

BEMSEE



1970

January

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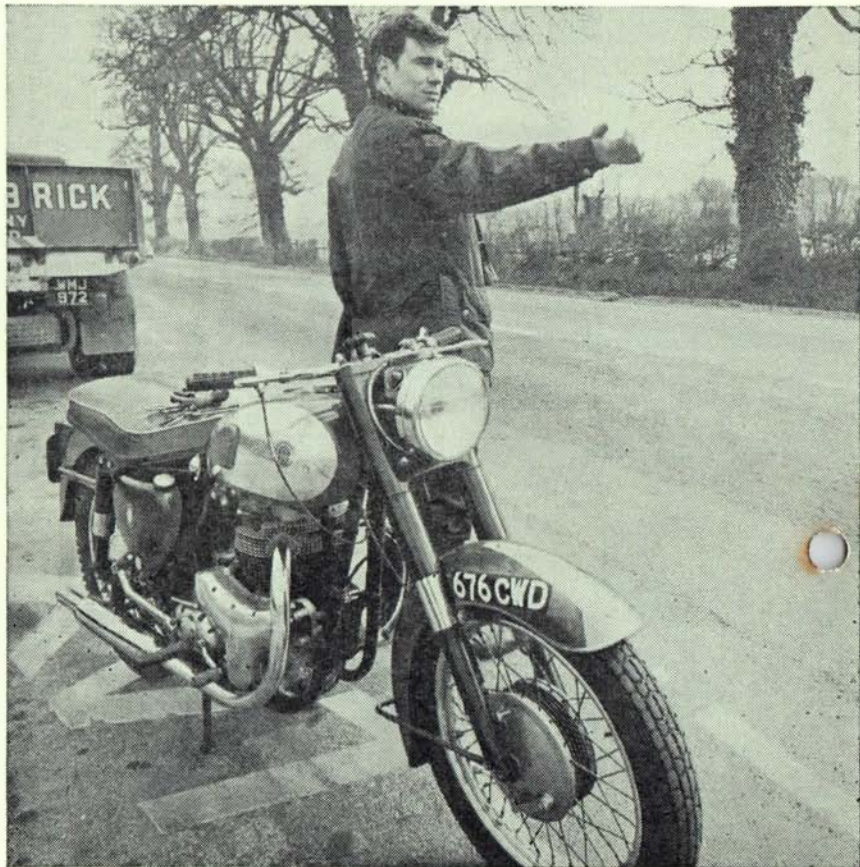
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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

EDITORIAL



EDITORIALS are always saved for some form of excellent observation. The reason why this magazine is different is very obvious; the editor is all too often asleep! But he wasn't asleep when the Press started questioning our ability to do the right thing by the Yanks by writing to them with our invitation to come over. They missed the point of the last few months by assuming that because some riders didn't know much about it, it necessarily followed that this was a general ignorance. In fact you couldn't be further from the truth!

I am very sympathetic towards riders as a whole but if one assumed that American riders are much the same as our own stars, then the further I keep away from them in these preliminary negotiations the better! It is much better to contact the factories first and let them do the collective bargaining since it can be expected that they will speak in an inimitable fashion for their own riders. If the riders say yes, then they still have to talk the factories into letting them have machines; whereas if the fac-

tories agree first, then there are plenty of riders to choose from I don't doubt.

But we agree with them in one respect. We too can look at the tentative, new AMA fixture list and compare it with the one which was sent to us provisionally. It bares little resemblance. Thereby hangs the problem of switching the schedule to suit the Americans and ourselves for it will be difficult to suit both parties particularly when we have had **our** dates sorted out for a couple of months and the Americans very obviously are not there even yet. And I ghasped with horror to see that the last AMA Championship meeting is now on October 25th! Brrrrrrrrrrrr!

NOW ANSWER ME THIS ONE!

I AM gradually coming to the conclusion that road racing is only as dangerous as you make it. And that is a fascinating conclusion for a start! I have covered allied subjects before but it was with the realisation that some people would ride at the Manx G.P. and yet not take part at the Crystal Palace meetings, that made me wonder at the sense of such profound reasoning.

Of course, this is perhaps not the only anomaly for Cadwell, Oulton and, to a certain extent, Silverstone, all come under the same hammer if you are auctioning the whims and fancies of riders. Superstition plays a great part. There is no number 13 on any racing grid that I know of, but then some riders have actually asked for 13, whether to prove a point or not I don't really know. Chris Conn, for example, rode with the number 7 on his helmet, his lucky number, and other famous riders have been known to carry a rabbit's foot and even sprigs of Manx clover in the pocket of their leathers. But superstition has no part in safety other than the physiological aspect which, in itself, is no small part of the issue.

If a rider has a habit of coming off at a particular circuit he shies away from it quite understandably. But then he endeavours to justify his dislike by putting other reasons to it—bad organisation, atrocious surface and the like. He seldom accepts his own limitations as being the only cause and one bad experience often leads to a permanent fear of riding. You cannot blame a course for personal inadequacies! A lot of people do and to defend the issue rarely helps for it is an argument that can never be won.

I would therefore like all riders to consider the physiological aspects of racing, be it superstition or otherwise and to write for the pages of this magazine a letter to the Editor explaining them. It will be very interesting to see exactly why some riders will not touch the Crystal Palace at any price but yet consider the Manx G.P. a much safer bet. Is it just the glamour of the Manx which eradicates all concept of danger or are the sleeper barriers at the Palace much less of an object to hit than any wall in the Island?

Explain it, I cannot. But please try yourself.

JHS

into thinking that Mike stood a chance on a single cylinder machine against the might of the M.V. four. It will have to be something pretty convincing next time and I will be so bold as to print that he might be well mounted on the Fath '4'. I suggested it this year but I've a sneaking suspicion that Helmut wanted to be paid. On top of this, of course, we had the news that Helmut had pranged badly in Finland which would have put the situation outside the realms of possibility anyway. Helmut is the only man who knows what he's doing with those fours so it was to be expected that no Helmut, no URS. But I would think that a bit of Mike's philosophy might have crept into it for, without any practice on two wheels, he would have been unwise to compete with equal machinery. I can't honestly believe that he looked upon the forthcoming adventure as another victory.

The rest of the scene is a little clouded to say the least. Dave Croxford believes that he hasn't taken a step backwards since buying Rodney Gould's Yamaha, for he welcomes the opportunity to be on his own once again, as it were his own master. Perhaps he is right, and that he has made the correct move by getting Ron Herring to take on the machine preparation. Ron was also doing Phil Read's machines, but I gather from Phil who landed on me one Friday afternoon, that he has a little more technical backing for the coming season and is confident that his machines will be the fastest in the country. Let us hope so for, without Rodney around much as seems likely, he will need that power to stay in front! No, being a little more serious, the threat of the Kuhn Seeley in the hands of Mick Andrew must be worrying him somewhat. I don't really know what makes the combination so damned quick but it never ceases to surprise me that it is so.

When you come to look at it, two riders must stand head and shoulders above all the others this coming year as the unknown quantities—Santiago Herrero and Kent Anderson. I believe these two riders are heading for honours this coming year halted only in their endeavours by the Benellis. I wonder, can Kel Carruthers keep up his form which won him the 250 world championship or will Renzo Pasolini dominate the scene.

From what I have witnessed, Renzo is much the quicker rider but this may be because he has the quicker of the machines to play with. It would be unlikely that an Italian concern would give the advantage to an Australian! Team orders will surely play a part and I am just wondering how far the Australian temperament will play along with such possible instructions?

PRODUCTION MACHINE CHAMPIONSHIP

SHELL-MEX & B.P. are to sponsor a championship for production sports machines during 1970 with a total prize money sum of £200 split between the first five finishers decided upon a points system to cover all twelve meetings, including one race at the Crystal Palace on August 31st. For this latter event only Club members will be eligible and the points will be awarded on the overall finishing order and not on the finishing order of members.

Points scale is as follows:—

1st	—	10 points
2nd	—	9 points
3rd	—	8 points
4th	—	7 points
5th	—	6 points
6th	—	5 points
7th	—	4 points
8th	—	3 points
9th	—	2 points
10th	—	1 point

In addition there will be an extra **three** bonus points awarded for the fastest lap at each meeting and also bonus points awarded if a machine of 500 c.c. or under finishes within the first six places on the following basis:—

1st	—	+ 6 points
2nd	—	+ 5 points
3rd	—	+ 4 points
4th	—	+ 3 points
5th	—	+ 2 points
6th	—	+ 1 point

The best ten results will count for the awards allowing members to ride in the T.T. or Manx G.P. without necessarily losing out on the championship altogether.

Awards will be as follows, allocated to the drivers with the highest number of points at the end of the season.

1st	—	£100
2nd	—	£50
3rd	—	£25
4th	—	£15
5th	—	£10

The Championship winner will receive a trophy which he will keep for one year plus a suitable memento for permanent retention. He will also be allowed free production race entries for the following year. There are no other class awards.

Subscription Renewals

FACILITIES are enclosed for the renewal of your subscription. Please complete all the details asked for and, if you are paying through the Bank, allow for one month to elapse before concerning yourself as to whether we have received it or not.

POSTBAG

Dear Sir,

I see that in the November issue of "Bemsee" magazine there is a note proposing a list of all members, I would request that my name and address be omitted for the following reason.

In the Portsmouth area during the last few months there have been several instances of motor cycles being stolen from garages, especially racing machines and I feel that your proposed list will act as an advertisement to any potential thief, as to where machines are kept.

I think there are probably many other members who share my view, and I think the whole idea should be reviewed.

Yours, etc., R. RUDLING, Portsmouth, Hants.

Ed—If any other members feel the same way, please write in.

Dear Sir,

On behalf of my friend John Cross and myself I should like to thank you for such a great dinner and dance. We thought it was really fantastic and both had a very good time.

Wishing you all the best for a happy Christmas.

Yours, etc., D. STREETER, West Wickham, Kent.

Dear Sir,

I would like to express my appreciation for a most enjoyable season with what must be the best organisation of club meetings, with decent practice sessions, trophies, plus accurate time-keeping.

I was glad to see the absence of the Greeves Oulton advertisement in the Club mag.; unlike the Silverstone, the 350 is unraceworthy.

As for enthusiasm, with the exception of the Service Manager, it is none-existent at Greeves who have done nothing to rectify the design faults in the 350. Mine has broken down in an expensive way at ten meetings, finished at six (all with Bemsee), not to mention the ones missed during rebuilds.

I would like to make a suggestion for next season with the hope that you will print it in the magazine. Regarding the allocation of grid positions by ballot, I suggest that these be determined by known ability as in the Crystal Palace meeting and possibly incorporating the excellent idea of Club championships. Points being awarded after the first meeting to make grid positions even more just to unknown riders who have just started to go well.

Apart from being fair to the fast riders, it would be safer, as a fast man must "chop" through the field like a madman if he is going to stand any kind of chance, especially at Brands.

I know I am not the only one who suffers from back row starts, so I hope that those who agree with the idea will give their written support.

Yours, etc., T. ELLIOTT, Greenford, Middx.

There is also the formidable Sylvio Grassetti riding the Jawa 4. He too suffers from temperament and many had written him off at one stage as just an also-ran. But Grassetti is no sluggard when it comes to straddling two wheels and has had considerable previous experience with the Gileras. He has never ridden in an Isle of Man T.T.!

In the 125 class, Dieter Braun and Dave Simmonds should have quite a time of it together for there's no doubt that Braun is very fast indeed. But Dave managed to pile on the coals when it suited him which made his world championship win look pretty easy stuff. It wasn't though! Kent Anderson's Yamaha should come into the fray a little more this year as I gather that they are now looking for more power to boost it along.

A wise man once said "If you think you are clever predict the future and then you will find out how foolish you are!" I don't think I'm clever but I like living dangerously!
JHS

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TALLADEGA

I HAVE an appreciation of all that is American at the moment for while I struggle to get the Americans into a positive position, I am learning all the time about how the wheels turn over the other side of the Atlantic.

Talladega is in Alabama and for the first time in the history of the AMA a 200 mile race is due to be staged somewhere other than the Daytona International Speedway. On May 17th the first of an annual Talladega 200 spectacular will be staged round the new 4 mile road race course, a product of the ingenuity and imagination of that giant of a man Bill France who was also responsible for Daytona. Whether Bill is a Texan or not I can't remember but standing next to him I feel a dwarf at 6'! Very similar to Daytona in design, the outer circuit is what is described in America as a tri-oval, that is a speed bowl with three curves or bends and three straights. It took more than a year to carve AIMS (Alabama International Motor Speedway) out of the rich northeast Alabama soil, 40 miles east of Birmingham and 100 miles west of Atlanta, a strategic location with nearly 20 million people living within a radius of 300 miles.

The sprawling speedway tri-oval is 2.66 miles of five lane, high banks asphalt and its eventual grandstand seating capacity will be more than 150,000. Another 75,000 spectators can watch the action from spacious infield.

Like Daytona's 3.81 mile road race track, the 4 mile Alabama course incorporates part of the 33 degree banked turns and long straights, as well as the smooth, winding, twisting infield section. An interesting and challenging layout, the infield section incorporates hairpin turns, esses, and chicanes plus unique elevation changes not found at Daytona.

Incredible isn't it? Planned and built with racing foremost in mind!

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2. Haswell — 2hrs. 34 mins. 8 3/5 secs.
3. Godfrey — 2 hrs. 35 mins. 32 3/5 secs.
4. Weatherilt
5. Ware
6. Carter

ALPHABETICAL LIST OF MEMBERS

WE commence to publish the Alphabetical List of Members this month; and to meet certain members' objections to full addresses being shown, only Town/County are given—Ed.

- T. G. Abrahams, Esq., Geddington, Kettering, Northants.
 R. Acaster, Esq., Cottingham, Leics.
 J. J. Adam, Esq., Bromborough, Wirral, Cheshire.
 H. G. Adams, Esq., Newport Pagnall, Bucks.
 P. Adams, Esq., Romford, Essex.
 D. Adby, Esq., Twickenham, Middx.
 W. J. Adelaar, Esq., Amsterdam, Holland.
 C. Adley, Esq., Canterbury, Kent.
 E. M. Aitken, Esq., Glasgow, Scotland.
 D. Alblas, Esq., Krimpen, a/a Lek, Holland.
 H. R. Aldous, Esq., Banham, Norwich, NOR 05X.
 A. C. Aldridge, Esq., Wallington, Surrey.
 J. R. Aldworth, Esq., Abingdon, Berks.
 A. J. Alexander, Esq., Alverstone, Gosport, Hants.
 J. L. Alexander, Esq., Luton, Beds.
 J. S. Alexander, Esq., Upper Norwood, S.E.19.
 P. R. Alexander, Esq., Worthing, Sussex.
 J. A. Allen, Esq., Parkstone, Poole, Dorset.
 Sir Peter Allen, Battle, Sussex.
 R. Allen, Esq., Denmead, Portsmouth, Hants.
 R. W. Allen, Esq., Shoreditch, Worcs.
 J. D. Allonby, Esq., Far Sawrey, Ambleside, Westmorland.
 P. M. Anderson, Esq., Bridge of Gaur, Rannoch Station, Perth.
 J. N. Anelay, Esq., Fenisccliffe, Blackburn, Lancs.
 M. Andrew, Esq., Ware, Herts.
 B. C. Andrews, Esq., Chingford, E.4.
 V. C. Anstice, Esq., Bath, Somerset.
 T. Antony, Esq., London, S.E.1.
 L. S. Appleby, Esq., West Molesey, Surrey.
 N. G. Archard, Esq., Ashingdon, Essex.
 A. J. Archer, Esq., Fishponds, Bristol.
 D. C. Armstrong., Esq., Thaxted, Essex.
 T. Arter, Esq., Barham, Canterbury, Kent.
 S. Ashford, Esq., Atherstone, Warwicks.
 N. H. Ashley, Esq., Lichfield, Staffs.
 J. W. Askey, Esq., Warton, Tamworth, Staffs.

J. M. Ashton, Esq., Bromley, Kent.
M. J. Aslett, Esq., New Haw, Weybridge, Surrey.
M. Ashwood, Esq., Blindley Heath, Surrey.
G. A. Ashworth, Esq., Orpington, Kent.
R. Astbury, Esq., Guildon Sutton, Chester, Cheshire.
M. F. Atkins, Esq., New Addington, Surrey.
M. P. Attenborough, Esq., Chislehurst, Kent.
V. J. Austin, Esq., Norwich, Norfolk.
R. A. Avery, Esq., Linslade, Leighton Buzzard, Beds.
T. M. Ayley, Esq., Hanworth, Middx.
B. C. Ayling, Esq., Bardowie, Milngavie, Glasgow, Scotland.
J. L. Ayling, Esq., Kneesworth, Royston, Herts.
B. Ayres, Esq., Bedford, Middx.
F. J. Ayres, Esq., Brackley, Northants.
R. L. Ayres, Esq., Crowthorne, Berks.
G. A. Bacon, Esq., Brentwood, Essex.
A. Bailey, Esq., Swinton, Mexborough, Yorks.
B. R. Bailey, Esq., Southall, Middx.
G. L. Bailey, Esq., South Croydon, CR2 7LJ.
G. R. Bailey, Esq., New Malden, Surrey.
I. J. Bailey, Esq., Twickenham, Middx.
L. J. Bailey, Esq., Meriden, Coventry, Warwicks.
M. J. Bailey, Esq., Towcester, Northants.
N. G. Bailey, Esq., Stamford, Lincs.

To be continued

FOR THOSE THAT HAVEN'T SEEN DAYTONA

DAYTONA International Speedway is probably the most familiar racing facility in existence in the United States other than Indianapolis. It has, what the Americans term "the most exacting racing surface in the business" although what is meant by that is anyone's guess.

Bill France built the multi-million dollar Speedway in 1959 as a place ready for racing day or night and on any day of the year. Daytona is now the site of more major races each year than perhaps any other circuit in the world, races ranging from 25 miles to 2,500 miles in length. The Speedway proper is a 2.5 mile tri-oval 48 feet in width with a banking of 31 degrees at east and west. Three road courses are available of 1.63, 3.1 and 3.81 miles in length, the longer of the three incorporating part of the tri-oval as well as an infield section.

Situated on a 455 acre site, the Daytona Speedway is virtually a city in itself. It has its own office block, accessory buildings, garages, cafeteria, hospital and security and maintenance forces. It is almost like San Quentin—impregnable. Bertie Schneider once socked a 'copper' who refused to let him back into the paddock when he took a trip to the bog. He was in leathers at the time and the 'copper' saw him come through. Boy was there a fuss but, in true Schneider fashion, Bertie was not to be seen and no one else would offer the information!

BROOKLANDS STORY

NOEL POPE

The Open Championship Meeting held in October was an ambitious and successful event, all types of machines being catered for in the programme, which opened with the one hour race for cyclecars. Result:—

1. J. T. Wood (1,068 c.c. G.W.K.) — 47 miles 30 yds.
2. R. Bourbeau (1,008 c.c. Bedelia) — 39 miles
3. C. G. Pullin (1,080 c.c. Sabelia) — 32 miles

The sidecar race which followed saw the winner beat his own hour record, as did the third man home doing the same thing in his own class, giving the results:—

1. F. W. Barnes (998 c.c. Zenith) — 52 miles 300 yds.
(Record)
2. W. H. Wells (994 c.c. Indian) — 51 miles 840 yds.
3. S. F. Garrett (499 c.c. Green-Precision) —
50 miles 1,740 yds. (Class Record)

The Junior hour race was won by G. E. Stanley (299 c.c. Singer) who covered 55 miles, beating the second man H. V. Colver (348 c.c. Enfield Twin) by over two miles, but the third man E. Kickham (350 c.c. Douglas) was only yards away from the second place.

C. R. Collier (999 c.c. Matchless) won the five lap championship from O. C. Godfrey (994 c.c. Indian) at 74.65 m.p.h. with H. Hunter (738 c.c. Zenith) in third place.

The last event of the day was the Senior Hour Championship Race and although the winner was over a lap ahead at the end, only twenty yards separated the next three men, as the results show:—

1. J. E. Emerson (490 c.c. Norton)—63 miles 1,289 yds.
2. C. R. Collier (497 c.c. Matchless Twin)—
60 miles 1,660 yds.
3. C. R. Martin (499 c.c. Triumph)—60 miles 1,650 yds.
4. O. C. Godfrey (497 c.c. Indian)—60 miles 1,640 yds.

G. E. Stanley entered the hour hall of fame this month by covering 67 miles 782 yds. in this time, riding a Singer machine of the 500 c.c. class.

The racing opened at the November meeting with the Olympic Cyclecar Race, which was run together with the Olympic Sidecar Race for the duration of one hour. H. Morgan not only won the former but set up two records. Results:—

1. H. F. S. Morgan (966 c.c. Morgan)—
55 miles 329 yds.

Hour record and 50 mile record in 54 mins. 39 1/5 sec.

2. F. E. Readwin (1,096 c.c. Sabella)—
47 miles 1,540 yds.
3. J. T. Wood (1,068 c.c. G.W.K.)—46 miles 1,202 yds.

Sidecars:

1. F. W. Barnes (988 c.c. Zenith)—51 miles 897 yds.
2. S. F. Garrett (499 c.c. Green-Precision)—
49 miles 420 yds.
3. C. B. Franklin (994 c.c. Indian)—47 miles 210 yds.

The three lap race for 500 c.c. machines gave a victory to Godfrey on the new single cylinder four valve Indian. The result was as follows:—

1. O. C. Godfrey (497 c.c. Indian)—65.6 m.p.h.
2. P. Brewster (490 c.c. Norton)
3. P. Weatherilt (494 c.c. Zenith)

The Junior hour race gave this result:—

1. H. Mason (N.U.T.-Jap)—52 miles 625 yds.
2. W. F. Newsome (Douglas)—51 miles 1,368 yds
3. L. Temple (Moto-Reve)—41 miles 688 yds.

The three lap for 1,000 c.c. machines gave a win to the Jap machine over the new eight valve twin Indian, the result being:—

1. H. Reed (988 c.c. Dot-Jap)
2. C. B. Franklin (994 c.c. Indian)
3. E. F. Remington (988 c.c. Matchless Jap)

The Senior hour race, which was the last event of the season was a most exciting and fitting finale.

Emerson lead at the beginning, but a pit stop for carburettor trouble robbed him of a chance of a win. This let Godfrey and Garrett into a terrific battle for first place, and they were so close to each other for the remainder of the race that a timekeeper armed with field glasses had to be sent to the tower to see who was in the lead at the end of the hour. This proved to be a wise precaution as the onlookers thought Garrett had won when in fact Godfrey was in front at the close of the hour. Thus the result was:—

1. O. C. Godfrey (497 c.c. Indian)—60 miles 1,370 yds.
2. S. F. Garrett (499 c.c. Regal-Precision)—
60 miles 1,362 yds.
3. J. Emerson (490 c.c. Norton)—58 miles 1,047 yds.

Later in the month H. F. S. Morgan put up the hour record for cyclecars. Driving his Morgan he covered 59 miles 1,123 yds. in the hour and fifty miles in 50 mins. 28 3/5 secs.

Hill and Emerson set a cracking pace lapping steadily at 66 m.p.h. for lap after lap, at the fifteenth lap however, it was too much for Hill's engine and his retirement left a big gap between the leader and Collier in second place. At the twentieth lap the positions were Emerson, Collier, Carter, Haswell, Godfrey and Ware, but Weatherilt who had stopped for petrol on this lap then pushed his way through to take second place when Collier retired, and only a burst oil tank robbed him of this position at the finish, which was:—

A.C.U. NEWS BULLETIN

F.I.M.

AT the recent Congress held in Ljublijana, Yugoslavia, the Chairman of the Auto-Cycle Union, Mr. Norman E. Dixon, O.B.E., was elected a Vice-President of the F.I.M. and a Member of the Bureau Centrale. Mr. C. H. King was also elected a Vice-President of the C.S.I.

T.T. RACES

THE F.I.M. have agreed to the Union's request for International status for the 1970 Production Machine Races in the Isle of Man.

The following programme of races has been agreed for 1970: Saturday, 6th June

Production Machine Race over 5 laps commencing at 5 p.m.

Monday, 8th June

750 c.c. Sidecar Race—3 laps (11 a.m.)

250 c.c. Race—6 laps (approx. 1.30 p.m.)

Wednesday, 10th June

500 c.c. Sidecar Race—3 laps (11 a.m.)

350 c.c. (Junior) Race—6 laps (approx. 1.30 p.m.)

Friday, 12th June

125 c.c. Race—3 laps (11 a.m.)

500 c.c. (Senior) Race—6 laps (approx. 1.30 p.m.)

Practising will commence on Monday, 1st June.

T.T. PRODUCTION MACHINE SPECIFICATION

THE following amendments to the 1969 Supplementary Regulations will apply to the 1970 series:

- Each model will require to be homologated by the Manufacturer, or Concessionaire in the case of foreign machines, by 1st March, 1970. A separate specification will be required for each year's model.
- Only machines manufactured after 1st January, 1965 will be eligible.
- Only those petrol tanks homologated as original equipment or optional extras by the manufacturer or concessionaire will be permitted.
- The making of "Flats" on silencers and exhaust systems will NOT be permitted.
- Handlebars. The original method of attachment must be retained although the shape may be varied provided that the width of the handlebars is not less than 50 cms. or 20 inches.

ROAD RACES — NEW F.I.M. FORMULA

THE new F.I.M. formula for 50 c.c., 125 c.c. and 250 c.c. classes for road racing was confirmed at the Autumn Congress and will become effective from 1st January, 1970.

The formula is:

50 c.c.	1 cylinder	max. 6 gears	55 kg. min. weight
125 c.c.	2 cylinders	max. 6 gears	75 kg. min. weight
250 c.c.	2 cylinders	max. 6 gears	90 kg. min. weight

ADVERTISING

THE Competitions Committee have agreed to permit the advertising of **any accessory or product used on the machine** in events of below International status without the requirement of an advertising licence.

SIDECARS AND THREE-WHEELERS

THE Competitions Committee have agreed that there will be no recommendation made to promoters to separate sidecars, Category B1 and B2, from Category B3 in events of below International status for 1970.

INTERNATIONAL LICENCE QUALIFICATION

FOR 1970 a driver making application for the first time for a FULL International licence for Road Racing will require 40 points at least 20 of which shall be gained in the preceding season.

For 1971 onwards this requirement will apply to all applications for a Full Road Racing licence.

NATIONAL RALLY

THE venue for the 1970 National Rally to be held on 11th/12th July will once again be Trentham Gardens. It is hoped that the regulations for the Rally will be available during the early part of 1970.

STAMPING OF HELMETS

AS from 1st January, 1970, the method of marking A.C.U. approved helmets will be changed from the present perforation of the neckband to the use of a transfer depicting the A.C.U. Badge with the words "A.C.U. Approved" underneath. The price for stamping individual helmets will be 5s. plus 7s. 6d. postage and individual helmets should be sent to this office and not Balham.

MACHINE SPECIFICATION — ROAD RACES

Waste Oil

THE Competitions Committee recommend the fitting of catch tanks or containers to road racing machines to prevent waste oil being deposited on the track. These must be securely wired on to the machine.

The Committee also recommend that petrol pipes be wired on to the machine in addition to the normal fitting.

Minimum Tyre Treads

The Competitions Committee after consultation with the Dunlop Company, have agreed to amend the regulations for minimum tyre treads in road racing as follows:

Up to 125 c.c. — 1 mm. minimum

Over 125 c.c. — 2 mm. minimum

Remould tyres will not be accepted under any circumstances.

The method of measurement will be as for the Ministry of Transport test.

A.C.U. Production Machine Specification

The T.T. Production Machine Specification has been adopted for all Production Races held under A.C.U. National Permit for

1970 onwards. An announcement will be made as soon as copies of the Specification are printed and available for circulation.

HELMETS

TO obviate any confusion the following is an extract from a recent A-C.U. Competitions Committee Meeting:—

"The Auto-Cycle Union Competitions Committee has agreed to accept helmets approved by the 'Snell Foundation of America' as approved pattern helmets. The types of helmet which are automatically approved by the A-C.U., subject to A-C.U. stamping, are those conforming to the following standards:—

B.S. 1869

B.S. 2495

B.S. 2001 (tested to 1869 specification)
Snell Foundation of America."

Perhaps we should, at this stage, give an explanation of helmets and their various categories. We use for this purpose an extract from our own booklet, 'A Racing Start'.

Article 0511 of the International Sporting Code of the F.I.M. requires that at all competitions, and at the official practising thereto, in which high speed is a determining factor a properly fitted protective helmet in good condition and bearing the official mark of approval of an F.M.N. shall be worn by each driver and passenger. Failure to observe this rule will entail exclusion.

Article 0512 imposes upon the competent officials the duty of refusing to allow any driver or passenger to start a race or practice unless equipped with a helmet of suitable pattern and in good condition. It empowers an official to confiscate any helmet which, in his opinion, has become ineffective.

The above rules apply to International competitions. The general competition rules of the A-C.U. which apply to competitions of national or lower status, contain similar provisions.

The standards for protective helmets for motorists and motor cyclists have been specified by the British Standards Institution (B.S.I.) as follows:—

B.S. 1869 Protective Helmets for Racing Motor Cyclists.

B.S. 2001 Protective Helmets for Motor Cyclists.

B.S. 2495 Protective Helmets and Peaks for racing car drivers.

B.S. 2001 deals with helmets for everyday use for motor cyclists on the road. B.S.1869 deals with helmets for high-speed motor cycle races. Helmets to B.S. 1869 are also suitable for motor cyclists on the roads.

Manufacturers entering into an agreement with the B.S.I. for sample testing of the helmets they make are entitled to affix the B.S.I. kite mark and the appropriate standard number to their product as evidence of compliance with the standard. It is an offence under the Road Traffic Acts to offer for sale, as a motor cycle helmet for use on the road, a helmet which does not comply with B.S. 2001 or B.S. 1869.

As indicated above all helmets used in racing or practice must bear the official mark of approval of the F.M.N.—in our case the A-C.U. Helmets are submitted to the A-C.U. for inspection and stamping by the manufacturer concerned but helmets which have not been stamped may be

submitted individually to the A-C.U. Stamping Department, 76 Bedford Hill, London, S.W.12.

A fee of 2s. 6d. is payable plus 4s. 6d. return postage.

Before stamping a helmet the A-C.U. examines it to ensure that it is of an approved pattern and in good condition and bears the kite mark 1869.

B.S. 1869 now requires a helmet to be of "jet helmet" pattern i.e. the type which comes down over the ears and temples. By reason of its extra weight and lack of optimum hearing and vision some riders dislike the type of helmet and prefer the old A-C.U. 'inverted bowl' shaped pattern. Whilst appreciating the value of protection of the temples the A-C.U. felt that there was validity in the objections and have therefore permitted the old pattern of helmet to remain in use concurrently with the new pattern, although with the altered specification for B.S. 1869 the old pattern can now only be marked for compliance with B.S. 2001. The test standards for B.S. 1869 are, however, considerably more stringent than for B.S. 2001 and to ensure that these are still applied arrangements have been made with the B.S.I. for the testing of such helmets to B.S. 1869 standards. The A-C.U. will only stamp a helmet bearing kite mark 2001 when it is accompanied by a certificate from the manufacturer that it is one of a batch which has been sampled tested to B.S. 1869 standards. The B.S.I. supplies to the A-C.U. reports on all such tests.

B.S. 2495 is intended primarily for racing motorists but will be stamped by the A-C.U. for use by motor cyclists provided that any studs for the fixing of peaks or visors are not more than 3/16th in height and are within 5" either side from the front centre of the helmet.

The basic requirements for protection of the head are that the helmet should have a stronger outer shell and a means of energy absorption such as a layer of protective padding material between the shell and the wearer's head. A body which is in motion has energy of motion—kinetic energy—and when the body stops, this energy has to be absorbed either by being changed into heat, as in the case of brakes, or by doing work as, for example, a hammer driving home a nail.

The function of the helmet is to absorb this energy by the partial destruction of its shell and padding, instead of the wearer's skull. For this reason once a helmet has given protection in a crash its energy absorbing power in further crashes has been reduced even though it may seem to be undamaged. The only sound advice is to bury it gratefully and buy a new one.

Apart from damage to the skull by fracture or laceration, irreparable damage to the brain can be caused by violent deceleration of the head. When movement of the head stops, the brain cells go on moving like passengers without seat belts. For this reason it is of the utmost importance that the external surface of the helmet should be free from rigid external projections which, in a crash, might cause dangerously violent movements of the wearer's head. Peaks, if used, must be flexible.

Having satisfied all the foregoing requirements it still remains necessary to ensure that the helmet chosen is a good fit. Maximum protection is obtained only when the helmet is a good fit and the chin strap is securely fastened. So important is this that no fewer than 16 headforms are in use at the B.S.I. Test House to ensure that helmets do not fail the test through being tested on the wrong size of headform. The lesson is obvious—try and try again until you get a helmet which you are satisfied is a good fit.

MUTUAL AID

500 c.c. International Norton, Manx tanks, seat, pipe/megga, rear units, alloy rims. G.P. carb., triangulars, etc.—£125.

K. Kayes, 41 Watling Street, Strood, Kent.

Two brand new 5-speed Albion gear boxes, complete with clutches. These are really brand new and have never been used—£35 o.n.o. Genuine reason for sale.

Phone 01-462 4461, S.E. London. Ask for Dave.

650 Dresda Triton, Pre-Unit 9-stud, 6 meetings only, crashed 6.9.69, bent Norton forks, otherwise perfect—£150 o.n.o., would take all which includes new tyres, TLS brakes, full range of sprockets plus stand, etc., or will split. Nothing passed this one, must be a bargain.

Ariel Arrow Special. Potent roadster, 100 m.p.h. plus. Cost £280 to build and smartest ever. Would be interested in selling to a road racer—£100 o.n.o.

Phone Oxford 40217 or write to P. Mawer, High Street, Wootton, Woodstock, Oxon.

Triumph 9-stud barrel, fitted with Thruxton tappet blocks and tappets. 4 races since +020 rebore—£6.

One pair 1 1/8" chopped monoblocs and remote float-chamber, c/w bracket, pipes and clips—£6.

One pair of oversize 9 : 1 pistons to go with the barrel—£1.

Apply week-ends to D. Stannard, 21 Duncan Road, Burgh Heath, Tadworth, Surrey.

Any side-car driver who is without a passenger for the 1970 season should write to Mr. V. Sampson, 54 Duncan Road, Dulwich, S.E.22, or Mr. A. Rose, 64 Warren Street, Alverston, Derby, both of whom are looking for suitable 'berths'.

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