

VOL. 62 NO. 8

AUGUST



**BEMSEE'72**  
JOURNAL OF THE BRITISH MOTOR CYCLE RACING  
CLUB



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## BRITISH MOTOR CYCLE RACING CLUB

PO Box 75, Kingston-upon-Thames, Surrey.

### MORE CHAIR AWARDS?

When it comes to sidecars there is always two people to think about. It has taken years in most branches of the sport for the true worth of the passenger to be appreciated (let alone his name being mentioned). So it was natural that in time the passenger should seek something tangible for the success which he helps his driver to achieve, namely silverware on the sideboard.

So, strictly for sidecar crews, we have a proposition to make which could ensure prizes for passengers. Look out for more details in later magazine issue.

### AUGUST - MUCH ADO!

Six months of planning culminate early this month with our own international Hutchinson 100. Now in its seventh season at Brands Hatch it seeks always to stay at the top of the tree for interest and sport. This year sees a very radical change in its structure - all races are on the 2 kilometre circuit in the reverse direction and include a 100 km. race for machines up to 1,000 c.c. A sure-fire, tyre-wearing, hard-riding, no quarter giving event that must rank as one of the toughest planned in this country for some time. Phil Read himself, who helped in the planning, said it was tough, and he hopes to ride in it. Just to add spice to the gingerbread there is a massive cash payout for the race totalling £1,000 in all. Winner collects £350 and half the field collects cash. There's £50 to the driver making the fastest lap and £100 shared between the ten leading drivers at 15 laps



and again at 30 laps. All prize money is upped, and the day rounds off with a 750 superbike affair over 20 laps.

The programme includes round 2 of the Sponsors Team Match Challenge race, a Sidecar handicap and the Evening News Trophy in which the winner gets £100. Then there's the Mellano Trophy competed for over the entire meeting in which, this year, the winner is the man whose race speed lies closest to the existing short circuit right-way-round lap record. Some going if it can be beaten.

For those coming - apart from you we hope - read your technical press and wish for good grand prix weather. This is one venture we need good weather, good fortune, good racing and a great crowd.

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#### SUGGESTION TIME

Who hasn't got a suggestion to make about racing, about the club, about motor cycling generally. If you have we want to know. Write it with your name and membership number on paper and hand it into the office on race day.

## BOARD SUMMARY

Meetings of the Board of Directors take place regularly every month. A summary of recent meetings is given below.

### RAF Motor Club

Approaches by the Club to BMCRC regarding participation in road races was held over as the officer concerned was due to be posted overseas.

### Donington

Attempts to find out the situation regarding the proposed race programme planned if the circuit re-opens had met with no success. It was hoped to gain information later.

### Hutchinson 100

Plans for the meeting were working well and a possible rival international in Europe on the same date was being objected to with the support of the ACU.

### Race Dates 1973

A draft list discussed in the early summer was amended to give a more even spread over of dates. It was hoped to avoid the mid-summer gap from June to September when no BMCRC club meeting takes place.

## Metropolitan Meeting

The final Crystal Palace meeting had reverted to National status for 1972 and would include a vintage race and special awards for the breaking of the absolute sidecar and solo lap records.

## Marshals.

The annual marshals evening party was fixed for the night of practice at The Hutchinson 100. Plans to produce a revised and simplified marshals handbook were discussed and publication is hoped for in the near future.

## Clerk of the Course Reports

Various comments made by the Clerk of the Course in his reports of club meetings were noted. The problem of badly prepared machines and those leaking oil was occupying a considerable amount of time at meetings, but the watch would be kept up so as to reduce this nuisance to the minimum. Also commented upon was the practice of jumping the flag at the start, and using the grass verge in the start area.

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## REGULATIONS AVAILABLE

Reported elsewhere in this issue is the National Meeting at Crystal Palace. Regulations are now available by telephoning or writing to the Club offices - 01-546 6886 or PO Box 75 Kingston-upon-Thames, Surrey.

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## CHAIRS - SOLOS - VINTAGE

### In great Palace wind up.

The Palace racing days may be over but the shouting, but the dying at least lays claim to be a great occasion. Granted a National permit for Bank Holiday Monday the Club is doing its best to put on an attractive, sporting and nostalgic affair. The programme extends to fourteen races which cater for everything from 125 upwards.

Hopes exist to invite many of the competitors of pre-war days from the various stages of the Palace evolution from speedway up to the present. Indeed Crystal Palace saw many changes in its life. Dirt racing started there way back in 1927 on a site which is roughly where the athletic track now stands. Evidence of it was apparent in the early fifties when it was used as the race paddock. Records held since those days include an astonishing list of regulations and handbills in possession of the Greater London Council, and a complete bound volume of the speedway programmes for 1928 some of which have pencilled in results and comments.

In the early thirties racing took place - path racing that is - on the eastern side taking in North Tower Crescent (with a nearby Moon Curve) The Glades and via a connecting road on the other side of the lake back to top straight. Later in 1936 the circuit was to undergo yet a further change to the pre-war state using 90% of today's circuit except for the new link from Park Curve to the bottom of the dip. At that point it swung hard right, wound alongside the lake to a point not 20 yards from the top straight. From there it wiggled back to re-connect at the bottom of the new link. On this circuit speeds were slow and, it is believed, on the intricate section

by the lake and back only low gear was possible. Nevertheless Harold Daniell (Norton) the local lad from Forest Hill established a lap record at about 53 m.p.h. In 1937 a Gold Cup Race featured George Rowley (works AJS teamster), Albert Moule (still racing with us), Jock West later sales boss of AMC and BMW rider in 1939, C.K. Mortimer father of Charles Mortimer, Les Archer Senr., the legendary Maurice Cann of Moto Guzzi 250 fame and tuner Francis Beart.

During the war Crystal Palace closed down and its 360 acres housed ack-ack batteries, and part was used as a food dump, and for other purposes of defence. Yet by 1952 work was well under way repairing and altering to include the new link to create the short 1.39 mile circuit reckoned by many to be the prettiest and most sporting in the country. Only the arrival first of the un-necessary wooden sleepers and finally the dreaded metal barrier reduced its appeal, although to be fair the concrete Ramp Bend bridge was one of the obstacles in racing which bring a heartfelt sigh of relief when they disappear, and by their going improve safety, sport and spectator appeal.

In 1953 racing re-started with a S.E. Centre event which many there will never forget. Pip Harris in particular was doing well in a sidecar race when it was flagged off one lap adrift, having been passed on lap 11 in a 10 lap race, whilst a solo race was shortened to nine laps - on both occasions due to miscalculation by the Starter. Added to that our timekeeper became ill and Harry Shuttleworth did a masterly job of taking over his watches while the poor man threshed about in agony.

Meanwhile back to today and the race programme which has four races all of a different character to wind up the day. In reverse order comes the final of the three-round Team Challenge Race with a first prize of £100 to the victorious team. Then the Vintage MCC members will indulge in a Vintage Farewell over 6



laps. There follows the Sidecar Salute being a 10 lap race for the barrow boys and the end of it all with 15 laps for solos up to 1,000 called the All-comers Grand Finale. There to see it will be many veterans of the Palace from, we hope, all its racing phases up to the present day. Some indeed will beg or borrow machines of the type they rode and we'll let them have a demonstration lap. The Palace may be dying, but it will go out loudly.

A further article on the Palace and some of the happenings will appear in Bemsee.

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#### IF YOU JUMP THE START - WATCH OUT

Jumping the start is becoming increasingly prevalent at our club meetings. Possibly its over excitement, possibly carelessness but it is unfair - and it is going to stop.

One of the duties of the club in running races is to see that they are fair competition. If somebody gets a half second lead and a clear course by anticipating the Starter's flag then all fair competition goes out of the window. Because this practice is increasing the Clerk of the Course and his deputy are at every start, observing fair play. Some riders have been warned - now the warning stops and action follows. In the first instance it is a penalty. GCR 226 states very clearly what this penalty is: 'the driver shall be penalised by the addition of one minute to the time taken by him to complete the course.' Under our own Supplementary Regulations any driver guilty of foul, unfair or dangerous driving may be excluded immediately.

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## BMCRC CLUB CHAMPIONSHIP TABLES

With Round 7 at Brands Hatch on 24th June the positions given below will remain until September when club meetings resume. Neither The Hutch nor Crystal Palace are in the Championships.

### 125 c.c.

D. Saltwell	58 Points.
M. Parker	53 Points.
C. Horton	34 Points.
A. Drew	32 Points.
J. Wells	32 Points.
R. Richardson	30 Points.
J. Jackson	27 Points.

### 250 c.c.

P. Crew	133 Points.
M. Parker	125 Points.
G. Hobbs	77 Points.
J. Murphy	76 Points.
G. Went	53 Points.
W. Day	38 Points.

### 350 c.c.

P. Bowers	56 Points.
T. Nash	53 Points.
J. Watson	45 Points.
T. Elliott	38 Points.
J. Wade	27 Points.
S. Morrell	21 Points.

500 c.c.

P. Selleck	39 Points.
T. Osborne	38 Points.
T. Gardiner	35 Points.
C. Neve	28 Points.
B. Hussey	27 Points.
J. Dawson	23 Points.
T. Thomson	23 Points.

1,000 c.c.

J. Soper	128 Points.
L. Capon	77 Points.
D. Whalley	72 Points.
R. Wilson	61 Points.
T. Smith	60 Points.
V. Young	42 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

R. Prior	(500) 99 Points.
J. Witt-Mann	(500) 78 Points.
K. Rawlinson	(500) 78 Points.
H. Kerner	(1000) 57 Points.
R. Knight	(500) 54 Points.
C. Hope	(500) 45 Points.

SIDECAR

R. Martin	118 Points.
M. Barton	93 Points.
D. Bishop	85 Points.
M. Potter	57 Points.
J. Oakley	51 Points.
N. Douglas	46 Points.

Norbrook<sup>o</sup>,  
15 New Road,  
Haslingfield,  
Cambs. CB3 7LR.

July 5th.

Dear Editor,

I feel I must write to defend myself following the letter which appeared from Dennis Bates in the July issue of the Bemsee mag. In my letter I merely said Dave Potter was in the same race as I. It is true I said he went on to be sponsored, but how can my statement be incorrect as I did not say when?

Mr. Bates went on to say that riders are graded where possible. If this is the case perhaps someone can explain how a first time out rider can find himself out with national and international riders. I agree it is impossible to please everyone, but I feel certain many new riders would be pleased if they were not thrown in at the deep end.

I appreciate it must be very difficult for the organisers to know just what to do for the best. I admit how unfair I thought the system to be when I started racing last season, but having finished in 5th place at Bemsee's last Brands meeting things don't seem so bad.

So to all riders who now feel as I did, good luck and keep trying.

Yours faithfully,

JOHN ELBOURNE.



Dennis Bates comments: If John Elbourne wasn't complaining about a sponsored rider competing in club races what was the point of his letter? On grading of riders, the club can only grade on the entry it receives but, inevitably, this does mean faster men being put in with slower men unless there is more than one capacity class.

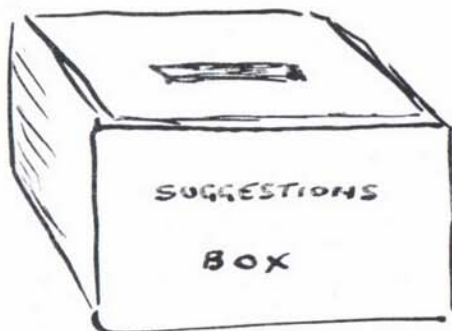
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GOT A GOOD IDEA ?

Nobody ever admits to having a bad idea. Only the good ones get aired. Or do they!

If you think the Club could benefit from your suggestion please let us know. What better than writing your name, Membership No. and suggestion on a piece of paper and dropping into Race Control at our Club race meetings. This way your Directors will know what you want.

Every idea will be considered, acknowledged and action taken where it can be shown to be of benefit to members as a whole.



## GREAT RACING PROGRAMME TO WIND UP 'THE PALACE'

If you didn't know before, you know now. Crystal Palace has its grand finale this year. We run the last ever motor cycle race meeting on Bank Holiday Monday 28th August, 1972.

There's 14 races for everything from 125's to 1000's, Vintage and sidecar. The day concludes with 4 great races - the 8 Lap Team Challenge for the Sponsors Association Teams, the Vintage Farewell for owners of genuine period pieces over 6 laps, the Sidecar Salute covering 10 laps and last of all the Grand Finale of 15 laps for 175 to 1000 c.c. solos with a first prize of £50.

If you feel like having a go there are two things to remember. Special commemorative trophies will be awarded to the sidecar or solo drivers who establish new absolute lap records - records which will stand for all time, and to somebody will fall the final honour of bringing down the curtain on this lovely little circuit with a last, last lap by a racing bike. Don't apply, the decision will be made later.

Regulations are now available so hurry up for a meeting you cannot afford to miss.

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### ARE YOU PRE-WAR?

Because if you are we could ask you to appear at Crystal Palace, especially if you still have a period machine. We want to stage a 'parade' of pre-war competitors and pre-war machines - specially interesting post-war models would also be welcome such as the NSU Sportsmax, original condition 'Featherbed' Norton etc. etc. We shall be choosy because its quality rather than quantity. Ring up Peter Lewis at the office (01-546 6886) or Dennis Bates (01-460 6842). Do it now!

13 Tudor Road,  
Wheathampstead,  
Herts.

The Editor,  
Bemsee Magazine.

Dear Sir,

I should like to dispute some points in Mr. Wigan's letter, July "Bemsee", and make some of my own.

As the originator of the proposals put forward at the A.G.M. for tightening class restrictions, I do not want Mr. Wigan to think his interest is not appreciated. However obscure his views may appear, they are much more welcome than the general apathetic approach.

A petition taken around the Paddock at Brands Hatch earlier this year had signatures from all but two of the people approached, one of whom was riding a 351 c.c. Yamaha. This petition was sent on to the Board of Bemsee, via our Secretary of the Meeting, Peter Lewis. I am trusting that they will keep that item in mind if they get around to considering some alterations for the improvement of better, closer, and altogether more enjoyable racing at Bemsee Club Meetings.

The first point of which Mr. Wigan is at fault is that the 500 c.c. class is not diminishing in importance. It is the premier class at all Classic meetings, as it always has been, no Formula 750 c.c. class will ever steal its thunder. It is also the most hard fought at nearly all club meetings. Neither are the 500 c.c. class race speeds slower than those of the 350 or 250 classes, as mentioned by Mr. Wigan. As witness the results sheet for the last "Bemsee" meeting at Brands Hatch:- Fastest race speed, T. Gardiner 496 c.c.

Seeley at 74.9 m.p.h., not only considerably faster than the 350 and 250 classes, but also the production classes, 1,000 c.c. classes and (Uncle Tom Cobley and all class).

Finally Mr. Wigan's point, that the spares kit valued at £385 for the Yamaha racers, confuses the issue. The point here is, surely, that you really do need that spares kit, without it your TD2/TR2 will not be raceworthy for very long.

What is needed I feel is some form of tighter restrictions to the various classes. In an effort to prevent the farcical situation of mediocre riders on phenomenally fast and expensive machines overshadowing some very good racers, many of whom, I feel, must at times be thoroughly disheartened by the prevailing situation.

It would not be so drastic for the expensive machine owners as there would remain the unlimited classes at Club meetings and of course the various National meetings at different levels of competition.

Yours faithfully,

DAVID WALPOLE

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SIDECAR PASSENGER AWARDS

REGISTER YOUR OPINION

The Club is prepared to provide engraved awards for passengers similar to those given to drivers. This is instead of engraved ashtrays. This means a minimum of 88 awards during the season which the club asks be paid for by sidecar crews. This amounts to 75p on each sidecar entry.

To register your opinion please tick below.

THE VOTE IS OPEN ONLY TO SIDECAR DRIVERS AND PASSENGERS.

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NAME: . . . . .

MEMBERSHIP NO: . . . . .

DO YOU WANT TO PAY 75p ON YOUR ENTRY FOR PASSENGER AWARDS OF THE SAME STYLE AS FOR DRIVERS.

YES            NO

(Strike out as appropriate.)

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REMEMBER TO INCLUDE YOUR NAME, ADDRESS AND TELEPHONE  
NUMBER AND YOUR MEMBERSHIP NUMBER.

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MEMBERS ARE REMINDED THAT THIS IS YOUR MAGAZINE AND  
LETTERS FROM YOU FOR PUBLICATION WOULD BE WELCOMED  
AND WOULD BE USED IF APPROPRIATE IN THE FIRST  
AVAILABLE ISSUE.

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