



AUGUST

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KNOW WHAT TO PUT YOUR HEAD INTO

Two comparatively small accidents at an ordinary club meeting may well reverse an ever increasing fashion in helmet attire which, innocent though it may appear, could so easily result in a death.

For those two accidents started a chain of action which produced authoritative medical opinion, ensured its distribution to the press and the Auto Cycle Union. Within 48 hours it was taken up by Radio London, The Guardian, Evening News, Kentish Times, Motor Cycle, Motor Cycle News and the trade papers serving the two wheel industry. The Managing Director of Everoak, who make a full face helmet, has agreed to discuss matters with our doctors. And later in July (but after press day for 'Bemsee') it is planned to hold a meeting in London between the representatives of the press, the ACU, interested competitors, officials of BMCRC and, of course, our club doctors.

Whether or not you want to wear a full face helmet, whether or not you agree with the club's attitude in seeking a ban until tests are conducted, one thing is clear - when all is said and done everyone will know enough for the wisest course to be adopted.

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British Motor Cycle Racing Club
PO Box 75, Kingston upon Thames, Surrey.

ACE OF CLUBS
at Brands in June.

By now the sight of Bob Bentley and the irrepressible Aermacchi notching another victory in the 350 class ought to be commonplace. But it isn't, for his riding is full of verve, usually in close company with Stuart Morrell and his Aermacchi. Such close harmony came to an abrupt end in the first 350 race when Stuart did a boo boo on Bottom Straight, coming a purler trying to catch Trevor Elliott's Greeves. No real damage despite the ferocity of the struggle which embraced John Stephens (Aermacchi) and David Morgan's Honda.

But as a day of incident Ace of Clubs had plenty. It was the first use of the re-surfaced Paddock/Pilgrims Rise section in which the change of gradient at the bottom of Paddock had been eased. Two people only came unstuck - both on 125's, and both within a lap of each other. But the green sward on Bottom Straight saw some real grass track antics; so did the marshal's post when a sensational dice between Alan Dunscombe and John Cowley in the 500 race ended with the Seeley writing itself off on Charlie Hodgins marshals post, shifting great chunks of masonry in the process. Cowley wisely leapt off in the classic style (always advised when wrecking marshals post) and legged it downhill (to inspect the damage!)

Alfie Wilsons valiant effort of getting to Paddock ahead of the field in the first 250 race started a melee in which John Riley eventually pushed the Broad Yamaha up front. But this took 4 laps with Bill Day (Yamaha) struggling to hold ground under a Mike Parker (Suzuki) and Roger Hill (Yamaha) attack. Parker got through but couldn't catch Riley.

Renewing their struggle in the second 250 race Mike really had it sown up. But no race is won until the flag is received. Yet another Bottom Straight spill blocked the racing line as riders spewed out of the downhill left hander. Parker braked violently. Behind him with the intervening yardage giving time for greater consideration John Riley also braked just as the track marshals got the fallen man clear. Both accelerated back into battle in which Riley won the day. Clerk of the Course, Dennis Bates, called both riders into his office along with Roy Pike, the marshal concerned. John and Mike shook hands on John's victory; both demonstrated good sportsmanship besides the abundant evidence of great consideration for a fellow member lying helpless on a race track.

Wilson kept ahead in the initial stages of the 350, but like the 250 race not enough steam was forthcoming; but his excellent form contributed to a great scrap.

Reports of the day record the mis-calculation of Roger Edwards in the second chair race when Edwards thought he was leading the field easily. Frustrated to find one other man the length of the Start line straight ahead - it was Peter Watkinson and Ken Herrnicht - he set about the difficult task of catching and passing them.

The drama ran its course: Edwards needed one more lap; even so the gap at the moment of victory was only 20 yards.

WANT YOUR PICTURE?

Bruce Main-Smith spent most of Ace of Clubs Day (June 26th) taking pot shots at people with his camera. The result is a very delightful

series of informal studies of riders and officials. Many saw then as contact prints in the paddock on July 3rd. Bruce tells us he is willing to sell prints. His address is:

12 The Crescent,
Leatherhead,
Surrey.

Bruce will need to have your riding number to identify you.

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FAMILIAR FACES - NEW JOBS

Some re-organisation in official circles has meant welcome and deserved promotion (plus lots more hard work) for Chief Marshal Phil Spahr who becomes Deputy Clerk of the Course. His Deputy Bert Beavis steps into the role of Chief Marshal and doyen of Paddock Bend, Ramp Bend and Riches - Ron Higgs is appointed Deputy Chief Marshal. Paul Corbett has a new Deputy, Mick Lane who has for some years looked after the Start Line area. Good marshalling and control helps make good racing. These men have long served the club, and the club is delighted to have the good fortune of their services.

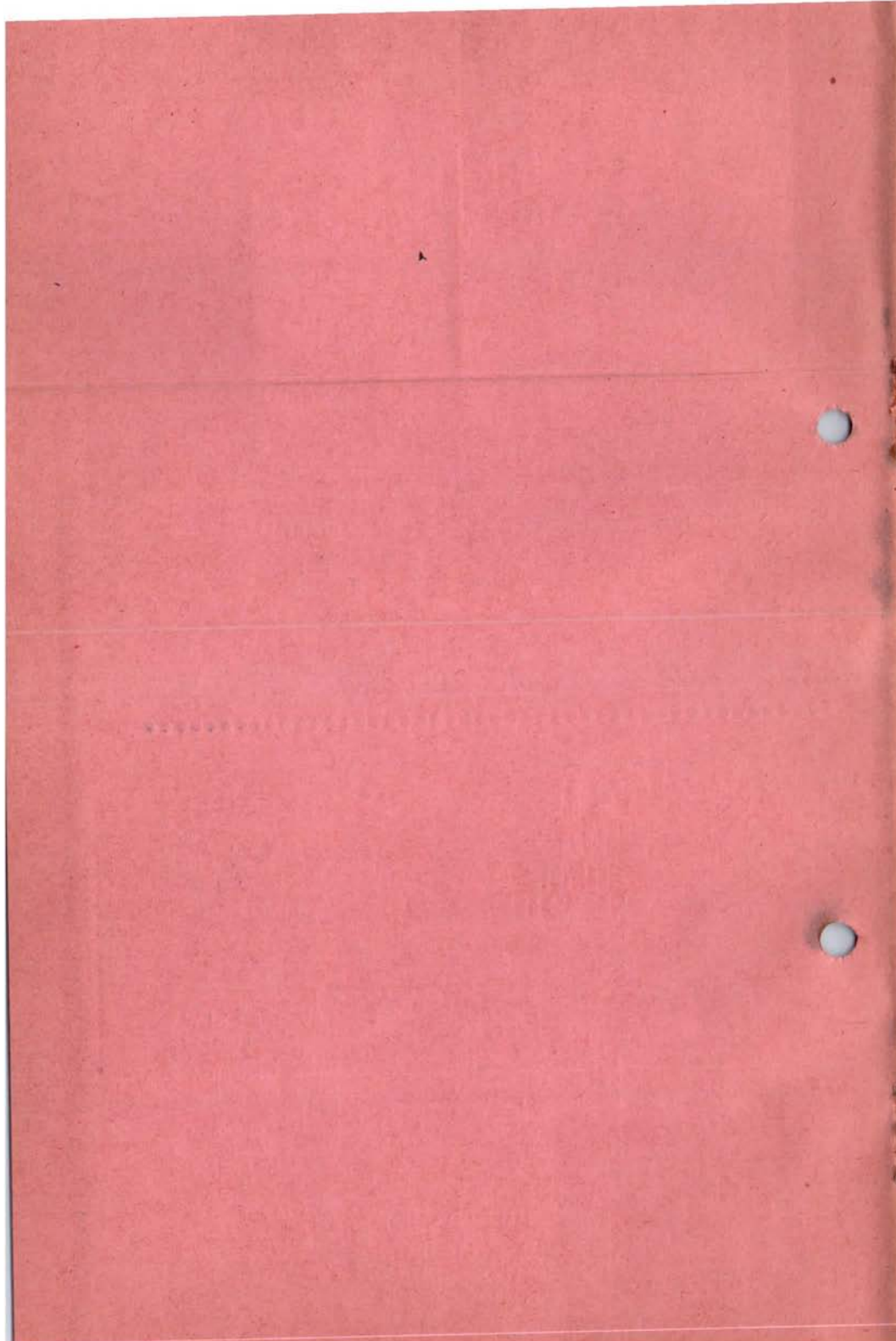
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TROPHY DAY

at Brands on 3rd July

With three meetings in three weekends, things get a trifle confusing especially as the same names crop up and, so it appears, the same battles are renewed. Roger Edwards, if you recall, on 26th June won the first chair and lost the second on a miscalculation. Sure enough he won the first chair event, this time 6 seconds faster. Than for the last race chose a rear grid position and had passed four crews before Paddock. Lap 6 saw Edwards/Bardwell at last take the lead from Carter/Butters No.32 only to overcook matters in the last few seconds on the exit from Clearways. If speeds and appearance confuse, it is worth recording that Clive Carters winning time and speed was 10 minutes 41.6 seconds (69.57 m.p.h.) The race was started by Eric Oliver who most members - the old, not so old and most of the younger amongst us - know was first World Champion Sidecar Driver, first post-war Sidecar TT winner, and the iron man of chair racing. Nice to have him.

Overcooking matters cost Alan Dunscombe dear. A race long battle with Tony Rodger's Seeley and then Dave Wapshott (Dewton) kept watchers on their toes. At one time feet only separated the three and when Wapshott shot (if he'll pardon the term) ahead Dunscombe was pressed hard with only 450 c.c. against 750 c.c. And so it was that the mysterious glue we call 'grip' ungripped, depositing Alan unhurt in the ditch. Another David rode well. This one being David Potter. Whipping the Dunstall Commando up front he showed a clean pair of heels over the Norton Commando of Wayne Dinham. His mean lap time was 59.76. Total time 9 mins. 57.6 secs. at an average of 74.69 comparing very favourably with his 74.05 m.p.h. average a week before. But if one could be forgiven for thinking the sparkle had



passed from the Production class this season the times prove the ability of man and machine: fastest previous race was exactly one year ago when Dave Nixon took the Boyer 'three' home in 74.12 m.p.h. If we don't see all that much of Graham Bailey what we do see is exciting, as he waltzed away to take the first 250 victory. Alfie Wilson, John Riley and Bill Day had a carve up in which Alfie got second berth and Bill got hammered on the line by an artful Riley. Later Riley was to win the second 250 and, like last week, Mike Parker had to be content (!) with playing a secondary role. Bailey? An extra two seconds per lap on his norm meant third place.

In almost every programme there is one race which stands out - even in racing as exciting as Bemsee racing. The choice this time was the 10-lap 1,000 c.c. solo event. First real move in the jungle warfare was Philip Smith's positioning of the 750 BJS Norton - an ungainly looking machine, but potent - into second place on lap 4. At this time eventual winner Richard Peers-Jones lay 5th. Up front Derek Whalley (654 Montesa BSA) seemed reasonably well entrenched. Peers-Jones meantime worked up to challenge Smith drawing parallel at the pits. Lap 8 arrived with Whalley in full locks slides and footing at Clearways as Peers-Jones got ahead, only to lose his momentary advantage at the exit. Then low and behold Smith challenged Peers-Jones as they all poured past the last lap flag. Allan Robinson commentating, nearly w-----d himself trying to put across the tremendous duel in which the first man became the third, the second lead, and the last man came second. If it sounds confusing that is just the way the battle went.

To those in the pits it was a toss up who roared into sight first: Peers-Jones made it just, whilst Smith and Whalley got in each others tracks and very nearly collided. Philip got the second place, but to all three go the plaudits for a terrific race.

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HUTCH IS BRANDS BACKWARDS

And its the one day in the year when Brands sees Read, Smart, Cooper, Sanby, Jeffries, Pickrell, Tait, Gould, Sheene, Butscher (the current leader in the chair championship) Carney, Ashwood, Harvey, Boddice, Marsovszky, Hanks and Hanks, Redfern, Chatterton and Chatterton, Ditchburn, Nixon, Williams, Machin, Butler, Currie, Grant, Cockram - to name a few.

Practice starts Saturday 7th August at 9.30 a.m. and racing starts on Sunday at Noon. The Hutch is England's greatest Road Race and the hallmark of first line competition, and efficient organisation - all of which spells 'Bemsee'.

See you there. Enjoy yourself.

FLIES - SUN - SWEAT

Snetterton boiled in a sweltering heat wave, hordes besieging the paddock bar, and the paddock tap never stopped running to fill the water containers; all on 11th July. In such conditions wearing leathers was exhausting; to be kept on the line was hell, and even racing failed to cool the sweaty brow.

In the Team Challenge Race Tait and Pickrell belted off with Tait breaking the club lap record held by David Nixon - yet another cruel blow for Nixon had been the meat in the sandwich when pincered by two other bikes at the start of the 1,000 race. But right behind Pickrell and Tait all the time was the irrepressible Jim Harvey on the Kirby-Camp Metisse with first Dunscombe, then Ditchburn in fourth berth until Alan "dropped-it" at The Esses. The sudden acquisition of steam from Cowie's 750 Dresda took him past the Yamaha. All credit to 'our Jim' only 9.4 secs. astern of the works 'three' at the end.

Race 1 for 500's saw Harvey up front for four laps, then Ditchburn got a nose in front and was pressed so hard he put in a new lap record of 92.91 m.p.h. - nearly 5 seconds up on the old one. Race 2 and another lap record, this time the 250 which fell to Peter Berwick (Yamaha) and after he had pushed eventual winner John Riley (Broad Yamaha).

In the second 350 - 1,000 leader Dave Wapshott notched another mark in the rapidly growing score of those who stepped off at The Hairpin, after a coming together with Tony Smiths brakeless Commando. With the lead handed to Peter Bailey (683 Pagehilm Metisse) he and next man Dave Potter (Dunstall Commando) fought it out leaving the rest of the entry nearly 30 seconds astern.

Bob Bentley's luck ran out in the 350 race when the battle involved him, Stuart Morrell, also Aermacchi mounted, and the incredibly swift Broad-Yamaha of Barry Ditchburn. He produced another 30 second lead over the second man which visually was Riches to Coram.

And just to show how fast the pair of Broad Yamahas really were - it is an indisputable fact that the fastest lap of the day was Barry's in the 500 race with the 352 model; 92.92 m.p.h. against the works 'three' of Percy Tait at 92.73 m.p.h. And this little effort gives him the absolute club record lap at Snetterton. Who said, watch these two strokes?

And with Bill Day nicely winning the second 250 it rounded off a fair days success for the Yamaha brand.

Having recorded the progress of the chair brigade at the last Brands meetings the prospect of a snorter at Snetterton couldn't be excluded. Sure enough at the end of Lap 1 with Mike Potter in the lead suddenly he wasn't. Past him went Roger Edwards followed by the Wallis/Bedford Vincent outfit. Then the battle misfired for out went Edwards at The Esses and Potter got his victory fairly easily. So it was in the second sidecar that Roger Edwards collected his first Snetterton victory with Mike this time relegated to second place plus the satisfaction of beating his October race average - 79.74 against 78.90 m.p.h.

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STARTING RACING?

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BMCRC CHAMPIONSHIPS TABLE

Seven rounds gone. Table shows the positions up to and including Baragwanath Trophy 11th July. Next round Crystal Palace 4th September.

125 c.c.

1st:	Cyril Knight	51 Points.
2nd:	Graeme Corbett	28 Points.
3rd:	David Saltwell	24 Points.
4th:	Leslie Roantree	19 Points.
	Adrian Drew	19 Points.
	Roger Hill	19 Points.

250 c.c.

1st:	John Riley	75 Points.
2nd:	Alfie Wilson	71 Points.
3rd:	Bill Day	62 Points.
4th:	Andie Blueman	46 Points.
5th:	Michael Parker	33 Points.

350 c.c.

1st:	Bob Bentley	56 Points.
2nd:	Stuart Morrell	45 Points.
3rd:	Tony Anderson	28 Points.
4th:	Robin Gray	24 Points.
5th:	Alan Dunscombe	20 Points.

500 c.c.

1st:	Alan Dunscombe	56 Points.
2nd:	Terry Gardiner	35 Points.
	Tony Rodger	35 Points.
4th:	Roger Tomlinson	30 Points.
5th:	Tony Blain	25 Points.

1,000 c.c.

1st:	David Whapshott	60 Points.
2nd:	Lance Capon	33 Points.
3rd:	David White	32 Points.
4th:	Tony Smith	30 Points.
5th:	David Potter	27 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

1st:	Peter Hitchcox (1,000)	45 Points.
	Andrew Barr (500)	45 Points.
3rd:	Tony Smith (1,000)	41 Points.
4th:	David Potter (1,000)	40 Points.
5th:	Wynford Thomas (500)	37 Points.

SIDECAR

1st:	Mick Jones	75 Points.
2nd:	Roger Edwards	68 Points.
3rd:	Mick Potter	49 Points.
4th:	Peter Watkinson	40 Points.
5th:	Roger Dutton	38 Points.

O U R S L A N G

Month Two and readers Dave, Bernie and Barbara of Hadleigh Customs Motor Cycles join in the fun with their contribution, plus highly descriptive explanations.

- An arrival - approach to a corner accompanied by frantic searching for more gears, more braking.
- Cooked the brakes - immediately precedes an arrival.
- Ran out of road - resulting from cooked brakes and constitutes an arrival in which the riders cornering line differs from that of the Trade.
- Standard Engine - oft quoted winners comment (not wishing to disclose secrets)
- Immaculately prepared - won't last a lap.
- Locked up solid - additional engine braking (breaking)
- Stretched motor - generously rebored, eg 636 Manx.
- Space frame - takes off on corners.

There's plenty more slang around, one so near at home it's surprising that it hasn't been quoted. Keep them coming in. Like this one:

- Good Nosh - Bemsee's Annual Dinner and prize giving. In 1971 it is on Friday 12th November at that super place, The Hanover Grand.

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