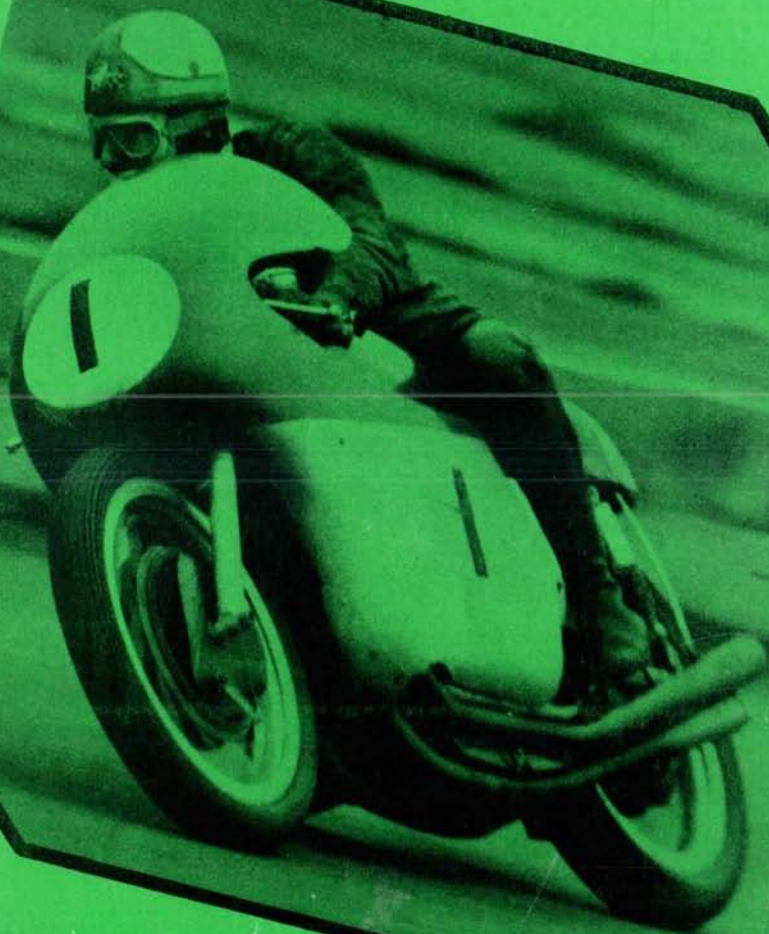


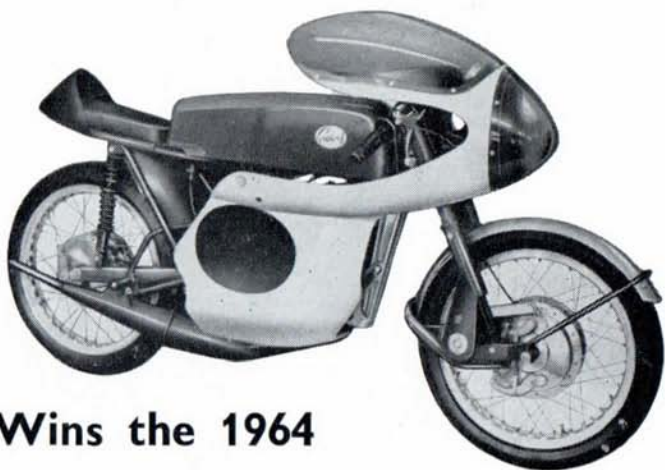
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EDITOR
Jim Swift

Bemsee

EDITORIAL

MARCH 1965

The United States Grand Prix - a name and what else? It has been torn apart by some of the more idealistic press but what does it really mean to the championships?

On March 20/21st its fate will already have been decided. Its status relies purely upon the entry and the entry relies purely upon the finances to bring men and machines across the void of the Pacific or Atlantic. Without the European, Japanese and indeed all those riders of the Commonwealth who go to make up the challenge, then a Grand Prix is not worthy of the name. The cream of the World must be there.

What then is the basic reason why both the United States Grand Prix and the Japanese Grand Prix are in existence? A World apart, the two Grand Prix races are about the same. Neither have an entry worthy of the name because both would have to spend such a large sum of money that they find it impossible. But there is one very important difference between the two - they're both at opposite ends of the calendar!

For the first event, the leading two riders must be invited, i.e. those riders who finished first and second in the previous years World Championships, providing of course that a similar class is being run. This means seven for the U.S. Grand Prix.


THE CLUB

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.
Vice-Presidents : H. L. Daniell, G. E. Duke, O.B.E., J. Surtees, M.B.E., and G. Brown
Chairman : R. C. Walker Vice-Chairman : H. L. Daniell

The organiser must pay for the fares of both men and machines from the capital City in which their licence was issued and for their reasonable board and lodging expenses for their expected stay. In this they're getting off very lightly, for organisers of later events have to pay for everyone who stands any chance of winning the Championship in that class, which virtually means anyone seriously chasing the World Championships from one year's end to the next. This reasoning ought to be applied to the U.S.G.P. as well, because otherwise the contenders will have to meet their own expenses in taking themselves and machines to the United States. If a rider is chasing the Championships then he should get the same sort of financial assistance right from the start. After all there will be 14 Championships and the first will be just as important as all the others.

The last event of the season, the Japanese Grand Prix, is in the opposite situation. By the time it comes around most of the World Championships will already be decided so its legal entry will be drastically reduced. What have they left? An industry which are only demonstrating their own superiority to themselves and doing no real good except by boosting their own ego. Oh, I will admit that without them things would be in a pretty bad state but it seems a little ludicrous to call the event a World Championship meeting on that basis. Remember, in some races only six riders appeared on the grid.

Soon there will be another event to chew over - the Canadian Grand Prix at Mosport Park which is scheduled for 1967. Will this be another meeting run on the same lines as the United States and Japanese Grand Prix's? Personally I don't think so because there are two people running it who are more up to date with the times than many people this side of the Atlantic - Ron and Eve White whom I hold in high personal esteem despite only having met them once. But it is obvious that some system would have to be worked out whereby the meeting justified its World Championship status.

Whichever way you look at it these events cost more money than the more optimistic amongst us would realise. To justify themselves they must spend this money or leave the championship alone. If all riders of championship class, seriously contending the championships as a whole, are forced for financial reasons from participating in all of the necessary events, the whole conception of 'World Champion' cannot help but suffer. We all know that some men and machines are almost invincible but if this were generally accepted by the riders there would no longer be a World Championship. 

| |
|----------------------------------------|
| NO SUBS - NO REGS |
| NO MAG |

NOTE!



General Competition Rules

now read

S.R.15

Footrests may now be mounted up to 2" above the line drawn between the wheel centres.

S.R.16

The angle of inclination therefore has now been increased to 60 degrees from the vertical.

NEW S.R.

All oil drain plugs must be tight and locked in position.

M A R S H A L L I N G 1 9 6 5

Complete this form clearly and post to the Chief Marshal, Dennis Bates, 53 Pickhurst Park, Bromley, Kent. Tel: Ravensbourne 6842

Christian Name.
 Surname
 Address.

 Telephone number

Attendance

YES or NO

DATE

MEETING AND LOCATION

| YES or NO | DATE | MEETING AND LOCATION | |
|-----------|----------------|----------------------|----------------|
| | Thurs 4 Mar | Practice | Silverstone |
| | Thurs 11 Mar | Practice | Silverstone |
| | Thurs 25 Mar | Practice | Silverstone |
| | * Sat 10 April | Club Day | Silverstone |
| | Sun 23 May | Norwich Trophy | Snetterton |
| | Sat 12 June | Trophy Day | Silverstone |
| | Sun 20 June | Sprint | Long Marston |
| | Sat 31 July | Baragwanath Trophy | Snetterton |
| | Fri 13 Aug | Hutchinson 100 | Silverstone |
| | Sat 14 Aug | Hutchinson 100 | Silverstone |
| | Mon 30 Aug | Metropolitan | Crystal Palace |
| | Sat 25 Sept | Grand Prix Mtg. | Silverstone |
| | Sun 3 Oct | Guinness Trophy | Snetterton |
| | * Thur Apr 1st | Practice | Silverstone |
| | | | |

Regular marshals who have already received their marshals form for the season need not complete this form. Members willing to marshal and marshals who have not yet completed the form should send this without delay to the Chief Marshal.

For practice days marshals should telephone either the Chief Marshal or The Secretary to make personal arrangements. Help is urgently needed so that racing members can have the opportunity of some pre season practice.

A JOB OF WORK

The fortunate thing about our Club is that not all our members race otherwise, if they did, there would be chaos. Where in fact would you find the people to organise and operate the various meetings we promote?

For many years 'Bemsee' has had one of the finest corps of marshals who on race days and practice days come along to make things run as smoothly as circumstances permit, and by their efforts give us the very high reputation for safety of the track which we enjoy.

The system we use is quite basic. We break down the course into sections giving each to a Senior Marshal under the overall control of the Chief Marshal who, in turn, is responsible to the Clerk of the Course. Each Senior Marshal has a body of men who undertake various duties within the section - rescue crews and flagmen, spotters, telephone and crowd control. With them work members of one or other of the Volunteer First Aid Associations, fire personnel and breakdown truck crews. Liaison is maintained between sections so that every foot of the course is patrolled and controlled.

The marshal service around the course works in conjunction with the other facets of the organisation; the Starter and his eyes and ears, the travelling marshals; the tow-in sidecar teams, paddock marshals and grid ballot marshals; race control marshals on the startline and in the telephone nerve centre.

This close-knit corps is essential for good safe racing so if you would like to join it please drop a line to the Chief Marshal, Dennis Bates, at 53 Pickhurst Park, Bromley, Kent. Telephone Ravensbourne 6842.

Particularly we would like to hear from members who would become course marshals, telephone marshals and sidecar tow-in marshals (for the latter a sidecar is a necessity) Anyone with first aid experience is also welcome.

Existing marshals and recruits to marshalling should complete the form facing this page so that the plans for the season can be made up. Passes follow automatically prior to each meeting. Recruits receive a 'Bemsee' Marshals Handbook setting out in detail the individual duties of each marshal.

TO BE DONE

JOTTING ALONG

Production Machine Races:

Those riders of racing production machines had better watch out now for there is a real danger of the class being thrown wide open to include 'hybrids'. In fact any machine registered for the road with full lighting equipment (other than trials or scrambles machines!) will be permitted to take part within the framework of the regulations. All it needs for this to come to pass is small numbers of entries for the production class!

A Ten Lapper at the Hutch!

How right you would be in assuming that production machines will be having another crack at Silverstone in the not too distant future. Plans are already underway for a 10-15 lap Production Machine Race to be held under the International banner at the Hutchinson 100 in August. Special dispensation has been applied for to permit one-day International Licence holders to take part but in all cases the entry will be a selected one. WE INVITE APPLICATIONS FOR REGULATIONS. Perhaps for the very first time we will see just how a road machine will stand up to ten gruelling laps of flat out racing for if the anticipated trade interest comes up to expectations and the riders are those who we think they will be, then I'm sure that the spectators will be as interested as we shall be in both the race and the result.

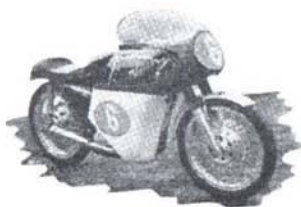
(continued overleaf)

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Club Day Entries

We were all thankful to the majority of members who enclosed stamped/addressed envelopes with their entries as requested. This cut the amount of work down considerably and certainly produced an acknowledgement more quickly. Incidentally if any reader knows the address or whereabouts of G.G. Milton who is not a member of the Club but races 125 and 250cc Bultacos and a B.M.W. sidecar outfit would you please let us know as we have something to return to him!

I regret to say that, at the time of writing this, the 50cc class looks like being excluded from all future Bemsee events with the possible exception of the Metropolitan Meeting. The reason? Eight days after opening entries and with all other classes full or almost full, only FIVE entries have been received from 50cc riders. Furthermore these five riders are not the ones who created all that fuss some time back when we cut them out which goes to prove a point - or does it?

A.C.U. Staff Changes

In March 1965, Mr. H. Cornwell will have completed 40 years service with the Union and is entitled to retire on pension. Mr. Cornwell has, however, agreed to stay on with the Union for a period to assist with the organisation of the 1965 I.S.D.T. He has been appointed Assistant Secretary of the A.C.U. and Mr. G.L. Jackson takes over from him as Competitions Manager. Mrs. Mary Driver will now work in the Union's Competitions Department. These changes take effect from the 1st January 1965.

1965 A.C.U. National Rally

Because of the impending move of the A.C.U. Offices and the additional work involved in the organisation of the 1965 International Six Days' Trial, the Competitions Committee has decided that the 1965 Rally shall not be organised by the A.C.U.

The National Rally Sub-Committee will, however, be taking advantage of the break provided to re-examine the present structure of the event and any suggestions regarding the form that the 1966 event shall take would be welcomed.

National Records

The Competitions Committee has decided that for attempts at National Records no maximum age of driver will be introduced.

1965 Fixture List

The following alterations have been approved.

Change of Date

From: 19th September South Birmingham M.C. Greensmith
To: 12th September Memorial
Trial.

1965 T.T. Races

The programme of races in the 1965 series will be as follows:

| | | | |
|-----------|--------------|--------|------------------|
| 14th June | Sidecar Race | 3 Laps | 11.00am |
| | 250cc Race | 6 " | 1.30pm |
| 16th June | 125cc Race | 3 " | 11.00am |
| | Junior Race | 6 " | 1.30pm |
| 18th June | 50cc Race | 3 " | 11.00am |
| | Senior Race | 6 " | 1.30pm (approx.) |

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Official Practising will commence on Friday 4th June 1965 and details of the practising periods are as follows:-

| <u>June</u> | <u>Morning</u> (4.45am-6.45am) | <u>Afternoon</u> (2.30pm-4.45pm) | <u>Evening</u> (6.30pm-8.15pm) |
|-------------|-----------------------------------|-------------------------------------|-----------------------------------|
| 4th | - | - | All solos (ex.50cc) |
| 5th | All solos (ex.50cc) | - | - |
| 7th | 350cc & 500cc | - | 50cc, 125cc 250cc |
| 8th | 350cc & 500cc | - | Sidecar |
| 9th | 50cc, 125cc 250cc | - | Sidecar |
| 10th | 50cc, 125cc 250cc | 350cc, 500cc Sidecars | - |
| 11th | 350cc & 500cc | - | 50cc, 125cc 250cc |
| 12th | Sidecar | - | All solos (ex.50cc) |

BEMSEE RUN TWO MORE FLIGHTS TO THE SENIOR T.T.

Two aircraft again leave for the Senior T.T. on June 18th. One from Gatwick and the other from Luton. These will take members on a one day trip to the 50cc and Senior T.T.'s. Both aircraft leave at 7.00am, returning the same evening, leaving Ronoldsway at 6.00pm. The fare is £9 (increased by 5/- from last year as a result of the recent fuel tax) and is inclusive of coach transportation to the grandstand area in Douglas, and refreshments during the flight. Any applications to the office please, which will be accepted on a first-come-first-served basis. 🐾

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UNLOP

BACKGROUND BULLETIN

MOTORCYCLING ON THE MOTORWAYS

When M.1., the first motorway in Great Britain, was opened late in 1959, the Tyre Manufacturers' Conference issued an Industry Statement of the broad facts about the inflation of motorcycle tyres for use at high speeds. The main points may be summarised as follows:-

- a) The safe speeds for standard tyres, at the appropriate pressures recommended for solo and pillion riding, are:
 - sustained speed 90 m.p.h.
 - short periods up to 1 minute 110 m.p.h.
- b) If speeds over 90 m.p.h. are to be maintained for prolonged periods, tyre pressures should be increased by about 5 p.s.i.
- c) Tyre pressures should be increased when abnormal loads are to be carried at high speeds, e.g. on continental holidays.
- d) Remoulds should not be used for high speed motorcycling.

Continued/..

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We have had four years of operation on M.1. and during this period other substantial sections of motorway have been added to the system, and large improvements made to the speed capacities of the system of major roads of the country, during this time, the initial recommendations of the Tyre Manufacturers' Conference have served very well and there has been no real difficulty in tyre operation on motorcycles used at motorway speeds.

Motorcyclists shared with the motoring public in general in the experience of the first few weeks of motorway use, in which period there were many tyre incidents due to venturing on to the new road with tyres neglected as they had been in the past. Lessons were learned quickly about the need to use good tyres for high speeds and to maintain them properly.

This is all now behind us, and people who habitually use the motorways have worked out for themselves the kind of tyre drill that is necessary to avoid trouble. In general such motorcyclists set a mean pressure, perhaps 3 p.s.i., above the normal schedule, and maintain this so that they may be ready to use the motorways at any time.

The coming of hi-mu treads has provided a built-in indicator in the tread itself, which shows a warning if the user is abusing his tyres by running them underinflated at too high a speed. 'Chunking', the detachment of small pieces of the tread rubber from stud edges, especially in the centre of the pattern, is a sure indication that the tyre is being run at inadequate inflation pressure. Such chunking sounds its own warning.



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It is not likely to lead to collapse of the tyre structure in a burst, but only to the rapid erosion of the wearing part of the tread. Pressures should be raised if chunking begins.

The advantage of hi-mu grip in the wet at high speeds is to be noted, especially in the light of recent discoveries about the part played by tyres in resisting 'aquaplaning' at high speeds on flooded road surfaces. Tyres worn smooth are even more dangerous on two wheels than they are on four.

Increased use of motorcycles in prolonged straight-line running at high speed on motorways takes the two-wheeled machine out of its former class as a device steered by a balancing act and depending on the banking of the machine as a whole. A motorcycle travelling at a high speed in a straight line becomes more and more like a car, dependant on the oversteer and understeer derived from interaction of the front and rear tyres for its stability in cross winds or on cambered roads. Here the need is for the front tyre to be softer than the rear demanding a larger front slip-angle to provide the required cornering force to push its share of the load round the corner. These conditions are not brought into being naturally by the weight distribution of the average motorcycle, which with its rider comes out at about 40% front to 60% rear. Tyre pressures must match these loadings for a favourable understeer condition and maximum stability on the straight, even if this demands front pressures considerably below those used on rear tyres.

High speed motorcyclists are still recommended to avoid the use of remould tyres, sports covers, and other tyres with heavy tread patterns, as these are unsuitable for operation at very high speeds.


ends



PRACTICE DAYS

silverstone

MARCH 4th, 11th, 25th APRIL 1st

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POSTBAG

Dear Sir,

THAT RADAR AT SHELSLEY

The letter from Robin Fitton concerning the speed of his 500cc Norton over the finishing line at Shelsley puzzled me more than somewhat as not only had the results not accompanied my report in the October issue of 'Bemsee' (don't ask me why not) but I mislaid my own set which only recently has come to light.

If Robin is correct (and he should know the capabilities of his machine) then almost all the other times are suspect. My role must be that of an impartial observer, but I did make the effort to climb the hill and saw the set working throughout the two runs of the RAC Hill Climb Championship. The fastest radar timed competitor, taken at the finish line, was Mrs. A. Mickel (2497cc Cooper) at 116 mph, beating the course record holder Peter Boshier Jones (1220 cc Lotus Shorrock Climax by 1 mph) although her time was greater. The times were for interest only and formed no part of the results. Over optimistic or not, they gave a good indication of form for Robin did break a record - and a famous one at that - the late Les Graham's 350 record of 39.32 secs. Robin did 38.90 (terminal 85 mph) and 39.26 (91). No mean performance whatever doubts he may hold about the speeds quoted. Would anyone else care to comment amongst those who competed, moreover (in theory) should a racing car out-accelerate the bikes from the Esses to the finish?

Yours etc.
Dennis Bates



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Dear Sir,

GOOD IDEA!

I feel your idea for the Hutch of having famous riders on their specific type of machine is the finest one for a long time. If you find a G45 rider I have one that I will gladly revert to standard.

My boots are size 8 and my leathers are 38" chest and 5' 8" tall. There is, unfortunately, always the chance that I'll drop it between now and then but, all being well, it's yours if you require it.

High Wycombe, Bucks.

Yours faithfully,
G. Tranter.

TO ALL SIDECAR RACERS.

I expect that you have read by now in last months journal that the 4 practice days are with us again. As you will no doubt have read the words "They are not recommended for sidecar exponents" have been inserted.

At first this will seem quite unfair as we have all paid out £3 3s.0d. but I would like to point out that on the day when my wife and I went up to Silverstone last year there were only TWO other outfits besides ours. One came up from Bath, whom I may add were very helpful to us as it was my first time out and one Vincent outfit which unfortunately did not cover many laps. We blew up after 2½ laps + ½ lap pushing, leaving only one outfit v about 30 solos. So you can see why they are not too keen for sidecars to come. If only one or two arrive over 30 solos have to wait while one sidecar practices.

Surely there are enough of us to get up to Silverstone "en mass". If we could number 10 or over we would be allowed on for more sessions. It gets harder every year to get into races but when offered the use of a circuit for a nominal fee few take advantage of it. I realise it is in mid-week but how come about 30 solo riders made the effort and arrived.

If we don't make a showing this year don't be surprised to see no sidecar practice next year. We will be up there on March 4th, 23th and April 1st and I know 2 other outfits who will be with us. Hope that some of you can make it. See you up there.

All the best for the coming season anyway.

Croydon, Surrey.

Bob & Jenny Beales.

Dear Sir,

FINANCIAL MATTERS.

We are continuously being told that all our race meetings lose money except of course, the meetings competing members do not want because they are not permitted to compete in them. It is therefore reasonable I feel, for us to ask to be shown the accounts of each individual meeting in 1964. As it is we can only surmise that if a considerable loss was incurred at Club Meetings we would have most certainly been told the figures. On the other hand, if the losses were insignificant or nonexistent it is likely we could not have been told their size.

Let us hope then that all individual financial ventures of the Club are itemized in the Balance Sheet.

High Wycombe, Bucks.

Yours faithfully,
G. Tranter.

The Editor welcomes contributions from Members for publication, subject to their being of interest and conforming with the dictates of legal necessity. All photographs sent for reproduction should be accompanied by full details of the subject. If return of photographs is required, this should be clearly indicated. All insertions for the "Mutual Aid" column MUST reach the Editor by the 15th of the month

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BSA C15 Scrambles Engine and Gearbox with Carb. Electrics and Exhaust Pipe £20. Frame £12. Forks £7. Rear Wheel with new rim £4.

K. Trencell, Chalks, Chew Magna, Bristol.

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HELP WANTED

Rider hoping to have full season in 1965 on new Greeves Silverstone is having difficulty in arranging for transport of bike. If anyone in the Oxford area could help me I would be grateful to hear from them.

K.V. Money, 21 St. James's Road, Radley, Nr. Oxford.

Also Sutton Courtenay 275 during working hours.

LAST MINUTE INCLUSION

New slim line racing fairing c/w screen £9. 50cc fairing c/w screen £7 5s.0d. Spare screen £2 5s.0d. Manx full enclosure rear guard £2 5s.0d. G.S. central oil tank £5 5s.0d. Breaking 1959 G50 engine.

W.A. Roberts, Greenacres, Cranfield Park Ave., Wickford, Essex.

The Editor takes every precaution to ensure factual accuracy and freedom from error in the production of "Bemsee," but cannot hold himself responsible for such mistakes as may occur. Please keep advertisements as much to the point as possible. There is no charge made for such insertions to paid-up Members of the Club.



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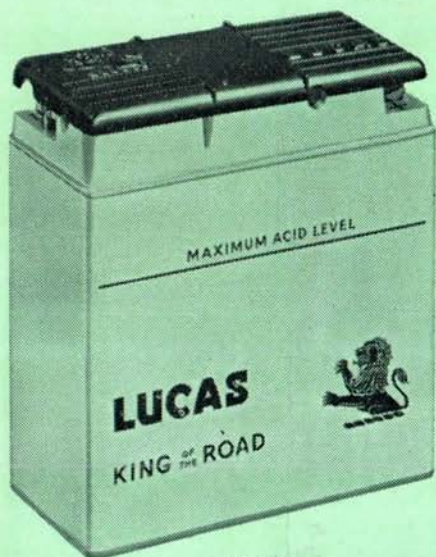
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