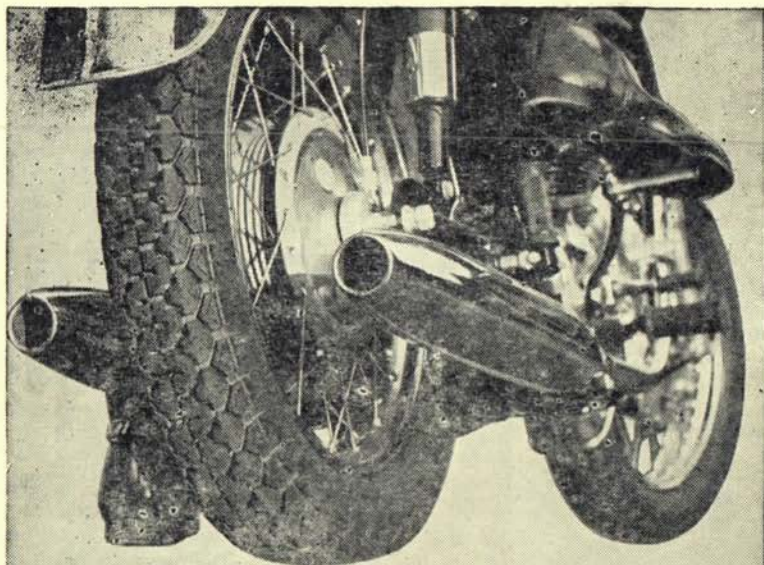


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**1970**

**JULY**



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THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

# Bemsee



## EDITORIAL

### SPORT ON 'THE BOX'

LORD WILLIS is a name well-known and respected in television circles. Known to the layman more for his writing of Dixon of Dock Green, perhaps, but deeper than that is a man with a profound knowledge of television and its workings.

So when he writes about sport on television, as he did recently, there is meat and drink in it for all sports who find, as we motor cyclists have found over the TT, that televised sport seems to be limited to the big-time (so called) sports and those, the majority curiously enough in which betting is involved.

He points out that the BBC and ITV vie with one another to secure contracts for televising sport. As viewers we know it ends up with a choice (assuming you do not have BBC 2) of which of the two channels you turn to watch the same event. Hardly a choice, which is the original ground for creating an alternative television service.



Mr. Stonehouse, the Minister for Telecommunications, proposes to create a Commission to discuss and comment upon the future of television. In sport at least much needs to be done. And here Lord Willis gets to the root of the matter for he says that the ruling authorities for the sports in this country auction off television rights to the highest bidder, **which may be good for the sport**, but not good for television. In this way, he claims, these bodies are placed in a privileged position in relation to TV criticism of the way they handle their affairs. He goes on: "One of the great weaknesses of television coverage of sport, on either channel, is that there is very little probing in depth into the structure of the sports organisations, the method of election to the governing bodies, and into the policies and thinking of those who rule".

Insofar as motor cycling is involved much of what he writes is true. Clubs gain no revenue from the A.C.U. which alone has the right to decide which meeting is to be televised. Neither does a club have any say in the matter of television, yet it is required to conform to a timetable, re-arrange the sequence of events, co-operate with the programme company, provide facilities for filming which may be highly dangerous and, what is most galling, generally act as unpaid employees all in the sacred name of the 'telly'.

Of course one likes to see good motor cycling sport in 'the box', providing it is good. But a fair method of allocating events and a division of money are two basics which the A.C.U. would appear either not to wish to do or has not considered.

That apart, the probability of the A.C.U. losing out in the stakes to get television of sport before the public, damns them as incompetent or as poor negotiators. For motor cycling on television is less and less these days, yet in moto cross particularly one has a really worthwhile subject for the cameras.

What needs to be done is a re-organisation by the A.C.U. in conjunction with clubs or Centres. It should not be difficult to recruit a body of experienced men from the sport whose independence of mind and thought would be acceptable to most. Sit them with competent Union officials and ask for a working formula. The base might be to take a set number of different types of events—road racing, moto cross, ISDT type trials or specially staged trials, speedway and, possibly sprinting—select meetings within each section **after agreement with the promoter** and produce a complete packaged deal. This deal is then sold as a commercial proposition to the programme companies and the money derived used for the benefit of the sport as a whole, but including a modest payment to the promoting club. A fair rota of clubs and events would avoid a bias in any one direction.

Perhaps the other suggestion by Lord Willis will enable some progress to be made, for he wants to see in commercial television, at any rate, an independent television sports company rather along the lines of ITN, which would cater for the entire country. After all we Southerners might see some Scottish racing, or even glimpses of the 'Scottish'.

One way and another something has to happen soon in televised sport. The question is will motor cycling catch the bus?

THE EDITORS

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WE have now obtained a supply of Club ties, so if any new members, or members whose ties are getting a little worn, would like a new one, just send £1-1-0 to the Club's Office, and a tie will be sent by return.



## MUTUAL AID

MR. ROBERT COX is on the look-out for a sidecar passenger who is willing to help towards expenses, etc., and preferably lives in the S. London area.

Anybody interested can contact Bob at: 61 Richbourne Terrace, S.W.8, or telephone 01-582 7351.

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## MINIMUM TYRE TREAD RULING

AT a meeting of the A.C.U. Competitions Committee, the new rule requiring tyres to have a minimum tread depth of at least 1mm. in the case of machines of up to 125 c.c. and at least 2mm. in the case of machines of over 125 c.c. was re-examined in the light of further information received and it has been decided that this rule be withdrawn. The eligibility of tyres will therefore continue to be left to the discretion of the Scrutineers of the meeting but it is recommended they should pay due regard to the length of the race.

No alteration has been made to the rule banning remould and retread tyres although enquiries are being made into the various types available for consideration by the Committee.

## FROM AUTO-CYCLE UNION

### To all Promoters of Road Race Meetings

Dear Sir,

#### Standard Number Plate Colours

The Competitions Committee has agreed to amend the Standing Regulations of the A.C.U. for all Road Races as follows with effect from 1st June, 1970:

S.R. 22 (Number Plates)

#### Side Plates

Solo Motor Cycles

Over 350 c.c. to 500 c.c. — Yellow Plates, Black Numbers

Over 501 c.c. to 1300 c.c. — White Plates, Black Numbers

Promoters are strongly recommended to implement this directive immediately (by way of final instructions where regulations are already issued) before the operative date of 1st June.

The sentence in S.R. 22 allowing additional colours for particular events to be detailed in Supplementary Regulations is deleted.

It should also be noted that Production Machine number plates must conform to the colours of the respective capacity class as detailed in S.R. 22.

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#### Production Machines

There is in General Competition Rules and Standing Regulations NO restriction on machines conforming to the Production Race Specification, from participating in races in their respective classes with machines conforming to the Road Race specification. A Production Machine may be allowed to enter unrestricted events (so long as it conforms to the capacity class) without being required to depart from its Production Racing specification.

Yours faithfully,  
K. E. Shierson,  
Secretary.

.....

BARRY JOHNSON, advertising manager of "Motor Cycle", has very kindly offered a reduction of 50% in advertising rates for Club members only, to 3d. a word, in future editions of his publication.

If any members would like to take advantage of the reduced rate, would they please include their Club membership number in the top left-hand corner of their advertisement.

## RACING

### HUTCHINSON 100

REGULATIONS were sent out last month, so if you have not had them make haste now and ring the Club Office. With closing date on the 9th July there isn't much time.

Already we have a galaxy of riders from many countries, so it looks as though the Hutch will again be a meeting worthy of the status of an international.

### NEED A ONE DAY INTERNATIONAL PERMIT ?

SOME riders who competed in the Production Race at last year's Hutchinson 100 are bothered over its change in status from National to International as they do not hold the necessary licence. The matter can be solved quite simply. If you have a good record in national events, particularly in the Thrupton 500 Miler, then you should write to the Auto-Cycle Union, 31 Belgrave Square, London SW1 requesting an application form for a one-day International Licence. Return the form when you get it to the A.C.U. who will consider each and every application on its merit. The important thing is to give them a brief list of your successes to enable them to judge your ability.

The Club will do all it can to help you pending receipt of your one-day Licence.

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## BOARD REPORT

THE Board met at the Company Offices on 12th May.

**Club Meetings.** A reduction in the timekeepers strength had necessitated a time analysis of the meeting in order to avoid running overtime. A further timing for the 30th May races was planned.

**Staff.** Difficulty was being experienced in obtaining the services of a typist but voluntary help was easing the burden temporarily.

**1971 Dates.** Application was being made for next year's dates. It was hoped to avoid running a Club meeting in August as the clash with the Hutchinson 100 and Crystal Palace imposed too severe a strain upon the office staff, the organisation and marshalling services. Instead a suggestion for a late June date was to be pursued.

**Hutchinson 100.** Considerable progress had been made. Lew Ellis and Ted Cooper would represent the Club at the T.T. and also canvass for entries whilst there.

**Marshals' Party.** It was hoped to hold the annual Marshals' and Officials' party at the end of practice for The Hutchinson 100 instead of during the winter, which has been the custom for some years.

**Awards.** On a request by member A. C. Ward suggesting a prize for the fourth placed sidecar passenger in Club races, the Board was unanimous that this should be implemented as soon as possible.

**Finance.** The Chairman of the Finance Sub-Committee reported that the measures recently adopted by the Board to conserve Club finances was showing encouraging results, although great care would be necessary throughout the year.

**Crystal Palace.** The Greater London Council, on whose behalf we run the August Bank Holiday Metropolitan Meeting, had confirmed arrangements similar to 1969. Ideas for improving the spectator appeal were discussed, including wider publicity.

The Board would meet again on 16th June.

## SHELL SPOT

FOURTH Round in the 1970 Club Shell Championship for Production Machines upset the apple cart a little with leaders David Nixon and Peter Butler now neck and neck, but relegated to placemen in the actual race. Peter Benjamin took his 650 Triumph to a convincing win, including the fastest lap, to earn ten points plus a three point bonus. Proving that a victory like this avoids the leaders getting complacent he now has 24 points in the table. Nixon rode the 500 Triumph instead of the Trident, whilst Butler took second place bringing his total within two of his team mate. Weather was again fine.

Two rounds now follow in quick succession—Brands on 4th July and Snetterton on 12th July.

After four rounds the points' table now looks like this:

	8.3.70 Norwich Trophy	29.3.70 Easter Cup	25.4.70 Club Day	30.5.70 Kent Cup	TOTAL POINTS
D. J. Nixon	13	13	13	8	47
P. A. Butler	9	12	13	9	45
R. L. Knight	8	—	4	—	12
G. F. Green	7	7	—	—	14
P. Wyncoll	6	1	—	—	7
R. W. Judge	5	—	—	—	5
B. Walker	4	—	6	3	13
S. P. Wall	3	—	—	—	3
P. J. Hitchcox	2	—	—	8	10
G. Spiller	1	—	—	—	1
T. E. Smith	—	8	—	—	8
J. Vincent	—	6	5	5	16
E. Wallace	—	5	7	—	12
P. McKinley	—	4	—	—	4
P. D. Benjamin	—	3	8	13	24
G. J. Sanders	—	2	—	—	2
R. Prior	—	—	3	4	7
R. Bayle	—	—	2	—	2
C. Thompsett	—	—	1	—	1
D. Hollyman	—	—	—	2	2
W. Thomas	—	—	—	1	1



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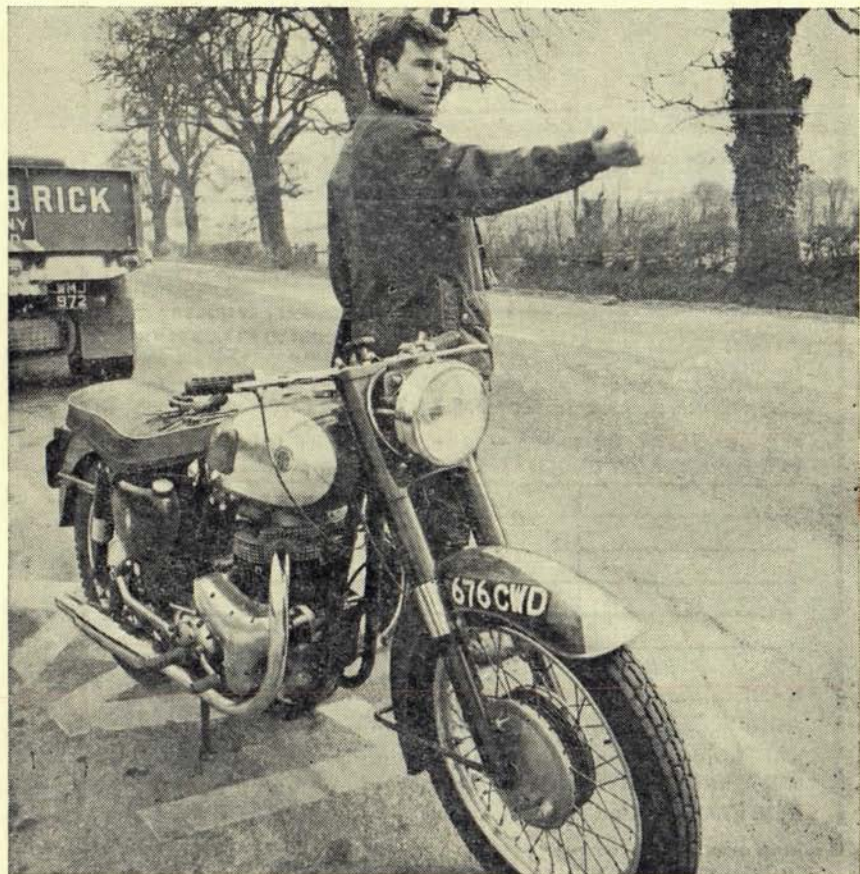
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