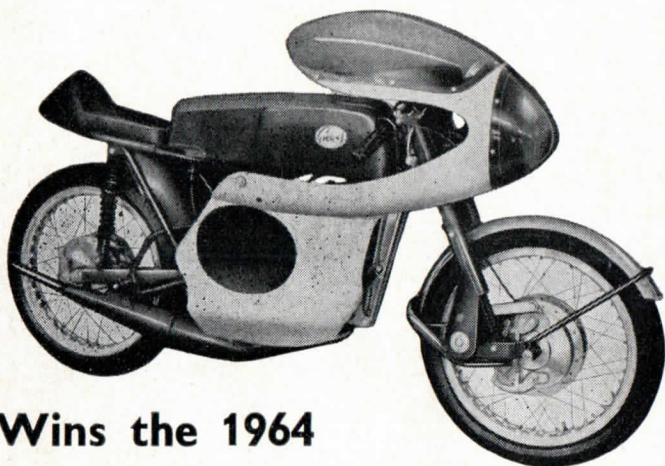


**Bemsee**  
SEPTEMBER



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EDITOR  
Jim Swift



# Bemsee

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## THE CLUB

President : Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.  
Vice-Presidents : H. L. Daniell, G. E. Duke, O.B.E., J. Surtees, M.B.E., and G. Brown  
Chairman : R. C. Walker      Vice-Chairman : H. L. Daniell

## IN RETROSPECT

Jim Swift

Another Hutch has come and gone. Personally I didn't see any of the racing but it becomes increasingly obvious that there is now a glut of race meetings in this country. This can and is doing little for the spectacle of the sport and can only kill the image in the long run. The number of people who were just standing around behind the grandstands not watching but loafing was indicative of a disinterest that was disheartening to see.

By and large it is now becoming almost impossible to make one event different to another. The same riders and the same machines make increasingly difficult the problem of variety and the burden of start money almost impossible the task of choosing a competitive entry. Machines are now so old that they are becoming unreliable and are taxing the tuners and preparers to such an extent that the standard of preparation is fast declining to the detriment of racing.

The problem now facing the race organiser who has any sort of pride in his meeting is that he cannot make his meeting any different from anyone else's without considerable expenditure. Finances prohibit vast expenditure.

## AS IT WAS IN THE BEGINNING

Noel Pope

continuing the history of Bemsee from 1909 to 1914

The second meeting was held on Wednesday, May 19th, and included a one hour race, five mile handicap and a half mile sprint. The hour event was divided into two: class A for machines not exceeding 500 c.c. and class B up to 1,000 c.c. All the entrants in class B rode twin-cylinder machines.

At 3.50 p.m. both classes were started together with Bashall in the lead at the end of the first lap followed by Mead, McNab and Slaughter. Bashall, after increasing his lead with laps at 60 m.p.h., eased back with Mead gaining slightly. Mead took first place as Bashall's machine started mis-firing; for the next few laps Mead kept his position and Bashall hung on to second place, his engine running on one cylinder. At the eleventh lap Mead still led but Bashall was running well again and was after him. Meanwhile, Olsson, Slaughter and McNab were having a private battle on their own. At half time in class B Mead had covered 27.4 miles, Bashall 26.2 miles. In class A, Slaughter had covered 25.6 miles and McNab 24.9 miles. On the twelfth lap Bashall again took the lead and kept his place until the end.

Results were:—

Class A	
F. A. McNab	48 miles 400 yds.
J. H. Slaughter	46 miles 530 yds.
H. Shanks, Jr.	37 miles 290 yds.
Class B	
W. H. Bashall	55 miles 1,576 yds.
G. G. Mead	53 miles 1,192 yds.
F. C. Dee	49 miles 502 yds.

In the five mile handicap, G. L. Fletcher on a 2 h.p. Moto Reve with a handicap of 3 min. 24 secs. was the first away and appeared to have rather a generous handicap for he was never overtaken. The order of finish was:—

- 1st Fletcher 39.49 m.p.h.
- 2nd Lee-Evans (2½ h.p. Indian) 1 m. 56 secs.
- 3rd Bowen (B Bat) scratch

The final event was the half mile sprint race in which all competitors were taken to a point 300 yards beyond the top of the finishing straight. Then, at a given signal, they all started and fell into line with the car driven by Major Lloyd. As soon as they were in line the time-keeper gave the 'OFF'. The finishing order was Slaughter, Barnes, McNab, Bowen, Griesbach and Evans.

June 16th saw the third members' meeting take place in beautiful weather for the Tourist Trophy scratch race of three laps for machines up to 750 c.c. The riders who faced the starter were:—

- E. Gwynne (467 c.c. Triumph)
- W. H. Wells (638 c.c. Indian)
- G. Lee Evans (638 c.c. Indian)
- M. Krause (672 c.c. V.8)
- F. A. McNab (482 c.c. Triumph JAP)

A. G. Fenn (409 c.c. Triumph)  
F. W. Barnes (482 c.c. Zenith Gradua)  
J. T. Bashall (476 c.c. Triumph)  
J. H. Slaughter (476 c.c. Triumph)

All competitors made a good start and when the riders came under the bridge it was clear that there were only three in the race. Lee Evans was leading from Fenn by a few yards with Wells close behind him well ahead of the rest of the field. Lee Evans eventually won the race from Fenn by about ten yards. Results:—

1st Lee Evans 59 m.p.h.  
2nd Fenn  
3rd Wells  
4th Slaughter  
5th Bashall  
6th Barnes

Next came the all comers three lap scratch race for machines over 450 c.c. and not over 1,000 c.c. Cook on an N.L.G. won with the greatest of ease from Bowen and Fenn. Results were:—

1st W. E. Cook (944 c.c. NLG) 59 m.p.h.  
2nd H. H. Bowen (964 c.c. Bat)  
3rd A. G. Fenn (499 c.c. Triumph)

The third race was again a three lap event but this time a handicap race in which the handicappers really had the riders taped. The race was for all classes not exceeding 500 c.c.

A. G. Fenn (499 c.c. Triumph)—Scratch  
J. T. Bashall (476 c.c. Triumph)—14s.  
J. H. Slaughter (476 c.c. Triumph)—14s.  
H. H. Bowen (482 c.c. Bat)—24s.  
F. A. McNab (482 c.c. Triumph-JAP)—33s.  
F. W. Barnes (482 c.c. Zenith Gradua)—38s.  
R. T. Exshaw (482 c.c. Zenith Gradua)—38s.  
E. Gwynne (476 c.c. Triumph)—45s.  
W. H. Bashall (MAB)—2 mins.  
G. L. Fletcher (332 c.c. Moto Reve)—3 mins. 30s.  
W. Smith (332 c.c. Moto Reve)—3 mins. 30s.

Fletcher assumed the lead from the start, obviously because of his handicap, but Fenn went off splendidly and was evidently out to win in spite of his handicap. Fletcher and Smith still occupied the lead at the beginning of the last lap but the back-markers were going very well.

On July 14th the fourth members' meeting was held, the first event being for novices and a handicap at that for machines up to 1,000 c.c. Novice was defined as anyone who had not won a first place in any motorcycle race held on a closed track; machines having to be bona fide property of the riders. Before the race a timed event was run so that a handicap could be formed on the performance of the machines. Should a competitor improve his time trial by a margin exceeding 2½% of this run he would be disqualified.

All the races up to this time had started to the fork and finished down the straight so that for the spectators in the paddock it was impos-

sible to follow the progress of the racers. So it was hoped that, on the next occasion, both start and finish would be at the fork.

Results:—

1st Mead (7 h.p. VS)                      2nd Wells (5 h.p. Indian)  
3rd Krause (5 h.p. VS)

The following event, for all comers and for engines between 450 and 1,000 c.c. was won by Bowen from Lee Evans and Parker. Then came the novices race the finish being in the following order:—

1st Morgan (5 h.p. Rex) 53.75 m.p.h.  
2nd Pennington (3½ h.p. Triumph)  
3rd Mead (7 h.p. VS)  
4th Wells (5 h.p. Indian)

Pennington was eventually disqualified as he exceeded his preliminary run by over the 2½% allowed him.

The T.T. handicap race followed for machines up to 750 c.c. which was won by Bowen on a 3½ h.p. Bat followed by Mead (7 h.p. VS) and Evans (5 h.p. Indian) taking third place.

After the usual tea interval which, by now was becoming quite a social event, the record time trial took place which gave a very good result in the speed obtained by Bowen on his Bat JAP who obtained a speed of 64.28 m.p.h. which was only beaten by Lee Evans in a higher class on a 638 c.c. Indian at 64.70 m.p.h.

*to be continued*



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

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**The Pioneers of Motor Cycle Clothing who KNOW**  
exactly what the racing man needs, **If you cannot**  
call, write or telephone for **FREE Catalogue.**

## PRODUCTION MACHINE SLAUGHTERS

### THE FIELD

Our annual jaunt to Long Marston in Warwickshire, close to Stratford upon Avon took place on Sunday, 19th June in summery but showery weather. We shared the day with our hosts the Evesham Car Club for the 880 yard gallop, tackled in pairs against 'magic eye' timing: share is the word for we had first crack at the course before spinning tyres have taken the bite off the start line surface; we had our own paddock with plenty of room, and a charming bunch of Evesham Car Club members made everyone from 'Bemsee' really welcome. On top of that members were able to enter two machines for the price of one—18/6 the lot providing 6 runs against the clock.

Hardly surprising therefore that the news regarding value for money, implemented last season, had percolated through to sprinters, who turned up in force with 63 machines. They ranged from out-and-out sprinters to vintage machines (with an exceptionally beautiful 498 Panther owned and ridden by N. Boero: Arthur Taylor, on the spot at the time said that these machines were quite something in sport in their day; so we live and learn!); then there were modern racing bikes like Andy Walczak's Manx Norton, and a host of Vincents including the mighty Methamon driven by World Champion Maurice Brierley. Stephen Woods turned out with dad's vee-twin JAP—one of them—but broke a cam follower in practice and lost quite an opportunity to crack away at the other big 'uns! Some machine preparation was downright stupid, especially certain stark naked, rigid sprint solos without any stops to the front forks; producing in one case a turn exceeding 90°; on the dip at Long Marston this could easily have finished the rider's career instantly!

First runs are not always the best, but on this occasion every class winner made his best time; four second place men also made their best time on this first leg. With only a smattering of the 'stars' things looked very open, although Ron May was an obvious choice to collect 350 honours, which he managed comfortably on the Triumph. However his rigid sprinter in the 500 class was seen off first time by the Velocette's of Heading and Langston, as well as Brian Scammel aboard another Triumph. It was not until run two that May got under 22 seconds to clinch second berth, but then only by 0.6 seconds from Scammel. And as the 1,000 c.c. boys reeled off their runs only Dick Knight on the vintage Brough proved to be quicker than 350 winner A. Heading until R. C. Elgar, last man, produced a sizzling 20.18 seconds on his Vincent. This we all felt augered well and would set the standard for the day. That was before Elgar produced a standard version of the Stevenage twin for the Production Class and cracked his racing class time with a

first run in 19.85. This was followed by a second trip down, again under 20 seconds, leaving a gallant J. B. Willsher trailing in second position by a gigantic  $2\frac{1}{4}$  seconds. Cyril Hale's beautiful Halec special, once a racing Morgan, went in fine form in the 29 second bracket, but all eyes were on Brierley. Neither did he disappoint the onlookers with a 20.08 time which was to be the one and only run because something 'went' and Maurice was out of the fray. Then the clouds which had been lurking for most of the day gathered and the fury of a cloudburst descended upon the meeting just as the third runs for the bikes came around. Kindly officials asked if the lads would like to postpone matters but finding them willing (if not anxious) to get it over with, let them run. Curiously enough three men were faster in the wet: K. Bell, 348 BSA; E. P. Evans, 492 vintage Sunbeam and K. C. Hellier, 649 Vass Triumph. Dick Knight with suspected engine bother decided to have a third run, notwithstanding, and had the rear plug lead shorting out against his leg for the whole sparkling (!) 23 seconds. Elgar lived up to his form knocking out a 22.11 third run in the racing class, then bettering this with the production Vincent with a handsome 21.62. Very fine stuff indeed.

**Dennis Bates.**

---

## MUTUAL AID

TYRES 3.00 x 18 Dunlop front racing almost new—£5. 3.50 x 19 Avon GP c/w tubes—£5. 3.00 x 18 Avon Mk. 2 front—30/-. T120 q.d. wheel—£3. T120 c/r gear cluster—150/- Pair Triumph h/l exhaust pipes—£2. Triumph fork dampers—30/- pair.

SAC Wickett, Photographic Section, R.A.F. Stanmore, Middx.

AVIAKIT Corsair leather jacket, 40" chest—90/-.

Exchange Aviakit zip-backed, fur lined commando boots size 10 for unlined racing boots size 9 or  $9\frac{1}{2}$  or sell 110/-. These boots are in excellent condition. Also exchange Aviakit fur lined gloves size  $8\frac{1}{2}$  for unlined racing gloves or sell—30/-.

G. McLeod, 112c Park Road, New Barnet, Herts. Telephone: Barnet 5397. Call or 'phone after 6.30 p.m.

## TRADE

Rosegreen Motors Ltd., 54 Windsor Walk, Luton, Beds.

New Triton road racing machines, new sidecar road racing outfits and special road tritons. H.P. facilities for all machines. 15% discount for Bemsee members.



# "THE HUTCHINSON HUNDRED"

## 100 MILES HANDICAP RACE for the £200 HUTCHINSON CHALLENGE CUP

(Presented by Messrs. HUTCHINSON TYRES, LTD.), and

Cash Prizes: 1st place, £25; 2nd place, £15; 3rd place, £10.

Gold Medals to Winners of 4th, 5th and 6th places.

A Silver Cup, value £5 5s., presented by Mr. H. Le Vack to the first unplaced (i.e. one, two or three) Private Owner to finish.

### "THE HUTCHINSON HUNDRED" REGULATIONS.

100 Miles Handicap Race (37 laps) open to all Members of the Club as Entrants or Drivers and confined to Male Members as Drivers, for Solo Motor Bicycles with engines not exceeding 1,000 c.c., to be held at Brooklands Track on Saturday, May 16th, 1925, at 4 p.m.

The Race will be run on a Handicap basis, and each competitor will ride the full distance. A limit Handicap will be formed on the basis of the existing Record (at the date of Framing the Handicap) for the 100 Miles distance, and the limit Handicap for each of the engine sizes will not be at a lower speed than 10 Miles per Hour less than the existing Record.

The Winner of the Race will be the first over the line having completed 37 laps.

Any part of the motor-cycle may be renewed or replaced during the race with the exception of the frame, the forks, the cylinder or cylinders and crank case; which latter parts may be sealed together and must not be parted.

Every motor-cycle must be fitted with a Silencer strictly in accordance with the revised regulation dated March 1st, 1925.

A fracture or breaking away of the silencer during the races will render the driver liable to disqualification, unless remedied or replaced immediately.

The number of entries is limited to fifty starters. If the number of acceptances reaches the limit a reserve list will be opened and entries will be accepted for inclusion in such list on the understanding that if there are any non-starters, a corresponding number of entrants whose names appear first on the reserve list will be given the opportunity of starting. If no opportunity to start is given to an entrant on the reserve list his Entry fee will be returned in full.

**COLOURS AND NUMBER PLATES.**—Three number plates must be carried: two circular plates of the regulation size, one on each side of the machine, *fixed clear of the rider's leg or thigh*, and free from oil or exhaust gases. The front number plate, made of ply wood 11 in. wide by 9 in. deep, will be supplied by the Club, and provision must be made for the proper fixing, facing square to the front, vertical or parallel to the head and clear of all obstruction. (Regulation number plates can be purchased at the track, if required, price 5s. per pair).

**COLOURED JERSEYS** must be worn, and will be supplied free to the Competitors.

**REPLENISHMENTS AND REPLACEMENTS.**—Space for replenishment depots will be provided at the Fork, and clearly indicated where all replenishments and replacements of parts not carried on the machine from the start of the race must be made.

Each competitor will be allowed two male attendants who must remain stationed at the official replenishment depot behind the barrier after the start, unless actually engaged in assisting their competitor.

These assistants must wear throughout the Race, a coloured and numbered armband corresponding to the colour and number of their competitor.

An assistant must not assist any competitor other than his own and may not transfer his armband to any other assistant or person.

Entrants must warn competitors' attendants that they are not permitted, during the Races, on the Track outside the pit unless their rider is actually at the pit, and then must keep within the black line.

**LAP SCORING ASSISTANTS.**—Every entrant shall nominate on his entry form one male adult assistant for lap-scoring, and shall undertake that he will be available throughout the race for lap-scoring. If absent at any time from the lap-scoring box, the entrant nominating may be disqualified.

**HELMETS.**—Throughout the Races every competitor must wear a helmet stamped and approved by the A.C.U.

Entries will be accepted in order of entry. Entries received in excess of the limits mentioned will be placed as reserves. Due notification will be given.

# 4.0 p.m. "THE HUTCHINSON HUNDRED."

FORK START AND FINISH. 37 LAPS.

TOTAL DISTANCE: 102.37 MILES.

## Race 6

No.	Name	Machine.	Cyls.	Dimensions : B. & S.	C.C.	Start. M. S.	No.
1	C. F. Temple	McEvoy-Temple	2	78 x 104	996	0	1
2	H. M. Walters	Zenith J.A.P.	2	74 x 85	730	2	28
3	C. T. Ashby (Driver: O. M. Baldwin)	Zenith J.A.P.	2	85½ x 85	976	2	28
4	V. E. Horsman	Triumph	1	80½ x 117	599	3	42
5	V. E. Horsman	Triumph	1	80½ x 98	498	5	33
6	R. M. N. Spring (Driver: A. Dent)	Norton	1	79 x 100	490	5	33
7	R. M. N. Spring (Driver: C. S. Staniland)	Norton	1	79 x 120	588	5	33
8	D. Watson (Driver: F. A. Longman)	Harley-Davidson	2	84 x 89	989	6	10
9	D. Watson (Driver: R. E. Humphreys)	Harley-Davidson	2	84 x 89	989	6	10
10	M. A. McEvoy	McEvoy-Temple	2	78 x 104	996	6	47
11	H. J. Knight	Zenith J.A.P.	2	85½ x 85	976	6	47
12	C. G. Peattie (Driver: R. N. Judd)	Douglas	2	62½ x 82	490	6	47
13	R. M. N. Spring (4th Reserve)	Norton	1	79 x 100	490	8	13
14	R. E. Denny	Norton	1	79 x 120	588	8	14
15	W. D. Marchant	Chater-Lea	1	71 x 88	348	8	15
16	J. E. Harrison	Zenith-Blackburne	1	71 x 88	348	9	52
17	C. C. Cobbitt	Sunbeam	1	80 x 98	493	11	6
18	B. Mariani (Driver: C. T. Ashby)	P. & M. Pauther	1	84 x 90	499	11	6
19	R. H. Hopkins	Chater-Lea	1	71 x 88	348	11	6
20	J. S. Wright	Zenith J.A.P.	1	74 x 80	344	11	6
21	P. M. Walters	Zenith J.A.P.	1	74 x 80	344	11	6
22	H. E. Veek	Coventry-Eagle J.A.P.	1	62½ x 80	246	11	6
23	E. Munday	New Hudson	1	79½ x 100	495	12	57
24	Kaye Don	O.E.C. Atalanta	1	71 x 88	348	12	57
25	L. P. Driscoll	Norton	1	79 x 100	490	12	57
26	T. Sheard (4th Reserve)	New Hudson	1	79½ x 100	496	12	57
27	O. S. Biddcutt	Dunct...	1	85 x 88	499	14	48

28	B. Kershaw	...	...	...	New Hudson	...	I	70	×	90	346	14	48	28
29	H. W. Harrington	...	...	...	Omega J.A.P.	...	I	74	×	80	344	14	48	29
30	S. E. Williamson	...	...	...	New Hudson	...	I	70	×	90	346	14	48	30
31	W. Colgan	...	...	...	Cotton-Blackburne	...	I	71	×	88	348	14	48	31
32	J. S. Worters	...	...	...	Excelsior-Blackburne	...	I	60	×	88	248	14	48	32
33	V. Baxter	...	...	...	Rex-Acme J.A.P.	...	I	74	×	80	344	14	48	33
34	G. Maund	...	...	...	Zenith J.A.P.	...	I	74	×	80	344	15	25	34
35	V. W. Derrington (2nd Reserve)	...	...	...	O.E.C. Atalanta	...	I	71	×	88	348	17	53	35
36	J. H. Evans	...	...	...	O.E.C. Blackburne	...	I	71	×	88	348	17	53	36
37	R. C. Chawner	...	...	...	O.E.C. Blackburne	...	I	71	×	88	348	17	53	37
38	E. W. Guyler	...	...	...	P. & P. J.A.P.	...	I	74	×	80	344	17	53	38
39	C. Harman	...	...	...	O.K. Bradshaw	...	I	68	×	96	349	17	53	39
40	C. A. C. Birkin	...	...	...	Cotton-Blackburne	...	I	71	×	88	348	17	53	40
41	A. A. Hall	...	...	...	A.J.S.	...	I	74	×	81	349	17	53	41
42	W. J. Lord (Driver: G. G. Savage)	...	...	...	B.S.A.	...	I	72	×	85½	349	20	21	42
43	A. Pearson	...	...	...	Zenith-Blackburne	...	I	71	×	88	348	20	21	43
44	G. E. Totty	...	...	...	New Imperial J.A.P.	...	I	62½	×	80	246	22	12	44
45	C. W. Johnston	...	...	...	Cotton-Blackburne	...	I	60	×	88	248	22	12	45
46	J. E. Milton	...	...	...	Beardmore-Precision	...	I	59	×	90	246	24	3	46
47	<del>F. S. Prestwich</del>	...	...	...	P. & P. J.A.P.	...	I	62½	×	80	246	24	3	47
48	F. L. Hall	...	...	...	New Imperial M.A.G.	...	I	64	×	77	248	26	31	48
49	J. J. Hall	...	...	...	P. & P. J.A.P.	...	I	62½	×	80	246	28	22	49
50	R. Dequin	...	...	...	Zenith M.A.G.	...	I	64	×	77	248	28	22	50
51	A. Greenfield	...	...	...	Connaught-Blackburne	...	I	60	×	88	248	28	22	51
52	<del>S. G. Huntley</del>	...	...	...	Connaught-Blackburne	...	I	60	×	88	248	28	22	52
53	C. R. Godwin	...	...	...	Connaught-Blackburne	...	I	60	×	88	248	28	22	53
54	D. E. Calder	...	...	...	Zenith J.A.P.	...	I	62½	×	80	246	28	22	54

This Race is limited to 50 starters, Nos. 13, 35, 36, 26 being reserve entrants. In the event of a NON-STARTER, No. 13 to be first reserve, No. 35 second, No. 36 third, No. 26 fourth. NON-STARTERS will be announced on Board.

RESULT: First... 8..... Second... 21..... Third... 11..... Fourth... 43..... Fifth... 46... Sixth... 44...

WINNER'S SPEED: ... 89 ..... m.p.h. Time..... Min..... Secs. 1' 7"

P.O.

6  
4-  
5-

# "The Hutchinson Hundred"

100 MILES HANDICAP RACE.

SATURDAY, MAY 16th, 1925.

British Motor-Cycle Racing Club.

## OFFICIAL RESULTS AND PLACINGS.

No.	Name	Machine.	Cyls.	Dimensions:		C.C.	Net Time for Distance.			No. of Laps	Place in Race
				B. & S.	E. & S.		H.	M.	S.		
1	C. F. Temple	McEvoy-Temple	2	78	× 104	996	1	12	2	37	7th
2	H. M. Walters	Zenith J.A.P.	2	74	× 85	730				9	R
3	C. T. Ashby (Driver: O. M. Baldwin)	Zenith J.A.P.	2	85½	× 85	976				4	R
4	V. E. Horsman	Triumph	1	80½	× 117	599				NON-STARTER	—
5	V. E. Horsman	Triumph	1	80½	× 98	498				NON-STARTER	—
6	D. R. O'Donovan (Driver: A. Denly)	Norton	1	79	× 100	490				NON-STARTER	—
7	R. M. N. Spring (Driver: C. S. Staniland)	Norton	1	79	× 120	588				6	R
8	D. Watson (Driver: F. A. Longman)	Harley-Davidson	2	84	× 89	989				1	8
9	D. Watson (Driver: R. E. Humphreys)	Harley-Davidson	2	84	× 89	989				1	22
10	M. A. McEvoy	McEvoy-Temple	2	78	× 104	996				1	22
11	H. J. Knight	Zenith J.A.P.	2	85½	× 85	976				1	15
12	C. G. Pullin (Driver: R. N. Judd)	Douglas	2	62½	× 82	496				NON-STARTER	—
13	R. M. N. Spring (Driver: L. Driscoll)	Norton	1	79	× 100	490				1	30
14	R. E. Denny	Norton	1	79	× 120	588				1	30
15	W. D. Marchant	Chater-Lea	1	71	× 88	348				NON-STARTER	—
16	J. L. E. Emerson	Zenith-Blackburne	1	71	× 88	348				NON-STARTER	—
17	G. C. Cobbold	Sunbeam	1	80	× 98	493				NON-STARTER	—
18	B. Marjans (Driver: C. T. Ashby)	P. & M. Panther	1	84	× 90	499				4	R
19	R. H. Hopkins	Chater-Lea	1	71	× 88	348				1	27
20	J. S. Wright	Zenith J.A.P.	1	74	× 80	344				1	27
21	P. M. Walters	Zenith J.A.P.	1	74	× 80	344				1	17
22	H. Le Vack	Coventry-Eagle J.A.P.	1	62½	× 80	246				NON-STARTER	—

23	E. Munday	...	...	...	New Hudson ...	I	70½ x 100	495	9	R
24	Kaye Don	...	...	...	O.E.C. Atlanta	I	71 x 88	348	16	R
25	L. P. Driscoll	...	...	...	Norton	I	79 x 100	490	NON-STARTER	8th
26	T. Sheard	...	...	...	New Hudson ...	I	79½ x 100	496	25 10	NON-STARTER
27	O. S. Bridcutt	...	...	...	Dunelt...	I	85 x 88	499	NON-STARTER	8th
28	B. Kershaw	...	...	...	New Hudson ...	I	70 x 90	346	I	R
29	H. W. Harrington	...	...	...	Omega J.A.P.	I	74 x 80	344	I 28 9	11th
30	S. E. Williamson	...	...	...	New Hudson ...	I	70 x 90	346	I 35 26	16th
31	W. Colgan	...	...	...	Cotton-Blackburne	I	71 x 88	348	I	R
32	J. S. Worters	...	...	...	Excelsior-Blackburne	I	60 x 88	248	I	R
33	V. Baxter	...	...	...	Rex-Acme J.A.P.	I	74 x 80	344	I 28 42	10th
34	G. Maund	...	...	...	Zenith J.A.P.	I	74 x 80	344	I	R
35	V. W. Derrington	...	...	...	O.E.C. Atlanta	I	71 x 88	348	I 28 42	10th
36	J. H. Evans	...	...	...	O.E.C. Blackburne	I	71 x 88	348	I	R
37	R. C. Chawner	...	...	...	O.E.C. Blackburne	I	71 x 88	348	I 30 12	9th
38	E. W. Guyler	...	...	...	P. & P. J.A.P.	I	74 x 80	344	I	R
39	C. Harman	...	...	...	O.K. Bradshaw	I	68 x 96	349	I	R
40	C. A. C. Birkin	...	...	...	Cotton-Blackburne	I	71 x 88	348	I	R
41	A. A. Hall	...	...	...	A. J.S. ...	I	74 x 81	349	I	R
42	W. J. Lord (Driver: G. G. Savage)	...	...	...	B.S.A. ...	I	72 x 85½	349	I	R
43	A. Pearson	...	...	...	Zenith-Blackburne	I	71 x 88	348	I 29 32	4th
44	G. E. Tolley	...	...	...	New Imperial J.A.P.	I	62½ x 80	246	I 34 8	6th
45	C. W. Johnston...	...	...	...	Cotton-Blackburne	I	60 x 88	248	I 43 21	17th
46	J. E. Milton	...	...	...	Beardmore-Precision	I	59 x 90	246	I 35 52	5th
47	E. S. Prestwich	...	...	...	P. & P. J.A.P.	I	62½ x 80	246	NON-STARTER	5th
48	F. L. Hall	...	...	...	New Imperial M.A.G.	I	64 x 77	248	I	R
49	J. J. Hall	...	...	...	P. & P. J.A.P.	I	62½ x 80	246	I 48 29	R
50	R. Dequin	...	...	...	Zenith M.A.G.	I	64 x 77	248	I	15th
51	A. Greenfield	...	...	...	Connaught-Blackburne	I	60 x 88	248	NON-STARTER	R
52	S. G. Huntley	...	...	...	Connaught-Blackburne	I	60 x 88	248	I	12th
53	C. R. Godwin	...	...	...	Connaught-Blackburne	I	60 x 88	248	I 43 12	NON-STARTER
54	D. E. Calder	...	...	...	Zenith J.A.P.	I	62½ x 80	246	NON-STARTER	12th

1st. MR. DUNCAN WATSON (Driver: F. A. Longman) Challenge Trophy Holder and ... £25.

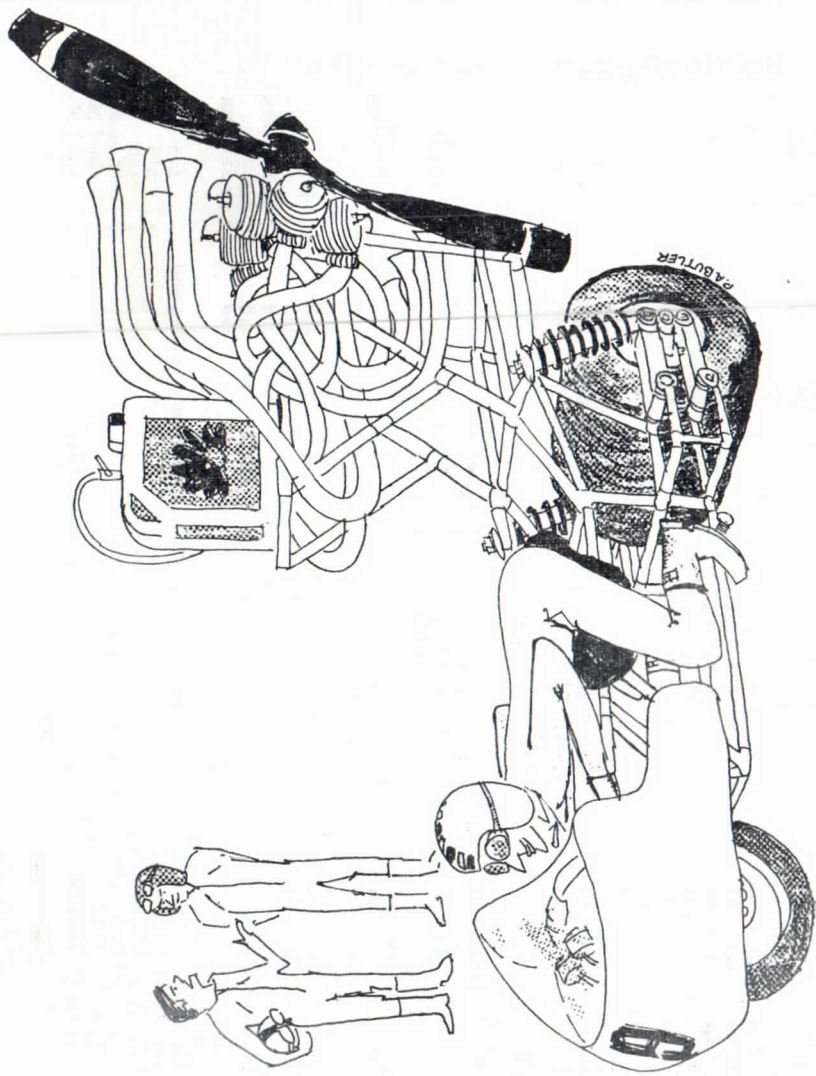
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# CONSTITUTION

## of the World Championship Riders Association

- 1 The Association has been formed to regularise and promote good relations between, the ORGANISERS of RACE MEETINGS in all parts of the world, and the RIDERS of Motor Cycles in the 125 c.c. and 250 c.c., 350 c.c. and 500 c.c. classes of Motor Cycles.
2. The Officials and governing body of the Association who shall control the Association in a manner not strictly defined, shall comprise those Riders whose names appear in the first six of the previous year's LOG (as announced by the F.I.M.) in respect of each of the said Classes. The Officials shall be deemed to have been so appointed, each year, immediately after the said Log for the previous year is published and, on taking office, they shall forthwith elect three Leaders to act as spokesmen for the Association.
3. (a) The Officials shall not be paid for their services as such.  
(b) The majority decision of those Officials personally present at any meeting of not less than five Officials shall be deemed to be the authorised decision of the Association concerning the matter decided upon.
4. Subject to Clause 7 hereof, membership is open to all Motor Cycle riders who, in the opinion of the Officials of the Association (whose decision in the matter shall be final and not subject to any objection or appeal), genuinely wish to compete in all official World Championship Series as approved by the F.I.M.
5. There shall be no membership fees or subscriptions but no person shall be and no person may remain a member of the Association unless he has completed and signed an Undertaking in the form annexed hereto marked "A".
6. (a) The Officials shall each year, immediately after their appointment, prepare a GRADING LIST of all members in order of merit after taking into account each member's known ability and past results of all National and International Race Meetings.  
(b) The Grading List shall be given to all Organisers of Race Meetings and no member of the Association may ride at any Race Meeting unless the Organisers of that Meeting have (in the opinion of the Officials of the Association) accepted the Grading List up to the Meeting's maximum Riders for each event.
7. All Members of the Association are bound by this Constitution, and the decisions of the Officials made from time to time. A Member may be deprived of membership of the Association by a majority decision of the Officials to that effect.
8. The Association shall be dissolved by a majority decision of not less than seventy five per cent of its Officials personally present at the meeting at which a proposal to that effect is made.



## COMMENT

Jim Swift

From the point of view of the organiser the recent constitution of the proposed world championship riders association may come as a threat, and a big one at that. But is it not an equal pity that the association has become necessary. One may recall that Geoff Duke was barred from racing at the Dutch T.T. for supporting a 'sit-down' strike so the theme is not a new one. It has taken just twelve years to come to a head.

I am the first to admit that my knowledge of world championship organisers is limited to a few personal experiences and representations made on behalf of riders from time to time over the years. But I have listened and discussed situations with most of the riders at some time or another and can appreciate both points of view, at the same time observing that there are flaws in the present system as it is applied to these Grand Epreuve events.

Constitutionally, such an association should not be necessary. The F.I.M. ought to have the situation firmly in hand by now, but is not the F.I.M. controlled by those very people who run these events?! Quite honestly I believe that the A.C.U. is not working to the best interests of the sport in sending an A.C.U. steward only to those meetings which it can afford. I and many others believe they must afford it. Likewise, F.M.N.'s are to blame throughout the world for the same form of action, or lack thereof, in appreciating the riders plight and doing something to assist.

But all this is sheer fantasy. The reality that nobody is prepared to help the riders except themselves is something which must be accepted rather than ignored. That world championship organisers do try to capitalise on the fact that riders are obliged to ride at their meetings is also obvious. At long last the riders themselves are sitting down to do a job of organisation amongst themselves to improve both the financial position and relationships with the organisers. Personally, I believe that the organisation of the riders will have to be every bit as good as the organisation of the organisers because I can foresee that, before long, the organisers will club together more so than they are at present.

Something which must be strictly adhered to, and this cannot be emphasised enough, is that no single member should act on his own behalf or it destroys everything the association is working for. This has happened too often in the past to the detriment of their own interests.

So I therefore wish them the best of luck with their efforts and offer the complete support and material help of the Club providing that their approaches are, at all times, friendly, constructive and, above all else, democratic. The sport can well do without unions.

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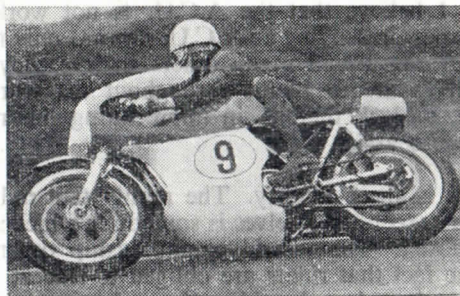
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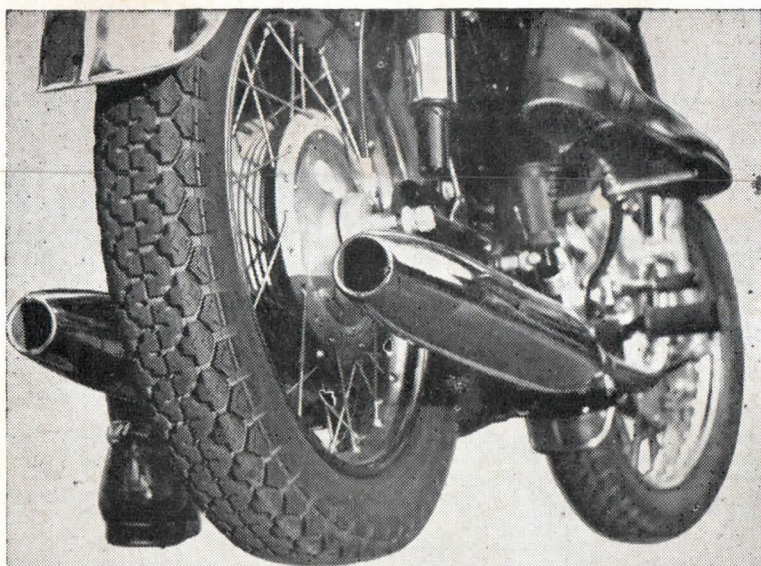
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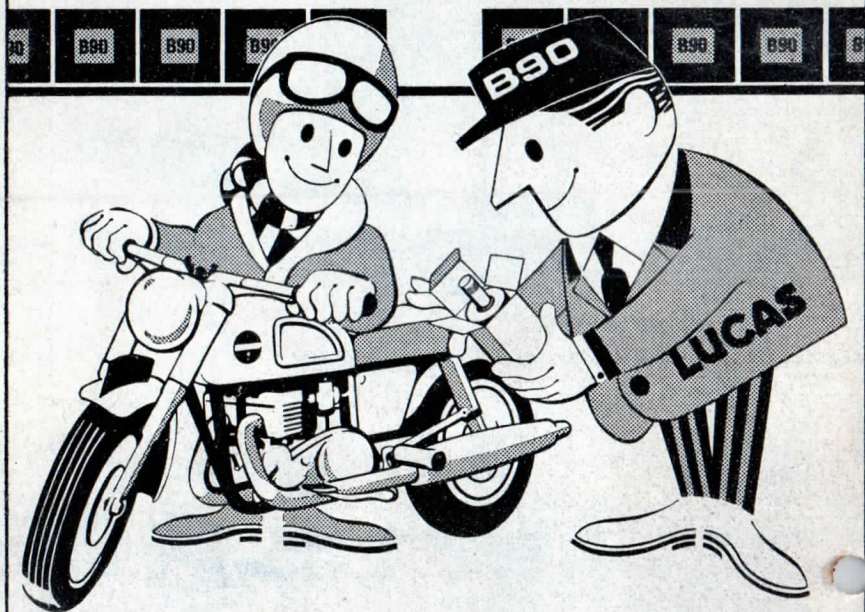
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