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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.

SEASONS GREETINGS

Seasons greetings in more ways than one. First the traditional Christmastide greeting which we extend to all members. Second the greeting of the new (1973) season with the issue of regulations for the first Club race day at Snetterton on Saturday, 3rd March.

One year hardly ends before the next is occupying our minds and our time. But in order to ease the considerable burden on our office staff (which saves your money) regulations for some years past have been spread out over the months reaching you through the club magazine. Here then are those for the start of 1973 and you'll note that this is a Saturday race day. Note, too, that entry fees are still pegged at the same level as three years ago but, signs of the times, we cannot any longer cater for a separate 125 class as there are simply not enough machines to make a race an economical proposition.

1973 will be a memorable year in many ways, what with EEC and dreaded VAT, not to mention the ever rising costs on such necessary things as postal charges.

Our seasonal greetings are, nevertheless, sincere and we wish you all fine weather, bikes that start, bikes that don't shed oil, and a good sight of the chequered flag - may it wave for you.

THE EDITORS.

SPREADING THE GOOD WORD

Ray Knight, Robin Gray, Peter Lewis, Lew Ellis and Dennis Bates put on a racing motor cycle evening for the Young Conservatives of Ewell in November. Went down a treat. Its the sort of voluntary effort that more than repays itself in greater understanding of us and our sport.

ACU PROPOSES CLUB LICENCES

Saying that there were over 120 club race meetings last season to which competitors did not require a licence the ACU is proposing to introduce a new three-tier licence system.

Top of the pile is the International costing £5 annually. Next is the National for £3 and in future any-body not eligible for either will have to take out a restricted licence costing £1.

A medical certificate of fitness must accompany an application, and the licence when granted will bear a photograph of the holder.

All effective from 1st January as the Competitions Committee proposal is likely to be passed, representing as it does an additional source of revenue for the financially embarrassed governing body.

RCUSING ANNUAL DINNER

Lively speeches by guest Norman Sharpe in proposing the Club, and President Sir Ben in his reply - complete with Irish Joke as befits a Dubliner - only underlined what everybody was saying, that Bemsee's Annual Dinner is a gala occasion not to be missed. Later Lady Ball presented the trophies prepared by our jeweller Bill Groome; a lively ceremony conducted by Allan Robinson in which he got all Club Championship winners together with Lady Ball for the photographers.

Now firmly established at The Hanover Grand in the heart of Mayfair the Dinner was a sell out. We laughed at the sheer amazement of David Edgington when his name was called as winner of the Guinness Trophy (he didn't know he'd won it) - we noticed Robin Miller and wife (his favourite social dinner), Joe 'EMC' Erhlich, Jack Williams, Eric Oliver, Arthur Wheeler, John French, Frank Perris and wife. David Potter married these four weeks to Yorkshire girl Susan - he's a Yorkshire man too - had yet another presentation of the Mellano Trophy. The band was loud, our principal guest was Peter Malynn of the Greater London Council. The bars stayed open until well after 1 p.m. What more could one wish for!

GOOD FINALE AT BRANDS

Winding up the Brands season on Saturday, 14th October, took place in dry conditions and Terry Gardiner once more showed a mastery of the opposition by totally dominating the 500 race. A fantastic start with yards of lead into Paddock kept out Graham Bailey (Kawasaki). The pair met again for Race 9 with Bailey this time out ahead, Lance Capon's Vincent on his heels and Gardiner (Seeley) in third berth. The delightful place swapping in the South Bank Clearways area as one rider dives inside another at the slightest excuse, characterised this race. Gardiner finally triumphed, took the victors flag and the pair shook hands to round off a splendid tussle.

Roger Edwards and passenger Jeffrey Ball looked set to take the Norton outfit to victory in the final sidecar event until David Randall nearly passed at South Bank at mid-distance. A lap later they tried out-accelerating on the outside of Clearways, then eventually passed Edwards at Paddock to win by 1/5th second. Their speed for the race rose from their first victory by nearly 5 m.p.h.

Gareth Jones making a late entry in the 100 c.c. to 1000 c.c. Race 13 took on Hartley Kerner thus matching Norton against Norton. What a job he had to stave off Hartley's challenge for twice he lost out, got back in front and then discovered that his line on South Bank opened up the way for Hartley to get inside. But if tactics can count for a lot, a bit of strategy also helps and Gareth finally made it clear that the chequered flag was for him. Still they shared fastest lap at 74.90 m.p.h.

THE SMALLER ONES - EVEN FASTER AT BRANDS?

Our now customary race results analysis shows quite clearly that as the smaller capacity machines go faster, the big 'uns are slowing down.

1972 saw the first club 125 race win in excess of 70 m.p.h. by Mike Parker, and a completely fresh set of race winners throughout the season.

Every 250 race was won at speeds in excess of 70 m.p.h., whereas two years ago none was higher than 69 m.p.h.

Peter Bowers who collected the 350 B.M.C.R.C. Championship made fastest 350 win amongst his four victories, all of which were faster than Alan Dunscombe's record time last year. This put the 350 class into the 73 m.p.h. bracket.

'Old-timer' Jim Harvey, if he'll pardon the term, showed his great form by clinching the 500 class at 74.97 although hard pressed by Terry Gardiner who, in turn, notched the best 1000 performance albeit at a slower speed than his best 500 time 74.32 m.p.h. (1000) and 74.90 m.p.h. (500).

Quite remarkably consistent was the Production class - lowest 72.09, highest 72.49 m.p.h.

Nice to see Margaret Beckett and her helmsman Dale Ward making fastest 'chair' victory.

BRANDS HATCH 1972

	CLUB DAY 22 APRIL Easterly Wind. Cold. Overcast.	KENT CUP 6 MAY 60° F. Cloudy Some Sun. Light Breeze.	ACE OF CLUBS 27 MAY 55° F. V.Strong E. Wind. Some Sun.	TROPHY DAY 24 JUNE Overcast. Dry & Mild throughout the day.	SILVER TROPHY 30 SEPT Mild. Sunny.	BEMSEE TROPHY 14 OCT Cool. Dry.	MEAN RACE SPEED	1971 MEAN	1970 MEAN
125	66.67 Kieran Lewis	<u>69.12</u> Michael Parker	66.51 Michael Parker	70.23 Michael Parker	67.39 Adrian Drew	67.35 Adrian Drew	67.878	66.765	65.811
250	70.43 John Murphy	71.95 Michael Parker	70.88 Michael Parker	71.70 John Murphy	72.70 John Murphy	<u>72.71</u> John Murphy	71.728	71.213	65.983
350	71.88 Trevor Elliott	<u>73.59</u> Peter Bowers	72.09 Tony Nash	72.75 Peter Bowers	73.56 Peter Bowers	73.11 Peter Bowers	72.830	71.568	69.425
500	74.00 Paul Selleck	<u>74.97</u> Jim Harvey	72.98 Brian Hussey	74.90 Terry Gardiner	74.58 Terry Gardiner	74.07 Terry Gardiner	74.250	73.145	70.116
1000	73.63 Paul Selleck	73.95 Derek Whalley	73.54 Richard Peers-Jones	73.98 Terry Gardiner	73.74 Vaughan Young	<u>74.32</u> Terry Gardiner	73.860	74.078	71.336
PRODUCTION	72.30 Hugh Robertson	72.30 Hartley Kerner	<u>72.49</u> Ron Wittich	72.33 Hartley Kerner	72.09 Hartley Kerner	72.14 Hartley Kerner	72.275	73.591	70.045
SIDECAR	67.17 Roger Martin Laurence Weait	68.51 Roger Martin Laurence Weait	66.67 Michael Barton David Rutter	68.01 Richard Bruce Terry Gardiner	<u>69.40</u> Dale Ward Margaret Beckett	69.27 David Randell Brian Heyburn	68.171	68.995	66.451

* FASTEST RACE TIME UNDERLINED

SIZZLING SNETTERTON SIGNS OFF FOR '72.

Cutting its programme to meet a changed entry Bemsee nevertheless staged a thrilling climax to its season at Snetterton on Sunday, 22nd October. Particularly was this so in the sidecar events where Dale Ward and Margaret Beckett arrived with the 842 c.c. Saab outfit attractively finished in matt aluminium, beautifully engineered, superbly ridden, which rapidly mastered the combined efforts of Mike Potter and Alan Lodge (750 B.S.A.) and Roger Dutton and Tony Wright (750 Trident). Despite over revving into Sear the Saab showed a clean pair of heels to the second and third men, notwithstanding the terrific battle they enjoyed, or the fierce scrap mid-field involving the 750 Honda of David Bexley and Bernard Tyler, the big twin B.S.A. of Derek Turner and Michael Neal, the Triumph '3' of David Randall and Brian Heyburn and the 650 Triumph driven by Ron Starr and Eric Joyce.

A repetition of the struggle seemed certain in the second chair ten-lapper but with carburettor modifications undertaken between races the Saab refused to start and retired by the first aid centre. Into the lead went first Roger Dutton and Tony Wright to be overtaken by Roger Edwards and Jeffrey Ball (750 Norton). First aid in some form seemed to be administered for three laps later lo and behold the Saab appeared going like the proverbial off a shovel; incredibly it managed to finish 13th. Edwards showed his true form - poor in the first race - was still there by making the fastest winning time albeit by 1/10th second, whilst Ward/Beckett made fastest lap in both races.

Combining the Production and 250 races as one, and with a clutch start proved exciting; Roger Keen kept the 250 Yamaha ahead of Pat Wyncoll who later

crashed the Commando at The Hairpin. Ray Knight lay second for a spell then Hartley Kerner took over and when light rain made conditions very trying with failing light the Yamaha proved the more advantageous machine. Indeed the Yamaha seemed to have a field day when Robin Gray made fastest lap of the year in BMCRC club racing at Snetterton knocking out a 91.01 m.p.h. in winning the third 1,000 c.c. solo race. Paul Selleck struggled with a slightly detuned single which had been so bad in the previous race that it took a full minute of heaving to coax any life into the machine. In that race Selleck worked steadily up to 8th berth at the flag, the race being won convincingly and stylishly by Lance Capon. Promptly wheeled out for the following and final race of the season the Seeley fired this time held the lead until Lap 5 when Robin got the Yamaha ahead and held it despite appalling light from then on until the end.

To round off the day, or very nearly, Paul Corbett flagged Robin to start the last lap to huge cheers as the flag came off the rod but then, apart from a minor fracas when eight too many riders got onto the grid in one line up, the race was like most others of the season - a friendly home match for members.

SNETTERTON

Because of changes in entry patterns race lengths were altered during the season. Curiously enough the 10-lap races of October 22nd produced three of the fastest class times, best of all being Robin Gray whose Yamaha lapped at 91.01 m.p.h. to make best 350 race time average of 88.71 although he did not actually win the race as he was competing in the 1000 cum 350 last event of the day. All mean speeds declined over the 1971 figures shown against the 1972 mean mainly due to the difficulties experienced in riding at the first meeting in March against the very strong winds. In fact Snetterton spoilt its fine weather record of 1970 and 1971 with rain before or during three race days, and the strong winds of March repeated on Easter Sunday.

SNETTERTON 1972

	NORWICH TROPHY 5 MARCH Overcast. Strong winds.	EASTER TROPHY 2 APRIL S.W. Winds. V.Strong. Overcast.	BARAGWANATH TROPHY 4 JUNE Mild. Rain late in day.
125	69.21 Dave Saltwell	77.61 John Jackson	72.07 Trevor Heasman
250	75.34 Graeme Hobbs	83.59 John Riley	83.05 Peter Crew
350	76.34 John Watson	84.36 Jeffrey Wade	87.76 Peter Mc.Kinley
500	75.70 Cyril Jones	82.47 John Dawson	84.54 Phil Gurner
1000	79.27 Tony Smith	87.08 Tony Smith	87.03 Julian Soper
PRODUCTION	77.96 Tony Smith	86.00 Tony Smith	85.96 Peter Darvill
SIDECAR	73.94 Michael Potter Alan Lodge	79.79 Michael Potter Laurence Weait <hr/> Michael Potter Alan Lodge	78.68 Roger Martin Laurence Weait
RACE LENGTH	7 Laps	6 Laps	6 Laps

GUINNESS TROPHY	AUTUMN ROAD RACES	MEAN RACE SPEED	1971 MEAN	1970 MEAN
10 SEPT 60° F: Sun, cloudy periods.	22 OCT Cool. Showers Poor visibility.			
<u>77.71</u> Adrian Drew	<u>78.42</u> Adrian Drew	75.004	77.178	74.486
<u>83.97</u> Roger Keen	<u>84.95</u> Roger Keen	82.180	83.370	80.246
<u>85.78</u> Roger Keen	<u>88.71</u> Robin Gray	84.590	84.852	84.010
<u>86.51</u> Paul Selleck	82.85 Terry Gardiner	82.414	86.756	85.480
<u>88.79</u> Paul Selleck	88.68 Paul Selleck	86.170	88.042	86.270
<u>87.06</u> Mick Hemmings	80.08 Hartley Kerner	83.412	87.794	87.544
<u>83.81</u> David Edgington Andrew Samways	82.58 Roger Edwards Jeffrey Ball	79.760	80.902	79.614

6 Laps

10 Laps

13 Raglan Avenue,
Waltham Cross,
Herts.

9-11-72.

B.M.C.R.C. Ltd.

Dear Sir,

In reply to J. Pickford's letter published in the October 'Bemsee' condemning push starts, I would like to know how he arrives at push-starting being a "Proven inefficient starting procedure."

My opinion is that push-starts are as much a part of the race, as the ability to corner well, go fast and the 100 other things that go together to make a road race!

Surely, if an engine does not fire first time, it must either be the machine or rider at fault, NOT the method!

Happy Racing,

R.P. DAINES.

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shall be the property of the Company, who shall be responsible for all expenses, claims and outgoings in connection with the maintenance of the Club in all its branches. The Company only is responsible for all financial and other business arrangements for the management of the Club and accordingly all questions involving directly or indirectly the expenditure or receipt of money shall be absolutely in the control of the Directors of the Company.

8. Notwithstanding the provisions of the Rule 7, the Company shall not be responsible for, or be entitled to the receipt of, any money payments or goods in respect of any intoxicating liquor or other excisable goods or articles, supplied or consumed in any Club House or premises from time to time occupied, conducted or managed by the Club.

CLUB YEAR

9. The Club year shall for all purposes of these Rules be deemed to be from 1st January to the following 31st December and any reference to a year or part of a year shall be construed or calculated accordingly.

PRESIDENT AND VICE PRESIDENTS

10. A President and not more than six Vice-Presidents of the Club may be elected annually by the Members of the Club in General Meeting. No person shall be capable of being elected President or Vice-President unless the General Committee shall previously have recommended his election.

11. The President and Vice-Presidents shall be entitled to notice of and to attend any meeting of the General Committee, but unless they shall otherwise be a member of the General Committee they shall not be entitled to cast any vote at such meeting.

GENERAL COMMITTEE

12. The sporting and social affairs of the Club shall be under the general jurisdiction and control of the General Committee. The General Committee shall at their first meeting in every year elect a Chairman of their meetings and may elect a Vice-Chairman. A retiring Chairman shall be eligible for re-election.

