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BEMSEE'72
JOURNAL OF THE BRITISH MOTOR CYCLE RACING
CLUB

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1972 will be a great year

BECAUSE.....

Bemsee is firmly in control of its own destiny for after two years of endeavour we remain even more strongly in the black. So how do things shape?

MORE RACES to cater for our members growing demands.

SPECIAL TROPHIES - one for each club meeting throughout the year.

40th Birthday of the Hutchinson 100 - life begins at forty, so they say.

NO INCREASE in sub, no increase in entry fees, no decrease in races, (rather the reverse) and no shortening of race distance.

CHAMPIONSHIPS continue including the very competitive SHELL PRODUCTION contest.

EXTENSION OF THE Sponsors Team Match Race series.

NEW MEMBERS get a benefit towards qualifying for their National Licence.

All these are really solid reasons why 1972 will be a great year for Bemsee and for Bemsee members. So from President Sir Geoffrey Tuttle, from Chairman Frank Gillings, the Board of Directors and our office staff led by Peter Lewis, we all

WISH YOU A HAPPY NEW YEAR

WHO ARE YOU ?

While winter is still with us there is a vitally important job for every road racer to undertake. Each man in 1972 must have on him when racing an identity disc which can be of metal worn round the neck, wrist or ankle, or else the use of a name tag stitched inside the riding leathers. The reason for this is the tragedy which struck at Oulton Park last season when injured and dying competitors could not be identified for hours. BMCRC goes further - and hopes every competitor will do the same - and urges you to have your local doctor check your blood group. Have this added to your disc, it could be your life saver. Our suggestions are:

DISC made of metal and worn round the neck where it is readily accessible and least likely to be lost or damaged in an accident.

IDENTITY make sure your full name, address and telephone number is printed clearly. After all B.Brown or J.Smith tells us very little. John Arthur Smith of 23 High Street, Cambridge, telephone 890 6721 with a Blood Group of 'O' is a mine of information to the doctor.

DO IT TODAY.

RIGID AGAIN and things!

Looking cheerful at Bemsee's Dinner was Roy Pike heavy with plaster, a wide grin from ear to ear and, sadly, the irreplaceable loss of front teeth. All from being clobbered whilst protecting a doctor with his yellow flag at Brands.

Roy writes to say that it is back in plaster for another five weeks embracing Christmas and the New Year. But he'll be back in action for the seasons start.

Also hors de combat, Vice-President George Brown is back home again.

Clerk of the Course Dennis Bates with a shattered heel hopes to be hobbling for Christmas.

NEW STYLE AWARD SYSTEM FOR BEMSEE RACING

Last season saw the introduction in a more tangible form of the BMCRC Championships embracing all solo and sidecar capacity classes.

The success of this has led the club to re-allocate many of its 43 trophies to more suitable use: For this forthcoming season there will be a Premier Trophy at every one of the club meetings embracing Snetterton and Brands Hatch circuits.

The premier trophy will be in open competition. The winner could be on any size or type of machine and the award will be in addition to any points gained in the appropriate Championship.

In announcing the new scheme, Chairman Frank Gillings said, "Now many of our trophies will be used for the purpose of encouraging even higher standards and greater competition in club racing. In recent years club racing has taken on a new role and has contributed in every way possible to bringing younger riders forward, aided machine development, supported the

Sponsors Association and generally improved club road racing."

Starting with our first meeting on 5th March the Glover Trophy will be awarded to the winning driver whose race speed exceeds the previous BMCRC race speed for the class by the greatest margin, or failing that the driver whose speed comes closest to the previous winning speed. A parallel to this method is the Mellano at The Hutch which (although awarded on lap times) has been won by almost every capacity class ever raced from 50 c.c. upwards. A bonus for award winners will be the undoubted honour of sharing their deeds with those of present and past racing stars - Surtees on the Torquemeter Trophy now the premier award at the Kent Cup races at Brands Hatch. Altogether 11 coveted trophies will be awarded, plus the Metropolitan and Sidecar Trophies for the national race meeting at Crystal Palace.

MUTUAL AID

125 cc HONDA RACER for sale. Looks exactly like a CR93, same colour etc. But with race kitted CB92 Engine with large valves and carb. Very reliable and has never had any mechanical failure in 22 races. In very neat and clean condition. Sprockets, spares etc. About £120. Can deliver within 20 miles radius of home. B. FIELDING. 42 Haslemere Road, Thornton Heath, Surrey. (01-688 9964 Work Phone).

1972 BMCRC CLUB RACE PROGRAMME

| Date | Circuit | Status | Meeting | Race Lengths (laps) | Premier Trophy | Club Championship Status | Classes | Closing Date |
|----------------------|----------------|---------------|---------------------|---------------------|------------------------------------|--------------------------|---|--------------|
| Sunday 5 March | Snetterton | Club | Norwich Trophy | 7 | Glover Trophy | Club & Prod. | 100-125 175-250 251-350 | 16 Feb. |
| Sunday 2 April | Snetterton | Club | Easter Trophy | 7 | Peter Walsh | Club & Prod. | 351-500 351-1000 | 15 March |
| Saturday 22 April | Brands | Club | Club Day | 10 | J S Moore Trophy | Club & Prod. | 175-1000 Prod. 351-1300 Side- | 5 April |
| Saturday 6 May | Brands | Club | Kent Cup | 10 | Torquemeter Trophy | Club & Prod. | -car. | 19 April |
| Saturday 27 May | Brands | Club | Ace of Clubs | 10 | Rex Judd Trophy | Club & Prod. | These classes apply to all club meetings. | 10 May |
| Sunday 4 June | Snetterton | Club | Baragwanath Trophy | 7 | Baragwanath Trophy | Club & Prod. | | 17 May |
| Saturday 24 June | Brands | Club | Trophy Day | 10 | AMC Challenge | Club & Prod. | National and International events will have special capacity classes to be advised. | 7 June |
| Saturday 5 August | Brands | International | 40th Hutchinson 100 | 10-15 | Mellano | | | 7 July |
| Sunday 6 August | | | | | | | | |
| Monday 28 August | Crystal Palace | National | Metropolitan | 8-12 | Metropolitan (Solo) Sidecar Trophy | | | 9 Aug. |
| Sunday 10 Sept. | Snetterton | Club | Guinness Trophy | 7 | Guinness Trophy | Club & Prod. | | 23 Aug. |
| Saturday 30 Sept. | Brands | Club | Silver Trophy | 10 | Bob Winter Bowl | Club & Prod. | | 13 Sept. |
| Saturday 14 Oct. | Brands | Club | Bemsee Trophy | 10 | Bemsee Shield | Club & Prod. | | 27 Sept. |
| Sunday 22 Oct. | Snetterton | Club | Autumn Road Races | 7 | Minnie Grenfel Trophy | Club & Prod. | | 4 Oct. |

All Premier Trophies at the 11 Club Meetings will be awarded with memento for retention to the driver whose winning race speed exceeds the previous race speed in the appropriate class by the greatest margin.

After that broadside from Tony Monks in December's "Bemsee" we asked Clerk of the Course, Dennis Bates, for his re-action. Bates wrote -

"I think we must divorce the dramatic quiet which immediately precedes the start of a race, from the problems which both rider and promoter face in despatching them conveniently and safely. Tony Monks has my understanding on the thrill of the pre-start atmosphere and probably nothing can compare with it - except.....

The unavoidable delay which does occur when riders are on the grid poses a problem: wait for engines to become cold, send the riders back to the paddock, allow warming up (which adds to the delay). Once this happens any machine, well-prepared or otherwise, can become affected proving difficult to start.

The height, weight and physique of drivers may be well capable of getting a bike away on the downhill start line at Brands; it's a vastly different problem at Snetterton on the incline.

The effort of pushing is related to the weight of machine, its balance, centre of gravity and other factors. We are now getting more machines taking longer to start. But, by virtue of their grid placing they are being run into by quicker starting machines placed behind them on the grid.

Where Production machines are concerned physique again plays a part. One can reasonably ask with the advent of self-starters, is not equality non-existent making an engine running start the only sure method of maintaining parity?

On safety Tony Monks may like to know that it was because of push starts that ball ended clutch levers had to be brought in. One BMCRC member got a pointed lever through his cheek at Silverstone.

We had last season some very expensive start line shunts. It could be that starting a race with engines running would reduce this hazard.

But let me close with this comment: The Club is endeavouring to keep abreast of racing evolution. It can perform this task only if members, such as Tony, air their views.

Yours etc.

DENNIS BATES.

Final Notice!

subs. for 1972 are now

— OVERDUE —

*safeguard your 1972 membership - send
off your remittance today.*

1 Ascot Gardens,
Enfield,
Middlesex.

29-11-71.

Dear Sir,

May I begin this letter by thanking you, and everybody concerned for making another good seasons racing for me and friends. I hate to count back the number of years I have been a member, goes back to 1953 or something terrible like that, how time marches on, and strangely enough, this season I switched to Chairs (sure sign of old age) and won my first Ashtrays in all that time. Which brings me to the subject of this letter. Could you please pass an advert in the Clubs mag. "Wanted, one passenger for next Season, preferably with a little experience, but a newcomer welcome, if keen, and also prefer someone living Enfield area!"

Well, thanks again, I look forward to next Season, and meeting all again. Early Seasonal Greetings,

BILL ORGAN.

PHONE NO: 01-804-7188.

DOGS BANNED

From 1st January nobody will be permitted to take their dog into a Motor Circuit Development race track.

That means anybody and everybody for whatever reason. This very sound rule is applied because once again an animal got loose roamed onto the track and was killed by a car. Had it been a motor cycle then the victim could well have been the rider.

There has been far too much permitting of animals into such danger areas as race tracks and it is nice to know that now the circuit owners themselves have stepped in to clarify the situation. So be warned - turn up with an animal and you won't be admitted!

S L A N G

Nobody won the special £25 award for the best known slang term in the sport of motor cycle racing - 'tis BEMSEE, no less.!

Entries now being taken for the 1972 season.

GET A NATIONAL LICENCE WITH BEMSEE

One positive advantage of Bemsee is the simple one that you need only belong to Bemsee to be able to compete at more than one circuit and in the new stipulated number of six races to gain your National Licence.

It's a big thing to get it, it's a big thing to know you've earned it and that little signature on your form which you can get signed in the Race Office is proof positive. There are 11 Bemsee meetings of club status this year - a jolly good three guineas sub value for anyone, especially the National Licence aspirant!

So just for the record: If you want a National Licence you must compete in a minimum of six races, and you must have ridden at at least two circuits.

We have received a subscription renewal of £3.15p paid in by M. BROOKS of Lloyds Bank, TUTBURY, with no address or membership number quoted. We cannot trace a member of this name in the Club Records so will the payer of this subscription please communicate with the Office.

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