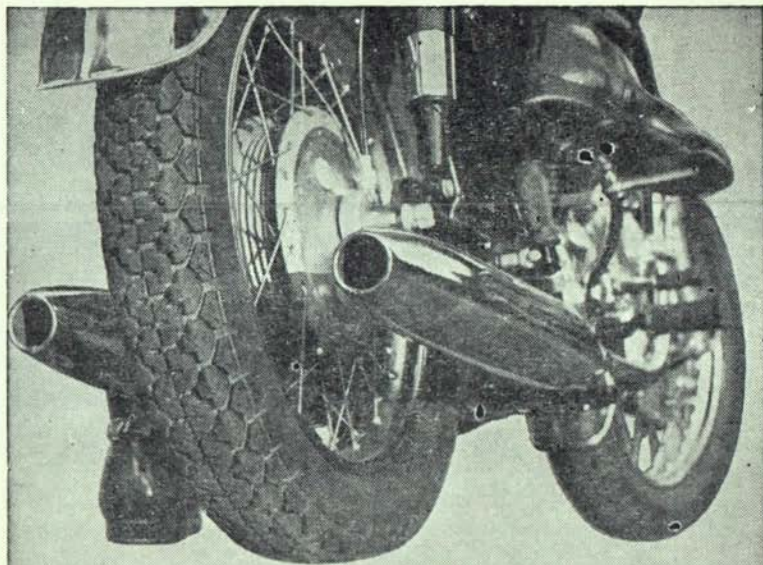


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AUGUST



1909 1969



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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

SENIOR WON AT 168!

THAT'S how the headlines may greet us in two years time, when we change over from the present Imperial standards to the new Metric measurements and calculations. And good bye to all those 100 m.p.h. laps, too, with all the magic that is accorded the 'ton' achievement; Uphill's 99.99 m.p.h. seems, somehow more impressive than 160.9 k.p.h. The circuit length goes from 37.73 miles to 60.712 kilometres. One thing survives—if you are a sprinter—and that is the traditional s.s. kilo, although the average will be expressed in k.p.h.

We thought you might like to see some of the 1969 TT results and the speed trap recordings, converted to what will be standard practice for 1971.

125 c.c. Lightweight. 182.1 kilos (113.2 miles)

		h	m	s	kph	mph	
1.	D. A. Simmonds	Kawasaki	1	14	34.6	146.56	91.08
2.	K. Carruthers	Aermacchi	1	20	27.2	135.84	84.43
3.	R. J. G. Dickinson	Honda	1	21	10.6	134.62	83.67
Fastest lap: Simmonds		24m. 29s.	148.76 k.p.h.		(92.46 m.p.h.)		

350 c.c. Junior. 364.3 kilos (226.4 miles)

		h	m	s	kph	mph	
1.	G. Agostini	MV Agusta	2	13	25.4	163.33	101.81
2.	B. Steenson	Aermacchi	2	23	36.4	152.21	94.60
3.	J. Findlay	Beart					
		Aermacchi	2	24	41.2	151.07	93.89
Fastest lap: Agostini		21m. 46s.	167.33 k.p.h.		(104.00 m.p.h.)		

Production. 182.1 kilos (113.2 miles)

750 c.c.

		h	m	s	kph	mph	
1.	M. Uphill	Triumph	1	07	55.4	160.88	99.99
2.	P. Smart	Norton					
		Commando	1	08	21.2	159.88	99.37
3.	D. Pendlebury	Triumph	1	10	16.2	155.52	96.66

500 c.c.

		h	m	s	kph	mph	
1.	W. Penny	Honda	1	17	01.6	141.88	88.18
2.	R. L. Knight	Triumph	1	17	30.4	141.01	87.64
3.	R. Baylie	Triumph	1	19	40.0	138.21	85.90

250 c.c.

		h	m	s	kph	mph	
1.	A. Rogers	Ducati	1	21	03.8	134.81	83.79
2.	F. Whiteway	Suzuki	1	21	33.4	134.01	83.29
3.	C. S. Mortimer	Ducati	1	22	49.6	131.95	82.01

Fastest lap:

Uphill, Triumph, 22m. 33.2s. **161.52 k.p.h.** (99.99 m.p.h.)**500 c.c. Senior. 364.3 kilos (226.4 miles)**

		h	m	s	kph	mph	
1.	G. Agostini	MV Agusta	2	09	40.2	168.54	104.75
2.	A. Barnett	Kirby					
		Metisse	2	18	12.6	158.13	98.28
3.	T. Dickie	Kuhn					
		Seeley	2	18	44.2	157.55	97.92
Fastest lap: Agostini		21m. 18.4s.	170.956 k.p.h.		(106.25 m.p.h.)		

Speeds through "Motor Cycle's" Speed Trap

Production

		kph	mph
R. A. Gould	650 Triumph	225.42	140.1
P. Smart	745 Norton	222.84	138.5
N. Kelly	498 Velocette	194.36	120.8
T. Godfrey	498 Norton	193.08	120.0
C. S. Mortimer	247 Ducati	177.15	110.1
J. Williams	247 Honda	170.39	105.9

Sidecar

		kph	mph
S. Schauza	560 BMW sc	204.66	127.2
K. Enders	554 BMW sc	196.29	122.0
H. Fath	499 URS sc	216.89	134.8
G. Auerbacher	495 BMW sc	200.48	124.6

125 c.c.

		kph	mph
D. A. Simmonds	124 Kawasaki	186.32	115.8
J. F. Ringwood	124 MZ	178.75	111.1

250 c.c.

		kph	mph
D. Woodman	249 MZ	222.84	138.5
R. A. Gould	246 Yamaha	217.69	136.4

350 c.c.

		kph	mph
G. Agostini	349 MV Agusta	241.35	150.0
D. Woodman	249 MZ	217.69	135.3

500 c.c.

		kph	mph
G. Agostini	495 MV Agusta	242.31	150.6
A. Pagani	500 Linto	217.69	135.3

Believe it or not all those kilometre conversions took just 10 minutes to prepare. Not by chart, but by an electronic calculator, which my son calls a sum machine.

All you do is operate the keys to feed the constant into the machine—1.609. Press the multiplication key. Add the m.p.h. including the decimal point. On operating the equals key up comes the answer to 3 places of decimals. Child's stuff!

This was on the old machine: bigger and heavier than a typewriter. Such is the advance of electronics that the latest machine is no wider than a telephone receiver, weighs only 5.8 lbs. and uses an impulse counter the size of an aspirin. (The old machine needs 240 items to equal the aspirin-sized counter.) We shall be doing the lap time conversions to m.p.h. at The Hutch on one of these new mini-sized wizards thanks to ADM Business Machines of Hammersmith. **D.B.**

SALUTE TO BILL IVY

LESLIE NICHOL wrote in the "Daily Express" of Monday, 14th July, 1969, this tribute:

SACHSENRING, East Germany, Sunday.—A record 200,000 crowd stood in silent tribute to Britain's little Bill Ivy before the start of the 350 c.c. race at the East German Grand Prix today.

The race organisers laid a wreath of red carnations on the vacant spot at the front of the starting grid.

Ivy, 26, was killed in practice on Saturday when the engine of his four-cylinder Jawa seized on a long left-hand bend.

He crashed into a wall adjoining the five-mile rain-soaked circuit, and died later in hospital.

The news stunned the entire paddock. I saw riders, noted for their daring and toughness, break down in tears.

And today Giacomo Agostini, Italy's double world champion, declared after winning the 350 c.c.: "This race I win not for Italy—but for Bill Ivy."

Little Bill, from Kent, was a "big" 5ft. 3in. The racing world, both in cars and bikes, saluted his supreme courage.

The East German fans had flocked round him when he arrived here suntanned from a holiday in Spain. They nicknamed him "Das Kleine Wunder"—The Little Wonder.

SPARKLING

He was one of the most fiery and sparkling characters the sport has known, gaining his first world title on a 125 Yamaha two years ago, and scoring honours in Britain in every racing class.

He gave his best in every race. He used to say to me: "If your bike ever gets into a wobble never turn the taps off—screw 'em on like mad, mate!"

That is how he raced, lived, and died—at speed. He drove one of the world's fastest sports cars, a £10,000-170-miles-an-hour Maserati "Ghibli."

He called it his "Gobbler." Like the man, it stood out among the pack.

Ivy was the globe-trotting "loner." A fast car, a girl, a jet-traveller, in uniform of bell-bottom trousers, jersey, and long hair—the sportsman of the 'seventies.

Reproduced by arrangement with the "Daily Express"

MATTERS OF MOMENT

THIS is the heading for the lead editorial in the famous monthly saga of the motor sporting world—'Motor Sport' edited by William Boddy. Almost as well known is the number one correspondent 'Jenks', former passenger to Sidecar World Champion Eric Oliver, racer of solo motor cycles, sprinter, passenger to Stirling Moss and observer and reporter of the motor racing scene. Noted for his forthright reviews and, to many, his extremely accurate writing he put pen to paper earlier this year and reported thus in his journal—

AFTER a lot of discussion and some "passing the buck" the Belgian Grand Prix has been cancelled. The reasons are numerous and varied and involve the organisers, the Belgian Government, the major factory teams, and the works drivers. It is unlikely that any one individual or group will accept responsibility, or even admit to starting the anti-Spa circuit antagonism, but does it matter? Individually, or collectively, the world of Grand Prix racing has brought about the cancellation of the race on the Spa-Francorchamps circuit. It is pointless to ask for opinions for most of them will try to pass the responsibility on to another party. The sad fact is that our premier Grand Prix racing teams will not be competing on the magnificent Belgian circuit this year. From choice they will all be out of work on June 8th, and if they go on like this some of them will be out of work for the rest of the year. It would seem that some of our Grand Prix car constructors do not want to race their cars on the 150 m.p.h. Spa-Francorchamps circuit, and some of our so-called Grand Prix drivers do not want to drive them there anyway. I do not believe the decisions were unanimous, in spite of the Drivers' Union and the Manufacturers' Union being involved. The blurb that followed the announcement in the daily papers was splendid stuff. On the same day two of our leading newspapers quoted different lengths for the Spa circuit and the general trend was to trot out a list of accidents and drivers who had been killed on the Belgian circuit, just to prove it was dangerous, and show that the people who were demanding "Safety, safety, safety" were justified. If they had published a similar list of deaths and accidents for Brands Hatch or Silverstone it would have been very difficult to have gone on racing at either circuit, on the same grounds of objection. Does it

really make any difference if a dead racing driver is a star or an unknown club driver, if we are going to be impartial and unbiased, and is there any difference between dying in a crash at 100 m.p.h. 180 m.p.h.?

I have always thought that one of the endearing features of a Grand Prix driver was that he had GUTS and would accept a challenge that normal people like you and I would not be brave enough to face; now I am not so sure. If any members of the Grand Prix Drivers' Association feel that their spokesman was not voicing **their** opinion, and that they would dearly like to drive a Grand Prix car at Spa in June, without any ifs or buts, then I would be delighted to receive a postcard from them saying so.

Of course it did not go down well. But what ever you may think about motor racing, or indeed what opinion you hold of "Motor Sport" no-one can deny the excellent references frequently made to motor cycle racing and to B.M.C.R.C. Did Mr. Sandbach therefore write tongue in cheek, or merely wave the red flag at the bull to see what would happen. Whatever his motives this letter appeared in July "Motor Sport"—

TWO-WHEELER BRAVERY

Sir,

I daresay the controversy started by D.S.J. in his "chicken" article will rage for some time in your columns.

It must be remembered that he spent many years in the world of motor cycle road racing, a game that makes car racing look a bit tame by comparison.

I would seriously recommend all who fancy themselves as fast, tough drivers to try it out on two wheels.

I remember many years ago Geoff Duke invited Stirling Moss to "have a go" on Manx Nortons, but Stirling politely declined, and no-one can say that **he** was short of guts. Come hail, rain or shine, the only correct line at the bottom of Bray Hill is between that grid and the kerb at about 130 m.p.h. with a nice stone wall to stop you if you miss. I wonder what the G.P.D.A. would say to that.

R. SANDBACH, Cheadle Heath.

Was it coincidence that the Belgian round of the World Championships followed a few days after publication? Agostini left no room for doubt by making it the fastest ever road race lap for motor cycles at 4 min. 01.4 sec., a speed of 130.82 m.p.h. for the 8.76 mile Spa-Francorchamps Circuit. Read "Motor Sport" next month!

EVER BEEN MISSED?

IF you have ever been missed it's quite a problem convincing the race organiser that you were out there, that you did finish and you know your finishing position.

In fact the victim can hardly credit that anyone could be so stupid as to miss him. His was the machine with the faired seat. Remember? He was wearing a silk scarf. Remember? Now if it was so and so you'd **get** him!

Or would we?

Actually all a race organiser needs is a set of good clear numbers in the correct colour sequence for the class. And both numbers and background ought to be in matt paint or material to avoid reflection.

Study photos in the technical press, or look at machines prepared by entrants—they invariably have good clear renderings. The reason is simple. If you are going to race it is only good insurance to make certain of identification by the timekeepers and lap scorers.

These gentlemen work very hard in cramped and hot conditions. Each man in the team may have six, or even more, riders to handle. This means recording each lap time and the race position of anything up to 40 competitors on a race of 6, 7, 10, 12 or more laps. This sort of thing goes on throughout the programme so, in fact, there may be no respite whatsoever from the commencement of the programme until the end, say four or five hours later.

If riders kept in numerical order, strung themselves out so that each man passed the start in a nice formation, everything would run swimmingly. But people get lapped, stop and re-start, come past in a bunch of eight, even hide by running level with another competitor over the line. The only way, and it is the only way, by which each man is identified is by his riding number.

You don't have to be a good signwriter to make your numbers clear. It is possible to buy cut out, self adhesive numbers. Or you can buy sheets of the material and cut your riding numbers at leisure. But don't be like the clever man who made his 4 in reverse. See that we can see you.

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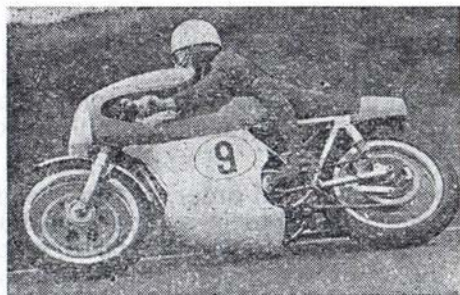
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CASTROL THE MASTERPIECE IN CHAMPAGNE

ONE of the very nice things about The Hutch this year is the novel prizes arranged with our friends Castrol. Winners deserve a little celebration, so why not in champagne. In fact a friend of a friend who is a wine shipper was so taken with the idea that he personally talked to the top people in the Champagne region of France where the House of Louis Roederer owns extensive vineyards.

The result was a very large number of bottles of this excellent vintage which is renowned as one of the twelve Grandes Marques—something very specially in champagne lore. Not only that but this friend of a friend laid on a Press Conference for The Hutch at the Martini Rossi Terrace on the 16th floor of New Zealand House from where superb views are obtainable of Crystal Palace in the south, to Epsom Downs, Alexandra Palace, Greenwich and all the more notable London buildings. And the press men we have invited will be able to sample the vintage as they receive the final briefing on the entries. In fact if you are in licensing trade you can read about this during August as a smaller press Conference for the wine and spirit newspapers and magazines will be held separately. The offer of a new brew—liquid Castrol—for this particular meeting was fortunately not taken too seriously.

On Practice day there will be four bottles of Louis Roederer for the fastest lap, and for the fastest laps by a British machine, a sidecar and a British machine under 500 c.c. Twelve bottles on race day goes for the fastest lap, and the fastest lapping British machine, with six bottles for the fastest laps by sidecar and production classes. The Mellano winner will get a Methusalah—a quadruple magnum holding the equivalent of eight bottles. Perhaps this time we shall see the Mellano trophy tested for its true liquid capacity.

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Brooklands Story - Noel Pope

1911

The committee elected at the A.G.M. on January 31st were, Messrs. A. V. Ebblewhite, W. H. Wells, F. A. McNab, H. H. Collier, and G. Forster. Mr. T. W. Loughborough was re-elected Hon. Secretary; and Mr. A. G. Reynolds, Hon. Treasurer.

The season opened on March 18th, with the first race the

All Comers' Penalty Handicap, over a distance of three laps. Again a trial run was made before the race to decide the handicap, in which a new comer O. C. Godfrey on an Indian showed a clean pair of heels to the rest of the field and so put himself at scratch. The result of the final placings in the actual race being:

1. S. T. Tessier (Bat JAP)—480 c.c. twin—1m. 45s.
2. J. Slaughter (L.M.C.) 499 c.c.—2m. 51s.
3. O. C. Godfrey (Indian) 994 c.c. twin—scratch

Two one-hour races followed, the first one, the Junior T.T. Race, saw Colver in the lead on the first lap and although he lost this place to Martin for three or four laps during the race, he eventually romped home an easy winner, the result showing:

1. H. V. Colver (Matchless-JAP) 290 c.c.—48 miles 1,568 yds.
2. H. Martin (Martin JAP) 295 c.c.—46 miles 1,336 yds.
3. C. Patteson (M.R.) 340 c.c. twin—39 miles 1,143 yds.

The Senior T.T. Race. C. R. Collier set a cracking pace to lead the field at one time by a lap, however tyre trouble put him on the retired list to let Tessier come to the fore with McNab just behind. McNab dropped out in the last few seconds of the race with a seized engine to give the following results:

1. S. T. Tessier (Bat JAP) 580 c.c. twin—55 miles 874 yds.
2. V. J. Surridge (Rudge) 499 c.c.—55 miles 496 yds.
3. J. R. Haswell (Triumph) 499 c.c.—54 miles 587 yds.

Second Meeting April 26th.

The Junior Hour T.T. Race. Although there were only three starters in this event the winner was not allowed to relax as the second place man pushed him until he filled up with petrol near the end of the race

1. F. W. Barnes (Zenith-Gradua) 297 c.c.—48 miles 746 yds.
2. F. P. Johnson (Matchless JAP) 297 c.c.—
46 miles 1,317 yds.

The third man Wilberforce retired.

The Senior T.T. Race was however so hotly contested that worlds records were taken by the first two men home.

C. R. Collier set the pace from the word "Go" and was never challenged so romped home an easy winner. Newsome lost his second place on two occasions but by consistent riding wore his rivals down to finish in this place with a worlds record run.

1. C. R. Collier (Matchless JAP) 580 c.c.—63 miles 735 yds. Class D (750 c.c.) Worlds Record
2. W. F. Newsome (Triumph) 499 c.c.—59 miles 1,478 yds. Worlds Record Class
3. C. S. Burney (Rudge) 499 c.c.—57 miles 869 yds.
4. G. E. Stanley (Singer) 499 c.c.—56 miles 1,540 yds.
5. F. A. McNab (Trump-JAP) 488 c.c.—55 miles 1,358 yds.
6. V. J. Surridge (Rudge) 499 c.c.—51 miles 1,119 yds.

Surridge evidently was not at all satisfied with this result as he made successful attempts on records later in early May. Riding his Rudge he raised the Kilometre to 65.02 m.p.h., the mile to 66.18 m.p.h., and then proceeded to take the fifty miles in 49 mins. 2 secs.

To be continued

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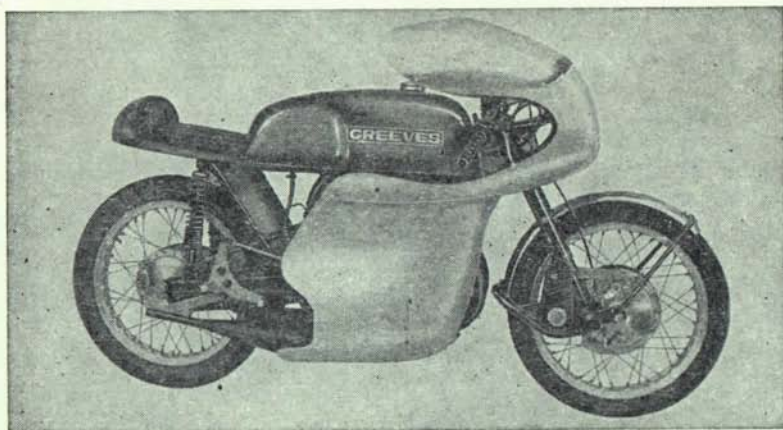


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