

# BEMSEE



# 1970

MAY

# Motorcycling is a sport for the independent man

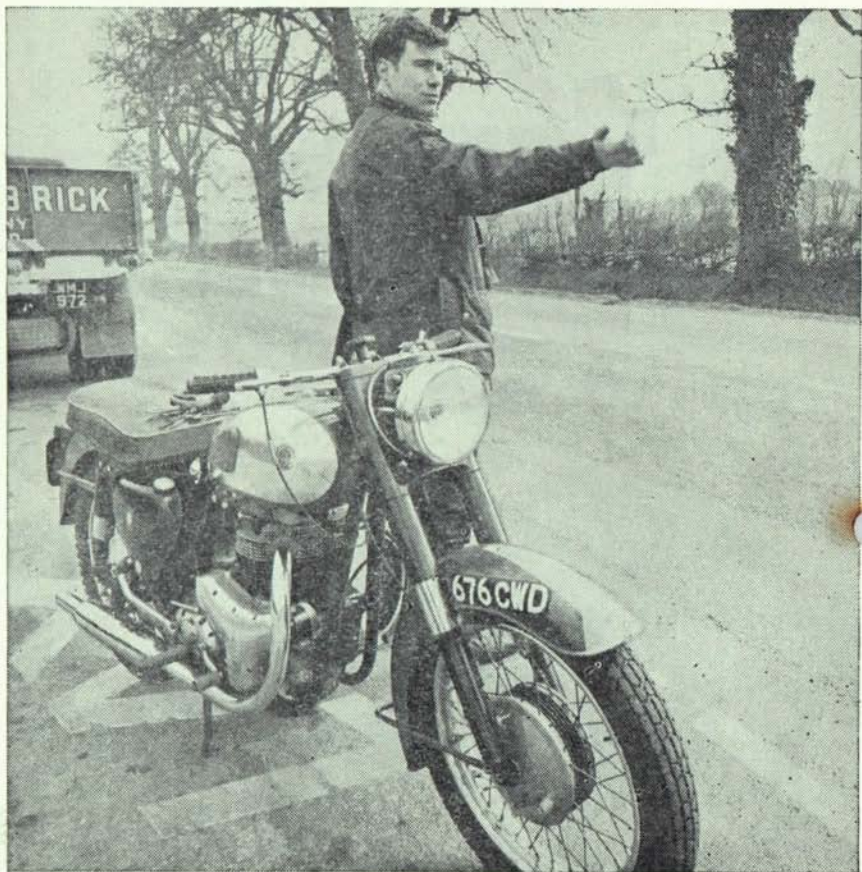
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# Bemsee

Journal of British Motor Cycle Racing Club  
PO Box 75 Kingston upon Thames Surrey

We are all in the same basket

The day after the Cup Final, the Sunday Times reported 'Financially, football is on the sick list. Prices paid for players have never been higher. . . . . But it is a fact that the 92 League clubs are losing about £1 million a year from the game' Surprising ? Hardly so, for outdoor sport of any kind which relies on the fickle public and is at the mercy of our climate is hardly the kind of collateral on which to raise a bank loan.

Indeed on the day this was written 72 international drivers from 13 countries were battling out the BOAC 1000 Kilometers World Championship Sports Car Race through incessant rain. You can imagine the size of the crowd. Given a season of those conditions for big races and the coffers become bare.

And even with passably good weather (or in the case of last season's Hutch, exceptionally good conditions) there is no guarantee that the crowds will come in. It is a paradox of today that the more leisure time there is the more leisure attractions proliferate, and the smaller comes the slice of cake for each.

So it was very gratifying indeed to attend the Annual General Meeting of the Club on April 10th and be faced with nearly 30 members attending (including one husband and wife team) who were concerned about the financial state of our affairs. They came not to condemn but to see if they could help. For it is after all the members who make the Club and any suggestion is worthy of careful consideration. Many of them on that night were most helpful like the husband and wife who suggested, local promotion for local riders in an effort to make people come and cheer their neighbours, and a Miss Bemsee; the introduction of cash prizes instead of trophies for club meetings to improve the number of entries; the need to seek additional sponsorship to offset running costs and to gain wider promotion of road racing.



## Shell 500 c.c. Championship for 1970

New 9-race series for the Senior motor cycle class at Brands Hatch and Mallory Park

SHELL MEX & B.P. provide a welcome fillip to the traditional Senior class in motor cycle racing with a series of nine Shell 500 c.c. Championship races on the Brands Hatch and Mallory Park circuits between 1st March and 4th October.

Points will be given to the first six finishers in each final event in the series on the basis of 8, 6, 4, 3, 2 and 1. With all results counting, the rider with the highest total at the end of the season will win the Championship, a handsome new trophy and a cash award of £100.

There will also be cash prizes of £50 for the runner-up, £25 for the third man overall, £15 for fourth and £10 for fifth.

The provisional calendar of qualifying events is:

1st March	Mallory Park
27th March	Brands Hatch
29th March	Mallory Park
24th May	Mallory Park
25th May	Brands Hatch
14th June	Mallory Park
9th August	Brands Hatch
20th September	Mallory Park
4th October	Brands Hatch

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It was also a lesson in the need for the Board to communicate as much as possible with members through the medium of the monthly magazine, and a lesson for the members to understand the intricacies of modern race promotion and the fact that these are necessarily limited by money and opportunity.

Thinking over these points raised by members we can at the very least start by repeating the involvement we enjoy, all of which adds up to greater promotion for the sport. For The Hutch we receive sponsorship from the London Evening News, help from Shell and Castrol, press promotion from a link-up with Louis Roederer Champagne and Martini & Rossi, help from the Air Training Corps, coverage by national and weekly newspapers. At Crystal Palace in 1968 we had sponsorship from Players No. 6, replaced in 1969 with increased start money from the Greater London Council who already underwrite the meeting. And now Shell have sponsored a Club production machine Championship this season. Castrol and Motor Circuit Developments have formed a consortium with the Club to promote the 1971 UK/USA Challenge Series.

Consider now where the club is going. The answer is forward because 60 years of road racing have all been worthwhile. If in the next sixty years we end up with a £1,600 loss it will not be the doing of any of us around today. But we will have striven to explore every avenue to maintain the standards and endeavours of the sport. Do you count yourself amongst the support ?

#### THE EDITORS

THE AGM: Although a separate report as such is not included in this issue, editorial comment mentions some of those upon which action has been (or will be) taken including the ballot and the Snetterton lap records. The election of Officers is also recorded elsewhere in the magazine. Principal subject of the AGM was the loss which has been the subject of the Chairman's letter in the April magazine. The policies then outlined are those adopted, including the new honorary posts and other appointments. Changes in timing of club races is still under discussion with Harry Shuttleworth and depends amongst other factors on the availability of lap scorers for which the Chairman repeated his written plea for people to come forward to assist in this vital task.



## SHELL CHAMPIONSHIP 1970

NIXON leads after two rounds—but there are nine more!

With two dry meetings, albeit cold ones, behind us Stan Shenton's two jockeys hold the lead in the Shell Production Machine Championship. The first round, reported in last month's issue, was run in fine sunny and frosty weather in which Nixon's winning speed was 85.62 m.p.h. He also made fastest lap at 88.69 m.p.h. For the Easter Trophy third man Ray Knight struck machine trouble with both the 650 c.c. Triumph and the new Interceptor blowing up. Ken Buckmaster making his first appearance in the series came a cropper in practice, and the appearance of Tony Smith added considerable spice to the proceedings.

Steady performances throughout the series can well pay off. Witness Gary Green's pair of 'sevens' for fourth place on each occasion with average speeds, respectively, of 82.20 m.p.h. and 83.57 m.p.h.

If Peter Butler has his way the tri-cylinder is in for a hard season since David Nixon has to fight for his victory. A case of the best man winning, not team orders.

Here is the current scoring. Note that the fastest lap on March 29 gains three points. Butler and Nixon made it jointly so collect three points each.

			Norwich Trophy	Easter Cup
David Nixon	...	...	13	13
Peter Butler	...	...	9	12
Ray Knight	...	...	8	
Gary Green	...	...	7	7
Pat Wyncoll	...	...	6	1
Raymond Judge	...	...	5	
Brian Walker	...	...	4	
Clive Wall	...	...	3	
Peter Hitchcox	...	...	2	
Gerald Spiller	...	...	1	
Tony Smith	...	...		8
Jonathan Vincent	...	...		6
Edward Wallace	...	...		5
Peter McKinley	...	...		4
Peter Benjamin	...	...		3
Graham Sanders	...	...		2

## *Members' List Continued*

- J. M. Banks, Birmingham, 1.  
C. J. Barber, Cookham, Berks.  
J. C. Barber, Woodchurch, Birkenhead, Liverpool.  
E. Barber, Totteridge, N.20.  
J. C. Barber, Woodchurch, Birkenhead, Liverpool  
P. Barber, Bury St. Edmunds, Suffolk.  
P. T. Barber, Runcorn, Cheshire.  
G. Barnard, Greasby, Wirral, Cheshire.  
J. R. Barnard, Sidcup, Kent.  
P. M. Barnato, Lower Bourne, Farnham, Surrey.  
A. Barnes, Tattenham Corner, Epsom, Surrey.  
M. J. Barney, St. John's, Woking, Surrey.  
T. C. Barnes, Esher, Surrey.  
B. Barnes-Ellis, Yardley Gobian, Northants.  
N. J. Bartlett, Maidenhead, Berks.  
F. Barwick, Sidcup, Kent.  
J. F. Bash, Chingford, E.4.  
B. F. Bassett, Sywell, Northants.  
D. Bates, Bromley, Kent.  
P. E. Bates, Billbrook, Staffs.  
J. L. Battley, Enfield, Middx.  
J. Bavister, Luton, Beds.  
D. J. Bayle, Laleham, Staines, Middx.  
D. V. Bayley, Folkestone, Kent.  
R. Baylie, Crawley, Sussex.  
W. J. Bazen, London, E.8.
- D. Beal, Radford, Coventry, Warwicks.  
R. J. Beales, Bletchley, Bucks.  
D. Bean, Fulford, York.  
R. G. Bean, Hillingdon, Middx.  
R. C. Bean, London, W.4.  
R. A. Beard, Rugby, Warwicks.  
C. R. Beardes, Halesowen, Worcs.  
E. C. Beater, Woolston, Southampton, Hants.  
A. G. Beavis, Markyate, Herts.  
R. Bebbington, Cronton, Nr. Widnes, Lancs.  
I. H. Beech, Thornton Heath, Surrey.  
A. M. Beighton, St. Thomas, Exeter, Devon.  
C. G. Bell, Blackheath, S.E.3.  
J. Bell, London, N.4.

**To be continued**



**Meeting at the Charing Cross Hotel, London, on  
Friday, February 27, 1970.**

Present:

**Sponsors and Entrants:**

Tom Kirby, Geoff Monty, Vic Camp, Vincent Davy,  
Stan Shenton

**The A.C.U.:**

Mary Driver

**Brands Hatch Circuit:**

Chris Lowe, Anthony Marsh

**Competitor:**

Rex Butcher

**B.M.C.R.C.:**

Lionel Cheeseright (Chairman), Bob Walker, Ted Cooper,  
Bill Rose, Vernon Wardall, Frank Gillings, Gordon Cobbold,  
Dennis Bates

**In attendance:**

Secretary Jim Swift

The meeting was arranged in order to exchange views between circuit owners, sponsors and B.M.C.R.C.

No agenda had been prepared as it was felt that the initial meeting should be in the nature of an open forum designed to acquaint each group with the problems of the others. It was known that sponsors (who had a few days previously formed an Association) desired greater recognition of their contribution to the sport.

Included in this recognition is the status of sponsor on a similar basis as Trade Representatives, a matter already under discussion with the A.C.U and likely to be accepted. On behalf of B.M.C.R.C. recognition was granted at all Club meetings.

**Finance**

Inevitably the subject of finance arose. Vincent Davey stressed that high costs were considerable pointing out that his team operation in 1969 cost £1,600. Other sponsors agreed that costs were high and could be a serious limiting factor in their operations in the future, although most stated their firm opinion that racing had a bright future although it may either have to change or would change by itself according to economic conditions and the race going habits of the public.

Start money is still an important point in all debates on racing. Vincent Davey asking 'What incentive is there for us to do now?' In reply Chris Lowe pointed out that paying money to riders was not enough. Costs had first to be analysed in order to arrive at a sum of money for paying riders. Costs for circuit operation, for printing, publicity, staff and maintenance were spiralling.

For B.M.C.R.C. Jim Swift gave illustrations of start money paid to really top riders (Pasolini was mentioned as costing £1,000) in order to attract a good paying gate. Rex Butcher, the only rider present at the meeting was not designed to include riders, and Rex was invited as a courtesy, agreed that it made sense to bring in stars of this calibre.

There appeared to be general acceptance of the point made by Jim Swift that everyone must arrive at a proper payments system but one prepared in the light of knowledge about the costs of putting on racing.

#### **Management of Riders**

Sponsors accepted that in many cases the control which they exercised over their riders was negligible. In outlining the value of known names, including sponsored riders who at the present are still climbing to the top of the tree, speakers mainly from B.M.C.R.C. and Brands Hatch condemned the failure of these riders to appreciate that once they achieved success their commodity value rose and that they should expect to return something for the advancement.

This return was manifestly of interest to them and to the sport such as signing autographs, making personal appearances, and generally leading a public life within the sport. To that end sponsors themselves could contribute control and planning of their riders.

#### **Racing Development**

As yet sponsors agreed that they tended to contest different capacity classes of the sport so that the considerable interest which might be aroused by joining of battle in prescribed classes, such as use to be a feature of factory teams, was rarely evident. Most accepted the idea that if sponsors could find some unity of purpose it would do for them as a body what factory contests had achieved in the past.

Here Vincent Davey and Tom Kirby discussed the possible formation of team contests (based on a Davey scheme) which would create interest by the public. They felt, as did all sides at the meeting, that 20, 30 and 40 lap processions which often characterised British short circuit racing was no longer an entertainment and techniques of ultra short racing on a pattern likened to speedway could be the making of excellent 'needle' matches especially if sponsor teams became involved.

#### **Selling Racing**

Tom Kirby readily gained the support of Geoff Monty when he underlined the need for publicity for the sport. Various suggestions came forward particularly for promotional backing by a newspaper plus large scale editorial coverage in newspapers in general. Anthony Marsh replied to this view by stating that newspapers sold because they filled their pages with what they understood people wanted. Motor cycle racing figured very low in the order of things. Newspapers also were business enterprises and therefore existed to make money.

Ted Cooper said B.M.C.R.C. generally agreed with promotion. From the floor came a suggestion for a paid Public Relations Officer to represent racing interests although nobody quite saw how the money to pay the cost of the service would be raised. All agreed that the A.C.U. or the Industries Association were essential non-starters.

Dennis Bates said that everyone ought to look at racing as a product that was offered for sale. It had to compete against other forms of entertainment in an ever increasing world of leisure. As such the entire sport had to be planned and operated on business methods which bodies like the A.C.U. were, because they were institutions, completely unequipped to tackle.

### **Riders and Racing**

The meeting digressed on to detail of such matters as clutch starts before a return was made to matters more pertinent.

Rex Butcher spoke on riders' activities by saying that it was now no longer possible for a rider to be self-supporting from racing. Many, like himself, had private jobs and raced (a) for satisfaction and (b) for entertaining the public for which, therefore, there was a need for money. He felt that many riders (but not all) may be prepared to accept a no start money rule.

Jim Swift put forward an idea for changing things by offering expenses, and doing away with entry and start money fees.

As an alternative selected private riders could be paid (and the matter concerned national and international meetings only) say £30, for sponsored riders £40-£50 with the opportunity to win good prize money.

Riders (including sponsors) would have to accept other changes. Race lengths would shorten to give an afternoon's sport of short races. This inevitably would put up prize money under the scheme(s) mentioned above and therefore costs would soar. This might be offset by riders agreeing to turn out in more short races in the programme.

Tom Kirby said that he had conducted a research on 200 riders and it showed that prize money was an incentive.

Vincent Davey reiterated his view of team racing but there was no affirmation of support by other sponsors.

On the subject of World Championships the feeling was largely that only one championship was worth anything in any sport. Our half dozen belittled the only one worth going after—the Senior World Championship.



## Summary

Dennis Bates summarised the meeting:

1. Unity of all groups was essential.
2. Team strategy and operation was a subject for considerable further discussion.
3. Financing the sport had to be understood especially the total costs of manufacturing the end result.
4. Selling the sport was a matter for serious concern involving showmanship, depth of involvement of groups and individuals, the status of the sport and information about it.
5. There was a general interest in clutch starts not aided by the A.C.U.'s limitation on riders when this method was employed.
6. The manufacturing industry should concern itself with the sport and not stand aloof as at present.

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**Minutes of a Meeting of the Board of Directors on the Anglo-American Series for 1971 held on March 23, 1970, at 33a London Road, Kingston-upon-Thames.**

The Secretary reported on his visit to the United States in March.

A report was circulated and studied. Mr. Swift reported that there was some animosity over the Series notably from the American 'Motor Cycle Weekly' who had plans in an early stage of development to bring over a Suzuki team this season. Both the Secretary and Mr. Lowe of Motor Circuit Developments had tried to quash the idea. It was thought that Cadwell Park may become embroiled in the Suzuki idea if M.C.D. blocked the attempt at their circuits.

On riders it was hoped to leave out Ron Grant, an Englishman, who now resides in America, as he is not strictly representative of American competitors. Since he rides a Suzuki and the hope is to run the Series with large capacity machines it may prove possible to exclude him on engine capacity grounds.

Mr. Cheeseright raised the question of selection of the team representing America. He thought it extremely unwise to select it ourselves. Mr. Swift said that we would be asked for our views on a team but manufacturers in the end may decide its composition since no one body in the U.S.A. either would or could be seen to speak for the U.S.A.

In Britain the Club would approach manufacturers and ask for their support including Triumph, B.S.A. and Norton.

Mr. Swift read a letter he had written to Mr. O'Brien at Harley-Davidson asking for their support to be confirmed as rapidly as possible. Letters had also been sent to Peter Coleman and Peter Thornton of B.S.A. in America in a similar vein, although Mr. Swift reported that pressure might in the end be brought to bear by the British parent of this company. Liaison was under way in this respect with Mr. Phil Cross the English Publicity and Racing Manager at B.S.A.

Asked about the American Motor Cycle Association Mr. Swift said that they were enthusiastic for the Series.

The question of the next moves in the operation were discussed. Amongst points raised was one by Mr. Bates who said that promotional plans included a complete document for use in America setting out everything about the Series. This would include a complete topographical survey of the three British circuits together with films of these circuits if someone could be prevailed upon to produce them.

Mr. Bates, in answer to a query about the Club's name in the publicity, said that the plan already stated that the Club badge would figure on posters, advertisements and other printed material. He said that he had appointed himself chairman of the Promotion Committee on behalf of the Club.

Mr. Cheeseright raised the matter of a meeting with the other co-sponsors and it was agreed that an early date should be sought since the long term plan called for a finalisation of the Series by mid-summer. A date in April convenient to all parties was the ideal, especially as replies to letters sent by Mr. Swift may be received in time for the meeting.

Club representatives for the meeting would be Messrs. Cheeseright and Bates. Clarification of the position of Mr. Swift in the light of his new job would have to be answered by Mr. Lowe, who had earlier promised that his (Swift's) services would be available.

It would be necessary to secure agreement that Club note-paper would be used if Mr. Swift corresponded on our behalf. Also replies to letters written by Mr. Swift in March which would go to him at Mallory Park should be forwarded to the Club for retention in its files.

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# Ballot Paper

## CASH OR CUPS

The Annual General Meeting brought forward a strong request to consider substituting cash instead of cups and trophies as the prizes at club meetings. (Crystal Palace and The Hutchinson 100 are not included). What is your opinion? Let us know.

Prize money would roughly equate the present cost of awards and a guide might be £5 for 1st place, then £3, £2 and £1 for 4th. Sidecar passengers first three places receiving £1 each. Here is your chance to enter the ballot. Fill in the voting paper below and post to

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MEMBERSHIP No.

Are you currently racing at club meetings.

Answer YES or NO . . . . .

I am in favour of cash awards instead of cups and trophies.

MARK X  
AGAINST  
YOUR  
CHOICE

I am NOT in favour

Signature .....

## Letters to the Editor

Dear Secretary,

I come and watch your race meetings. They are not bad and you keep to time. But you charge me 2s. 6d. for a programme and when I open it, half the names of the riders are missing. How can you expect me to enjoy the racing when this goes on. Why don't you put all the riders' names in the programme?

It is impossible to write them in as the commentator doesn't get enough time to reel off all the extra riders. Other clubs manage to get things correct, so I hope you will.

Yours, etc., DISSATISFIED VIEWER.

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### THAT BLACK FLAG

IT will be May before you read these words, written as they are just a few days after Easter and the black flag (absence of) incident at Mallory involving Ivan Hackman.

By coincidence we used the Black Flag on Easter Sunday so it might be as well to run over the control and use of this penalty.

Even the press got it all wrong blaming Hackman for not taking notice of waved hands and waved yellow flags when his exhaust pipe was trailing. He in fact was both right and wrong. Never ignore a yellow flag if you are a rider. For organisers the rule is only to use a flag when it means something. In this case I believe the marshals were incorrect.

What ought to have happened is that the fault should have been brought to the attention of the Clerk of the Course. Not the Stewards, not the Judges, not the Chief Marshal but the only person, and this is important, so I will repeat it, the **only** person who can authorise the removal of a driver for a reason such as this. And the place for the flag to be shown is the Start Line, displayed with the driver's number chalked on a blackboard.

It is really quite simple. The rules invest one person with overlord powers. Naturally he is the person who must then exercise those powers in person. Others can inform, advise and even carry out the act—but only after the Clerk of the Course has given his instruction.

We try to use the flag sparingly. Our reason on Sunday was that a driver of a sidecar got out without wearing riding boots. Safety being of prime importance we pulled him in. In many cases you have to try to assess—often in seconds—how much a technical infringement affects the race result, or the pleasure of the competitors and the spectators. If you make an error there is, regrettably, no way of putting the clock back.

THE March meeting which opened the season had to be postponed after the first race owing to the rain. A. W. Lambert with a 1,098 c.c. Morgan was the winner of the Motor Cycle cup before rain stopped play.

The next week however, saw fine weather and the meeting opened with a three lap scratch race up to 350 c.c., which gave the result:—

1. G. E. Stanley (Singer) — 58.66 m.p.h.
2. H. Martin (Martin-Jap)
3. M. Heinzl (N.S.U.)

This was followed by the 500 c.c. three lap scratch race, which gave Stanley his second win, the result being:

1. G. E. Stanley (Singer) — 67.94 m.p.h.
2. F. Bateman (Rudge)

F. W. Barnes (986 c.c. Zenith) won the side-car race at 56.35 m.p.h. with J. Woodhouse (965 c.c. Regal-Precision) and L. Hill (499 c.c. Rudge) in the next two places.

H. Reed (Dot-Jap) beat C. R. Collier (Matchless-Jap) for first place in the 1,000 c.c. scratch race at 72.68 m.p.h, with T. V. West (Bat-Jap) in third position.

Four handicap events followed, the first for 350 c.c. machines which resulted:

1. G. E. Stanley (Singer) — scratch — 56.49 m.p.h.
2. H. Martin (Martin) — 24 secs.
3. M. Heinzl (N.S.U.) — 24 secs.

The 500 c.c. race:

1. V. March (Rudge) — 54 secs.
2. S. Heales (Rudge) — 30 secs.
3. G. E. Stanley (Singer)

The side-car race:

1. F. W. Barnes (Zenith) — scratch — 60.92 m.p.h.
2. L. Hill (Rudge) — 1 min. 27 secs.
3. J. Woodhouse (Regal-Precision) — 30 secs.

The 1,000 c.c. race:

1. P. F. Glover (499 c.c. Rudge) — 56.69 m.p.h.
2. T. V. West (988 c.c. Bat)
3. H. Martin (345 c.c. Martin)

The same week Stanley lifted the figures for the flying kilo to 78.22 m.p.h., and the mile to 76.27 m.p.h. with his 499 c.c. Singer which broke both Class C and D existing records.

On the same day, Hill, with his 499 c.c. Rudge and side-car covered the kilo at 53.77 m.p.h. and the mile at 54.22 m.p.h. which were also new figures for both Class C and D.

The 22 lap Junior T.T. Race for 350 c.c. machines opened the proceedings at the April meeting. Stanley with his Singer took the lead and forged ahead until the twenty-first lap where troubled dropped him into fourth position to give the result:

1. H. Mason (350 c.c. Nut-Jap twin) — 54.29 m.p.h.
2. H. V. Colver (350 c.c. Enfield twin)
3. F. W. Barnes (240 c.c. Zenith)



## ELECTION OF OFFICERS

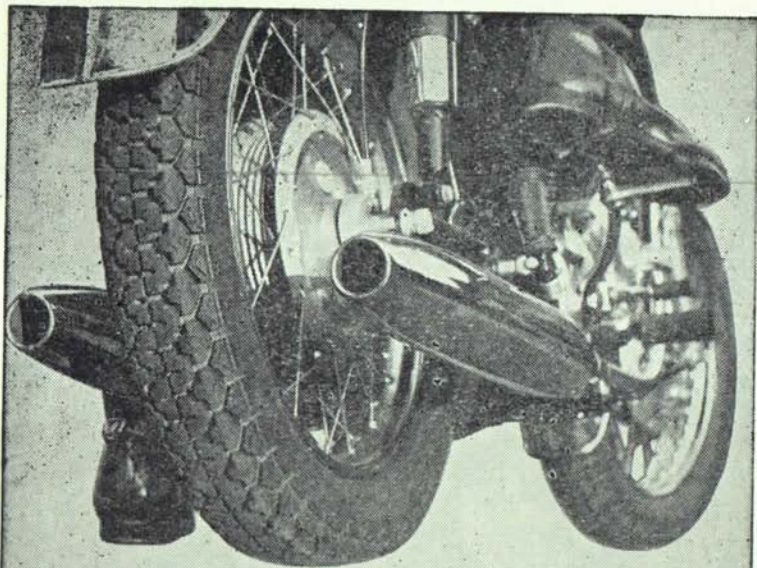
Unanimous approval was given at the AGM to the re-election to the office of President of Sir Geoffrey Tuttle who has filled this role so admirably for many years. Geoff Duke, John Surtees, George Brown and Gordon Hadfield were returned as Vice-presidents. Retiring Directors, Ted Cooper, Bill Rose and Vernon Wardall offered themselves for re-election and were returned unopposed. With these three the Board now comprises Lionel Cheeseright (Chairman), Frank Gillings (Vice-Chairman) Bob Walker, Gordon Cobbold, Dennis Bates, Lew Ellis. Honorary Officers are : Secretary, Ted Cooper, Treasurer, Bill Rose.

## KEEPING THE RECORDS STRAIGHT

Stephen Woods, who is as record conscious as the next man especially as he once collected a Brands record from Derek Minter, pointed out at the AGM that the lap records for Snetterton reported in the April magazine do not give the correct picture. Snetterton has undergone two face lifts in recent years : first was the inclusion of Russell Comer in its original untraceable form, followed by the modification which we now use and accept. Hence the 1966 fastest laps apply only to the circuit in pre-Russell days. In any case this season has shown some adjustment in best laps. Future programmes will keep the record straight but meanwhile here they are corrected to March 29th and the Easter Cup Races.

<u>Class</u>	<u>Holder</u>	<u>min/sec</u>	<u>m. p. h.</u>	<u>date</u>
125	C. Jones	1. 58. 6	82. 26	3. 9. 67
250	C. Gilbert	1. 54. 8	84. 98	29. 3. 70
350	P. Butler	1. 51. 6	87. 41	29. 3. 70
1,000	K. G. Hampton	1. 48. 2	90. 16	28. 9. 69
Production	M. Andrew	1. 49. 6	89. 01	20. 10. 68
Sidecar	M. Davenport	1. 55. 6	84. 38	19. 10. 69

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