

booked because it was TT week!

This year I went to my travel agent to book my own car on a boat or plane.

I was out of luck—no planes and bookings on the boat must be direct to the IoM.

Now I have been told that there are no boat vacancies.

I think it is time the IoM Steam Packet Company's monopoly was ended.

G. H. R. Rice
Chandlers Ford, Hampshire.

Wonderful

I AM disgusted to see (March 9) that the 50 cc Race in the TT may go out in favour of the production machine race.

David Dixon says that for some years the 50 cc dices have been the dull spot in the programme. Not for me—they fill me with awe and admiration.

Leeds, 10. T. A. Armstrong

Ideal

IN THE March 16 issue, Brenda Griffin bemoans the fact that it is no longer possible to buy a rubber riding coat.

I agree, a two-piece suit or a heavy riding coat is no good for walking in.

The answer, I found, is a pvc coat made for use at sea.

Such a garment is smart, impervious to weather and, as it weighs only 4½ lb, is ideal for walking.

Suppliers are Yarmouth Stores, Ltd, 117, South Quay, Gt Yarmouth, Norfolk. In April, 1964, this cost £3 19 6d plus 2s 9d postage.

T. Waymouth Pringle
Bromsgrove, Worcs.

No Defence

NONCHALANTLY rocketing around a corner at 70 mph and having to brake enthusiastically to dodge

a 35-mph potterer makes me wonder if T100 (March 16) is still with us.

He might have rounded a blind corner at 70, his legal entitlement, and found a stationary dust- or milk cart in his path.

Without siding particularly with potterers, I can hardly take up the cudgels to defend a riding style such as your worthy correspondent expects to get away with.

M. Wilmot
Portsmouth, Hants.

Statistic

HAS T100 (March 16) ever considered that the 70-mph limit may have been imposed because of people like him?

He may be one of those statistics Barbara Castle and company will be browsing over next year.

What a perfect set-up for a fatal accident—cruising

round a bend at 70 and having to brake in a hurry for a stationary car.
Southampton, Hants. R. Fagg

Bright Wear

IF MOTOR cyclists wore fluorescent jackets, it would be as good a safety device as the helmet. Road users are on the lookout for cars and they simply don't see motor cycles.

After all, police use white fairings so they can be seen easily.

The jackets worn by road-construction workers are not designed for motor-cycle wear. Is it possible to spray a black PVC jacket with a special paint?

Liss, Hampshire. G. E. Meade

Years Behind

I FEEL I must comment on G. H. Jones' statement that no manufacturer has yet

ADVICE COLUMN

IS "MOTOR CYCLE" becoming the bachelor's answer to the women's weeklies?

Let us look at the March 16 edition. On page 324, Nitor mentions an advertisement for an 18-year-old Mädchen "for mutual rustling."

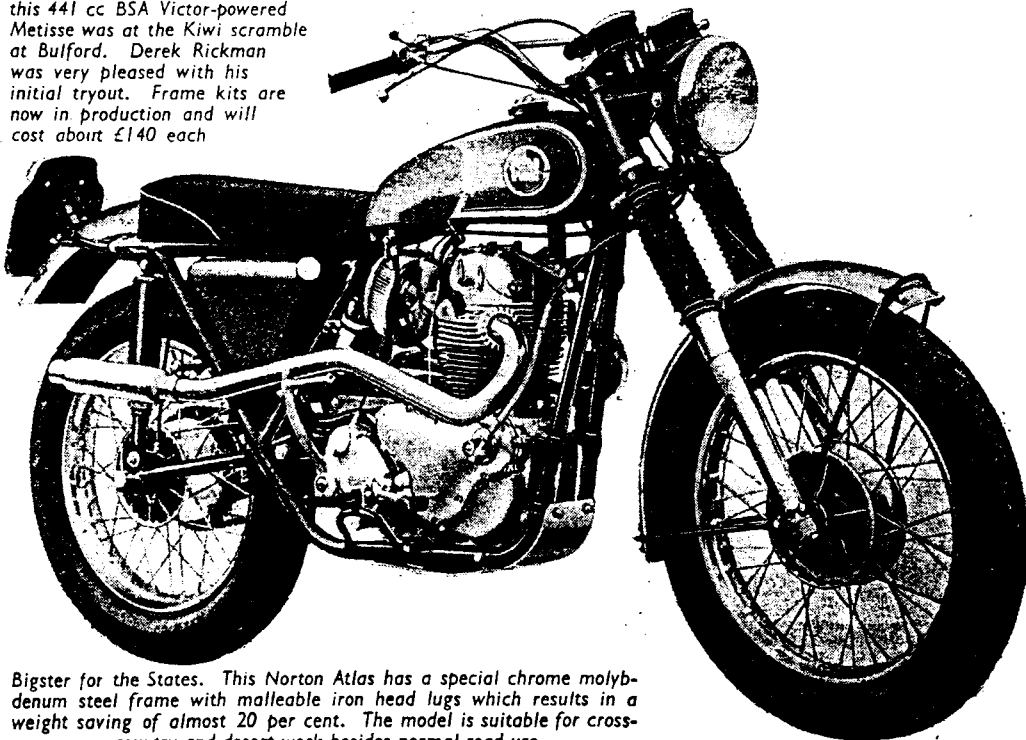
John Ebbrell (page 336) writes an article entitled Marriage Market. Finally, on page 348, Second Sex heads an item on the Lambretta scooter.

Only Bob Currie puts a realistic viewpoint when he says (on page 322) that the all-conquering Mini has thinned the sidecar ranks. This shows that the second sex definitely prefer a four-wheeled, heated glide to a two-wheel blast.

Holton le Clay, Grimsby.

E. D. Froggatt

Left: First competitive outing of this 441 cc BSA Victor-powered Metisse was at the Kiwi scramble at Bulford. Derek Rickman was very pleased with his initial tryout. Frame kits are now in production and will cost about £140 each



Bigger for the States. This Norton Atlas has a special chrome molybdenum steel frame with malleable iron head lugs which results in a weight saving of almost 20 per cent. The model is suitable for cross-country and desert work besides normal road use

overcome the mechanical problems of constant rear-chain tension.

Look at the German Maico Taifun four-hundred two-stroke twin designed about 1952.

This has a pivoted rear fork with its centre in line with the gear-box mainshaft.

I agree that oil cooling does cut down mechanical noise—but so does water which is cheaper.

Eason Bray, Beds. I. R. Carter

THE EDITOR does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "Motor Cycle," Dorset House, Stamford St, London, SE1 and must be accompanied by the writer's name and address