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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.

THE PALACE BOWS OUT

The Club will run the very last motor cycle road meeting for all time at London's Crystal Palace circuit on Bank Holiday Monday 28th August 1972. On the same day Brands Hatch will be staging the Rothmans 50,000 with first prize totalling £20,000, which makes rather a nonsense of the GLC spokesman's claim that they are having talks with Brands to get them to take over the Palace dates.

Noise of the intensity of open exhausts is one of the main reasons advanced for the closure, and truly it is noisy for the locals; but for only 5 or so dates a year surely this is tolerable? Another reason is the persistent demands for more facilities by the athletic side safely entrenched in the middle of the 360 acres of the Palace. Having lost White City the South London venue was an ideal second home. The Council of Sport thinks so too. This august body represents all aspects of sport. Surprisingly, because the ACU is a member, we have heard no word from them about the pressures applied on the GLC from the Council of Sport. The Chairman is Dr. Roger Bannister of 4 minute mile fame - a truly famous sportsman, but not, it seems, famous for considering the requirements of sports equally as legitimate and a darned sight more sporting than track athletics et al.

Of all the people concerned Bemsee Members made their point. According to one GLC official about 400 protests came from the Club. A daily telephone call was made to the main office in central London giving the latest total and we had coverage in the Evening News, Evening Standard, Kentish Times and Penge & Anerley Guardian as well as the two 'books' which

isn't at all bad. Now unless there is a change of heart - and the circuit itself will still remain but a new athletic grandstand will impinge onto part of bottom straight - we shall see the last bike racing there this summer.

So if you have any ideas for events you want, let us know by return as the regulations are now being drafted. It runs under a national permit. At least we'll go out with a bang.

THE EDITORS.

A Letter to the Editor from Member M. Ramsey Wigan will be published in the July issue as it is of considerable interest on machine formulas and the recent points raised at the AGM. Unfortunately space in the June issue is too restricted to allow for its appearance.

LIFE BEGINS AT FORTY FOR THE HUTCH

A new style Hutch comes into being this year when, with a re-styled race programme, the event switches to the kidney-shaped 1.99 kilometre circuit run in the reverse direction.

'Tough' said Phil Read who co-operated with Frank Perris and others with the Club's Plan Teams to produce this new formula. And tough it will be for the top flight competitors who face 50 laps in the wrong direction in the major attraction of the day - The Hutch 100km Championship.

£1,000 BIG RACE

But they get hefty prize gold divided among the first 14 men to finish out of a field of 28. First man collects £350 and second man £120. On top of this there is a bonus system with £50 going to the man recording the fastest lap, £10 each to the leading 10 men at the 15 lap mark, and a further payment to the ten leaders at 30 laps.

So far it looks as though the field will include Read, possibly Smart, Cooper and Sheene.

'AGO' MAKES HUTCH DEBUT

Perhaps 1972 will see the answer to the perennial question at the Hutch 'Where is Ago?' At any rate we have a fairly firm response this year and will be delighted to welcome him. This will certainly be a first time for Ago and a first time for the MV on the 1.99km circuit.

We know Clearways in reverse will be quite a problem, and the lighter nippier bikes like Yamahas may well give the big 'uns plenty to worry about. Let's hope we can tempt a chap like Saarinen!!

OPEN FORMULA EVENING NEWS TROPHY

Our sponsors, the Evening News, have a capacity class range from 176 c.c. to 1,000 c.c. in the 48 km. event carrying £100 first prize to the winner.

CHAIR HANDICAP RETAINED

Started last year, the Handicap is retained and is preceded earlier in the day with the Sidecar Championship which pays £60 for the winner.

PLENTY OF PRIZE MONEY

It's been done before but never like this. A few years ago the idea was to pay prize money and no start money. It failed as an idea for a variety of reasons. Now we are offering favourable odds to benefit the majority of competitors. Sidecar men have a 1 in 1.6 opportunity to win prize money and solo men a 1 in 2.61 opportunity. This is without any duplication of entry. In practice the odds will be even further reduced particularly in the sidecar field where the two races usually have almost identical entries. In fact the risks for drivers are far less than they are for the Club which is risking the weather and the fickleness of the race going public. We are setting out our wares and hope the customer will come and buy.

DO YOU WANT TO RIDE

We have included two special events in the days racing. A two-part National Road Race: Race 5 is for solos from 176 to 350 and Race 9 is for

the 351-1,000 capacities. We have to have a National Permit (we wanted a closed to club to benefit our many members who want to race at The Hutch without the bother of an International Licence). However that is not to be. There are only 28 places in each of the two races so members will get first crack providing they enter pronto. Winner of the first race collects the handsome Avon Trophy and replica, whilst the Dunlop Trophy goes to the winner of Race 9.

Chief interest, apart from the once a year chance to race in the reverse direction, is to see if members can approach the times of the international brigade.

ROUND TWO OF TEAM CHALLENGE

Round One took place at Brands on 6th May and Round Two, we hope, will be just as exciting. Remember the high speed group in Round 1 which wound its way round the course with hardly an inch between each man?

SLICK

Yes, slick, that's the Hutch for 1972, and slick will be the action. BMCRC Chairman, Bob Walker said "We shall start promptly and run the races throughout as quickly as possible. We don't want any spectator to get bored watching an empty track. He expects to watch racing and racing is what we shall put on. Even so the programme will take over 5 hours which, with the talent we hope to engage, should be enough to excite any road race fan".

Life certainly begins at forty, don't it!

CLUB DAY REPORT

John Murphy didn't know it but a practical joker nearly put the black flag into the hands of Chief Starter Paul Corbett on 22nd April instead of the chequered flag. But years of experience paid off, so Paul flagged off John whose miraculous performance quite stunned the watchers. For much of the race - the first 250 - the tussle had been between Murphy and Mike Parker. Their Yamahas appeared evenly matched but on Lap 7 John got his head in front, then by keeping up the pressure stretched the gap to 2.5 sec.

Bemsee Club Meetings are rarely complete if Tom Kirby and his team are absent. Every year a new batch of promising riders develop their skills at club racing and 1972 looks to be no exception. Kirby, with the skill of established rider Jim Harvey now adds Paul Selleck - a winning combination we shall see much of. Two victories - the 500 and the 1,000 - showed the form well. In the former Selleck was miles faster taking a bunch of riders in one sweeping manoeuvre at Clearways. His riding was a highlight of a drawn out affair in which the first four men were spaced over 20 seconds. Selleck added the premier trophy of the meeting to his collection, the J.S. Moore Trophy, being only 0.62 m.p.h. outside the previous race speed on a day of cold winds. By contrast Tony Smith suffered: the Norton just refused to start in the Production Race despite a helping push from marshals; he didn't get far in the first 1,000 c.c. and despite a promise from the Clerk of the Course to try to fit him in a later race all the reserves turned out and Tony was forced to watch them ride. But if Tony wasn't riding no time was lost by those who were. Derek Whalley grabbed the lead on the 750 Seeley Commando with Tony Osborne (Seeley) close behind followed by Julian Soper (Triton). Lance Capon brought the big Vinny into the bunch approaching

Paddock on an inside line in an effort to close the gap. Riding tactics were everything for Whalley's 750 won, second was a 496 Seeley, third the Vincent.

One rider in this race deserves special mention not for his race performance but for his spirited and persistent attempts to mount the bicycle. There was Malcolm Clark, a right hand climber-on, sailing gaily on his way under ever-opening throttle past the main grandstand in a grotesque parody of a salute; arms on controls with left knee between, facing the crowd. All credit to him he made it - and though hair raising for him, it was the cause of many a quiet chuckle and easily surpassed the best of Charlie Chaplin.

John Murphy out again in the second 250 had Michael Parker trouble again. This time Parker stayed in front until half distance then John nipped pass at Clearways only to be passed by Parker on the exit where the Orpington riders' Yamaha had the edge on performance. But Murphy came back to re-pass and the battle moved across the circuit to Druids where a smart bit of out-braking put Parker once more ahead. This time John Murphy retired so finishing a great tussle, albeit a slower race by some 7 seconds or so.

Twenty-seven Championship points was the Saturday earnings of David Bishop and crewman Gary Findley whose 650 Triumph was second in the first chair event recording a faster average than their win over the Hughes brothers in the final race of the day.

TEAM CHALLENGE RACE AT BRANDS

Barely had the memory of 22nd April left us before we were back at Brands for the Kent Cup Races starting the day with a 250 race in which Geoff Magee showed some very stylish riding despite being down on speed. He stayed for much of the race well up amongst the first six men, one of whom, Colin Belcher, finally passing going into Paddock. Michael Parker meantime was improving on his April race speed notching a win at 71.95 - over $1\frac{1}{2}$ m.p.h. improvement. Jim Harvey showed up on the 496 Kirby for the 500 race. Shades of the Dunscombe/Harvey battles of 1971 only this time it was team mate Paul Selleck anxious to put one across. What a delight it was to see this pair hammering away especially as Selleck got tangled with Terry Gardiner (Seeley) whilst Chris Neve on another of the same brand lay fourth. The pace was hot enough to confine the full distance men to the first eight home. Harvey beat Selleck by 3.4 sec. Selleck in turn was 1.2 sec. in front of Gardiner. Altogether a fantastic five hundred fight!

We had to wait for the final few seconds of the Production Race for things to happen. Hartley Kerner got the lead on Lap 3 and stayed put to the end, at one time enjoying a 200 yard lead. Meanwhile Colin Overy (668 Triumph) and Bob Daines (745 Norton) kept such close company that it almost needed a photo finish as they crossed the line. Colin got the verdict, but time and speed were recorded as identical.

A tight 350 affair followed with a hurtling John Watson (348 Yamaha) locked in battle with Tony Anderson (344 Aermacchi) and Trevor Elliott (346 Greeves). Leading was the Bultaco of Peter Bowers with a 2 sec. advantage. Finally Watson and Elliott broke away from Anderson and the three leaders all romped home with a 73 plus mph average.

Event 12 was another enjoyable joust, even though Mike Ellison might not agree after suffering a high speed wobble past the pits on lap 3. However he was engaged very deeply with Vaughan Young at the time - in fact for the entire tournament - gaining ground and drawing level with Vaughan at Clearways then falling back through lack of 'steam' on the downhill swoop to the start line. Hartley Kerner, David Cartwright, Roger Wilson and Roger Winfield - all the leaders - remained closely grouped through most of the race. And then Vaughan pulled a little bit extra out of the bag and secured his lead with the chequered flag.

Wobbling seemed to play quite a part in the racing. A small bump getting more prominent on South Bank just after the rider finishes his exit downhill from Druids caught one or two men, but none so noticeably as Derek Whalley. His Seeley positively wallowed its way along the straight, on one occasion sandwiched between two accurately steering bikes. Derek's comment when tackled by the Clerk of the Course was 'It's nothing I can't handle'. Too right, as they say down under, for Wobbly Whalley (if he'll pardon the expression) cleaned up two 1,000 c.c. races. In the first Vaughan Young snatched the lead on the 750 Norton with Graham Sharp taking over by the end of the lap. Then Whalley and Sharp fought each other - no quarter asked - Whalley got ahead downhill from Druids wobbled along South Bank with Sharp closing again so that they appeared to lean into each other for the negotiation of Clearways. Sharp re-passed on the outside only to find himself coming out of Clearways with Whalley once more in front.

Then calamity! Out went Graham with a misfire caused by a loose earth wire. But no hollow victory, for the speed went up to 73.95 mph which Whalley could not better when he won Race 10 at 73.61 m.p.h. This time it was Vaughan Young and the Norton twin snapping at Derek's heels,

passing him eventually by Lap 7 then losing the lead and getting it back at Druids. All one can say after such a scrap is that Derek got his nose in front - just. Just was all it needed but the timekeepers measured it as 1/5th second, so honour was satisfied and the spectators were delighted.

The sight of the familiar Boyer 'three's' and their team colours of gold was enough to quicken interest in the team challenge race. A somewhat depleted affair in the end because Imola caused some unfortunate absentees and then trouble struck on the line when Dave Nixon waved himself out of the running with ignition trouble. Team-mate Peter Butler used the production version and saw the race from astern of the field. Jim Harvey went ahead on the 496 Kirby, then came Graham Sharp for the Gus Kuhn Team, then team-mate David Potter, substitute Terry Gardiner standing in for Brian Hussey for Dave Walpole Team. Brian had injured himself rather severely attempting a start in an earlier race over the grass and damaged a thumb which was caught up in the rear chain.

Barry Ditchburn overhauled Paul Selleck on the 636 Kirby-Seeley and by lap 2 was fourth. Harvey clouted South Bank on lap 3 but stayed in front, by which time Ditchburn was third but a lap later Jim had dropped back to fourth berth with Barry out in front where he was destined to stay until the end of the 8 lap Challenge. David Potter brought the Norton into second position then Graham Sharp took over the spot and thus the race finished in that order. Order! Actually the gaps were so close that the race from afar looked like a high speed flight of bees (and sounded like them). And if that is team racing, one can only want more. And with Jim Harvey and Paul Selleck timed at 57.2 and 57.4 sec. then the internationals at The Hutchinson 100 had better look out.

19 Maplehurst Road,
Baldslow,
St. Leonards-on-Sea,
Sussex.

8th May, 1972.

Dear Bemsee,

Can the 125 riders please have a 125 c.c. event at the Hutchinson '100'. After the Finnish G.P. on July 30th, a good many riders will be coming to England for the Hutchinson '100', Silverstone, and what with the Ulster Grand Prix being possibly cancelled, they will more than likely be staying on for Snetterton and Oulton Park during the August Bank Holiday.

The Post T.T. Mallory Park Meeting has a 125 c.c. event, also Silverstone, Snetterton, and Oulton Park, so what about putting one on once again this year, as we have many more different types than other classes that can win, i.e. Mortimer & Anderson, Yams, Simmonds, Kawasaki, Parlotti, Motobidelli, Nieton, Derbi, Braun and Jansson Maico, Barry Sheene, Steve Machin, Yamaha, plus the other makes, i.e. Villa, M.Z., Bultaco, Honda, etc., and the good place men on Yams, Tuxworth, Evans, Jackson, Machin (Jack), many more.

The 125 c.c. Class is really buzzing, reserves at every British Championship; put out a feeler in M.C.N. and M. Cycle for support, also get the stars

I have mentioned, these boys have a 2nd, and
maybe a 3rd ride on the race day for certain.

Yours sincerely,

SPENCER CRABBE.

125 & 250 Yamaha's are my bikes.

- - - -

EDITORS NOTE: The Hutchinson
100 is not catering for 125
machines, and the 125 races at
club meetings are poorly
supported. Machine classes in
the end get the rides organisers
believe they warrant. We hope
125 racing doesn't die, but
evidence of greater support is
measured by entries at club
level and upwards.

- - - - -

'Norbroke',
15 New Road,
Haslingfield,
Cambs. CB3 7LR.

May 8th.

Dear Sir,

As a regular competitor at your meetings, I
would like to air my views on the current so
called 'Club Meetings'. Last season in my first
race ever I had riders such as Dave Potter in the
same event, as we all know he went from strength
to strength and earned his place in the Kuhn team,

and was entered in National and International meetings, racing against some of the worlds best.

The point that I, and many midfield scratchers like me, would like to get over is that we feel it is unfair to be expected to race against experts, brought to these Club Meetings by your inclusion of Sponsors Match races, etc., whose riders are then allowed to enter other classes as well. Many I have spoken to feel it is high time some sort of grading system is introduced. So the real 'club' racers stand more chance of awards.

Kuhn's, Kirbey's, Boyers' etc., riders must have so many Bemsee trophies they kick them about the floor and think nothing of them, but if we won an award it would be like winning a World Title, but until radical changes in the system take place, our chances are almost as remote.

Five years ago we used to spectate at Bemsee Meetings, and would look through the programme and no famous names were evident, but look through one now and it reads like a National.

So how about it 'Bemsee'? Give us a chance please.

Yours faithfully,

JOHN ELBURN.

Membership No: 8303.

BMCRC CHAMPIONSHIPS TABLE

The Table shows the positions up to and including the Kent Cup Race Meeting on the 6th May.

125 c.c.

| | |
|---------------|------------|
| D. Saltwell | 40 Points. |
| R. Richardson | 27 Points. |
| A. Drew | 24 Points. |
| M. Parker | 23 Points. |
| J. Wells | 22 Points. |
| J. Jackson | 15 Points. |
| K. Lewis | 15 Points. |

250 c.c.

| | |
|-----------|------------|
| M. Parker | 86 Points. |
| G. Hobbs | 61 Points. |
| P. Crew | 54 Points. |
| J. Murphy | 49 Points. |
| W. Day | 34 Points. |
| J. Riley | 30 Points. |

350 c.c.

| | |
|-------------|------------|
| P. Bowers | 42 Points. |
| J. Watson | 27 Points. |
| J. Wade | 27 Points. |
| T. Nash | 23 Points. |
| T. Elliott | 22 Points. |
| T. Anderson | 18 Points. |

500 c.c.

| | |
|-------------|------------|
| P. Selleck | 27 Points. |
| T. Osborne | 26 Points. |
| J. Dawson | 23 Points. |
| C. Jones | 21 Points. |
| C. Neve | 20 Points. |
| T. Gardiner | 20 Points. |

1,000 c.c.

| | |
|------------|------------|
| J. Soper | 68 Points. |
| T. Smith | 60 Points. |
| D. Whalley | 50 Points. |
| V. Young | 42 Points. |
| R. Wilson | 32 Points. |
| H. Kerner | 30 Points. |

SHELL PRODUCTION MACHINE CHAMPIONSHIP

| | |
|--------------|-------------------|
| R. Prior | (500) 56 Points. |
| J. Witt-Mann | (500) 51 Points. |
| R. Knight | (500) 43 Points. |
| K. Rawlinson | (500) 39 Points. |
| C. McGahan | (250) 34 Points. |
| H. Kerner | (1000) 31 Points. |

SIDECAR

| | |
|------------|------------|
| R. Martin | 78 Points. |
| M. Potter | 57 Points. |
| M. Barton | 51 Points. |
| N. Douglas | 46 Points. |
| D. Bishop | 36 Points. |

M U T U A L A I D

I would like to passenger in Road Racing, some experience. Able to assist on outfit. Have transport.

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To complete the collection of the Club's motor-
cycle papers, the office would be very grateful
to receive the following editions of "Motor Cycle"

| | |
|-------------|---------------------------|
| Number 3424 | Dated 29th January, 1969. |
| " 3472 | " 31st December, 1969. |
| " 3483 | " 18th March, 1970. |
| " 3485 | " 1st April, 1970. |

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