

BEMSEE



1970

AUGUST

Motorcycling is a sport for the independent man

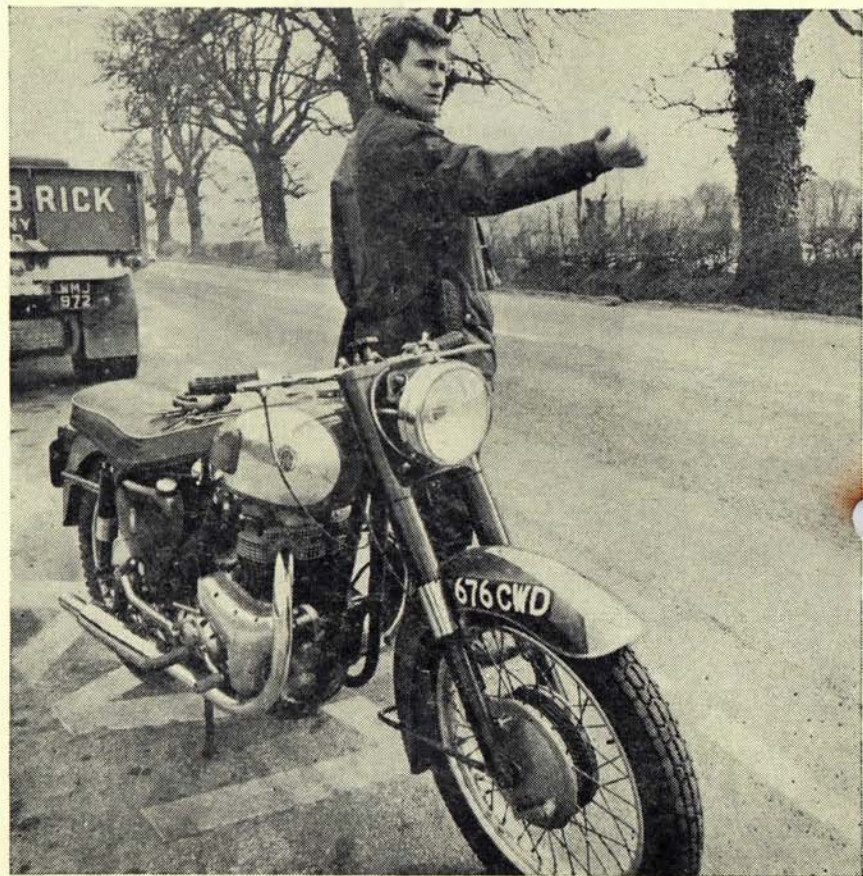
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Bemsee

Journal of British Motor Cycle Racing Club
PO Box 75 Kingston upon Thames Surrey

EDITORIAL

The Money League in Sport

TALKING to Tommy Ryan, the ACU Steward, at a recent meeting, he told me that of all sports cycling was probably one of the least known big time sports. Least known, that is, measured against such gaints as horse-racing, boxing, soccer and motor racing. Tommy claimed knowledge of at least nine millionaires on push bikes.

We went on from there to the subject of fatalities and injury in sport.

All this was, of course, prior to the TT and its tragic deaths, and before the "Daily Express" (as if taking up Tommy's points) published some facts on just how much it pays to be a good sport! And before the "Sunday Times" set out to shock us with the record of injuries suffered in well-known sports. Curiously enough in both cases we were not mentioned; curious because if the present spate of newspaper comment on the TT deaths is anything to go by we have one of the most dangerous sports of today; curious, too, because the Express quoted the income of Gary Sobers as £15,000 from what is 'Still the sporting poor relation'. One can be cynical and say that for once, or twice, they missed the point.

If researches, and inward knowledge are translated into a sum of money, I would stake some of our top liners as at least in the £15,000 a year class with possibly Hailwood or Agostini scoring at least £25,000. The list in the Express was headed by, of all things, Bull fighting and an arch exponent of the sport (!) Senor El Cordobes with an annual income of £750,000 which goes on until, as they put it retirement or death! Next comes Jackie Stewart at £150,000, Brazilian soccer ace Pele £130,000, and his American Football counterpart Joe Namath with £120,000. Not surprisingly Tony Jacklin joins the big league in fifth place with £100,000 with a potential of £500,000 over the next five years for hitting that elusive little ball. Lester Piggott chips in at £75,000, Rod Laver £70,000, Boxer Joe Frazier £62,500 and lastly poor Gary Sobers.

Britain's largest participant sport, angling, doesn't rate at all and, of course, cyclists like athletes remain secure from prying eyes by keeping themselves to themselves.

The Editors

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SPONSORS BATTLE—WHO WILL WIN!

SPONSORS, their machines and the men who ride them are always in the news. And they all have successes and failures. But how would they fare in a straight sponsors battle. The way to find out, and get enjoyment from finding out seemed to be on the race track.

So if you are Crystal Palace way on Bank Holiday Monday, 31st August, you can place your metaphorical bets on your fancy. Gus Kuhn, Boyer of Bromley, Tom Kirby, Geoff Monty and Vic Camp are probable contestants via their riders in a special 8 lap race over the 1.39 mile circuit.

Each sponsor is allowed one team of two men using machines he normally prepares for racing. Class doesn't matter as long as the machines are between 351 cc and 1,000 cc.

Teams will start in pairs. We aim to get one man from each team in the first row of the grid and the others will make a second row. Then with engines running to avoid a duff start and to even the competition, they will all try to complete 8 laps before being flagged off after the first man crosses the line. Points will be awarded on the basis of one point for first place, two points for second place and so on down the line. Team with the lowest score wins, and collects a prize of £100.

Riders and teams will be identified by special cloth markers.

And all this without loss of one race in the 13 race programme of previous years. The meeting kicks off with a Production race and ends with one. In between are three 1,000 cc races, three chair races, a genuine 500 cc race—rather rare these days—350 and 250 races.

38th International The Presentation
of 1970

Hutchinson 100

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Admission to Practice Saturday August 9th 4/- 4 Adults 2/- 4 Children

First Race

12 noon

HUTCH AT THE HATCH

NEED we say the date—Sunday, 9th August, at Brands for the 38th Hutchinson 100. This is the fifth time in the reverse direction at the Kent circuit and, if anything, may well turn out to be one of the best international meetings we have ever staged.

Certainly a lot of the attention is focused as always upon the Senior Championship which remains unique in British road racing because it is run in two separate sections or legs, and the rules permit each driver to nominate a change of machine between each section. With two lots of prize money, plus aggregate performance awards, the winner walks off with quite a pile of cash.

But with the Production Race now of International status, an International entry in the Sidecar class and a 125 cc class that was over-subscribed within a few days of publishing the regulations, this year's Hutch looks set fair. What we want now is fine weather and a good crowd.

For your diary:

Practice starts at 9.30 on Saturday, 8th August. Timed practice starts at 2.06 p.m. same day. Racing starts at noon on Sunday, 9th August and the meeting finishes at approximately 6 p.m.

For your comfort:

Bring the passes and vehicle passes you have received. Remember the gates are Securicor and Police controlled. We have nothing to do with admission and cannot help you if you are in trouble and **THERE ARE NO REFUNDS.**

BOARD REPORT

THE Board met at the Company Offices on 16th June, 1970.

1971 Dates: No progress had been made in re-allocation of race dates since the previous Board meeting, due to the heavy pressure of current race meetings. It was hoped to have the matter settled shortly.

Hutchinson 100: Lew Ellis and Ted Cooper were able to report on their negotiations for riders carried out at the TT. There was every hope of a top class entry with extra attractions in both sidecar and Production races. Dennis Bates outlined the work being undertaken on the administrative side. The circuit owners had agreed to arrangements presented to them for the Marshals' Party to take place on the evening of practice day (8th August).

Crystal Palace: Proposals put to the Greater London Council for a special Match Race had been approved. The idea had been discussed with the Secretary of the Sponsors' Association and a formula prepared for a 8 lap race of invited teams. This would be in addition to the existing 13 race formula. Plans had been laid with the GLC to hold a press reception in the week before the Bank Holiday at which some of the invited teams and the machines they ride would be shown at the circuit. It was also planned to obtain some of the best short circuit stars to the open races.

Honorary Membership: The Board was pleased to offer Honorary Membership to Mr. Charles Gallanaugh, FRCS—one of the Medical Officer's serving the Club.

Annual Dinner: The Secretary said that he would require the help of a sub-committee nearer the date.

Finance: The Board reviewed its efforts in economising on costs.

SPRINT INVITE

MEMBERS of Bemsee have been invited to enter a two-day sprint organised by the National Sprint Association. If you feel a yen to try the straight line stuff, the dates are Sunday and Monday, 30th/31st August and the venue is that now well beloved sprint course at RAF Elvington in Yorkshire. There is a choice of distances—quarter mile, one mile and one kilometre and it seems that there are both flying and standing start events.

Entry forms are to be had from E. Cadby, 66 Wrights Lane, Prestwood, Gt. Missenden, Bucks.

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THE BROOKLANDS SOCIETY— WHAT IT'S ALL ABOUT

BROOKLANDS was the cradle of motor-racing and flying in Britain.

The three mile banked track, built with incredible speed between 1906 and 1907, was the first of its type in the world. Its engineer-creator, brilliant and gifted Mr. Locke-King who used part of his huge Surrey estate for the experiment, intended it as a proving ground where our motor industry might develop products capable of beating the best that the Continent could produce. Some of the results of that inspiration can be seen to-day.

The aerodrome came in 1908 and some of the greatest aviation pioneers, household words to all of us to-day, made their first experiments there.

Brooklands, with its indefinable, almost mystic atmosphere, was the forum where the aces of the flying, motor-racing, motor cycling and (latterly) the cycle racing worlds, all met for trials, records and combat. The last race held there was just before the Second World War, in August, 1939.

To-day the track, or rather, the part of it which remains, is desolate and overgrown, peopled only by ghosts—some of them reportedly authentic—only the aerodrome, workshops and training schools, under the leadership of the British Aircraft Corporation, carries on the flying traditions of the past—and it is highly unlikely that anyone will ever race there again. The Old Order changeth—but some of the best of it is dead—and that is not good.

The Society believes that here is a vital part of Britain's Transport History and that a part of it should be preserved for posterity as a fitting memorial to the pioneers who built and strove and sometimes lost their lives at Brooklands in that significant phase which terminated thirty years ago.

At present we keep alive the memories and traditions of the place mainly by films and talks. We started nearly five years ago our series of monthly meetings at the "Hand & Spear" at Weybridge, historic motor-racing pub just outside the old circuit—its

walls hung with Brooklands paintings and photos. Here people pack into the 'Brooklands Room' for the last Monday of the month film show, see Brooklands as it was and become excited with the motor racing and flying and intrigued to see historic cars in the hands of the famous drivers of the past—and it is obvious that interest in this place is very great indeed. There are still in existence many cars, motor cycles and aircraft of the Brooklands period. Some of them exist as exhibits, but others are being maintained or rebuilt in working order. A number of cars which once raced at Brooklands are still racing in Vintage events to-day, in the hands of our members. We have an Annual Dinner in London and during the summer, a Re-union at the Track itself—a nostalgic, rather sad meeting this—where, with the co-operation of the British Aircraft Corporation we gather to view again the ever-diminishing remains of the historic old circuit.

But we would like to do much more than this. We would like to secure a small part of Brooklands itself—a section of the Banking which we could restore and maintain in original condition—and an area of ground where we could build a museum where actual Brooklands machinery could be maintained in working order and where pictures, paintings and other relics would be on display.

The odds against success are probably pretty steep at this moment, but the project is no mere pipe-dream—and we're working on it NOW.



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Our members represent a wide cross section of people, all keen that Brooklands should not ultimately vanish from memory. Many of them are Brooklands personalities: men and women who competed and flew there, during those years: the mechanics and officials who assisted them and those who were simply spectators. Many of them too are not yet out of their teens—the present, much-maligned generation who never knew Brooklands. But they have regularly attended our meetings and caught the atmosphere, became identified with the Movement and want to help it live into the future.

Other organisations, apart from the Society, are similarly dedicated—they represent specific interests which flourished at Brooklands such as flying, motor cycle and cycle racing. So we all send two delegates apiece to sit on a special sub-committee, called the Brooklands Council, so that we can pool opinions and resources—and work out a joint policy of co-operation. These organisations are the Brooklands Sections of the Vintage Motor Cycle Club, the British Motor Cycle Racing Club, the Brooklands Association and the Weybridge Wheelers Cycling Club. We have the approval of a number of local interests and authorities and even the BBC and National Press look in, from time to time, upon some of our functions.

So this is roughly what the Society is all about. Why not come along to one of our meetings at the "Hand & Spear" at Weybridge and—if you like what you see—join us in our objective.

TO BRING BACK—

AT LEAST SOMETHING—

OF BROOKLANDS.

V. L. P. DAVIS

Hon. Secretary

Charles Gallanaugh

THE Club is pleased to announce that Mr. Charles Gallanaugh, FRCS, has been elected an Honorary Member in recognition of his services as Medical Officer to BMCRC.

Charles has worked closely with our other Medical Officer, Gordon Hadfield, himself an Honorary Member. Between them they have maintained a very remarkable, untiring service at our race meetings.

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TO GET AHEAD, WEAR A HAT

and to stay in the race make certain it's on properly. We had to black flag one man at Snetterton on 12th July because his crash helmet was only just on. The trouble is this hot weather; he had loosened the strap whilst waiting to go on the line and had failed to check the locking of the buckle. Net result was that wind pressure made the strap slip. We saved him one lap before the end, and saved anybody else too, for a crash helmet flying off at racing speeds becomes a dangerous missile. So be warned, check your helmet straps.

And don't forget leathers either. Pull the zip up and fasten the neck strap. We are now treating wasp and bee stings fairly frequently as once inside the leathers the insect takes its revenge on the body. Again we are concerned with the safety of the rest of the runners and we shall soon have to start sterner measures with people whose riding gear comes undone. Mostly it's things like studs and buckles in need of repair, so please, for safety's sake, maintain your riding gear.

SHELL CHAMPIONSHIP IN JULY

JULY saw the fifth and sixth rounds of this Championship, both rounds of which were run in fine weather conditions; the first was at Brands Hatch where John Vincent scored second place, and repeated the performance at Snetterton a week later, giving him a total of 34 points for his five rides this season.

Peter Benjamin was out of luck, failing to finish at the Norfolk circuit and so trails Vincent by two points. David Nixon, whose Triumph 'three' shows remarkable reliability and performance, scored successive victories and collected fastest laps. He stays well entrenched in the lead. Team mate Peter Butler missed Brands to go to Barcelona and is about to convert from the 650 Triumph to a 'three', so the struggle is by no means over.

	8.3.70	29.3.70	25.4.70	30.5.70	4.7.70	12.7.70	TOTAL
	Norwich Trophy	Easter Cup	Club Day	Kent Cup	Trophy Day	Baragwanath Trophy	
D. J. Nixon	13	13	13	8	13	13	73
P. A. Butler	9	12	12	9		3	45
R. L. Knight	8		4				12
G. F. Green	7	7					14
P. Wyncoll	6	1			5	5	17
R. W. Judge	5						5
B. Walker	4		6	3	4		17
S. P. Wall	3			6			3
P. J. Hitchcox	2				7	7	22
G. Spiller	1						1
T. E. Smith		8					8
J. Vincent		6	5	5	9	9	34
E. Wallace		5	7		3		15
P. McKinley		4				4	8
P. D. Benjamin		3	8	13	8		32
G. J. Sanders		2					2
R. Prior			3	4			7
R. Baylie			2			2	4
C. Thompsett			1				1
D. Hollyman				2			2
W. Thomas				1			1
D. Cash						8	8
P. Vincent						1	1
J. Lanka				7	6		13
F. L. Lea					2		2
L. Phelps					1		1

Winter is coming

WITH winter comes the annual jollification, the Club Dinner and Dance and Prizegiving. Make a note in your diary that we have a new date and a new venue. It is on Friday, 13th November, at the Hanover Grand, Hanover Street, London, close to Oxford Circus. The Hanover has a good reputation for its hospitality and the excellence of its banquet catering. Tickets will be 50s. each per person. The evening commences at 7 p.m. (for 7.30 p.m.) and we have an extension to 1.30 a.m.

TEAM UP FOR THE MANX

MEMBER Jack Bridson will be at the Manx Grand Prix and has offered his services as the co-ordinator of the Club Team in the races. Contact with Jack is best made by telephoning his London business 01-626 8141, extension 38.

Dunlop Quit

THE sporting scene has changed so much over recent years that the notice of withdrawal from Formula 1 and 2 car racing by Dunlop comes as no surprise. It was costing them £500,000 a year and, so they say, has gone to such extremes that the technical benefits which can be employed commercially are economic no longer. De-escalation is the modern jargon for what they are doing, so let us hope it does not get round to our branch of road racing, otherwise we'll all be on Japanese tyres or something!

MUTUAL AID

INFORMATION please on the Pike framed Gold Star, once owned by P. Selleck. Does anyone know of its whereabouts?

Contact Clive Hallifax, 3 Dungarvan Avenue, London, S.W.15.
Telephone 01-876 4604.

Forthcoming Events

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12th Sept

10th Oct

Snetterton

27th Sept

25th Oct

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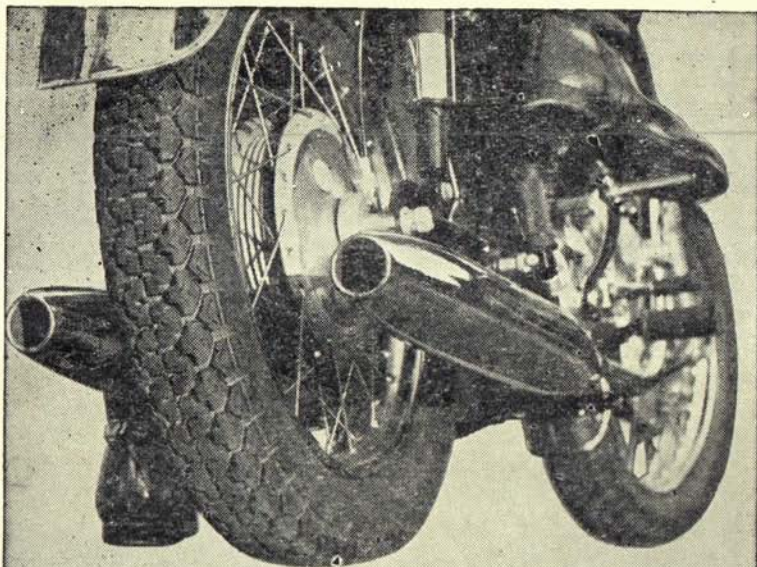
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