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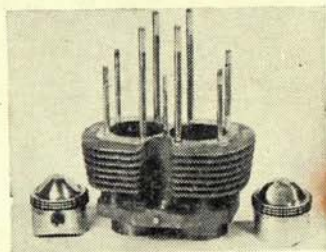


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Bemsee

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

EDITORIAL

New Year message from BMCRC President, Sir Geoffrey Tuttle

Members,

We've done it! In spite of all the prophecies of the Dismal Jimmies at the beginning of the year, we have had a very successful season, in all ways, and have **not** collapsed in the middle of it.

Racing has been good at all of our eleven Club Meetings, the Hutch was acclaimed by the Press as a Pattern of what an International Meeting should be and the Crystal Palace lived up to its reputation of a good National Meeting.

And, following the financial disasters of recent years, we finished the season on the credit side. All this without increasing the Subscription or the Entry Fee.

It just shows what can be done by dedication and hard work and I am sure that you would like me to thank all those voluntary officials who have made this possible.

The Production Motor Cycle Championship continues in 1971 which, with your support, will be a Happy New Year.

1971 Production Machine Championship

SHELL-MEX and BP are to continue their sponsorship for the 1971 season, with again a total prize money sum of £200, split between the first five finishers, decided upon a revised points system to cover all eleven Club meetings, plus one race at the Crystal Palace. For this latter event, Club members only will be eligible, and the points will be awarded on the overall finishing order and not on the finishing order of members.

The revised points scale is as follows:

1,000 cc. 1st will be awarded 10 points, in a decreasing scale down to 10th place.

500 cc. 1st will be awarded 20 points, in a decreasing scale down to 20th place.

250 cc. 1st will be awarded 25 points, in a decreasing scale down to 25th place.

For example, if a 500 cc rider wins outright, he will gain 20 points, and if it is a 250 cc rider that goes over the line first, he will gain 25 points.

The 1,000 cc machines will retain their points system evolved for last year.

Points for the fastest lap will not be awarded.

This new scheme is not so extreme as it might at first appear, as can be seen from the table of the 1970 results if the handicapping system already described for 1971 had been in operation:

1970 Shell Production Machine Championship

Finishing order based on the handicapping system for the
1971 series

Position	Class	Total points gained
1.	1,000	77
2.	1,000	74
3.	1,000	57
4.	500	45
5.	250	42
6.	250	40
7.	1,000	35
8.	1,000	30
9.	1,000	29
10.	250	27
11.	1,000, 250	
12.	1,000, 500, 500	
13.	1,000	
14.	1,000, 500, 250	
15.	1,000	
16.	500, 500, 1,000	
17.	250, 1,000	
18.	500, 250	
19.	500	
20.	250, 1,000	
21.	1,000, 500, 250, 1,000	
22.	500, 1,000, 1,000, 1,000, 250, 500	
23.	500, 1,000, 1,000	

The best ten results will count for the awards, allowing members to ride in the TT or Manx GP if they so wish, without necessarily gaining any disadvantage in the Championship.

Awards will be as follows, allocated to the riders with the highest number of points at the end of the season:

- 1st — £100
- 2nd — £50
- 3rd — £25
- 4th — £15
- 5th — £10.

The Championship winner will also receive a painted portrait for permanent retention, presented with the compliments of Shell-Mex and BP.

KEN MUDD

I am sure all those members who have had their machines scrutineered by Ken Mudd at our meetings over these past few years, will want to join with the rest of the Club Officials, in wishing him a safe and successful 1971, after recovering from the motor accident in which he was involved during the evening of the "Hutch" practice day last year.



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The Bunting Memorial Trophy

THE Board of Directors has been pleased to accept a trophy as a memorial to member Gerald Bunting who was killed during last season at Barcelona. A decision as to its terms of award will be made in time for the Club's 1971 season.

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1971 Club Race Programme

Date	Circuit	Status	Meeting	Race Lengths in Laps	Closing Date for Entries	Classes
Sunday, 7 March	Snetterton	Regional Restricted	Norwich Trophy	7	17 February	100-125 175-250
Sunday, 11 April	Snetterton	Club	Easter Trophy	7	24 March	251-350
Saturday, 24 April	Brands	Club	Club Day	10	7 April	351-500
Saturday, 29 May	Brands	Club	Kent Cup Races	10	12 May	351-1,000
Saturday, 26 June	Brands	Club	Ace of Clubs	10	9 June	175-1,000 Production Solo
Saturday, 3 July	Brands	Club	Trophy Day	10	16 June	351-1,300 Threewheeler (B1/B2/B3)
Sunday, 11 July	Snetterton	Club	Baragwanath Trophy	7	23 June	These Classes apply to Regional
Saturday, 7 August Sunday, 8 August	*Brands	International	The Hutchinson 100	*10-15	9 July	Restricted and Club Meetings. Classes for International and
Saturday, 4 September	Crystal Palace	National	Metropolitan Meeting	*8-12	18 August	National events will be advised.
Saturday, 11 September	Brands	Club	Silver Trophy	10	25 August	
Sunday, 26 September	Snetterton	Club	Guinness Trophy	7	8 Sept.	
Saturday, 2 October	Brands	Club	Bemsee Trophy	10	15 Sept.	
Sunday, 24 October	Snetterton	Club	Autumn Road Races	7	6 October	

Racing Classes Solo

*Grand Prix circuit in reverse direction. Practice 7 August. Racing 8 August.

*Subject to final regulations.

BOARD REPORT

THE Board of Directors met at the Club Offices on December 1st, 1970.

Track Inspections. The Club had been represented at the Crystal Palace inspection, had given its views in writing on Snetterton and proposed to attend the inspection at Brands Hatch on December 8th.

Team Match Race. It had been decided that all three rounds of the Shell supported Team Match Race for sponsored teams would now take place at Bemsee events.

1971 Dates. Attempts to move the July 24th date at Snetterton to July 11th, to avoid too close a proximity to The Hutchinson 100, had proved successful. Doubt still existed over the date for Crystal Palace, as the alternative date of July 3rd, clashed with a Bemsee Club meeting at Brands Hatch. Further attempts to settle the matter would be made.

Maximum Fields at Circuits. Doubt had been expressed over the official maximum number of starters at the circuits we use and the matter had been referred to the ACU for clarification. Their reply was to issue the following figures which will be adhered to for all Club organised race meetings in 1971:

	Solos	Sidecars
Brands Hatch		
Full Circuit	40	20
Club Circuit	28	12
Snetterton	40	30
Crystal Palace	26	12

Annual Dinner. The event had been an outstanding success with many congratulatory letters received by the Club. The same venue was already reserved for 1971 with a date of November 12th.

Financial Report. The Board noted with pleasure the detailing of race income and expenditure which was being produced for all the events held during the season.

Awards. An analysis of Club awards was to be prepared in view of the very large number of such awards which were made annually. The Chairman reported that there were in total, 43 perpetual cups, shields and trophies and a further two had been offered. One in particular was accepted forthwith. Consideration was to be given to reintroducing the Club Championships in a more suitable form for 1971 to take effect from the first meeting in March.

Armbands. Certain non-executive duties would, in future, be designated by the wearing of 'Official' armbands.

Affiliation Fees. There had been a rise in the fees for 1971 which now stood at 3s. per member.

Doctors' Fees. The fee payable to the doctor in attendance at Snetterton (provided locally) was under discussion, and the Club agreed to support the efforts of the local club and Snetterton officials in their meeting with the medical authorities.

MUTUAL AID

WANTED

A65 crankcases, 1966 onwards.

R. Merivale, 55 Shenley Road, Bletchley, Bucks.
Phone: Bletchley 4951, ex. 05 (days).

Mr. M. JONES is looking for a sidecar passenger for the 1971 season. Would anyone who is interested and willing to share expenses and help with machine preparation, please contact Mick at:

7 Willow Lane, Amersham, Bucks.
Phone: Amersham 3006.

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MOTOR Circuit Developments are offering less than half price season tickets at Brands Hatch, Oulton Park, Mallory Park and Snetterton. To see all races at Brands, for example, would cost £8.50. Including The Hutch, Race of the South and (weather permitting) Boxing Day—a total of nineteen meetings—costs only £4 and you get free admission to the Paddock, your own car park pass and a special reserved parking enclosure and, of course, their popular descriptive booklet showing all car, stock car and motor cycle meetings at all their circuits.

These are the details: All you have to do is clip the coupon and mail to the circuit of your choice. We realise, of course, that for our own Club meetings, members can gain free admission (see your membership card for details if you are not competing), but for relatives and friends, this is a worthwhile low-cost buy, that reverses the trend of rising prices in almost anything and everything we buy.

CRYSTAL PALACE

**On, off, on off and now almost
certainly on!**

1971 promised to be a dismal year as the GLC under pressure from the athletic world, had to permit the track and swimming boys to have Bank Holiday 1971 for their international affair. The reason was two-fold: first White City had closed and that left only the massive and expensive athletic centre at Crystal Palace for the date.

The trouble was that the decision was taken fairly late, by which time all racing dates had been allocated. We were offered instead July 24th (too close for comfort to The Hutch), July 3rd (we already had a Club date at Brands), May 8th (same day as practice for the Thruxton 500 Miler). Any other date was out, as the musicians were scheduled to provide musical concerts in the natural amphitheatre at Crystal Palace.

Finally, the GLC were able to suggest Saturday, September 4th, even though it meant race meetings at London's circuit two week-ends in succession.

So, if approval comes from the ACU Competitions Committee, and they have the facts and are sympathetic to our situation, we shall be running a one day only National, one week after the Bank Holiday.

For 1971 we shall be back at our traditional holiday date as it is Olympic's year. 1973! In the lap of the gods, but we live in hope.

URGENT !!

ISLE OF MAN SENIOR T. T.

Are there any members interested in flying to the I.O.M. on June 11th. DAN AIR can supply an Argonaut 60 seater from Gatwick at 7am. arriving Douglas at 8.45am. It will leave Douglas at 8pm. arriving back at Gatwick 9.50pm.

HERE'S THE CRUNCH

COST — £12. 10. 0 per person and it is essential the plane is filled to capacity.

Anyone interested, please drop me a line saying how many seats wanted and I will endeavour to organise it.

Quick response is required as booking the plane must be done soon.

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