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~~JUNE~~

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G R E A T H U T C H

With the prospect of an even more interesting Hutchinson 100 this year entries at this stage (June 25th) are coming in at a satisfying rate. Production now has a two-leg race of 12 laps each leg and starts the ball rolling at Noon. The promise of works machinery taking on the more accomplished of the private factories looms large.

Later in the day Harry Shuttleworth will start the first international handicap for many a long year and then the interest will be in whether any continental right hand outfit can maintain dominance over their British contemporaries when riding against the assessment of performance index which decides the starting order.

Signs of the power of BMCRC - most people during their racing career belong to this finest of clubs - is demonstrated in the Team Challenge Race. This will be round Two. Round One at Snetterton on July 11th may include a factory team with other likely runners of Machin, Harvey, Dunscombe, Butler, Ashwood, Nixon, Croxford, Cockram. And that's just club racing level!

HELP AT THE HUTCH

What can you do to help at the Hutch. We need assistance on the course, paddock marshals, additional lap scorers, scoreboard operators, messengers. Contact Peter Lewis at the Club Office 01-546 6886 or Dennis Bates (home) 01-460 6842. Do it now time is short.

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W A N T E D

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S L A N G

I leant it on the road, caught my bone dome on the chair and let the field go by. Slang, explicit slang - the talk of our sport.

But nobody ever records modern motor cycle road racing slang, as colourful a language as ever graced modern English as it is spoken.

Somebody ought to do something about it. We would like to. The Slang huntsman has to be daring, adroit, skilful, with an ear for the unusual (if he can ever hear over the roar of a 'stroker'). Still its a pastime in which we can all participate so how about joining in.

Here are some for a start:

- | | |
|-------------------|---|
| 'stroker | - a two stroke racing motor cycle |
| leant on the road | - I dropped my machine whilst racing |
| field | - the entry |
| bone dome | - crash helmet shaped spherically, covering the base of the skull |
| brain bucket | - alternative to above |
| pudding basin | - the standard ACU approved crash helmet |
| bigger banger | - a Manx Norton |
| leathers | - a one piece or two piece suit of leather or vynide cloth |

Anyone can enter, so let's be having you. Best time is race day when you sidle up to the race office and whisper your word. Acknowledgments freely given if required.

BOARD REPORT

The Board of Directors met at the club offices on Monday, 17th May, 1971.

Minutes of both the last Board Meeting and the recent AGM were dealt with.

Finance: Treasurer Bill Rose reported a satisfactory statement of finances after three club meetings. He said that despite the postal strike the March race meeting had proved beneficial.

Benevolent Fund: A recommendation that the Board should consider ways of making the monies in the fund earn a profit was discussed. Immediate availability of money to meet urgent calls was a major factor in deciding on the type of investment. The Trustees hoped to report back to the Board at the June meeting.

Hutchinson 100: Negotiations with drivers would be undertaken in the Isle of Man by Lew Ellis. Regulations were already in print and would be circulated.

Crystal Palace: Regulations for the Metropolitan were at the ACU for approval.

Election of Officers: By unanimous vote the Board elected Frank Gillings to the post of Chairman of the Board of Directors. Bob Walker was elected Vice-Chairman.

Refund of Entry Fees: Letters from members requesting the return of entry fees for various reasons and giving various reasons for their request were considered. The board felt that it could not make refunds, except on insurance which was nothing to do with the club. Although it sympathised with riders who could not ride, the places they reserved prevented others from competing. If the practice spread its effect could be to create a financial difficulty which would only result in fellow members paying higher entry fees.

Blueman, Bentley, Dunscombe
not forgetting Mick Jones

That was Brands Hatch on Saturday 24th April for Club Day. No doubt a day the Boyer/Butler equippe would rather forget because Pete was knocked over in the paddock (unwittingly, of course) and brought down at Druids on lap 1 of the 1,000 by Bill Brown who was grounded by somebody else who got away unhurt, unknown. Previously the new Boyer three had misbehaved diabolically. After two duff turns at Snetterton two weeks before Butler and Boyer must have mouthed a few b-----r's! But you can't win 'em all.

And it helps if you read what is going on. Andrew Blueman did and found 'Bemsee' had opened up on entries (he read the letter, perhaps others did not). Anyhow by entering on the day in additional classes Andrew collected a good win in the first 250 race which involved Alan Dunscombe (Ducati) and unfortunate Colin Belcher (Yamaha). The Yamaha started to shed its silencer, the offending item swinging wide on corners, so Dennis Bates had to pull him in. Later Andrew waltzed home after an all-the-way lead in the second 250 so collecting a total of 20 points to add to the 20 already in hand and give him a firm lead in the 250 BMCRC Championship. Then in the open 175-350 he had a race-long tangle with the 344 Aermacchi of Anthony Anderson (Blueman rode the 250). So fast was the pace that the Yamaha Eultaco showed a distinct case of the tail end wobbles cranking into Clearways. A well judged ride by Bob Bentley kept the leaders guessing: suddenly there he was up from third spot and in the lead, squeezing through to take the chequered flag by a mere 4/10th sec. Perhaps the trick Bentley performed in Race 4 - the 350 - helped with his victory over Blueman. At any rate Stuart Morrell got in front on lap 2 and held it.

After him was Alan Dunscombe with Martin Read on an Aermacchi ensconced in third position. By mid-distance Dunscombe led. Then it wasn't Dunscombe but Bentley past the Start line, and when the gaggle reached South Bank Bentley was fourth, then moved ahead to second. Druids next time round Martin tried an outside pass on Bob which didn't come off. Finishing order spaced over 3.4 sec. was Dunscombe, Bentley, Read. But to Bob Bentley went more points to give him a head start in the stakes for the 350 BMCRC Championship.

Dunscombe's day was second in the 250, win in the 500 which also saw Terry Head get the mud bath treatment at Paddock. His Matchless would have put a muddy trials iron to shame, there wasn't a square inch of bike clear of thick gooey mud, but Terry was OK. The other Terry in the race - Gardiner - gave a hard fight holding the lead for three laps, finally finishing second.

Usually tame, the 125 race with reduced numbers competing, started and developed into a procession, until James Morse (Bultaco) came over the line parallel with Geoff Putter (Bultaco) both arguing the toss for third place. This seemed to inspire Cyril Knight (Bultaco) who promptly passed leader Adrian Drew on (you've guessed!). Next move: Putter passes Drew whilst Knight follows suite. All good stuff with only 6/10th sec. separating Cyril from a victorious Geoff at the drop of Mick Lane's chequered square.

Unlike last season when the Production affair was likely to go in certain well-defined directions (and justifiably so because the effort brought the reward) this 1971 season is

very much open. Only Peter McKinley in the 750 section has ridden at all three races, collecting 6, 8 and 2 points respectively. Darvill was absent and Jonathan Vincent missed Snetterton. Jonathan made up for it bringing the Kuhn Commando home first, notching 10 points in the league, but having a hard struggle, clinching victory by 1/5th sec. from the big Triumph of Hugh Robertson.

Mike Jones and Terry Mount did best in the two chair events with third place in the earlier race averaging 65.49 m.p.h. to Peter Watkinson/Ken Herrnicht who won after a bit of an effort pulled them from third place up to the front. Second place in the last chair race added 9 points to the 8 earned already so Mike and Terry had a satisfactory day's racing. Not so the Edwards/Abbott 998 Vincent - an immaculately prepared machine out for the first time - it came under the eagle eye of Chief Scrutineer Ernie Woods when on the line. And jolly good job, too! The near side rear suspension leg had bowed and could well have spelt disaster. Nothing loathe they borrowed another unit and appeared for the second race but getting no further than 50 yards having pushed that far with an engine which just would not fire.

Better luck next time.

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CLUB CHAMPIONSHIP TABLES

After three rounds the tables are showing that consistency pays off.

125 Championship

Cyril Knight	9	7	9	= 25
Charles Ford	10	8		= 18
Geoffrey Pitcher		1	10	= 11
Graeme Corbett		10		= 10
Dennis Richings	8	2		= 10

250 Championship

Andrew Blueman	6	20	20	= 46
Graham Hobbs	9	13		= 22
Alfred Wilson	6	7	6	= 19
William Day		9	8	= 17
Thomas Robinson	8	8		= 16
Norman Ashley		6	6	= 12
Malcolm Kirwan	10			= 10

350 Championship

Robert Bentley	10	10	9	= 29
Stuart Morrell	8	9	6	= 23
Robin Gray	17			= 17
Thomas Robinson	4	6		= 10
Alan Dunscombe			10	= 10
Anthony Anderson		4	5	= 9
Peter Selleck		8		= 8

CHAMPIONSHIP POSITIONS TO DATE125 c.c.

1st:	Cyril Knight	35 Points.
2nd:	Charles Ford	18 Points.
3rd:	James Morse	13 Points.
	Adrian Drew	13 Points.
5th:	David Smith	11 Points.
	Geoffrey Pitcher	11 Points.
7th:	Graeme Corbett	10 Points.
	Dennis Richings	10 Points.

250 c.c.

1st:	Andrew Blueman	46 Points.
2nd:	Alfred Wilson	31 Points.
3rd:	John Riley	27 Points.
4th:	William Day	26 Points.
5th:	Grahame Hobbs	22 Points.
	Tony Nash	22 Points.

350 c.c.

1st:	Robert Bentley	38 Points.
2nd:	Stuart Morrell	30 Points.
3rd:	Alan Dunscombe	20 Points.
4th:	Robin Gray	17 Points.
5th:	Thomas Robinson	10 Points.

Over £500 in prizes.

It may be difficult to believe but nevertheless it is true that the club will be distributing over £500 in prize money to members. The event is the Metropolitan Meeting, the venue Crystal Palace and the date Saturday, 4th September.

This very welcome bonanza comes about because the Metropolitan is being run as a closed to club meeting, as it clashes with the British Championships at Castle Coombe. Unfortunately the Wessex Centre opposed our application for a National Licence so thank them for putting members in the position of being able to have a crack at so much 'gold'.

Bemsee club racing is well known for its very high standard, and no one will expect it to be easy money on the twisty 1.39 mile circuit at the 'Palace'.

There are classes for every capacity including the 125. There is an open event involving a 250 v 350 battle, three chairs races, three 1,000cc races and two production events. No limit either on the number of events you can enter. Total race programme is 14 events including the sensational Team Challenge race which we introduced to the sport here last season (anticipating by over six months the Triumph v Triumph Team Match at Easter). This time it is the final round of a three-round contest of invited two-man teams, all of whom must be members of the Sponsors Association and are, naturally, members of Bemsee.

So Bemsee will show Londoners exactly what top line short circuit racing is - first rate entertainment, exciting sport, well presented sport.

/Continued on Back Page.

I THOUGHT IF I HAD THE DATE
PUT ON THE NUMBER PLATE YOU WOULD
EASILY REMEMBER THE MOST IMPORTANT
HAPPENING THIS SUMMER - BACKWARDS
AT BRANDS ON SUNDAY 8 AUGUST.
GIVE 01-546 6886 A RING AND YOU'LL
RECEIVE A REMINDER.



500 Championship

Terry Gardiner	8	9	9	= 26
Alan Dunscombe	10		10	= 20
Roger Tomlinson		8	8	= 16
Tony Rodger	16			= 16
Tony Blain	6		6	= 12
Brian Bartlett		5	7	= 12

1,000 Championship

David Wapshott	10	10	10	= 30
Peter Darvill	10	9		= 19
Lance Capon	15		1	= 16
Peter McKinley	6	8	2	= 16
Philip Smith		5	9	= 14
David White			14	= 14
Guy Martin	8	5		= 13

Production Championship and Shell Championship

Wynford Thomas	14	8	9	= 31
Colin Hope	12	7	11	= 30
James Evans	11		15	= 26
Jonathan Vincent	9		10	= 19
Peter Darvill	8	10		= 18
Peter Hitchcox	7	4	7	= 18
Tony Smith	10	7		= 17

Sidecar Championship

Mike Potter	10	20		= 30
Mick Jones		8	17	= 25
Roger Dutton	9	15		= 24
David Bexley	10		12	= 22
Neal Douglas	19			= 19
David Barnard	12		7	= 19
Brian Houghton	8	9		= 17

A NEW TROPHY

Friends of the late Gerald Bunting who was a racing member of the Club have presented a silver cup - The Gerald Bunting Cup - which is to be awarded annually to a club member. The Gerald Bunting Cup will go to the BMCRC member who is first home in the Production Race at The Hutchinson 100. For 1971 it will be necessary to define this more accurately as there are two Production Races; The member who is first home in the second (final) race will have the honour of receiving the cup.

TEAM MATCH RACE comes to Snetterton

The successful Team Challenge Match Race staged at Crystal Palace last year has now developed. This year, sponsored by Shell, it will take place over three rounds:

Snetterton July 11th Baragwanath Trophy
4-lap 10.48 mile match.

Brands Hatch August 8th Hutchinson 100
4-lap 10.65 mile match.

Crystal Palace September 4th Metropolitan
8-lap 11.12 mile match.

As before the Match Race will be open only to members of the Sponsors Association and will comprise of two-man teams mounted on solo machines between 350 c.c. and 1,000 c.c. The limit of invited teams will be ten, and one reserve is allowed for each team.

Under the rules each team must use machines owned by Sponsors, and at least one team member must be a permanent and registered rider of a Sponsor member.

The first two rounds will contribute on a points basis to the final round which carries a £100 prize for the best team on aggregate plus a painting in oils of the winning team.

MORE RIDES FOR MEMBERS

Regulations for Trophy Day at Brands Hatch 3rd July and the Baragwanath Trophy at Snetterton 11th July are the first regulations which remove the restriction on entries previously imposed in the 250, 1,000 cc and sidecar classes. Now you can enter any event. IF YOU WANT TO RACE READ THE REGULATIONS. Late entries on the day will still be accepted, but remember there is a late entry fee. Remedy: enter early.

THE HUTCH RE-VAMPED

England's greatest road race

Change for the sake of a change is usually meaningless. Change to make things more in keeping with current trends, even starting new trends, is always desirable.

The Hutch in 1971 is changing for the better. The major race of the day will remain the Senior Championship run over two 15-lap legs. Now with the very great interest in big British bikes the Production Race which graduated to International status two years ago now divides into two. Each race will be 12 laps and the results will be decided on aggregate performance. Individual race prize money will have a bonus for besides individual race prize cash there will be cash awards for aggregate performance.

The Sidecar Championship is the second race in the day-long programme. Last race will be a handicap for the 'chairs' which should result in some close racing. Handicaps are not new, but it is the first time in recent years that this special form of competition has been used in an international meeting. Harry Shuttleworth, Timekeeper-in-chief assures us he has lost none of the art of handicapping. In this case the handicap will be based on the drivers performance in the Sidecar Championship.

Add to this Round 2 of the Team Match Race, the 250 and 350 Championships and a Summer Scratch race in the 350-1000cc capacities and this years 'Hutch' promises to be an exciting affair.

Regulations are now available from Peter Lewis in the Club office. Tel: 01-546 6886 or Dennis Bates. Tel: 01-460 6842.

ODD JOBTINGS

Wanted: Assistant Starter. Paul Corbett is in urgent need of an assistant. It is an all-weather job. Duties include lap scoring for Paul, assisting with control of the start line, pre-race grid assembly, timing and running of practice periods. A full-time job at the clubs thirteen race meetings. If you can fill the bill, write to Dennis Bates, 53 Pickhurst Park, Bromley, Kent, or ring him at 01-460 6842.

Sir Geoffrey Tuttle in the weeks immediately preceding the AGM, visited his 65th, 66th and 67th countries; his job, selling aeroplanes.

500 c.c.

1st:	Terry Gardiner	35 Points.
2nd:	Alan Dunscombe	30 Points.
3rd:	Roger Tomlinson	23 Points.
4th:	Tony Blain	20 Points.
5th:	Brian Bartlett	17 Points.

1000 c.c.

1st:	David Whapshott	40 Points.
2nd:	Peter Hitchcox	19 Points.
	Peter Darvill	19 Points.
4th:	Lance Capon	16 Points.
	Peter McKinley	16 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

1st:	Wynford Thomas	31 Points.
2nd:	Colin Hope	30 Points.
3rd:	Jonathan Vincent	26 Points.
	James Evans	26 Points.
5th:	Peter Hitchcox	24 Points.

SIDECARS

1st:	Michael Jones	43 Points.
2nd:	Michael Potter	30 Points.
3rd:	Roger Dutton	24 Points.
4th:	David Bexley	22 Points.
5th:	Brian Houghton	21 Points.

Now that the AGM is over and the election of Directors completed for another year we usually publish the result and leave it at that. However it is worth knowing something beyond the names, especially as this year sees a brand new Chairman who succeeds a long line of men like Lionel Cheeseright the retiring Chairman, Harold Daniel, Bob Walker and Noel Pope.

Chairman

Frank Gillings. Formerly Vice-Chairman and deputy Clerk of the Course he has for some years helped members with entry problems on race day. Alternating this role with that of Steward he now acts in this capacity full time at our race meetings.

Vice-Chairman

Bob Walker. Formerly Secretary of Bemsee until 1956 when he joined the Board. A Regional Controller at National Car Parks he has been active in motor cycling circles since pre-war days. Is a member of the Stewards panel.

Secretary

Ted 'Cabby' Cooper ex sidecar trials star, ex-road racer, spent his life after retiring from cab driving, working in the cycle and motor cycle trade. Driven himself overland to India twice, did it solo in 68. Is a Steward for the club.

Treasurer

Bill Rose. An advertising agent with many connections in the car and motor cycle trades. Has an exacting role looking after the financial affairs of the Company. See him as admission controller and excess payments executive at club meetings, or as a Steward.

Clerk of the Course

A job handled by Dennis Bates who is an advertising agent. He also organises the Hutchinson 100 and Metropolitan Meetings. Was Chief Marshal for 12 years before appointment to this post.

Membership Admin

One of the many tasks undertaken by Gordon Cobbold who, since his retirement as a Director of a garage has devoted much of his spare time to club activities. Gordon is an ex-Brooklands man and has been a member of Bemsee throughout his association with motor cycle racing. He plans the stewards rota and also serves on their panel.

Administrator

Combining his official job of Shell Competitions Manager with his keen interest in motor cycle sport is Lew Ellis. He wears both hats impartially playing a vital role in such matters as rider negotiation for The Hutch, supporting with hard cash our Production Machine Championships and the Team Challenge Race as well as forming the other half of the Finance sub-committee with the Treasurer.

Serving the demands of the Board, coping with members requirements, manning the club office, making up race programmes with all the problems of entries, looking after the race office at the circuits we use - all these tasks fall to Peter Lewis and his secretary. Nearly 1,000 members take some looking after - seven part-timers and a staff of two, and an annual race programme that is un-matched by any other promoter.

Study the regulations, make your choice and enter without delay. There are only 283 rides available out of a membership approaching 1,000. With 80% of membership actively racing it is the early bird who will catch this particular worm.

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H E L P

I am entered for the Senior M.G.P. in September on a Triumph-Metisse and due to my mate having no leave to take I am stuck for an Assistant cum Mechanic cum Moral supporter!

I would like some enthusiastic type to accompany me if anyone is interested, I shall be taking a car and 2 bike trailer over to the Island so he could take his machine over as well.

I expect to leave sometime on 28th August returning sometime on 11th September, I can arrange accommodation at £1.40 per day with meals and a garage, so it would be a good opportunity for a cheap motor cycling holiday.

If anyone is interested I would like a reply as soon as possible to arrange a pick up point and accommodation etc.

P.C.375 John Brian Caffrey,
33 South Court,
HAVERFORDWEST,
Pembrokeshire,
South West Wales.

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