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**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.

This season sees the first year in which the Club has changed the premier award system to the benefit of the members.

Simply it means that many of the famous trophies which have, over the years, gone to successful men in the international sphere are re-directed to the club member.

Every Bemsee race day this season has a premier award and the basis is very simple: the winner each time is the driver whose race speed exceeds the previous race speed for the class by the greatest margin, or failing that comes closest to it. No easy thing to achieve it is particularly gratifying that the first winner is Mike Potter and Alan Lodge in their all-conquering B.S.A. outfit. They collect

the very handsome Glover Trophy. To them our  
congratulations.

Next round is Snetterton on Easter Sunday. What  
an opportunity to win.

Go to it! And win.

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BRITISH MOTOR CYCLE RACING CLUB

CHAMPIONSHIPS

Round One took place at Snetterton on Sunday  
5th March 1972. As with 1971 the pressure in the  
Production Class starts now with a 500 c.c. machine  
in the lead with 14 points. Although the  
1,000 c.c. machine may triumph (!) in the end it  
is no walkover, and all credit to our members  
whose smaller capacity mounts always give a good  
account.

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## NORWICH TROPHY

Well, it could have snowed!

Oh what a wet day Sunday 5th March turned out to be, wet and cold as if to make up for the luck of the devil we enjoyed in 1970 and 1971 when we raced on dry tracks with snow covered grass. Not surprising therefore that speeds were down and cautionary feet waved on corners for this was the first meeting of the season.

New members found their feet (and discovered the curse of wet leathers, or noted the experts who still seem to find one-piece Barbour Racing suits).

Anyhow 'Bemsee' was back in business for 1972, but it was a long wait before sparks were kindled out of the processional racing forced on members because of the conditions. But sparks did fly from the word go! Well not quite, because Ray Jenkins was about 4 feet ahead of the field, a fact which Paul Corbett felt ought to be adjusted as he still had his start flag in the air. Stuart Morrell in pole position was off and away showing a clean pair of heels to Bob Hill - two Aermacchi leading - with John Watson's Yamaha beginning to trail. Then came Jeff Wade (Yamaha) Richard Linton (Aermacchi) and Tony Edwards (Aermacchi) and three more of the same make ridden by Alan Lee, Dennis Webb and John Hammond. Morrell's lead built up to 250 yards, Watson slowed further and a great big gap appeared between Wade and Linton, who in turn was well clear of Tony Edwards. Then Hill, Watson and Wade came through in a tight bunch still with Stuart Morrell out front, but a lap later Hill had dropped back and the gap between Morrell and the next man perceptively narrowed. Meantime Peter Bowers had caught Bob Hill having passed Richard Linton. Lap 7 really put the cat amongst the pigeons. Round came not Stuart but John Watson, with Jeff Wade hard on his tail and Stuart 50 yards

or so astern. All three disappeared into Riches before fourth man Bob Hill hove into view at Coram. Excitement then turned to whether Wade could bounce Watson on the last lap. He tried, he really did, but victory was assured for John Watson by 1.6 sec.

An ageing (or so he claimed) Ray Knight, determined to have a good crack at the Production Machine Championship took second place to Gordon Long, managing to stave off an attack by David Wapshott until the chequered flag. Poor James Evans contrived to be one of the two men to drop it (fortunately neither was hurt); James landed in relatively soft ploughed earth at Sear.

In fact leader of the Championship after one round is not victor Gordon Long but Bob Prior riding a 500 Triumph, who takes 15 points. These small capacity machines - 250 and 500 against 750 - deserve no small credit for their handling and their riders deserve plaudits for tenacity. If nothing else it makes the bigger chaps look to their laurels and last year they were very worried for a time. Ray Knight went on to a third place in the final race of the day won most convincingly at the highest race speed of the meeting by Tony Smith - the Tony Smith of course, ask him! Tony also collected the spoils in the first 1000 race having, as it were for a running mate on both occasions, Julian Soper (650 Triton) who, nevertheless finished 12 seconds behind on the first joust and pared this down to under 9 seconds later in the day.

Mike Parker twice gave best to Grahame Hobbs (both Yamaha mounted) in the two 250cc races. Hobbs, in fact, looked very undecided at The Hairpin early in the first 250cc race. Re-surfaced with an airline runway type surface the approach positively glistened like ice, yet spray reduced considerably and grip was very evident. That man Ray Knight remarking on this, and also on the lay of water on the inside of the apex, considered the outside of

the track to be the best way through this particular hazard. Indeed for the sidecar races this grip was amply demonstrated as the chairs literally sailed through as though on tracks. Back to the 250 where John Murphy on the ex-Barry Sheene Yamaha held third place for a time but at The Hairpin he ran out of road slightly allowing Chris Revett to slip through before recovery.

Mike Potter showed his winter lay-off had added to his skill by waltzing home in fine style in both chair outings; Mike Cain came second each time. Quite a battle in the second chair race developed between the Harper/Jones 704 ETS, Hill/Norris Triumph and the Donovan brothers 650 B.S.A. About half distance the Donovans neatly passed Hill and Norris on the apex of The Hairpin, then one lap later arrived at the same spot almost ramming the Harper/Jones outfit until a defective coil brought premature retirement only yards away from Hill and Norris similarly ousted.

Mention must be made of the splendidly upright Vincent of Kinley and Jones which swept majestically round all corners seemingly defying gravity, collecting for its crews' endeavours sixth position.

Well, it had to rain on us sometime after a completely dry season in seventy-one. What we could have done without was the wanton removal of the wash basin chains from the new toilets. Since only members and their associates were in the paddock it is an indictment of our club that we should have such a stupid, childish, useless and irresponsible element taking advantage of the facilities provided. Cowardly too, for they'll never own up. Perhaps you saw something, if so let the Club Secretary know - it will be a good deed if you do.

BMCRC CLUB CHAMPIONSHIPS 1972

125 c.c.

David Saltwell	15 Points.
Reginald Richardson	12 Points.
Leslie Roantree	10 Points.
Peter Knight	8 Points.
Philip Allen	6 Points.
Michael Bates	5 Points.

250 c.c.

Grahame Hobbs	30 Points.
Michael Parker	24 Points.
Chris Revett	18 Points.
Geoff Went	16 Points.
John Murphy	14 Points.
John Brecknell	7 Points.

350 c.c.

John Watson	15 Points.
Jeffrey Wade	12 Points.
Stuart Morrell	10 Points.
Robert Hill	8 Points.
Peter Bowers	6 Points.
Richard Linton	5 Points.



500 c.c.

Cyril Jones	15 Points.
Alan Ryall	12 Points.
Tony Osborne	10 Points.
John Dawson	8 Points.
Peter Barber	6 Points.
Mike Warrington	5 Points.

1,000 c.c.

Tony Smith	30 Points.
Julian Soper	24 Points.
Chris Revett	12 Points.
Alan Ryall	10 Points.
Ray Knight	10 Points.
Tony Osborne	8 Points.
Dave Cartwright	8 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

Bob Prior	(500) 14 Points.
Mike Warrington	(500) 13 Points.
Ken Rawlinson	(500) 11 Points.
Tony Smith	(1,000) 10 Points.
John Witt-Mann	(500) 10 Points.
Ray Judge	(250) 10 Points.

SIDECAR

Mike Potter	30 Points.
Michael Cain	24 Points.
Michael Barton	16 Points.
Neil Douglas	16 Points.
John Hughes	10 Points.
Alec Harper	8 Points.

M U T U A L   A I D

FOR SALE

Manx Frame C/W, swinging arm and suspension units. Nickel plated - £20. Some used 3.00X19 KR.76 and 4.10X19 TT100s - £1 each. T100T con-rods, polished, used - 2 @ £4 per pair. Canon FL 200mm F4.5 lens, v.g.c. - £20. Bulb flash gun - £1. Barbour suit trousers - £2. Everoak Racemaster, size 7 $\frac{3}{4}$ , nearly new £5. Buyer collects or I shall deliver to Bemsee race meetings. Mr.A.Barr, A.S.F., R.A.F. Wittering, Northants.-----

WANTED

CB450 parts. John Excell, 24 South Street, Barming, Maidstone, Kent.

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1969 Montesa Impala 250cc sports. First class condition, never raced and only covered low mileage. Used as a 2nd machine, £100 o.n.o. Also CB77 Honda cylinder just rebored with brand new pistons and undamaged cylinder head complete, £6 the lot. One pair of CB750 dampers, £1. Contact John Excell as above.-----

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Bill Perryman requires a Passenger who is experienced and willing to assist with machine preparation and running expenses. Contact W. Perryman, 25B Stanley Park Road, Wallington, Surrey. Telephone: 01-647 6959.-----

WANTED

Would any member knowing the whereabouts of any Mk8, KTT Velocette bits and pieces, please contact: Bill Rose, Rosedene Cottage, Woldingham, Surrey. Telephone: Woldingham 2352, evenings.-----

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M. Gower, L/Flat, 151 Chipstead Valley Road, Coulsdon, Surrey. Telephone: 660-9748.

ANNUAL GENERAL MEETING

You have now had several reminders about the Annual General Meeting but in case you have not made a note of it PLEASE TRY TO COME ON Friday, 7th April, 1972, at 7.30 p.m. to the Royal Automobile Club (Western Entrance), Pall Mall, London, S.W.1.

REMEMBER this is YOUR Club and we want YOU to take an active part in running it and the A.G.M. is a most important meeting in the Club Year.

WE LOOK FORWARD TO SEEING YOU THEN.

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VELOCETTE OWNERS CLUB,  
11 Wheatfields Road,  
Shinfield,  
Reading, RG2 9DG.

B.M.C.R.C.  
Kingston.

16th February, 1972.

Dear Sir,

A Mr. J. Preston has been appointed to organise the Arthur Lavington Memorial Fund in memory of the late Mr. A.E. Lavington.

The aim of the Fund is to provide a piece of equipment for a hospital in the Isle of Man.

The purpose of this letter is to request that, as far as possible, you give this cause the widest possible publicity. It is thought that there must be many persons who are not actually Velocette Owners Club members, who would wish to be associated with this memorial by making a subscription however large or small, it will be greatly welcome and appreciated. I hope to reach these persons through your kind help. The address to write to is 18 Lime Tree Walk, West Wickham, Kent.

Yours faithfully,

B.J. COCKMAN (Secretary)

READ ABOUT THOSE MCD

DREADFUL LAVATORIES

For years people have complained about the state of the lavatories at MCD circuits. At last something has been done at Snetterton - wanton damage to the newly erected paddock toilets.

We have asked MCD to close them at BMCRC Meetings if there is any repetition of the damage which occurred at our first race day of 1972 last month. Then we can all go back to using the dreadful old smelly affair in the paddock.

WE WILL HAVE NOBODY TO BLAME BUT OURSELVES

- so, please keep an eye open. If you see damage find out who it is and report the matter immediately to the Clerk of the Course.

---oOo---

## FAREWELL AND WELCOME

Some of today's members were only ten years old when our retiring President, Sir Geoffrey Tuttle, first took office. Today the strength of our club depends - as racing depends - upon the keenness and endeavours of those same 21 year old members.

In a club whose average age is only 23 years the individual member may often feel 'what's in it for him'. The answer is plenty if he first realises that it is upon him and his contemporaries lies the future of road racing and of 'Bemsee'.

How does he find out? One very simple but vitally important way (if it does not sound like a sermon) is to attend the Annual General Meeting. There he will see men who make the racing operate - the Clerk of the Course, Secretary of the Meeting,

Chief Scrutineer, Chief Starter, oldest member, Senior Medical Officer and a host of riding members from 17 to nearly 70. And beyond that a retiring President whom we honour, and our new President who will in his turn serve our club loyally. Count yourself amongst them and turn out on Friday 7th April. You'll be glad you came.

-----

IS YOUR ENTRY IN.....

For the 22nd April and 6th May meetings at Brands, their respective closing dates are the 5th April and the 19th April.

After these dates for each meeting we shall apply the late levy clause which adds £1 to the entry you make. Sorry but it is vital that we complete our race programme in time for it to be printed. Just one late entry causes at least £1 worth of work so it is only fair that the Club doesn't stand the cost of thoughtlessness.

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