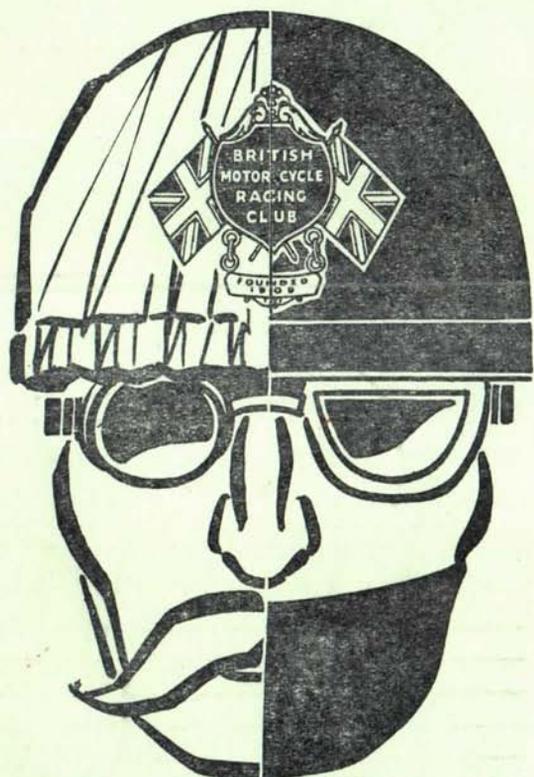


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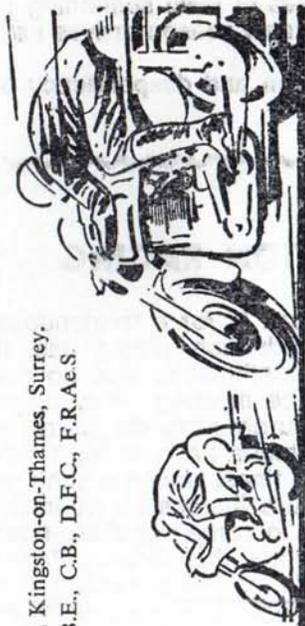
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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



EDITORIAL

I NEVER cease to be amazed that, whatever the jam the British are in, they manage to get out of it in a way which completely reverses the original problem. Motor cycle racing is a bit up the creek at the moment with precious little future, but suddenly there are big cracks appearing through the abyss which portends a much brighter future.

The gloomy prospects of grand prix racing without the sounds emitted from multis; the gloomy prospect of Agostini going to car racing or to movies have, it seems, taken on a refreshing difference. There is a move afoot to bring Production racing into new prominence; to make racing brighter and more interesting by using different standards; and our own scheme to bring colour and glamour from across the Atlantic to match the might of Great Britain with the yet unknown quality of the United States of America. Add to this yet another of our own schemes

(of which more about later), and we have at least something to keep the technical press going until the new season arrives next year.

It's a bit of a change from the gloom and despondency of a month or so ago isn't it!



A FUTURE FOR PRODUCTION RACING

IF half of what I hear is true then we are in for a tremendous time in the not too distant future. Production racing has, it seems, arrived at last although there are still those that do not accept that it forms any benefit to a race meeting. How naïve they must be! Production racing must surely form the future to road racing in this country for the machines have at long last proved that they can match some of the finest racing machines in this modern world. Of course there are 'horses for courses' and I would not expect a works Triumph to come anywhere near the Benelli or the M.V., but recent reports that Dennis Poore wants Agostini to ride for Norton Villiers is extremely hopeful and I further understand from Tom Kirby that there is every possibility of a world championship production sports machine series being seriously considered by the F.I.M. Certainly Ken Shierson went to the Autumn Congress of the F.I.M. with this very much in mind as he hoped that he could get the Congress to approve the A-C.U.'s own regulations and drop theirs in favour of them. It would be nice to talk in terms of fact but rumour is all one can go on at this stage if for no other reason than politics play a very large part in what goes on and, I am afraid, my knowledge is largely based on the fact that people entrust it to me with the knowledge that I don't earn my living at journalism. I cannot break confidences.

The logical answer to the question before us is obvious. Why should there not be a series of world championship production races for the class has proved that it is worthy of one. I for one would dearly love to be in charge of it because of the enormous potential. Are the British manufacturers ready and willing to finance their own team in a round of championships? Would the plans for a National production series have to go by the board if an International one came into existence? Which of the two National schemes on the stocks is going to work? You may rest assured that, of this date, there are indeed two such ideas, both sponsored, to provide England with a National production series of championships. Not before time but just about bang on schedule. Any sooner and it would have failed. Now it has a great chance of success providing the manufacturers are

keen to have a go. Timing becomes all too important. But whether or not the manufacturers give it their official blessing, the dealers and entrants will not let an opportunity like this slip them by. They will attack it with all their venom for success means a greater slice of the business, a business which has been failing for many years.

The organiser faces a completely different problem. Accepting the fact that he will wisely play along with the scheme and agree to the basic need for incorporating a round of the series in one of his meetings, he is faced with a monumental problem. How can he afford to pay for production racing stars when he has an already overburdened start money list. He must hope that the majority of the riders are the same. He must also hope that he either gets more of an allowance for this purpose, or that the dealers and entrants will not be greedy in endeavouring to offset their own enormous expenses by insisting on too much. At the outset things will be a little one-sided. Until the series beats into full swing, only the manufacturer will be gaining to any extent. Spectators take some time to come to a conclusion and the following for this sport will not be tremendously great. After the first year the organiser will come into the deal with as much benefit as the manufacturer. His spectators will increase but only by a couple of thousand if he is lucky, and then it really depends what sort of meeting he has otherwise. Two years must be given to the scheme. It is of no use trying it for a few meetings and then giving up. The financial sponsorship must be based on a two year experiment with backing for the organisers from the outset, if only to provide the prize money.

JHS



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AT some time or another during the past months you may have talked amongst yourselves over the plan to bring the Americans to these shores. I would rather believe that it was fortunate that the news broke through the "Daily Express," for at least it has helped to quieten the many other rumours that were going around; helped, no doubt, by previous press reports that it was to happen at Mallory Park last May. Perhaps the idea was not an original one but I must lay claim to having thought of it first even if I haven't done anything about it for the last five years! Circumstances were not quite right: the market was not quite receptive enough and, after all, one has to have something up one's sleeve for a rainy day. These get-rich-quick merchants are not quite my idea of the correct sort of people to pioneer such a scheme for it has to be approached in a way which is completely unknown to their mentality. Not only do the Americans have to come in a big, big way, but it all has to be planned and cared for as only a mother can.

Conception is simple, it's the waiting that plays on your nerves. Come to that I'm more than nine months gone and still waiting! The endless rounds of talks to get it into the cot are, to most people, just a part of the day's routine. To me it's a bit of an uphill struggle made worse by the fact that I am impatient for success; impatient for someone to say something which is neither grey nor khaki.

Not having a circuit of ones own must rank as the number one regret of all time. How much easier it would be if . . . but there we go again, hoping and regretting—as though things will change! There are more problems to a simple theory than sharks have teeth, the problem here being that these sharks are not of the whale type who only feed on plancton!

I don't think I need reiterate comments which have formed a repetitive part of the magazine for almost ten years. Racing has to change radically if it is to serve a new need for the spectator. It has to be colourful and have plenty of glamour attached. The style of racing must change because the competition within itself is not enough. To put all these things in a nutshell is to bring an American national team to this country to face the might of Britain. The kernel is very much an edible enterprise. It will be made eatable by promotion; by making the public very well aware that this is what they have been wanting to see for years.

But to do so means a considerable amount of expense; more than has ever been sunk into a one week-end motor cycle exhibition in the history of motor cycle racing. You are talking of five figures just for the Americans when you know their stay may last as long as fourteen days.

It is much too premature to go into detail but the enthusiasm being shown for the idea is so great that it is almost impossible to avoid it. That the scheme is being taken seriously is, in itself, very gratifying. That it is receiving unheard of publicity is again very satisfying but all this does is to make one well aware of the task in hand. I don't believe it is now even a question of 'if' but more 'when'. One will eventually have to go to the United States to tie up the loose ends but again it is 'when'. Although one must work on a fixed dead-line to avoid being too ambiguous, one must then justify it. There is no point in going off half-cocked and rushing to America with only half the problem solved. Then again one has to raise the money to make this one promotion the talking point of Europe and the United States. In one week-end it will do more for racing than anything else.

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LETTERS TO THE EDITOR

Dear Sir,

I would like to mention three things for the 1970 season. The first concerns the Guinness Trophy, at present awarded to the driver whose average race speed comes closest to the existing class lap record. This virtually puts it outside the grasp of the 250 c.c. and 350 c.c. machines which are up against speeds set by Rod Gould and his Yamaha. This rather makes it a one horse race for the production boys. This is the only race where the machines are about the same and riders can get near the record.

So my idea is that, from the beginning of next season, the Club has its own records which can be started at the first Snetterton meeting and continued through the season. Come the Guinness Trophy meeting and every class will then be in with an equal chance and the results will be much closer.

The second point is the one raised by 'JHS' in the October issue of Bemsee, that of a Club Championship. I'm all for the idea. However, besides a cup or whatever the prizes might be, how about some financial reward. Ten pounds (or fifty) is more of an incentive than a pot, I believe.

Lastly, has the Club ever thought of trying to run meetings at Thruxton instead of Brands Hatch. I am sure that it would be advantageous to add this circuit to our own list if it could be managed.

That's it then. I hope someone comments on these points one way or another if only to show it has been read.

Yours, etc.

J. G. Kew

Harrow, Middx.

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Dear Sir,

After reading your idea of a Club championship next season I would like to show my enthusiasm and support by writing this letter and also by giving my ideas on what I feel may be some of the pointers to running a fair and interesting competition.

Firstly, I believe the idea of a championship for all Club members is a good one but the number of wins idea could restrict interested parties to only a dozen or so and would mean nothing to the lesser members or riders such as me. Could we therefore not award, say, 100 points for first position, 90 for second, etc., and so on for the first ten places in each race. Then divide the total score by the number of finishes a rider has had in that class during the season. Also, for the benefit of a rider with two machines, to keep classes separate so scores in, say, 350 and 1,000 would be kept as though two different riders, as many riders have two machines one being just for the ride and may spoil his chances of success on his "number one" machine.

A typical mid-season table may look like this:—

Rider	Class	No. of Finishes	Pts.	Score
A	1,000	8	740	92
B	S/C	9	810	90
C	125	7	620	89
D	350	10	870	87
E	250	4	340	85

The programme would make a welcome addition to the programme interest for spectator and competitor alike. The scoring method may not be the best but I think it solves the problem of the number of rides a competitor can or cannot afford to do. For instance I have to travel about 220 miles to either Brands Hatch or Snetterton and would obviously prefer Aintree or Oulton Park if meetings clashed. A minimum number of finishes of four or five could be stipulated for the purposes of the table.

If the Secretary believes that the table represents too much work I will volunteer to do the arithmetic (if only in order to get myself in the table!). Hoping to see all next season.

Yours, etc.

C J. Tarr

Birkenhead, Cheshire

Dear Sir,

Owing to circumstances beyond my control I have been unable to attend as many meetings this year as in the past. However, this latest episode recounted in the October magazine about riders ignoring flag signals is only another sign of our times. If a marshal had been killed by these lunatics, the consequences would have been a disaster for the Club in every way.

They must be known to the Stewards unless their numbers suddenly became obscured, so why no black flag? If Hailwood suffered this for a change of 'bike, albeit unofficial, and at no risk to others at all, why has the Club dropped its code of behaviour and acted in a more lenient manner? Those riders should be booted out of the Club for they let the crossed jacks fly at half mast.

On the subject of the magazine, I know printing costs are soaring but why is it now only a sounding board for Jim? There are no letters at all in the last epistle to the "castor burners."

Motor cycle racing, tuning or functional optimisation, to use the current jargon of our times, combine to make interesting material; in fact they kept the motor cycle press going before the 'comic era' we have now. The little chat about rapid calculators was interesting and they are obviously a useful tool to bash out tricky problems. However, they can become a mixed blessing if the fundamentals are overlooked, i.e. is it a motor cycle racing club or an offshoot of I.B.M. or I.C.T.?

For a useful suggestion(sic) how about a race for blown bikes with free choice of fuel? (**Ed.—Against G.C.R's**). The antics at the start line especially if of a clutch start type would make an interesting spectacle. Another idea would be to make races longer like the early production 1,000 km meeting. If they leaked oil they would seize—a fitting end (Big?).

What happened to that supercharged two-stroke that was owned by Mr. Squillario, I believe? It was seen in the paddock at Silverstone complete with Beart finned front brake. It looked super but I didn't see it go.

Any comments?

Yours, etc.

P. A. Edwards

Romford, Essex

Dear Sir,

I have just read your article under 'Topical Comments' concerning the behaviour of certain riders after the yellow flags were shown for John Goddard at Paddock Bend on September 13th.

There have been numerous articles written on this particular subject in Club magazines and motor cycle weekly newspapers but never is anything done about it. I am sure the majority of riders **do** take notice of yellow flags but for the few who don't, or won't, may I suggest the following:—

Riders who overtake or do not reduce their speed to a pace compatible with the situation on the corner concerned should be black flagged at the first opportunity and excluded from the meeting. Letting the offender carry on and then **banning him after the event** just isn't good enough. He should be stopped before he does any damage to himself or, more to the point, to the very valuable medical team that you mention in your article.

Just one other point. How many marshals know anything about first-aid? The regulars might but what of the others recruited on race day. Are they instructed as to how to deal with an accident before one actually happens? I am sure that the St. John's staff would be more than willing to advise those marshals who weren't confident in this respect and a few brief rules wouldn't take many minutes to convey before proceedings began. What say you?

Yours, etc.

G. D. Dixon

Dartford, Kent

ERRATA

IN the letter from George Tottey (September Bemsee) two slight errors were made. George would like to point out that in referring to the JAP twins, the holes drilled in the cylinders were UNcovered by the pistons towards the bottom of their strokes. Furthermore the machine could not be used on the road 'IN THIS CONDITION'—George would like it pointed out that nothing prevented it being used on the road except the fact that, in the conditions outlined, it was entirely unsuitable.

Chapter 4 — "1912"

THE first meeting of the year held in March opened with the three lap scratch race for sidecars up to a 1,000 c.c. This was won by F. W. Barnes on a 998 c.c. Zenith, followed by C. R. Collier on the 964 c.c. Matchless, and S. T. Tessier in third place on a 734 c.c. Bat-Jap.

The next event was the 100 miles all-comers' race for solos and sidecars up to a 1,000 c.c. Competitors to be timed for 50 miles, one hour, and 100 miles, in case any records were to be broken. This proved to be the case. The results were:

Class B.

1. S. Wright (Humber 340 c.c. twin) 2h.10m.56s.
2. A. E. Woodman (Humber 340 c.c. twin)
2h.14m.28.4/5s.
3. A. Bashall (Humber 340 c.c. twin) 2h.21m.46.1/5s.

Class C.

1. E. B. Ware (Rudge 499 c.c.) 1h.47m.42.4/5s.
2. W. D. South (Rudge 499 c.c.) 1h.50m.18s.
3. W. F. Guiver (Rudge 499 c.c.) 1h.51m.46.1/5s.

Class E.

- A. Moorhouse (Indian 994 c.c.) 1h.30m.7s.
(100 miles record)

Class C. Sidecar

- G. Griffiths (Rudge 499 c.c.) 3h.6m.41s.

Class E. Sidecar

- F. W. Barnes (Zenith-Jap 998 c.c.)
Records—500 50 miles 1h.0m.18.3/5s.
1 hour 49 miles 1,283 yds.
2 hours 96 miles 1,594 yds.
100 miles 2h.3m.42.3/5s.

The last event—the new-comers' race—was the first of its kind being for cycle cars of any type or power, but not exceeding 5 cwt. unladen weight. Run over three laps it gave an easy victory to H. Martin (Morgan-Martin 998 c.c.), with E. Tate and J. Robinson following up in two Sabella's.

The April meeting opened with the time trials and followed with a three lap scratch race for 500 c.c. machines in which only split seconds separated the first two men, giving the result:

1. D. C. Bolton (Rudge 499 c.c.) 7m.37.2/5s.
2. G. E. Stanley (Singer 499 c.c.) 7m.37.4/5s.
3. W. S. Spencer (Rudge 499 c.c.) 7m.59.4/5s.

Next on the programme was the handicap five lap race for cycle cars, which was won by G. Wadden (964 c.c. Autotrix-Jap) with F. Hill (723 c.c. A.C.) and J. Chater-Lea (984 c.c. Chater Lea) in the next two places.

The hour race which was the last event of the day was abandoned when Moorhouse was killed. This brought a tragedy close to the meeting.

The time trials, which opened the May 11th meeting gave new records in three classes. The winners and record breaker being:

	Kilo m.p.h	Mile m.p.h.
Class A.		
H. Martin (Martin-Jap 275 c.c.)	59.18	60.2
Class B.		
G. E. Stanley (Singer)	63.91	63.16
Class C.		
G. E. Stanley (Singer)	75.45	73.02
		new record
Class D.		
H. Hunter (Corah-Jap)	77.8	76.04
		new record
H. L. Printz (Bat-Jap)	76.3	
Class E.		
C. R. Collier (Matchless-Jap)	85.38	82.19
Class E and Sidecar		
G. F. Hunter (Zenith-Gradua)	72.15	64.75
		new record

A car versus motor cycle challenge race was to be held at the June meeting, so the next event now was a three lap race for 500 c.c. machines, the winner and second man to compete against the cars in the following month. This gave the result:

1. G. E. Stanley (Singer) 65.93 m.p.h.
2. W. Stanhope Spencer (Rudge)
3. N. A. Ayres (Singer)

The third event, the five lap cycle-car handicap race resulted as follows:

1. J. T. Wood (G.W.K. 1,070 c.c. twin) 4m.3s. handicap
2. F. Hill (732 c.c. A.C. single) 3m.20s.
3. H. Martin (Morgan-Jap 990 c.c.) scratch

H. A. Collier (741 c.c. Matchless) by winning the next race qualified for the 750 c.c. car challenge race, as also did R. L. Printz (746 c.c. Bat-Jap) who was second. The winners speed was 64.2 m.p.h.

C. R. Collier (Matchless 998 c.c.) made certain of being chosen to compete against the cars by winning the 1,000 c.c. car challenge race at a speed of 68.42 m.p.h. with H. Hunter (Corah Jap) who was second.

Only two competitors finished the fifty miles Senior T.T. Race these being W. H. Elce (Rudge 499 c.c.) who won the race, and S. C. W. Smith (S.I.A.M.T. 216 c.c.) in second place.

The cars managed to win all of the challenge races at the June meeting. G. C. Pullen driving a 24 h.p. Cameron beat G. E. Stanley on the Singer at 66.38 m.p.h.; H. A. Collier could not catch H. Petit with the 22 h.p. Bedford who won at 64.9 m.p.h.; and F. R. Samson driving a 48 h.p. Mercedes was too much at 74.7 m.p.h. for C. R. Collier.

The all-comers' hour race for machines up to a 1,000 c.c. was the last event of the day, and the order at the end of the first lap was, G. E. Stanley (499 c.c. Singer), S. L. Baily (350 c.c. Douglas) and A. Woodman (350 c.c. Humber) and it was precisely in that order that they crossed the finishing line with 60 miles 1,522 yds to the credit of the winner.

to be continued next month

ANTELOPE MOTOR CYCLE CLUB REUNION

ON November 15th the Club is organising a Reunion for Road Racers at which we hope to see as many as possible of all former Ansty competitors and officials together with any pre-war road racers and as many of the local post-war and present day racers as we can contact. This is planned to be a gathering with no formalities except a welcoming of all guests.

We hope that you will come along and join us. Further, as it is virtually impossible to contact all those that rode at Ansty, if you know of anyone would you please pass on the information. It would be preferable, but not essential, that you let me know if you are coming.

The date—November 15th. The time—after 8 p.m. The place—the Club's new palatial headquarters, Hertford Place, Coventry. The bars (all of them) will be open and will close late. Light refreshments will be available. Dunlop Arrows will show you to the car park.

Jim Oliver

SNETTERTON LAP RECORDS

THE lap records to date for motor cycles are as follows:—

125 c.c. —	P. W. Read (Yamaha)	1m.47.6s. at 90.67 m.p.h.
250 c.c. —	S. M. B. Hailwood (Honda)	1m.43.4s. at 94.35 m.p.h.
350 c.c. —	R. A. Gould (Yamaha)	1m.41.8s. at 95.83 m.p.h.
500 c.c. —	S. M. B. Hailwood (Honda)	1m.44.0s. at 93.81 m.p.h.
1,000 c.c. —	R. A. Gould (Yamaha)	1m.41.8s. at 95.83 m.p.h.
Production Sports * —	A. J. Smith (BSA)	1m.48.2s. at 90.16 m.p.h.
Sidecars		
500 c.c. —	P. V. Harris (BMW)	1m.53.8s. at 85.73 m.p.h.
1,000 c.c. —	C. J. Vincent (BSA)	1m.52.4s. at 86.80 m.p.h.

* This record was established at a Bemsee meeting on October 30th, 1966. To the best of our knowledge and belief it has not been bettered since.

LIST OF MEMBERS

IT is our immediate intention to provide an easy printed reference to Club members and their addresses. Any member who objects to his name being so publicised should write and object either now or later in advance of the published alphabet.

We feel that this guide will be a useful addition to these pages.

ODDS AND ENDS

REGULATIONS

REGULATIONS for the 1970 season will commence being distributed with the December magazine when you will find enclosed two sets. The present controversy over B2 and B3 sidecars prevent an earlier circulation since regulations for 1970 cannot be approved until it is settled. But of one thing you may be certain. Until such a time as we can effectively solve the bad machine preparation of the few sidecars, both sidecar races will be run last of all at Club meetings. I don't believe it is fair that solo riders should suffer where it can be avoided, and although some instances have been recorded where solo machines have distributed a liberal supply of oil, these have been very few and far between. Normally, if an oil leak occurs on a solo it finds

its way to one of the wheels, more usually the back one. We do not therefore have the cases of people spreading the oil right round the circuit by continuing to ride the machine.

As we have demonstrated at the last two race meetings of 1969, it will be our practice to scrutiny sidecars and three-wheelers next year with their engines running. This is simply in an endeavour to spot the oil leaks well in advance and to give drivers the chance to get them repaired.

1970 DATES

THE following dates have been agreed for the 1970 season:

8th March	—	Snetterton
29th March	—	Snetterton
25th April	—	Brands Hatch
30th May	—	Brands Hatch
4th July	—	Brands Hatch
12th July	—	Snetterton
8th/9th August	—	Brands Hatch — Hutchinson 100
22nd August	—	Brands Hatch
30th/31st August	—	Crystal Palace — Metropolitan
12th September	—	Brands Hatch
27th September	—	Snetterton
10th October	—	Brands Hatch
25th October	—	Snetterton

The calendar represents quite a comprehensive series of meetings. We are at present endeavouring to get a series of Club championships trade sponsored in order that members may have the opportunity to win something more tangible than silverware. If it cannot be achieved for 1970 then we hope to do so for 1971. If it's worth doing, it is worth doing well. Bemsee must produce the best of them all if its policy is to continue to succeed.

From time to time members query the fact that we haven't branched out to other circuits. There are a number of reasons for this but the most important one is that politics play an awfully large part in the sport and one had to safeguard many factors which might not appear to be very obvious at a cursory glance. Petty jealousies are often a large stumbling block. The Board of Directors are confident that their appreciation of the situation will auger well for the future of road racing and of this Club. They are not unsympathetic of the need for a greater variety of circuits available to members.

Annual Awards — 1969

Trophy	Meeting	Awarded to
Alcohol Trophy	Annual Sprinting Award	to be decided
AMC Challenge Trophy	Hutchinson 100	R. A. Gould
Arthur Wheeler Trophy	Hutchinson 100	D. A. Simmonds
Avon Trophy	Hutchinson 100	M. Andrew
Bemsee Trophy	Bemsee Trophy Meeting	D. J. Nixon
Baragwanath Trophy	Baragwanath Trophy Meeting	T. E. Smith
BMCRC		
Three Wheeler Champ.	Hutchinson 100	G. R. L. Boret
Senior Championship	Hutchinson 100	Award lost
350 Championship	Hutchinson 100	D. F. Degens
250 Championship	Hutchinson 100	D. J. Page
125 Championship	Hutchinson 100	M. A. Lewis
Bob Winter Trophy	Silverstone 1000	not awarded
Bryant Bowl	Trophy Day	E. G. Knight
Christopher William Trophy	Annual	not awarded
Comerford Cup	Baragwanath Trophy Meeting	A. J. Harvey
Dennis Lashmar Trophy	Hutchinson 100	K. Enders
Dunlop Trophy	Hutchinson 100	S. Herrero
George Reynolds Memorial Tr.	Hutchinson 100	R. A. Gould
Glover Trophy	Baragwanath Trophy Meeting	M. Davenport/ J. Renwick
Guinness Trophy	Guinness Trophy Meeting	P. A. Butler
Hector Dugdale Trophy	Guinness Trophy Meeting	K. G. Hampton
J. S. Moore Trophy	IOM T.T.	M. Carney
Lambretta Trophy	Guinness Trophy Meeting	M. J. Samways
Les Graham Trophy	Metropolitan Meeting	P. J. Parfitt
Mellano Trophy	Hutchinson 100	G. Auerbacher
Metropolitan Trophy	Metropolitan Meeting	C. W. Sanby
Minnie Grenfell Trophy	Baragwanath Trophy Meeting	C. F. Parfitt
Motor Cycle News Trophy	Hutchinson 100	M. Andrew
National Benzole Trophy	Annual Sprinting Award (LM)	not awarded
Noel Pope Bowl	Annual Sprinting Award	to be decided
50 c.c. Trophy	Metropolitan Meeting	not awarded
125 c.c. Trophy	Metropolitan Meeting	not awarded
Peter Walsh Memorial Tr.	Baragwanath Trophy Meeting	M. Attenborough
Power & Pedal Trophy	Hutchinson 100	
Rex Judd Trophy	Annual Sprinting Award (LM)	not awarded
Rickard Trophy	Hutchinson 100	G. R. L. Boret
Riley Cup	Annual Sprinting Award (LM)	not awarded
Ron Watson Challenge Cup	Annual Sprinting Award (LM)	not awarded
Sidecar Trophy	Metropolitan Meeting	F. Barwick/ I. Evans
Slazenger Trophy	Silverstone 1000	not awarded
M. C. Tomkinson Trophy	Guinness Trophy Meeting	M. Davenport
Torquemeter Trophy	Annual	not awarded
Vintage Trophy	Metropolitan Meeting	not awarded
Watsonian Trophy	Hutchinson 100	G. R. L. Boret
Total Number of Trophies — 43.		

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AERMACCHI 250—£210. 1965 frame f/w 1968 motor. Five meetings only and immaculate. 3rd Brands. 5th Staverton. TR2 on order, need space.

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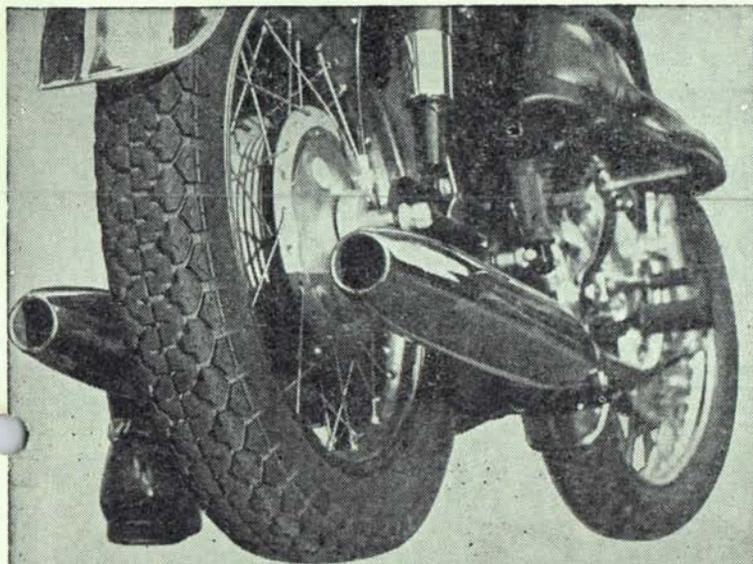
Rex Hardy, 42 Dobbs Lane, Kesgrove, Ipswich, Suffolk.

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