



OCTOBER

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B E M S E E

Journal of British Motor Cycle Racing Club
PO Box 75 Kingston upon Thames Surrey

The Annual Dinner comes round again next month. Last year we were packed out, and for why?

Simply it was the most splendid, appetising, well served, delectable meal we had been to for many a long year of attending festive dinners.

The crowd was good. World Champions, old 'uns, not so old, ladies, guests, riders, marshals, officials, the Trade and the Press.

The dancing was good, the prizes were many.

We hope you'll come because the club has had a good year (that means you have had a good year of racing, too).

And don't forget all you BMCRC Champions you can collect your trophies on the night, and so can many others. We would like to see the smiling faces of the winners - they have deserved their spoils.

As they say on the telly - come and collect on this night - November 12th, 1971.

---oCo---

OCTOBER 1971.

Henk van Gend,
Vosmaerstraat 59,
Haarlem,
Holland.

10 September 1971.

To the Editor.

Dear Sir,

As we - what means wife, daughter and undersigned - on that Friday morning, sailing from Calais "The white cliffs of Dover" saw coming forward from the distance in sparkling sunshine, we knew that again the "Hutch 100" should be racing up under favourable weather conditions.

It is only fair that the Gods of weather this part of England, especially during "Hutch 100" gently remember and that not only for us who by now have attend to this happening for several years and submitted willingly to the unique sphere and hospitality there, but also for riders, visitors, spectators and last but not least the organizers.

What does appeal most to us on the Brands Hatch circuit is not so easy to select.

Is it the fine situation of the racetrack, the phenomenal racing, or without giving anyone the credits they deserve - the spectaculair riding by the Hands brothers this year (Could it be otherwise with such a father ?)

Is it the sound of the Norton sections etc. who gives an old fashioned man the creeps and wishful thinking about that good old Norton time with great names as for instance Duke.

It may also be the social intercourse at the clubhouse when day is done and Angela and her companions are mixing so expertedly the lager and Lime. (Not forgetting Rose of course). Or is it yet the contributing so much to the pleasant clubhouse nights by Dennis Bates and Peter Lewis (May I mention them both at once?) who have taken also care again to me and my family in an extraordinary way. We decided that all these things together attract us. The main thing is that we have seen a 100% sport and to speak out our expectations for the future, than let us hope for English riders on English engines as world-champions and as for us a meet again next year.

(sgd) Henk van Gend. wife and daughter.

BEMSEE'S ANNUAL DINNER-DANCE

and PRESENTATION of AWARDS

At the Hanover Grand, Hanover Street, London, W.1.
Near Oxford Circus. Good Parking Facilities.
FRIDAY, 12th November, 1971. 7 p.m. for 7.30 p.m.
Completely sold out last year.
Complete the enclosed Form.

M E N U

ANANAS CERISETTE

(Juicy African Pineapples cubed and returned to
their natural shell with exotic fronds and
decorated with Grapes and Cherries)

VICHYSOISSE CHAUD

(A classic soup created from a base of New
Potatoes and Fresh Cream, to an authentic
French recipe)

FEUILLTAGE DE FRUITS DE MER

(An attractive brioche casing filled with the
most luxurious seafood delicacies)

CONTRE FILET DE BOEUF

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

BAVORIS DIPLOMATE AUX FRUITS

(Fruits of the Season and Chantilly Cream)

CAFE VIENNOISE

(Flavoured with a hint of Figs - Viennese Coffee)

PETIT FOURS

CLUTCH START

Do you care?

Only 10 men voted against. Only double that number voted for. We have well over 500 members actively racing all of whom must start by the time-honoured 'run and bump'. We started (or re-started) the clutch start technique and are in favour. The ACU is not and immediately limits our field if we do so. But if we can positively produce a resounding yes (or no) to our ballot it is a positive means of passing on your views. We have to start from a base. YOUR VOTE is that base.

So here again is the coupon for you to complete and return to the Club. Please spare a moment to help yourself.

V O T E

| | | |
|----------------|------|------------|
| Clutch starts. | Yes. | Tick the |
| | No. | answer you |
| | | want. |

Name:

Membership No:

1.10.71.

Complete and return to the club office.

BRITISH MOTOR CYCLE RACING CLUB LTD.
PO Box 75 Kingston upon Thames Surrey.

CLUB LIFE IN THE THIRTIES

by

"CABBY" COOPER

As I was successful in getting my "copy" published in the September mag, I am trying my luck again, and recalling some of the good times I had during the "Thirties" as a member of the Bohemian M.C. Club.

As I wrote beforehand, Clubs used to visit each others Headquarters regularly, and attend each others functions, and during the winter months the amount of club dinners one attended, if funds were available, came to a considerable amount, although these were inexpensive, mainly held over the public house where the Club had its H.Q's, and very jolly affairs they were. Some of the influential clubs such as the Harringay, North East London, Wood Green and Tottenham, had ample funds mainly because they ran trials, grass track and gymkhanas, the Wood Green being the organisers of the "Beggars Roost", "Paley" and "Clayton" trials, which attracted the cream of the trial riders, also works support, and one remembers the "Roost" at Minehead, apart from the trial itself, but also for the social Easter weekend it created, it was the Mecca for Motor Cyclists at Easter.

The locals accepted all our fun in good part, and the dance at the Village Hall on the Saturday had to be seen to be believed, the fun and pranks that this affair produced cannot be described, the deer and stags heads that adorned the walls always finished up on the top of someone's head, charging round the

dance hall, and how some of the lads weren't impaled on them remains a mystery.

One year an old tin bath, full size, was brought upstairs, and many, drunk or sober, climbed in it and disappeared down a very steep flight of stairs to the ground floor, and the one who succeeded in reaching the street, non stop, through the exit doors was declared the winner, and instead of winning a prize, was made to pay for a round of drinks for the also rans. It was considered good practice for "Cloutsham" the following day, which I nearly didn't reach, as one extra "section" I faced was some joker who closed the exit doors on my descent, luckily it only folded up the bath and a severe jolt for me. "Cloutsham" next day was a bit of cake compared to the fright I had on the way down in the bath.

The "Brit" was the H.Q.'s for the trial and on Easter Saturday it was nearly impossible to get inside the doors, everyone knew each other, and the beer that was drunk would have made a good running stream in the trial. It was after closing time that the exodus to the Village Hall for the "dance" was made, and the merry mob really hotted things up, but without any rumpus or bad tempers, although some of the lads had had enough pints to be really merry, how some of the riders sobered up for the trial next day remains a mystery, the entry for the "Roost" always approached 300, and included in these were about forty "chairs", my favorite punishment.

This trial was well organised, was never really serious for most and created a lot of goodwill for the motor cyclist, long may it continue.

Trials and scrambles in the winter months were the main club runs for the Sunday, although in North London we formed a football league for some of the clubs not interested in running trials, and the "Bickell" Cup was awarded each year to the top club team, and the "Bohemians" won this for several years running, perhaps we were fortunate in having about seven top amateur club players in the side, who had played for such clubs as Enfield, Sutton and Walthamstow, which of course was a great advantage.

These for the first few years were good fun, crowds used to come along to see the fun, and the tea afterwards always attracted a couple of hundred clubmen; we usually held the games at a pub that had a football pitch adjacent, and then the tea followed by a real get together evening concluded the days outing.

Unfortunately the rivalry between the clubs became too intense, and had it been to-day I'm afraid that referees would have had their bookings trebled, so ended the Football amongst the Clubs in North London.

However this didn't interfere with the get togethers that prevailed during the 30's, and which continued for many years after the war, but unfortunately the writing was on the

wall, and Club life gradually faded until only a few keep going, golf, yachting and cars seem to have taken its place, but while it lasted I'm sure that the pleasure we had from "Club" life will remain in the memories of such as I.

"CABBY"

---oOo---

RIDING NUMBERS

The clarity of your riding numbers is of great importance.

The Lap Scorers and Time Keepers can only mark you as passing them if they clearly identify your number. Should your number be indistinct or illegible you might well fail to figure in the results for this reason.

The colour coding is important to officials for identifying class, etc. In practice and racing where more than one class performs your qualifying could depend on this colour being obvious. For example, blue or green are two common sources of confusion, so please make the background an obvious tint of the regulation colour and make the numbers clean, clear and firmly attached to the background.

F.A.G.

SOME OF THE THINGS WHICH WILL HAPPEN

the demise of the final drive by chain. And it won't be a change to worm drive.

bigger and better production machine racing with more varieties and makes of machine competing notably in the 750 class.

self-starters on British bikes - at last!

big demand for the 500 Honda-4.

a kick in the pants for someone, not us, when 4 internationals occur in the UK next August.

40 years young in 1972. You could say that at this age The Hutch will show everyone that life is only just beginning.

---oOo---

Jeffrey Law,
131 Watford Road,
Kings Norton,
Birmingham 30.

Dear Sir,

I would like to know if anyone took any photos of myself at the meeting on May 29th at Brands Hatch. I was riding a Honda in the 125cc class and riding No.17. I am willing to pay for prints and postage.

Incidentally I think your monthly publication is an excellent mag.

(sgd) Jeffrey Law.

BMCRC CHAMPIONSHIPS TABLE

The Table shows the positions up to and including Guinness Trophy 26th September. Next round Brands Hatch 2nd October.

125 c.c.

| | |
|-----------------|------------|
| Cyril Knight | 65 Points. |
| Graeme Corbett | 47 Points. |
| David Saltwell | 37 Points. |
| David Smith | 32 Points. |
| Leslie Roantree | 27 Points. |
| Charles Ford | 26 Points. |

250 c.c.

| | |
|-----------------|-------------|
| John Riley | 101 Points. |
| Alfie Wilson | 71 Points. |
| William Day | 62 Points. |
| Andrew Blueman | 46 Points. |
| Stephen Goodrum | 45 Points. |
| Graeme Corbett | 39 Points. |

350 c.c.

| | |
|---------------------|------------|
| Robert Bentley | 57 Points. |
| Stuart Morrell | 55 Points. |
| Anthony Anderson | 47 Points |
| Robin Gray | 42 Points. |
| Trevor Elliott | 28 Points. |
| Maurice Scantlebury | 27 Points. |

500 c.c.

| | |
|-----------------|------------|
| Alan Dunscombe | 73 Points. |
| Terry Gardiner | 45 Points. |
| Tony Rodger | 35 Points. |
| Roger Tomlinson | 33 Points. |
| Tony Blain | 29 Points. |
| Tony Osborne | 24 Points. |
| Anthony Brooker | 24 Points. |

1,000 c.c.

| | |
|----------------------|------------|
| David Whapshott | 87 Points. |
| David Potter | 51 Points. |
| David White | 44 Points. |
| Derek Whalley | 40 Points. |
| Michael Attenborough | 39 Points. |
| Anthony Brooker | 34 Points. |

SHELL PRODUCTION MACHINE CHAMPIONSHIP

| | | |
|-------------------|---------|------------|
| David Potter | (1,000) | 67 Points. |
| Andrew Barr | (500) | 60 Points. |
| Tony Smith | (1,000) | 59 Points. |
| Kenneth Rawlinson | (500) | 56 Points. |
| Peter Hitchcox | (1,000) | 52 Points. |
| David Forrester | (250) | 49 Points. |

SIDECAR

| | |
|---------------|-------------|
| Mick Jones | 115 Points. |
| Roger Edwards | 108 Points. |
| Mick Potter | 75 Points. |
| John Tress | 54 Points. |
| David Bexley | 43 Points. |
| William Organ | 43 Points. |

S L A N G

It continues to come in. Seems it is the one thing we have plenty of. So try your hand like Mick Skeels of Crown Equipe Vincent Sidecar Team. Here is his selection with the reminder that nobody has yet thought of the obvious one.

- Likely Lad - one whose cornering line could prove interesting.
- Bodge - temporary repair - usually permanent!
- 'Screw it' - wrench open throttle.
- Fettle - to work on ones machinery.
- Dropped a cog - change down a gear.
- Cooked it - seized up motor.
- 'That'll be alright' - answer to query on ones driving style.
- Dropped it - rider parted company from machine.
- Popped a Wheelie - Recently heard American expression for front wheel lifting under violent acceleration.
- Left hand chair - conventional British sidecar outfit.
- Right hand chair - continental sidecar outfit.
- Blown motor - supercharged.
- Out of steam - lacking in top end power.
- Racing clearances - excuse for an engine which emits clouds of smoke.
- Cooked plug - burnt out plug.

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