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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB



EDITOR
Jim Swift

Registered Office :
P.O. Box 75, 33a London Road,
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Bemsee

FEBRUARY 1966

THE CLUB

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.
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Chairman : R. C. Walker **Vice-Chairman :** H. L. Daniell

EDITORIAL

You will see from a report elsewhere in this issue that the charges for practice days at Silverstone have been increased. Or should I say practice day! We as a Club dislike increasing any charges especially after having already put the subscriptions up by one third, but faced with a 200% increase we have decided, rightly or wrongly, that members cannot afford such an expensive day out and have reduced the four practice days to just one as an experiment. But, as an additional event, we shall also run one practice day at Brands Hatch on Monday, February 21st purely as an experiment again, and we sincerely hope that this will be well supported.

The Board of Directors and I, dislike the fact that we are being forced out of Silverstone for financial reasons and are therefore prepared to subsidise such a facility to a limited extent. It therefore rests with you members to support practice days as much as possible in order that we may know the support which we will get in the future. The 1966 dates are just experimental; but it is upon the results of these that 1967 will be based. We don't approve of just two practice days, but under the circumstances we have little choice this year.

Easter Monday becomes a firm fixture for 1966 in the Club's calendar of events. This is an additional event so it is again hoped that it will be well supported despite the counter attractions on the same day. It was felt by the Board that many riders couldn't manage to get a ride at all over Easter and that this additional fixture would help. I, personally, doubt that we shall get as much support for this event as a normal Club meeting so every member ought to get a ride, perhaps more than one if we're that much under strength!

Since writing the above, negotiations have not progressed for a Silverstone date - Ed:

TRIALS AND TRIBULATIONS

Phil Burg

I returned from a two year posting with the R.A.F. in Aden, bringing with me a 1962 C.B. 92 Honda and converted this machine for racing. I decided to fit a pair of C 11G B.S.A. front forks to improve the handling. My season started with the B.M.C.R.C. Club Day Meeting on April 10th at Silverstone, with my mechanic Dennis Broome and his family we set off from Stradishall at 7 a.m. in pouring rain, arriving at Silverstone just in time for scrutineering. After a spot of bother over fairing clearance we were through scrutineers and prepared to warm up for practice. But Murphy's men had other ideas and the motor refused to fire. After checking the ignition system, and changing plugs, battery and contact breaker we were still minus sparks. Work continued to try to trace the fault without success so we packed it in and watched a good days racing.

Back in the workshop the motor was stripped and rebuilt, no fault was found but all was well after the rebuild. Use of the Main Runway was obtained for the day before the "Bemsee" Meeting at Snetterton on 23rd May without incident, practice came and went and we were feeling quite pleased with ourselves but once in the assembly area for the race Murphy's men struck again, a bad oil leak from the main bearing fuel chamber put us out. Once again we reverted to spectators and once again the motor was stripped on return.

A.O.C. inspection rehearsal parades stopped me from attending Trophy Day but we got an entry for the first motorcycle meeting at Ingleston, the .79 mile circuit in the Royal Highland Showground near Edinburgh, on 11th July. We arrived at the Municipal Camping Site Dalkeith at midnight on Friday, 9th, spent Saturday sightseeing in Edinburgh and arrived at the Showground at 8 a.m. Sunday. The weather was the worst I have seen for a long time, heavy rain most of the time. After scrutineering we warmed the engine and went for practice; half way round the fourth lap of practice strange noises emerged from the engine department coupled with a complete loss of revs, the head was removed to reveal only one piston moving and severe damage to the head.

On complete strip examination in the workshop we found that the gudgeon pin boss and skirt of the left piston had gone, the con-rod was bent, the barrel was scored beyond repair—a ridge to a depth of $\frac{1}{8}$ " in the head—the exhaust valve bent and the valve guide cracked.

We withdrew our entry for Llandow, Glamorgan on the 24th July and proceeded to rebuild the engine with new parts completing it just in time for Barry's Day at Snetterton on the 31st.

At 7 a.m. on the 31st we prepared to leave Stradishall only to find my van would not start because of a flat battery, after commanding some assistance to push the beast we were on our way. A walk out to Russell corner was called for in final instructions. This was completed whilst the front forks were being fitted with oil after a change of bushes. At scrutineering comment was again passed over fairing clearance (at this point I must make it clear that I am not criticising the scrutineers and that their job is to ensure our safety). After satisfying the scrutineers the motor was warmed and out for practice. Apart from being well down on power and acceleration all went well. I then found myself on the third row of the grid for the race. On the line at last—have Murphy's

men taken a day off? The flag fell and we were away, a good start was made but all advantage lost at the first corner due to inferior acceleration. I finished last but very pleased to have at last started and finished.

Our next problem was to try for more power and improve the acceleration. Entries were made and accepted for Cadwell Park on August Monday, Castle Combe on September 4th and Ace of Clubs Meeting at Silverstone on 25th September.

On the Friday evening of August Bank Holiday whilst checking the machine for Monday, Murphy's Men struck again and the right hand big-end siezed. This of course means the end of the season for me, forcing withdrawal of all my remaining entries.

We will now have to concentrate our efforts on rebuilding for next season, with the hopes of banishing Murphy's Men and gaining reliability and also to building a sidecar outfit.

A FEW NOTES OF INTEREST

by Jim Swift

BOGWHEELER'S EXCURSION. It is with regret that it has been found to be impossible to hold the trial anywhere at a week-end. Brands Hatch again offered the use of their property but only on a Thursday. This was felt to be out of the question by the Board. Although we would be only too pleased to run the event at any time, I doubt if sufficient support would be forthcoming for a week-day meeting.

ANNUAL DINNER. A change has come about for the 1966 function in that it will be held later in the year and on a Saturday for the first time. The date—SATURDAY, 10th DECEMBER, at the Empire Rooms, Tottenham Court Road, London, W.C.1. This is a Mecca owned Ballroom and provides for a different site with ample free parking in the local streets. It is now hoped that members will be able to take much better advantage of the date which has previously been against a large attendance.

1966 T.T. I shall again be attending the T.T. in June but not for practice week as Trophy Day coincides again. Although not having made any bookings as yet, it is hoped that I shall be in residence at the DERBYHAVEN HOTEL, CASTLETOWN. Any member wishing to contact me will find me at the Grandstand Douglas in any case during most of the week.

T.T. FLIGHTS. The Club will again be running a Charter Flight to the Senior T.T. on June 17th. It will run from Gatwick only and will cost around £9 per head exclusive of the coach fares. Coaches will be provided for all passengers and will go to pre-determined parts of the circuit at a reasonable charge. The flight will leave Gatwick in the early hours of Friday morning and will leave Ronoldsway on the return journey at 8 p.m. or 8.30 p.m. giving sufficient time for an evening in Douglas. All members wishing to book seats may do so now or at a later date.

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PASS CANCELLATION. I suppose it had to come sooner or later for reasons which you are well aware. The constant traffic of passes from the paddock to friends on the outside had to be brought to an end smartly or we would all suffer in the long run through lack of adequate space in the paddock. This season will see a departure from the normal easy Bemsee practice of pass facilities and will mean a complete clamp down on anyone endeavouring to gain admission for themselves or vehicle without the proper pass. All passes will be cancelled upon admission so anyone wishing to leave for any reason must contact the admission controller on his way out for a pass-out. Each driver will be allowed three personnel passes and one for his vehicle (four personnel passes for sidecar drivers). Each entrant, unless one and the same person, will be permitted one paddock pass for himself and vehicle although it is earnestly hoped that responsible entrants will leave their vehicles on the outside of the circuit if at all possible. All drivers may claim another two passes (maximum number) for personnel only, in advance, and at a nominal charge of 5/- each. Drivers applying for these latter facilities may do so up to one week before a meeting after which it will be impossible to return them on time. No additional vehicle passes will be granted for the paddock.

Members who are not riding members, may use their membership cards as admission to Silverstone meetings but must write for passes for any Snetterton meetings they wish to attend. Crystal Palace and Brands Hatch facilities will be commented upon at a later date as negotiation still continues.

OCTOBER RACE MEETING. Members may notice at some time, references to an October 30th meeting at Snetterton. This has reluctantly been cancelled and is not included upon our calendar.

T.T. LOTTERY. It is the intention of the Club to run another lottery on the T.T. races, details for which will be circulated in a later magazine. It is hoped that this will receive the whole hearted support of members.

1966 CALENDAR OF EVENTS

FEBRUARY 21st	Brands Hatch	Practice Day
MARCH (To be Advised)	Silverstone	Practice Day
APRIL 2nd	Silverstone	Club Day
APRIL 11th	Snetterton	Easter Trophy
MAY 22nd	Snetterton	Norwich Trophy
JUNE 11th	Silverstone	Trophy Day
JUNE 19th	LONG MARSTON	Speed Trials
JULY 24th	Snetterton	Baragwanath Trophy
AUGUST 13th/14th	Brands Hatch	Hutchinson 100
AUGUST 27th/29th	Crystal Palace	Metropolitan Meeting
SEPTEMBER 24th	Silverstone	Ace of Clubs
OCTOBER 2nd	Snetterton	Guinness Trophy
DECEMBER 10th (Saturday)	Empire Rooms, Tottenham Court Rd., London, W.1.	Annual Dinner

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BULTACO 125 c.c. Cylinder Head of latest air cooled pattern. Unused and still in box. Price—£5.

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CLEARANCE of spares. Complete 350 c.c. 1957 Ariel. 5TA Frame. Douglas Frame and Units. Bedford CAV engine, gearbox and chassis spares. Few 50 c.c. engines and many Iton spares.

All above, D. V. Doyle, 43 Hillview Gardens, Kingsbury, London, N.W.9.

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500 c.c. MANX—1960 or thereabouts.

P. Myall, Dunston Hall, Dunston, Staffs.

500 c.c. MANX MOTOR—good condition.

J. Denty, address as above.

PRACTICE DAYS

Members are requested to note that the following practice days have been arranged:—

Monday, February 21st
BRANDS HATCH

(To be Advised)
SILVERSTONE

It is deeply regretted that the charges for the use of Silverstone have been trebled which means that the Club must pass on to the members taking part some of the additional financial burden. It is therefore intended to increase the Silverstone charges from £1 to £1 12s. 6d. per head which will include normal personal accident insurance (an additional 5/6d. for passengers).

The Brands Hatch practice day will be charged at 25/- per head (an additional 5/6d. for passengers).

In both cases practice will commence at 10 a.m. or as near thereto as the Secretary may deem to be necessary and will continue until dusk (5 p.m. at the latest) with an hours break for lunch between 1 p.m. and 2 p.m.

Members **MUST** produce their current membership card when reporting for signing on and **MUST CARRY** in their leathers some means of identification. Machines will not be scrutineered, but the Secretary reserves the right to exclude any machine which, to him, is considered to be unsafe.

All flag signals must be obeyed at **all** times.

MARSHALS ARE URGENTLY REQUIRED—ANY INTERESTED ARE ASKED TO WRITE TO THE SECRETARY AS SOON AS POSSIBLE.

MEMBER'S MAILBAG

Dear Sir.—Well the chequered flag has fallen on another season, the bustle of early morning journeys to tracks in remote parts of the country is over for the time being. This is a suitable time to review the scene from a scrutineers viewpoint. Firstly, writing on behalf of my colleagues, we only interpret the regulations we don't draught them, more is the pity, since if you personally have to use a tool you ensure its suitability for the job.

This season saw the arrival of additional regulations concerning the angle of the lean, i.e. ground clearance, and primary chain guards. It was immediately apparent that once the angle had been settled, and adhered to, all the competitors queued up to squeeze their machines through the guage that Dennis Glover and Ernie Woods had cleverly contrived. The riders could immediately see the usefulness of this reg and a great deal of cheerful banter went on when a Honda "stuck" and had to be bashed into line! Whereas it was almost a point of honour to pass through without touching, the reg for chain protection caused the reverse reaction; bad language flowed, we were cursed, accused of being in league with the Devil—in fact those who wrote in the regulation should have been more explicit. The main cause of trouble, is the wide divergence between officials of the various circuits, and the most often heard lament was the bicycle was O.K. for Brands or Mallory yesterday why is it out today? This is the ludicrous situation badly needing a speedy remedy at A.C.U. level.

To end my diatribe I would agree with Fritz Scheidegger and ban sidecar streamlining or make it readily removable, for as it unfortunately always occurs, a fine sportsman Florian Camathias, had to lose his life through, as mentioned at the inquest, a faulty weld in a joint on the forks which failed at a critical time entering a bend.

It is with some trepidation that one passes outfits so shrouded in fibre-glass, that it is virtually impossible to check them as thoroughly as is necessary, in the time available.

With all the moans, and Silverstone weather it is still the best sport in the World roll on next year!

Yours etc., P. A. EDWARDS, London, E.12.

Dear Sir.—Thank you for your excellent editorial in November Bemsee regarding the future of "Production" sports machine racing.

I feel that the time is very long overdue for a set of regulations concerning this class of racing to be drawn up at National level, and the following are some of the points I would like to see incorporated in any such regulations.

1. At least 100 similar machines must have been sold to the public as fully equipped road vehicles.
2. Frame, forks, wheels, engine and gearbox must have been produced by the same manufacturer.

3. Components of any models in one manufacturers range of machines may be interchanged provided that all such components are from machines which comply with the regulations.

4. Any modification may be made to bring the machine up to the manufacturers current specification.

5. Any manufacturer's optional extra may be fitted.

6. Any modification to be the existing engine parts will be permitted, but no specially made parts may be incorporated either in place of, or in addition to, the manufacturers parts.

7. No alterations to the gear box will be permitted.

8. No alteration to the number and make of carburettors or to the type of ignition.

9. No alteration to the length and bore of the exhaust pipes or the method of silencing.

10. In the interests of safety the exhaust system may be modified to give greater ground clearance, provided that regulation (9) is not infringed.

11. All centre and prop stands to be removed and lamps to be protected.

12. Any make and type of tyres, brake linings, handlebars, and seat may be used.

13. Fairings may be used only if listed as an optional extra.

14. The machine must comply with all legal requirements for use on the public highway, and must be registered with the Licencing Authorities. It need not be currently taxed or insured.

Whilst I fear I have not kept strictly to your request for comments on what's best for the class, and not what's best for the rider, I hope these notes will be of interest to you.

I would now like to put in a plea for the present or should I say "Pre-Triton" school of clubman production machine riders.

The present popularity of production machine racing (from a riders point of view) is, I feel, largely due to the reluctance of the motor cycle industry to produce true racing machines, with the result that **competitive** racing machinery is beyond the means of most clubmen. We are then faced with the choice of racing our existing road machines, or of buying a very "second-hand" racer at an exorbitant price. Many riders have chosen the former, with the result that there is now a regular school of production machine racers riding against each other at all the club meetings. As competition is the very essence of racing the machines used by many of these riders are now in a very high state of tune, but this state has invariably been attained by hours of hard work on the part of the rider, and not by the depth of his pocket.

I would like to see, therefore, regulations drawn up in such a way that machines which are obviously "one off" works specials are excluded, whilst scope is still left for the truly amateur tuner/rider. However I fear this state of affairs will be very difficult to achieve.

Before closing may I take this opportunity of thanking you and your staff for an excellent season of race meetings.

In the hope that my Verom does not face a future of being "screwed down" by Tritons or Manx Nortons.

I remain, Yours etc., C. F. RINGROSE, Morden, Surrey.

Dear Sir.—I was very interested in your editorial of "BEMSEE" November, 1965 concerning production racing.

I, compete in this class through choice, not because it provides "cheap" racing, hence I am very concerned as to its future.

In theory it would be very nice if production machines were raced as bought "over the counter," complete with centre and prop stands.

I used to be of the opinion that this would force manufacturers to produce stands and exhaust systems that will not touch down (a slight mod to the centre-stand allows me to race my Norton without fear of grounding).

However, experience has shown me that manufacturers are rather slow to incorporate desirable modifications on standard machines (I would dearly love to use a 2 L/S front brake on my Norton).

My personal preference is to see the end of "PRODUCTION" and the substitution of "ROAD GOING" as per the M.C.C. High Speed Trials held annually at Silverstone.

This would benefit enterprising accessory manufacturers such as J. Tickle, Paul Dunstall, Eddie Dow, etc. who provide the equipment, where the parent firms will not.

Please throw the doors open to Tritons, Tribsas, Norvins, etc.

Very few road bikes today are strictly standard so why continue to promote an out-of-date class?

I would like to take this opportunity to thank you for the effort you put into running the club.

Yours etc., J. HARRIS, Farnborough, Hants.

Dear Sir.—It is with deep regret that I note the move of the Hutchinson 100 from Silverstone to Brands.

Whatever the weather provides be it rain or sun, the "Hutch" will never be the same at Brands. I suppose we have seen the last of racing on the Silverstone Grand Prix circuit now?

There again I should imagine that Grovewood Securities will do well out of the move, and possibly even raise admission charges for such a meeting as the "Hutch."

Motor Cycle enthusiasts are not millionaires. At least "BEMSEE" admission charges were realistic.

The "Hutch" has been an annual pilgrimage for my friends and I, for the last six years or more; memories still come flooding back of the great "Bob Mac," and others, cranking through Stowe Corner. The dream of many riders (possibly stars of the future) is to ride at "Hutch" at Silverstone, their chance is now gone. I therefore must consider myself very lucky to have ridden at the last Silverstone "Hutch." It is a meeting I will always remember, with the brilliant Mike Hailwood showing everyone why he is World Champion.

What about the people from the Northern part of the country, they are being robbed of motorcycle race meetings. The thought of having to pass through London is enough to put me off going to Brands, let alone people from further North. Silverstone couldn't be any more central.

In my opinion you have killed the "Hutch." From the greatest road-race meeting in England to one more on the list for the Brands scratchers to perform at.

Sorry, the move is a wrong one.

Yours etc., TERRY BRACEY-WRIGHT.

Ed.: The admission charges for the Hutch will remain at 10/-, children 2/6d. Stands will be 10/-, Paddock 10/-, and Programmes 2/6d. Altogether an increase of 2/6d. for a grandstand seat!

Dear Sir.—Firstly I would like to say that I am against specials being allowed to compete in production racing. This interesting class would inevitably degenerate into something indistinguishable from out and out racing.

Production machine racing should be what it says, racing for fully equipped road going machines in full production, as it was originally intended. I would attempt to define a production machine as a machine of which not less than 100 examples have been produced by a genuine manufacturer, i.e. a concern who builds its own frames, (not all manufacturers make their own engines and gearboxes etc.) not someone who merely assembles machines from parts of one make or another.

I think it would be a good idea if the A.C.U. (or the F.I.M. if the class is to have an international footing) were to compile a list of all machines eligible, so that organisers would know where they stand. The machines accepted should be illustrated in the makers catalogue along with all the other models of the range, and be covered by the same guarantee, and be available to anyone through the normal channels.

Manufacturers would have to prove that 100 have been produced and provide the necessary advertising literature, guarantee etc, for inspection. In the case of a new model the manufacturers would have to satisfy the A.C.U. that they will produce 100 within 12 months.

In my opinion the machines should be raced in standard form, without any 'optional extras'. The present rules allow any engine mods so long as they are listed as an optional extra and available to the public, but how can a scrutineer tell if the camshaft of a certain machine complies or is in fact a factory 'one off'. The manufacturers using 2-stroke engines can list a special barrell which is really a racing barrell developing about 50% more power than the 4-strokes in the same class, hence Minter's performance in the 500. This is hardly fair to the 4-strokes.

The problems of ensuring the machines that compete in races have the same mechanical specification as the one accepted by the A.C.U. could best be solved by the use of forms of recognition as used in production car racing. The cars have to be 'homologated' (recognised) by the F.I.A. 1,000 cars must be produced per annum in order to be homologated. A form of recognition lists the specification of every relevant part of the car. There are sections dealing with the engine, transmission, wheels, brakes, suspension, steering, capacities and dimensions. The engine section alone has over 80 pieces of information, from the number of cylinders to the weight of a gudgeon pin. There is also a section for 2-stroke engines, listing width, height and area of the ports. There are also several photographs showing various components.

Copies of the form are available to anyone for one guinea, from the R.A.C. The idea is that the form is given to the scrutineer who verifies that the car complies with the information given on the form, rather than his own interpretation of the rules. In the case of a protest the engine can be stripped and checked against the form.

I don't suppose the A.C.U. would relish the extra work and complication, but possibly a simplified version could be evolved.

Yours etc., G. W. R. SMITH, Thorpe, Yorks.

Dear Sir.—Referring production machine, I should like to express my views. I feel that it is pointless having two classes of racing separate, unless there is a good degree of difference. Thus we have 350 c.c. and 500 c.c. but no 400 c.c. or 450 c.c. classes. Thus 351 c.c. machine, may compete in the 500 c.c. class, but not in the 350 c.c. class. Lets keep production bikes as they were first intended to be, i.e. no racing frames, alloy wheels, Manx brakes, etc.

Couldn't this be done by stating that the "manufacturer" must hold the patent for the chief parts of the bike at least (i.e. not for the electric, etc.) If people want to ride their road burning Tritons they can enter them in the racing classes and come well up, if the rider is any good—as did Peter Butler (650 Triumph) at the Crystal Palace on August 31st.

Please keep production bikes truly as such. You undoubtedly know how formulas have to be drafted so I won't attempt that job. I hope I have made my point of view clear, up Thrupton Bonnevilles, up Lightnings, Vincents; down Tritons and Specials.

Yours etc., COLIN G. DIXON, Pinner, Middx.

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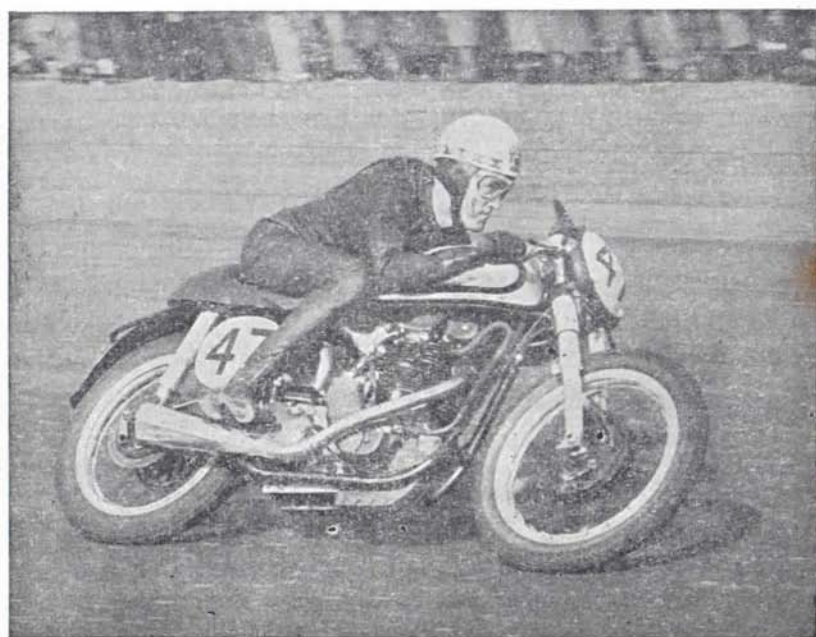
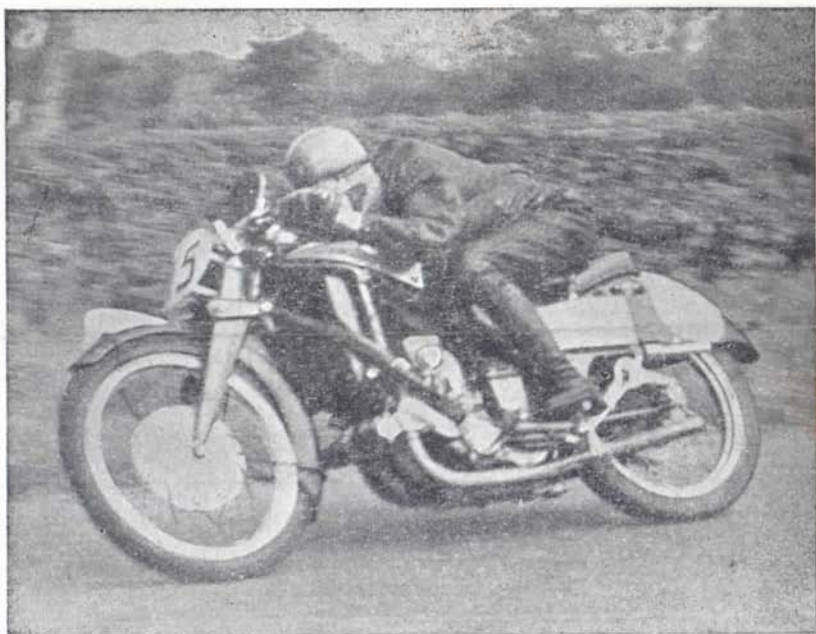
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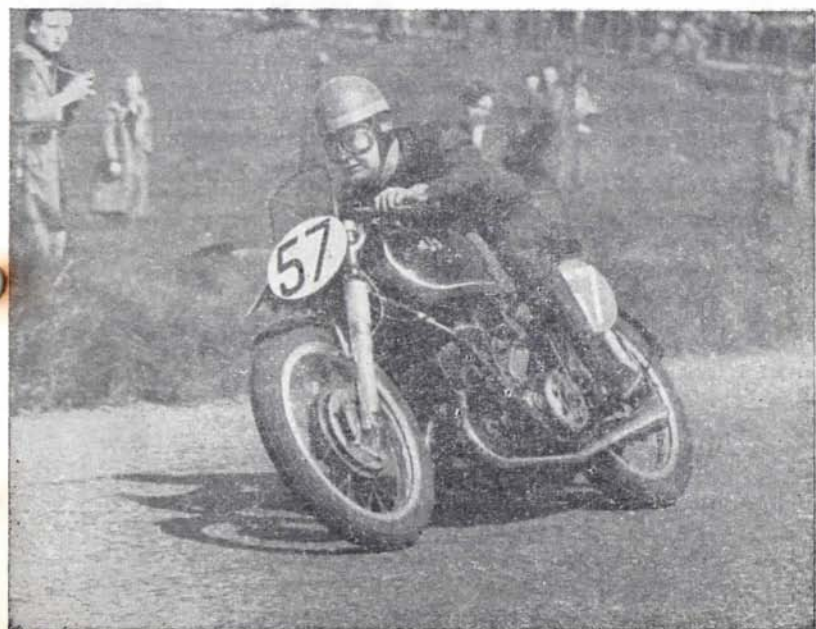
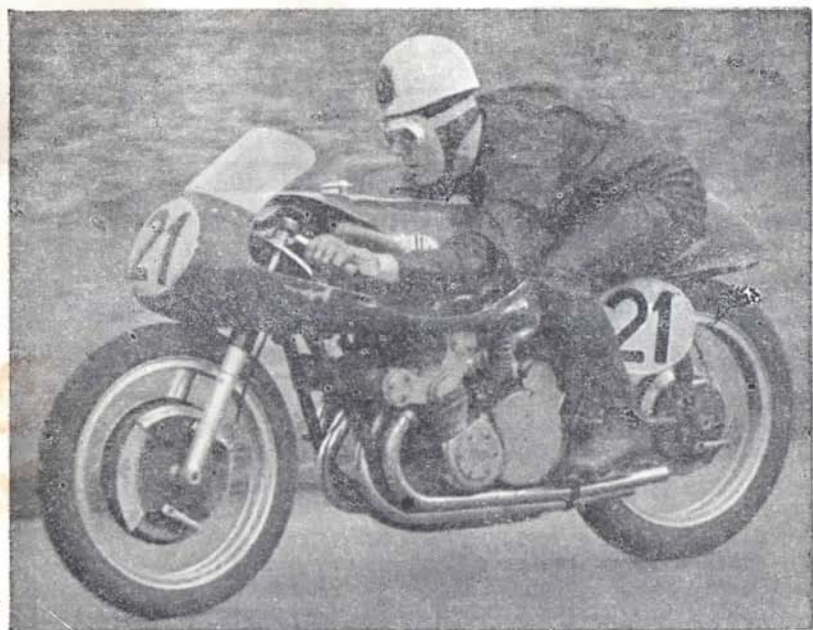
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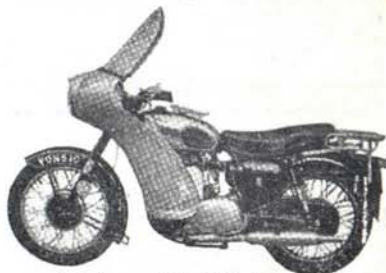
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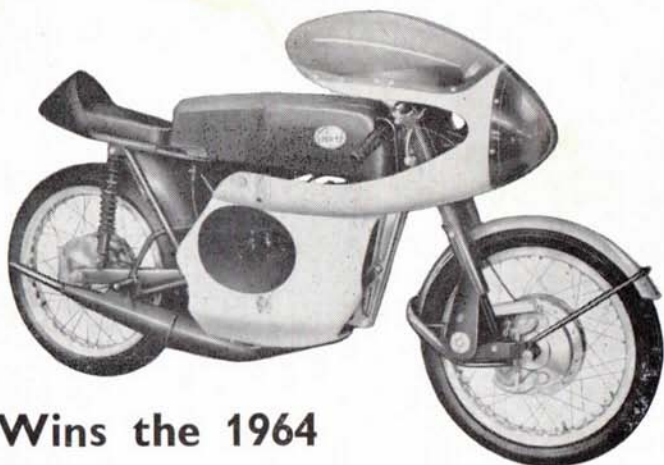
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