

BENEFIT '67

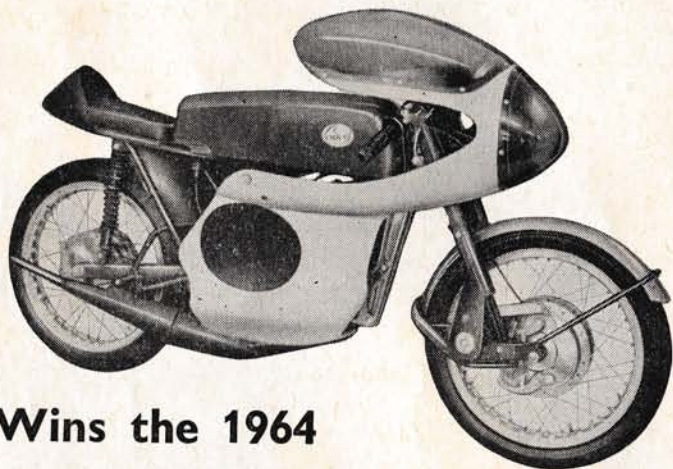
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**THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB**

Bemsee



EDITORIAL

I think congratulations must go to John Surtees on his brilliant win at Monza in the new Honda, 240 odd pounds lighter than the car in which Richie Ginther won the only previous round which has gone to the Honda car—Mexico two years ago. Perhaps, like other members of the motor cycling fraternity, I am really only interested in car racing when John is somewhere in the hunt. The 500 mile British round of the World Sports Car Championship at Brands Hatch on July 30th lost a

lot of its interest when John was virtually relegated to the background when engine trouble spoilt his chances from the offset of the race. We share his frustration when he loses and his success when he wins.

One must, I feel, take one's hat off to a brilliant driver and a brilliant engineer—Jack Brabham. He, more than anyone else, deserves all the success from racing that he has justifiably reaped. It is a great pity that there is nobody really like him to pioneer a Repco Brabham in the motor cycling world. But take heart—at least he balances the bottom end of Boyer of Bromley Triumphs and is the only person who even knows, and who has asked, for the balance factor. But for those that would want to work with him there is one snag. From what one can see you have to be an Aussie!



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TOPICS FROM LUCAS

CAPACITOR MODEL 2MC

A new ignition system which enables a motor cycle to be run with or without the battery, has been developed and strenuously tested over a long period by Lucas. Known as the Capacitor Ignition system, it can be fitted to motor cycles equipped with 12 volt electrics and the conversion is extremely simple and inexpensive. It is, however, more complicated on energy transfer and 6 volt equipped machines.

The system incorporates basically the standard 12 volt battery coil ignition components (with the zener diode regulator mounted on an adequate heat sink), and a spring mounted, high capacity electrolytic capacitor of a special shock resistant type. Machines with 6 volt equipment can be covered by purchasing additionally, the components necessary for changing to the 12 volt system. Energy transfer machines further require a battery charging alternator stator, wiring harness and light and ignition switches.

Briefly, the capacitor itself stores the energy pulses from the alternator and supplies the ignition coil with sufficient energy as is required to ensure adequate plug sparking for starting and running at all speeds throughout the engines operating range. Magnetic timing is much less critical than with energy transfer systems and auto-advance mechanisms with a greater range of advance, can be employed, such as are used on battery operated coil ignition systems.

An added feature of this system is that normal lighting and the horn can be used without the battery in circuit even at comparatively low engine R.P.M.

This system has been recently used with great success in competition and has the great advantage of enabling the rider to re-fit his battery for ordinary road use afterwards. Additional accessories or parking lights cannot of course be used when the battery is disconnected.

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RESIN ENCAPSULATED ALTERNATOR FOR MOTOR CYCLES

The Lucas Resin Encapsulated Alternator which was introduced in 1964, offers a number of important technical features to the motor cycling public.

The completely encapsulated version, which is announced this year, eliminates certain problems which can occur in the normal varnish dipped alternator. The main problem has been the possibility of the stator coils coming loose under heat and eventually breaking the coil interconnections, causing open circuits. Another improvement with this model is that it overcomes the dangerous risk of metallic swarf from the chain collecting on the exposed coil connections.

The actual system of encapsulation is the result of research and development work on suitably filled resins, mould design, and pouring techniques. The resin itself completely bonds the coils to the lamination pack and to each other. Another point of interest is that as it is filled with a suitable miscible material, it has extremely good heat dissipating properties.

The dependability of this alternator has been proved on perhaps the most gruelling of all test circuits, the tough moto-cross circuits of the world which are surely a certificate of its improved design, performance and reliability under stress.

6CA CONTACT BREAKER ASSEMBLY and 2CP CAPACITOR PACK

Lucas engineers are continually searching for ways to improved the already highly developed electrical systems on motor cycles. Consequently, following requests from motor cyclists for a contact breaker which would permit individual adjustment of the ignition timing for each cylinder on twin cylinder machines, they have designed a new contact breaker unit known as model 6CA. This completely new unit which is to be fitted to most 1968 twin cylinder motor cycles, embodies the following three main advantages over previous designs.

1. Each set of contacts has its own mounting plate which is secured to the circular baseplate by two screws. The mounting plate has a slot into which fits an eccentric screw. When the two securing screws are slackened, the mounting plate carrying the contact breaker, can be moved relative to the cam thus enabling the firing point to be set accurately for each cylinder. If required, the engine can be running when this adjustment is carried out.
2. A similar arrangement of eccentric screw adjustment has been provided for the contact breaker gap, thus making this operation easier.
3. A new, low mass contact breaker assembly has been incorporated embodying a plastics moulded heel. This allows higher engine speeds to be achieved and overcome the problem of contact breaker fling or bounce.

The ignition capacitors are not now fitted to this contact breaker, but are housed in a small, weatherproof container. This consists of a baseplate to which the capacitors are bolted and over which is fitted a moulded rubber cover exposing only a Lucar connector for each of the capacitors. This unit is mounted on the machine close to the ignition coils.

OF THINGS THAT GO BUMP

It was a mad day to start with, the M.O. didn't turn up and we couldn't start racing until we had found a replacement. It rained of course, which is a normal occurrence these days but the funniest happening of the day came right at the end. A rider was found in the carrot field half way down the Norwich straight. All that was seen of him was an arm stretched up to the sky which, the travelling marshal afterwards remarked, seemed rather strange. This was all happening while the riders were waiting with dead engines on the start line for the last race of the day. It transpired that the rider, who shall be nameless, got into a tank-slapper—witness holes in either side of his tank—and just disappeared into the carrots. He was so dazed that he couldn't get up from his prone position and nobody knew that he was there. Last laugh of the day came from commentator Allan Robinson who advised all riders not to come off on the straight unless they wanted to be left until the next meeting! Gerry Boret also sweated when his offer of commenting on the second sidecar race was accepted. A few pints of Dutch and he was glad the race was cut from ten to seven laps.

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PROVISIONAL RESULTS

GUINNESS TROPHY MEETING — AT SNETTERTON

Sunday, 3rd September, 1967

EVENT 1 — SIDECAR

1	28	G. R. Boret. Pass: P. Kennard	998 Vincent	15.33.2—73.19
2	20	D. R. Yorke. Pass: A. Lodge	650 Triton	15.43.0—72.42
3	16	G. F. Walker. Pass: R. A. Walker	1,000 Vincent	15.44.0—72.34
4	3	R. L. Ayres. Pass: G. D. Older	998 Vincent	16.04.2—70.83
5	10	T. Duffy. Pass: R. Acaster	649 Trad Triumph	16.14.2—70.10
6	2	M. L. Harris. Pass: D. Barber	498 Norton	16.26.8—69.20
7	6	J. W. Douglas. Pass: C. Tuffs	Dresda Triumph	16.46.2—67.86
8	5	J. C. Fagence. Pass: P. Dore	998 Vincent	16.58.8—67.02
9	23	C. E. Willsmore. Pass: T. A. Maude	650 Tri-Ntn.	17.09.6—66.32
10	1	R. Cass. Pass: A. Macfadzean	650 Triumph	17.23.6—65.44
11	14	A. G. Betts. Pass: J. G. Betts	650 Triumph	17.36.6—64.63
12	27	T. L. Cheesewright. Pass: B. Parkinson	500 Ntn.	16.38.4—6 Laps
13	9	E. Wallbank. Pass: N. Boret	650 D & D Norton	
14	26	P. Chaplin. Pass: A. C. Goodman	650 HAE Triumph	
15	21	R. L. Davis. Pass: M. J. Barton	650 Triumph	

Fastest Lap: G. Boret in 2m.08.4s. at 75.98 mph

EVENT 2 — 1,000 c.c.

1	22	D. J. Nixon	Norton	15.06.4—75.34
2	12	N. C. Morgan	Norton	15.16.2—74.54
3	15	I. Hackman	ED Manx Twin	15.33—73.20
4	37	A. J. Archer	Triumph	15.34—73.12
5	45	P. M. Sheppard	Norton	15.43.6—72.37
6	4	K. Hampton	Norton Triumph	15.46.2—72.18
7	49	R. Wittich	Norton	15.52.4—71.70
8	19	J. C. Judge	RGM Triumph	15.58.2—71.27
9	7	K. Kollhoff	Triumph Norton	16.18.4—60.88
10	21	V. Young	Metisse	16.32.8—68.78
11	1	I. M. Grant	Triumph Norton	16.40—68.29
12	26	E. Wallace	Triumph Norton	17.05—66.63
13	3	J. C. Boniface	Norton	17.08.2—66.42
14	29	K. J. Smith	Norton	17.10.4—66.28
15	34	R. E. Audley	Triumph	17.13.8—66.06
16	46	D. Sharp	Norton BSA	17.18—65.79
17	43	C. Vance	Norton	17.20—65.67
18	24	A. Gardiner	Norton Metisse	17.28.6—65.13 6 Laps
19	2	B. K. West	Triumph Norton	
20	5	P. B. Wade	Norton	
21	8	M. Pusey	Triumph	
22	32	R. Nicholas	Dresda Metisse	
23	33	K. R. Watson	Triton	
24	38	M. G. Saytch	BSA	
24	40	P. J. Ryall	Norton	
25	48	A. J. Sykes	Triumph Norton	
26	27	D. Hartley	Velcotte	
27	47	B. Ayres	BSA	

Fastest Lap: Nixon in 2m.06s. at 77.43 mph

EVENT 3 — 175 - 350 c.c.

1	35	D. Filler	AJS	14.47.4—76.96
2	20	R. D. Rippingale	Greeves	14.49—76.82
3	14	C. G. Turner	Greeves	14.50—76.73
4	37	M. J. Jackson	AJS	14.55.6—76.25
5	24	D. J. Habel	Norton	15.02—75.71
6	26	J. C. Wade	Norton	15.20—74.23
7	25	P. E. Selleck	Pike BSA	15.22—74.07
8	44	J. F. Ringwood	Bultaco	15.36—72.96
9	43	C. Jones	Bultaco	15.49.2—71.95
10	34	T. J. Myers	Norton	15.49.6—71.92
11	17	J. Dallimore	Cotton	15.50.4—71.85
12	10	L. A. Haynes	Ducati	15.51.8—71.75
13	2	G. D. Dixon	Aermacchi	15.52—71.74
14	42	P. M. Sheppard	Norton	16.06.4—70.67
15	27	J. C. Boniface	Norton	16.06.6—70.65
16	6	R. W. Miller	Greeves	16.14.4—70.09
17	40	V. Young	Norton	16.14.6—70.07
18	3	C. D. Haynes	Suzuki	16.17.7—69.84
19	30	I. Hodginson	BSA	16.20.8—69.62
20	15	M. J. Campbell	Ducati	16.28.8—69.06
21	33	D. Littler	Yamaha	16.30.4—68.94
22	36	W. H. Barnes	AJS	16.47.8 6 Laps
23	23	K. J. Smith	Norton	
24	45	J. R. Pepper	Norton	5 Laps
25	29	W. J. Hicks	Ixovel	5 Laps

Fastest Lap: Turner in 2m.00.6s. at 80.89 mph

EVENT 4 — PRODUCTION

1	15	D. J. Nixon (1st 1000)	Triumph	13.30—84.31
2	7	H. M. Robinson (2nd 1000)	Triumph	14.11.8—80.17
3	12	G. Carter (3rd 1000)	Triumph	14.45.6—77.11
4	8	J. Allen	Triumph	14.50.4—76.70
5	5	K. G. Buckmaster	Triumph	15.09.6—75.07
6	2	R. C. Mackay	Vincent	15.11.2—74.95
7	21	E. J. Reading (1st 500)	BSA	15.14.2—74.70
8	18	H. A. Robertson (2nd 500)	Triumph	15.25.4—73.80
9	16	M. V. Warrington (3rd 500)	Triumph	15.26.2—73.75
10	27	C. P. Thompsett (1st 250)	Ducati	15.27.2—73.67
11	23	P. D. Rogers (2nd 250)	Ducati	15.27.4—73.65 6 Laps
12	19	J. C. Allen	Velocette	
13	10	I. T. Witt	Triumph	
14	6	M. Pusey	Triumph	
15	28	C. Vance	Norton	
16	30	J. R. Muxlow	Norton	
17	26	C. D. Haynes (3rd 250)	Suzuki	
18	24	B. J. Veal	Suzuki	
19	5	L. A. Reed	BSA	
20	19	J. C. Allen	Velocette	
21	25	P. N. Roe	Velocette	

Fastest Lap: Nixon 1m.53.2s. at 86.18 mph

EVENT 5 — 125 c.c.

1	21	C. Jones	Bultaco	15.19.4—74.28	
2	12	R. W. Blake	Bultaco	15.48.6—71.99	
3	23	V. Klokkou	Bultaco	15.51—71.81	
4	1	T. J. Tucker	Bultaco	15.55.4—71.47	
5	2	G. Lund	Bultaco	16.07.6—70.58	
6	9	C. J. Knight	Bultaco	16.31—68.91	
7	20	M. J. Samways	Bultaco	16.31.6—68.86	6 Laps
8	17	J. Denny	Pouch		
9	4	A. R. Russell	Bultaco	5 Laps	
10	11	C. R. Chester-Jones	Wise BSA		

Fastest Lap: C. Jones 1m.58.6s. at 82.26 mph

EVENT 6 — SIDECAR

1	54	I. J. McGhee. Pass: G. Lundberg	Triumph	14.44.4—77.22	
2	44	R. Dutton. Pass: A. Hickford	RGD	15.00—75.89	
3	53	R. C. Russell. Pass: D. Shields	Triumph	15.09.4—75.09	
4	31	R. Munns. Pass: D. Bean	Triumph	15.30.8—73.37	
5	57	A. Teasdale. Pass: P. Wright	D & A Spl.	15.33.2—73.19	
6	52	I. J. Grant. Pass: J. Witowski	Triumph Norton	15.52.6—71.68	
7	35	M. D. Young. Pass: T. J. Bullen	ED Ntn.	16.06.8—70.64	6 Laps
8	56	L. Langridge. Pass: B. Uttley	Triumph Norton		
9	47	N. Keightley. Pass: M. L. Thompson	Triumph		
10	46	H. V. Sainsbury. Pass: A. Newman	HANS		

Fastest Lap: P. J. Wright 2m.03s. at 79.32 mph

EVENT 7 — 250 c.c.

1	63	A. Manship	Bultaco	14.31.6—78.36	
2	65	T. Spencer	Yamaha	14.46—77.08	
3	21	J. Kidson	Royal Enfield	14.46.4—77.05	
4	48	S. Purves	DEW	14.47.6—76.94	
5	49	A. E. Blain	Bultaco	15.02.8—75.64	
6	45	D. Littler	Suzuki	15.20—74.23	
7	36	W. J. Hicks	Greeves	15.20.2—74.21	
8	61	J. D. Denny	Yamaha	15.29.8—73.44	
9	55	C. English	Greeves	15.38—72.81	
10	34	R. Wilson	Greeves	15.46.6—72.15	
11	57	R. G. Skinner	Greeves	15.46.8—72.13	
12	22	J. M. Banks	Greeves	15.54.8—71.52	
13	32	R. W. Robinson	Greeves	15.55—71.51	
14	26	M. G. Chandler	Ducati	16.24.2—69.38	
15	64	J. J. Parkins	Villiers Ducati	16.26—69.26	
16	41	P. R. Harris	Cotton	16.31.2—68.89	
17	43	M. J. Jorgensen	Honda	16.36.2—68.54	
18	52	M. J. Dix	Greeves	16.40.4—68.26	
19	42	D. J. Oakes	Royal Enfield	16.44—68.02	6 Laps
20	33	D. J. Welton	Suzuki		
21	30	M. J. Aslett	Honda		
22	60	M. P. Dighton	Royal Enfield		
23	47	L. S. Griffin	DMW		
24	25	H. M. Hibberd	Royal Enfield		
25	59	T. Duckett	Aermacchi		
26	27	C. J. Forrest	Greeves		
27	23	A. C. Drew	Aermacchi		

Fastest Lap: Kidson and Manship 2m.01.8s. at 80.10 mph

EVENT 8 — 1,000 c.c.

1	85	L. A. Redfern	Norton	13.54.6—81.83	
2	78	T. A. Upton	Norton	14.04.8—80.84	
3	70	D. R. Walpole	Norton	14.09—80.44	
4	66	C. L. Holt	Norton	14.09.6—80.38	
5	65	J. G. Hammond	BSA	14.33.8—78.16	
6	52	A. J. Palmer	Triton	14.41—77.51	
7	97	M. J. Nugent	Triton	14.57—76.65	
8	61	C. T. Curtis	Norton	14.54.8—76.32	
9	91	L. W. Phelps	Triumph	15.19.2—74.30	
10	62	M. T. White	MW Domiracer	15.20—74.23	
11	87	D. Pearce	Norton BSA	15.26—73.76	
12	58	G. G. King	Triumph	15.30.2—73.41	
13	92	J. P. Faben	Norton	15.32.4—73.24	
14	68	K. F. Doughty	RWH Triton	15.39.6—72.68	
15	63	P. Priest	ED Norton	15.53—71.66	
16	86	D. L. Rogers	Vincent	6 Laps	
17	80	C. R. Chester-Jones	CRC-J		
18	53	D. A. May	Velocette		
19	67	R. A. Walker	Norvin		
20	94	J. Currie	BSA		
21	72	P. Bennett	CSR		
22	76	J. Whelen	Norton		
23	73	P. Jones	Ellbee Triton		
24	82	P. Bryant	Norton		
25	59	J. Dunton	Triumph Matchless		
26	93	P. Morse	Vincent		
27	64	D. J. Tomkins	Norton		
28	56	R. B. Porter	Norton		
29	57	J. H. Sadler	Stanhope Spl.		

Fastest Lap: Redfern 1m.55.2s. at 84.67 mph

AWARDS:

Guinness Trophy	D. J. NIXON
M.C. Tomkinson Trophy	P. J. WRIGHT
The Hector Dugdale Trophy	D. J. NIXON
The Lambretta Trophy	C. JONES
The Mortimer Award	I. J. MCGHEE



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PHOBOF—Part 5

Ivan Hackman

In late 1920 Ephraim Phobof began his great onslaught upon the motorised bicycle market. Having become famous following the success of the Pharce he bent to the task of producing a world beater. Using a combination of his fathers many and varied engine designs, he produced the power unit of the original Phobof Phutile. This was a twin cylinder single piston one stroke engine of horizontally opposed type. Ignition is by twin magneto turning at engine speed by chain drive from the engine. Cams were also by chain drive from the engine shaft. As the piston went from left to right, on the firing stroke the piston uncovers a "trap-door" exhaust valve. Pressure opened this, discharging exhaust gasses. As the piston continues from left to right, pressure drops, the spring loaded exhaust valve closes and the inlet valve, operated by a hairspring, opens, filling the left hand cylinder. This piston then moves from right to left on the firing stroke and the process is repeated. The crankshaft thus completed two revolutions for one complete piston cycle. The cambos is filled with grease every three hundred miles (or twelve months whichever is the sooner) and the valve clearance adjusted by means of a 7 lbs. sledgehammer. (Ed.—We couldn't reproduce the drawing as we couldn't understand it enough to redraw it!)

Conversion from steam to petrol drive was soon accomplished and the 498 c.c. Phutile engine was soon installed in one of the famous 'bedstead' frames fitted with Phobof Roadroller forks. Due to the enthusiastic style of Ephraim on the first track test, the Phutile had to have castors fitted to the handlebars to aid cornering. The engine was also lifted by eighteen inches to improve ground clearance on cylinder heads.

After winning the first three races in which the Phutile was entered, the factory took the plunge and entered motor cycle events—much to the relief of the penny-farthing cycle clubs.

The Phutile was hailed as the most versatile machine on the market. It was available in trials, racing, scrambles or standard trim. With the correct attachments it also served admirably for ploughing fields and pumping out cesspools. The standard Phutile could be fitted with rearward mounted stirrups and straight handlebars together with an alloy petrol tank. This enabled the rider to adopt a racing crouch and also lightened the machine by no less than 357 lbs.

By the middle of 1922, Ephraim Phobof had reached the peak of his career and was producing one new model per month. Primarily, this was to appease the unfortunate owners of the previous model. In the next few issues (Jim Swift willing) we shall study some of the leviathans of motor cycling and the heroic men who rode them.

OF A MOTOR CYCLE SHOW AMONGST OTHER THINGS

I suppose it must have come as quite a shock. Not that it was unexpected, but to pay for your admission to be confronted by . . . what? That was the point—nothing! If you were going to the Show for something in particular I suppose that the trip might have been worth it. As it was, a slow twenty minute stroll around took in about everything there was to see in one foul swoop. And there was the girl on the British Cycling Federation stand, resplendent in her brief briefs who, when asked what the Federation was all about we found that her reply of "I don't really know, I'm just here to look pretty" typical of a show which missed. In actual fact she was even reading up what her duties were! She wouldn't accept the suggestions!

Perhaps I'm being unfair. It might be of course that the show was a success for the manufacturers but, writing this as I am after two days, I fail to see how it can be. The new Commander from Norton Villiers looked as though it had been thrown together in a frantic rush and as for those bits of green plastic on the tank I would have thought they would have been better being left off. It wasn't surprising to notice that the Suzuki Stand was the most constantly attended and, of course, the Triumph Stand where the Mellano Trophy was presented by Sir Geoffrey Tuttle to John Hartle on opening day. It then remained on show for the rest of the week.

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BIGGER OUTPUT AT



Dennis Bates

A new motor cycle every one and a half minutes is the rate of production now achieved by B.S.A. at their Small Heath, Birmingham factory. This exceptionally high rate of manufacture results from a re-thought production policy which aimed at stepping up the output without adding to cost. In other words if you can make the product for less, without impairing the quality then you need modern methods of handling of components, minimum wastage on the assembly line, flexibility to divert from one model to another and controlled input of materials to exactly match the flexible programme of the day.

Quite a headache when manufacture embraces any machine in the B.S.A./Triumph range from the 175 Bantam up to Spitfires, from 197 Cub's to Bonneville's.

The whole operation is based around collation of the various cycle and frame parts from the manufacturing sources into special containers which are so designed as to accommodate all variations of parts for every model produced. These 'one bike kit' containers—complete except for wheels—travel down the assembly lines from where the appropriate part is removed at each work station and fitted to the frame which already contains the engine. Wheels arrive at appropriate 'work stations' by overhead conveyor. Nuts and bolts and fixings are held in bulk at required stations in tote tins which are replenished from bulk stores adjacent to the assembly lines.

The assembly plant is designed on the flow technique with a controlled speed, floor-mounted slat conveyor. When a frame with engine starts its movement along the conveyor a bike kit container is automatically fed into the system to move in unison with the frame/engine assembly. At the other end the complete bike is wheeled away ready for road testing.

Altogether three assembly lines are employed which have raised production by 100% so that B.S.A. can justifiably claim that their plant is the most modern in Europe. B.S.A. are second only to Japan in the size of their motor cycle manufacturing—size plus success for in the export field B.S.A. has world-wide sales.

Although the three assembly lines normally are confined to various sizes of machines the system is flexible enough to have both small and large machines under assembly on the same conveyor.

DRIBS & DRABS

A most interesting publication which was recently sent to the office concerned the use of magnesium in industry, particularly in connection with the motor industry with which we have such close connections. If you will permit—I am sure the publishers will have no objections to my re-publishing some of the contents—I will briefly give you some of the contents.

Magnesium alloys are available in either cast or wrought form from member companies of the magnesium industry council. Its many advantages include lightness, it being one quarter of the weight of steel and two thirds of the weight of aluminium; strength, high static and dynamic properties at all temperatures; good thermal and electrical conductivity, high resilience and good damping capacity; becomes less corroded than iron or steel in normal atmospheres; has machining properties much faster than aluminium, many times faster than steel; can be welded by argonarc with strength efficiencies of 75 per cent plus; casting and forming qualities which are 'excellent'.

Amongst the 'do you know' items are the following statements. That 100 tons of magnesium steel is used every day by Volkswagen. That over 55 lbs. of magnesium alloy pressure die castings are used in the new Fiat Dino sports car, total weight of magnesium alloy casting per car exceeds 70 lbs. That over the past three years magnesium alloy pistons have been performing successfully in competition racing. That magnesium alloy cylinder blocks are being developed for G.P. formula 1 engines. That Ferrari use cast magnesium wheels as a standard fitting for their production cars and magnesium/zirconium alloy cast wheels for their competition cars.

One of the most interesting topics was that the Minilite magnesium alloy wheels for the competitions minis have been evolved from the above properties, especially in respect to strength, weight and thermal conductivity to disperse heat generated by the tyres and brake drums. When new designs are being developed, every prototype is subjected to ultrasonic tests, radiographic inspection, and dynamic destruction tests. During the latter tests the nave and rim must successfully complete a programme equivalent to 50,000 miles. When the design has been proven gravity die castings are made in magnesium 'C' alloy. Each wheel is heat treated, stress relieved, and subjected to crack detection. Lubricants and coolants in the machining programme are not necessary.

Although magnesium alloy in a normal atmosphere is less prone to corrosion than either cast iron or steel in a normal atmosphere, it is still desirable that wheels are given a protective coating to resist the danger of corrosion. The wheels are therefore given a yellow chromate treatment, followed by an etching primer and acrylic enamel for appearance.

Costs are not mentioned by the way!

During recent meetings we hear more and more that loaned equipment which has never been returned. One of the biggest (well, you know what I mean) recipients of such treatment has been Cyril Jones of Worcester Park who has recently lost most of what he has loaned to the so-called sporting competitors. Cyril is now not loaning equipment and asks that anyone to whom he had provided a service in the past to return the favour and the equipment.

Why is it do you think that one Hutch competitor wrote to the A.C.U. enquiring why he hadn't received his £4 prize money just one week and a bit after the event? Members are reminded that five days after the publication of the results is allowed for protests against the results. All prize money should therefore not be paid until after this period. Let's face it money once spent is very seldom recovered if wrongly paid!

We have had a few kicks from the delay in sending out the Crystal Palace acceptances (or refusals) particularly in connection with the side-car class. We would like to apologise for the trouble which competitors may have been caused but five meetings in six weeks took some running with two of us!



Have a Night Out

Make a Party of it

The Annual Dinner descends upon us once more on December 9th—a Saturday evening. Needless to say it again promises to be one of unequalled enjoyment so we have not the slightest doubt that you will not wish to miss it. It has been said in the past that 30s. is too much for a ticket. This may well be the case for many but if you can tell us of anywhere else in London where you can have such unrivalled facilities for the evening for 30s. then we shall be pleased to hear.

Dress may be informal to the extent of a lounge suit for the men and party dress for the women but some of us have, by tradition, to wear Dinner Jackets (which reminds me that I must get mine repaired). Mini skirts are permitted (the more the better) but trouser suits are not (put in for the benefit of Lady Chichester). Ticket application forms are enclosed—you will get a reminder in the next issue—but in the meantime don't delay.

Theoretically the first set of 1968 regulations should go out with the next magazine. Trouble is that it is rather in the hands of the A.C.U. who still haven't got round to approving the dates. First race meeting—March 10th at Snetterton. Full calendar of events was published last month with one correction. April 14th is a Sunday not a Saturday.

Looking through the Grovewood calendar of events for 1968 I notice that there are some date clashes between other fixtures and the Bemsee ones. Remember that Bemsee can now offer virtually unrivalled facilities for members to race. Only late entries are unacceptable. I notice also that there are one or two meetings with prize money totalling £2,000—£2,500 and also the inclusion of a Derek Minter Benefit meeting. Of the latter I wonder how much benefit it will be to Derek—or is he really going to retire after all?

POSTBAG

Dear Sir,—At last I find time and courage to air my views in the magazine. First of all I would like to give my thanks to all non-runners who have made it possible for me to enjoy a safe season of racing with Bemsee. Also the error which put me in the slow race at Brands and gave me the opportunity to gain a pot!

During the season I have noticed what appears to be a lack of interest in the Club. Using the membership purely to gain rides. I know in most cases it is necessary to be a member of so and so club to get rides in various centres, but bearing in mind Bemsee's history and the number of events a year, I think a greater interest could be simulated by various means.

First a Club Championship for each class with a small award for the first three in each. Placings could be worked out from the results' sheets that every competitor gets. I am prepared to do the 1,000 c.c. class, any offers for the others?

Social events seem to be poorly supported, including the Dinner and Dance. I think one held in the club at Snetterton, with permission of course, on the Saturday evening before the club's final event on the Sunday would go down well. I don't think the attendance would be so good if it was on the Sunday due to the journey home and work the following day. Perhaps the Saturday evenings do would produce a few thick heads and prevent the two stroke maniacs from splitting the still dawn air. Rain seems to be the only prevention at the moment.

Awards are a bit thin on the ground, especially in a grid of 40 at Snetterton. Without spending more cash there appears to be two ways of supplying more. Make the present one's less glamorous or increasing the entry fee by a bob or two.

That's about it, I think, best of luck to all members during the off season.

Yours, etc., K. G. HAMPTON, Wingham, Kent

MUTUAL AID

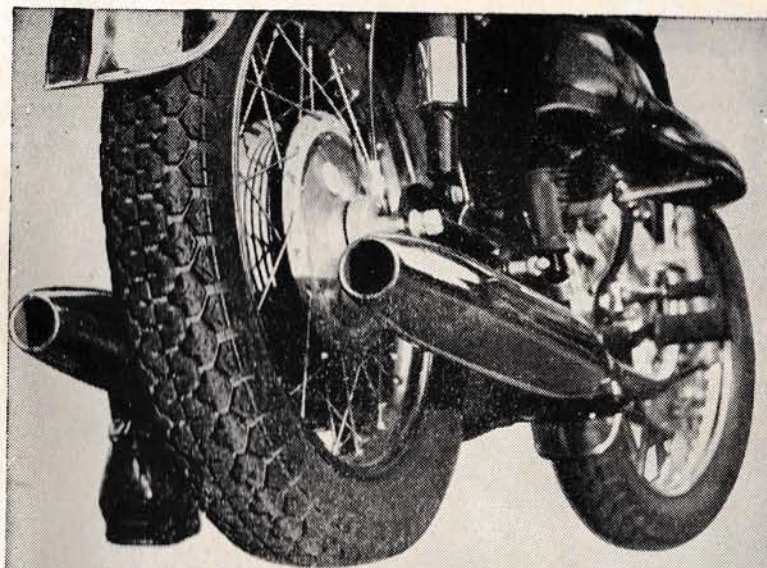
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F. J. Hawkins, 54a The Wellingtonias, Warfield Park, Bracknell, Berks.

T100 TRITON—1 piece crank, needle rollers, twin injectors, all mods. Burman c.r. box, G50 rear wheel, manx forks, modified Dommi front brake, alloy rims, very light, fast—£130 o.n.o. Must sell or will break if necessary. Sprockets thrown in.
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Will exchange T100 racing engine for fair 88SS engine.
I. Hackman, 133 Montgomery Close, Stewartby, Beds.

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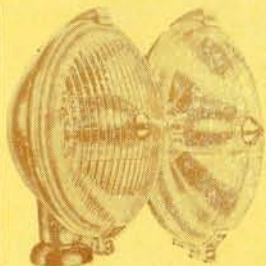


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