

Motor Cycle

FREE Britain's top circuits

PULL-OUT ART SUPPLEMENT

plans, routes and
star commentary
on four famous
circuits



4 more circuits
next week

Motor Cycle

FRANCE

■ Third-party insurance is compulsory. Ask the customs officer for an *Obligation d'Assurance C7* which provides approximately £50,000 cover.

To a motor cyclist, the charge for two days is 9 francs (13s 2d), seven days 18F (£1 6s 4d), 21 days 35F (£2 11s 5d). A three-wheeler driver pays 17F (£1 4s 10d), 35F and 70F (£5 2s 10d) respectively.

Re-entry is charged for.

WEST GERMANY

■ Third-party insurance is compulsory. Coupon insurance costs: motor cycles up to 50 cc, 3 Deutschmarks (5s 6d) for seven days, 5 DM (9s 1d) for one month; motor cycles over 50 cc, 6 and 10 DM (10s 11d, 18s 2d); three-wheelers, 16 and 30 DM (£1 9s 1d, £2 14s 6d).

HOLLAND

■ Third-party insurance is compulsory. Motor-cycle coupon insurance costs 6 florins (12s) for 10 days, 10f (£1) for 30. The three-wheeler premium is 17.5f and 30f (£1 11s, £3) respectively.

Re-entry is charged for.

IRELAND

■ Your own insurance policy is automatically valid for the six counties of Northern Ireland.

Over the border in the Republic third-party and passenger-liability insurance are compulsory. A Green Card is essential, for coupon insurance is not available.

Green Cards for Ireland are charged for at continental rates though, curiously enough, the £2 service fee is waived.

ITALY

■ This is one of the very few countries where third-party insurance is not compulsory. Coupon insurance is not available.

NORWAY

■ Third-party insurance compulsory. A Green Card is essential.

PORTUGAL

■ Another of the odd men out! Third-party insurance is *not* compulsory.

SPAIN

■ Third-party insurance is now compulsory. Coupon insurance has been recently introduced, a complicated system which leads premiums for under-25 year olds and under one-year's licence holding. Minimum charge is 300 pesetas (£1 16s) for eight days.

Spain is unusual in that it does not officially recognize the validity of the Green Card. After an accident you may have difficulties.

To avoid this you can draw out what is called a Bail Bond. The motoring organizations or your own insurance company will arrange this: the charge is in the region of £1.

SWEDEN

■ Third-party insurance is compulsory: coupon cover not available.

SWITZERLAND

■ Third-party and passenger-liability insurance are compulsory. You may enter without a Green Card on payment of a 3-franc tax (5s).

This levy covers an indefinite period, but it does not provide insurance cover in the accepted sense. You would still be liable for third-party claims.

However, short-term coupon insurance is available under a separate scheme. A fixed premium of 20 francs (£1 13s 4d) provides cover for 30 days.

YUGOSLAVIA

■ Third-party insurance is not compulsory. Coupon insurance is not available.

Britain's Top Circuits

TURN ON ONE PAGE, lift the staples, pull, and you have a four-circuit guide to keep by you.

Here's a way to boost your enjoyment when watching road racing or scrambling, whether at the circuits or on TV.

These four guides are the first of a series. Next week you'll have another supplement: MALLORY PARK with Chris Vincent taking you round and CADWELL PARK with Mooneyes John Cooper doing his stuff; Dave Bickers covers the LITTLE LOVENEY HALL scrambles lap at Wakes Colne and Alan Clough tells you about HATHERTON HALL in Cheshire.

Again you'll have the big circuit guides and the location maps. Again the tough art paper and the bright colour—this time green.

One week later it's the turn of OULTON PARK (Bill Ivy twisting the grip) and SNETTERTON (Pip Harris); the scrambles courses at BRANDS HATCH (John Giles) and GLASTONBURY (Bryan Goss).

The maps used in these supplements are based on the Ordnance Survey, Crown copyright reserved.

Make sure of the set: three absolutely free supplements, the 12 top circuits in Britain.

All you have to do is place an order with your newsagent for your magazine

Motor Cycle

Every Thursday



Mike Evans (in the sidecar) and Vic Willoughby with their BSA-Watsonian outfit hand over their passports and insurance papers while crossing the Belgian-German frontier

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Britain's Top Circuits

CASTLE COMBE

A lap with DAVE DEGENS

INTERESTING and well-surfaced, Castle Combe is a "neutral" in so far as no one rider clearly dominates the racing there.

After the start is a flat-out right sweep which I take close in to avoid bumps on the outside and to be on line for the slight left kink over the hump just before Quarry Corner.

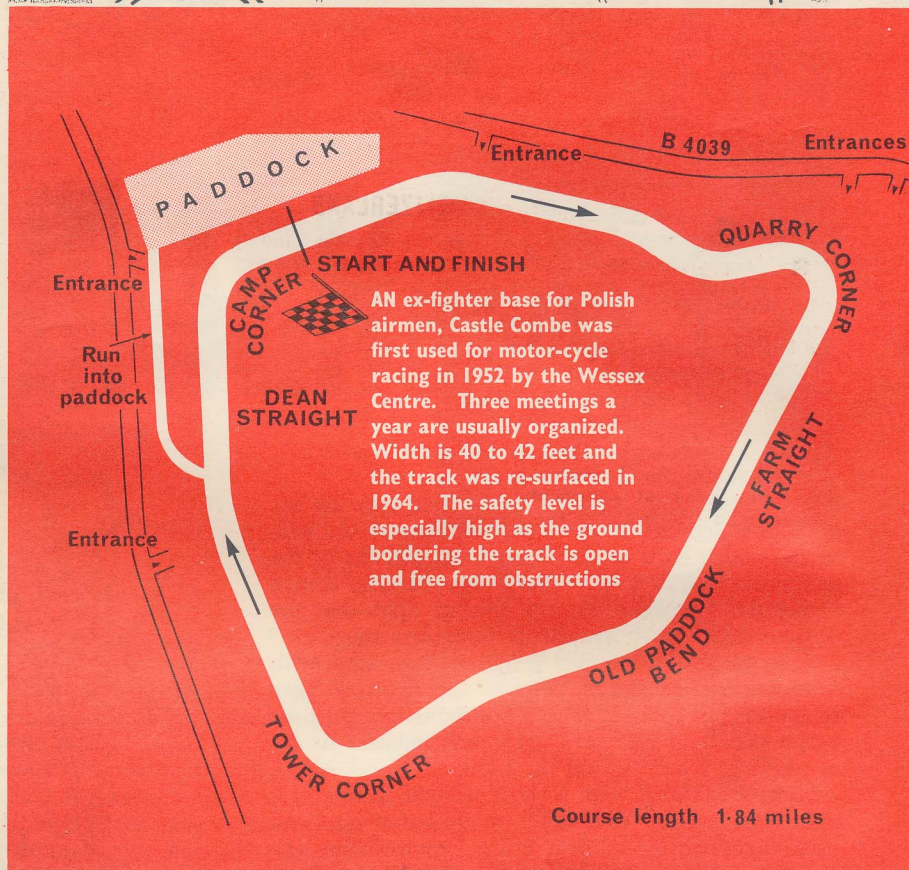
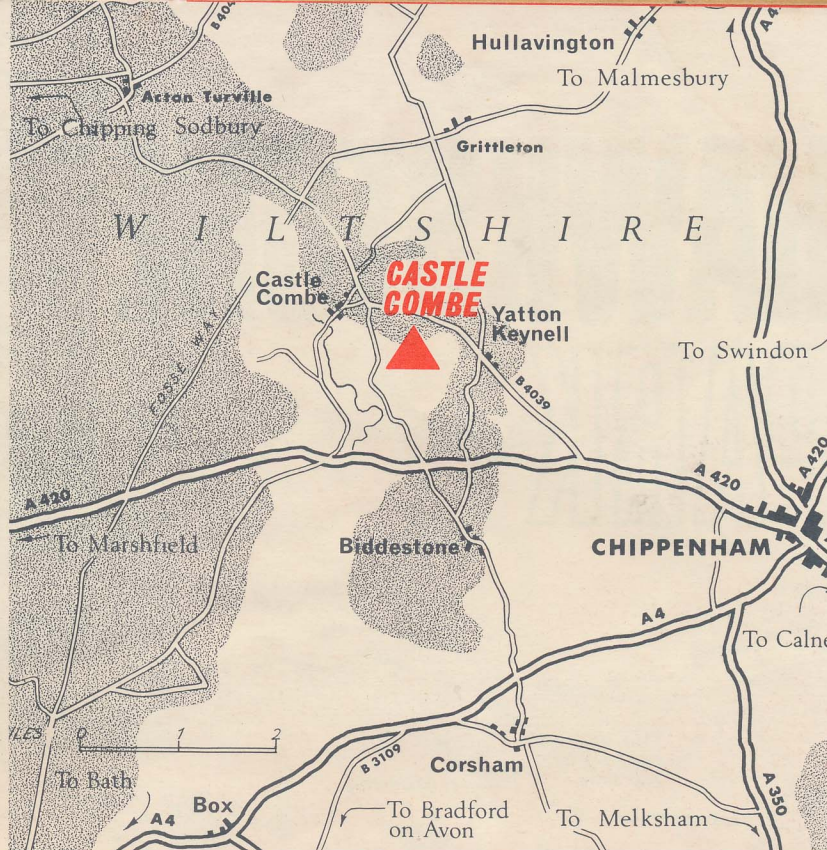
I find this the trickiest corner on the circuit because it is obscured by the hump and braking must be done on the crest of the rise.

A very late peel-off is essential for Quarry, as it is deceptively sharp, but places can be gained by rushing up on the inside and blocking riders coming across from the left. It is a bottom-gear corner for a three-fifty or five-hundred with a four-speed box.

Accelerating hard out of the corner, third gear on three-fifty or five-hundred is engaged down Farm Straight before easing a shade on a three-fifty (sitting up on a five-hundred) for Old Paddock Bend. At about 90 mph, every inch of the track is needed.

Then over to the right for a left sweep leading to Tower Corner. This sharpish right is taken around 60 mph in second gear and leads into the longest fast stretch on the circuit, Dean Straight. A right kink half way along is taken flat in top.

A 120 mph, slightly downhill approach can lead to misjudgment of Camp Corner, the 70-mph right-hander leading to the finish line.



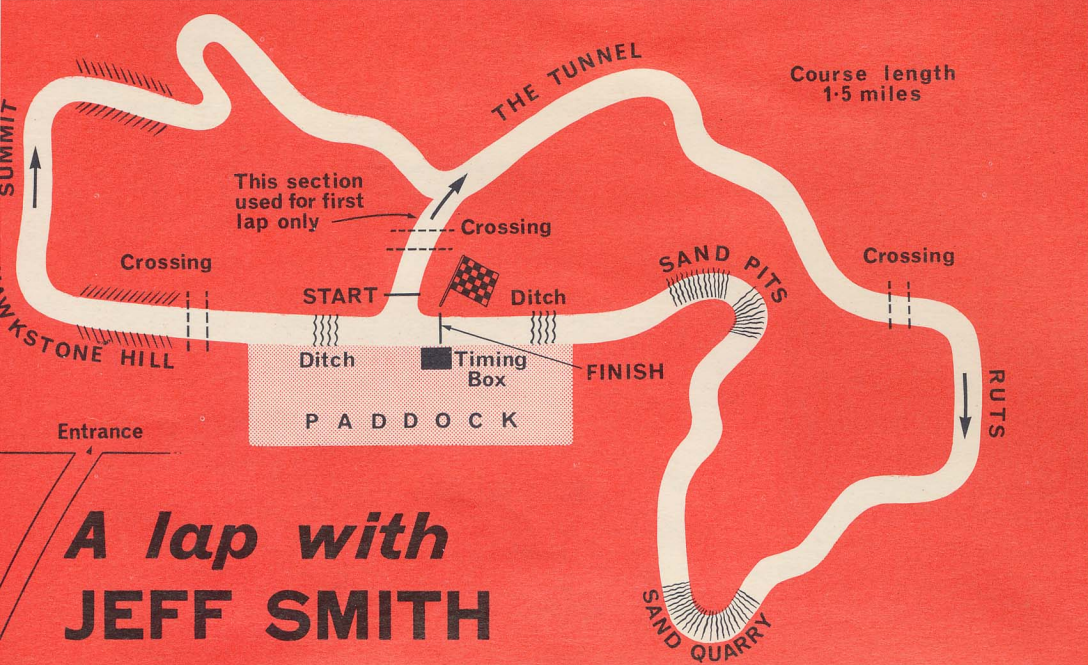
■ After an impressive debut in 1959 at Thruxton on a BSA Gold Star, Dave Degens has raced over a dozen different makes and also passengered in a sidecar. He is an outstanding long-distance rider, co-sharing the 1965 Motor Cycle 500-Miler and 24-Hour Barcelona winners, but is equally successful in short-distance events on the popular circuits

HAWKSTONE PARK

*Britain's
Top
Circuits*



■ World moto-cross champion, holder of many ACU Stars, 31-year-old Jeff Smith is Lancashire-born, but lives near Birmingham. Scrambling isn't his only sport, for it was as a trials rider that he first attracted factory support and he is still a member of the BSA factory team in major trials



MEETINGS are organized by the Salop Club. At first, secretary Cuth Bate didn't realize the possibilities of the circuit and the initial use of the ground was as a hill-climb venue. On various occasions the track has staged the British Moto-Cross Grand Prix, and the 500 cc Moto-Cross des Nations

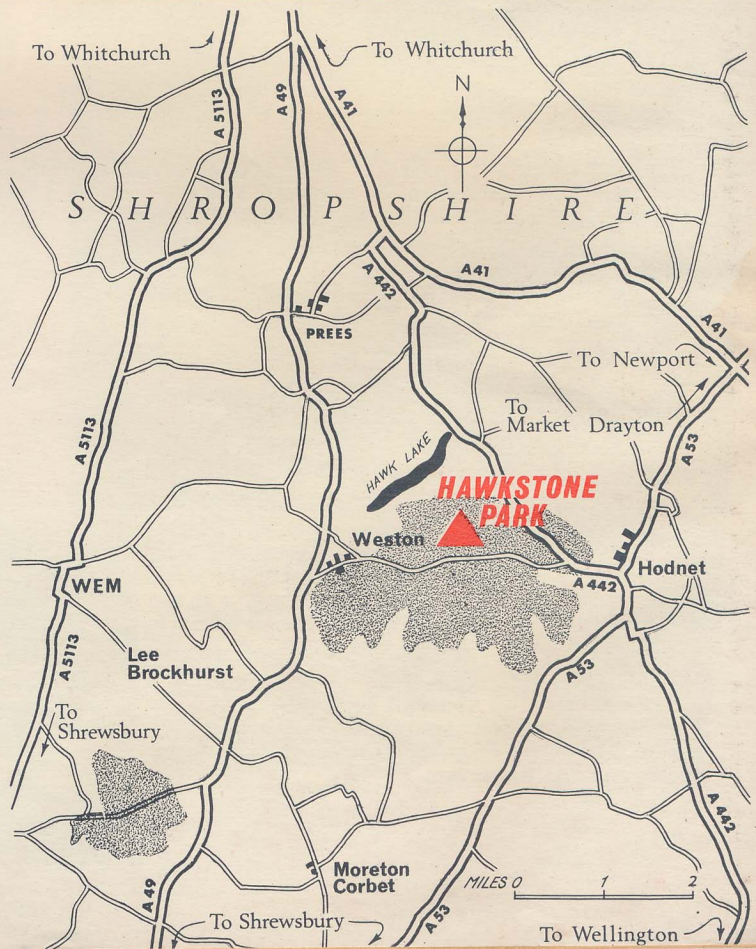
A lap with JEFF SMITH

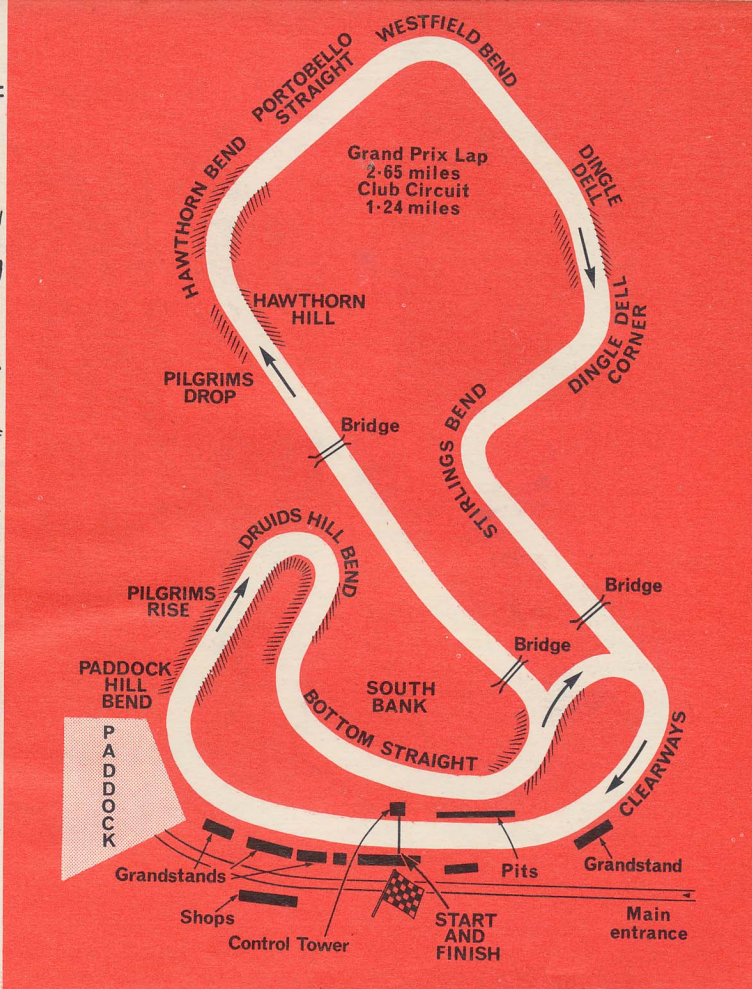
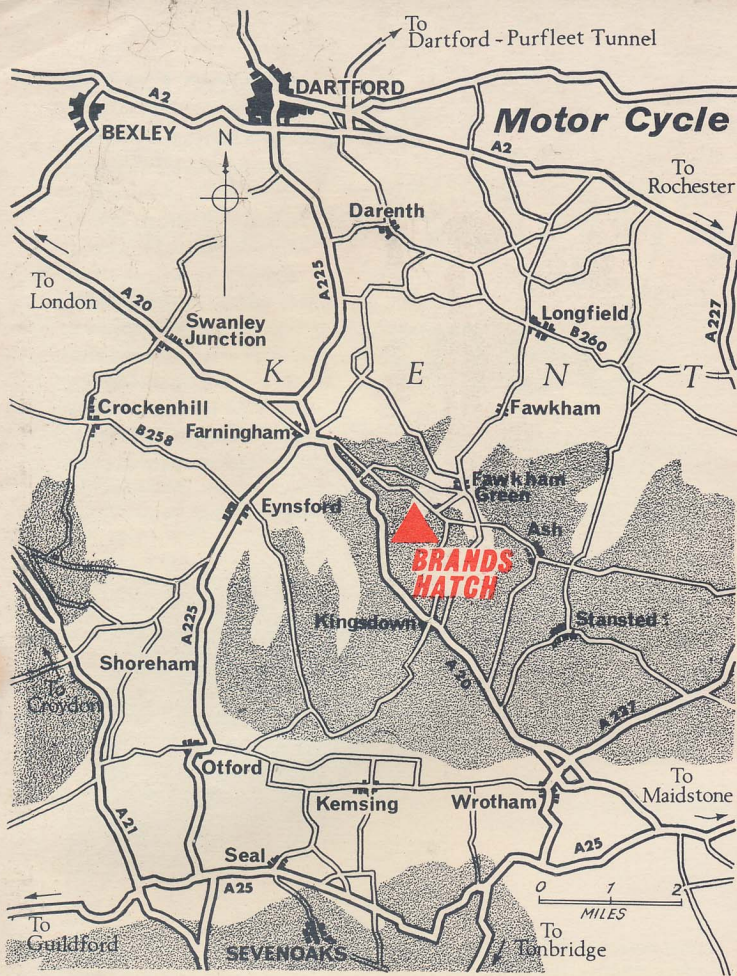
FROM THE wide starting area I like to take the left of the line and cut across to clip the apex of the left-hander which leads to the Tunnel. At the end of the hummocks comes a very sharp right-hander, then a longer left. Between the two I keep right—not the obvious path, but it avoids the rocks and roots.

Soon we are off the firm going and into sand, with a semi-speedway sliding turn to the right. A very rough straight follows, then a bottom-gear right over a hummock and into very deep sand indeed. As far as possible, I keep up on the right.

Next, a left turn, then a short straight ending in a tight right hairpin. Eventually we are out of sand and back—temporarily—to firm going. Approaching the sand pits, I hit my favourite piece, a left-hand S-bend where I actually use the slats at the foot of the fence as wheelgrip! As I drop into the sand pits, I raise the front wheel and ride the slope on the rear wheel.

Then the finishing straight and so to Hawkstone Hill itself. The right-hander at the top is not the true peak of the hill, for the track is still rising, over rocky slabs and eroded ruts. Going up is not too bad; it's the coming down which is the really frightening part. Now, it's left at the foot, up again to a rutted right-hander, and down again to a left-hand sweep—and we're into the Tunnel once more.





Britain's Top Circuits

BRANDS HATCH

A lap with DEREK MINTER

THE part of the circuit which I like best, and where races can be won or lost, is that section comprising the 1.24-mile lap. Paddock, the 80 mph right-hander after the start, is the trickiest bend. It calls for a very late peel off and a strong nerve.

The right line for Druids is the one which prevents you from being passed on the inside when peeling off. I keep tight in all the way.

Into Bottom Straight is driving hard in third gear on a three-fifty or easing just a shade on a five-hundred. South Bank just keeps on going round . . .

A breather is possible on the flat-in-top dash along the following straight, then down Pilgrims Drop where the Gilera four I rode in 1963 was doing

over 130 mph—before slowing for Hawthorns. Cornering speed here is about 85 mph.

Portobello Straight is a short dash to Westfield Bend taken at 70-ish. Dropping downhill from here helps acceleration through the flat-out sweep of Dingle Dell. The corner itself is taken at about 60 mph. It is especially tricky because it has a blind approach, which means getting your line just right with no margin for error. Stirlings Bend is a slow one—about 50 mph.

Then a flat-out rush to Clearways, dodgy because speed must be knocked off from over 100 mph to about 70, on a downhill approach with the impression of an adverse camber on the corner itself.

AS far back as 1928 grass-track racing, running anti-clockwise, was held at Brands Hatch. In 1950, the grass circuit was surfaced. From June 1952 racing was run clockwise; a year later Druids Hill was added, completing the 1.24-mile lap. On 9 July 1960 the 2.65-mile circuit was opened

■ Entering the racing game in 1953, Derek Minter started winning in 1956 and is still at it. He was the first to lap the TT course at over 100 mph on a single cylinder machine, a Norton in 1960. He won the 1962 Lightweight 250 cc TT on a Honda. Now 34, Derek was born in Kent, and still lives in the county—conveniently near Brands

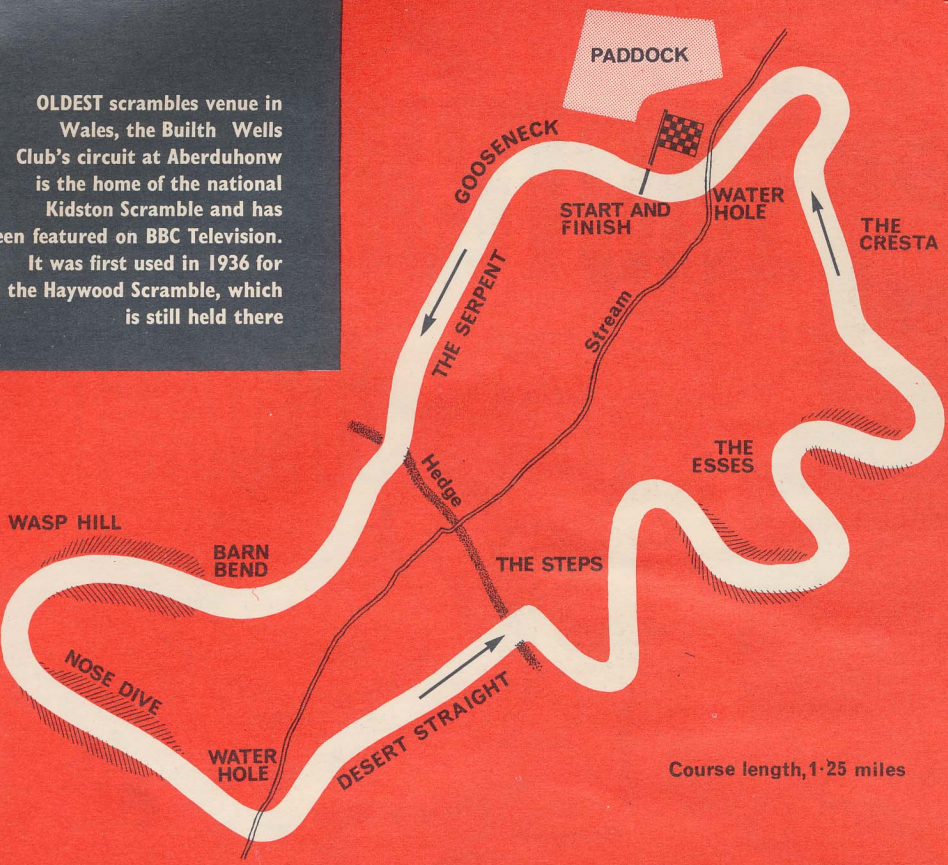


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■ With a British Experts' Trial section—Penffynon, a couple of hundred yards from his front door, 24-year-old John Lewis should be a first-class trials man. And he is, of course. He is also a keen scrambler. John was a Vase teamster in the 1964 (silver medal) and 1965 (gold) ISDTs. A hill farmer, he comes from just outside Rhayader, in Mid-Wales



OLDEST scrambles venue in Wales, the Builth Wells Club's circuit at Aberduhonw is the home of the national Kidston Scramble and has been featured on BBC Television. It was first used in 1936 for the Haywood Scramble, which is still held there



Britain's Top Circuits

ABERDUHONW

AWAY from the starting line, it's uphill to the Goose-neck, taken in second gear on the initial lap. Top can be notched on the fast straight which follows, but this is on adverse camber and can be slippery in the wet; it is rather bumpy, too, towards the end after passing through a gap in the hedge.

Now comes a right-hander, Barn Bend, leading to a steep climb (Wasp Hill) into the woods. The drop out of the woods is not only bumpy, but includes an awkward downhill jump over a ditch.

At the bottom is another jump, across a gully, immediately before the left-hander leading to Desert Straight. Here we relax into top gear for a spell, but come down through the gears for the sharp right just after the gap in the hedge.

From now on there is a series of climbs, descents and twists with adverse cambers. This is a popular viewing area. On the final climb of the bank we jump over the crest to a fast and gentle slope.

Soon it is time to anchor up for the right-and-left sweep into the water hole. This is perhaps the most difficult part of the whole circuit, for the water is followed by a sharp climb to the right-hand turn leading to the finishing straight.

Now, here's that first corner, Gooseneck, looming up again, but this time we can take it in third—a beautiful sweep—to give us still more speed for that top straight.

A lap with JOHN LEWIS

