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If out of 1,000 members twenty-two turn out for the AGM on a wet April night in London, the betting is that an article about the matter might develop into a lecture on members failings.

Wrong!

In the last five years the attendance has improved. There is no cynicism in the remark since it was five years ago that the AGM was abandoned as a quorum was not achieved.

A club is only as good as the members allow it to be, we might say Bemsee members allow it to be good. It is certainly progressive, it is certainly active, and it is certainly doing its best to make a profit, so that its members can continue to go racing.

The Board of Directors - elected by the members - naturally likes support. The best support you can give (if you won't or can't attend the AGM) is simple:

Race as often as you can.
That's more often than you
think if you look in this
months issue.

Introduce your friends to the
friendliest club in road racing.

If you have finished racing, or
don't race come and help because
there is a grand bunch of chaps
who make racing function.

Bemsee race days are enjoyable, sporting
affairs for everyone. You, me and the others
will keep it that way by following these three
simple rules.

THE YELLOW FLAG

As a result of an accident at Russells on April 11th at Snetterton the Doctor attending was narrowly missed by one or two of the riders who completely disregarded the yellow flags which were being held by marshals. Although there is no rule to say that riders cannot overtake in the presence of a yellow flag, Any rider observed doing so with a disregard to other Riders, Marshals, Doctors or officials safety will be asked to appear before the Stewards who will take what steps they might consider necessary to ensure that such incidents are not repeated.

Yellow Flag Motionless -

Danger : Take Care

Yellow Flag Waved -

**Great Danger : Be prepared
to Stop !**

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 Bultaco 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 Patcher (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: Patcher 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

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.

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ODD JOTTINGS

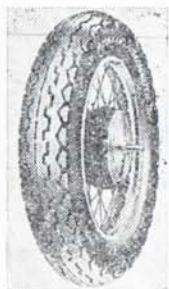
Wanted: Assistant Starter. Paul Corbett is in urgent need of an assistant. It is an all-weather job. Duties include lap scoring for Paul, assisting with control of the start line, pre-race grid assembly, timing and running of practice periods. A full-time job at the clubs thirteen race meetings. If you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

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

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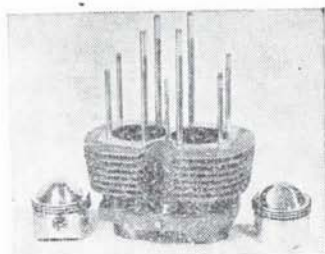
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QUIET AGM

Unlike last year's AGM when questions were many, 1971 brought forth nothing. Perhaps this was due to the very lucid exposition of the Accounts for the Year presented by Treasurer Bill Rose. As already announced by the President the club had turned a loss of £1,600 into a profit of just under £200 - this in a year when costs had risen.

The meeting conducted in a brisk, business like manner by Sir Geoffrey accepted an apology for absence from Gordon Cobbold. Accounts were passed with a vote of thanks to the Treasurer whose work, incidentally, was of such a standard that the audit fee has been reduced by a significant amount. Sir Geoffrey, commenting upon the lack of movement (again) in the Benevolent fund, remarked that it was not right for nothing ever to happen and charged the Directors with the task of making recommendations which could include increasing income by donations from the members whose Ben Fund it was.

Bob Walker and Gordon Cobbold were re-elected to the Board to serve a further three year term. Lionel Cheeseright, as reported elsewhere, retired both from the office of Chairman and from the Board, and with the thanks of members to support him, the President gave Lionel an engraved memento.

Geoff Duke, George Brown, John Surtees and Gordon Hadfield were all re-elected to the vice-presidencies.

So ended the most important and least supported event in the club's year.

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