



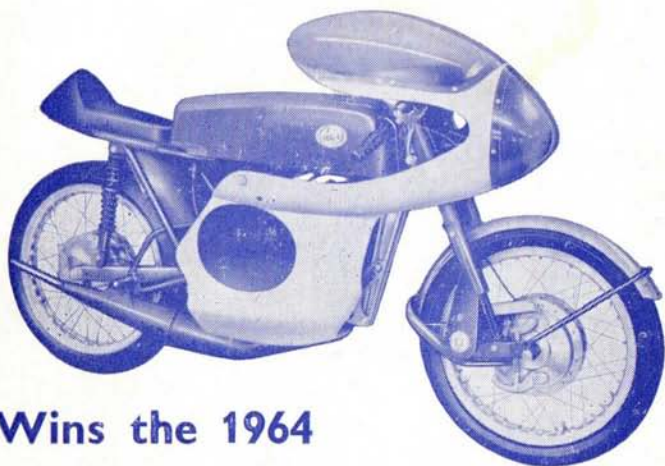
1966

Bemsee
April

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GREEVES MOTOR CYCLES - THUNDERSLEY - ESSEX

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB



EDITOR

Jim Swift

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



Bemsee

THE CLUB

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

With regret, this magazine is now being sent only to those members of the Club who have paid their 1966 subscriptions. A check will now also be made into those members who have entered for the first three meetings, and who have not yet forked up! May you therefore be warned, all ye who have friends in this position!

The season, now having commenced, we would like to wish all our riding members a successful and safe season ahead. With the increasing number of riders taking part at race meetings, safety becomes all to important. When cramming of race programmes start, safety flies smartly out of the window. This is the one reason why the Club will never undertake to run more races than it considers to be safe. It may be beneficial to riders to have more than one race during the course of the programme, but I don't think even they would appreciate riding under any but ideal conditions, with the assurance that everything possible is being done to ensure their personal safety.

One final reminder. Do make sure that you read your regulations before sending in an entry form and do take note of the date of the meeting. I will not comment on who the riders were who wrote to me after the paragraph in last month's magazine!

STOLEN!

by the Editor

Too many machines these days are being stolen from lock-ups. We now incessantly read of racing machinery which has been taken and yet never traced, and on each occasion it has meant that the owner has had to roll up his leathers until such times as he can afford another machine. Sometimes, in fact often, this has been never.

It would be too much to suppose that the thieves don't know what they're doing. It is so obvious that they know exactly where and how the machines are kept and, moreover, what state they are in. This therefore looks like an 'inside' job. If it is, then the sooner the culprits are caught the better.

But what happens to the machines after they've been 'knocked off'? They never seem to appear again, or at least if they do, they are never noticed. This is mainly because the task of looking for your machine in the paddocks is out of the question, any personal identification marks being erased before the machine, whether in bits or in a complete piece as has been known, is sold to the unsuspecting customer. It takes too long to track every machine down, especially these days when the make in the programme means nothing.

The answer is not easy. In the first place prevention is better than cure and some of the time spent during the winter months overhauling the machine would be better spent putting strong padlocks on your garage doors and installing a cheap alarm system. Noise has the effect of getting rid of the assailants quicker than anything! They never know who might hear! Whilst making sure of the padlock, check the hinges as well. Any door is only as strong as its weakest point, in fact any building come to that. This can be your only guard against theft — prevention. What of cure?

Insurance is something which far too many people take for being a good way to get rid of money for nothing. If you think about the case in point you will realise that it isn't. Your racing season costs quite a bit of money, what with running costs, repairs, tyres etc., and entry fees, amounting, in all, to a sum that many people don't even earn, let alone take in their hands. You pay compulsory personal accident insurance for each and every meeting so why not pay insurance for the safety of your interests. Could you carry on if you had your machine stolen? I think not!

Ignorance must be the reason why engines and frames are not recovered. Obviously they must be sold somewhere and my guess is that most of it stays in circulation. An altered engine number is easily noticed unless done professionally, so I would also guess that many of the engines and frames keep the original number. What new purchaser has any hope of checking that the machine he is buying has not been stolen? Nobody has any records of stolen machinery except the local police. All too often, even the owner doesn't remember!

What the Club will therefore do, is to make it known that anyone who has a machine stolen can write to the Club with full details with the knowledge that they will be kept on file and published from time to time within the magazine and circulated to the technical press. This will

obviously take time to compile exact records but it may prove of one advantage, namely that anyone can check on a machine, engine or frame that he may be purchasing, and others can check that they haven't been landed with a stolen item. Incidentally, always make sure that you get a receipt for everything you purchase with identification marks when ever possible. You never know when you'll need them!!

If therefore you are one of the unlucky people, please write now with full details which will be placed on record and kept. If the machine was insured against theft, please supply the name and address of the company. With any luck it may eventually be found, and the culprits too!



Just how much is your racing machine worth to you? Those endless days and nights spent on building, altering and repairing mean a lot of sweat, toil and—beyond all else—money! All for what? To have it go up in smoke just because you forgot to put out that cigarette, or to come down one morning to find the garage empty!

How could you replace your machine? You have probably spent all your savings on the sport of your choice; perhaps a lot more besides. If you bought it on Hire Purchase terms you face the prospect of continually paying out for something which you no longer have until such times as you meet your commitments. What a horrible thought!

But you can cover yourself against these risks by taking out a policy through the Club with Muir Beddall and Co. Ltd.

The cost? Merely £1% of the value of the machine. This means in effect that, for every £100 your machine is valued at, the premium will be £1, with a minimum guaranteed premium of £2 10s. 0d. You will have to pay the first £5 of every claim and the initial stamp duty on the policy which amounts to the princely sum of one shilling. Thus for a racing machine valued by you at £400, the yearly premium will be (first year £4 1s.)

For this sum your machine will be insured for loss or damage anywhere in the British Isles or the Continent of Europe. It will also be insured against theft or damage while it is at any race meeting provided that when the damage is caused, it is not being driven under its own power. If it falls from the van whilst being unloaded you will be able to claim for repair damage under the terms of the insurance.

Peace of mind is wonderful! To repeat a T.V. adage— “Strong stuff, this insurance!”

SNETTERTON

Out in the sticks?

Many people would think the heading to this article to be true for the circuit is surrounded by W.D. land, shooting land and growing crops. A fortunate situation in one respect for Snetterton is the only circuit, it is claimed, where you can race away all day and all night without disturbing anyone.

On the other hand its very remoteness seems to curb the spectating habit amongst the folk of Norfolk and Suffolk; the largest folk crowd ever reported did not exceed 10,000 folks.

But all this may change within a decade. Already the population of Norfolk and Suffolk has jumped by over 15,000 people since 1964 according to a Government report. Now it stands at 1,090,000 people.

Much of this has been achieved by new towns, and the enlarging of old towns. The planners call it overspill. One of the places this is happening to is Thetford—the town through which many of us pass and the last spot before Snetterton 11 miles away. Once a quiet country town with little but a church and two hotels, Thetford now has modern factories and a completed housing scheme. Another is due to commence shortly providing 4,000 houses at a cost of £3 million; more industry is moving in, but the most important change, one that reflects the growing importance of Thetford, is the enlarging of the two hotels from small 8 bedroom places to a provision of something like 75 bedrooms between them.

So one day Snetterton may still be out in the sticks but with a boom town only 11 miles down the road; a town with a population needing entertainment and a circuit which can provide much of it. In fact Snetterton could well be the Brands Hatch of East Anglia.



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Racing leathers—very urgent. 5' 8".
B. West, 173 Prince George Avenue, London, N.14.

FOR SALE

7R Front Sprockets, 19T, 20T, 21T, 22T at 25/- each. Rear Wheel sprockets 55T, 56T, 58T at £2 each. Rear suspension units £2 10s. 0d.
R. Foster, 105 Malvern Way, Croxley Green, Herts.

FEATHERBED 350 L/S Crankcases, flywheel assembly, D/K cambox, engine and gearbox plates. Price £20 the lot.

C. H. Wilkinson. 52 Brooklands Walk, Mount Estate, Monkspath, Shirley, Solihull, Warks.

1964 T120 standard set of gears—£7 10s. 0d. T120 18" Front wheel c/w tyre and tube—£8. T120 18" Q.D. wheel c/w tyre and tube—£6. T120 Dual seat—£2 10s. 0d. 3.25 x 18" Rear triangular—£2 10s. 0d. 3.50 x 19" rear triangular brand new—£5. Tachometer c/w drive for '63 Tiger Cub—£4 10s. 0d. Cub racing seat—£1 10s. 0d. A65 Dual Seat brand new—£3. Any reasonable offer considered or parts in exchange that will fit my T120 Production racer.

500cc NORTON International combination, s/arm frame. Stieb S501 Side Car—£90 o.n.o.

D. J. Gleaves, 10 Alveston Avenue, Kenton, Harrow, Middx. Tel.: Wordsworth 7495.

1957 500cc VELCETTE in Clubman trim. Very quick and reliable. No lights fitted—£50 o.n.o.

L. Griffin, 12 Kennedy Square, Leamington Spa, Warks.

Under the banner of Rose Green Motors Ltd., the partnership of R. K. Eves, J. C. Judge and D. Henley as a racing team have acquired the premises at 54 Windsor Walk, Luton, Beds. and will henceforth build to customers requirements any road machine, racing sidecar outfits, racing solos, etc. For quotations for complete machines, parts or accessories please apply to the address above or telephone Luton 29360.

A SPECIAL DISCOUNT OF 15% WILL BE AVAILABLE TO CLUB MEMBERS

The Club regret to report the death of Bill Quinn after an extended illness on February 24th. Bill joined Bemsee in the early days of Brooklands and himself took part in hundreds of trials and road races, winning a Silver replica in the 1928 T.T. The Club joins in sending their sincere condolences to his family.

RIDERS' IMPRESSIONS

THE 1966 6T TRIUMPH

Number One by Jim Swift

I have ridden few Triumphs since I commenced motor cycling so am therefore unable to compare the 1966 versions of this ever popular machine with its predecessor. In any case, comparisons are odious! What immediately struck me though was the vast improvement in road holding and I still can't get over the fact that it actually corners superbly at full throttle, instead of emulating the previous Triumph tactics of a wobble and jump, almost as though a hinge was built into the centre of the frame. The 1966 model retains the single front down tube opening into a cradle from the first crankcase bolt to the frame. I did however, feel that the front fork springs would have done to be a little harder—probably sidecar springs would have done the trick—because the slightest application of the front brake when cornering at any speed sent the forks plunging to the detriment of good road holding. I have always felt that any motorcycle should be designed to give sturdy handling under any circumstances and I consider this to be a case in point. There are many times when you have to brake on a corner in order to avoid an obstacle, it being on these occasions when you find out if your machine's handling is as good as you believe it is!

What I don't like is the riding position. To sit comfortably I find that my knees nowhere fit the tank and are so uncomfortable that I have no grip at all on the tank without exerting conscious pressure. If I sit forward so that my knees are comfortable, I find that the distance between my shoulders and handgrips is too short and my knees are bent to the extent whereby my legs are uncomfortable. That confounded kickstart always rubs the right leg and is always in the way no matter what you try to do. So much so in fact that you have to turn your leg outwards by resting your foot on the outward limit of the rest to avoid it getting in the way. I think I now realise why so many people who ride Triumphs sit forward so much, looking like the Hunchback of Notre Dames.

The 6T is the only one of the Triumph range which retains the nacelle. Personally, I believe that this does much for the appearance of the machine but I can't say that I entirely approve of the method of adjusting the beam of the headlamp which is by moving the rim forward. With two relatively heavy people up, it has to be moved forward to the extent that it is almost off the nacelle. But at least it provides for easy adjustment—a coin will fit the screw—which is a great advantage to those who ride regularly by night.

One ludicrous point is the position of the horn and dip-switch on the handlebars where it is secured by two Phillips screws directly on to the bar too far from the left grip to be reached by anyone without first taking the hand off. This shows a complete lack of thought by the design team, and indeed the testers, for the rider. It cannot be moved without drilling and re-tapping the bars to accommodate it. Although much interest has been taken by the manufacturer in the engine frame, and brakes, the latter being a great improvement, little interest is shown by the accessory manufacturer in improving the shape of the clutch and

brake levers and also the throttle grip. The throttle grip has been altered from being a straight rubber so that it gives a greater thickness in the centre of the hand. What it doesn't do however, is to allow for the grip between the thumb and index finger on the throttle so necessary for a road machine. In fact I would say that the lump in the centre makes the matter worse! Like most machines on the road today, obviously due to the same manufacturer, the clutch and brake lever could be too great a stretch for people with a smaller hand than average. Although it would be difficult to suggest a remedy other than the usual one of the spring link, I do believe that some thought and research into the subject could provide an answer. The continental motor cycle has a beautifully designed clutch and brake lever which goes a good way to solving the problem (viz. BMW, Bianchi, Ducati, Caprioli, etc.) so why the British are so far behind in this sphere is completely beyond comprehension. I noticed too that the quality of plating on these instruments was as poor as ever, rust already starting to set in.

The 650cc engine had all the acceleration and power that one could comfortably use on the road. Although no actual speed tests were made against a stop watch (we leave this to others better equipped) the power emitted from the engine was phenomenal, indeed so much so that I have a few doubts in the back of my mind that it was completely standard. Certainly the compression ratio of 7.5 : 1 was not excessive for a machine of such poke. A speedometer reading of 75 m.p.h. was comfortably reached in second gear, even with two up, and was so effective that even a Bonneville couldn't touch it. Either that or the rider was chicken! Top speed was around 105 m.p.h. on the clock. I regret to say however, that the performance was spoiled by vibration, which was felt through the bars at high speeds and, believe it or not, quite unbearably through the rear of the dual seat at high revs, noticeably in second. And yet the engine was as smooth as silk!

A great innovation is the 12 volt electrics which provides easier starting and, beyond all else, wonderful lights. The batteries are situated beneath the saddle with a safety fuse built into the wiring system, a great necessity. An ammeter is fitted, something else which is a must for the rabid enthusiast. Although the 'self lift' centre stand is a great improvement, it is not quite so 'self lift' as the mechanics would suggest. One still needed to acquire a knack of lifting with the hand and pushing with the foot to co-ordinate the movement necessary to put the machine on the stand, but this was a great improvement and made life much easier. One didn't require to use brute force to get it off the stand either, the slightest pressure on the bars being all that was required.

On the whole I believe that Triumph's have a winner in this machine. Regrettably the Bonneville has stolen the limelight and represents the greater advantage to the dealer. The Thunderbird has all that the average motorcyclist requires in a machine as it is very economical indeed, I estimate over 70 to the gallon. I am assured that the machine was a perfectly standard model, something I can well believe, the various defects I have mentioned being attributable in the main to the hammering the machine had obviously received from other sources. This machine

was not meant to be road tested as it was more of a personal favour to me that I had the use of the machine between being used for road testing by various publications at a time when my car was in dock for a pre-season overhaul. I found it quicker than the comparable Norton and, although it didn't handle so well, had far better acceleration in every gear. This, despite the fact that Triumph's had little time for any repairs and adjustments which I consider were necessary. Altogether a very impressive machine.

I would like to express my appreciation to Fred Green, Home Sales Manager, and to the Triumph Engineering Co. for the use of the machine.

1966 TRIUMPH THUNDERBIRD by F. A. Gillings

When recently the offer came to use a motorcycle for a few days I was not very excited at the proposal because the machine on offer was a Triumph Thunderbird.

Now one must hasten to explain that in the realm of 'road-going' motorcycles Triumphs are my favourite make—no the disappointment stemmed from familiarity rather than disdain—although of the twenty-four Triumphs I've owned two only were T-birds and they each gave the impression of running on a mixture of 'Creamed Rice Pudding', all the other models without exception were exciting. Furthermore at the time the offer came I was enjoying the use of an R 69 BMW.

However, in retrospect, I am glad that I took the opportunity to try out this recent product from Coventry which taking into account its price, quality and performance is second to nothing produced anywhere in the World.

The T-bird which was a first dig starter on this and every subsequent occasion, gave searing acceleration right through the range and was completely free of flat spots in carburation (this latter attribute is due I would think to the use of a single scent spray and moderate bumps on the camshaft).

Having ridden for a few miles to warm it up, the plot went eagerly to the cretinous legal limit in second gear, whilst the safe maximum in top cog was about 105, both according to the speedo, the latter speed might have been exceeded given use on public roads where one would not have run out of space as almost happened on the private stretch used.

The riding position was as comfortable as one could wish for which is more than can be said for some machines which emanate from Nipponland.

The Vibro-Massage treatment handed out by this Vertical Twin was also something that my last Nipponese Machine could not rival. Unlike any previous road going Triumph that I have ridden this one was tolerably good in the road-holding department and the new style forks were decidedly firmer with greatly improved steering and braking. Whilst on the subject of adhesion, the front brake was incredibly good being progressive yet not in the least spongy. Externally it was a full width hub with single leading shoe mechanism although it felt in operation more like a twin leading shoe lot. Like the acceleration this front

brake reminded me of the old 1954 T110 8" front stopper in its effect: further point of similarity between the 1966 T-bird and the 1954 T110 was the tractability, possibly brought about by good compression, big valves and large single carb. The braking distance, both anchors from 30 m.h.p. was one good stride under 30 feet.

The illuminations were of a very high order (by motorcycle standards) having been catered for by Joe Lucas they ought to be right; 12 volts of juice is collected and distributed by two 6v batteries hidden under the saddle where also resided the oil filler cap and an appendix-like toolbox.

The general finish was very good and the plating shewed no signs of the familiar rust—familiar that is to one who once purchased a product from the land of the Rising Sun.

After a day or two of 'give and take' riding I was rather shaken by the frightful tail slides and at the third 'adrenalin pumping experience' I discovered rather more of Mr. Castrol's product liberally adorning Mr. Avon's product than was healthy which had arrived there via an over-worked breather pipe emerging somewhere down at the bottom of the saddle pillar (would have been better to have directed this pipe more toward the rear of the mudguard so that any overflow would go elsewhere than directly on to the rear tyre). After removing the offending chunk of swarf from under the scavenge pump ball valve no more trouble was experienced from the oil works. BUT oh Mr. Turner please let us have "Allen" type screws on timing and primary cases in place of those wretched "Phillips" cross headed screws. You know we're not all butchers with an 'Allen Key' and we'd be happy to pay the extra 2/6 it might cost.

On the subject of cost; at just over £300 it represents good honest value and although I have been comparing it with a far more expensive machine the R.69 which was in use concurrently with the Triumph the more pricey Bavarian machine was better than the T-bird only in the matter of vibbbrrrration. Perhaps the next major change Triumphs could bring about would be to incorporate a crank with 180 degree throw thus eliminating the vibromassage treatment. Maybe this is why the München Twin is smoother than the Meriden Twin, in spite of this I would rather buy this endearing Triumph and have something like £400 change with which to buy a thick pair of gauntlets and some thick-soled boots.

BOARD NEWS

by the Secretary

Notes from meeting of Board of Directors held on March 8th

Transfers

Upon the suggestion of the Secretary, it was agreed that the Club would purchase 1,000 large transfers of approximately 6" x 6 $\frac{3}{4}$ " for use of members on racing transport. These would be sold at a special reduced price of 1/6d. by post, or 1/- collected and would be made available at all Club events. It was also agreed that the Secretary would investigate the possibilities of cloth badges suitable for leathers and riding suits.

T.T. Social

It was agreed by the Board that another attempt would be made at running a social event in the Isle of Man during T.T. week, such date to be decided by the Secretary. A room or hall would be hired for the purpose and a suitable band or group employed, admission being by ticket only. It was approved that every member might bring a guest or guests but application would have to be made to the office for such tickets well in advance or to the Secretary in the Isle of Man.

Charter Flights

Much discussion was given by the Board on the question of future charter flights to parts of the globe. It was agreed in principle that the Club would continue with its interest in such flights, at the same time with the hope that outside interests might eventually be forthcoming. The Secretary's plans of a flight to Mexico and the Bahamas was noted.

Mr. O. De Lissa

It was with regret that the Directors received the resignation of Mr. O. De Lissa from the post of Chief Starter. Mr. De Lissa had been active as starter for so many years that the time he started was lost in history. Throughout that time he had missed only a very few meetings out of the number run by the Club which was a record which no others could match. In recognition of his services over the past two decades, Mr. De Lissa was appointed an honorary member of the Club.

Commentator

As Mr. L. G. Clifford was due to depart to Zambia on a teaching mission, he regretted that his services would no longer be available. It was agreed that the permanent services of another commentator be sought in addition to Mr. E. W. Fitch. The Board expressed their appreciation for Mr. Clifford's services and wished him every success in his new appointment.

Practice Days

The Secretary reported upon the success of the Brands Hatch Practice Day on February 21st and recommended that future dates should be sought for next year. It was noted that the delay in negotiation for the Silverstone date was due to holiday arrangements.

Annual General Meeting.

After considerable discussion it was agreed that the Annual General Meeting of the Company would be held at the Royal Automobile Club, Pall Mall, London, S.W.1, on Tuesday, June 7th, 1966. It was suggested that the A.G.M. should be held after a social event one evening at the weekend but this suggestion was outvoted because it had been tried in the past and had failed. The Board expressed the hope that the commencement time of 8 p.m. would not be too early for any interested member.

Marshal's Handbook

It was agreed that this would be republished before the start of the season.

ABOUT RACING, FLAGS AND PASSES

by Dennis Bates, Chairman, Competitions Committee

Just as the winter is a time for sorting out machinery, so it affords to the organising side the opportunity to consider what improvements are needed and where.

So a series of meetings have taken place with senior officials and marshals. From their comments and observations have come suggestions which will now contribute toward safer, smoother functioning race meetings.

The first thing you will notice this season is a new form of armband bearing the legend 'Commander'. It has its place in the scheme of things for this is the title of the marshal in charge of each section of the course.

It replaces the former title of Senior Marshal, which continues but in a wider plane covering all experienced marshals. The Commander bears a great responsibility for anything and everything which happens within his section. Equally he must ensure efficient marshalling and liaise with the adjacent sections as necessary. Then through the chief marshal he is answerable to the Clerk of the Course. Thus an ordered structure of command and control is maintained.

From the competitors point of view the most obvious changes will be in the return to the paddock at the end of practising or racing. The pull off point was previously marked by a red flag; this has now been dispensed with, since its proper function is to signify an emergency cessation of racing. Yellow flags will now be used once the chequered flag is exposed at the finish line. Therefore riders should familiarise themselves with the pull off points and not look for the red flag.

We are now reverting to a once familiar flag—the last lap signal. This is a yellow flag bearing a diagonal black cross. Once the leader of the race commences his last lap this flag will be displayed, but only at the finish point.

The practice of showing flag positions during practising periods will continue. For approximately the first two laps of each period the green flag at each point will be shown. Since flag points remain constant at our circuits knowledge of their siting can be of considerable assistance.

To speed up the course closing and opening a marshal will be assigned to the Starter. His job will be to show a red flag at the start once the course is clear of riders and whilst the travelling marshals are checking and clearing the course. Once the senior travelling marshal reports all is well the flag is removed and racing (or practising) can be resumed. The travelling marshal responsible for finally clearing the course will be identified by a special red front number plate. He will be last to leave the Start line and once he has passed any given point the course is sealed against any passage of service traffic.

Congestion in paddocks is not an easy situation to overcome. Part of the trouble arises from lack of consideration when parking race tenders. The remedy is chiefly in the hands of competitors by parking neatly and by avoiding the blocking up of service roads and, particularly at Snetterton, the entrance to the marshalling area. From now on entrance to the paddock at Snetterton will be from the main A.11 trunk road and into the paddock via the bridge at The Esses.

The other way we will endeavour to reduce overcrowding, and incidentally cut our costs, is by restricting the issue of passes to competitors. You will still receive a sufficiency for your normal needs but the fleets of cars which accompany some competitors (which surely cannot be justified) will be kept outside of the paddock, and so too will their passengers. Passes when issued will not be transferable. Since you belong to the club it is only fair that you should receive the benefits and not see them made generally available to non-members.

And one of the benefits of membership of BMCRC is the right to use the paddock bars at the Grovewood circuits—Mallory, Brands and Snetterton. You should, of course, carry or have available your BMCRC membership card in case it is asked for.

Lastly, Brands Hatch. Basic organisation and operation for the circuit is well in hand. Already we have run one practice day and recently we assessed the circuit from a marshalling standpoint. During the next few months as we approach the date of The Hutchinson 100 these plans will be completed and the details published.

YELLOW FOR PERIL

The easiest thing to say when it comes to race course safety is that the last thing riders take note of is the flag signals they receive. This is simply not true, but both marshals and riders can no doubt give differing views on the subject of flags and the service they provide.

We have a new season starting on April 2nd, so with this in mind I would like to explain the system we use for giving adequate warning of the state of the course during racing and practicing.

Our marshals are issued with three flags: yellow for danger; yellow with a diagonal red cross for oil on the course; green for danger removed.

The object of the system is first of all to provide immediate warning of danger, whether it be an obstruction by machine or dismounted rider, or oil on the course, or any other impediment to free use of the circuit at that point.

To that end we divide the course into convenient sections each of which comes under a senior marshal called a Commander. The sections are usually made up of part of a straight and a corner or, in some cases, a succession of corners and curves. They are so arranged that the division between sections is a safe area, that is to say one in which the rider is not braking and therefore one where accidents are least likely to occur.

The position of the flags is carefully plotted to be in a projection of the rider's line of travel so that he may see them without having to glance to either side; for successive curves the positions are made so that each flag marshal can see the up course man and, in turn, be seen by the flagman down course.

A further division of flags is made by calling the point where accidents occur most the Repeater Flag; to provide early warning a Main Flag is posted on the approach side. Thus if one looks at the flag arrangement at Copse Corner at Silverstone (the first corner after the foot bridge) the situation presented to an approaching rider is:

Main Flag (placed at the peel off point for the corner).



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Repeater Flag (sited 10 yards before the end of Copse Corner where most incidents occur).

The warning sequence then operates like this:

- i. Accident at exit point of Copse.
- ii. Repeater Flag raised by marshal (held stationary).
- iii. Spotter for Main flagman at entrance to Copse instructs flag man to expose and wave his yellow flag.
- iv. Accident meanwhile is dealt with by rescue crew (fire and/or first aid brought in).
- v. Accident cleared; course clear; green flag held aloft by Repeater Flag marshal.
- vi. Main Flag spotter instructs flagman to expose and wave green flag for approximately the duration of two laps.

In this way early warning is given by the waving of the Main Flag, whilst the actual site of the accident is marked by the Repeater Flag position held stationary. The use of waved and stationary flags prevents a Repeater action by other flagman which could result in all flags around the circuit being exposed without anyone having an idea where the accident had occurred. This is particularly so on circuits where there is a limited field of view such as Crystal Palace.

Most riders, we know, steer a wary course around oil deposits and reasonably ask that the oil flag be shown in preference to the straight-forward yellow. Our marshals are instructed to hold, concealed their yellow flag so that the instant it is needed it can be brought into use. We insist on the yellow because it covers a wide range of dangers, whereas the oil flag is for one purpose only—oil! In the event of an oil deposit then the change is made to the appropriate flag as rapidly as possible.

I mentioned earlier a spotter for a flagman. We try to pair off marshals two to each flag, one to spot the Repeater Flag position and the other to watch approaching riders so that in the event of trouble at an unlikely spot no time is lost in giving warning. The flags also serve to warn the rescue team of marshals stationed at strategic points in each section and to indicate to them where their assistance is needed. This precaution is necessary since we often experience two, or even three, completely self contained and unrelated incidents within small areas at one and the same time.

There is, of course, a fully integrated marshal service backing up the flagmen, but more about that next month. Meanwhile if you have any comments

Dennis Bates, Chief Marshal.

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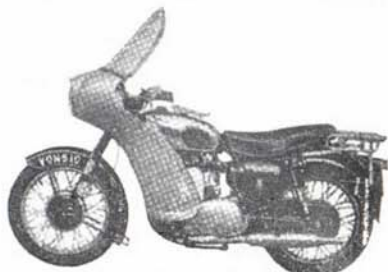
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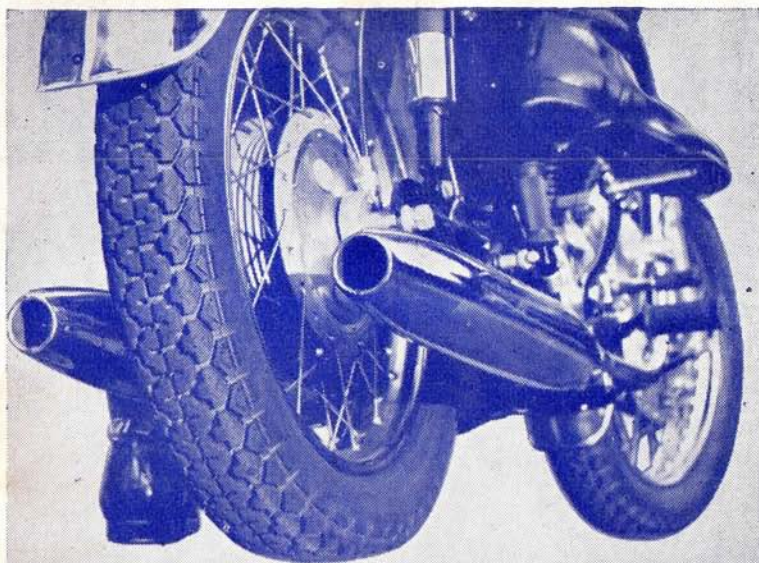
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OF A MAGAZINE

The Editor

If you are anywhere near as critical as I am you must by now have noticed that the magazine is on a gradual decline for want of contributors. My own time is taken up by other duties and I only took on the task of editing the magazine for want of anyone else to do it. At first it was easy because it was new and I was able to put into words, thoughts that I have had ever since I joined the staff of the Club in 1959. I was also able to put into effect many of these thoughts and make action speak louder than words.

Gradually, as time passes, it becomes increasingly difficult to find new things to write about to keep an interesting and lively magazine. Contributors dry up for very much the same reason and therefore the magazine becomes a monthly bore to everyone who reads it, including myself, who am thus the sole contributor, supported by just two of my Directors from time to time. I have not the slightest doubt that your problem is mine too, that of time. Unfortunately I have a deadline to keep up with, as without a magazine on time the regulations will be late going out.



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