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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.

BAN THE FAST BIKES

There seems to be quite a demand from some members anxious to impose a ban on certain machines at Club Meetings. You'll find it fully reported in the AGM feature; fully reported because the AGM is the one chance when members en bloc can make their voice heard. Rightly those who came and aired the views know that a club only operates successfully if it suits the majority who belong. You belong, what have you to say about the question. Read the AGM report and make a decision, and make the decision public by contacting a Director at the next BMCRC Race Meeting.

THE EDITORS.

SNETTERTON ON EASTER SUNDAY

'Ere, you can't do that!

Yes I can, watch me!!

OK, now I'll show you!

So might run a dialogue between Roger Martin and Lawrence Weait on the one hand and Mike Potter and Alan Lodge on t'other. For in the first sidecar affair at the Club's Easter Sunday meeting at Snetterton it was the former pair in their 1,000 Vincent combination who lead all the way with the Potter/Lodge equippe one second astern.

Mid-field a very nice battle was fought between the Yeatmen's Triumph outfit and that of Barton/Rutter ending with the Yeatmans smoking violently past the pits but gallantly hanging on to fifth berth. But shades of the '52 Senior TT Victory of Reg Armstrong - off came the primary chain of Roger Martin's machine after he crossed the line, with a clear victory. In the second race he fought a hard battle climbing up from fifth, to fourth then trailing second some 300 yards behind Potter and Lodge who enjoyed a margin of 6 seconds in taking the chequered flag. Both victors made the same time and speed 12m 13.6s at 79.79 m.p.h. Look out for next time! But next time we hope that if there is anything unusual it is confined to racing tactics not the misfortune suffered by John and Peter Hughes whose Triumph outfit spewed its third wheel high into the air as it left Russell Corner. Passenger Peter got a hot bot whilst a gallant marshal charged forth with fire extinguisher going well to quell the flames which appeared as metal scraped on road (and a fuel tank was in the bit of the frame suffering the wearing out treatment. All was well, but one could be forgiven for imagining the marshal was Superman, the location of the hands, size of jet and spraying hither and thither for a moment gave one quite the wrong impression!;

High winds blowing right up the exhaust system caused quite a few fast arrives at The Hairpin fortunately without too much bending, but Stuart Morrell broke a rocker and grazed his hand and damaged a collar bone in a tumble at Riches after leading the race for 350's won by Jeffrey Wade at 84.36 m.p.h. John Riley presenting possibly the neatest, most colourful and stylish turnout on

Ted Broad's Yamahas, convincingly dominated both 250 races in the latter putting in one lap at 85.88 m.p.h.

But of the four big bike races, three were a benefit match for Tony Smith. Benefit but no walkover. The seemingly effortless passage of man and machine typified Tony's riding, hotly pursued by a growling, hard ridden Honda in the capable hands of Peter Darvill who surely must be one of our most faithful, consistent club members. Peter made the Honda buzz holding the lead on lap 1 of Production, dropping to third place behind Ray Knight (Triumph 3) hauling back again and ramming it home just a 3/5th of a second in front of Ray. Tony's 86 m.p.h. average soared to 86.26 in the 1,000 event which followed, but Julian Soper tried hard and had a clear cut second place bringing the Triton to the finish line at an 84.63 m.p.h. average. Up went Smith's speed for his final race of the day, the big twin Norton taking Lap 1 to get in front and staying there.

It is not often the tiddlers make the reading: Mike Parker did a wheelie off the line and finished fourth. John Jackson led all the way, but the hidden crunch was nicely presented by Adrian Drew whose well tuned Bultaco lying third suddenly passed Mike Parker on Lap 5 and then steamed away almost catching up with the winner, creating in two short laps a mighty 9 second gap before third man Mike crossed the Finish.

---oOo---

BMCRC CHAMPIONSHIPS

Round Two of the 1972 lists is over and the competition is fierce. Only in the Production Championship did the six leaders remain intact although with considerable change in points gained.

Round One was at Snetterton, as was Round Two. Round Three takes place at Brands on 22nd April.

125 c.c.

David Saltwell	20 Points.
Reginald Richardson	15 Points.
John Jackson	15 Points.
Adrian Drew	12 Points.
Leslie Roantree	10 Points.
James Wells	10 Points.

250 c.c.

Graeme Hobbs	40 Points.
John Riley	30 Points.
Michael Parker	29 Points.
Chris Wicksted	24 Points.
Chris Revett	18 Points.
Geoff Went	16 Points.

350 c.c.

Jeffrey Wade	27 Points.
John Watson	15 Points.
Trevor Elliott	12 Points.
Peter Bowers	12 Points.
Stuart Morrell	10 Points.
Paul Carter	10 Points.

500 c.c.

John Dawson	23 Points.
Cyril Jones	21 Points.
Tony Osborne	18 Points.
Alan Ryall	12 Points.
Richard Palmer	12 Points.
John Taylor	10 Points.

1,000 c.c.

Tony Smith	60 Points.
Julian Soper	46 Points.
David White	22 Points.
Hartley Kerner	14 Points.
Chris Revett	12 Points.
Peter Barber	12 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

Bob Prior	(500)	22 Points.
Tony Smith	(1,000)	20 Points.
John Witt-Mann	(500)	20 Points.
Ray Knight	(1,000)	17 Points.
Mike Warrington	(500)	17 Points.
Ken Rawlinson	(500)	14 Points.

SIDECAR

Mike Potter	57 Points.
Neil Douglas	36 Points.
Roger Martin	33 Points.
Michael Barton	27 Points.
Michael Cain	24 Points.
Alan Yeomans	11 Points.

Winner of the Peter Walsh Trophy, the major award at the Easter Trophy Meeting, was John Jackson on a 124 Yamaha. His race time was 12 minutes 34.2 seconds and his race speed was 77.61 m.p.h. which was 1.76 m.p.h. below the existing race speed.

BEMSEE A.G.M. REPORT

NEW PRESIDENT ELECTED

BAN UNFAIR COMPETITION PLEA

Bemsee's A.G.M. not noted for anything but a fantastically high percentage of absentees came alive on Friday, the 7th April, at the R.A.C.

With President Sir Geoffrey Tuttle conducting affairs the customary rubber-stamping of the Financial Report was not to be. Treasurer Bill Rose dealt at length with the various income and expenditure tables already published in the magazine. Ernie Woods wanted satisfaction on affiliation fees and the club's investment. On the latter item it was explained by the Treasurer that the investment had gone down over the years but was rising now slowly, the figure in the Accounts was a realistic valuation.

Brian Sanders wanted more detail on a sundries item of £712. The answer that it covered food, drink for Board Meetings, sundry mileage payments, insurances, temporary staff, brought the rejoinder that this could be shown. Finally Sir Geoffrey asked that a summary on this item be prepared for 1973, but the actual detailing would not be in the Accounts. On salaries David Stevens queried the amount and learned that this covered two permanent staff. All this and a profit higher than last year, reversing for the second year the previous dismal sequence of annual losses, and earning for Treasurer Bill Rose a vote of thanks proposed by Sir Geoffrey for his hard and unrewarding task.

Turning to the Benevolent Fund and the request of the President in 1971 that the money be used to earn money if not needed to aid members, the Treasurer reported on the state of the Accounts. £1,400 is currently on deposit with Swindon Borough Council at 7¼%. Chief Scrutineer Ernie Woods informed the meeting how his stamping of helmets at meetings saved time and members money (on postage alone) so that they were happy to make a donation to their own BEN Fund.

Directors Dennis Bates, Lew Ellis and Frank Gillings were all duly re-elected unopposed. Brian Hussey seconded the proposal on the Auditors remuneration bringing the evening to a most important point - the retirement after eleven years of Sir Geoffrey Tuttle. Sir Geoffrey said 'I cannot tell you how much I have enjoyed being President for over a decade. I have spent over half of last year abroad and it is only reasonable to resign partly because I have become an Old Age Pensioner'. Sir Geoffrey went on to say how he had found over the years motor cycle road racing to be 'such an incredibly clean sport', to a chorus of hear, hear from the meeting. On behalf of the Club Chairman Frank Gillings presented to Sir Geoffrey a handsome plaque bearing the shield of BMCRC and an inscription of Sir Geoffrey's eleven years as President. It will assuredly take an honoured place in his home. Sir Geoffrey Tuttle's final act of Office was to introduce the President-elect: Air Vice-Marshal Sir Ben Ball was duly installed as President by unanimous vote.

In his inauguration speech Sir Ben said he was greatly honoured, delighted and looked forward to playing his part in the life of the club. Proving

this he ably conducted a lengthy 'Any Other Business' item, the main-plank of which was a call by David Walpole. He spoke against the influx of expensive machinery at BMCRC Club Meetings saying that most members could not afford £1,200 for a continental machine. Those that could, dominated classes particularly the 500 c.c. class. He and his colleagues at the A.G.M. wanted a new formula:

Single cylinder two strokes.

Twin cylinder four strokes.

Treasurer Bill Rose countered with the suggestion for staggered starts to even up competition but the feeling was against this. Other suggestions came thick and fast: Brian Sanders said BMCRC ought to select eligible machinery - an unpopular viewpoint; David Walpole wanted two separate races; both Peter Edwards and Tom Kirby advocated a bottom capacity limit of, say, 450 c.c. - 500 c.c.; David Stevens said he had been the only 500 c.c. four stroke amongst a field of two-strokes whereupon Chairman Frank Gillings read out the list of entries for the April 1972 Bemsee Brands Meeting and the September 1971 affair. In both of these the offending Yamaha two-strokes (for this marque is what appears to be the nigger in the woodpile) were of miniscule proportions. But quantity appeared unimportant compared with potency: Ernie Woods' suggestion was for a separate race for old 500 c.c. four-strokes. Sir Ben then called for a proposal to be put to the Board of Directors and this came from Ronald Templeman and Peter Edwards, that interested members would make official approach to the club. But final words were yet to come. Tom Kirby's comment that the best and only solution was a 'British' machine formula left delegates with plenty to think about, before laughter swallowed them up when David Stevens said 'many years ago vintage car racing used sealed tanks.....(Uproar)!!

Colin Belcher challenged clutch starts when the levity subsided. Clerk of the Course Dennis Bates said such things were not at his personal whim and fancy. Members had been well canvassed on this and interest was negligible. Vic Farnhill queried oil leaks which were answered in minute detail by Messrs. Bates and Woods. There are at least four separate oil checks on sidecars. In addition offenders are recorded in the Clerk of the Course's 'Black Book' and in the Chief Scrutineers' card system. Colin Belcher raised the yellow flag business and again Dennis Bates provided the best answer possible. Said Bates, you cannot legislate to the exact degree in anything, and much was in the hands and mind of each individual rider. So Colin Belcher turned his sights on entry fees, the late entry clause, return of start money and general high cost. Treasurer Bill Rose replied saying that high costs are not so high. Our rates, subs and charges have remained static over three seasons yet in the annual accounts a sum of £265 was recorded being the extra cost of telephones and postage in just one year resulting from price increases. The chap who bought a theatre seat didn't get his money back neither should a member under normal circumstances if he did not ride. In any case this could and did prevent another member from taking part. Unless races were full the club's charges, like those of other clubs, would escalate very rapidly. Members injured, said Bill Rose, could have their entry fee returned in full if unable to ride and if he was notified beforehand. The President asked the Board to examine the question of repayments of entry fees.

And at that Sir Ben called down the curtain on one of the best attended, liveliest and satisfying Annual General Meetings for many a year. As someone remarked, shades of Peter Febrache - or was that before your time?

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1971 Triumph Metisse 650 c.c. Completely overhauled
for '72 season, Quaife 5 speed gear-box; Sid Mularney
tuned engine prepared by Mick Potter.

£475 or part-exchange for 125 c.c. Yamaha racer,
H.P. terms can be arranged.

Chris Revett, 3 Warrington Road, Ipswich, Suffolk.
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In an endeavour to complete the record of "Bemsee"
magazines which the Club has compiled, we would be
very grateful to receive the following editions:-

1954	January and February.
1964	April and June.
1971	February and March.

If any member has these and is willing to part with
them, would they please send them to the Club's office.

SIR BEN BALL

describes himself as an 'enthusiastic follower of motor sport all his life' so it is no surprise to find that he was often sought after as ballast for both 'chairs' and cars. Perhaps his aid was more related to his prowess as an athlete than brawn because passenger work always seems to be excessively demanding and, as he remarks, 'then only a bit over 8 stone!!'

Master Ben Ball was quite an athlete, winning the youths one mile championship of Ireland in 1930, went on to gain a double blue (athletics and cross country) swam, and was a keen supporter of soccer. Add to that a full time career in the Royal Air Force and life was full in the pre-war years of the 'thirties'.

By 1933 a fully fledged RAF pilot, he was also well on the way to his proudest achievement on four wheels (having discovered the delights and inside of competition work in a Hughes sidecar). The year was 1935 and Ben Ball won one of the Irish Motor Racing Club's major trials in the Delage owned by W.J. Fitzsimmons. And it was this love of the sport which only recently was part of the encouragement that Chris Conn received from Air Marshal Sir Ben Ball when Chris was in the later years of his successful racing career whilst serving in Signals Command, Royal Air Force. Signals in fact is the branch of the Service which Sir Ben specialised in after first qualifying as a flying boat pilot - one, possibly, of the few pilots with an Arts Degree, gained at Dublin University. Certainly his arts were directed towards the field of communication; twice he was Chief Signals Officer, Bomber Command, and later he was appointed to our Embassy in Washington, then Deputy Chief of Staff (Electronics) followed by a spell at SHAPE. Finally

Sir Ben served as AOC in C Signals Command from 1966-1969. Once an airman always so, for he now is a Director of a company specialising in supplying aerials and static dischargers for military and civil aircraft.

Two of his three sons are serving with the RAF and he is very much connected with the Service as Vice-President of the Royal Air Forces Association.

CYRIL JONES

Cyril died at Snetterton on Saturday, 15th April, 1972, taking part in a race which had employed the clutch start method. In a pile up at Riches we understand Cyril was run over having himself been brought off by riders ahead of him. Aged 41 years Cyril had been a member of Bemsee since 1957 and ridden at race meetings for many years. Last year he was BMCRC 125 Club Champion, and this season he was already second in the 500 Championship. A stalwart and loyal club member who will be sadly missed in the facing scene. We extend our deepest sympathies to his wife and family.

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