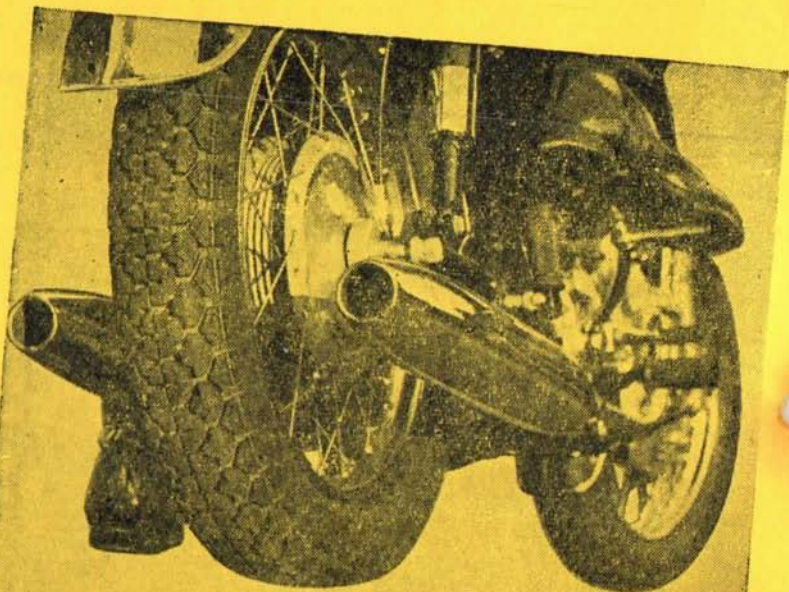


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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

Chairman : L. S. CHEESERIGHT, M.C., B.Sc.



Despite the fact that I am utterly confused over whether Mike Hanwood is British or South African, we would all like to congratulate him on being awarded the M.B.E. His predecessors, Surtees, Hocking and Redman all received an M.B.E. for their services to the sport and Geoff Duke and Freddie Frith the O.B.E. mainly, I suspect, because their achievements were on British machines. If anything this adds to the proof that, although the British and Commonwealth riders reign supreme the British machine has suffered in the honours.

When (and if) Mike packs up at the end of the year, the sport will have lost much.

It is obvious that Mike's last year in racing will see a battle between himself and Agostini. Of the fact that Mike is a superior rider there can be little doubt but the astonishing feature of Giacomo's rise the fame is that, so far, he has pushed Mike to his limit on almost every occasion. The M.V. has always proved reliable, more so than the attempts by Honda to provide Mike with a better machine; I would go so far as to say that this factor, more than anything else will provide the excitement of the forthcoming racing season.

ON MONEY MATTERS

Jim Swift

Of course it will not have gone un-noticed that the entry fee for Snetterton has been increased to £2 from thirty shillings. Likewise, on the other hand, the circuit owners have also increased the gate charge by 50% and the circuit hire charge by £30. Whereas one might expect that an increased charge of 2/6d. might cover the additional hire cost, it might not go un-noticed by the spectator that he is having to pay a lot more for the facility of watching a meeting. When this form of meeting only attracts a matter of a few hundred spectators, a reduction in gate potential would have an alarming effect upon the financial resources.

If one accepts the fact that our largest profit on a Club event at Brands Hatch last year was only £35, and that without any regard whatsoever to any over-heads, postages, etc., etc., it must be realised that the potential solvency of meetings such as the sort which are being put on, rests almost completely on the entry fee, for, ignoring the spectator attraction of a Saturday afternoon meeting at Brands Hatch, the paper loss is £287.

Translated into business sense there isn't an awful lot to be achieved money-wise from Club meetings, and the realistic entry fee, although expensive, is certainly an indication of the cost of such an event to the Club.

If a short term answer was needed to the cost of running a meeting, it could be argued with some authority that the answer would be to have a complete voluntary organisation. This has its obvious merits in that people work for nothing but could you imagine the disastrous effect it would have on motor cycling if all that existed were voluntary organisers. We see all too often these days rather shabby attempts to run racing for sport without any regard for the future prosperity of his chosen hobby. This can only be short-term for there is no earthly future in just covering your expenses. What is needed is some basis for profit, however small for without it there can be no future at all. It has been said that a wise man is one who never risks what he cannot afford to lose. It is only with a sense of security that one can provide the opportunities for riders to pursue their chosen hobby and this security can only be maintained by providing a financial foundation on which to build. One can then negotiate from strength.

I've no doubt that the decision by the Board to investigate the possibilities of the Club owning a circuit of its own was met with some degree of scepticism. I think we all know by now that the opportunities and the costs involved are such as to deter all but the wealthy. On the other hand a closer liaison between the Club and Grovewood might provide similar advantages without the disadvantages necessarily involved with any erectional programme at the moment. It is with these factors uppermost in their minds that the Directors of Bemsee feel that they can negotiate better facilities for members with existing promoters.

This doesn't mean to say that they have forgotten their view entirely,

but that in fairness to Grovewood, the Board are prepared to wait and see rather than to sever and chance.

But let's take a broader view of the whole situation of Bemsee as a Club which leads the world in motor cycle racing. There are immitators but there are no equals. The potential of Bemsee hasn't yet been realised even by the Board. If you need a controversial subject let's take a look:—

As Bemsee exists at the moment, what money it makes is either invested or reserved. As the Directors don't draw a bean from the Club—they are quite permitted to draw their expenses but have a common agreement not to—only the staff receive any remuneration for services rendered in a form of salary. Obviously, this forms one of the biggest over-heads as it does in any other business. At the present moment it looks as though we shall have just about broken even on the year's activities. Nobody is very worried except me because nobody has any money invested. It is being run as much as a Club as a business. This benefits the member and no-one else.

If it was turned into a business pure and simple, it would become a lot more cut and thrust, a lot more business conscious as, to do it properly, it would mean that one would need a Board of Directors with capital investments and the formation of a private company. This surely is the most logical step to take—or is it. One would immediately sacrifice lesser Club interests and the whole Club racing programme would need to be drastically revised to provide an even better foundation for profit. After all, if you have money invested you would want to see a good return; as good, if not better than any other form of business investment. With the Club's promotional activities during the year a good profit was made but it will have only broken even on the trading figures because over-heads need to be taken into consideration before arriving at a final balance.

The first step towards a better Club is now under way. Membership must be increased on the present basis and to this end a new handbook is being compiled with a view to presenting the Club's activities in a readable form. The booklet already published on a beginners guide to racing is being re-written and will continue to provide the best introduction to racing that is available in the world. The promotional aspect of the Club as an institution is being looked at and you may well find that banners and announcements will make you want to laugh rather than to take it seriously. "Radio 1 in wonderful" might find a counterpart in road racing but if it does it will be with the serious intention of putting the Club's name on top of everyone else and keep it well and truly in the public eye. More costly forms of promotion are being avoided at the present time.

To grow, everything needs a fertile soil. Bemsee is no exception. Fertilisers are a great help these days but to use too much has the same affect as using too little. One has to progress slowly without too much impatience.

BRITISH HOPES IN ITALIAN I.S.D.T. DEPEND ON £10,000 SCHEME

The overall public relations operation for the £10,000 support scheme for the British 'Olympic' International Six Days Trial team is to be handled by The Impress Organisation Limited, a member of the News of the World group of companies.

For this operation the services of two senior Impress P.R. executives, Allan Robinson and Mike Evans, have been offered. Both are experienced motor cycle journalists and understand the impetus that a win would give to Britain's multi-million pound motor cycle exports.

Announcing the Impress appointment today (December 21st), Auto-Cycle Union secretary Ken Shierson said that this generous gesture would be appreciated by the whole body of enthusiastic motor cyclists throughout the country. The A.C.U. is the controlling body of motor cycle sport in Britain and is responsible for the preparation and organisation of the team which is to compete in Italy in September 1968.

Britain has won the I.S.D.T. Trophy nineteen times (more than any other country) since the first trial at Carlisle in 1913; yet it is 14 years since the last win. Now all sections of the motor cycle trade and sport are to combine in an operation which will generate public interest in the trial and boost the morale of British team members—knocked by the news earlier this month that the East German team has already started practice for the event!

Plans for the British effort include tough training sessions for riders and the offer of cash bonuses for success in the gruelling six-day event.

An astonishing ruling by the Postmaster General where it applies to racing machines as well as road machines, is that all machines must have their sparking plugs suppressed. This forms the basis of a letter from the A.C.U. to all organisers asking that every endeavour is made

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to ensure that riders comply. This is not a competition rule but a law of the land and the Club does not foresee that it will insist on riders using such suppressors. BUT, riders ARE asked to fit them where possible to avoid the possibility of legislation. Before the racing season gets underway we hope to include an article by Smith's on the question of suppression.

Money is to be raised by appeals to motor cycle dealers, manufacturers and enthusiasts throughout the U.K., by organising competitions, selling badges and other promotional material. Donations and assistance from major British companies outside the motor cycle industry will be sought.

A limited company will be formed to promote British interests in the trial; it will be provisionally called "British International Support Limited." Directors will include Alan Kimber, who made the original suggestion of raising £10,000, Ken Shierson, Jack Stocker (ex British team manager) and Cliff King, chairman of the A.C.U.'s I.S.D.T. Committee.

Already offers of support have been made to Alan Kimber, who leads the Suzuki sales force in the United Kingdom, after his proposal early in December to establish the £10,000 fighting fund which will be needed to boost British hopes at the Italian International.

Commenting on the plans, Alan Kimber said: "We are determined that the faultless organisation and cash support extended by Communist governments to I.S.D.T. teams will be matched this year by Britain.

"Our riders deserve the best of support—financial and moral—and there must be no ground for criticism of inadequate arrangements for British teamsters at the 1968 event.

"British riders and machines can win again—but it is up to the public to give them the best possible opportunity to succeed."

1968 ROAD RACING CALENDARS

A reminder that we still have a supply of pictorial racing calendars left and the knock-down price of 10s. 6d. They can also be obtained from Joe Dunphy car and motor cycle accessories, 176 Sydenham Road, London, S.E.26

NORWICH TROPHY MEETING SNETTERTON — 10th MARCH

Members are reminded that there are still quite a number of places available at the above meeting and that regulations can be obtained from the office upon request. Don't delay—every delay ruins your chances.

Telephone 01-546 6886 NOW

MUTUAL AID

FOR SALE

Central alloy oil tank for Gold Star—£5. Peel M/Mile fairing and screen—£5. Norton 88 crankshaft—£5. 1 set 99 or 650, Atlas etc., SS type pushrods—50s. Manx gearbox—£20. Norton SS camshaft—£4. SS followers—£2. Manx alloy central oil tank—£7 10s. Standard Atlas pistons, perfect—£4 pair. Atlas con-rods—£4 10s. pair. Twin magneto armatures modified for racing—£1 10s.

I. Hackman, 133 Montgomery Close, Stewartby, Beds.

500 c.c. H.K.W. This is basically a Norton twin and has hardly been ridden. It was overhauled last winter and only used for one meeting this year as I haven't been able to find the time to race. The machine is offered complete with fairing, etc., and also with a pile of spares such as engine's, petrol tank, tyres, etc. Will start haggling around the £180 mark.

Jim Oliver, "The Hollies," Holly Walk, Bagington, Coventry.

650 TRIUMPH NORTON. Fast, reliable. 9-stud head, manx tanks and gearbox, Oldani brake, Jakeman three piece fairing. 5th Snetterton, 6th Brands, 8th Crystal Palace. Ready to race—£175 o.n.o.

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Also pre AMC Manx gearbox rebuilt as same time as above—£15. Many other Manx and Norton parts in perfect condition. All enquiries answered. S.A.E. or call evenings/weekend.

Cliff Bolton, "Sunny Brae," Pyrford Road, West Byfleet, Surrey.
Telephone: Byfleet 46992.

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Genuine Dunstall Domiracer camshaft (used only twice) c/w special followers and instructions—£10 (new—£21 11s.).

American type domiracer camshaft (pattern as Somerton's T.T. cams) unused, plus followers—£7 10s.

Gold Star alloy central oil tank as new—£5 10s.

Standard Atlas pistons, only 700 miles use—£3.

650SS camshafts (slightly used but very good)—£3 10s. each.

650SS or Atlas pushrods—£2 per set s.h.

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POSTBAG

Dear Sir,

I am glad that Declan Doyle has brought up the question of assistance to riders who are unable to start, for it is a problem to which there is a considerable clash of views. Let's look at them. First the rules of fairplay and impartiality. These are the basis for the General Competition Rules which exist to ensure that as far as possible one rider may not be given an advantage over another by any act of the organising body or its officials or, for that matter by an outside party. These rules explicitly remove from officials any say in the matter—or to express them another way, G.C.R.'s are binding upon rider and official alike.

The second aspect is the attitude of the participant. By entering his chosen sport he knows he will have to endure discomfort and failure and, he hopes the sweet taste of success. To that end he prepares himself (and any equipment) for the task of competing on reasonably level terms with his fellow participants. Therefore, should he, in setting himself at the target, expect or require an advantage to be offered which is not available to **every other** participant willy nilly?

The third viewpoint is the practical aspect of providing assistance. Declan suggests a demarcation line, but could it be that the problem is one of safety? Since safety is in the hands of marshals can one reasonably ask them to tackle a role which, because it is of the moment, creates a situation where aid transcends all the laws of safety and track control?

The questions to be considered therefore are—

1. Is poor machine preparation a justification for aid?
2. How does one decide how far and for what length of time aid should be given?
3. How soon should aid be provided?
4. Is it the function of marshals or mechanics or friends? If other than marshals who underwrites the risks to which they are exposed?
5. How does one control a start area from the safety angle if pushing is permitted since this could extend over six or more machines and 200 yards or more of circuit?
6. Does aid extend to riders stopped around the circuit? If not, why not, since the conditions of poor starting of the machine could re-occur out on the circuit?
7. What happens if an aided rider gains a prize?

I shall be interested to read the views of other members.

Yours truly, DENNIS BATES, Chief Marshal.

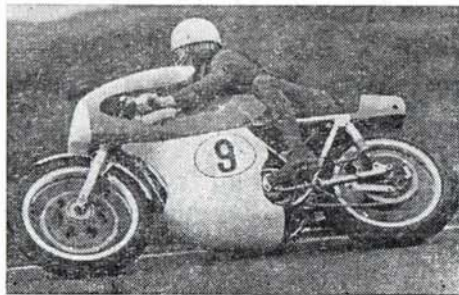
ODDS AND ENDS

A leading member of Bemsee for a great many years, Joe Dunphy has opened up a small business at 176 Sydenham Road, London, S.E.26. Although Council restrictions are such that he cannot do all that he wants to do, Joe is centering his present activities on car and motor cycle accessories and includes racing 'goodies' amongst his stock. His stock is fairly small at the moment due, in the most part, to the fact that he hasn't sold his maisonette yet, but he hopes to include a brake-lining service (ready-while-you-wait) for racing machines, and also a comprehensive stock of replacement heads for road machines. Telephone number: 01-778 8339.

We must apologise for the lash-up last month but, for a variety of reasons, there was no magazine cover. A long tale of tragedy. Tony Blain did the artwork and sent it to his blockmakers before Christmas. The next he heard was that they had gone bust over Christmas and the Receivers were in. This meant that they wouldn't release the artwork until ownership had been proved. He re-did the artwork and put it on a taxi to our own blockmakers—it wasn't delivered! Dennis Bates, in an endeavour to fill the gap, took a racing photograph, added the words 'Bemsee 68', got the block made and slapped it on a train to Caterham where the magazine is printed—it didn't arrive!

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Alan Baker seems to have hit the press with his circular on race advertising, a copy of the letter I have reproduced hereunder:

International motor cycle sport needs sponsorship on a large scale just to exist. Gate money alone is not enough. Recent withdrawal of the oil companies has meant that we need to find new sponsors.

Businesses not connected with the motor cycle trade are showing an interest in sponsoring events and teams. They will do so in exchange for advertisements placed on the bicycles and events named after their products. The R.A.C. has already agreed to "free" advertisements (i.e. advertisements from any source). The F.I.M. has agreed to equipment advertising on the bicycles and clothing in International events.

The A.C.U. are meeting on January 11th to discuss this matter. Their decisions must be based on the wishes of their members. If you feel that we need free advertising for the reasons I have outlined above please sign this and send it on to the A.C.U. before January 11th.

Signed ALAN BAKER

Status (rider, entrant, dealer, etc.)

I think few of us would disagree with him and I whole-heartedly applaud the effort which he has put into sending these out but I wonder if it would not have been better to leave well alone—the point having

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already been rammed home hard enough as it was—until after the meeting of the A.C.U. Diplomatically, a lot more might have been achieved and the usual bad response to such communications might have damaged the case, rather than have added strength to it. Still, we shall see what the papers say I've no doubt. But no matter what you do you can't please them all. I remember when our first meeting was sponsored by the makers of Senior Service Cigarettes; a few people were greatly against the principle of smoking and were therefore against sponsorship of that nature. Why don't some people grow up. I suppose the next ban will be on brewers sponsoring race meetings.

But there is one point which must be resisted at all cost—each rider and organiser should be allowed to negotiate his own sponsorship. The A.C.U. should not be allowed to apply a restriction and take the whole thing over as they have on television rights. Not that I am suggesting they are going to: they must not be allowed to even think about it!

Wanted—articles for the magazine! The quickening pace of the racing season will now mean that less time will be available for writing the magazine. As you know, this rests on one person and the drival clattered out in the past appalls evens him. Editing the magazine is a relatively easy matter, but to constantly churn out the same old material in different forms is enough to drive any sane person quietly into the nearest luny bin.

At the Annual Dinner in December, Rex Avery lost his Parker 51 fountain pen. If anyone found it, Rex would be grateful for its return. His address: 61 Golden Riddy, Linslade, Leighton Buzzard, Beds.

Personal Accident Insurance to riding members is being increased as from January 1st, 1968, but regulations which have already been circulated for the current year are exempt from this. The reason for the increase (16s. old premium to 16s. 9d. new — 24s. old to 25s. new — 20s. old to 21s. new) is that the temporary disablement clause is being extended to include the loss of USE as distinct from the loss of a limb by complete severance. This is obligatory and cannot be excluded. All riders must therefore pay the additional premium as required.

The racing calendar's which should have been included with last month's magazine were, in the end, sent by separate post direct from Associated Iliffe Press. We hope that this innovation will be continued for future years and that you found the calendar useful.

President: Air Marshal Sir GEOFFREY TUTTLE, K.B.E., C.B., D.F.C., F.R.Ae.S.

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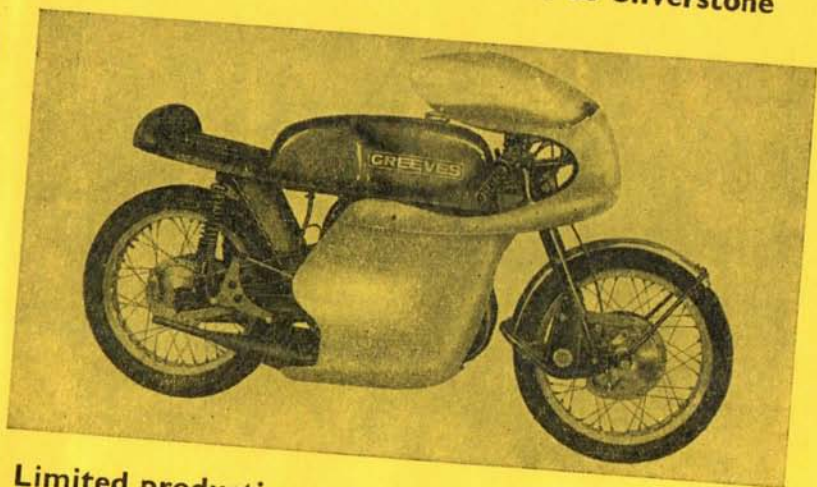
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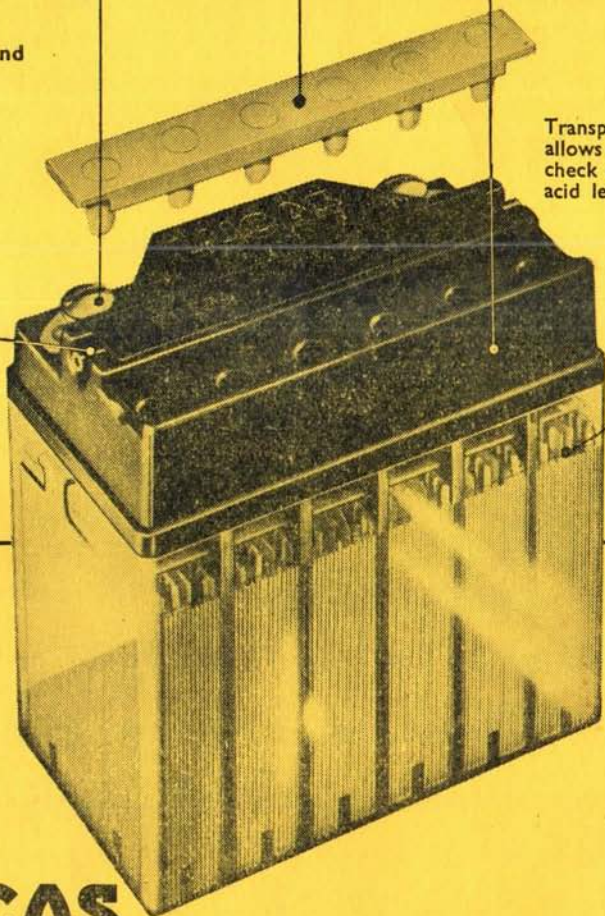
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