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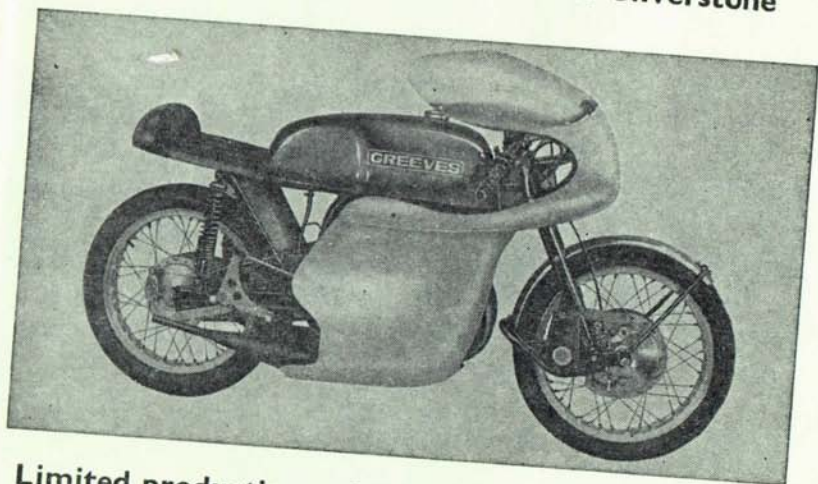


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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

THIS edition of the magazine is shortened because of the inclusion of the Report and Accounts. If you read the Chairman's report with any degree of interest you will realise that we have made a small loss once again upon the year's sporting activities. This is not unexpected, however, since it should be realised that the state of racing in this country is not an ideal one, nor is it in any way certain that it will not get worse as time progresses.

A few years ago it was a case that every would-be competitor had tremendous difficulty in getting rides. Thus every effort was made to put on more races and more meetings to cater for their needs. More clubs sprung into existence and the clashes of dates became more numerous, particularly over the last couple of years. It was little wonder, therefore, that riders had far more choice in what meetings to ride at than they ever had before as a result of which, last year, many organisers could only partially fill their entry lists. Because, too, of the comparative fixtures, many found that the 125 c.c. class was becoming difficult to justify—a situation which may well slash this class from many race meeting fixtures this year. Then, if you added the ever increasing costs of race promotion and the tragic dwindling of spectator attendance, particularly on Saturdays, you have the obvious situation whereby you are actually losing money; and we all know that this cannot continue without some steps being taken to regulate the problem.

Perhaps this is one reason why the Chairman has said that Club members must be expected to pay for their sport. But this does not suggest that we have any intention of raising prices which we know is only too easy to do. If this economic situation lasts, and if the continuing problem of incomplete meetings is still with us at the end of this year (the spectator question one can do little about), then I feel the time will come when the number of fixtures will drop with the result that we will be back once again to **status quo**. We will be the last Club to cut out fixtures and, I hope, the first to offer a comprehensive opportunity to race. Only the strong will survive the struggle, which is why the Club have endeavoured to increase the income by proposing the 200 Club and other schemes which have not borne fruit. If this sort of interest fails then there is little doubt that the Club must make the meetings pay for themselves and to cover the overheads so necessary to a Club of our stature.

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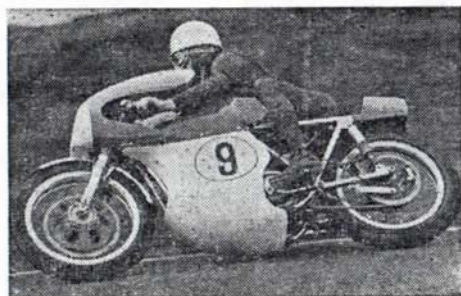
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MEMBERSHIP of the Brooklands Re-union is open to all Brookland's Riders at an annual subscription of £1 single of £1 15s. double.

The date for this year's gathering is the 19th April and the venue is the Hand and Spear Hotel at Weybridge, 7.30 p.m. for 8 p.m.

Any old riders interested in going should send their remittance to: Brooklands Re-union, c/o Rex Judd Ltd., 415 Burnt Oak Broadway, Edgware, Middlesex.

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and Brooklands again!

FOR those interested in Brooklands, you might like to know that there is a Brooklands Society run by Vaughan Davis of the Bentley Drivers Club. He feels that all sections of the Brooklands era could benefit by their monthly meetings at the Hand and Spear Hotel, whether their interests be in flying, motor cycle or motor racing and suggests that you contact him at Vicarage Cottage, Sunbury on Thames, Middlesex.



**ANNUAL GENERAL MEETING
1969**

Report and Accounts
of the
BRITISH MOTOR CYCLE RACING CLUB LTD.

REPORT OF THE DIRECTORS AND REVIEW BY THE CHAIRMAN

Your Directors submit herewith the Financial Statement and their report concerning the activities of the Club during 1968.

General.

As shown later in this Report, and by the Balance Sheet, the Club has again shown a small loss on the year's activities. The actual figure is £188. Whilst this cannot be viewed with equanimity it must be borne in mind that, in the course of a year, the Club spends some £20,000 on the promotion of the interests of its members, which includes thirteen road race meetings. This loss is therefore less than one per cent of the gross expenditure. Put another way, the loss is less than three shillings per member.

When all is said and done, however, the Board still regard the position as one of grave concern and continue to make every effort to restore this to a credit balance. The main difficulty is that public interest in all forms of sport is declining as we endeavoured to point out in last year's report; our own sport being no exception. For this reason it must be expected that road racing should stand on its own two feet which, in our own particular case, means that members should expect to pay for their leisure activities.

The Board have always accepted the view that the aim of the Club is to provide racing facilities for its members. There is no reason to suppose that this view will in any way alter. Moreover, it is of much more concern to the Board to expand interests and activities wherever possible, and where such expansion is not only feasible but also practical. This has been proved over the years and it is intended that such an aim will continue for as long as possible.

Membership.

It is pleasing to be able to report that the drop in membership which had been occurring steadily since the subscription was raised has now been halted. The rise in membership, however small, is in the right direction. The Board are continuing their efforts to stop the drain of members who do not renew their annual subscription. During 1968 we endeavoured to ascertain the reason for those members who did not renew. The vast proportion of the reasons were purely personal and reflected in no way upon the activities of the Club. However, the Board will continue to watch this loss of income and membership with a view to increasing the membership figures to its previously high level.

For the younger people, and those not so old, who have an interest in joining the Club, a Guide to Membership was printed during the year. This handbook is a free issue and should persuade the budding road racer of the advantages of belonging to the Club.

Finance.

The Balance Sheet and Income Expenditure Account which forms part of this report is self explanatory. It is shown that the Club incurred an overall loss of £188 on the year which is slightly less than that incurred in 1967. Whilst a watchful and careful eye is kept both by the Secretary and by the Finance Committee on General Expenditure, some rise is unavoidable having regard to rising prices and, particularly, the incidence of Selective Employment Tax. In addition a major item of expenditure has been the purchase of radio-communication equipment to which reference is made elsewhere.

It is not surprising therefore that these expenses have risen by about £700. Against this the Sporting Events have brought in a net increase of about the same amount.

The Annual Dinner and Dance, associated with the presentation of Trophies, continues to prove a liability. The Board consider this function essential to the prestige of the Club. Furthermore, it is considered that the price of tickets must be kept down to a minimum so that they may be within the reach of all members. The Board therefore consider that this liability is one which must be accepted as a service offered to members.

Review of Racing.

Once again we have had a successful racing season marred by only one tragedy. Otherwise, it was a reasonably safe racing season although the normal crop of accidents must be expected with a sport such as ours.

An innovation which has proved to be of great value was the provision of radio telecommunication equipment for use by certain senior officials. This assists greatly towards the efficient running of race meetings; its primary importance is with regard to safety arrangements and particularly to the speeding up of assistance in case of accidents. In purchasing the equipment, the Board restricted the cost to essentials and it is regretted that the financial state of the Club at the time did not permit an extension to make the system even more efficient.

During the year, the Club added a further three race meetings to the already tight schedule at Brands Hatch, together with an additional event at all meetings. The fact that there were extra opportunities to race and that there was no shortage of entries, indicates that they were appreciated.

It is with great interest that the Board observe the influx of new names in the racing programme and, indeed, on the leader Board. We wish them every success and freedom from serious injury in their racing career with the Club. After all, they are the riders on whom the future of the sport and of this Club may depend.

Over 760 individual members took advantage of the Club's eleven Closed-to-Club race meetings during the season. This shows a very healthy situation which should continue during the forthcoming season and, we hope, thereafter if plans which are being laid at the moment come to fruition.

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1968

1967				1967			
£	£	£	£	£	£	£	£
110	Affiliation fees	160	3,669		Subscriptions		3,723
580	Rent, rates, lighting and heating	628	39		Surplus on sales of badges, ties, etc.		22
2,702	Salaries, National Insurance and S.E.T.	3,239	120		Income from quoted investments (gross)	199	
581	Printing and stationery	672	49		Less: Income tax deducted	82	
471	Postage and telephone charges	480	71				117
	Sundry expenses (including insurance, bank charges, travelling expenses, etc.)	753	100		Bank deposit interest		158
787					Sporting Events:		
285	Motor car expenses	429	2,368		Receipts at events, less direct outgoings		3,100
84	Auditors' remuneration	84			Balance, Excess of Expenditure over Income for the year, carried down		303
	BEMSEE Magazine:		306				
608	Excess of costs over receipts	462					
95	Annual dinner	155					
	Depreciation:						
	Furniture and equipment	181					
69	Motor car	180					
181							
250		361					
<u>£6,553</u>		<u>£7,423</u>	<u>£6,553</u>				<u>£7,423</u>
					Provision for corporation tax no longer required		115
306	Balance, brought down	303			Balance, transferred to General Fund		188
40	Provision for corporation tax		346				
<u>£346</u>		<u>£303</u>	<u>£346</u>				<u>£303</u>

BALANCE SHEET AT 31st DECEMBER, 1968

1967				1967			
£	£	£	£	£	£	£	£
	GENERAL FUND				FIXED ASSETS (Note 1)		
7,343	Balance at 1st January, 1968	6,997	1,731		Furniture and equipment, at cost	2,188	
346	Deduct: Deficit for the year	188	1,643		Less: Depreciation to date	1,825	
6,997		6,809	88				363
770	SUBSCRIPTIONS IN ADVANCE	211	901		Motor vehicle, at cost	901	
	CURRENT LIABILITIES		181		Less: Depreciation to date	361	
	Creditors, accrued expenses and receipts in advance	2,444	720				540
2,326			808				
115	Corporation tax		2,991		INVESTMENTS (Quoted) at cost		903
2,441		2,444			(Market value £2,544, 1967 £2,816)		2,991
	NOTE 1: FIXED ASSETS				CURRENT ASSETS		
	Depreciation is charged to write off each asset over its estimated useful life. There were no disposals in the year.				Stock of badges, etc.	226	
					Debtors and prepayments	597	
					Cash at bank:		
					Deposit account	3,006	
					Current account	643	
					Cash in hand	1,098	
	L. S. CHEESERIGHT, F. A. GILLINGS, Directors.		6,409				5,570
<u>£10,208</u>		<u>£9,464</u>	<u>£10,208</u>				<u>£9,464</u>

In our opinion the above Balance Sheet and annexed Income and Expenditure Account give a true and fair view of the state of the Club's affairs at 31st December, 1968 and of the Excess of Expenditure over Income for the year ended on that date and comply with the Companies Acts 1948 and 1967.

22, Upper Brook Street,
London, W.1.
3rd March, 1969.

ANDw. W. BARR & CO.,
Chartered Accountants.

It would be wrong to write of race meetings without some special reference to the "Hutchinson 100". Not only does this continue to be the major revenue source but it also continues to be the major International event in the country and is one of the very few major race meetings which has continued to improve upon its spectator attendance year after year. The future of the meeting is prominent in the minds of your Board and it is for this reason that they wish to express their sincere gratitude for the support and enthusiasm from Brands Hatch Circuit Ltd., whose ready co-operation has proved to be of great value.

The only National race meeting the Club holds continues at the Crystal Palace. This year we saw a great improvement in the quality of the entry and of the promotion of the meeting but it was once again regretted that the public attendance fell short of what was expected.

It was recognised in 1967 that some helpful advice was needed by the person who wanted to race but didn't quite know quite how to go about it. A 16 page booklet entitled 'A Racing Start' was conceived and produced. During this year it was revised and reprinted in its second edition as a 48 page book and was at once acclaimed as an authoritative publication on racing. It had shown wide appeal both in this country and throughout the world although the latter fact is surprising since the book was written specifically for conditions prevalent to this country.

President.

It is with great pleasure that the Directors record their sincere appreciation for the help and advice of the President, Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S. who has signified his willingness to accept nomination for re-election as President at the Annual General Meeting. We look forward to seeing him make his usual tour of the track, on foot, at our meetings during the forthcoming season.

Vice-Presidents.

The Club is honoured to have such stalwarts of the sport as Geoff Duke, John Surtees, George Brown and Gordon Hadfield as Vice-Presidents. Their re-election will be proposed at the Annual General Meeting.

Directors.

In accordance with the Articles of Association, three Directors retire at the Annual General Meeting each year. Those retiring this year are Messrs. Bates, Ellis and Gillings who all offer themselves for re-election.

Staff.

The Board wish to acknowledge the service they have obtained from the Secretary and his staff during the year. Both the day to day running of the office and the preliminary work necessary for the running and execution of a successful race meeting owe a great deal to the enthusiasm they have shown throughout the year. It is sincerely hoped that, with an improvement in the financial position of the Club, a more tangible recognition may be possible.

Acknowledgements.

Once again the Board wish to pay tribute to the support given at all our meetings by the marshals and other voluntary helpers. With thirteen meetings during the season, involving long journeys and a full day's attendance, this must strain enthusiasm to a very great extent. We thank them all for, without this support, there would be no race meetings.

Finally, our thanks are due to the medical personnel and the members of the St. John Ambulance Brigade and British Red Cross Society whose attendance at sports meetings is so essential; not forgetting the management and staff of the various race circuits who make such sports meetings possible and pleasurable.

1st April, 1969

L. S. CHEESERIGHT,
Chairman.

BRITISH MOTOR CYCLE RACING CLUB LIMITED

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the British Motor Cycle Racing Club Limited will be held at The Hand and Spear Hotel, Weybridge, Surrey, on Friday, 25th April at 8 p.m. (prompt) for the following purposes:—

As ordinary business:

1. To receive and consider the Accounts for the year ended 31st December, 1968, and the Directors' and Auditors' Report thereon.
2. To receive and adopt the Accounts of the Benevolent Fund.
3. To elect Directors.
4. To fix the remuneration of the Auditors.
5. To elect a President and Vice-Presidents.
6. To consider any other business.

By order of the Board,

J. H. SWIFT.

Secretary.

33a London Road,

Kingston-upon-Thames.

BRITISH MOTOR CYCLE RACING CLUB LIMITED

President :

AIR MARSHAL SIR GEOFFREY TUTTLE
K.B.E., C.B., D.F.C., F.R.Ae.S.

Vice-Presidents :

G. E. DUKE, O.B.E.
J. SURTEES, M.B.E.
G. BROWN
G. HADFIELD, F.R.C.S.

Directors :

L. S. CHEESERIGHT, B.Sc., M.C., (Chairman)
F. A. GILLINGS (Vice-Chairman)
D. BATES
G. C. COBBOLD
E. COOPER
L. T. ELLIS
R. C. WALKER
V. L. WARDALL
W. E. ROSE

Secretary and Registered Office :

J. H. SWIFT
33a London Road, Kingston-upon-Thames, Surrey.

BENEVOLENT FUND INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31st DECEMBER, 1968

Balance of Fund at 1st January, 1968	...	...	...	...	959	2	9
Add: Deposit interest	...	...	...	...	53	5	6
					<u>£1,012</u>	<u>8</u>	<u>3</u>

Represented by:

Cash on Deposit Account at 31st December, 1968 £1,012 8 3

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3rd March, 1969.

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Vic Sampson

IN June, 1967, after returning from the T.T., I agreed to act as passenger for a grasstrack outfit belonging to Frank Kately, mechanic at Harold Daniels' shop in Forest Hill. Our first meeting was at Belper, near Derby. We travelled up on the Saturday evening and camped at Belper. On the Sunday we bolted the outfit together and pushed it to the track.

In practice I was surprised how fast the Nine Studder flew over the bumpy course and really hung on tight. The top right-hander was surrounded on the outside by a dry stone wall, very nasty in the dust-storm especially if you were behind the pack as we were. Anyway, for a first ride, Frank reckoned we did reasonably well.

The next Sunday at Wycombe grass track it was really hot, the sweat poured off us. The track had a very bumpy left-hander which followed a long right-hander; several outfits spun in practice. We made a brief detour in the middle of the oval where some women "marshals" sat knitting in deckchairs—boy did they scatter!

In our heat we flew out of the gate and the front wheel was airborne until the first right-hander. In second spot we were flying, even on the tricky right and left. Last lap, last bend, unfortunately we were rammed. As I went up and up I could see the pack closing in, they flew past missing by inches. When clear, I rolled into the centre of the track. Frank had a broken leg and was taken off to Wycombe Hospital; I luckily only had bruises.

After a short stay in hospital, Frank got home to Forest Hill where he fully recuperated. Six weeks later we raced at Rings-hall. His leg suffered from the bumpy course but we tried hard.

A few weeks after we entered at Hanslope near Northampton on a smoother track, Frank's leg was much better and we had a good ride. Finally in 1967 we raced at Prestatyn on a coral dust speedway type oval, 880 yards long.

The track was wide and as smooth as a billiard table, you motored flat out in top down the straights, and threw it sideways flat in third, into the two long right-handers. We notched a second in our heat ahead of Len Cranes' Scrambles outfit. In the series we made one final, but were blown off by the real aces.

We left Prestatyn at 11 p.m., and after buying out the local fish and chip shop we motored home arriving at 5 a.m., I was at work at 8 a.m.

For 1968 we decided to go road racing, so we sold the grass lot.

Frank Barwick built us a special chassis to house a SS Norton motor. Dave, the manager of Daniels' shop, sponsored us by paying for the motor and tuning bits; he was a great help. All the winter we pieced it together as well as building my 99 SS Dominator.

Our first meeting was at Snetterton on 1st March. Brenda and I travelled up overnight on the 99, next morning we woke Frank (dead lazy these drivers) and prepared for practice.

In practice all went well; I did not miss a move and it was physically easier than grass tracking. Unluckily in practice a major brazing point went so we called it a day. My 99 was flat out all the way to Essex where a partial seizure slowed it when passing a sports car in the three figure bracket.

With strengthened brazing we were at Snetterton on the 31st March for a B.F.R.C. meeting.

Travelling up on the Saturday I was hit by a car, making the motorbike unrideable. Alas Frank was already on his way. Luckily Reads of Leytonstone looked after the bike until I was able to collect it. At 7 a.m. on the Sunday I was lost on how to get there, but a friend, Nobby Clarke who used to hang out for Jack Surtees, and is a good kart racer, took us in his van. When I arrived Frank was quite pleased, the alternative passengers not being much to his liking.

In the first race after a clean start we stopped with pump trouble. In between races Nobby stripped and rebuilt the pump in time for the next race. After a good start we held second for the whole race which was won by Steve Sinnot—we were both really pleased.

At the Bemsee meeting on 14th April at Snetterton we finished fourth out of 28. After some good scraps at Lydenn we entered for the Palace in September. We tried but in our heat the timing slipped. Still, the experience was useful.

Frank was getting married, so we did not race for the remainder of 1968.

Next season we intend to race on as many short circuits as possible.

Annual General Meeting

YOU are reminded that the Annual General Meeting is being held on Friday, 25th April, 1969 at the Hand and Spear Hotel, Weybridge, Surrey. If you have realised that, because it is a hotel, it gives ample opportunity for a social evening, might I recommend that you travel by train to Weybridge Station which is almost next door to the Hotel.

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Road Going Dommi 99SS, new wheels, tyres, brakes, tank, seat, mudguard, clutch, etc. £150 no offers. H.P. possible.

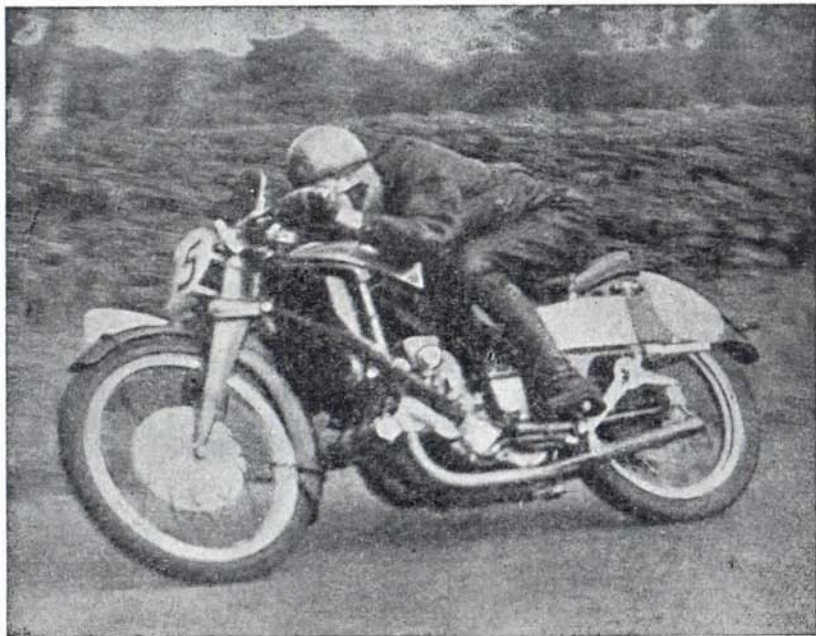
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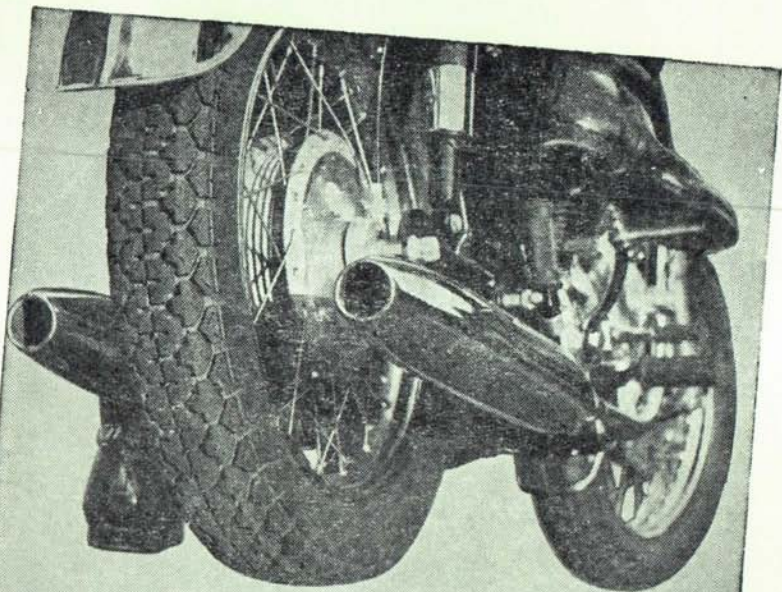
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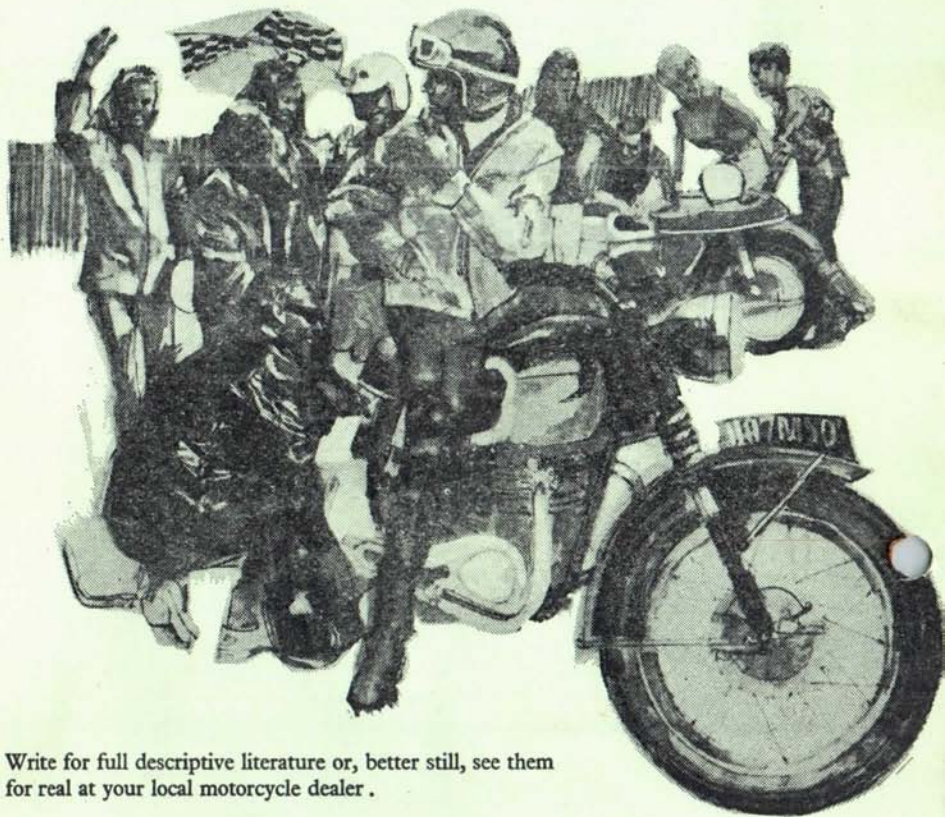
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