



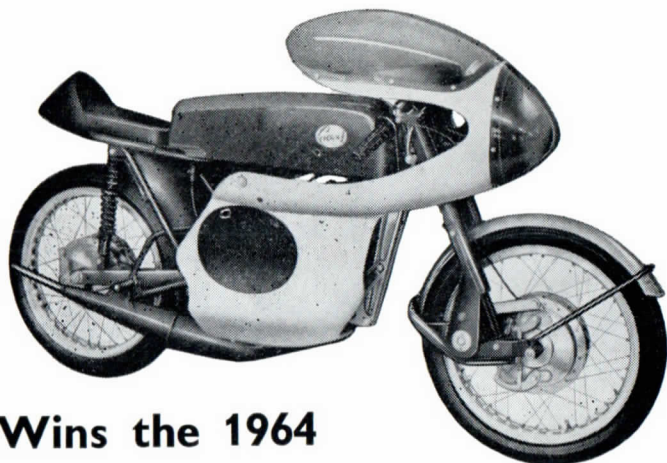
1966

***Bemsee***  
**DECEMBER**



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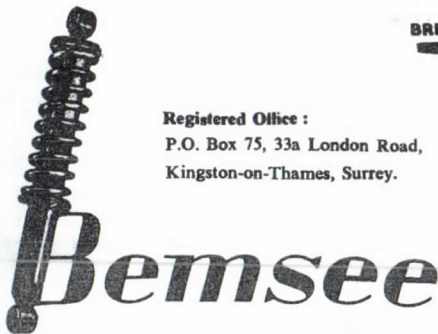
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THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

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**EDITOR**  
Jim Swift



**Bemsee**

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**EDITORIAL**

Although at the time of writing, I don't much feel the coming Christmas spirit(s), it has crept up with us once more all too suddenly. Hands must delve deep into the already holed pockets for the ever increasing list of presents and the suit has to come out of moth balls for the round of seasonal cheer. Or do you find too that even that is dropping off these days? So may we all from Bemsee H.Q. send you our best personal wishes for an enjoyable Christmas and hope that 1967 may see another safe and enjoyable season's racing. To those of our members that are scattered about other parts of the Globe go our best wishes too and also the hope that they'll think of us gripped in the cloak of winter while they're sunning themselves on some lonely beach!

Last month's long editorial has, at long last, brought forth some response in the form of a couple of articles but, if you've sat down to write something this winter, please don't despair—we still need more of them to keep the magazine going throughout the summer months. The Board of Directors have increased the sum set aside for magazine production so as to give it a face lift. January 1967 will see a new cover designed and drawn by Pete Butler which we hope will add to its attraction even if you don't look any further!





## *A Squeeze on T.T.*

**The motor cyclists mecca is the tiny Island of Man in the Irish Sea. Just how secure is our tenure. Dennis Bates feels that pressures now being exerted could spell a decline in our fortunes.**

Just how far away are we from seeing motor car racing in the Island, and on the T.T. course at that? The question is prompted by the presence in the Island at T.T. time of official observers whose job was to watch and report on the races, their report being made to the R.A.C. as to the suitability or otherwise of this famous course. The interested parties are all applying pressure to see this come about, which is a sure sign that the report (not yet published) clears the course for cars, both from the practical aspect of racing and from the safety of spectators.

The R.A.C. would like racing because it badly needs a circuit which would have the immense stature and prestige necessary for a country of our standing in the world of racing. Only the T.T. circuit fits this national requirement. Good though privately owned circuits may be, they are neither long enough, tough enough or as exacting as a number of the top continental and world circuits.

The Motor Industry would welcome such a move because it knows that big international competitions of all sorts—provided they are big, tough, powerfully and dramatically staged—will win enormous prestige for Britain; and prestige means sales!

The Manx Authorities would welcome it because they see the advantages for their island becoming a mecca of racing (two and four wheeled). It is something to which they are geared, and which they handle superbly well. It is a commodity not available anywhere else in the United Kingdom—grand prix racing on the public roads. More racing means more revenue—a badly needed addition to the exchequer as more people travel away south to the sun for their annual holidays.

But the people who do not yet relish the idea are the transport people. Shipping thousands of motor cycle enthusiasts across the water is quite a headache; it is an even bigger one to do the same thing for an international motor car race going crowd. It is only necessary to compare the task of leaving a car race meeting with the same circuit for a motor cycle meeting to underline the responsibility for the success or failure of the endeavour which would be placed upon shipping and airlines.

Where does the A.C.U. come into all this? Unfortunately it is not saying, and so far as can be ascertained, it has never put an opinion on paper. What it should be thinking about is the position of the T.T. and the Manx Grand Prix if the idea is ever put into practice. Be sure that car racing people would dominate the racing scene in the Island if they were ever allowed to get there. And one must not forget that it is the R.A.C. which controls the A.C.U. so that if a bias creeps in it will be on the side of the car boys.

The fact of the matter is that motor cycling was made, and in turn made the Island as we know it today as the world centre of two wheeled racing. The A.C.U. should say so and keep on saying so. It is a tradition, and an investment by countries and companies. As such, any interference with the T.T. and Manx Grand Prix cannot be tolerated. The principle that we were there first by some sixty years and the series were never more vigorous (and one can discount pre-war car racing there since the sport was never the international big business it is today).

So the A.C.U. should be indulging in some weighty in-fighting backing this up with these points:

1. Cars on the T.T. circuit would need to have alterations to the sporting characteristics of the present course, to its detriment.
2. Over saturation of the Island by speed events is to be avoided since such a policy would quickly reduce its drawing power. Besides making life for the inhabitants intolerable. (The T.T. takes roughly three weeks, the Manx a fortnight.)
3. International dates for cars and motor cycles are carefully integrated. Changing the accepted pattern may be impossible, or only achieved by an unfair treatment of one section or one organising country.
4. Rubber deposits whilst a menace on short circuits are an unacceptable and dangerous factor for races of the stature and duration of those in Manxland. It follows that six clear weeks should elapse between a car meeting and a motor cycle race in order for the circuit to 'clean' itself. Thus cars could race only in April, to clear the T.T., and in early July to avoid the Manx.
5. The T.T. and the Manx are slotted into the yearly activities organised by the Manx Authorities. They avoid peak holiday and travel periods yet admirably extend the season at either end. Should car racing take place could transport cope with the extra pressure on transport during a summer season? If not when would be the provisional date for the car meeting?

It is in the last item that the nub of the matter lies. And this is why the A.C.U. should be speaking out. Instead the silence from Belgravia is complete but across in The Mall, in the Island and amongst the car racing world plenty goes on. The pressures are there, the foot is in the door!

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### GRATEFUL THANKS

We would like to thank all of you who have acted as marshals and officials at the Club's race meetings held this season.

Bob and Jenny Beales

I would like to record my sincerest appreciation to all those persons who helped me and who were concerned for my welfare after my prang at Coram Curve on October 30th. A special thanks to the St. John Ambulance Brigade—these services are beyond value and our meetings could not run without them! Yes folks, you are all nice to have around and I hope you never need help in the same circumstances. God bless and a Happy Christmas.

Declan Doyle.

## Mutual Aid

### FOR SALE

1960 203 c.c. M.V. AGUSTA. Ex works motor in very good condition. Spare motor.

F. C. Steward, The Firs, Long Lane, Tilehurst, Reading, Berks.

1963 250 c.c. AERMACCHI ALA VERDE in road trim. Jakeman fairing, DS2 camshaft, few miles since overhaul. Fast machine suitable for touring or conversion to racing. £110 o.n.o.

D. Foxley, 154 Torbay Road, Rayners Lane, Harrow, Middx.

500 c.c. TRITON c/w E3134's, Twin Carbs, Alloy rims, racing tyres. Fast. £130 o.n.o.

650 c.c. TRIUMPH in running order—£25.

ODDS. T120 19" Front wheel—£5. 19" rear wheel, q.d. 43T sprocket—£4. Avon G.P. Tyres 30/- each, Dunlop front racing 3.00 x 19—25/-, 7R meggas, two only—30/- each. Honda r/cone meggas—£4 pair. T100 pipes and meggas, all in one—£2 pair. Norton clutch complete—£1.

A. L. Antulis, 3 Vine Court Whitechapel Road, London, E.1.

1964 NORVIN—highly tuned, special engine, Manx front wheel—£195 or swap for Manx framed and wheeled racer. Perfect featherbed-pre slimline, regd. 1966. Offers.

I. Hackman, 133 Montgomery Close, Stewartby.

£10 REWARD offered for information leading to the recovery of Lewis Racing Leathers (size 5. 9"—perfect condition) which were left in the changing room at Snetterton on July 25th.

J. C. Truscott, 'Freeholme', Chandler's Cross, Near Rickmansworth, Herts. 'Phone Kings Langley 3358.



**FOR ROAD OR TRACK, SCRAMBLES OR TRIALS**

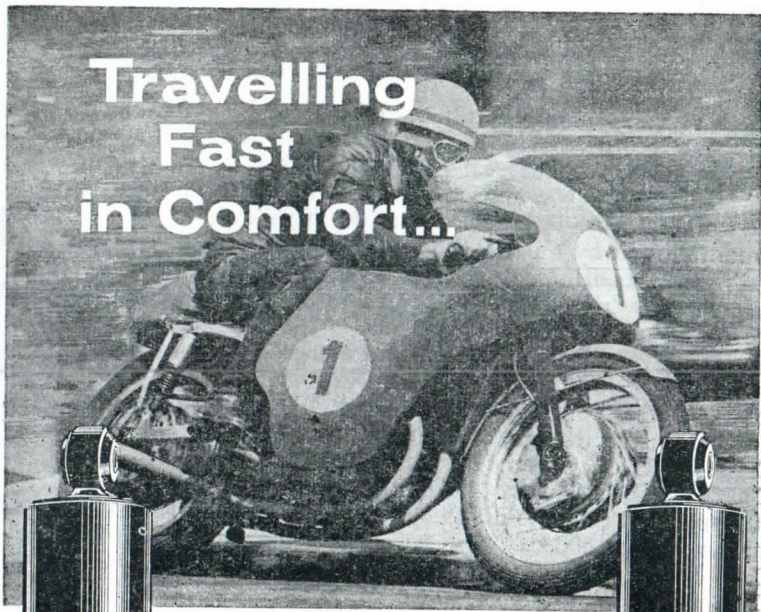
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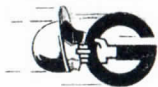


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# *As it was in the Beginning*

NOEL POPE

continuing the potted history of 'Bemsee' from 1909

The club was now firmly established, and the first on the long list of world records that were destined to fall to the club were taken at the last meeting of the year on October 9th.

It was in the two hour race that H. V. Colver on a Matchless broke the world records. First to drop was the 50 miles in 48 mins. 25  $\frac{3}{5}$  secs., to be followed by the 100 miles in 1 hour, 39 mins. 4  $\frac{1}{5}$  secs. which was over a quarter of an hour better than the previous record, and finally by covering 118 miles 14 yds. in the two hours handsomely beat the old figures of 103 miles 380 yds.

Lee Evans (Indian) also added a class C record by covering 105 miles 85 yds. in the two hours, and McNab (482 c.c. Trump JAP) was the only other competitor to cover the 100 miles in the time.

The results that day with the records were:

Class E. H. V. Colver (964 c.c. twin Matchless) 118 miles 14 yds.

Class C. G. Lee Evans (497 c.c. Indian) 105 miles 60 yds.

100 miles 1 hour 54 mins. 19  $\frac{3}{5}$  secs., world record for single cylinder machine under 500 c.c.

Class D. L. W. Bellinger (714 c.c. twin Indian) 95 miles.

Class B. F. W. Dayrell (340 c.c. Martin JAP) 75 miles 1,320 yds.

## " 1910 "

The first meeting of the year took place in brilliant sunshine on March 16th, and was honoured by the presence of the club patron His Serene Highness Prince Francis of Teck, who presented the prizes at the end of the meeting.

The first race was the All Comers' Handicap open to machines up to a 1,000 c.c. over a distance of 8 $\frac{1}{2}$  miles. This proved a runaway victory for Martin on his JAP machine although his engine failed just before he crossed the line.

1. H. Martin (Martin JAP)—2 mins. 20 secs.
2. W. O. Bentley (Indian)—36 secs.
3. H. H. Bowen (Bat)—1 min. 9 secs.

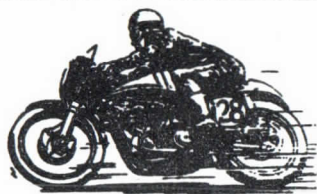
Then followed the main event of the day, which was the hour Tourist Trophy Race open to machines in T.T trim, less mudguards and accessories.

The competitors were:

F. A. McNab (1-cyl Trump JAP)—482 c.c.; C. E. Bennet (2-cyl Indian)—638 c.c.; G. Lee Evans (2-cyl Indian)—638 c.c.; A. C. Maitland (1-cyl Trump JAP)—482 c.c.; H. H. Bowen (1) (1-cyl Bat)—482 c.c.; W. O. Bentley (2-cyl Indian)—638 c.c.; C. R. Collier (2-cyl Matchless)—628 c.c.; M. Geiger (2-cyl V.S.)—663 c.c.; A. G. Fenn (1-cyl Triumph)—499 c.c.; A. Oberlander (1-cyl N.S.U.)—499 c.c.

At the end of the first lap Bennet was leading followed by the other two Indians, and except for the fact that these two swapped places this order was held to the end. In the process of winning the race Bennet broke the class D record for fifty miles in 49 mins. 55  $\frac{2}{5}$  secs.





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Result:

- |                  |                     |
|------------------|---------------------|
| 1. H. H. Bowen   | 56 miles 1,038 yds. |
| 2. C. R. Collier | 53 miles 326 yds.   |
| 3. H. A. Collier | 51 miles 740 yds.   |
| 4. C. E. Bennet  | 50 miles 1,035 yds. |
| 5. M. Geiger     | 46 miles 937 yds.   |
| 6. B. Yates      | 42 miles 1,113 yds. |

The third meeting on May 4th started off with a three lap all comers' handicap for machines up to 1,000 c.c. Gibson took the lead on the second lap followed by McNab, and although Bowen pushed his nose ahead a blown tyre put him out of the race on the last lap. So the result was:

1. J. Gibson (3½ Trump JAP)
2. F. A. McNab (3½ Trump JAP)
3. G. Lee Evans (7 Indian)

The main event of the meeting was again the hour T.T. race but this time machines had to be in full T.T. trim, although there was no restriction on the weight of the tools carried. Seven in all took part in the race, these being:

H. V. Colver (Matchless)—666 c.c.; C. E. Bennet (Indian)—662.5 c.c.; M. Geiger (V.S)—663 c.c.; J. F. Crundall (Humber)—499 c.c.; A. Oberlander (N.S.U.)—499 c.c.; F. A. McNab (Trump JAP)—488 c.c.; J. Gibson (Trump JAP)—488 c.c.; E. Gwynne (Triumph)—476 c.c.

Colver led the race by a big margin for the first three laps when his stand came adrift and although this slowed him up he still held his lead. On the sixth lap he stopped to fasten up his stand which allowed Bennet to hold the lead for one lap as Colver caught him up to take the lead again. Bennet dropped out on the ninth lap and on the fourteenth Colver stopped for oil which gave McNab the leading position. Rain pouring down in torrents added to the riders troubles, and Colver rode with his hand before his face, as he pressed on hard after McNab, finally being only 1 sec. behind on the twentieth lap, and taking the lead on the next lap to win the race by 170 yds.

Distances covered:

- |                   |                   |
|-------------------|-------------------|
| 1. H. V. Colver   | 55 miles 720 yds. |
| 2. F. A. McNab    | 55 miles 550 yds. |
| 3. A. Oberlander  | 50 miles 45 yds.  |
| 4. J. F. Crundall | 47 miles 252 yds. |

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## DEATH OF ALBERT ASHER

Although few members will have heard of him, Albert Asher, as Director of Promotions of the Daily Express, controlled the future of the Hutchinson 100 while it remained under his guidance at Silverstone. We owe to him much of the success the meeting has achieved in recent years. Our sympathy is extended to his family and to the Daily Express who must feel the great loss of his presence.

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# Notes on A.C.U. Matters

## NATIONAL COMPETITION LICENCES — ROAD RACING

As from 1st January, 1967, any driver applying for the first time for a national competition licence for road racing must submit a certificate of experience. This certificate will be included on the application form for licence and requires the endorsement of an official of the organising club certifying that the applicant has started, raced satisfactorily and finished on one race at each of three separate road racing meetings.

## R.A.F. MOTOR SPORTS ASSOCIATION

Occasional difficulties arise concerning the acceptance of entries from registered members of the R.A.F. Motor Sports Association.

Centres and Clubs are reminded that the Competitions Committee has agreed that members of the R.A.F. Motor Sports Association may enter events promoted under a Local Centre permit of the Centre in which they reside or in which the station to which they are attached is situated and on production of their R.A.F.M.S.A. membership card.

## NATIONAL RECORDS

The following Claims to National Record made at Elvington on 15th/16th October, 1966, have been submitted and will be placed before the Competitions Committee at its meeting on 17th November next for confirmation.

### $\frac{1}{4}$ mile Standing Start

#### Category A

125 c.c. Class	16.2225 secs.	89.2841 k.p.h.	55.478 m.p.h.
175 c.c. Class	16.066 secs.	90.1538 k.p.h.	56.4785 m.p.h.
250 c.c. Class	13.908 secs.	104.1278 k.p.h.	64.7019 m.p.h.

#### Category B

500 c.c. Class	14.2855 secs.	101.3903 k.p.h.	63.009 m.p.h.
1,300 c.c. Class	12.758 secs.	113.5296 k.p.h.	70.5439 m.p.h.

### $\frac{1}{4}$ mile Flying Start

#### Category A

175 c.c. Class	12.894 secs.	112.3322 k.p.h.	69.7999 m.p.h.
350 c.c. Class	8.338 secs.	173.7121 k.p.h.	107.9395 m.p.h.

#### Category B

500 c.c. Class	8.8025 secs.	164.5454 k.p.h.	102.243 m.p.h.
1,000 c.c. Class	7.5085 secs.	192.9029 k.p.h.	119.8641 m.p.h.
1,300 c.c. Class	6.9915 secs.	207.1675 k.p.h.	128.7277 m.p.h.

### One Kilometre Standing Start

#### Category A

350 c.c. Class	23.6805 secs.	152.4874 k.p.h.	94.7515 m.p.h.
500 c.c. Class	21.284 secs.	169.1410 k.p.h.	105.0992 m.p.h.
1,300 c.c. Class	19.135 secs.	188.1368 k.p.h.	116.9026 m.p.h.

#### Category B

500 c.c. Class	27.9825 secs.	128.6516 k.p.h.	79.9403 m.p.h.
1,300 c.c. Class	23.0115 secs.	156.4435 k.p.h.	97.2093 m.p.h.



- |                  |                     |
|------------------|---------------------|
| 1. C. E. Bennet  | 59 miles 870 yds.   |
| 2. W. O. Bentley | 58 miles 1,040 yds. |
| 3. G. Lee Evans  | 55 miles 690 yds.   |
| 4. F. A. McNab   | 54 miles 1,715 yds. |
| 5. H. H. Bowen   | 54 miles 1,420 yds. |
| 6. A. G. Fenn    | 48 miles 1,020 yds. |

The cause of Martin's very quick lap speeds was then discovered in the form of Ether fuel, and he must have been the first to use dope on the track. Much fuel for thought was given to the other riders over this, but perhaps even more, when A. G. Fenn in a race later on, although going miles an hour faster than the others, had the consternation to see his engine completely disintegrate through using a Picric acid petrol fuel.

The second meeting held on April 13th opened with the Record Time trials, in which world records were broken in three classes. The times were taken over the kilometre and mile with flying starts. The following are the results:

- Class A. 275 c.c.  
W. Chitty (Givaudan)—50.5 m.p.h. (world record)
- Class B. 350 c.c.  
H. Martin (Martin)—58.5 m.p.h. (world record)
- Class C. 500 c.c.  
S. Witham (Triumph)—66.7 and 60.7 m.p.h.
- Class D. 750 c.c.  
H. H. Bowen (Bat JAP)—68.2 m.p.h. (world record)
- Class E. 1,000 c.c.  
G. Lee Evans (Indian)—71.1 m.p.h.

The next event was a relay race in which the competitors entered in pairs one on a single cylinder machine and the other on a twin, the combined capacity not to exceed 1,170 c.c. The one who started first wore an armet which he handed over to his partner at the end of the first lap, each of them completing two laps. This was won by Collier and Fenn.

Then followed the main event of the day which was the Hour Tourist Trophy Race, and the competitors were:

F. A. McNab (Trump JAP)—482 c.c.; H. H. Bowen (Bat)—658 c.c.; A. C. Maitland (Triumph JAP)—482 c.c.; C. R. Collier (Matchless JAP)—658 c.c.; H. V. Colver (Matchless JAP)—658 c.c.; B. Yates (Humber)—499 c.c.; W. O. Bentley (Indian)—639 c.c.; G. Lee Evans (Indian)—639 c.c.; J. Gibson (Indian)—639 c.c.; H. A. Collier (Matchless JAP)—658 c.c.; A. G. Fenn (Triumph)—499 c.c.; J. T. Bashall (M.A.B.)—340 c.c.; S. Witham (Triumph)—499 c.c.

Bowen took the lead on the first lap and although he was passed by Bennet owing to a pit stop for fuel he regained the lead again on lap thirteen, and then went on to win. The Collier brothers passing Bennet as his machine slowed with engine trouble.

## One Kilometre Flying Start

### Category A

1,300 c.c. Class	15.932 secs.	225.9602 k.p.h.	140.4049 m.p.h.
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### Category B

500 c.c. Class	20.791 secs.	177.3659 k.p.h.	110.2099 m.p.h.
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## One Mile Standing Start

### Category A

125 c.c. Class	49.6935 secs.	116.587 k.p.h.	72.44 m.p.h.
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250 c.c. Class	42.0665 secs.	137.7258 k.p.h.	85.578 m.p.h.
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350 c.c. Class	38.304 secs.	151.2543 k.p.h.	93.9849 m.p.h.
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500 c.c. Class	32.841 secs.	154.858 k.p.h.	96.225 m.p.h.
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750 c.c. Class	32.043 secs.	180.8085 k.p.h.	112.3490 m.p.h.
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1,000 c.c. Class	30.008 secs.	193.0701 k.p.h.	119.9680 m.p.h.
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### Category B

1,000 c.c. Class	36.990 secs.	156.6274 k.p.h.	97.3236 m.p.h.
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1,300 c.c. Class	34.0675 secs.	170.0613 k.p.h.	105.6710 m.p.h.
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500 c.c. Class	41.0805 secs.	141.0312 k.p.h.	87.633 m.p.h.
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## *Fanciful Fable*

D. C. PATTERSON

(With acknowledgements to "O" and F. Walford Taylor)

### THE VERY KEEN MOTORCYCLIST AND THE STEADY GIRL FRIEND

Once upon a time there was a Very Keen Motorcyclist who had a 650 Twin and a Steady Girl Friend called Mollie. He was very fond of mucking about with the 650 Twin, not to mention Mollie. Due to constant pressure by Mollie the Very Keen Motorcyclist traded in the 650 Twin as a deposit on a Car.

He soon found that to go to work in the Car was too expensive and took too long, so he bought a little Two Stroke to go to work on. In order to pay the instalments, insurance, petrol and road tax on the Car and the little Two Stroke he had to work Overtime. This upset Mollie, who hinted that he was not seeing enough of her and all was not well. The Very Keen Motorcyclist did not do any maintenance to the little Two Stroke because he spent all his spare time with Mollie, and eventually the little Two Stroke packed up. The Very Keen Motorcyclist now had to go to work by Train, but because of the fares he couldn't keep up the repayments on the Car, which the finance company repossessed. The Very Keen Motorcyclist did not mind too much about this since Mollie had said that if he tried That in the back seat again she would tell her father. The finance company however took the Very Keen Motorcyclist to Court for the arrears of instalments on the Car, and in order to pay the arrears of instalments on the Car, (which he hadn't got) and the little Two Stroke (which didn't go) and his fares, the Very Keen Motorcyclist had to work so much overtime that he didn't see Mollie at all, and eventually Mollie went off and found herself another Boy Friend.

Moral: Give up.

# *Twelfth Night Party*

**Friday, 6th January, 1967**

**7.0 P.M.**

**Arosa Rooms, Sportsdrome (Ice Rink)  
Richmond, Surrey**

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THAMES, SURREY

---

**Bring your friends and make it a memorable  
evening**



## **DINNER REMINDER**

By now you will have realised that the Annual Dinner and Dance, not to say the presentation of trophies, will take place on December 10th at the Empire Ballroom, Tottenham Court Road, London, W.1. It promises to be a fine evening with dancing to Trevor Hall and his Music and an enormous raffle to add to the gaiety. So if you haven't booked please do so now. Plenty of parking space and it is on a Saturday evening!

## **ITALIAN GRAND PRIX'S**

The Club will be organising a Charter Flight to both the Italian Car and Motor Cycle Grand Prix's in September 1967. The trip will be over eleven days at a total cost of £70. The aircraft will be a Britannia and members and their friends are openly invited to book. A small deposit will secure a seat. All persons booking will be permitted £25 in foreign currency and £15 in sterling. It is not a particularly cheap trip but it will be a good one and good value for money. We shall be staying in Milan.

So if you would like to come, book now.

## **DENNIS GLOVER**

The Club regrets to report that Dennis Glover, Board member, and Chief Scrutineer for some eighteen years has resigned his positions due to domestic circumstances which make it impossible for him to continue. The Board hope that you will join with them in sending their most heart felt thanks for his efforts on behalf of the Club and wish him every possible success in the future. Ernie Woods has accepted the vacant position of Chief Scrutineer.

## **SPRINTS AND HILL CLIMBS**

The Board of Directors have reluctantly decided that, due to financial considerations and the few members who compete, the Club will discontinue to associate itself with the promotion and organisation of hill climbs and sprints. The Board does this with the firm intention of using the time and energies which have hitherto been used in this direction, to greater profit for all concerned in road racing.

## **PRACTICE DAYS**

The Secretary is at present negotiating with Grovewood for the use of Brands Hatch exclusively for members test days during the opening period of the 1967 season. Naturally these will be held mid-week on the lines as displayed in the past. It is to be hoped that they will again receive the support of members.

# Not My Day

I. HACKMAN

Now the season has ended—in go the bikes—out comes the pen. I see from the last Editorial that written matter is very scarce, although I would hardly call the magazine a load of old rubbish—the paper makes wonderful gaskets! I'm always willing to try and give you journalistic attempts—potted histories of nothing in particular, articles on the famous Phobof marque (perhaps hitherto unknown in "Bemsee"). It makes my heart bleed (how's that!) to see such a lot of paper devoted to the J.S. pen and old programmes from 19 dot. Surely if you grumble consistently someone will turn author just to shut you up.

Being quite aware that you've no desire to have my history on a plate I won't try—but perhaps you can print something which may help me find out something which has been puzzling me. On Bank Holiday Monday (August—Ed.!) I was racing at Crystal Palace in the 1,000 c.c. event. My day was made bad enough by a leak which the sky seemed to have sprung. This was partly atoned for by the comments about my nice shiny machine on the P.A. system, as we stood on the grid waiting. Beams of happiness were soon cut short. As we pushed off, the chap in front of me swerved. I hit him and fell over my 'bike and was promptly run down by what felt like a dozen large machines. When I got up and started (minus left footrest with right clip-on pointing forward and a split tank) I appeared to be alone with the last man in sight two hundred yards away. In the ensuing nine laps of rain and muck I worked up to tenth place before seeing a black flag furiously waved amongst the Barbour jackets at the pits (he covered the lack of footrest so well it took us six laps to make sure he hadn't got one—Ed.). I stopped very unwillingly and got a well deserved rollicking for not seeing the flag sooner (it had apparently been out for three laps). What I would like to know is who the heck ran me down and did anyone else bust anything or get hurt. I don't want to ease my feelings by clobbering them, I'm just curious to hear other points of view. I'd also love some photos of me bonging around with one leg flopping in the breeze but nobody seems to have any.

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*A Merry Christmas*

**and a Safe and Successful**

**Season of Racing ahead**

## **DEALERS !**

*If you would like to help make the Dinner go with a “swing” — Raffle Prizes are needed (isn't it always so!)*

*If you would like to donate something to the evening's entertainment, we should be forever in your debt!*

## **TRADERS !**



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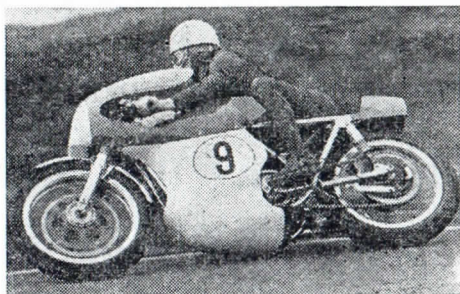
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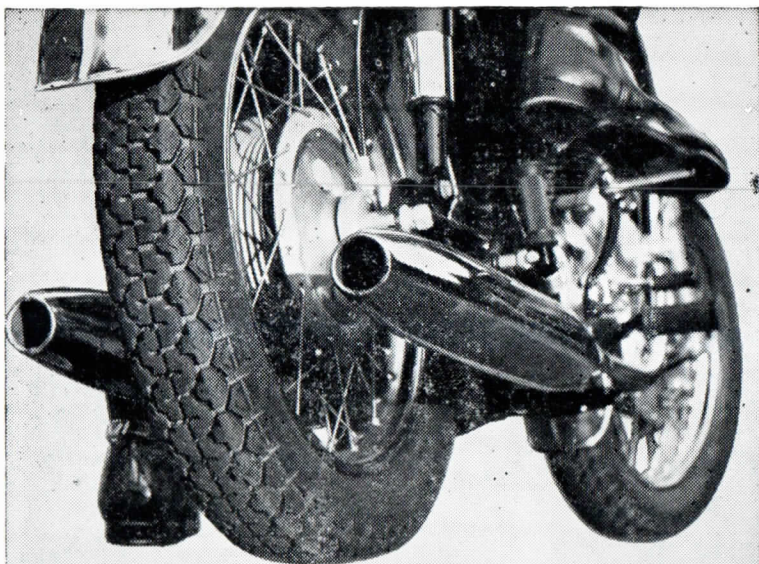
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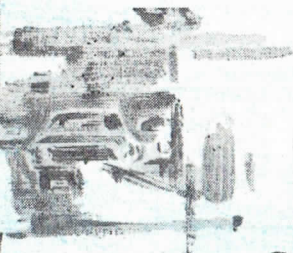
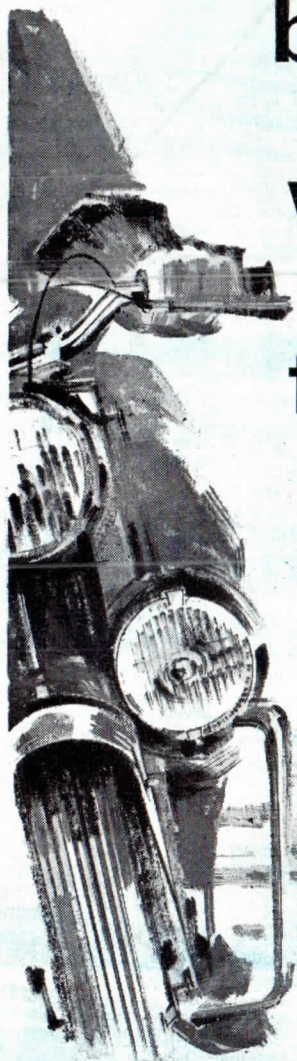




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