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MARCH



**BEMSEE'72**  
JOURNAL OF THE BRITISH MOTOR CYCLE RACING  
CLUB



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BRITISH MOTOR CYCLE RACING CLUB

PO Box 75, Kingston-upon-Thames, Surrey.

BLACK LOOK OUT

The Chairman's Report for 1971 is worth studying, as are the financial Report and Accounts.

On the surface, yet again, there is a welcome change in our fortunes from the modest few hundreds of pounds profit of 1970 to the appreciably larger sum today. Yet in 1968 and 69 the Club was very much in the red.

With the limited control over our own destiny - weather, economic conditions, taxation and the other imponderables affect us greatly - the Board has endeavoured to plan for success and a continual improvement in our standards as well as in our activities. So despite rising costs both subscriptions and entry fees will remain static for the third season. Yet let us not be unaware that in 1963 we were almost bankrupt with a deficit of £1,300. If today's policies are right they may well herald the avoidance of the financial see-saw in the future.

The Editors.

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CHRISTIAN AND YOUR PINTA

Member M. Christian suggests a way of helping others at the same time as helping yourself. Why pay the doctor £2.10 for grouping your blood when the hospital will do it for you. All you do is donate a pint of your blood, a painless process followed by a cup of tea, and later by the Blood group information. Then armed with this you can have your racing disc prepared with your blood group.

Full marks for a good suggestion.



SIR GEOFFREY TUTTLE

When a man is elected to the high office of President of a club, he can treat the appointment as one of the rights to which he has become accustomed; a sinecure in which benefits accrue and duties are ceremonial. Or he can set about the task of encouraging, aiding and continually striving to serve the body which has chosen him as their principal officer.

Bemsee has been so very fortunate that our President has enriched the office and that by so doing the Club is the greater benefactor from his eleven years of office.

Sir Geoffrey Tuttle is a man well known to many members. As charming in taking care of official guests of the Club, as he was exacting in the role as Chairman of the panel of Stewards in the interpretation of the sporting code: as diligent in his desire that the clubs affairs be conducted properly, as he was in the welfare of our marshals. Indeed his perambulations around our circuits will assuredly enter the history of our club to be re-called one day in the future as other members re-call the doings and happenings from other periods in Bemsee's history.

Air Marshal Sir Geoffrey Tuttle has carved his name in other spheres, as Vice-Chairman of British Aircraft Corporation he sells aircraft around the world having logged by now nearly 70 countries.

Wing Commander Tuttle flew Spitfires, formed the very first Photographic Reconnaissance Unit at RAF Benson in 1941 to be equipped with the revolutionary all-wood, twin-engined Monquito, and before retirement from the Service was Deputy Chief of the Air Staff.

His resignation from office at the Annual General Meeting is due to pressure of business which prevents him serving our interests to the degree he would prefer. Sir Geoffrey adds that he is now getting to an age when some of his duties, however enjoyable, must be laid down. We tender to Sir Geoffrey the thanks of all members for his untiring efforts. He knows that wherever Bemsee operates there will always be for him a true welcome.



Annual  
GENERAL MEETING  
1972

REPORTS AND ACCOUNTS

of the

BRITISH MOTOR CYCLE RACING CLUB LIMITED

## ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the British Motor Cycle Racing Club Ltd. will be held at the Royal Automobile Club (Western Entrance), Pall Mall, London, S.W.1., on Friday 7th April, 1972, at 7.30 p.m. for the following purposes:

### AS ORDINARY BUSINESS:

1. To receive and consider the accounts for the year ended 31st December, 1971, and the Directors' and Auditors Report thereon.
2. To receive and adopt the accounts of the Benevolent Fund.
3. To Elect Directors.
4. To fix the remuneration of the Auditors.
5. To Elect a President and Vice-Presidents.
6. To consider any other business.

By order of the Board

W.E. ROSE

Secretary.

33a London Road, Kingston-upon-Thames.

PRESIDENT: AIR MARSHAL SIR GEOFFREY TUTTLE  
K.B.E., C.B., D.F.C., F.R.Ae.S.

PRESIDENT ELECT: AIR VICE MARSHAL SIR BEN BALL  
K.B.E., C.B.

VICE-PRESIDENTS: G.E. DUKE, O.B.E.  
J. SURTEES, M.B.E.  
G. BROWN  
G. HADFIELD, F.R.C.S.

DIRECTORS: F.A. GILLINGS (Chairman)  
R.C. WALKER (Vice-Chairman)  
D. BATES  
G.C. COBBOLD  
E. COOPER  
L.T. ELLIS  
T.W. KIRBY  
W.E. ROSE

SECRETARY & REGISTERED OFFICE:

W.E. ROSE

33a, London Road, Kingston-upon-Thames.

## REPORT OF THE DIRECTORS

AND

## REVIEW BY THE CHAIRMAN

Your Directors submit herewith the Financial Statement and their Report concerning the activities of the Club during 1971.

The prime function of the Club is to promote motor cycle road race meetings. The risks attendant upon such an operation, especially insofar as the weather plays a vital role in their success or otherwise, are well known. In viewing the financial results of the season now past, the considerable good fortune we enjoyed in that all our thirteen meetings were run in dry weather, is reflected in the satisfying profit level achieved; a level which continues the upwards trend recorded last year. Two years ago, the Board stated that it was their policy "to provide the maximum amount of racing possible for its members, within the framework of racing as a whole." Despite the very great hardship of rising costs, reduced staff, the increase in administration work, the Club was able to maintain its 1970 charges to members without any increase and to continue its established thirteen-race meeting pattern. That the club racing within this framework has been an outstanding success, is due in no small measure to the enormous interest in the sport by all members.

### Membership

Membership remains steady. It is, of course, essential to the life blood of any club that membership should be a matter of concern for everyone. Recruitment means that the race programme and its future can be planned to expand to cater for the changing needs of the times. We hope that every member will do his or her best to encourage motor cycle sportsmen to enrol.

### Finance

The Balance Sheet which accompanies this Report shows a profit of £1,134. In 1969 the Club made a loss of



£1,620. These figures must be viewed against the severe pruning of all overheads, the appointment of an Honorary Secretary, instead of a full time paid servant, management economies and work delegation by the Board as a whole. As stated earlier the weather pattern helped, and these policies have enabled the Club to withstand the price increases. There is however a limit to which we can go in absorbing costs if we are to avoid the decline in income from selling our services too cheaply to ourselves, and too expensively to the customer at the gate. As long as it is possible we shall hold our costs, and in that the Directors are firmly resolved to avoid for the time being any additional expense falling upon Members.

### The Presidency

The Directors announce with regret the resignation of your President, Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S. The Club has been served loyally and honourably for eleven years by Sir Geoffrey, who feels that with the demands made on him in his role at British Aircraft Corporation involving as it does extensive global travel throughout the year, he is not now able to devote the same amount of time to the Presidency as is his wish. The Directors, on your behalf, have placed on record their appreciation of Sir Geoffrey who they hope will remain for many years ahead a friend and counsellor of B.M.C.R.C.

Sir Geoffrey Tuttle's last act of office has been to recommend his successor, Sir Ben Ball, K.B.E., C.B., and the Directors are pleased to announce that Sir Ben has agreed to stand for office as President. This nomination will receive the unanimous support of the Directors.

Sir Ben and Lady Ball have been frequent visitors to our meetings, in particular The Hutchinson 100. It is through this association coupled with his very great interest in both the Club and the sport that he now becomes President-elect.



## Vice Presidents

The re-election of the four Vice Presidents, George Brown, Geoffrey Duke, O.B.E., Gordon Hadfield, F.R.C.S., and John Surtees, M.B.E., will be proposed at the Annual General Meeting.

## Review of Racing

The Club's programme of 13 race meetings were extremely successful, particularly in the club field. Not only were we strong enough and important enough to have the wholehearted co-operation of the Sponsors Association for our Team Match Races, but this introduced full factory support at two of our Club Meetings without in any way affecting the standing of the ordinary riding member.

We suffered from the attendance aspect when the G.L.C. were unable to grant us our traditional Crystal Palace Bank Holiday date, which was finally resolved as a Club meeting one week later with, unfortunately, disastrous attendance figures. Nevertheless running under a club permit the level of sport, and the high quality entry including two factory contributions showed that B.M.C.R.C. is now regaining its place as the foremost racing club.

The Hutchinson 100 was again held in brilliant weather and good sport resulted, although foreign participation was unsatisfactory. The very considerable standing which this near-classic enjoys is something of which the Club should be proud. Now as it approaches its 40th anniversary, intensive planning is already under way to improve its specification, increase its sporting appeal to competitor and spectator, and to ensure that it retains the unique position in the sport which it has for so long enjoyed.

Club Championships re-introduced at club level reflect the continuing policies of the Club in providing for the ordinary member, at the same time the Directors note with satisfaction the excellent standards of racing at club meetings as evidenced by the ever increasing numbers who  
(continued after accounts) →

BRITISH MOTOR CYCLE RACING CLUB LIMITED

BALANCE SHEET AT 31ST DECEMBER 1971

	<u>1971</u>		<u>1970</u>	
	£	£	£	£
<u>FIXED ASSETS</u> (Note)		214		215
<u>INVESTMENTS</u> (Quoted) at cost (Market value £2,460 1970: £2,296)	2,990		2,990	
Less: Depreciation	<u>500</u>	2,490	-	2,990
<u>CURRENT ASSETS</u>				
Stock of badges etc. (at cost)	580		439	
Debtors and prepayments	293		586	
Cash	5,034		2,844	
	<u>5,907</u>		<u>3,869</u>	
<u>LESS: CURRENT LIABILITIES</u>				
Subscriptions in advance	496		511	
Creditors, accrued expenses and receipts in advance	888		837	
	<u>1,384</u>		<u>1,348</u>	
<u>NET CURRENT ASSETS</u>		<u>4,523</u>		<u>2,521</u>
<u>TOTAL NET ASSETS</u>		<u>£7,227</u>		<u>£5,726</u>
<u>Represented by:</u>				
<u>GENERAL FUND</u>				
Balance at 31st December 1971		<u>£7,227</u>		<u>£5,726</u>

REPORT OF THE AUDITORS TO THE MEMBERS

In our opinion, the annexed Balance Sheet and Income state of the club's affairs at 31st December, 1971 and of that date and comply with the Companies Acts 1948 and 196

22, Upper Brook Street,  
London, W.1.

4th February, 1972.





BRITISH MOTOR CYCLE RACING CLUB LIMITED

INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31ST DECEMBER 1971

	<u>1971</u>	<u>1970</u>
	£	£
<u>INCOME</u>		
Subscriptions	3,080	3,090
Surplus on sale of badges, ties and transfers	54	127
Income from quoted investments (gross)	199	199
Bank deposit interest	144	169
Events: Receipts less direct outgoings	<u>3,465</u>	<u>2,042</u>
	<u>6,942</u>	<u>5,627</u>
<u>LESS EXPENDITURE</u>		
Affiliation fees	143	162
Rent, rates, lighting and heating	658	647
Salaries, national insurance and S.E.T.	1,826	1,899
Printing and stationery	579	518
Postage and telephone charges	744	479
Sundry expenses (including insurance, bank charges and travelling expenses)	712	693
Motor car expenses	-	79
Auditors remuneration	84	84
Bemsee Magazine Excess of costs over receipts	456	769
Provision for depreciation in value of investments	500	-
Depreciation: Furniture and equipment	<u>106</u>	<u>108</u>
	<u>5,808</u>	<u>5,438</u>

BRITISH MOTOR CYCLE RACING CLUB LIMITED  
INCOME AND EXPENDITURE ACCOUNT (CONTD)  
FOR THE YEAR ENDED 31ST DECEMBER 1971

	<u>1971</u>		<u>1970</u>	
	£	£	£	£
<u>SURPLUS</u> for the year		1,134		189
<u>UNAPPROPRIATED BALANCE</u>				
brought forward	5,726		5,332	
<u>Add:</u> Prior year adjustment	367		185	
Profit on sale of motor car	-	6,093	20	5,537
		<hr/>		<hr/>
<u>UNAPPROPRIATED BALANCE</u>				
carried forward	£7,227		£5,726	
		<hr/>		<hr/>

BRITISH MOTOR CYCLE RACING CLUB LIMITED  
BENEVOLENT FUND INCOME AND EXPENDITURE ACCOUNT  
FOR THE YEAR ENDED 31ST DECEMBER 1971

	£	<u>1971</u>	£	£	<u>1970</u>	£
Balance of fund at 1st January, 1971.			1,129			1,072
<u>Add:</u>						
Interest receivable		63			57	
Income from collections		7	70		-	57
		<u>      </u>	<u>      </u>		<u>      </u>	<u>      </u>
			1,199			1,129
 <u>Less:</u>						
Sundry creditor						
B.M.C.R.C. Limited payment to Wayne Dinham			5			-
			<u>      </u>			<u>      </u>
			£1,194			£1,129
			<u>      </u>			<u>      </u>
 <u>Represented by:</u>						
Cash on deposit account 31st December, 1971.			£1,194			£1,129
			<u>      </u>			<u>      </u>

Certified correct.

22, Upper Brook Street,  
London, W.1.

ANDw. W. BARR & CO.,  
Chartered Accountants.

4th February, 1972.



←(continuation from before accounts)

graduate to sponsored and factory competition level. Without this progression the sport, and your Club, would wither. Symptomatic of these standards is the steady and encouraging rise in spectator attendance throughout the season, a course which we hope will continue through 1972.

Concern over safety helmets resulted in the Club raising the matter during June and July. Further investigations will be necessary in which the Club is involved, to produce information which may be of use to all who design, manufacture and wear protective headgear.

### Directors

In accordance with The Articles of Association three Directors retire at the Annual General Meeting each year. Those retiring this year are Frank Gillings, Dennis Bates and Lew Ellis. Messrs. Bates, Ellis and Gillings offer themselves for re-election.

We would like to welcome Mr. Tom Kirby who was co-opted to the Board of Directors early in 1972. In accordance with The Articles of Association, Mr. Kirby will stand for ratification of this appointment at the Annual General Meeting.

### Administration

In the closing period of 1971, the Board appointed Bill Rose as Honorary Secretary, which role he added to that of Honorary Treasurer. Revised administration systems are now implemented to achieve the greatest efficiency both in effort and the cost.

The Directors desire to record their appreciation of Mr. Peter Lewis and Miss Marion Long, our permanent administrative staff at the Club Offices. Their loyalty and enthusiasm are an asset for which the Club is duly grateful.

### Voluntary Workers

Without our voluntary workers there would be no Racing Programme. We take this opportunity to record our appreciation of the untiring efforts of our Doctors, Marshals, Starters, Judges, Lap Scorers, Programme Controller and Sellers, Scrutineers, Telenhonists and Secretarial Assistants.

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o.n.o. Brand New B.S.A. Polydyne Cam £5.00.  
9.1 Pistons unused £3.00. Contact Michael Smith,  
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654-6629 Anytime.

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Contact Pte. Lingley as above.

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Road, S.E.12. Telephone (working hours) 01-242 6888  
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all fittings and rear luggage carrier. Suitable for  
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modification. Very good condition, used once only.  
£20. Phone - Waltham Cross 27697.

Sir Ben Ball has been invited by the Board of Directors to become the President of British Motor Cycle Racing Club and will attend the Annual General Meeting.

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31 Forester Road,  
Thorneywood,  
Nottingham.

1st February, 1972.

Dear Sir,

I hope you are looking forward to the new season as much as we are.

I was only saying to Dale the other day how pitiful it all seems when a meeting is called off through rain or snow (the gods were with you last year weren't they?) Its snow and the first March meetings I'm really concerned with actually. Dale and I thought it would be a good idea if every competitor was to bring a shovel and a brush to the meeting and we could have a good go at shifting it. It wouldn't take much effort or time once it was started and think how glad people would be (me especially, 'cos I can only do a few meetings next season anyway) if first they thought they would have to go home and then they found they could race. With sand at the bottom of straights (?) it could be quite safe. It it all froze over again we can't say we didn't try, can we?

Yours sincerely,

Miss M. Beckett. (Passenger)  
Dale Ward. (Driver)



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