

BEMSEE

MAY



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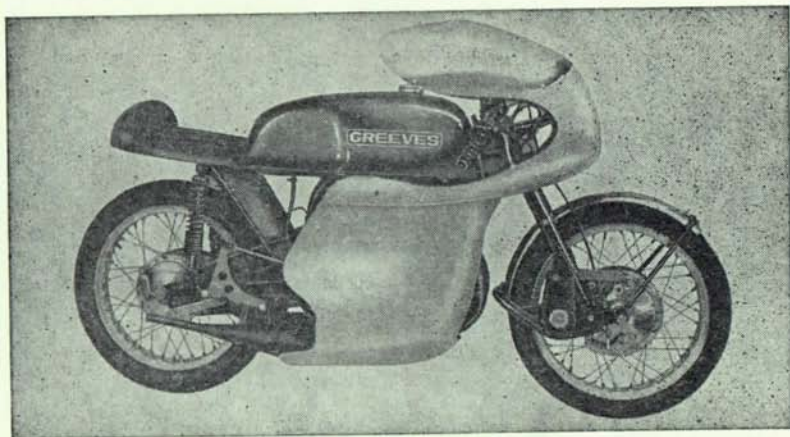


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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

WITH THE advent of the T.T. in June, minds must necessarily turn to the struggle which Agostini is having with the might of the 350 Benelli in the hands of Renzo Pasolini. Personally, I find it difficult to believe that Pasolini has really all that much chance against Agostini when it comes to the world championships for Pasolini has already shown his colours to the Count and I suspect that the latter may well do something about them.

From what I gather from eye witness reports, Pasolini has gained a great deal from last year. You will remember, I feel sure, that his performance at the Hutch last year was much better than anyone had any right to expect. His strange riding techniques and dashing manner made many people discount him as serious opposition, but one has to give credit where it is undoubtedly due—Pasolini can sure ride! At Riccioni, Agostini was well and truly thrashed by some seven seconds. This is a long way on the

road. I don't believe that one should expect this situation to be repeated in the world classics although I, for one, would most sincerely welcome such a struggle. Perhaps we are about to replace the interest which has been lost by the withdrawal of Yamaha and Hailwood.

The new Daytona Yamahas could replace the Yamaha image on the world's circuits. Obviously they have the turn of speed for which the fast-flying machines have become renowned. I hear that Phil's opportunity to ride for Benelli may well have been removed, so the new Daytona might conceivably tempt him into buying some decent machinery, a subject on which the Italians have a personal grudge at the present! JHS

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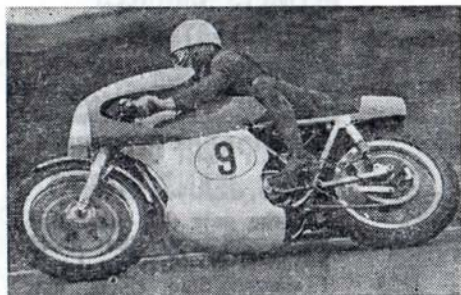
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IN CASE YOU HAVEN'T NOTICED!

ARTICLE 0529 and ARTICLE 05231 of the International Sporting Code:—

The minimum of free space between a sidecar and the ground must be 10cm (vehicle laden); this prescription is also valid when the sidecar leans in a curve.

It is too soon to say what the A.C.U. intend to do about this regulation for this year but it is apparent that drivers have not received sufficient of a warning to modify their machines.

ARTICLE 0516

Publicity is authorised on motor cycles and driver's clothes in so far as it refers to the make of the machine and its accessories as well as to the fuels and lubricants employed.

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CARBON FIBRES

John Denny, A.I.Mar.E.

IN THE early nineteen hundreds when a gradual change from oil and gas lighting to the new fangled electricity was beginning to gather momentum, difficulties were arising in trying to keep the filaments in the bulbs from burning themselves out at all too frequent intervals. It was discovered that when rayon or cellulose was pyrolyzed, or heated, to very high temperatures a carbon whisker of poor mechanical property was formed but which stood up to the heat range rather better than the metal wires then used.

Now if strength could be introduced to this material then perhaps something could be done with it, but it remained a laboratory curiosity for the next thirty years or so until about 1950 when space research efforts were increased. It was long since known that graphite (the same chemical substance as carbon) had high strength and great resistance to deformation, but only in small lengths. It was therefore decided to try heating this small whisker to about 2,000°C and to stretch it during this heating process, thus bringing the crystallites of graphite into orientation **along** the whisker. The result was great strength and great resistance to deformation in **length** of a thread of carbon. The process — expansive and not continuous. By reasoning, an organic fibre with a backbone of carbon molecules was substituted for the graphite and instead of stretching while heated, a different method was evolved. As the other components of the fibre were stripped during the heating process the tendency was to shrink, so it followed that the equivalent to stretching would be to prevent shrinkage. The process — expansive and continuous.

The magic solution is produced, as is usual, in Britain. Polyacrylonitrile in liquid form is squirted under pressure through a nozzle of some thousands of microscopic holes producing a fine white string. This is processed to retain stability and is then woven into mats on a frame. These mats on their frames are passed through a number of furnaces gradually raising the temperature to about 2,000°C resulting in sheets of smooth fine fibres — Carbon Fibres.

The problem was to band all these together to form a tough, strong sheet. To the rescue came another British substance in the form of an epoxy resin to form the binding agent. If these sheets are moulded to a honeycomb of metal the result is a panel or sheet of absolutely tremendous strength and, of course, heat resistant. The process — cheaper and continuous.

The application of the processed sheets or other shapes is staggering in its scope. A 40' hollow mast for a yacht, normally a struggle for two men, can be lifted easily by one man — the strength is somewhere about ten times as great. Flat sheets, in trying to deform to a shape, the load becomes colossal. It therefore follows that a shape must be determined prior to manufacture and the joining process completed before the epoxy resin sets.

It is largely problematical whether a British manufacturer will take this wonder material — for this is what it is — and use it extensively in construction of motor cycles, more specifically in building engines — engines moreover of constant rotary motion. Has any governing body considered legislation providing for engines of rotary motion **before** their introduction by some enterprising firm?

The ultimate integration and the subsequent replacement of glass resin plastics by the carbon fibre would be of certain benefit to the motor cycle industry once the abrasive qualities of the materials were improved. One could look forward to a very high protective factor in fairings, and petrol and oil containers.

Would that this little essay could end on a happy note; the licencing of foreign firms already in the field to produce the British process is depressing enough, but the fact that the government has to be asked to set up a commission on the subject may well provide the key as to whether or not we have already lost the race in the application of carbon fibres.

HAILWOOD AT BRANDS

MANY PEOPLE have expressed the view that Mike Hailwood did not have the makings of a racing car driver. Well, this feeling must have taken a pummelling at Brands when Mike drove a Ford GT40 with David Hobbs.

I have rarely experienced such satisfaction in watching Mike take over from David Hobbs after the first two hours. What Mike really felt I don't know, for this was only his third race in this year's world sports car championships, the previous two being at Daytona and Sebring. During the first two hours he seemed to show a complete lack of interest in the proceedings. When he took over the wheel all hell was let loose.

Apart from the first ten or fifteen minutes of his stint at the wheel when he took things rather cautiously, mirrored by the fact that his braking distances were a lost cause for the most part, he gnawed away at the opposition so convincingly that by the 153rd lap of a six hour race his car was leading the class. Not only that but he eventually brought it into sixth position and thus on to the leader board behind the Porsches and Ferrari. His driving was staggering to say the least: his cornering in the wet was absolutely impeccable, and his line on Paddock so brilliant that he managed to lose his opposition easily.

For the record Mike won his class and also finished fifth overall behind three works Porsches and Chris Amon and Pedro Rodriguez in the lone works entered Ferrari.

You will have to forgive me if I haven't given David Hobbs any credit. When Mike handed over to David I called it a day and went home!

JHS

FOR INFORMATION

1969 T.T. RACES

THE A.C.U. were very pleased to learn from Buckingham Palace that His Royal Highness, Prince Philip, Duke of Edinburgh, K.G., K.T., O.M., G.B.E., (the Patron of the A.C.U.), is to attend the T.T. Races on Wednesday, 11th June, and will witness both the Production Machine Race in the morning and the Junior in the afternoon

1969 CASTROL BRITISH ROAD RACING CHAMPIONSHIPS

THE A.C.U. are pleased to announce that Castrol Ltd. will be sponsoring the 1969 British Road Racing Drivers Championships in the 125 c.c., 250 c.c., 350 c.c. and 500 c.c. solo classes and up to 1,300 c.c. Sidecar class. Prize money will be awarded to the Championship winners in each of the five classes on the following basis:

1st £200; 2nd £100; 3rd £50.

The qualifying meetings are as follows:—

Group A (125, 250 & sidecar)

9th March Snetterton
7th April Crystal Palace
13th April Thruxton
25th May Mallory Park
15th June Silloth
19th July Castle Combe
1st Sept. Cadwell Park
6th Sept. Croft

Group B (350 & 500)

8th March Oulton
4th April Brands Hatch
26th April Castle Combe
10th May Scarborough
22nd June Thruxton
28th June Croft
9/10th July Southern "100"
1st Sept. Crystal Palace

1969 BRITISH 50 c.c. ROAD RACING CHAMPIONSHIPS

THE COMPETITIONS Committee has agreed to the re-introduction of the 50 c.c. class of the British Road Racing Drivers Championship in 1969. The competition will be held over a series of twelve races with a driver's best seven performances to count. Points will be scored on the same basis as the other Championships, i.e. 1st—15 pts., 2nd—12 pts., 3rd—10pts., etc.

The qualifying meetings are as follows:

20th April	Snetterton	Newmarket & D.M.C.C.
25th May	Lydden	Astra M.C.C.
26th May	Cadwell Park	Louth & D.M.C.C.
22nd June	Lydden	East Grinstead & D.M.C.C.
6th July	Snetterton	Racing 50 M.C.C.
19th July	Snetterton	Midland M.C.R.C.
20th July	Snetterton	Newmarket & D.M.C.C.
27th July	Cadwell Park	Derby Phoenix M.C.C.
3rd August	Darley Moor	Darley Moor M.C.R.C.
16th August	Cadwell Park	Racing 50 M.C.C.
23rd August	Brands Hatch	Southern 67 M.C.R.C.
1st September	Darley Moor	Darley Moor M.C.R.C.

A.C.U. GENERAL COMPETITION RULES

THE NEW Tenth Edition of the A.C.U. General Competition Rules may be purchased from the A.C.U., 31 Belgrave Square, London, S.W.1, price 5s. each, reduced to 4s. per copy for bulk orders of 25 copies or over.

AWARDS FOR THE T.T. RACES

THE FOLLOWING additional awards are to be presented in connection with the T.T. Races:—

Motor Cycle News "T.T. 100" Award, to be presented by "Motor Cycle News." Motor Cycle News will present a gold award to all riders who lap the Isle of Man Mountain Course at 100 m.p.h. or more in any T.T. race. The rider will receive this award for the first occasion on which he laps the circuit at this speed, not on subsequent occasions.

A Trophy presented by Mr. Peter Chapman to the driver making the fastest lap in the "750 c.c. Sidecar" Race.

The John Hartle Trophy presented by Mrs. S. Hartle to the driver making the fastest lap in the Production Machine Race.

A Club Team Prize to the Club whose team of three drivers makes the best performance according to place positions in the Production Machine Race.

UNAUTHORISED RIDING AT A.C.U. EVENTS

THE UNION'S Insurers have drawn attention to the continuing practice at some events for motor cycles—sometimes specially constructed miniatures—to be driven round the Paddock and in public areas by unauthorised persons. Insurers are most anxious that this practice must be stopped. The Legal Liability Policy only protects the authorised competitor whilst racing and practising although Insurers would expect in addition to indemnify the driver and his properly authorised mechanic in respect of liability following an accident in the Paddock area whilst the meeting and official practice were in progress. **The Policy would not be operative to cover the liability of any unauthorised driver, and it might well mean that inescapable liability may arise with the organising Club for permitting the practice.**

1969 A.C.U. FIXTURE LIST

Change of Date

From: 7th December (R) Manchester 17 M.C.C.

To: 14th December

Northern Experts Trial.

A.C.U. COMMITTEES

Mr. E. DAMADIAN has been elected Chairman for the 1969 Session of the Competitions Committee with Mr. C. H. King as his deputy.

Last month's Who, What and Where:—

Dorino Serafini winning the 1939 Ulster G.P. on the early water-cooled 500 c.c. Gilera.

Full marks to Allan, R.!

NOTHING TO DO WITH MOTORCYCLING!!!!

Dennis Bates

Free p's for the ladies

RECENT NEWS broadcast by Radio Worthing was that when decimal currency is introduced, the local council will remove all locks on the public conveniences, as it will be cheaper than the cost of converting them to take the new decimal halfpenny

It takes some getting used to

INSTEAD OF 36, 24, 36 having some meaning related to the female form it seems we shall have to become used to a 914, 610, 914.

ON OCTOBER 14th this year the new 50p coin becomes legal tender. The figure of Britannia which has appeared on British coins for nearly 300 years will be retained. The new 50p coin will be made in cupro-nickel and is seven sided, the technical description being an "equilateral curve heptagon." It has smooth, non-milled edges and will be between a florin and half-crown in size.

DECIMAL CURRENCY TIMETABLE

Spring 1968

5p and 10p coins came into circulation and will be used as shillings and florins until D Day.

1 August 1969

The ½d is demonetised (no longer legal tender) and will be withdrawn from circulation.

Mid October 1969

The 50p silver coin comes into circulation to replace the ten shilling note.

1 January 1970

The 2/6 (halfcrown) is demonetised (no longer legal tender) and will be withdrawn from circulation.

15 February 1971

½p 1p and 2p bronze coins come into circulation on D Day.

About August 1972

1d, 3d and 6d coins will be demonetised and withdrawn from circulation.

So what do you pay for your race entries?

THE SAME as before, except that the total is expressed differently. Entries fees at £2 will still be the same, and be expressed in the same manner, i.e. £2. At Snetterton where insurance costs 16s 9d it will become 84p (that is at the rate of 5p for every old shilling, plus 4p for the odd 9d=84p). It will look like this on your entry form — £2.84.

At Brands Hatch the rate for insurance is 21/-, or a guinea in 'olde' English. This becomes 105 new pence or £1.5.

Of course the decimalisation of our currency also means the metrication of distances. This will require revision to all circuit lengths and lap records. So with that in mind B.M.C.R.C. will produce the correct metricated information on this aspect of our sport and publish the detail in 'Bemsee'.

"The Beginning"

THE YEAR 1909—to us this is the beginning, for it was then in the month of February, that a band of far seeing enthusiasts gathered together to discuss the formation of a motor cycle club, with the main objects of racing, testing and developing the machines.

It is true that up to that year motor cycle racing had taken place at Brooklands under the auspices of the Brooklands Automobile Racing Club. This year however they were prepared to let a club or clubs race under their own colours, and so it was thus that the forefathers of our club gathered together.

The founders and provisional committee consisted of Major Lindsay Lloyd, Messrs. R. O. Clark, E. C. W. FitzHerbert, O. L. Summers, W. H. Wells, A. V. Ebblewhite, F. Straight and A. G. Reynolds. It was George Reynolds who agreed to take over the post of Honorary Secretary until such time as a permanent one could be found. It was he also who was most adamant that the name of the club should be British and not Brooklands Motor Cycle Racing Club.

Arrangements were made with the B.A.R.C. for our members to use the track and its facilities free of charge other than our own subscription, and the objects of the club were stated.

To encourage young riders

Testing machines

Social intercourse between racing men

To form an International team

To encourage members to gain long distance and time records.

In March the club was officially formed at Carlton House, Regent Street, the headquarters of the B.A.R.C. with Major Lloyd in the chair. Forty-two names had been sent in applying for membership. The committee was elected and consisted of Major Lloyd, Messrs. H. Collier, W. H. Bashall, O. L. Summers, W. H. Wells, W. Pratt, R. M. Brice, R. O. Clark, A. G. Foster and A. V. Ebblewhite, with of course Reynolds as Hon. Secretary.

Later by April the membership was over 50, which enabled the club to become affiliated to the A.C.U., and H.S.H. Prince Francis of Teck, K.C.V.O., D.S.O., honoured us by graciously consenting to become the patron of the club.

The first honour to a club member fell to George Reynolds when he made the first ascent of the test hill at the official opening on a 6 h.p. Matchless.

Thursday, 22nd April was the day our club held its first meeting which was somewhat marred by a continuous downpour late in the afternoon.

The entries were—

- V. Olsson (5 h.p. Vindec)
- W. Smith (2 h.p. Moto-Reve)
- G. L. Fletcher (2 h.p. Moto-Reve)
- W. H. Bashall (3½ h.p. Triumph)
- A. W. Whittet (3½ h.p. Triumph)
- H. D. Teage (3½ Triumph)
- R. T. Exshaw (3½ h.p. Zenith)
- F. W. Barnes (3½ h.p. Zenith)
- H. Martin (7 h.p. Matchless)
- W. E. Cook (7 h.p. N.L.G.)
- J. Slaughter (3½ h.p. Triumph)
- F. A. McNab (3½ h.p. Triumph)
- H. H. Bowen (3½ h.p. Triumph)
- M. Geiger (7 h.p. N.S.U.)
- T. Loughborough (3½ h.p. four-cylinder F.N.)
- H. A. Collier (6 h.p. Matchless)
- T. A. Carter (7 h.p. Matchless)

The first race was a 2 Lap Scratch Event to decide the handicap. All the riders, except Teage and Whittet, started, but Bashall failed to start his engine and retired.

Geiger lead from the start and won by over half a mile.

1. Geiger — 64.11 m.p.h.
2. W. E. Cook
3. H. Martin
4. H. H. Bowen
5. J. Slaughter
6. F. W. Barnes
7. F. A. McNab
8. H. A. Collier
9. V. Olsson
10. W. Smith.

While the handicaps were being worked out, the competitors turned their attention to the preliminary run up the Test Hill. Barnes made the fastest ascent, and worked his Gradua gear to advantage. Bowen, Geiger and Collier all made good ascents, while some of the competitors found the hill too much for their machines.

Then came the two lap handicap which was most skilfully worked out by George Reynolds.

The starters with their handicaps were—

- G. L. Fletcher (2 h.p. Moto-Reve) — 3m. 52s.
- V. Olsson (5 h.p. Vindec) — 2m. 47s.
- H. A. Collier (7 h.p. Matchless) — 1m. 46s.
- F. A. McNab (3½ h.p. Triumph) — 1m. 42s.
- F. W. Barnes (3½ h.p. Zenith) — 1m. 21s.
- J. Slaughter (3½ h.p. Triumph) — 1m. 5s.
- H. Martin (7 h.p. Matchless) — 1m. 3s.
- H. H. Bowen (3½ h.p. Triumph) — 1m. 3s.
- W. E. Cook (7 h.p. N.L.G.) — 18s.
- M. Geiger (7 h.p. N.S.U.) — Scratch.

All started off well except Cook, who failed to leave the line and then the rain started which proved Geiger's undoing as the wide flat belt of his machine began to slip more and more as the rain increased. Fletcher was only just caught just before the finish by Collier who had worked his way to the front after a hard fight.

1. Collier — 48.6 m.p.h.
2. Olsson
3. McNab
4. Bowen
5. Martin
6. Barnes

The handicap for the hill climb test having been worked out, the runners started in pairs to make their ascent. The handicaps were—

- W. E. Cook — 18s.
- G. L. Fletcher — 8 2/5s.
- V. Olsson — 4 3/5s.
- H. Martin — 4 2/5s.
- H. Collier — 3 4/5s.
- H. Bowen — 1 2/5s.
- M. Geiger — 4/5s.
- F. W. Barnes — Scratch.

Fletcher was disqualified as he made an ascent 6 seconds ahead of his handicap allowance, so he had rather obviously not tried too hard on the preliminary run.

The results for the hill climb were—

1. Collier — 23 m.p.h.
2. Bowen
3. Olsson.

The scratch race was postponed owing to the heavy rain so Mrs. Locke King presented the prizes, and the Major Lloyd Cup was taken by H. A. Collier.

The second meeting was held on Wednesday, 19th May, and included a one hour race, five mile handicap and a half mile sprint. The hour event was divided into two: class A for machines not exceeding 500 c.c.; and class B up to a 1,000 c.c., all the entrants in class B rode twin-cylinder machines.

At 3.50 p.m. both classes were started together with Bashall in the lead at the end of the first lap followed by Mead, McNab and Slaughter. Bashall after increasing his lead with laps at 60 miles an hour eased back with Mead slightly gaining. Mead took the first place as Bashall's machine started misfiring. For the next few laps Mead kept his position and Bashall hung on to his second place, his engine still running on one cylinder. At the eleventh lap Mead still led, but Bashall was running well again and was after him. Meanwhile, Olsson, Slaughter and McNab were having a private battle on their own. At half time in Class B, Mead had covered 27.4 miles, Bashall 26.2 miles. In Class A, Slaughter had covered 25.6 miles and McNab 24.9 miles. In the twelfth lap Bashall again took the lead, and kept this place till the end.

The result of the one hour race was as follows—

Class A		
	Mls.	Yds.
F. A. McNab	48	400
J. H. Slaughter	46	530
H. Shanks, jun.	37	290
Class B		
W. H. Bashall	55	1,576
G. G. Mead	53	1,192
F. C. Dee	49	502

The Five Mile Handicap

G. L. Fletcher on a 2 h.p. Moto-Reve with a handicap of 3 minutes 24 seconds was the first away and appeared to have rather a generous handicap as he was never overtaken. The order of finishing being—

1. Fletcher (2 h.p. Moto-Reve) — 39.49 m.p.h.
2. Lee-Evans (2½ h.p. Indian) — 1m. 56s.
3. Bowen (8 h.p. Bat) — Scratch.

The final event was a half mile sprint race, in which all competitors were taken to a point 300 yards beyond the top of the finishing straight. Then at a given signal they all started and fell into line with the car driven by Major Lloyd. As soon as they were in line the Timekeeper gave the 'Off', thus all getting away excellently. The finishing order was—Slaughter, Barnes, McNab, Bowen, Griesbach and Evans.

The Third Members' Meeting, 16th June

In beautiful June weather the third Members' Meeting commenced for the Tourist Trophy Scratch Race of three laps for machines not exceeding 750 c.c. The riders who faced the Starter were—

- E. Gwynne (467 c.c. Triumph)
- W. H. Wells (638 c.c. Indian)
- G. Lee Evans (638 c.c. Indian)
- M. Krause (672 c.c. V.8)
- F. A. McNab (482 c.c. Triumph J.A.P.)
- A. G. Fenn (409 c.c. Triumph)
- F. W. Barnes (482 c.c. Zenith Gradua)
- J. T. Bashall (476 c.c. Triumph)
- J. H. Slaughter (476 c.c. Triumph)

All competitors made a good start and when the riders came under the bridge it was clear that there were only three in the race. Lee Evans was leading Fenn by a few yards with Wells behind him far ahead of the remainder of the field. Lee Evans eventually won the race from Fenn by about ten yards. Results—

1. Lee Evans — 59 m.p.h.
2. Fenn
3. Wells
4. Slaughter
5. Bashall
6. Barnes.

Next came the All-Comers' 3 Lap Scratch Race for machines over 450 c.c. and up to 1,000 c.c. Cook, on an N.L.G., won with the greatest of ease from Bowen and Fenn. The results being—

1. W. E. Cook (944 c.c. N.L.G.) — 59 m.p.h.
2. H. H. Bowen (964 c.c. Bat)
3. A. G. Fenn (499 c.c. Triumph)

The third race was again a 3 lap one but this time a handicap event in which the handicappers really had the riders taped. The race was for all classes not exceeding 500 c.c.

- A. G. Fenn (499 c.c. Triumph) — scratch
 J. T. Bashall (476 c.c. Triumph) — 14s. start
 J. H. Slaughter (476 c.c. Triumph) — 14s.
 H. H. Bowen (482 c.c. Bat) — 24s.
 F. A. McNab (482 c.c. Triumph-J.A.P.) — 33s.
 F. W. Barnes (482 c.c. Zenith Gradua) — 38s.
 R. T. Exshaw (482 c.c. Zenith Gradua) — 38s.
 E. Gwynne (476 c.c. Triumph) — 45s.
 W. H. Bashall (M.A.B.) — 2m.
 G. L. Fletcher (332 c.c. Moto-Reve) — 3m. 30s.
 W. Smith (332 c.c. Moto-Reve) — 3m. 30s.

Fletcher starting first assumed the lead but Fenn went off splendidly and was evidently out to win in spite of his handicap. Fletcher and Smith were still leading at the beginning of the last lap but the back markers were going very well.

Fourth Members' Meeting, 14th July

The first event at this meeting was the Novices' Handicap for machines up to 1,000 c.c., open only to those who had never won a first prize in any motor cycle race held on an enclosed track; machines having to be bona fida property of the riders. Before the race a timed event was run off, so that a handicap could be formed on the performances of the machines. Should a competitor improve his trial time by a margin exceeding 2½% of this run he would be disqualified.

All the races up to this time had started to the fork and finished down the straight, so that for the spectators in the paddock it was impossible to follow the progress of the racers. So it was hoped that on the next occasion that both start and finish would be at the fork. Novices result—

1. Mead (7 h.p. V.S.)
2. Wells (5 h.p. Indian)
3. Krause (5 h.p. V.S.)

The next event was the all-comers' handicap for engines over 450 c.c. and not exceeding 1,000 c.c. The winners being—

1. Bowen (3½ h.p. Bat) — 62.75 m.p.h.
2. Lee-Evans (5 h.p. Indian)
3. Parker (7 h.p. N.L.G.)

Then came the Novices Race, the finish being in the following order—

1. Morgan (5 h.p. Rex) — 53.75 m.ph..
2. Pennington (3½ h.p. Triumph)
3. Mead (7 h.p. V.S.)
4. Wells (5 h.p. Indian)

Pennington was disqualified as he exceeded his preliminary run by over the 2½% allowed him.

The T.T. Handicap Race followed for machines up to 750 c.c. which was won by Bowen on a 3½ h.p. Bat, followed by Mead (7 h.p. V.S.) and Evans (5 h.p. Indian), taking the third position.

After the usual tea interval which by now had developed into quite a social event, the record time trial took place which gave a very good result in the speed obtained by Bowen on his 482 c.c. Bat J.A.P., who obtained a speed of 64.28 m.p.h. which was only beaten by Lee Evans in a higher class D on an 638 c.c. Indian at 64.7 m.p.h.

The start of the day's events for the fifth meeting on 18th August had to be postponed until after the tea owing to the heavy rain and it was not until 4.30 that the time trials began. The fastest was recorded by W. H. Bashall (964 c.c. BAT) in class E who covered the Kilo at 68.36 m.p.h. and the mile at 68.58 m.p.h.

Four classes lined up for the hour race—

- Class B. Lightweights not exceeding 344 c.c., and 110 lbs. in weight.
- Class C. not exceeding 500 c.c.
- Class D. not exceeding 750 c.c.
- Class E. not exceeding 1,000 c.c.

Bowen lead Bashall from the start, and although Bashall managed to put his nose ahead for four laps, Bowen pressed on to pass him and then maintained the lead to the finish.

Results of this hour race were—

- Class B. Dayrell (340 c.c. Martin J.A.P.) — 47 mls. 1,260 yds.
- Class C. Bowen (BAT J.A.P.) — 59 mls. 485 yds.
- Class D. Evans (Indian) — 56 mls. 880 yds.
- Class E. Bashall (964 c.c. BAT) — 43 mls. 1,300 yds.

The club was now firmly established, and the first on the long list of world's records that were destined to fall to the club were taken at the last meeting of the year on 9th October.

It was in the two hour race that H. V. Colver on a Matchless broke the world's records. First to drop was the 50 miles in 48 mins. 25 3/5 secs., to be followed by the 100 miles in 1 hour 39 mins. 4 1/5 secs. which was over a quarter of an hour better than the previous record, and finally by covering 118 miles

14 yards in the two hours, handsomely beat the old figures of 103 miles 380 yards.

Lee Evans Indian also added a class C record by covering 105 miles 85 yards in the two hours, and McNab (482 c.c. Triumph-J.A.P.) was the only other competitor to cover the 100 miles in the time.

The results that day with the records were—

- Class E. H. V. Colver (964 c.c. twin Matchless) — 118 miles 14 yards
Class C. G. Lee Evans (497 c.c. Indian) — 105 miles 60 yards
100 miles 1 hour 54 mins. 19 3/5 secs., world's record for single cylinder machine under 500 c.c.
Class D. L. W. Bellinger (714 c.c. twin Indian) — 95 miles.
Class B. F. W. Dayrell (340 c.c. Martin J.A.P.) — 75 miles 1,320 yards

POSTBAG

Sir,

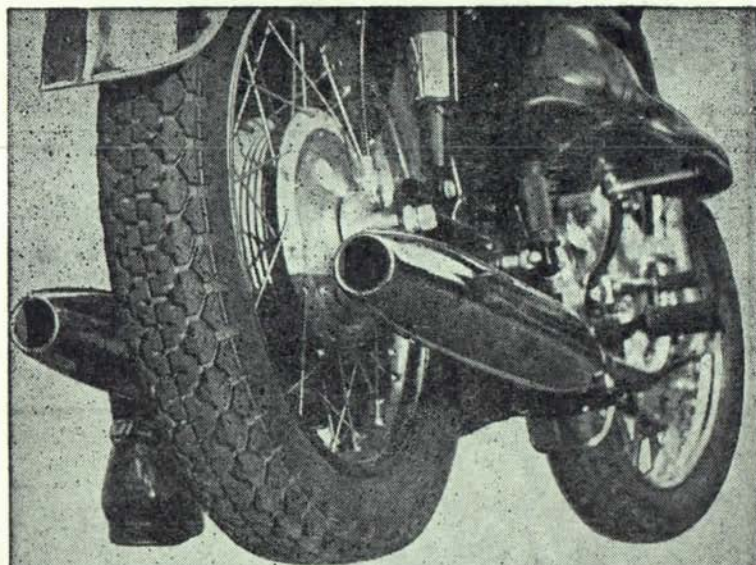
The serious accident at Coram Curve at Snetterton on 6th April and the difficulties obviously experienced in getting medical aid to the injured while the race was in progress prompts me to offer some suggestions that I hope may be helpful.

First, why isn't there an ambulance on the outside of the circuit here? It could then get to the danger points from the Hairpin to Russell's on the outside (and this is where most crashes end up) and the inside of the Esses via the bridge, without the need to cross the track while there are riders on it.

The second point is that a number of riders at the above accident were taking no notice of the flag marshals, even to the point of overtaking while the yellow flag was being waved. In view of this, perhaps the organisers should be less reluctant to stop a race when a serious accident occurs. I think most riders would be pleased to accept this, even to the point of being over-cautious "There but for the grace of God" and all that!

I hope these suggestions may be useful; they may be up the wall in which case I'd be pleased to know that they've been rejected by those who know something about it! Finally, I must say how much I've enjoyed riding at this year's Bemsee meetings; a big thank-you to everyone responsible.

Yours, etc., JIM EVANS, Basildon, Essex.



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