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CLUB



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

FALL GUY PARKER PULLS IT OFF

Two victories in the squally conditions of Brands on 27th May put Mike Parker top scorer of the day - the day being Ace of Clubs on 27th May.

It started with Kevin Ainscough (246 Yamaha) leading Geoff Went (Yamaha) in the first 250 with Graeme Hobbs coming up rapidly to overhaul Kevin, only to drop out leaving Geoff to coast home 4 seconds ahead. Next time out with Parker to contend with he managed second place at a high average. In the last affair of the day Mike Parker took the eight-litre version home at 66.51 to win the class on the 125-1000 open event.

Whereas you can do it at horse shows and earn national press coverage, the boy scouts salute of two fingers vertical merely signifies pleasure at winning in road racing. So Brian Hussey thus saluted his victory in the 500 race aboard David Walpole's Norton, knocking off the ten laps on 72.98 m.p.h., and after a tremendously hard fought contest with Edward O'Brien's 500 Suzuki which just would not give up. Edward took an inside line on South Bank only to lose to Brian round at Druids, repeat the performance in a neck and

neck tussle back along South Bank with the intrepid Edward nipping past on his inside line. But it was a slowing Suzuki overtaken after such brilliance by Tony Osborne (496 Matchless) and Trevor Elliott's Greeves until finally it finished in ninth place. But what a scrap! At a pace, too, which Ron Wittich could not quite match on the following Production Race. Sparks flew early with initial leader John Witt-Mann snatching the lead but possibly with no-one in sight losing that vital concentration which caused his introduction to grass track racing at South Bank and fifth position until retirement came on Lap 7. Knight - due for the 'Island' next day - retired with a bothersome oil leak, and Bob Daines kept the Kuhn Commando a gnats whisker ahead of Hartley Kerner's similar model for a time. In fact these two made the race for Ron was coasting to victory, a full 3.5 sec. in the lead.

Poor John Watson despite urging his bike on - almost shaking it he was - couldn't make his Yamaha catch Tony Nash on the Ducati in the 350 race. But hard behind him came Trevor Elliott (Greeves) who took him going into Paddock thrusting John back to fourth place in the final tally. Derek Head and Derek Whalley got the knives out for the first 1,000 race. Lance Capon (998 Vincent) took an early 60 yard advantage which the power of the vee-twin sustained for him. Then came Derek Whalley and after him Derek Head then Julian Soper.

Then Julian dropped out of the affair in which the spectators were treated to Head passing Whalley on an inside line at South Bank as Whalley wobbled his way along. The lead would be held through Clearways in a tight line then lost in the acceleration down to the Start. Several times this happened - once, before losing out, Julian intervened nearly passing Derek (Head). His place was taken over by Mike Ellison (750 Seeley) on lap 5 who eventually split the pair. Into fifth place came Ron Mellor (649 Triton) to challenge Derek Head and a few places behind Roger Wilson (650 Triumph) took battle with Tony Osborne (496 Matchless). Last lap surprise was the very near passing of Whalley by Ellison with the Timekeeper dividing the pair by a mere 0.4 sec. The battle was to be re-joined by some in the next 1000 which featured Richard Peers-Jones (750 Norton) leaning on Derek Whalley until Whalley gave best and Roger Wilson took third place. Derek and Richard opened up a nice gap but the wobbly characteristics of the 6th May finally caught up with Derek as they hammered along South Bank and it was the end of the road when the bike pitched him off, winded but otherwise OK.

Final fling of the day literally was for Mike Parker - flung off in the 100cc to 1000cc Open Event when lying third, yes third on his 124 Yamaha - he

remounted and came home third. But not before he reached the dizzy heights of second to leader Edward O'Brien (492 Suzuki) on Lap 4. O'Brien's time for 10 laps 10 min. 42.6 sec. and Mike's was 11 min. 11.2 sec. John Jackson also on a 124 Yamaha was second in the class and fourth overall. What a race, and what a pity such sporting riding is not backed up by more tiddler's!

To Tony Nash went the handsome Rex Judd Trophy for his performance in winning the 350 race in a better average than any other race winner on the day.

30 Baker Street,
W1M 2DS.

The Editor,
Bemsee.

Dear Sir,

Page three of the AGM report, quotes me incorrectly regarding 500cc's; what I said, in effect, was that at Cadwell Park (a National meeting on the long circuit) in the 350 race, I was one of only five four-strokes on the grid, out of a field of 25 or 26 riders, the remainder being two-strokes, and that I was the only 350cc Manx Norton AT Cadwell that day.

Yours etc.

DAVID STEVENS.

PLEASE NOTE THE BRIGHTLY COLOURED CAR
WINDOW STRIPS ENCLOSED WITH YOUR
MAGAZINE THIS MONTH

- - - - -

WE HOPE THAT YOU WILL DISPLAY THESE TO
ADVANTAGE, THUS DRAWING TO THE PUBLIC
NOTICE OUR CLUB MEETINGS FOR THE
NEXT FEW WEEKS

- - - -

WE HOPE TO FOLLOW THIS WITH SIMILAR
STRIPS FOR BRANDS MEETINGS

- - - - -

TO FIX TO INSIDE OF WINDOW

FIRST REMOVE DUST FROM GLASS - PEEL
BROWN WAXED PAPER PROTECTORS FROM ADHESIVE
EDGES OF STRIP AND SIMPLY PRESS ON
TO GLASS IN REQUIRED POSITION

- - - -

NO NEED TO WET EDGES
THEY ARE SELF ADHESIVE

BARRY'S DAY AT SNETTERTON

Two and a half seasons of dry weather racing at Snetterton came to an end in flaming June last month: the day drew to a close with a steady downpour which accompanied the luckless riders from event 8 onwards, so race speeds went down but the determination to succeed remained. Peter Crew and Mike Parker (Yamaha's) cleaned up both 250 races. Peter easily won the first which was recorded at 83.05 m.p.h. with a 15 second gap before Mike appeared. Time enough for Peter to give a cheery wave to Phil Spahr and his chequered flag. But they were first to catch the wetness arriving at The Hairpin just as the surface became well saturated. Peter had the lead; by lap 3 had lost ground to Mike. A lap later there was six lengths between the leading pair and 250 yards before third man Geoff Magee on a Greeves. This gap grew noticeably lap by lap, and still Parker stayed out in front until between The Hairpin and the Start Peter got by with just a fifth of a second to signify the achievement. On the run back to the Paddock it was the victor whose machine called 'enough' so Mike gave him a tow.

The presence of Peter Darvill and the enormous Honda 750 augered well for the bigger races. Wheeled out for the Production affair No. 38 shot into the lead followed first time round by Pat Wyncoll (745 Norton) and next time by Andy Goldsmith (750 Norton). Hartley Kerner landed in fourth berth with the Norton Commando, but try as he might could make no headway against the leading trio. Lap 4 brought the first surprise with the appearance of Andy ahead of Peter and all three leaders tightly bunched. Same for Lap 5 at which the start area perked up at the foretaste of a scrap to be ahead over the line. Sure enough Peter Darvill managed a few extra pounds of urge scraping by Andy in the nick of time! With all this going on up at the sharp end there was still some good mid-field racing.

One particularly worth watching was between John Witt-Mann(498 Triumph) and the faithful Colin Hope aboard the 492 Suzuki. The close harmony scrap continued throughout the race with the Suzuki always quick enough to fend off the challenge. Some consistent riding by Stuart Dobson on the 500 Velo gave him two consecutive laps at 77.42 m.p.h.

From eighth row of the grid Anthony FitzMaurice swept the 650 Triumph outfit into the lead on the first chair affair, but by The Esses Michael Yeatman was up front on the 750 Triumph only to drop back to seventh position by Lap 4. All eyes were on eventual leader Roger Martin and Laurence Weait whose vee-twin Vinny did two good jobs: first Laurence gave the course a good sweep with his clothing on left hand bends and second pulled steadily away from the opposition to win at 78.68 m.p.h. Second was John Swindlehurst (686 Weslake) and third the Yeatmans. An order to be repeated in race 7 but at higher speeds for the placemen, whilst Roger was nearly 1 m.p.h. down. Adrian Rivett (650 B.S.A.) and Keith Cooper (650 Triumph) had a glorious dust-up at the rear of the pack in Race 7.

Julian Soper is making quite a mark on club racing these days. Belting off from the back of the grid he stormed ahead to an unassailable lead in the 350-1000 race, a pace which 500 c.c. race winner Phil Gurner (500 Norton) couldn't match, nor for that matter could Peter Darvill's 750 Honda. Drizzle slowed Julian down to 79.14 m.p.h. after a previous win on the same machine in the first 1000 c.c. race when Peter Darvill came second. That rain knocked nearly 8 m.p.h. off the average, even giving Peter Nice enough arm stretch to wipe the front of the fairing of his 125 B.S.A. in the tiddlers race (try it some time): Mike Stanton

seemed a certain victor but after a 60 yard lead gradually lost to Trevor Heasman (Bultaco) whose last lap looked like 73.35 on our stop watch, and brought him an average of 72.07 for the distance.

PEOPLE

Vice-President George Brown now recuperating after a serious illness was reported to be visiting the TT.

Gerry Boret, whose third place in the Sidecar TT was not only well deserved, but deservedly popular, had the misfortune to break his right arm at Mallory's Post-TT meeting. No delay occurred in Gerry hitching up with Gordon Hadfield for a spot of 'doctoring' but Gerry will be out of action for a few months. The Konig four he used developed 85 brake horse. It is a flat four, water-cooled two stroke and surprised many people not only with the speed - clocked at 140 per - but with the competency of Gerry. We hope he is back in action soon as we would like to see him at his usual yearly jaunt at The Palace.

Margaret Hitch, Bemsee's Senior Lap Scorer, and Senior Marshal Roy Pike got spliced on 27th May. Congratulations to this jolly pair whose efforts on behalf of the Club and the sport are truly magnificent.

There's enthusiasm. Assistant Starter Mick Lane flew back from Germany for a spot of weekend leave and spent it doing his job at Brands.

The Editor,
Bemsee.

Dear Sir,

I think that your correspondent John Elbourne (June Bemsee) is incorrect in his statements alluding to the presence of David Potter at Sponsors Match Races last season. David was a fully paid up member of Bemsee and was also an up and coming rider. He took part in our meetings throughout the season and because of his undoubted ability collected trophies for his efforts. It was only in 1972 that he joined a Sponsors Team.

The Club does not engage in a policy of bringing riders for its Team Match Races for them to go 'pot hunting' in the rest of the race programme. Nor can it discourage them, since as members they are fully entitled to ride whenever they wish.

What we do is to try to grade riders where we can and where the number of races permit.

In my view the days of pot hunting amongst the elite is dead (if it ever lived) but the standards of racing are exceptionally high. This has come about because the sport is larger and the number of meetings greater. After all, 15 years ago Bemsee ran only one race day for its 'ordinary' members. Today we run twelve.

My applause go to the members who enjoy their sport win or lose. I admire those who by consistency gain high places in our BMCRC Championships. I think the existing policy of award distribution is designed to favour the people who compete to win, whatever their age, capability, machine size. It is not always possible to please everyone in this world (more's the pity) so if reader Elbourne has a proposal to make let him make it, but it must be factual.

Yours etc.

DENNIS BATES

BMCRC CHAMPIONSHIPS TABLE

At the end of Round Six, up to and including the 4th June at Snetterton, the positions are:

125 c.c.

D. Saltwell	46 Points.
M. Parker	38 Points.
A. Drew	32 Points.
J. Wells	32 Points.
R. Richardson	30 Points.
J. Jackson	27 Points.
C. Horton	24 Points.

250 c.c.

M. Parker	125 Points.
P. Crew	106 Points.
G. Hobbs	61 Points.
G. Went	53 Points.
J. Murphy	49 Points.
W. Day	38 Points.

350 c.c.

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

500 c.c.

T. Osborne	38 Points.
P. Selleck	27 Points.
B. Hussey	27 Points.
J. Dawson	23 Points.
T. Thomson	23 Points.
T. Elliott	21 Points.
C. Jones	21 Points.

1,000 c.c.

J. Soper	110 Points.
D. Whalley	62 Points.
T. Smith	60 Points.
L. Capon	58 Points.
R. Wilson	47 Points.
V. Young	42 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

R. Prior	(500) 84 Points.
K. Rawlinson	(500) 65 Points.
J. Witt-Mann	(500) 64 Points.
H. Kerner	(1000) 47 Points.
C. Hope	(500) 45 Points.
R. Knight	(500) 43 Points.

SIDECAR

R. Martin	108 Points.
M. Barton	81 Points.
D. Bishop	58 Points.
M. Potter	57 Points.
N. Douglas	46 Points.
J. Oakley	39 Points.

"Acacia",
12 Croft Road,
Wokingham,
Berks.

The Editor,
Bemsee.

Dear Sir,

Restricted Formulae

I was delighted to see that the question of machine differentiation was raised at the AGM - it has been a concern of mine for some years now. Unfortunately I had to be abroad on business at the date of the AGM and could not therefore make my own interest known at that time.

There are five separate issues involved:

- (1) The promotion of healthy competition.
- (2) The regulation of speed differentials between machines.
- (3) The encouragement of inexperienced riders.
- (4) The cost of machinery as a substitute for ability.
- (5) The support of those prepared to produce for sale well-developed racing machinery and the spares backup for it.

The promotion of healthy competition requires that the clock not be turned back, but that a framework for competition exist. In practical terms this means that in the 250 class we could run a four-stroke formula concurrently with the open 125cc class: the performance of the two classes (remembering that the four-stroke 250's tend to be ridden by slightly slower riders - I speak as one myself...) are fairly level. This retains the healthy competition without reducing grids or restricting racing classes.

The open 250 should remain the open 250... and the open 125 the open 125... etc. In the 500cc class we are now seeing no more than the nemesis of the four-stroke - long delayed by lack of Japanese interest in the class to date. This will, of course, be a temporary feature, as the Suzukis breed on our circuits this season and next, when it will soon be clear that the dreaded Yamaha is not the only two-stroke with superior performance.

Precisely the same trick could be played with a 350cc race: run a four-stroke 500cc formula concurrent with the 350 open .. unfortunately this merely rubs the noses of the four-stroke riders in the unpalatable fact that there are few 354cc machines but an awful lot of 349cc machines...

Again the importance of the 500cc class is rapidly diminishing and the 1000cc classes gaining at its expense: Perhaps the solution for the 500 class IS to run a separate race for them....IF they can fill grids.

The regulation of speed differentials is something worth noting: the 500 class race speeds are now frequently slower than the 350 races, and occasionally of the 250 as well. These are good grounds for segregation, but as has been demonstrated time and again, a 350 Norton Manx CAN get into the top 4 at a British Championship meeting, so are we not in danger of overlooking the importance of rider capability differentials?

The encouragement of inexperienced riders is a strong argument for both 250 and 500 four-stroke formula (run within existing races), as these formula enable new or less confident riders to get in with a chance on the easier to ride and cheaper to obtain four-stroke machines.

The temptation to go for broke on a powerful and expensive two-stroke could then be staved off by the existence of a framework for competitive riding that gives them a real chance without buying new and potent machinery. At the very worst it would encourage novices to go a full season or more in these cheaper and more manageable classes. Segregation of Four-stroke Formulae machines from the 'open' races could well lead to severe difficulties in filling the grids for the unemasculated events. To underline the point that speed differentials are hardly relevant, we run 175-1000 and 251-1000 races don't we?

The cost of machinery as a substitute for ability in real terms (i.e. in terms of units of food, shelter, etc.) the cost of all motor vehicles has been dropping for many years, along with a rise in the quality and value for money that is obtained. This is no less true of racing machines than of motorcars - whose real cost has plummeted in the last decade. The cost of ready to race specialist racing machines is NOT out of line with these cost trends, this is not immediately clear as the sale of large numbers of full racing machines is a fairly recent phenomenon. Consider the Honda Production Racers of the 1960's: their real cost (or 'uninflated' if you prefer) was higher than that now asked for Yamahas with their full spares kits, and about the same as Kawasaki HIR's. The Honda Racing Service Club (Honda by any other name...) 250 and 350 CR series would be even more expensive than the HIR.

The Aermacchi racers were close up to the £900 mark recently, so now is the Seeley, and the Yamaha is £1,275, of which £312 or so is spares pack, and £73 transistor ignition components. That is for the latest TD3 series.... 1972 list prices per London. The actual cost differences

can be seen to be far from huge, and there are always going to be comparatively few riders who bring the new machines into the game for the first time. This point is particularly relevant to the 500cc Four-stroke Formula campaigners.

This brings me to the last point: Seeley, Yamaha and Aermacchi have produced a long series of steadily developed machinery with much time, money and skill. The results of this highly specialised expertise has had good effects in each case. The Aermacchi staved off the two-strokes for many years, while giving riders a spares backing, steady development, and a stream of parts to update existing machines.

Seeley has transfigured the G50, and pushed up to the fore of international competition for an extra 6 years, has also passed on to new machines year after year the results of development work, and made the complete machines available to riders with a sustained spares backup. Yamaha have done the same with the added benefit of producing steadily more powerful, better handling, and simpler machines at every stage. This is particularly surprising as each model is developed from the current road model.

The performance of the 2 and now the 3 series machines has proved to be so good that the ban-the-Yam mood that now exists was engendered!

The proliferation of Yamaha -engined specials shows that the beneficial effect on the racing scene has not been limited to the 'brand new broken bank balance' machine. All these riders are benefitting from the Yamaha involvement, as spares are kept available on the basis of the large number of such machines.

There really isn't a lot to choose between the Seeley and a Yamaha in first cost, the spares kit for the Yams confuse the issue, but the truth is evident. The real costs come in the running of the two-strokes, which are - inevitably - higher than for the four-stroke.

I think that the Yamaha successes in the production racer field has brought Suzuki into it... perhaps this time they will do it properly and really back up their racers with spares... Kawasaki has not yet really gone into it in a big way... and that is the trouble: if they did so then there would be yet another brand Ducati, Norton, Maico... ready to race machinery depends on a market: if we don't support it these firms will simply send all their production to U.S.A. or France. This particular point is worth raising when the question of a Club as Large and Influential as BMCRC legislating 'against' the clock is raised.

I expect a heated, if not entirely rational, response to this letter: I have not sent it for that reason: I have sent it to point out the actual issues involved so that a fairly balanced course of action may finally be adopted. As the PRO of the Southern Sixty Seven Racing Club, I would be very happy to co-ordinate any plans that BMCRC might propose with the Committee of the SSSRC with a view to trying to agree a common policy.

Yours etc.

MARK WIGAN.

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