



NOVEMBER

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---oO---

British Motor Cycle Racing Club
PO Box 75, Kingston upon Thames, Surrey.

ARE YOU AN AWARD WINNER ?

You can easily find out, if you don't already know, by scanning the list of awards published in this issue.

Now we are at the end of the club's 1971 season the luck, the determination, the skill and the sportsmanship is marked by the distribution of much silverware.

There are 28 awards plus the seven BMCRC Championships for 1971.

These Championships are the results of a season long duel. Particularly is it pleasing that consistency has paid off. Take Cyril Knight. Cyril rides as often as possible. His performances are crisp, his machine functions well, he rides a good race and very deservedly collects the 125 Championship.

Then take some one else who, until the dinner shall be nameless. Just an ordinary riding club member whom the club will honour. The honour is both for him personally and as a mark of respect by Bemsee for all its members - many of whom, unsung and unhonoured, make our sport and our club.

So festive gear please for the night of 12th November. If you haven't won no matter, if you have a trophy to receive then enjoy the spotlight of honour.

See you.

THE EDITORS.

B.M.C.R.C. TROPHIES FOR 1971

INTERNATIONAL TROPHIES

The Mellano Trophy

Awarded to the driver whose average race speed exceeds the existing class lap record by greatest margin at the Hutchinson 100.

PETER WILLIAMS.

The A.M.C. Challenge Trophy

Awarded to the winner of the Hutchinson 100 Senior Championship.

PAUL SMART.

The Motor-Cycle News Trophy

Awarded to the winner of the Production Race at the Hutchinson 100.

PETER WILLIAMS.

The Avon Trophy

Awarded to the winner of the 350cc Championship race at the Hutchinson 100.

BARRY SHEENE.

The Dunlop Trophy

Awarded to the winner of the 250cc Championship race at the Hutchinson 100.

BARRY SHEENE.

The George Reynolds Memorial Trophy

Awarded for the fastest lap of the day at the Hutchinson 100.

PAUL SMART.
89.66 m.p.h.

The Dennis Lashmar Trophy

Awarded for the fastest lap in the sidecar class at the Hutchinson 100.

NORMAN HANKS/ROY HANKS.
81.54 m.p.h.

The Watsonian Annual Trophy

Awarded to the first member to finish in the Sidecar Scratch race at the Hutchinson 100.

GERRY BORET.

The Rickard Trophy

Awarded for the best performance by a member who is a private owner who is not in receipt of any Manufacturers or other Trade support, at the Hutchinson 100.

DAVE POTTER.

The Mick Andrews Trophy

Awarded to the driver not in receipt of manufacturer or trade support who is the highest placed finisher overall in the Production machine events at the Hutchinson 100.

DAVE POTTER.

The Gerald Bunting Memorial Trophy

Awarded to the highest placed member overall in the Production machine events at the Hutchinson 100.

DAVE NIXON.

SPEED TROPHIES

The Noel Pope Bowl

Awarded to the member making the fastest officially recorded speed for a standing or flying start during each year.

GEORGE BROWN.

Flying mile 165.51 m.p.h. Category A.1.
2nd/3rd October, 1971. Elvington.

The Alcohol Trophy

Awarded to the member putting up the most meritorious performance in sprint events in the year

GEORGE BROWN.

FASTEST LAP TROPHIES

The Comerford Cup

Awarded for the fastest lap of the day at the Beragwenath Trophy Meeting.

BARRY DITCHBURN.

92.91 m.p.h.

The Bemsee Trophy

Awarded for the fastest lap of the day at the Bemsee Trophy Meeting.

DAVE POTTER.
77.77 m.p.h.

The Hector Dugdale Trophy

Awarded for the fastest lap of the day at the Guinness Trophy Meeting.

DAVID WHAPSHOTT.

The Glover Trophy

Awarded for the fastest lap of the day in the sidecar class at the Baragwanath Trophy Meeting.

ROGER EDWARDS.
83.24 m.p.h.

The Lambretta Trophy

Awarded for the fastest lap of the day in the 125 c.c. class at the Guinness Trophy Meeting.

GRAEME CORBETT.
79.71 m.p.h.

The Sidecar Trophy

Awarded for the fastest lap of the day in the sidecar class at the Metropolitan Meeting.

GERRY BORET.
76.98 m.p.h.

The M.C. Tomkinson Trophy

Awarded for the fastest lap of the day in the sidecar class at the Guinness Trophy Meeting.

ROGER EDWARDS.

The Metropolitan Trophy

Awarded for the fastest lap of the day irrespective of class at the Metropolitan Meeting.

PAUL SMART.
84.53 m.p.h.

RACE WINNERS TROPHIES

The Bryant Bowl

Awarded to the winner of the 350cc race at the Trophy Day Meeting.

ANTHONY HALL.

MERITORIOUS PERFORMANCE TROPHIES

Peter Walsh Memorial Trophy

Awarded for the best performance of the day by a member in his first or second season of racing at the Baragwanath Trophy Meeting.

DAVE POTTER.

The Minnie Grenfell Trophy

Awarded for the best performance by a member under the age of 21 at the Baragwanath Trophy Meeting.

DAVE POTTER.

The Les Graham Trophy

Awarded for the best performance by a private owner who is not in receipt of any Manufacturers or other Trade support, at the Metropolitan Meeting.

JOHN RILEY.

The Baragwanath Trophy

Awarded to the member whose average race speed comes closest to or exceeds by the greatest margin the existing class lap record at the Baragwanath Trophy Meeting.

BARRY DITCHBURN.
+ 1.19 m.p.h.

The Sir Algernon Guinness Memorial Trophy

Awarded to the rider whose average race speed at the Guinness Trophy Meeting comes closest to the existing class lap record. ROGER EDWARDS.

The J.S. Moore Trophy

Awarded to the member making the most meritorious performance riding a British machine in the Isle of Man T.T. Races.

DAVID NIXON.

Great Sport for New Style Competition

Commenting on the close of the 1971 Club Championships, Chairman Frank Gillings said 'Making the Championships a real competition which members have had the chance to compete for throughout the club's season, has rewarded everybody; the competitors have had a challenge to which they have responded; the spectators (and the marshals and officials for that matter) have enjoyed the hard fought battles. The results now published show how keenly were the contests, three of which remained in the balance until the final round on October 24th.'

The Chairman went on 'If further evidence is needed let the spectators prove the point, for it is a fact that attendances, although small, have risen steadily at MBCRC Club Meetings. People come if they like what they see.'

Criticism of the new-style Production Machine Championship which introduced a sporting chance for the smaller bikes (some bigger banger owners felt it unsporting) was made on the grounds that a 500 need finish no higher than 10th place and a 250 in 15th to gain maximum points comparable to the winner. This ignored the other qualities of victory, not the least of which is making an entry. Early leaders in all capacities were not necessarily those who finished the contest. And if we may speak for Shell who contributed so much to Production Machine racing this year in the club, they are delighted that at the penultimate stage all three capacity classes are in the first four places with only the final round on 24th October to produce the result.

BMCRC CLUB CHAMPIONSHIPS 1971

125 c.c.

Cyril Knight	83 Points.
Graeme Corbett	47 Points.
David Saltwell	43 Points.
David Smith	32 Points.
Robert Pegram	30 Points.
Leslie Roantree	27 Points.
John Jackson	27 Points.

250 c.c.

John Riley	156 Points.
Stephen Goodrum	80 Points.
Alfred Wilson	71 Points.
William Day	71 Points.
Peter Crew	55 Points.
Michael Parker	51 Points.

350 c.c.

Stuart Morrell	71 Points.
Robert Bentley	71 Points.
Anthony Anderson	53 Points.
Robin Gray	42 Points.
Trevor Elliott	37 Points.
Alan Dunscombe	30 Points.

500 c.c.

Alan Dunscombe	73 Points.
Terry Gardiner	50 Points.
Tony Rodger	35 Points.
Roger Tomlinson	34 Points.
Tony Blain	29 Points.
Peter Bailey	26 Points.

1,000 c.c.

David Whapshott	87 Points.
David Potter	71 Points.
David White	61 Points.
Derek Whalley	49 Points.
Michael Attenborough	48 Points.
Tony Smith	47 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

David Potter	(1,000)	87 Points.
Tony Smith	(1,000)	76 Points.
Andrew Barr	(500)	71 Points.
David Forrester	(250)	58 Points.
Kenneth Rawlinson	(500)	57 Points.
Peter Hitchcox	(1,000)	52 Points.

SIDECAR

Roger Edwards	137 Points.
Michael Jones	132 Points.
Michael Potter	92 Points.
Roger Martin	63 Points.
John Tress	57 Points.

To the Editor.

Regarding grid positions, would it be possible to allot these to each rider on the basis of his finishing position in the last race. For example a rider finishing 5th in the 350cc race say, would start on grid 5 at the next meeting. Results sheets are published after every meeting so finishing positions are known. If the grids could be published in the programme, i.e. on a front row, second row, basis, this would eliminate the dispersal and collection of ballot discs on the grid. There are obviously problems, not the least being in administration, but the closing date for entries could coincide with the latest publication date for the programmes, after this late entries start at the back even though they may have finished well up in the previous race. Anyone missing a meeting starts at the back at the next meeting he enters.

Since there are now class championships, those doing well must be finishing well up and will therefore start on the front rows giving them all a fair chance of increasing their points score. Also these riders are quick and reliable starters, a necessity for doing well on short circuits, and will therefore leave an unobstructed grid for those behind. A slow or bad starting machine on the front row causes anxious moments for all those behind. This scheme would give an incentive for finishing well up and could lead to closer racing all down the field.

Just a thought.

ROGER P. MONNERY.

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CLIVE HALLIFAX.

55 Melville Road,
Gosport,
Hants.

Dear Mr. Rose,

I was deeply touched by your coming into hospital to see me, and for being so concerned about me.

You will be pleased to know that I am now at home feeling on top of the world.

Thank you very much for the fruit and your visit.

Yours sincerely,

FREDERICK CURRY.

---oCo---

BLUNDERBUSS

That's our slang contribution for November.

Sent in by member L.J. French. Blunderbuss is ambulance. In other quarters the lurid term blood wagon applies. But for those victims, the jolting at race circuits, especially over the grass and the rough tracks, is summed up in this all-embracing straight-from-the-heart word.

Ward 3,
Queen Mary Hospital,
Sidcup,
Kent.

Mr. P.J. Lewis,
Secretary,
B.M.C.R.C. Ltd.

Dear Sir,

May I use this opportunity whilst I have a few weeks spare time, of thanking all those concerned with my safety at your meeting at Brands on 2nd Oct. last.

I am sure that without the prompt and knowledgable action of all marshals, doctors, nursing staff, ambulance drivers and members of the public whether club members or not and all fellow competitors that I would have been in a far worse condition than I am now.

Certain people stand out, i.e. the St. Johns nurse who accompanied me to hospital, plus the many other people who I may never have the opportunity to thank personally. So if I may ask you if you would be so kind as to thank these many people, personally, including those who looked after my young friend cum mechanic and those who looked after my personal effects.

Once again, very many thanks.

WAYNE DINHAM.

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