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BRITISH MOTOR CYCLE RACING CLUB

PO Box 75, Kingston upon Thames, Surrey.

BEMSEE'S CLUB RACING ANALYSIS

1971 SEASON

BRANDS HATCH

6 Meetings. All races 10 laps - 12.50 miles.

Circuit: 1.24 miles driven in clockwise direction.
Surface: Asphalt.

N.B: Considerable alteration to Paddock Hill Bend to reduce the sudden change of gradient at the bottom of the hill took place during the season. At the same time this section of the course was re-surfaced.

This analysis records the fastest races in each class at BMCRC club meetings during 1971 at Brands Hatch. Fastest winner in each class is recorded by underlining the speed. Comparison is made with the 1970 analysis by giving the mean race time for each class. Against it is set the difference in mph between the mean times of 1970 and 1971 and the final column shows this difference expressed as a percentage.

BRANDS HATCH 1971

	125	250	350	
24TH APRIL Cool. Strong S.W. wind. Dry.	63.92 Geoffrey Pitcher	69.90 Andrew Blueman	70.95 Alan Dunscombe	
29TH MAY Warm and dry. Some cloud.	66.11 Peter Nice	71.34 John Riley	72.39 Alan Dunscombe	
26TH JUNE Sunny spells. Gusting winds. Warm.	<u>68.55</u> Roger Hill	70.74 John Riley	70.69 Robert Bentley	
3RD JULY Overcast. Some clear periods. Cool. Dry.	67.41 Graeme Corbett	70.81 Graham Bailey	71.08 Anthony Hall	
11TH SEPT. Warm and sunny. Slight wind.	67.29 David Saltwell	<u>72.65</u> Stephen Goodrum	71.58 John Stephens	
2ND OCT. Warm and sunny.	67.31 Cyril Knight	71.84 Michael Parker	<u>72.72</u> Alan Dunscombe	
MEAN RACE SPEED	66.765	71.213	71.568	
1970 MEAN	65.811	65.983	69.425	
INCREASE: {	MPH	0.954	5.230	2.143
	%	1.44%	7.92%	3.08%

The result was:

1970

<u>Class</u>	<u>Weighted result</u>
125	66.866 m.p.h.
250	67.072 "
350	71.342 "
500	71.640 "
1000	73.074 "
Prod.	71.876 "
S/c.	68.034 "

Only in the 125 c.c. class was the 1970 performance theoretically superior.

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BEMSEE'S CLUB RACING ANALYSIS

1971 SEASON

SNETTERTON

5 Meetings. All races 7 laps - 18.97 miles.

Circuit: 2.71 miles driven in clockwise direction.
Surface: Fine cold asphalt. Sears corner was re-surfaced.

This analysis records detail similar to that shown for Brands Hatch with comparison in mean times between 1970 and 1971, the actual variation in M.P.H. and the percentage difference.

SNETTERTON 1971

	125	250	350
7TH MARCH Dry. Light wind. Some sun.	73.82 Charles Ford	82.05 Malcolm Kirwan	83.65 Bob Bentley
11TH APRIL Fine.	76.99 Graeme Corbett	81.17 Andrew Blueman	84.14 Bob Bentley
11TH JULY Dry. Very hot and humid.	77.55 Les Roantree	83.49 John Riley	<u>86.29</u> Barry Ditchburn
26TH SEPT. Overcast. Dry and warm.	78.16 John Jackson	84.29 John Riley	85.19 Robin Gray
24TH OCT. Dry. Light wind. Warm.	<u>79.37</u> John Jackson	<u>85.85</u> John Riley	84.99 Bob Bentley
MEAN RACE SPEED	77.178	83.370	84.852
1970 MEAN	74.486	80.246	84.010
INCREASE	MPH	2.692	3.124
	%	3.6%	3.89%
			0.842
			1.00%

500	1000	PRODUCTION	SIDECAR
71.04 Alan Dunscombe	72.60 David Wapshott	71.04 Jonathan Vincent	66.13 P.Watkinson/ K.Herrnicht
71.72 Alan Dunscombe	74.15 David Wapshott	73.46 David Fotter	69.29 R.Edwards/ M.Abbott
73.61 Alan Dunscombe	74.40 David Fotter	74.05 David Fotter	69.49 R.Edwards/ M.Abbott
74.32 Tony Rodger	74.69 David Wapshott	<u>74.69</u> David Fotter	69.57 C.Carter/ J.Butter
73.56 Terry Gardener	73.56 David Potter	73.81 Tony Smith	69.30 R.Edwards/ D.Bardwell
<u>74.62</u> Jim Sparham	<u>75.07</u> David Potter	74.50 David Potter	<u>70.19</u> R.Edwards/ D.Bardwell
73.145	74.078	73.591	68.995
70.116	71.336	70.045	66.451
3.029	2.742	3.546	2.544
4.32%	3.84%	5.06%	3.83%

Figures quoted are speeds in mph except bottom line.

BRANDS - FANTASTIC 250 c.c. RACE IMPROVEMENT

The table of race results shows a remarkable improvement in race times. The mean average has improved by more than 5 m.p.h. which, expressed as a percentage, shows a whopping rise of nearly 8%. Last season no 250 race was won in excess of 70 m.p.h. whereas this time only one race fell lower than the 70 - and this was Andrew Blueman's win in April at 69.90 (a mere 0.10 m.p.h. below). Yet at the end of the season Stephen Goodrum was winning at over 72 m.p.h.

Although it is not strictly applicable to Brands Hatch alone it was interesting to hear Chief Medical Officer, Gordon Hadfield, state at Bemsee's Annual Dinner last month that of 137 races held, 29 were won by one second or less, 6 by one-fifth of a second or less and four were dead heats. This only goes to show how exciting and interesting is present-day BMCRC Club racing!

Brands was notable in that every meeting took place in dry conditions. The worst day being in July when it was cool and overcast. Even so David Potter on that day made the fastest win for the year in the Production class. The mean average rose no less than 5.06% in the class in a year which has been singularly triumphant for the flying David. The other David (Wapshott) also gave good account in the 1,000 class where there were 3 fastest wins for each man.

With such poor weather on 12th September 1970 we decided to see how the figures would have compared with 1971 if performances on that day had been 'normal'. The method adopted: the mean of 5 races excluding September 12th added to the total of these 5 and divided by the number of meetings (six).

500	1000	PRODUCTION	SIDECAR
84.56 Alan Dunscombe	86.09 Tony Smith	86.67 Tony Smith	79.65 M.Potter/ P.Burleigh
84.60 Richard Palmer	86.45 David Wapshott	86.54 Peter Darvill	78.59 M.Potter/ P.Burleigh
<u>90.04</u> Barry Ditchburn	87.96 Peter Bailey	88.18 David Potter	79.74 R.Edwards/ M.Abbott
86.12 Peter Bailey	89.74 David Potter	<u>89.15</u> David Potter	83.10 R.Edwards/ D.Bardwell
88.46 Peter Bailey	<u>89.97</u> David Potter	88.43 David Potter	<u>83.43</u> D.Ward/ M.Beckett
86.756	88.042	87.794	80.902
85.480	86.270	87.544	79.614
1.27	1.77	0.25	1.28
1.49%	2.05%	0.28%	1.61%

Figures quoted are speeds in mph except bottom line.

SNETTERTON - THE FACE OF RACING GETS HOTTER

Now firmly established as a five Sunday meeting pattern for Bemsee, Snetterton enjoyed (once again) unbroken dry weather even though the circuit surrounds were smothered with snow for 7th March and we had to wait hours for the sun to remove the ice patches at some corners.

Barry Ditchburn scored a notable success with a first-ever over 90 m.p.h. win, and at the same meeting collected the 350 'fastest' of the season victories.

Entries change. Last years victorious winners figured in 1971 results not at all with two notable exceptions, Roger Edwards (sidecars) and Alan Dunscombe (solo).

Production racing was faster than racing 1,000 class. Was! David Potter twice beat the old and new Production race times with his pukka racing 1,000.

It goes without saying that BMCRC Club Championship winners all recorded 'fast' wins even though not always the absolute fastest. Cyril Knight victor in the 125 Championship failed to collect at Snetterton, however. But Cyril's consistent riding paid off as did David Potter's.

David had a total of 8 wins in the season, collecting by a comfortable margin the Production crown.

Just a reminder who were the Club Champions for 1971: Cyril Knight (125); John Riley (250); Bob Bentley (350); Alan Dunscombe (500); David Wapshott (1,000); David Potter (Production); Roger Edwards (sidecar).

5 Newport Road,
Hanslope,
Wolverton, Bucks.

To the Editor

Dear Sir,

21st October, 1971.

I feel I really must say a few words about CLUTCH STARTS. As can be seen by the attached voting slip, my answer on the subject is a resounding NO.

In the September issue of "Bemsee" an article was written on "WHY RUN TO BUMP" in which you say:- "Why should the result of an important race depend on the ability to give a good swinging kick (or a good run and jump)." I say this is just as bad as saying:- "Why should the result of an important race depend on ones ability to get round corners, why not do away with the corners and call it a sprint?"

And as regards to your opening sentence which states:- "Few things are calculated to look and be more hairy than a field of solo riders getting away at the drop of the starters flag." This is the biggest load of old rubbish I've heard. I would like to say that in my humble opinion the START of a motor-cycle road race is a very very special event in our sport. Most motor-cycle enthusiasts will agree that NOTHING can compare with the atmosphere that exists just before the flag drops at a 'run & bump' motor-cycle road race. The deathly silence on the grid when riders try to hear telepathic messages and can hear the commentator are moments that create a feeling inside the genuine enthusiast that cannot be described.

If a rider can't start his machine quickly or the machine refuses to fire then its the riders fault, ask John Surtees, he will tell you.

Yours faithfully,

TONY MONK.

P.S. Cheer up! I hope to be back in action next year.

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THESE ARE THE CLASS AWARDS GIVEN AT OUR CLUB RACE MEETINGS

1st TANKARD

3rd ASHTRAY

2nd SALVER

4th CUP

BMCRC CLUB RACING 1971

The greatest - the fastest - the least

Fastest club race of the season was in the 500 c.c. class at Snetterton when Barry Ditchburn recorded a win at 90.04 m.p.h. aboard the Broad Yamaha of 354 c.c. capacity in the hot and humid conditions of July 11th.

Lowest increase 0.25 m.p.h. was in the Production class at Snetterton.

Twelve 'fastest' wins for David Potter spread over both circuits and 1,000 and Production classes.

John Jackson's triumphant win in the 125 class on 24th October at Snetterton would have been good enough to win two of last seasons 250 races.

First woman to figure in the results is Margaret Beckett. Pilot Dale Ward and Margaret were good enough to record only one fastest win (24th October at Snetterton) but it was the fastest of the season.

David Bardwell or Michael Abbott are crewmen to Roger Edwards. Both help him set fastest race times at either circuit.

The 250 mean times are better than the 350 at Snetterton but not at Brands!

Every race meeting of the season including The Hutchinson 100 and the Metropolitan (not included in these analysis) enjoyed dry weather. Warmest days were July 3rd and 2nd October.

It has not rained for BMCRC racing at Snetterton for two years.

Five of the seven fastest wins were recorded at the final meeting at Brands.

Nobody emulated David Nixon's 1970 success of a string of unbroken wins in one class at every Snetterton Production race.

Only two men made the fastest win in same class for two years running - Roger Hill 125 class at Brands with a personal increase of 0.25 m.p.h.; Roger Edwards also at Brands for sidecars with an increase of 0.85mph.

The FOTTERS: Mike of that ilk with passenger Peter Burleigh recorded 4 wins, 4 seconds and a third at Snetterton plus a 3rd berth at Crystal Palace. David collected 10 wins and two seconds at Brands, 5 wins and two seconds at Snetterton.

Last, and by no means least, spectator attendance at Brands Hatch for BMCRC meetings rose steadily throughout the season. Seems people know where good racing takes place - ordinary club level. Hooray!

BILL ROSE requires any ex-racing or road motor-cycles, condition not important. Also required KTT Velo. Mk. VIII bits and pieces.

I am also wanting any old vehicle or log book bearing Reg. No. BB or BGB with interesting number.

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MORE SLANG - "From The Top Of The Tower"

By Allan Robinson

- A Touch of The Straight
Cns - A cloud of dust and
yellow flags.
- Shaking the Bottle - A single cylinder two
stroke rider winding the
grip back and forth in an
effort to get an engine,
with a hole in the piston,
to run.
- Pouring The Sauce - Turning it all on.
- Harry Flatters - It is all on.
- Harry Starkers - Mad Riding
- Harry Strippers - In the caravan after - or
before - donning leathers.
- Yarding - Nicking the odd yard or
two in pursuit of another
rider by clipping corners.
- A 'quaker' - Shaking the machine from
side to side at speed to
shake off a slipstreamer.
- Kippered - Flat as a kipper behind
the fairing.
- 'Hoofed' - Kicked at by another rider
in a tight corner (AND it
does happen)
- Chopped - Having your line stolen
through a corner.

Safety at Races. The matter of riders safety was raised. One point which will be investigated in the future is the wearing of identity bracelets bearing name, address and blood group.

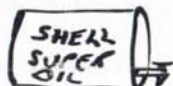
Bantam Racing. The practice of inviting members of Bantam Racing Club to compete in the 125 class was to be extended for another season.

DINNER IS A SMASH HIT

For the second year members and ladies and friends met at the Hanover Grand Banqueting suite to wine and dine in style. A sumptuous five course meal impeccably served right down to a sparkler illuminated procession with the dessert, ensured the evening went well.

Speeches, commendably short by Chris Lowe, with an all-embracing response from Vice-President Gordon Hadfield were well received. A telegram from President Sir Geoffrey Tuttle unavoidably absent on business, and a letter from Vice-President George Brown recuperating after an illness were read to the gathering. A matter of great delight to the club was that Allan Robinson was able to call forward almost 90% of trophy winners in a 28 strong list. Nell Ivy - now a firmly established 'Bemsee' lass presented them all which seemed to include much kissing of Barry Sheene who vied with David Potter for the number of trophies each collected. And for the second year the Mellano winner was present and duly re-presented with the silver giant. This time to smiling Peter Williams.

Fate plays some tricks. After Allan's slick and fast presentation (let's have him next year) came dancing and the favour 'Bemsee' raffle. Famous! Well three years ago Brand's own Antony Marsh won his prize - a free pass to Brands: this year Lew Ellis won five free gallons of Shell!!



Guest of the evening was member Laurence Sadler to whom a special trophy was presented to mark the true spirit of motor cycling. Laurence also got an additional 5 gallons of the aforesaid Shell from another oil winner.



Rumour has it that tickets in future years will be by ballot because the Sold Out notice was hung out 4 weeks before closing date. And to round it all off members went home knowing that the club was in the black again and extra races without an increase in entry fees was a cert for 1972. What more could one want!



Rubbished	-	Rendered second hand by crashing.
Easy Rider	-	One who always gets a lift back in on the recovery vehicle.
Yakitator	-	Commentator.
The Comics	-	M.C.N. and Motorcycle.
Stuffed	-	Bike into bank - usually at Clearways.
Tick-Tock Men	-	Timekeepers.
Ring-a-Dings	-	Two strokes.
Spaghetti Peril	-	Aer Macchi.
Doomwatch	-	The Scrutineering Team.
Barrow-boys	-	Sidecar teams.
Berlin Wall	-	A solo BMW - when you are trying to overtake.
Chatter-box	-	Crankcase with faulty main bearings.
Steamer	-	Kettle Tuned machine.
Dum-Dum	-	Rider who push starts in third gear.
'Old Bones'	-	Doctor Hadfield.
The Inquisition	-	Stewards Commission.
'Them'	-	The organisers in the race office.
'Us Lads'	-	The ACU Stewards (average age 101).

THE BOARD MET

The Directors met on 12th October at the Clubs registered offices.

Sponsors Team Challenge. From a single match in 1970, to a three round series in 1971 the Challenge will be continued and developed for the 1972 season.

Production Championship. Shell's support of this Championship will be carried on in 1972.

1972 Racing Awards. Having re-introduced Club Championships for 1971 the Directors proposed to increase the importance of Club racing by re-allocating trophies - of which the club owns fifty - so that there will be a major trophy awarded for each of the 11 club meetings as well as for the (national) meeting at Crystal Palace. This proposal will take effect from the first BMCRC meeting of 1972.

Additional Races. Consideration was given to increasing the number of events at our meetings.

Hutchinson 100. Outline planning for the 1972 event was already under way.

Future Racing Plans. Reciprocal arrangements whereby members could participate in other clubs events was discussed. It was planned to investigate this in detail.

Club Secretary. A vote of thanks was passed unanimously for his services as Secretary when Ted Cooper relinquished the post. Bill Rose was elected now filling the posts of both Treasurer and Secretary.

EVER BEEN BENT

Have you ever had broken bones? It's the sheer frustration that grips me. After the pain has gone and the first waves of sympathy evaporate (which they do mighty soon) living can be a problem. Two days after mine (both feet so I was unable to walk) somebody sent a beautiful bouquet of flowers. "Aren't they marvellous" said my wife turning round to show the vicar (true). "Yaaaarrrrooooooooooooh" I yelled as the end of the box clobbered a foot. "Darling, I'm so sorry", cried my wife. "I only went like that" (waving her left arm). "Yaaaarrrrooooooooooooh" (again, by which time I was feeling full of hard done by).

Then, of course, the dreaded itches. Never where you can get a knitting needle. Later you try the art of psychology by scratching over the spot in the hope that the thought will penetrate plaster.

Cats are animals to consider in circumstances like this. Sleeping downstairs means the cat has a further choice besides hearth, settee or armchair - you! 3 a.m. and cramp sets in. No, it isn't plaster constriction necessitating a call for the ambulance before the limb withers through lack of blood, but the blasted mogger lying on one leg (mine). Meanwhile you've turned over so the leg becomes a torsion bar. Then as you are awake you might as well go to the loo.

Ah! What an operation performing the natural function turns out to be. No walking because you can't, and not being a hospital the particular equipment is not to hand. Ingenuity (as always) solves matters in the shape of the tea trolley driven by one-wife power - the kids

were too enthusiastic, too fast, couldn't steer and never really believed that the two buffers at the sharp end were feet (damaged) and not in need of further contact with hard objects.

Drill was to lever the body onto the trolley and eventually arrive at the lavatory stern first. Brought to a halt by the pan you levered yourself backwards ensuring the cover was up - or else start again - at the same time the trolley was removed. To return, repeat process.



What still has to be mastered is how to carry a drink using crutches without growing a third arm.

Incapacity doesn't mean idleness. Now I have a complete office at home. Staff arrive almost daily, clients call for meetings. Life goes on: excuse me, 'Dougall and the Magic Roundabout' is on TV. Musn't miss it!



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