theatre. The only trouble was that, Sir Ralph Richardson as a notable exception, most like George Lazenby opted for those ghastly freak handlebar/banana seat/upswept exhaust freaks which make the true two-wheel enthusiast shudder.

But there it was, a rare adult attempt to portray our industry. Still, however, the outside looking in, rather than the other way. Or is that more revealing?

DENNIS BATES

WERE YOU THERE?

IT all seems so long ago when we used to race motor cycles at Silverstone. In fact it is only four years since the last Bemsee Club Day took place one fine Saturday in September 1966—and even that made a change from the usual dreadful rain, cold wind and bleakness. Many regulars are convinced that they remember exactly those days when the weather really gave us pleasure in the eighteen seasons Bemsee raced in Northamptonshire.

Like all circuits, Silverstone changed over the years. Changes which were so imperceptible that only later came the realisation that things were not always the way they appeared. What turned the memory back was hunting in the loft and finding the "Hutchinson 100 Saturday" programme for October 6, 1951. Even the cover told its own story, for it was in glorious colour showing three riders rounding what must be Woodcote—the first corner after the old start. Woodcote then had two rows of roping, about ten feet back from the tarmac in front of which was a scattering of straw bales widely spaced and some white cones to mark the inside line.

Those cones are a story in themselves. Secretary Bob Walker had bought up a job lot of ex WD white celluloid lamp shades. They broke on impact so caused no damage, but effectively marked the course. He used to detail people (I was always included) to go around the course and place them in position using plasticene to hold them down. It was a thankless, frustrating, boring task. When the wind blew they came unstuck and ended up in the centre of the track; if it rained no power on earth would achieve adhesion between plasticene and tarmac. We used the darned things for years—the supply never seemed to dry up!

On the back cover of the programme was a shot of George Brown on a Vincent, taken no doubt at the first meeting at Silverstone in 1949. This was before the Start was re-sited. Driving up from the road to the circuit you came to a five barred gate. If you had the correct pass you crossed the track to one of those circular concrete areas on which the RAF used to disperse its bombers. This made do as the paddock with the Clerk of the Course housed in a caravan on loan from Berkeley Coachwork. In those days the start was just above Abbey Curve which gave one a splendid view of the riders coming towards the finish unlike the wait-round-the-corner-and-see-what-comes affair that occurs with the finish line on Woodcote. Memories of those days are many. Those who attended that meeting and later ones will recall duels between Bill Doran, Robin Sherry and Rod Coleman on the factory AJS, Les Grahams fire engine red MV that didn't go at all well, Fergus Anderson on the Moto-Guzzi, and, of course, Geoff Duke and Jack Brett on the Bracebridge Street Nortons then manufacturers' World Championship winners in the 350 and 500 classes, with Geoff double World Champion.

That was the time of John Storr, when young John Surtees Jr. (as he was billed) partnered Dad on the Vincent chair, the time when Eric Oliver rode a solo Manx Norton, Geoff Monty was still straddling a bike, young Percy Tait rode a 250 Triumph, a marque he has remained faithful to ever since, and Fred Launchbury made his customary appearance on a Bantam.

And if you read the list of officials, Gordon Hadfield was still a doctor (today he is a Mr., and a very senior surgeon); time-keeping, of course, featured those evergreens Harry Shuttleworth and Vic Anstice, and Tom Pickering who used to travel all the way from Stockton. We had the top brass, too: Les Lumby, 'Ebby' Ebblewhite and General Loughborough, no less.

Now the most unique feature of Hutch's was the awarding of the Mellano Trophy. In Brookland's days one simply won at the fastest speed possible over a race distance of 102.37 miles, whereas airfield racing just did not lend itself to this arrangement. Thus was born the complicated Sealed Handicap restricted to members of the Club. The races for this took place after lunch in various capacities—300 to 350, 400 to 1,000, 400 to 500, and up to 125 and 225 to 350 lumped together. The most amazing race was, however, the 400 to 1,000 c.c. **solo** event with no less than 60 starters, of which **eleven** were sidecar crews including Eric Oliver, Cyril Smith, Pip Harris, Bill Boddice, Jackie Beeton and the evergreen Cyril Hale and his Morgan Cyclecar. Imagine it: first man despatched was J. P. E. Hodgin (998 Vincent) with a 51 second start over the next man Maurice Brierley (998 HRD), later to find fame as a sprinter culminating in the World Sidecar s.s. kilometre record on the Methamon, John Surtees started at 1 min. 59 secs. and the last solo man left in hot pursuit at 2 min. 50 secs. By which time the first men had completed a lap and the Handicapper had a grid full of chairs anxious to be off and doing. They took 2 minutes to get away so that solos had to weave through sidecars and the entire circuit was filled with racing machinery. What a sight it was and how we loved it with Mellano winner Les Archer and Les Clifford handling the commentary, Bill Jarman and his marshals to control matters, and the imperturbable de Lissa's—O and B.R.—to flag off the winner.

The crowd was a good 30,000, the lap speed table only went up to 100 m.p.h., and the 500 c.c. lap record was 6 m.p.h. short of this. History records that Eric Oliver and passenger Lorenzo Dobelli collected the Mellano at 77.31 m.p.h. Second man was Les Graham who, not having anything other than a 125 and 500 MV startled the racing fraternity by hitching up with Velocette to ride a 350 model, third was Harry Pearce who was to win the North-west 200 the following season.

A good viewpoint is worth listening too!

THE introduction of the Honda 750 four for road going use caused quite a stir. Equally well it failed to cause the right kind of stir in the production racing sphere notably in the 'island'. Nevertheless, it is a machine that one cannot ignore. The following appeared in the "Sunday Times" quoting "Car Magazine", and we believe motoring writer Laurence Setright comes in somewhere along the line. However, for the benefit of any mechanic trying to explain the lack of power we offer these words quoted from the "Sunday Times" which begin with these lines from Shelley's Epipsychidon

Tell them that they are dull,

And bid them own that thou art beautiful . . .

Just like a Honda CB750.

But even Shelley cannot compete with the matchless prose of the writer who does a column called "Handle Bars". Take this passage on the noise level of the Honda CB750: "There is none of the spasmodic eructation of large cylinders in small numbers which pound their furious mortars in an ill-smoothed sequence of jerks, heave and bellow; nor any such dull opiate as the two-stroke's shallow whine or the toothless mumbblings and borborigmal mutterings of a pushrod engine in touring tune. The Honda has in its registration the peal of trumpets, the noble rage of the full diapason and the subtlety of *vox humana* . . ."

So get back on the track and win!

COMERFORDS LTD.

The Motor Cycle Distributors and Buyers

EXPERIENCED AND PRACTICAL SUPPORTER
OF ALL PHASES OF THE SPORT

COMERFORDS LTD.

PORTSMOUTH ROAD
THAMES DITTON, SURREY

Telephones: 01-398-5531 (7 lines)

MEMBERS SUCCESSES

AT THE HUTCH

THE Hutch is one of those well recorded meetings with front page reporting in the 'books' and national press coverage.

Quite obviously the stars were Phil Read, John Cooper, Charlie Sanby and Paul Smart in the solo classes. In the sidecar events Enders and Auerbacher had a win apiece but to the great delight of the crowd, and to the acclaim of the press on the following day, Norman Hanks and Rose Hanks proved what a brilliant pair of sidecarrists they are by taking a well earned third place in both sidecar races. Next time the Germans may not feel so complacent for Hanks ran rings round Auerbacher going into Druids and only the superior straight line speed of the Germans prevented Norman and Rose from trouncing the world leaders. Credit must, of course, be given to Enders for raising the sidecar record (again) by almost 2 minutes so that it equals that put up by the factory Yamaha of Bill Ivy in clinching the 125 class in 1967.

Ken Redfern carved a second from the Production tally with some brilliant riding to make the only other record of the day. This, if anything, highlighted the slower speeds of the big boys who were around the 87.7 m.p.h. whereas Mike holds the solo wrong-way crown at 89.49 m.p.h.

Most of us who saw the meeting will long remember the Cooper/Read duels, the bluff and counter bluff—and what an education it was in high speed racing within inches of each other; the intervention of Sanby on his very quick Kuhn Seeley splitting the Phil/John benefit match in round one of the Senior Championship aided by team mate Pat Mahoney in fourth position. Sanby's very creditable fourth place in round two, which gave him overall second place on the aggregate. Paul Smart had one win, a second, third and two fifth places.

As with all these things, the winners get the glory. We thought it would be nice to record how BMCRC Club members fared.

250 Allcomers

16	Michael Lewis	Yamaha	23.18.4
----	---------------	--------	---------

Senior Championship (1st Leg)

10	Gerry Boret	RGM sc	23.33.0
11	Mick Fiddaman	MGF/RS Kitten sc	24.22.6

125 Championship

13	Rex Butcher	Quaife Metisse	28.47.2	82.85	m.p.h.
14	David Nixon	Boyer Triumph	29.08.0	81.86	m.p.h.
15	Jim Harvey	Kirby Metisse	29.09.2	81.81	m.p.h.
16	Roger Corbett	Domiracer	29.21.4	81.24	m.p.h.

Sidecar Scratch

6	Rodney Gooch	White Yamaha	25.08.2	75.91	m.p.h.
7	Ron Hackett	Shipley Honda	25.15.4	75.54	m.p.h.
9	Michael Lewis	Bultaco	25.24.0	75.12	m.p.h.

350 Allcomers

14	Robin Keating	Saxon Yamaha	23.44.2	80.38	m.p.h.
18	Ken Inwood	Norton	23.06.6		

Production

7	David Nixon	Triumph	38.33.6	82.47	m.p.h.
8	Peter Butler	Triumph	38.42.2	82.16	m.p.h.
10	Peter Davies	Vincent Shadow	37.20.4		
11	Gary Green	Triumph	37.45.2		
12	Jonathan Vincent	Triumph	37.47.6		
13	Paul Vincent	Triumph	37.48.2		
14	Ray Knight	Triumph	37.53.2		
18	James Evans	Montesa Impala	39.09.8		

Senior Championship (Final Leg)

10	Jim Harvey	Kirby Metisse	28.48.0	82.81	m.p.h.
11	David Nixon	Boyer Triumph	29.10.8	81.73	m.p.h.

In the aggregate awards for the Senior Championship, Jim Harvey came 7th at an average speed of 82.31 m.p.h., 8th was David Nixon at 81.80 m.p.h. Only 8 qualified.

Summer Scratch

1	Graham Sharp	Kuhn Seeley Norton	22.55.6	83.22	m.p.h.
2	Howard Robinson	Triumph	22.55.6	83.22	m.p.h.
5	Peter Butler	Boyer Triumph	23.20.6	81.74	m.p.h.
7	Vincent Chivers	Norton	23.38.0	80.73	m.p.h.
9	Jeffrey Boniface	Norton	23.46.8	80.23	m.p.h.
14	Ray Knight	Ducati	24.27.0	78.04	m.p.h.
17	David Habel	Norton	24.58.2	76.41	m.p.h.
18	Anthony Anderson	Matchless	23.05.2		

TROPHIES

The Judges thought the best performance by a private BMCRC member was put up by **Gary Green** in the Production Race for his 11th position in a very tough event, so he receives the RICKARD TROPHY. **Gerry Boret** and passenger **Nick Boret** collect the WATSONIAN TROPHY for being the first club members to finish in the Sidecar Scratch. BMCRC CHAMPIONSHIPS go to

WHAT THEY SAID ABOUT THE HUTCH

Dickie Davies, formerly Dunlops Competition Manager:

"... All concerned are to be congratulated. Needless to say I was in good company all day, seeing so many old friends".

Jock West, OBE, former BMW factory rider, latterly Sales Director of Associated Motor Cycles:

"Congratulations on an excellent meeting and for your courage in running the circuit in the correct direction and not the wrong direction as referred to by some of our Press friends".

Bohumil Stasa, CZ factory rider, writing from Czechoslovakia:

"I must apologise I could not arrive. This year I test the new four cylinder 350. We have some trouble with this machine and we were not successful in preparation it for Hutchinson 100. I hope that all will be in order in the next year and I shall be take part in yours wonderful event".

Phil Read, who needs no introduction, in his MCN column:

"Anyone who missed Sunday's Hutchinson 100 meeting at Brands Hatch missed the best series of races there has been for a long time . . . All in all, it was a fabulous day's racing and the organisers must be congratulated for the smooth running of the meeting."

CRYSTAL PALACE Circuit owned by the Greater London Council has been graced by many charming GLC Officials since it opened in 1953. For the last three seasons the 'boss' has been Miss Shirley Cooper, whose introduction to the racing world took place at our Metropolitan Meeting. Now at this year's meeting she bade us all farewell, and moves shortly to an important job in the higher management of London's Fire Service. We shall miss her.

Michael Lewis (125 race); **Jim Harvey** on aggregate in the Senior Championship; **Gerry Boret** in the Sidecar Championship.

MUTUAL AID

One or two bike trailer, small wheels, Mini fittings, for sale—£10. Also Norton Dominator Wideline Featherbed frame, bare, tatty—£7.

D. Foxley, 1 Mafeking Road, Wraysbury, nr. Staines, Middx.
Phone: Wraysbury 2992.

Preview at the Palace

Rex Butcher, Geoff Monty, Tom Kirby, Jim Harvey, Vic Lane, David Nixon, Vincent Davey, Charlie Sanby and Pat Mahoney were some of the road racing fraternity that did something about the complaint that the press never write much about motor cycle racing: they turned out in force at the circuit on Thursday, August 20 and with permission of the GLC used part of the racing track to show journalists what racing looks like, and, more important to introduce them to team challenge racing in preparation for the actual event on Bank Holiday Monday.

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!

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**

(Dept. BEMSEE)
LONDON 124 Great Portland Street, W1A 2DL
BIRMINGHAM 124 Edgbaston Street, Bull Ring Centre (also Bull Ring Market — Stall 144)
SHEFFIELD 176 The Moor
New Speedsports Centre for Accessories at 144 GT. PORTLAND ST., LONDON, W.1

Bemsee's Annual Dinner

★ New Venue ★ Now Better than ever ★ New Menu

at the **Hanover Grand, Hanover Street,
London, W.1.** - Close to Oxford Circus

Send your entry in now

SERVED IN THE
BANQUETING SUITE

**Marvellous Mouth
Watering Menu**

A Grand night for you
your lady and friends

**Friday
13th November
a lucky date for all**
Start at 7 p.m. for 7.30 p.m.

**SOLD OUT LAST YEAR
DON'T BE DISAPPOINTED
THIS TIME**

DANCING

PRIZES

RAFFLE

You've never had it so late!!
DRINKING AND DANCING
UNTIL 1.30 p.m.

Bus, tube, cabs, parking—
all on the doorstep

.....
FILL THIS IN POST TODAY

To British Motor Cycle Racing Club Ltd., P.O. Box 75
Kingston upon Thames Surrey

Name

Address

Please supply tickets for the Annual Dinner

I enclose (Cheque/P.O./Money Order)

TICKETS ARE 50/- each

SELLING THAT BIKE?

Advertise your bargain
to over 300,000 enthusiasts
for only 6d. a word!

The classified columns of MOTOR CYCLE are the regular weekly market place for the thousands of buyers and sellers. In fact, although we hate to admit it, some copies of MOTOR CYCLE are bought primarily for the classifieds. The one thing that makes MOTOR CYCLE stand out, is that every reader is a potential customer . . . 300,000 of them for only 6d. a word—MOTOR CYCLE is a bargain for your bargain!

Motor Cycle

WORLD'S
LEADING
MOTOR CYCLE
PAPER Weds. 1/-

ORDER FORM - post TODAY!

Motor Cycle

- RATE 6d. per word
- Box No. 2/6d. Extra
- Cheques, etc., payable to "Motor Cycle," crossed & Co.
- PRESS DAY FIRST POST MONDAY
- NAME & ADDRESS TO BE PAID FOR IF USED IN ADVERTISEMENT

To "Motor Cycle"
Classified Advertising Dept.,
Dorset House, Stamford St., London, S.E.1. Tel. 01-928 3333

PLEASE INSERT MY PRIVATE ADVERTISEMENT INDICATED ON
THE FORM BELOW UNDER THE HEADING OF.....

Please write in block letters with ball pen or pencil

NAME.....

ADDRESS.....

NUMBER OF INSERTIONS REQUIRED.....

REMITTANCE VALUE..... ENCLOSED

Motorcycling is a sport for the independent man

Until his electrics break down. And then, because he wants to get back on the road with minimum delay, he looks for the fastest, most reliable help he can find.

And that means help from the nearest Lucas B90 dealer. In a matter of minutes he'll replace the faulty component with a B90 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 B90 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 B90.

Lucas Exchange Service-makes sense

