



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.

NEXT YEAR

Just four months from now the first 1973 race meeting will take place. And already plans for next year are in active consideration. Over the last two club meetings you may have noticed members interviewing members. The Club was making a survey to find out what kind of races are needed and for which capacity classes. Some 20% of racing members have answered our questions and now the analysis is being prepared.

The people who have your mandate to run the Club spend a considerable amount of their free time trying to run it to suit the majority. Surveys like this, and actions like increasing the sidecar starts at Brands Hatch to sixteen, are beneficial to you, to the club and ultimately to the sport.

Malcolm Ball, son of Sir Ben Ball, who is a serving officer in the Royal Air Force in a ground attack squadron, was a member of his squadrons team who recently won the Broadhurst Trophy - an annual award competed for by R.A.F. Squadrons, and named after Sir Harry Broadhurst, former chief of R.A.F. Bomber Command.

The Annual Dinner is a splendid opportunity to come and cheer those members who will have the pleasure of receiving their trophies. In this issue is published the complete awards for 1972 and we hope as many winners, their wives, girl friends and family (and mechanics et all) will be along to make it a gala occasion.

BEMSEE'S DINNER MENU

Hanover Grand, Hanover Street, London.

24th November, 1972.

L'ANANAS CERISETTE

(Juicy African Pineapples cubed and returned to their natural shell with exotic fronds and decorated with Grapes and Cherries)

LA CREME MIMI

(Traditional Pea Soup enhanced with Fresh Cream and Colourful garnishes)

LA SOLE BONNE FEMME

(Filet of Sole with White Wine sauce, Mushrooms and Parsley)

LE CONTRE FILET DE BOEUF

(Carved Sirloin of Angus Beef complemented by barrel-shaped golden Potatoes, fresh Brussel Sprouts tossed in Butter, turned Mushrooms, Carrots, in Burgundy Wine)

LA BOUQUETIERE DE LEGUMES

(Selection of Vegetables)

LE VACHERIN DE CHOUX A LA CREME CAFE

(Light choux pastry filled with whipped Cream, presented on a Meringue base, and covered with a coffee-cream sauce)

CAFE

(Coffee)

ORDER YOUR TICKETS ON THE ENCLOSED ORDER FORM OR
RING PETER LEWIS 01-546 6886 AT THE CLUB OFFICE
AND RESERVE THEM.

'Norbrook',
15 New Road,
Haslingfield,
Cams. CB3 7LR.

Dear Sir,

I have been asked to write this letter on behalf of two of Bemsee racing members Stephen Parrish, William Brown, as well as myself, also for other riders I spoke with after the meeting at Brands on 30th September.

The reason of this letter is to complain about the very dangerous condition of the circuit on that day. Druids would have been better suited for ice racers. We know oil was dropped from a machine which was probably no fault of the rider, but the lifting of the re-surfaced patch round Druids, was caused by cars practising before your meeting began, in fact we stood and watched it happen, and we feel strongly about cars leaving rubber and oil on the track before we race. Brands is slippery enough without this added hazard. So if it is at all possible to have the circuit for bikes alone on race days I am sure it would make the track a lot safer to race on.

Yours faithfully,

JOHN ELBOURNE.

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EDITORS NOTE

Whilst we understand John Elbourne's plea it is a fact that car people complain that we racing motor cyclists leave our oil on the circuit after racing, causing them anxious moments. Unfortunately we cannot obtain the club circuit for all day on the Saturday as it is rented out to the racing school. Perhaps it is just as well because the cost would be higher and reflected in increased entry fees. Brands, despite the opinion of slipperiness, is now considerably safer than in the past. This has been an exceptionally dry autumn - only one day of rain since September 8th - hence a 'cleaning' normally done by the weather has not occurred thereby adding to the problem.

J. Pickford,
34 Eastlands Road,
RUGBY,
Warks.

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

Dear Sir,

I suggest that clutch starts are given a try
in club racing.

It is grossly unfair that the high cost of
entering a meeting plus the travelling and machine
preparation should go down the drain due to an
out of date and proven inefficient starting
procedure.

We all know that this happens many times at
every meeting.

Yours faithfully,

J. PICKFORD.

Bemsee have many items that will make ideal Christmas
Presents. Ask your friends to treat you !!

Club Ties	£1.00
Lapel Badge	50p
Blazer Badge	£2.50
Badge for Leathers	40p
Transfers - Large	10p
Transfers - Small	10p
Car Badge	£1.50

Special Gift Voucher of Race Entries at £2.00 each -
These will be accepted in respect of entries in any
of our Race Meetings. Buy them now and save V.A.T.
later in the year.

Please send P.O. or Cheque with orders to the Club
Office - Prompt despatch promised.

BMCRC 1972 CLUB CHAMPIONSHIPS

Our congratulations to the winners of the 1972 series. Congratulations tinged with commiserations for some who misfortune robbed of a chance to stay in the battle like Julian Soper who broke a wrist in September. Nevertheless the final victory of Lance Capon may well have been the result anyway. New member Kevin Ainscough finished sixth overall in the hotly contested 250 Championship. Having his first race in June at the Ace of Clubs, he competed in only 5 meetings! Biggest smile must be on the face of Bob Prior beating the 1,000 class in the Production Championship to score a first victory for a 500 in the three year history of the series. Full marks to Hartley Kerner for consistent riding to take third berth on his 750, and also to Ron Norrington in seventh place on a 250.

125 c.c. BMCRC CHAMPIONSHIP

David Saltwell	100 Points.
Adrian Drew	92 Points.
Michael Parker	73 Points.
Phillip Allen	42 Points.
Clive Horton	34 Points.
Jim Wells	32 Points.
Reginald Richardson	32 Points.

250 c.c. BMCRC CHAMPIONSHIP

Peter Crew	158 Points.
Michael Parker	135 Points.
Graeme Hobbs	131 Points.
John Murphy	106 Points.
Derek Wood	73 Points.
Kevin Ainscough	65 Points.

350 c.c. BMCRC CHAMPIONSHIP

Peter Bowers	101 Points.
John Watson	85 Points.
Tony Nash	79 Points.
Trevor Elliott	44 Points.
Jim Wade	27 Points.

500 c.c. BMCRC CHAMPIONSHIP

Terry Gardiner	92 Points.
Paul Selleck	62 Points.
Tony Osborne	46 Points.
Christopher Neve	37 Points.
Brian Bartlett	29 Points.
Brian Hussey	27 Points.

1,000 c.c. BMCRC CHAMPIONSHIP

Lance Capon	147 Points.
Julian Soper	128 Points.
Vaughan Young	75 Points.
Derek Whalley	72 Points.
Hartley Kerner	70 Points.
Richard Peers-Jones	69 Points.

SIDECAR BMCRC CHAMPIONSHIP

Roger Martin	167 Points.
Michael Potter	143 Points.
David Bishop	102 Points.
Michael Barton	96 Points.
John Oakley	86 Points.
Neil Douglas	70 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP
and BMCRC CHAMPIONSHIP

Robert Prior	(500) 153 Points.
Kenneth Rawlinson	(500) 123 Points.
Hartley Kerner	(750) 90 Points.
John Witt-Mann	(500) 78 Points.
Ray Knight	(500) 77 Points.
Colin Hope	(500) 77 Points.
Ronald Norrington	(250) 72 Points.

THE DYING WAS FUN :

Talk about a re-union of old-timers at Crystal Palace. Mind you Rex Butcher didn't fancy being addressed thus and to prove he can still tweak a throttle put in three demonstration laps at 1 min. 10 secs. after pleading vainly for a five-lap slot all on his own. Still that was the Palace, as one mag put it 'Out with a Bang'. Some records were nearly broken: the crowd achieved its lowest yet no doubt due to the influence of the Olympics on 'the box' but those who came saw Dave Nixon equal Paul Smarts' absolute solo record; the weather broke a record by not raining, the riders broke a record by achieving an extremely low accident rate, and the GLC broke a record - as they always do - being even more unfailingly friendly and helpful.

So we were able to start bang on time, faced with a 15 race programme. Originally 14 races were planned but with a reserve of 22 sidecars - ridiculous - we put on another chair event. The 125's didn't want to know so they lost out to the solos having a six lapper for the large bikes.

There to watch, to take part as circumstances permitted was a host of names from the past. Of course some just couldn't stay out of it like Willie Wilsher, elegant in natty brown two-piece leathers suggesting to the Clerk of the Course that outside assistance wouldn't be a bad idea as he had just come out of hospital and at 67 years, well!!

So Willie got his ride in the Vintage Race towards the end of the day which was a delightful affair won, as in past days, by John Wilkinson (Manx Norton) hotly contested by Johnny Lane (also Norton).

Willie came home 11th and Eric Oliver brought the Bill Rose Mk.VIII Velo home in 8th berth. Poor Arthur Wheeler had been trying all day to blast the cobwebs out of his Velo which had carburation trouble. He had to retire early but did manage to tour round during one of the demonstrations. This nostalgic race was preceded by such sparkling contributions as Jock West on the Gus Kuhn Commando putting in two very fast laps (nearly couldn't get him to come in so deep did the bug bite) and George Rowley also had a trip round. 30 or so lads from the Vintage Club with every sort of machine gave the spectators a potted history of motor cycling representing the 40 years of Crystal Palace.

About the race entry was a notable air of quality and determination. The ex-Gus Kuhn team of Sanby and Mahoney now converted to two-strokes were a likely pair for some honours, as was the present team of Potter and Sharp; their rivals - Boyers - in the form, as always, of Messrs. Nixon and Butler. They in turn would be casting a wary eye in the direction of Tom Kirby's new man Paul Selleck, not forgetting his former star, out-of-retirement Roger Hunter and the thrusting Ditchburn/Broad equippe.

From Race one Potter showed just how much of a mark he intended leaving on the history of the Palace by leaping into the lead and with Bartley Kerner also on a Kuhn Commando following him and David Cartwright tagging behind (Norton Commando) he swept to victory 14 seconds ahead. Swiftly on the heels of this battle came the far tougher affair with second place man in the guise of Dave Nixon. Lap 2 showed the fine tolerances of good racing - 1.02.4s for Potter still leading, with

Nixon paring the circuit time down to 1.02 dead. Then again 1.01.4; even faster! Until Nixon went past the Norton to snatch his first victory of the day by 0.6 sec. and raising the finishing speed to 79.35 m.p.h., more than three miles an hour up on Race One.

Poor Gerry Boret arrived at the start as the flag was coming down and was prevented from starting. A bad day! George O'Dell from a second row grid position, and passengered by Bill Boldison, easily dominated the six lap chair race in a style which predicted victory as a probability in the final chair race later. Indeed he was faster than Alan Sansum's victory ride in the second of the three-wheelers. The third race won by Bill Hodgins and John Parkins finished at 70.25 m.p.h. and by the time the ten lap final came around O'Dell found his chief rival to be Mike Potter, thus making it a 750 BSA one, two with Roger Dutton on the Trident making a clean sweep for the BSA/Triumph concern. In the process the finishing speed shot up to 74.73 mph whilst the hoped for lap record held by Gerry and Nick Boret was sniffed at by George O'Dell to the tune of 76.28 m.p.h. only 0.70 sec. away from the current figure. But the brothers Boret and their Konig semi-works outfit just wouldn't run properly which was a pity.

Race 4 saw Pat Mahoney scoring a 29 second win over second man John Riley in the 250 race, hurriedly change bikes at the paddock entrance and have a win, albeit a hard one, over Robin Gray by under half a second. But the third time was unlucky. Trouble in the engine department prevented a start in Race 6 and the opportunity to see a Mahoney/Sanby/Potter Joust. Nevertheless the mixture included Tony Godfrey, Graham Sharp, Peter Butler. This time Sharp took the victory with Team-mate Potter a measured two seconds behind. Up went the fastest lap previously held by Potter and Nixon at 82.03 m.p.h. Sharp raised this to 82.30 m.p.h.

The Final round of the Shell-sponsored Team Challenge got away first time and quickly settled into its usual high-speed, closely bunched affray. Again young David Potter got ahead, and again there was Dave Nixon giving battle. Peter Butler riding with Dave as a team held third position but by Lap 3 Graham Sharp forged ahead to give the valuable 1-3 positioning to the Kuhn team. In turn Barry Ditchburn kept Butler in his sights but could make little impression. Seemed the Boyer 'three's' had got back their reliability. Half distance and the shock came. Nixon passed Potter leaving Boyers in 1 and 4 berths, Kuhn's in 2 and 3. And thus it was at the close after eight laps. A jubilant Kuhn ensemble by riding as a team beat another team effort in fair battle to win the 1972 series held at Snetterton, Brands and Crystal Palace.

And what was left but yet another round in the battle of the two Davids. Monotonous? Not a bit. The crowd loved it: Potter, Nixon, Sharp in close, high speed formation set about making the Grand Finale a memorable affair. And inevitably Nixon meant to pass Potter which he achieved by lap 5. Came Lap 8 and with Nixon still out front and 7 laps to go nobody could afford a slip up. But Nixon felt the pressure and missed a gear change. Then four laps later with the first three still ahead of the field Nixon looked down as though searching for some fault. It happened again a lap later. Gearbox? A grim last two laps. Both sponsors on the start line knowing that somebody could win, but not sure who. And then suddenly no doubt. It had to be Dave Nixon despite a faulty third gear so there was only one solution. Round Dave went yet again but this time to make the final racing circuit of this wonderful London track. Fittingly he went with the last sidecar driven by clubman Roger Edwards and in the chair Vincent Davey, deservedly getting into the act. And that was Crystal Palace, for all time?

1972 BMCRC CHAMPIONSHIPS AND TROPHIES

Presentation at the Annual Dinner by
Lady Pamela Ball. Presentation conducted by
Allan Robinson.

BMCRC CHAMPIONSHIPS

125 c.c.	David Saltwell
250 c.c.	Peter Crew
350 c.c.	Peter Bowers
500 c.c.	Terry Gardiner
1,000 c.c.	Lance Capon
Sidecar.	Roger Martin and Laurence Weait.

SHELL PRODUCTION MACHINE CHAMPIONSHIP AND BMCRC CHAMPIONSHIP

Robert Prior

INTERNATIONAL AWARDS

The Mellano Trophy

Awarded to the driver at The Hutchinson 100 whose
race speed breaks or comes closest to the
existing class lap record.

Winner: David Potter. Production Race
at -1.75 m.p.h.

The Avon Trophy

Awarded to the winner of 350 National Scratch Race
at The Hutchinson 100.

Winner: John Murphy.

Motor Cycle News Trophy

Awarded to the winner of the Hutchinson 100 Production Race.

Winner: Dave Potter.

The Mick Andrew Trophy

Awarded to the highest placed finisher in the Production Race at The Hutchinson 100 who is a private competitor.

Winner: Colin Hope.

The Dunlop Trophy

Awarded to the winner of the 1,000 c.c. National Scratch Race at The Hutchinson 100.

Winner: Terry Gardiner.

The Rickard Trophy

Awarded to the BMCRC member who is a private owner for the Best Performance at The Hutchinson 100.

Winner: Peter Bowers.

Watsonian Trophy

Awarded to the highest placed finisher who is a BMCRC member in the Sidecar Championship at The Hutchinson 100.

Winner: Roger Edwards.

NATIONAL TROPHIES

Metropolitan Trophy

Awarded to the driver making the fastest lap of the day at Crystal Palace.

Winner: David Nixon. 84.53 m.p.h. To equal absolute lap record.

Sidecar Trophy

Awarded to the sidecar crew making the fastest lap of the day at Crystal Palace.

Winners: George O'Dell and Bill Boldison.
76.28 m.p.h.

Les Graham Trophy

Awarded to the BMCRC member who is a private owner and who puts up the Best Performance of the day at Crystal Palace.

Winner: Hartley Kerner.

CLUB AWARDS

These awards, many of which carry names of famous competitors in the club's history, were competed for during the eleven Club meetings in 1972. The method of deciding the winner was the same in every case, going to the race winner whose speed exceeded by the greatest margin (or came closest to) the existing race speed.

Mike Potter won the Glover Trophy at the Norwich Trophy Meeting at Snetterton.

John Jackson won the Peter Walsh Trophy at the Easter Trophy Meeting at Snetterton.

Paul Selleck won the J.S. Moore Trophy at Club Day at Brands Hatch.

Peter Bowers won the Torquemeter Trophy at the Kent Cup Meeting at Brands Hatch.

Tony Nash won the Rex Judd Trophy at the Ace of Clubs Meeting at Brands Hatch.

Pete McKinley won the Baragwanath Trophy at this meeting at Snetterton.

Mike Parker won the AMC Challenge Trophy at Trophy Day at Brands Hatch.

David Edginton won the Guinness Trophy at this meeting at Snetterton.

John Murphy won the Bob Winter Bowl at the Silver Trophy Meeting at Brands Hatch.

Peter Bowers won the Bemsee Shield at the Bemsee Trophy Meeting at Brands Hatch.

Roger Keen won the Minnie Grenfell Trophy at the Autumn Road Races at Snetterton.



TED COOPER REACHES PAKISTAN

Bemsee Director Ted 'Cabby' Cooper is now on his third world tour, the last one was a solo driving effort by Land Rover to Australia three years ago. Cabby wrote from Karachi in October to say he was heading for Mombasa by boat and after that Nairobi, Kilimanjaro, Victoria Falls and then to the Cape.

David Edginton is a new member of Bemsee who will be able to grace his living room with the Guinness Trophy which he convincingly won at Snetterton. Named after our late President, Sir Algernon Guinness of the brewing family, Sir Algy was one of the original Bemsee members who re-formed the club after the war in 1947. When he died Guinness presented the Trophy in his honour. Sir Algy also had a brother Kenelm Guinness - later the KLG of the plug firm.

- (iv) entitled to enter as a competitor in any 'Closed to Club' or other restricted race or other competition organised or sponsored by the Club.
- (v) nominated by the Club as a competitor at any other motor cycle trial, race, rally, or other events.

SUBSCRIPTIONS, PROPERTY AND FUNDS

4. The Directors of the Company may from time to time fix and determine the sums to be paid by Members (other than Honorary Members) by way of Entrance fees, subscriptions and other dues, provided that subscriptions for Founder and Ordinary Members shall not, without the consent of those classes of members signified by a Resolution passed at a separate meeting, exceed £2 2s. Od. per annum.

5. If any member in any class of membership so elects, he shall become and be entitled to the privileges of an Associate Member of the Royal Automobile Club (hereinafter called the "R.A.C.") so long as any arrangement or agreement shall be subsisting between the Club and the R.A.C. A member so electing shall, in addition to the subscription for the time being payable in respect of his membership of the Club, pay such further annual sum as may from time to time be payable by the Club to the R.A.C. in respect of his individual Associate Membership. Any member so electing shall abide and be bound by any arrangement or agreement for the time being in force between the Club and the R.A.C. in respect of such Associate membership.

6. The Directors of the Company shall have power in respect of any class of Membership to accept or direct the payment of lower subscriptions for any part of a year. Subscriptions for continuing members shall be payable on 1st January in each year.

7. Subject as mentioned in Rule 8, the property of the Club, including all fees, subscriptions, donations and payments made by members and others (except donations to the Benevolent Fund and payments made in respect of any Associated Membership of any other Club)

