

# Grid Lines

The British Motorcycle Racing Club Newsletter  
Autumn – Winter 2008



## The View from Essex

That was one tough season. We learned a lot too...much of which is guiding our progress towards our Centenary in 2009.



### MRO

We set out to deliver an expansive season, reacting to rider suggestions on both classes and circuits. We chose to introduce two new classes reflecting the approach taken at National level with MRO Stocksport 600 and MRO Superstock 1000 matching this with rules on control tyres. The first round at Brands back in March was superb, over 320 riders turning out for our traditional curtain raiser. Looking back now, who then would have known that the Club and much of our sport, was about to face one of its toughest years for a while. We were seeing good grids for the most part through to June. Superstock however, did disappoint and there was surprise that the many riders that had been expected from the now defunct Cup competition at BSB in '07 did not materialise. We had to be firm on the enforcement of the Stock tyre rules in the early rounds. Rider compliance improved significantly as a result and everyone knew where they stood. We did however lose out a little, as the tyre price comparison between ours and those in the BSB paddock did prevent riders coming over from those events...either to race with us for practice or to race with us instead of doing qualifying and not racing, as a number were doing at BSB. So we learnt about Control Tyres and the issues surrounding these types of rules. You'll still find mixed views from riders on this in the paddock on both sides, for and against. It has certainly helped us to develop closer working relationships with the tyre suppliers concerned that will benefit our riders going into '09.

The MRO Superteens series gave our future stars the best circuits we could offer from our calendar. For the first year we made the class an "open 125" which allowed other bikes that complied beyond the Aprilia RS to come and compete.



Technical Officials hard at work

Once again our Technical Officials have done a great job in policing this class effectively, working with our support service from Mark Dent of Dyna-Pro, to whom we are hugely grateful. This class had to compete in the market after Aprilia chose to move its support at the end of '07. Our paddock support came from Bill Philp at Berkshire Motorcycles who we also owe a deal of thanks to.

We observed a drop off in rider numbers from June as parents struggled to support their kids competing in two championships. We are grateful to all those who chose to support the MRO Superteens as far as they were all able and we plan to continue with more of the same in our Centenary year. We salute the Championship winner, one of the most outstanding females of our sport for years, Stephanie Waddelow. We wish her well in her endeavours in '09.



The MRO Triumph Triple Challenge series went into its second year with the Club. The organisers, T3 Racing had faced some significant pressure to transfer the series elsewhere but chose to stay. It turned out well for all concerned as we were able to arrange for two of the rounds to guest at BSB, one we negotiated and one as a consequence of the snow we ordered in April. We are delighted that the series has turned into the outstanding one-make series in the country attracting some great riding talent. Even now, rider declarations for next year are good and we look forward to more close Triumph racing next year. Our thanks go to the main series sponsors, TDG, LPR and Michelin and the tireless efforts of all at T3 Racing.



### Club Classes

Club classes were buoyant for the most part in the first half of the season. The economic circumstances of the later part did start to affect expected rider numbers from around June onwards. The majority of our members are southern, if not south-east based. Looking back, the further the circuits were away the fewer could afford to travel. Diesel prices topped £1.35/litre from the mid year and this combined with a meeting schedule that sent us all racing every 2-3 weeks meant although the heart was willing for many, the wallet wasn't able. Not many classes escaped the malaise, except one. Minitwins. This class had been changed from 07 to combine Rookies with the Dyna-Pro class that was originally fielded on its own in the previous year. It was bought back in this form as an out and out Club class, as it was always intended to be, a form of budget class too. What a success this has proved to be, with great racing and terrific support from the riders involved. This has helped us enter discussions with class sponsors for '09, watch this space!

We can't talk about sponsors in Bemsee Club racing without recognising the outstanding contribution and support of John Saunders of EDIasia for the Formula 400's this year. John comes over from his software business in Hong Kong whenever he can, to support the Club, the class and his own riders. His enthusiasm is boundless although many may be surprised to learn his bank balance is not. He pours the support in for his beloved 400's because he loves them and the sport, and extracts great joy from being able to help. Well John, you do help, we and the riders are eternally grateful. We are delighted to confirm that John intends to continue to sponsor the EDIasia Formula 400 Championship in 2009.



The YPM's and MZ's continued to delight and we're grateful to all the riders in these classes who continued to support the programme as the economics got tighter later in the year. Thanks go too to Wayne Bullen at Norfolkline with his continued support for the YPM's. The MZ class and the Club was rocked at our early meeting at Donington over Easter with the untimely death of rider John Welfare, taken ill in our paddock after the second race on Saturday. The dignity with which the whole MZ fraternity conducted itself over this was immense, a difficult time for all. Our thoughts are still with Debbie and the family.

We returned to Croix for the first time in 2 years and had a glorious time. The weather played an indifferent part as it seemed to do all year wherever we went. We capped the Saturday off again

with taxi rides on sidecars. Once again all the chairs and what seemed to be the whole of the paddock turned out to enjoy the event. Many thanks to all the sidecar teams that took part. This certainly won't be the last time we return to this fun circuit.

## **Memories**

Snow in April at Brands is up there. A phonecall at 9.20 on a Sunday morning asking to discuss the options and ask, "Have you looked out of the window?"

What was then achieved within a matter of just weeks turned out to be one of the most remarkable race meetings of the year. A combined BMCRC-MRO & BSB meeting on our original May Brands GP date. We were able to field, Supersport 600's, Superstock 1000's, Superteens and Triumphs as support classes to Shakey & Co. The best weekend's weather all year made this a unique and extraordinary event. We were also able to renegotiate our last Brands meeting in September to go onto the GP circuit in order to give all our club classes that missed out, the chance to run on what is one of the best circuits in the country. Something that still only this Club does...something that will continue into 2009.

We remember hearing 38 Supermono's roar off the line at Snetterton for the first time with us in April as part of their British Championship. We remember the race office shaking too. We're delighted to welcome them again in 2009.

We welcomed the British F1 Sidecar Championship too for 6 rounds. This was a real pleasure for many of us to see the best in the country in this class if not the World competing at our meetings.

We also remember seeing rider numbers declining (compared to our forecasts) from June onwards. As discussed earlier, many were finding not just the costs of racing but the frequency of our programme difficult. We were forced to revise our forecasts and financial projections and make some significant changes to costs in the Club where we were able. Our Ordinary Members, Marshals & Officials were gathered together at Snetterton in early July. We announced changes on expenses payments to Marshals, to Officials and to Technical staff, changed rents and wages, travel and other arrangements at meetings, we also introduced different options for riders...half day testing, half price extra classes. All of which has contributed to bringing the finances of the Club to a satisfactory close at the end of the season. We thank the Marshals, Officials and Teks for their preparedness to forgo expenses in the second half of the year as this has had a significant bearing on the Club's finances. We thank all the riders who continued to support our meetings in particular to all the riders that chose to ride at the last GP round at Brands. The Club's commitment to that date was made in the stressful time that surrounded the April BSB snowed off meeting, prior to the economic downturn, so rider support for the meeting became even more important as time went on. Rider support for what we do makes the Club what it is, so we thank you all.

The second half of the year also saw some considerable discussion regarding the stewardship of the Board of Directors over these difficult times. This led to some healthy exchange of views at an EGM of Ordinary Members at the end of August. Some of the points that had been made leading to this meeting did indeed have some foundation. The Board recognised the need to more closely consider the views of its Members and find ways to involve those who continue to display a real passion for Bemsee. At the meeting three new Board Members were introduced, Andy Brown, Jeremy Hill and

Garry Budgen: all of whom will be proposed for formal ratification at the next AGM in March. Already these new faces have added impetus to the development of initiatives for 2009. Communication at many levels was deemed by many to need improvement. This newsletter is part of early actions to address this.



**Hill**



**Brown**



**Budgen**

Giving something back was behind the motivation of a group of seven of our ex and current riders to take and pass the ACU's Club Coaches course. We had the folks from the ACU down to Snetterton at our testday in September to put them all through their paces. The result was passes for all seven, giving the Club a great resource to focus on new rider development, training and mentoring going forward. Hail to the following: Jeremy Hill, Garry Budgen, Ricky Chadwick, Keith Roissetter, Sarah Jordan, Phil Polden and Tony MacBride. (More on the Rookie programme below)

We remember this season that Jeff Matthews decided to retire as the Club's Chairman having held this post since 2000. Jeff continues his involvement as part of our raceday team on the startline where those of you sharp enough might still be able to make him jump as he steps off the track, red flag in hand, at the front of the grid. Jeff decided that he needed to spend more time focusing on family matters and on his business. He felt the Club had needed his stewardship when the previous Club management had stepped down, ensuring that the transition to the new team was overseen. "Job done!" says Jeff. The Club is indebted to Jeff Matthews for his wise council over the years but particularly during this transition period. He has been a source of guidance for the new team and will always remain so.

We also remember some Members of the Club who didn't stay with us to the end of the season...



DAVE DAVIDSON 1936-2008

Dave marshalled for most clubs up and down the UK at almost every track, he was known throughout the bike marshalling clan. Our Dave would travel most weekends, to help out clubs, so racers could enjoy themselves. He'd always brighten up the place with not only his larger than life laughter but also his build, he was a BIG bloke, and with a good heart twice his size, he told it how it was and if you didn't like it, tough! You knew where you stood with Dave and he would go out of his way to help you. "Bert" was his address to most of us as he couldn't remember all the names.



KEN LINDSAY 1922-2008

Ken sadly passed away on New Years Day this year, he had just celebrated his 85<sup>th</sup> birthday on Christmas Day. Ken had health problems for a number of years, however that never stopped him being involved in his love of classic racing as a scrutineer for the CRMC and on many occasions also for Bemsee, Vintage & New Era. He started racing in 1952 at Silverstone and competed in the I.O.M Manx Grand Prix many times. He raced at many of the UK's top circuits riding a variety of bikes, (many of which were specials he built himself) although most of his races were on BSA Goldstars. He also competed in grass track and trials.

#### ROY FRIEND

Well known to the sidecar paddock, Roy was a regular at Bemsee meetings in recent years as a scrutineer. He had a colourful history in sidecar racing including grasstrack. Missed by son Lee who is still a regular as a passenger at our meetings.

## JOHN WELFARE

John was taken ill on Saturday afternoon after his second race at Donnington this year. He died very shortly afterwards. Many people both in the Mz paddock and beyond have spoken of what John meant to them. He was everything an Mz racer should be.

Passionate about his racing he had a determination that made him a hard man to pass and sharp elbows if you tried to 'borrow' his piece of track! John would help out anyone in the paddock with his knowledge spares and his never ending supply of wicked humour.

He would happily spend hours if needed working on a fellow competitor's bike so that they could both go out and do what John loved to do so much...RACE.



## GORDON HADFIELD 1924-2008

Dr Gordon Hadfield was a long serving Medical Officer of ACU and FIM also past President and an Honorary member of BEMSEE. Always interested in what others did and life long supporter of our port, Gordon will be sadly missed. He helped many injured Motorcyclists at his special clinic at St Peters, Chertsey. Highly respected at FIM level he kept his interest going to the end.

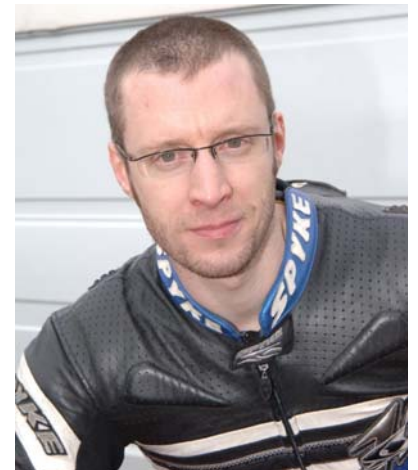
## STEVE NORBURY

A competitor in this year's British F1 Sidecar series, tragically killed in Hockenheim in early September this year.



## GYLES FAIRCLOUGH

Gyles Fairclough, tragically lost his life recently riding one of his beloved Guzzi race bikes on a trackday at Cadwell. As a mark of respect at the last Brands GP meeting all the Thunderbikes (and a fair few in the rest of the paddock) wore a 39 race number somewhere on the bike or rider (it was Gyles' race number). Also as a gesture to Gyles' huge ability to make everyone smile with his antics and mickey taking, a large proportion of the Thunderbike grid had covered their race boots with white tape much to the surprise of Phil Read who suddenly found himself surrounded by white boots. Those who follow Thunderbike will know Phil's white boots have been a "centre for attention" in the last couple of meetings and Phil came in laughing with everyone else, it was a fitting tribute and one Gyles would have thoroughly enjoyed to the full.



## BEN LIGHTOWLER

With great sadness the Club reported the loss of Ben Lightowler our 2008 MRO Junior Stocksport Champion. Ben died from injuries sustained in an accident at Paddock Hill on Sunday 28th September at the Club's final Brands Hatch GP meeting. A great loss to his family and friends, the Club and the sport, Ben was a racer through and through and an engaging personality in our paddock. He will be missed by us all. The Club's thoughts are with his family at this time.



## 2009 the Club's Centenary Year

Our new Board members have taken some actions since their appointments, the most notable of which is a new initiative, a new rider support programme for 2009, starting with two introductory events to get new riders on their way. There's an **Open Evening** at Brands Hatch on 11th December at the Kentagon Bar, starts 7.30. Here riders can ask all the questions they like about applying for a race licence, what happens on race day, bike preparation and getting practice in before the season starts. Riders can start the licence process there as ACU licence forms will be available, an ophthalmologist to get eye tests sorted and riders can apply for the Club's next intro event, the **BMCRC Schoolday**. The Schoolday will be again at Brands in February on 21-22<sup>nd</sup>. This features classroom sessions on the first afternoon that will result in the completion of the ACU's CTC course. On the Sunday new riders will be on track in groups under the supervision of one of the Club's seven ACU Club Coaches.

The Club's support programme will buddy new riders with a more experienced rider who will be around at the early race meetings they attend. The Club has a Rider's Development Director, Jeremy Hill, who will be available to contact for questions and advice and riders will also receive a rookie rider pack with a wealth of information to help at their first few meetings.

Jeremy said..."I remember how daunting my first race meeting was all those years ago. Much of what we have planned here, to look after new riders stems from the past experiences of the Club's Board and officials, many of whom were racers and remember the same feelings as I did. I'd have given anything to have this support then, knowing what I know now about how nervous you feel at your first few meetings."

The Club has produced leaflets & posters that are now in many bike shops and dealerships across the South East, aiming to target riders who are thinking of going racing or returning to the sport in '09. Thanks to the shops that have helped with this initiative.



The 2009 schedule has been published for a few weeks now. We deliberately dropped back from the 14 meetings the Club held this year to a plan of 11 meetings from which each Championship will be decided from 8 rounds. This is intended to help riders afford to do a full Championship with the anticipation that times may get harder for us all.

We've kept the staple tracks on our schedule, taking account of the travelling cost that riders, marshals and officials all will have to consider. Although we've kept the two days at Oulton as many enthused about the circuit after this year's visit. Brands GP is again featured in July. We've dropped circuits that for whatever reason didn't receive enthusiastic support this year, Donington, Silverstone and Croix. It's not to say that the Club wouldn't return to these in the future.

We have also put our old home, Lydden back on the list. With the changes that were taking place there throughout this year we chose not to add the circuit into our plans in '08. We look forward now to our visit next October.

The Control Tyres rule has been relaxed in the revamped MRO Powerbike class for 2009. We consulted riders and concluded after looking at performances across both P/B and Stock 1000 this year that a single class covering tuned and stock machines would prove exciting. In Stocksport 600 we've changed the tyre rule to one of "designated tyres" meaning riders can source either the familiar Pirelli-Metzeler Racetec or the newer Michelin Power One tyres from their preferred supplier. On this basis we expect support from both manufacturers in respect of cash and tyre prizes.

In the Club classes, EDIasia continues its support for the Formula 400 series. We are in discussions with a wide range of other potential sponsors to benefit other classes. We have a benefactor proposing to support the King of Zed's '09 with a prize fund of £1000 with a similar fund across the season for Club sidecars. Norfolkline expects to continue its support of the YPM's and we have the potential of three joint sponsors in the Minitwins class. As we write, there are also plans to expand the scope of the Thunderbike class.

One season highlight already in planning is the Club's Centenary meeting at Brands over 17-19<sup>th</sup> April. The first race organised by the British Motorcycle Racing Club took place at the original Brooklands circuit on the 18<sup>th</sup> April 1909, hence the date for the meeting. We're working with Brooklands to bring a taste of that era to this meeting with the creation of a "Brooklands Paddock" at the lower end of the outer paddock at Brands. A tented village with up to 250 vintage bikes on show many of whom will be fired up and be demonstrated round the rally test circuit on the other side of the lower paddock gates. We've invited selected bikes both pre and post war in collaboration with the Classic Motorcycle Racing Club. In addition stars past and present will be in attendance, some involved in historic and GP bike parades on the circuit. Our core club classes will also form part of this our Centenary meeting.

We look forward to seeing you all next season to create some more memories.  
In the meantime have a great Christmas and a Happy New Year.

Your team at Romford.

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## **BMCRC-MRO 2009 Dates**

### **All dates provisional as of November 08**



BMCRC Race School:  
Brands Hatch 21<sup>st</sup> & 22<sup>nd</sup> February

- Brands Hatch 7-8 March
- Snetterton 28-29 March
- Centenary Meeting,  
Brands Hatch 18-19 April
- Cadwell Park 16-17 May
- Snetterton 6-7 June
- Oulton Park Friday 26 & Saturday 27 June
- Brands Hatch GP Circuit 25-26 July
- Cadwell Park 22-23 August
- Snetterton 5-6 September
- Brands Hatch 26-27 September
- Lord of Lydden & Sidecar Burnup,  
Lydden Hill 17-18 October

All meetings will have Friday practice day except: Oulton & Lydden  
Classes will run 8 rounds from these circuits.

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### **MRO StockSport 600**

A class for stock 600's to BMCRC Stock 600 rules. Changes from 2008 cover removal of the Control Tyre rule and the requirement to provide engine case protectors (this is now optional). The Class will run under "Designated Tyre" rules with a choice of two treaded dry tyres, the Pirelli-Metzeler Recetec and the Michelin Power One. Wet race tyre choice is free. "Designated" means the rider

may source their tyres from their own chosen supplier. This class will be supported by both Pirelli & Michelin, rewarding riders choosing either of the designated tyres respectively. A Junior class for 16-23 yr olds will run within this Championship. The Triumph 675 complying with the TTC regulations is also eligible for this class.

### **MRO Supersport 600**

This class must use Road Legal tyres except when a wet race has been declared. BMCRC technical regulations apply. A class for tuned 600 machines. There will be a "Clubman Cup" within this Championship, this is open to Clubmen & Novice licence holders only.

### **MRO Powerbike**

An open 1300cc Class where Stock 1000cc machines are also encouraged to enter. The series is run to BMCRC Regs. Riders may use any tyre treaded or slick. Engines to a maximum capacity of 1300cc and a minimum machine weight limit for 4-stroke machines of 165KG (half-wet). Two-stroke machines are permitted up to 750cc and have no minimum weight limits. A "1000cc Clubman Cup" will run within this championship open to Clubmen & Novice licence holders only.

### **MRO Triumph Triple Challenge**

We continue the successful TTC event into its third year. This class will be run under a controlled formula set out in the T3 Racing & Triumph UK championship conditions. See the T3 website for further details.

[www.triumphtriplechallenge.com](http://www.triumphtriplechallenge.com)

### **MRO Superteen Championship**

Riders must be aged between 12 years and 18 years on 1st March 2009. Any 125cc Production machine. No restrictions on bike colour & livery. No control tyre restrictions, treaded tyres are a requirement.

Other Premier Championships:

### **British Supermono Championship**

Single cylinder four stroke upto 1300cc. Min weight 95kg, 250cc machines to 75kg. Riders need to register with the British Supermono Association. Full regs and details on [www.supermono.co.uk](http://www.supermono.co.uk) (\*Class will run at 6 meetings)

## **BMCRC Club Classes**

### **Norfolk Line Yamaha Past Masters**

This class must use treaded tyres in accordance with the YPMRC 2009 technical regulations to be published on [bemsee.net](http://bemsee.net)

### **EDIasia Formula 400**

Up to 400cc class. Must use treaded tyres, (max power 78bhp for 2-strokes). No fuel injection systems. To BMCRC Regs, updated 2009 version to be published on [bemsee.net](http://bemsee.net). For details about the Championship prize package through EDIasia see [www.bemsee.net](http://www.bemsee.net)

### **BMCRC Rookie 600**

These classes must use Road Legal tyres except when a wet race has been declared. Rules as for the SuperSport Championship. Rookies remember: Stock bikes may still be used in this class.

### **BMCRC F1 & F2 Sidecars**

This class may use any tyre treaded or slick, regulations as the ACU Handbook for 2009.

### **Thunderbike UK**

Singles, twins, triples & fours are all eligible for this class, mainly based on production based machines. You may use any tyre, treaded or slick. A power to weight ratio restriction will apply. Technical Regs can be seen on [bemsee.net](http://bemsee.net)

### **BMCRC Minitwins**

This class must use Road Legal tyres except when a wet race has been declared. To 2009 "Minitwins" technical regulations. A Rookie Cup will run within this Championship and will run as a separate event if there are sufficient rookie entries.

### **BMZRC 250 MZ**

This class may use any tyre treaded or slick and is run in accordance with the BMZRC technical specifications. See [bemsee.net](http://bemsee.net) for details.

EVERY CLASS WILL BE CONTESTED OVER 8 WEEKEND RACE MEETINGS

Class sponsors to be announced in due course.

Qualifying and grid setting by class to be announced.

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## Special Feature: The Musings of a Madman



Matthews, after the operation

When I retired from racing at the end of the '97 season, I did so really looking forward to '98 when I could officiate in some way. Thereby still having an involvement with the sport I love and being with my friends, but without the constant pressures of chasing a championship. Yes, a nice relaxing time with the opportunity to watch a bit of racing at my leisure. How wrong can you be!

After spending the first part of the season in the paddock, generally mingling with the sidecar crews to make sure they were all happy, the fateful day came when our clerk of the course (hereafter to be referred to as "Our illustrious leader" told me I couldn't play in the paddock any more.

The time had come, apparently, for me to have a 'proper job'. As you know back then if our 'illustrious leader' wanted your opinion he would give it to you, so resistance was futile.

At our next meeting I arrived far earlier than I ever had when I was racing to be confronted with a scene reminiscent of a military operation. Various groups of people were being briefed on their duties for the day, given update sheets, radios, flags, lists of non starters, changes of rider or machines etc...Marshals, Corner Commanders, Medics, Timekeepers, Lap

Scorers, Recovery Crews...These people all seemed to know exactly what they had to do to ensure the smooth, safe and efficient running of the meeting...and then there was me...Suddenly, I felt very nervous "What am I doing?" I asked of our 'illustrious leader'. "You'll be on the start line flags!" I was told. Having asked who was going to help me, I was told that if I had been racing for so many years I should know which flag was which. "Don't worry. I'll guide you on the radio". So there I was standing on the start line feeling far more nervous than I ever had when I was racing, waiting for the riders to be released from the collecting area onto the circuit. Out they went and our 'illustrious leaders' voice filled my headphones "Give them five minutes, then pick a rider, give him the chequered flag and radio his number into race control and the flag off point"

Practice went according to plan and I was quite proud of myself. For the meeting itself I was doing the last lap and chequered flag, with the 'Gruppen Fuerer' Phil Tomlin doing the red flag at the front of the grid. I took my lead from the delectable Doreen, who not only cleared the grid at the back with the green flag but also did the lap scoring on the line so we didn't get the race distance wrong. (Who laughed?)

If you have ever tried lap scoring with a grid of 40 bikes, you can't imagine how difficult it can be, particularly once the leaders get in amongst the back markers. Anyway at the end of the first lap I had 4 numbers on my sheet, Doreen had 22! Now I know when I'm beat, so for the rest of the meeting I relied on Doreen's chart to know when to put out the last lap and chequered flags. This is more difficult than you realise, as you are displaying the last lap flag waiting for the leader with the chequered and also holding your radio so that you can radio in the winner's number. (Hmm, two hands, three bits of equipment!). This requires a degree of timing at the best of times, unfortunately this wasn't the best of times. It was pissing down with rain, my glasses had steamed up and a large slice of panic had crept in!

"Here he comes" called Doreen. So I whipped out the chequered flag and waved it frantically whilst radioing in number 49. Sadly, in my haste to show the flag to the correct rider (seems a shame to break with tradition) I had ripped my radio lead out and was consequently speaking to no-one. Having realised that the silence in my earphones was not quite right (you would not believe how much information is passed over the radio in almost a constant stream) I looked down and saw my lead dangling in a puddle. Having restored the jack plug to its correct hole the first thing I heard was the 'illustrious one' saying "startline, are you flagging down a cab, or would you like to give us the number of the winner?"

Smarting with embarrassment, I thought "I'll show you! Wait 'till the next one". By now it was raining even harder, I got the flags ready where they wouldn't snag anything, and at the appropriate time brandished the chequered flag. Life has its victims and it would appear that I am one. Waving a flag never looked too difficult, but this particular wet flag seemed intent on wrapping itself around the handle and my wrist, leaving me waving something that resembled a barber's pole! As I was struggling with the flag again I had forgotten to radio in the winner's number (to the end of the Revett Straight). To add to my misery I heard that ever sympathetic tone of our leader call it in himself. "Stripy stick to bike 34!" That man really knew how to grind it in.

The next step in my meteoric rise to mediocrity came at Oulton Park where I was put in charge of the collecting area. This was a job that Marie had previously mastered with no problems so I thought it would be a piece of piss! Oh dear.

It is actually two jobs, Collecting Area in and Collecting Area Out.

Both jobs have one common denominator, you get abused by the riders from start to finish. Now don't get me wrong, most of it is just adrenaline. On IN you have to check that both rider and machine have a valid scrutineering sticker and that, for practice everyone has a valid practice permit. Now, this is the only area where the sidecars can't beat the system as there is usually only one sidecar practice. The solos, on the other hand, have several sessions as there are so many of them. The game here seemed to be, let's get as many practice sessions as we can. Many times during practice we will be confronted by a rider with no practice permit.

"Where's your permit?"..."Oh shit, I've left it in the Van!" is the standard reply.

Now this rider will usually be dripping with sweat, his engine will have a heat haze coming off it to shame the Sahara Desert and his tyres will be red hot and dripping molten rubber onto my shoes. When asked why this is the case the stock answer is usually "We had trouble starting it and had to push it around the paddock a few times!"

As you can imagine I made lots of new friends at Collecting In.

Now Out is another world. We could let out up to sixty machines for practice, depending on which circuit we are at. Naturally we try to break them up into groups of about fifteen to give everyone some track space. HA! That's the theory, but the moment the gate onto the circuit is opened the scene is reminiscent of the evacuation of San Francisco during a major earthquake alert!

You try to stop the pack after the first fifteen have gone, but they are just not having any of it. I have had my feet run over, legs run into, and clutch levers jammed into my ribs during my futile attempts to stop the flow. Even hitting them over the head with the flag handle has no effect whatsoever! The moment the gate opens they are all lemmings looking for the edge of the cliff.

The two main classes of great entertainment in the Collecting Area were the Sound of the Singles and the SS600's. The Singles arrival was heralded by a parade of the most incredible contraptions needed to start the bloody things. There were machines being pushed down looking like mobile generators driving huge rubber wheels, that when running are violently introduced to the back wheels of the bikes. The hopeful effect is that the bike will fire up and save the whole team from suffering multiple ruptures. Those teams not having such contraptions usually have five helpers who look like they spend the rest of the week working as bouncers at Stringfellows. By the time the

whole grid is in the Collecting Area the scene resembles an outdoor auction room from 'Industrial Exchange and Mart'

At the given signal all the contraptions, steamrollers, traction engines and bodies required to start the bikes, roar into life, and lo and behold they have them fired up. All the contraptions and helpers disappear leaving forty singles throbbing away and trying to dislodge any kidney stones within a five mile radius. The gate opens and...yes, you guessed it, at least one of them stalls. The rider dismounts, gives it a token push, and then asks..." Give us a push mate". Now bearing in mind that the entire resources of Harland & Wolff could only just start the bloody thing in the first place, what chance have I got alone? Where are all the Stringfellows bouncers when you need them? Anyway being sympathetic I give it my best shot, but after four laps of the Collecting Area, and on the verge of a coronary, I give up. At this point you usually get a bollocking off the rider for failing to start his bloody JCB!

Ah, but the 600's are really something else. As a sidecar driver, I was quite often accused of being 'brain dead' but at least I had one before it died. These boys are from another planet. They arrive in the Collecting Area with 60 seconds to spare, then sit there with the bikes 'idling' at about 17000 rpm trying to scare me. It worked. I had a lovely time with them at Oulton. We were delayed a bit due to an incident on the last lap of the previous race and I just happened to walk towards the gate with my radio to my ear. Immediately there were forty clunks behind me as first gears were engaged and revs rose. I walked away from the gate and the revs dropped as they all fumbled for neutral. Thinking this was a great game I did it several times more until I was hemmed in by the gate and unable to move. What a laugh! Possibly the first concerto for multiple throttles and gearboxes ever performed.

When we came to our Snetterton meeting I asked as usual what was to be my ritual humiliation for the weekend, only to be told by our 'illustrious leader' that I would have the red flag at the front of the grid. The Red Flag! Surely not. This was usually the sole domain of 'Gruppenfuerer' Phil Tomlin, but it was TT fortnight and he was at that very moment probably striding up and down Bray Hill thus leaving the door open for me. I jumped at the chance!!

Watching the first race of the day being despatched from the Collecting Area, I proudly strode onto the start line, red flag in hand. As the first rider exited Russells, I stood to attention and did my best to imitate Phil's brisk snap of the flag over my head. (Managing to knock my glasses off in the process). Then the words of our 'illustrious leader' filled my earphones. "Your last bike is number 38, when he arrives the grid is yours, fire them off when you are ready!

THE GRID IS MINE!!!! In that fleeting moment I had the megalomaniacs wildest dream come true, I knew what Churchill must have felt like when addressing the Nation, I knew why the 'Gruppen-Fuehrer' had his red flags made by Gieves & Hawkes of number one Saville Row, and now I knew why he took them to bed with him! POWER!

I surveyed the grid. All you bastards who've tried to run me over, maim me, run me into the ground and generally abuse me all season long are under MY control now. I can keep you here until your tyres go cold, or until your bikes overheat, or until you run out of fuel.

VENGEANCE IS MINE!

The spell was broken by a voice in my earphones "By the way Jeff, these are the 600's and they don't usually wait for the green light. So when you get that flag aloft you'd best run for it!"

See you all in 2009

Jeff Matthews.  
Ordinary Member.

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**+** So what can you expect when you fall off your bike and hurt yourself? Now I suppose if we are honest that's not something that springs to mind when you start road racing. Yes you may have seen it happen to other people, but then accidents ALWAYS happen to others and not yourself. You'd be very surprised how riders never plan for the eventuality of it happening to them, and statistically you can expect an off at least once in a race season.

**+** So what can you do to make the whole process easier for yourself and loved ones who may be with you. Well that's the first point to mention, never, if you can help it go racing on your own. May seem an obvious comment, but if you walk around the Paddock on a race weekend you'll notice those who are there all alone quite easily. The reason for a helper, friend, or family member is not only to make the tea but to help pack the van up or drive home if you are incapable or worse still laid up in hospital.

**+** So let's say you've over done the throttle on the exit to the corner and high-sided only to find yourself laying in the middle of track with riders treating you (hopefully) as a roundabout, and in some discomfort. Well the first person you'll see is one dressed in Orange, the club's marshals are trained to identify rider injuries and won't just grab you and pull you up, they will assess the situation, ensure you have a good airway by asking you a lot of daft questions like "are you ok" and depending on your response radioing for medical backup. In this event the race is likely to be stopped as you'll be doing an impression of M25 on a Friday night, ie going nowhere. The Marshals will stay with you until the Bemsee Med Team arrive. Which is never more than around 45sec from getting the shout at most circuits. There are normally 2 response teams, which will comprise of a Doctor and 2 Paramedics plus Rescue team members, all of them train together on a regular basis, they will assess your injury and treat accordingly. Often this may mean being strapped to a spinal board and taken back to the circuit's Med Centre for further investigation. It's always preferable to do it there than on track, gives the rider more privacy. This is a point for your supporters/family to remember if the race has been stopped and you've either not come back to the line for the restart or back to the Paddock should the race be finished, then they should check with Tracey or Mike in Race Office who will be advised of the current position by Med Centre. They will be able to give friends with you an idea of what is happening to you and when they can expect to see you.

**+** So you've been taken back to the Med Centre what happens next? Well let me dispel a popular misconception, that we immediately cut your leathers off!! This doesn't happen (except in a true emergency) the Doctor will make a thorough examination of you from a spinal point of view, to arms and legs working point of view. Your leathers will be removed slowly and carefully, we are all into racing and know exactly how much these things cost, so we aren't about to take scissors to them if we can get you out of them by safe manipulation and some good old pain relieving gas. So a word, or perhaps a sentence about the Medical Team. They are lead, at most circuits, by Dr Rosie Furse. Rosie is one of the UK's leading pre hospital trauma doctors, who has worked on the Air Ambulance in Kent, Surrey, Sussex, Bucks, Oxon. When not flying she works in A+E at Oxford's John Radcliff. You are in a safe pair of hands when you hear her calming voice. She is backed up by a small hand picked team of Docs, some of whom race themselves, whose skills vary from arthropod (bone man) to anaesthetist (Sleep man). The Paramedics are all experienced race day operatives, and again some of these have raced bikes themselves. You could not wish for a better team and the Club is exceedingly proud of them and the work they do for the riders.

**+** You have now been assessed and it's decided that either A) you are fit to race and you'll be given a form to take back to Tracey in the Office saying just that, don't lose this as you won't get back on track without it!! Or B) it's a ride to hospital for you, normally for X-rays, this is when you need your friends/family with you because it can be a bit of a trek back to the

circuit once the hospital has seen you and everything is okay for you to be released. Taking a mobile with you is very helpful as well as some cash, just in case. Now don't worry the club doesn't leave it's riders stranded all alone at hospital and we'll usually get you back to the circuit if you are all alone, but not until the race meeting has finished for the day. See I told you it was useful to go racing with friends or family.

Let's hope you have an uneventful season in 2009 and hope you don't need the services of the Med Team, but if you do, relax you're in very good hands.

## George's Story

Many of you will know YPM racer George Watson. He has not himself been racing this season, but has been helping others and giving us some very welcome assistance in technical inspections. At the last meeting at Snetterton, Paul Cullen had brought along some very old race programmes to show the tech team, hoping to embarrass me as my name appeared even then as senior technical officer. "Water off a ducks back", but I digress.

One of the front covers showed a picture of Shakey Burne's antics with both wheels off the ground over the mountain at Cadwell, in his earlier career with Bemsee. The older ones among you will recall that the ACU Steward who was spectating with us at Mountain Top was less than amused at the time. At the end of our discussion on the subject, came a quiet comment from George **"I've wheely'd a Routemaster Bus !"** So here is George's true story, although it is much better if you read it with George's broad Scottish accent.

In his younger years in his native Scotland, George drove double decker busses for the local bus company. The vehicles were old, and one had to be replaced, but the bus company realised that for the same price as a new bus, they could acquire a bunch of old Routemasters retired from London Transport. So it was that George was the first out with one, on the early run to start at 6.00am from Carnoostie to Sterling.

On the run out to start, George glanced in the rearview mirror, and saw his conductor laid stretched out on the long bench seat at the back, *"wee hes tecket machine an bag o change atop o hem."* A tad miffed, George thinks *"Uff I canna sleep own ma bus, thun naebuddy wull."* Now George knew that a humpback bridge lay just ahead on the route, that had to be taken with great care with the old busses. That morning, he resolved to take it at speed in the "new" Routemaster. He hit the bridge *"ah wee but faster thun ah meant ta,"* and although wrestling with the steering wheel to try and keep the airborne Routemaster straight (a pointless exercise) *"wuth nae contact wi thu groond"* he managed to glance in the mirror. *"Thu wee conductor laddie had luvatated up off thu seat wee hes tecket machine an bag o coins."* Now the Routemaster has it's engine in the front, and it's weight pulled the bus down into a nose-first landing, which in turn cantilevered the back to smack down hard onto the tarmac. Recovering from the impact, George could then look back into the bus. *"Thurrr wus teckets, coins and conductor sprud al ovor thu playce, an ah hadte slow thu bus furr laffing. Thu wee conductor laddie wus bitchun bout puckin oop all tha coins, so I hut tha brakes whuch collected uvrything nicely up thu frunt, includun the wee conductor laddie who came bowling up the aisle te thu bulkheed after hus coins."*

*The wee conductor laddie dudnae wunt ta ride wuth me after that."*

I can still picture that scene painted by George, and his deadpan, serious face as he recalled the event. George went on to become a consultant on Unix computer operating systems, and to race motorbikes. And I thought **I** had a chequered career!

**Cool Dood Scroot**

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# Thunderbikeuk

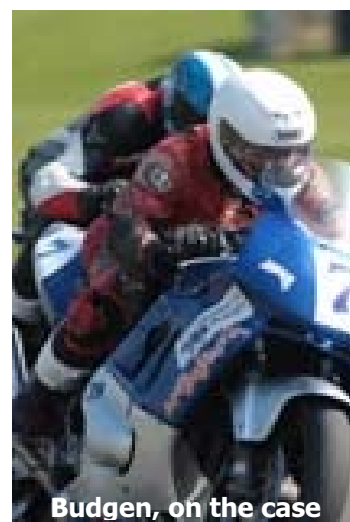
From Ben Shaughnessy

## 2008 a Season's Tale.

When I took over Thunderbike UK as a series I had no expectations of what I wanted for myself more what I wanted for everyone in the series. I raced when racing was a family, and fun, when bikes broke down and everyone in the paddock needed each other to keep going. The support was as much for morale as it was parts for the machines. I looked around me and saw racing had become for me, isolated. The team turned up, raced and went home, I missed the family. Where could people race if they didn't fit into the "current" bike pigeon holes in modern championships? What if you wanted to build a special, where could you ride it? Thunderbike isn't like that, we are a family. Close, supportive friends, who share the fun and the tragedy that is sometimes our sport. In the paddock no one is left stranded. If they want help it will be found, or tea and consolation if it isn't repairable, bike or body. The riders come and they stay. All our riders strive to be higher in the championship next year.

"Doesn't the power to weight rules mean anyone can win who gets their bike on the limit"?

Yes and no. The racing is tight and the riders who win have to work hard, very hard. If you want to win easily, look elsewhere. 9 riders tasted the victory spot this year, more than in most series in the UK. The championships in both the last two years were decided at the last round. You can't easily miss a round and win Thunderbikes. The bikes, often suited to one track will be less potent at another. So is there a magic formula? We've not seen one yet. For example, a great rider like Simon Peyto on his SV650 matched anything on a twisty circuit, but the fiery Moto Guzzi MGS01 and Gyles Fairclough made Snetterton their own. Garry Budgen and his beautifully prepared Honda CBR600 kept the others honest and his reward for fast, reliable riding was the 2008 championship.



Phil Read and his Alto performance Vyrus brought exotica. Where else in the world can you see a bike like this running? No forks with modern technology pitted against uprated and vastly modified bikes from the 1990's. Simon Baggett has taken his 750cc Yamaha FZ and made it do things it never did when it was built originally. Upgraded modern forks and rear shock, better tyres and brakes, and a diet plan weight watchers would be proud of. He won a race and stood on the podium. With a little budget and a lot of ingenuity he has made his bike work. He learned to ride it quickly too, he lived on tyres donated from other competitors for a while. That's because we all want everyone out there, all the time, so if the group can help, we do.

The front is always close, but safe, the riders fierce but not desperate. This is proper adult racing where the riders think strategy, not do or die. A series where using your brains is a must, both at home in the workshop and on the track, for that extra edge.

Andy Burbidge and Dan Wright are rising stars, Piers Hutchins, Adam Palfreman and Joe Duggan will want more of the action too. Keiran Hayes has come back after a number of years, "Thunderbikes just lit the flame again".

Interested? Then check the Class website, [www.thunderbikeuk.com](http://www.thunderbikeuk.com)  
We look forward to seeing you in 2009.

### Thunderbike UK championship 2008

1<sup>st</sup> Garry Budgen, Honda CBR 600

2<sup>nd</sup> Simon Peyto, Suzuki SV650

3<sup>rd</sup> Phil Read, Alto performance - Vyrus RVC2v08 944.

Joe Duggan - rookie of the year trophy. Ducati 748.

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# Views from the Scroot Bay



So that was the 2008 championship season then! They seem to go by quicker than ever, and a friend of mine is certain that it is a government plot. He reasons that if the clocks/rotations of the earth are speeded up, we will all pay more taxes, more often, in real time terms. I recall debating that with my sorely missed drinking buddy, big Dave "Bert" Davidson, when he and I were the last ones left in the bar at the "Stag" (Snetterton). I can't remember if we actually agreed or not, by the end of so many other digressions.

So leaving this digression, it has been a most enjoyable, but very testing season for the technical team. Policing the new stock classes in addition to all the other classes was certainly a challenge. However, the team rose to it, and coped well, as we always do. We have again received compliments from those who enter events with more than one club or promoter. This was for our efforts to maintain fair competition within class regulations at Bemsee, where others were found to be sadly lacking. Whilst we are pleased to hear that we are seen as among the best, we are saddened that our colleagues in other organisations do not come up to the same standards. I believe it should be same standard for all, regardless of who is the organiser.

Perhaps the most troublesome issue for us this year was the "Control Tyre" restriction in the stock classes. Although intended to align with the BSB regulations, this was controversial in the Club from the outset, and that problem did not get any easier as the season progressed. It is with relief then that we can confirm that the Club has listened to our riders, and there will be *no* "Control Tyre" in the stock classes for 2009. Instead, those classes will be restricted to a designated tyre, from any source of the rider's choice.

The other continuing thread the Club has heeded is the proposal to allow the Triumph T3 class to also enter the Stocksport 600 class in 2009. They can currently go into the Supersport 600 class, but that class is already well subscribed, and Stocksport would seem more appropriate for "untuned" engines. This will require an amendment to the Stocksport regulations for 2009, to accommodate the Triumph T3 specification, which is currently ineligible (due to bodywork, clutch etc). However, the Triumphs will still need to run on the correct prescribed tyres for the Stocksport class.

Any 600's still using the Micron GP exhaust can will probably have been struggling to pass our ACU noise testing (105dBA) and MSV circuit's parallel testing all through 2008. With the recent demise of Micron's motorcycle division, the can's internal packing material, that needs to be replaced every 2 or 3 meetings, appears to no longer be available. Attempting to use that as an excuse for being found too loud is going to fall on deaf ears (sorry about that) (the pun, not the excuse failing). We have to police our own meetings, and be seen to be enforcing the limits, or someone else is likely to step in and do it for us, who is likely to be far less sympathetic to racing motorcycles. So it does not matter how many times, at how many circuits the bike previously passed the noise test, if it cannot meet the 105dBA limit, we have to report it to the Clerk of the Course, who is obliged to exclude it from the meeting. However, that is a last resort, and we will always be available to retest failures as many times as it takes during a meeting, to get a reading within the limits.

Unfortunately, that seems to have just become a lot more troublesome for those bikes that wish to continue using this particular product.

Happy Racing,

**Cool Dood Scroot**

***PS:*** Now you know that I am not one to tell tales. So obviously, I just cannot say who it was driving, when the club van was scrapped down the tunnel wall at Brands Hatch, knowing as I do that Tim Brown would not want me to reveal his name. That episode of mirth and p\*\*\* taking in the tech bay, was surpassed only by another, who while assisting the tech team at Croix, managed to crash the "Dartford Motors" recovery van into the Bemsee club van, right in front of a queue of riders awaiting technical inspection. I dare not risk the wrath of the Bemsee Club President, so I can't reveal his name either.

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# The YPM Report

The evergreen YPM class has the biggest spread of age and characters in the paddock. From fifteen year old Jack Blake to the post middle age likes of Roy Parbury and Nick 'Colonel' Sanders, they're all at it, and all very fast.

The 2008 championship was another grid packing affair with over fifty riders coming out to play at some point in the season. It was won by the very likeable Peterborough boat builder Mark Hardy on his beautifully prepared Kawasaki green TZR250. Runner up was his brother in law Tyler 'Streaky' Bacon on another stunningly well prepared machine. Rounding out the podium was class stalwart Keith 'Rangi' Roisetter, on his Petronas green machine. Keith has just had a piece of Brands named in his honour, the tunnel exit heading to the circuit is now not just any exit, It's now Rangi's leap in honour of his highside while heading for a practice session at the start of the year.

A whole bunch of rookies started racing with us in 2008 with one bringing the first TDR250 to contest the complete championship. The one thing Paul Norris's bike did lack was an excess of gaffer tape and cable ties. Some YPM purists tut tutted as this amazingly turned out machine moved the preparation goal posts out of the ground. Naturally he was awarded the best turned out YPM machine this year and so

impressive was it that it got its own article in classic mechanics magazine. In fact the YPM'ers turned into serious media whores this year thanks to the efforts of racing journalists Tony Hoare, Chris Newbigging and Spencer Reeves who all got us coverage in their respective publications.



Crasher of the year was, as always, a close run thing. In the end it was decided that for sheer artistic merit the magnificent trophy had to go to rookie Ross Barnes. He would have been pipped at the post, had the championship season not officially been over, by Dexter Eyre. During the Saturday evening charity bike race he waved to the crowd and got caught out by the quick steering of the child's bmx he was riding through Paddock hill bend, taking out himself a group of spectators. Cue one face plant with stitches, concussion and torn shoulder muscles. Needless to say the YPM party still went on!

Thanks have to go to Wayne Bullen at Norfolkline for continued his support of the YPM class with the fairest prize money scheme anywhere. Also NGK, Dunlop Tyres, Infinity Motorcycles, Norbar Torque tools and of course to the amazing set of people that make up the marshals, medical and support teams. We thank you all.



Roisetter discusses suspension settings with Jordan and turns an ankle to impress new BMCRC Directors Hill and Budgen.

Brands GP September 2008



# Eddie's Jottings from the Chair



As the Centenary approaches, I began to think about how this addictive "Biking Thing" hooked me and how I got involved with Bemsee. It all started when I rode my Francis Barnett to school on my 16<sup>th</sup> Birthday, joining the Kingston & Dist Motorcycle Club a couple of weeks later. That got me interested in the competition side of biking and like many, I started trials riding. There was also the odd Club run to a Scramble at Tunnel Hill Pirbright to see the stars of the day.

Started work in 1955 in Insurance and met Norma so the FB went and a Matchless became our transport, later followed by a BSA Gold Flash. The RAF intervened with a spell in Air Traffic Control. Upon demob my new Wife and a bunch of guys from the Kingston Club went on a pilgrimage to the IOM staying at the Grassmere on Douglas sea front. We were quickly hooked on racing and with Kingston being the home base of Bemsee, Norma and I were enticed, along with others from the Club to Marshal on Becketts corner at Silverstone. This was in 1963 when Maggie Ward was Secretary, Bill Rose dealt with finances and Phil Spahr was C of C. We made very many friends including Charlie and Lil Hodgins, Bill Dunsdon, Cabby Cooper, Vernon Wardell, Dennis Bates and Ron Humphries to name just a few. Sadly Bemsee fell out with Silverstone's hierarchy and we were banished. Fortunately Bill Rose did a deal with John Webb owner of MCD who let us race at Snetterton. Our first meeting was shrouded in fog until 11.00am so three laps behind the travelling marshal and then straight on with the race. Worked well, no lunch break of course!!

After some successful race meetings run at Snetterton, John Webb allowed Bemsee some dates at Brands, very much the domain of the Brands Racing Committee (BRC). Much jealousy and when we said we had lady marshals, the balloon went up because BRC did not allow "Girls" to marshal. Norma was the first female marshal to work at a Motorcycle meeting at Brands and is still heard on the telephone/radio, taking notes today after 45 years. All very different from the "wind-up" field telephones at Silverstone in 1963.

I continued in varying roles with Bemsee becoming C of C in 1975 and a Director in 1978. My interests always put Bemsee first but working for a specialist Insurer involved in Motorsport got me interested in the workings of the Governing Body of our beloved sport. I attended meetings of the ACU and its South Eastern Centre in various capacities, sometimes representing Kingston and at other times Bemsee. This led me on to General Council, becoming a Director of the ACU in 1997. By obtaining C of C and Steward's licences in various disciplines and working with other Clubs, I obtained my FIM licence in 1999 which I still proudly hold today. I now have a responsibility to encourage others to take the Club forward and will be giving guidance and encouragement to new officials in the months ahead.

Enough of me, as mentioned at a General meeting in August, I promised more communication and agreed we must listen to our members, hence this Magazine. It is the first of a regular publication giving an opportunity for the Class Reps and others to exchange views and bring our widely based membership closer. It is also a way to enable those who run meetings on the day to communicate any difficulties they face and bring about a greater understanding of why certain things happen.

In 2009 the Board and the "team from Essex" wish to increase the attraction of racing with Bemsee and ask you to recognise that we are a true Club, not a business out to make money. Our highly trained Marshals and Medics are in sufficient numbers at all our meetings to give maximum enjoyment and ensure that racing is uninterrupted by "red flags" because there were too few marshals to pick up fallen bikes.

In an effort to keep our many volunteers together we are planning a number of social events in 2009 which will make our race week-ends even better. Half way through the season we will have a BBQ on a Saturday night with a Members' Q & A session to exchange views on what you want from your Club. Other activities are being planned, watch out on the Club's web-site.

In closing, I must thank Mike and Tracey for the hard work they put in throughout the year. Running our Club is no easy task with weekends taken up with racing and weekdays interrupted by endless meetings.

I wish you all a very happy Christmas and prosperous New Year.

Yours sincerely Eddie

E-mail: eddie@bellarsa.freeseve.co.uk

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## **"You need a round knob end, mate!"**

(Bruce Simpson 1997)

When we ask for solid plugs in handlebar ends and round knob ends on foot pegs and levers, it is not (as many have sworn) to protect the circuit's precious tarmac surface, when these unstable machines fall over. We just don't want a simple slide off of the machine to cause serious injury.

If (when?) you fall off a motorcycle, and some do more than others (yes Crasher you know who we mean) open-ended tube and flat ended solid bar in the top layer of the bike/rider/tarmac sandwich can do serious damage to even leather covered flesh. A solid rounded end on such protuberances provides a much better shape to slide off a flailing limb rather than dig into it. Problem is, if you are trying hard enough, that which starts a season ball ended is often progressively remodelled to a chisel shape. Please keep an eye on this progression and replace or reshape with a file/grinder to revert to the required 19mm ball shape.

Please, **please, PLEASE**, at least start the 2009 season with the right shape knob ends, and NO, the excuse that it passed all right "all last season/at the TT/at the Maccau Grand Prix" will **not** help.

Happy racing!

**Cool Dood Scroot**

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# Directors List

**Eddie Bellars**  
Acting Chairman



**Ted McDonald**  
President  
(Invitee to the Board)



**Peter Bartlett**  
Incident Officer



**Andy Brown**



**Garry Budgen**



**Roger Ford**



**Mike Hodgins**  
Chief Marshal Elect



**Jeremy Hill**  
Rider Development



**Tim McGrane**



**Tony MacBride**  
Clerk of the Course



**Marie Wright**



**John Wilson**  
Chief Technical Official  
BMCR Accountant  
(Invitee to the Board)

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