

BEMSEE



1970

NOVEMBER

Eat, Drink And Be Merry

send your entry in now for this grand affair

Reception: Hanover Suite at 7 p.m.

Dine and Dance: Mayfair Suite until 1.30 a.m.

Menu

ANANAS CERISSETTE

(Halves of Fresh Pineapple garnished with Grapes and Cherries)

VICHYSOISSE CHAUD

(French classic soup created from new Potatoes and fresh Cream)

FEUILLTAGE DE FRUITS DE MER

(Brioche casing filled with Seafoods)

CONTRE FILET DE BOEUF

(Carved Sirloin of Angus Beef complement by barrel-shaped golden Potatoes, Brussel Sprouts tossed in Butter, Mushrooms in Burgundy Wine)

SOUFFLE VESUVIUS

(Mountain-shaped Souffle emitting fire and smoke)

CAFE VIENNOISE

(Viennese Coffee)

And if that doesn't make your mouth water it does ours. The Hanover Grand is one of the up and coming banqueting hotels in London's West End. Trust Bemsee to pick a good 'un. **BETTER SEND YOUR ENTRY IN NOW!**

ENTRY FORM IS ON LAST PAGE OF THIS MAGAZINE

HAZE HITS HATCH

WINDING up the Brands Hatch season for the Club was done in the pleasantly warm weather of 10 October. A tame 250 race opened the programme, won by Ray Guy (246 Yamaha). Riders for the first of the three 1,000 cc races got off to a cracking start. Fireworks ensued with John Rodgers in the lead closely followed by Peter Butler on the twin cylinder Triumph, then Bill Hodgins (Norton) and Alan Dunscombe on the Ducati. Rodgers and Butler pulled away from the latter pair. Nixon on the 'three' had only two pots working and retired. Harvey (Kirby Metisse) meanwhile piled on pressure, made up places and by lap 5 had the leaders in his sights. Harvey took fourth place, by lap 6, third, then Butler got the lead tag. From mid-field a fiery Peter Cockram rammed the Deeprise Triumph through to challenge. A hard working Jim Harvey took Rodgers on the start line but more fireworks were due for what seemed a good Butler and Harvey victory was about to be further upset. One lap passed and Butler got into difficulties as the Triumph missed two gears out of Clearways. Harvey taking the outside line through this long corner took the lead. Up came Cockram to pass first Butler now slowing disastrously. Finally as they descended upon Vernon Wardall poised with the chequered flag Cockram dived inside to collect second place by one-tenth of a second. Joint fastest lap went to Harvey and Cockram at 75.92 mph.

With Nixon's doubtful engine it was obvious that Butler would have several problems in the Production event. Would his gear box survive, could he uphold the Boyer flag, and could he fight off a challenge which would reduce his placing in the Shell Championship. Peter Weale got into Paddock approach first on the 305 Honda but the bigger machines soon put paid to the Japanese challenge. First time round Jonathan Vincent got the Bonneville to the fore with Nixon hanging on just ahead of Paul Vincent and David Balcombe's Commando. Butler was ninth. Ray Knight had a nicely placed seventh berth. Then the jinx of the Boyer 'three's' which has plagued them at the latter end of the season started work on David and down the ladder he went. So Butler went on to win by one second, Jonathan Vincent scraped home a bare 1/10th sec. ahead of brother Paul leaving David to come in four seconds astern but well ahead of fifth man Hugh Robertson on the T120. And to Peter went the satisfaction of fastest lap of the day at 76.70 mph.

By this time we were well into the afternoon and visibility was a trifle hazy as the 125 class set off at 4.09 pm precisely. This proved to be a walkover for the Aermacchi of Roger Hill who had the length of the course from Clearways to Paddock before second man James Morse (Bultaco) hove into view. And the noise from those tiny engines!! Still Hill did put in a best lap in the 'seventies' and had a seventeen second lead over the next man. So it was a bit of a relief to get back to the big 'uns which was dominated by the 650 Tri-Manx of Ken Stevens. But it was a sweat for him because howling at his heels was Bruce Petit's Triton. So close that one was reminded of the pre-war tied together aerobatics of Fighter Command. In fact it was perfect racing with any slight let up by the front man certain to cause a change of leader. Third place was another tussle between Laurence Hodson's Triton, then another Triumph ridden by Jeremy Swell and a gallant Manx ridden by Roger Tomlinson. This single cylinder warrior actually got ahead to third place before Peter Bailey brought up the 700 Metisse. At the finish the pressure applied by Petit paid dividends with victory claimed by 1/5th sec., and Bailey just, but only just, ahead in the Manx/Metisse tussle.

With Guiseppe Garozzo in the 350 race things looked very promising although he lay sixth in the opening stages with the advance guard Eric Glasper (Ducati) and Martin Harrison (Kuhn Seeley) anxiously sorting out one another. In August Garozzo had put in a fastest lap of 73.42 on a wet day but this was not to be bettered by him. Instead it was Malcolm Jeavons (Bultaco) who pressed on gradually putting paid to everyone ahead and, as so often at our Club meetings, challenged the seemingly unchallengeable and won. Certainly a narrow victory of 2/5th sec. by Jeavons over Glasper, with Harrison third. A mere 1.2 seconds bracketing these three on the line.

Jeavons started to do well in the next 350 race but then retired. Garozzo had a fantastically hard fought contest with Graham Dixon (Aermacchi) before Dixon slowed. This time victory went to Peter Mawer's Yamaha which although producing a faster race speed than the earlier 350 did nothing to the existing best lap time.

THE HECTOR DUGDALE TROPHY

Awarded for the fastest lap of the day at the Guinness Trophy Meeting.

Peter Cockram

THE GLOVER TROPHY

Awarded for the fastest lap of the day in the sidecar class at the Baragwanath Trophy Meeting.

Martin Davenport

THE LAMBRETTA TROPHY

Awarded for the fastest lap of the day in the 125 cc class at the Guinness Trophy Meeting.

Roger Hill

THE METROPOLITAN TROPHY

Awarded for the fastest lap of the day, irrespective of class at the Metropolitan Meeting.

Paul Smart

Martyn Ashwood

Pat Mahoney

THE SIDECAR TROPHY

Awarded for the fastest lap of the day in the sidecar class at the Metropolitan Meeting.

Idris Evans

THE M. C. TOMKINSON TROPHY

Awarded for the fastest lap of the day in the sidecar class at the Guinness Trophy Meeting.

Martin Davenport

THE BARAGWANATH TROPHY

Awarded to the member whose average race speed comes closest to or exceeds by the greatest margin the existing class lap record at the Baragwanath Trophy Meeting.

David Nixon

THE SIR ALGERNON GUINNESS MEMORIAL TROPHY

Awarded to the rider whose average race speed comes closest to the existing class lap record at the Guinness Trophy Meeting.

Martin Davenport

THE RICKARD TROPHY

Awarded for the best performance by a member who is a private owner who is not in receipt of any manufacturers or other trade support, at the Hutchinson 100.

Gary Green

THE WATSONIAN ANNUAL TROPHY

Awarded to the first member to finish in the Sidecar Scratch race at the Hutchinson 100.

Gerry Boret

THE MOTOR CYCLE NEWS TROPHY

Awarded to the winner of the Production Race at the Hutchinson 100.

Paul Smart

THE ARTHUR WHEELER TROPHY

Awarded to the winner of the 125 cc race at the Hutchinson 100.

David Simmons

SPEED AWARDS

THE NOEL POPE BOWL

Awarded to the member making the fastest officially recorded speed for a standing or flying start during each year.

George Brown

THE COMMERFORD CUP

Awarded for the fastest lap of the day at the Baragwanath Trophy Meeting.

David Nixon

THE BEMSEE TROPHY

Awarded for the fastest lap of the day at the Bemsee Trophy Meeting.

Peter Butler

NEWCOMERS AWARD

PETER WALSH MEMORIAL TROPHY

Awarded for the best performance of the day by a member in his first or second season of racing, at the Baragwanath Trophy Meeting.

Peter McKinley

UNDER 21 AWARD

THE MINNIE GRENFELL TROPHY

Awarded for the best performance by a member under the age of 21 at the Baragwanath Trophy Meeting.

Grahame Hobbs

MERITORIOUS PERFORMANCE AWARDS

THE LES GRAHAM TROPHY

Awarded for the best performance by a private owner who is not in receipt of any manufacturers or other trade support, at the Metropolitan Meeting.

Graham Sharp

THE J. S. MOORE TROPHY

Awarded to the member making the most meritorious performance riding a British machine in the Isle of Man TT Races.

Kenneth Tilley

THE BRYANT BOWL

Awarded to the winner of the 350 cc race at the Trophy Day Meeting.

Anthony Rodger

THE ALCOHOL TROPHY

Awarded to the member putting up the most meritorious performance in sprint events in the year.

George Brown

Bemsee's Annual Dinner

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