



# BEMSEE'72

JOURNAL OF THE BRITISH MOTOR CYCLE RACING CLUB



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YOUR FANTASTIC EVENING OUT

Bemsee's Annual Dinner and Dance 1972.

Remember last year. What a great evening we all had. Two great years of the Hanover Grand in London has put Bemsee's Dinner right at the top of the list for winter entertainment.

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BEMSEE'S ANNUAL DINNER AND DANCE FOR 1972 is  
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To: British Motor Cycle Racing Club Limited  
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BEMSEE'S WONDERFUL DINNER MENU

Hanover Grand, Hanover Street, London W1R 9HH.

24th November, 1972.

M E N U

L'ANANAS CERISSETTE

(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

(Fillet 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)

## BOARD REPORT

Monthly meetings of the Board of Directors take place at the Club's offices at Kingston. The most recent meeting was on 12th September.

### Sponsors Association:

The final round of the 1972 series took place at Crystal Palace. It was hoped that a series would be run during 1973 but with the change necessary by the absence of Crystal Palace and the problem at the beginning of the year on the lower limits of engine capacity, a change in formula may have to be discussed.

### Race Dates 1973:

It was hoped to make worthwhile changes to the timing of race meetings for 1973 so as to get a better spread of dates. The problem of a national date to replace Crystal Palace was also discussed.

### Metropolitan Meeting 1972:

The event had been a success in racing terms but a poor crowd despite good weather had disappointed the club. It was noted that with the Olympics being staged many people would be watching them, and this had affected other sporting events.

### Marshals Instruction Book:

During the winter break this publication would be revised.

### Officials:

It was decided to look into the question of deputy officials for as many executive posts as could be managed but the problem of recruitment both of officials and marshals remained.

### Finance:

The Treasurer reported that the clubs performance was comparing well with last season despite changes in expenditure patterns and ever rising costs.

DISQUALIFICATION SENTENCE  
HANDED OUT BY CLUB

Safety at race tracks is ever uppermost in the minds of those responsible for operating our race meetings. To maintain this very necessary standard requires discipline from us all.

At the Snetterton meeting on 10th September, in a solo race, the yellow flag was displayed due to an accident which was tricky to clear from the course. Time and time again riders have been urged to obey flags and above all NOT to take advantage of them. Somebody tried to beat the system and failed - failed because there are sensible people watching and timing riders, people who know what performances other people are capable of and, more important, there were marshals and injured riders whose safety depends on the observance of warning signals.

We gave a warning earlier this season that there is an iron fist in the glove. The disqualification handed out for ignoring the yellow flag proves the point. Let's hope it is not necessary to resort to further punishment for bad practice and poor sportsmanship.

## THE BATTLE FOR THE MELLANO

No doubt about it, The Mellano Trophy is a difficult trophy to win and the basis on which it is awarded ensures that only a really top flight performance can merit it.

This year with a change to the 2 kilometre circuit in reverse the award went to the competitor whose race speed exceeded the right way round single lap record for the class by the greatest margin. In the event of this not occurring then it went to the man who was closest. Embracing all the international events barring, for obvious reasons, the Sidecar Handicap, it developed into a day long contest which resulted in these figures:

500 Championship	Peter Williams	-3.85 mph
250 Championship	Barry Sheene	-2.83 mph
Sidecar Championship	Rudi Kurth	-5.12 mph
Hutch 100km	Tony Jeffries	-4.10 mph
Sports Production	Dave Potter	-1.75 mph
350 Championship	Mick Grant	-2.33 mph
Team Challenge	Dave Potter	-5.22 mph
Senior Championship	Peter Williams	-3.03 mph
750 Formula	Paul Smart	-3.80 mph

Winner was Dave Potter with victory in the Sports Production over 20 laps (40km) in a time of 19 min. 42.8 sec. at 75.48 mph in which Ray Pickrell put in the fastest lap at 57.2 sec. (78.04 mph) which beat the old record held by Dave set up in March at 57.8 sec. (77.23 mph).

It is worth recording that the absolute course record is held by Ray Pickrell, Cal Rayborn and Peter Williams all on 31st March, 1972, at 54.6 sec. a speed of 81.76 mph. This record applied to The Hutch 100km which suffered through light drizzle causing a number of retirements and a slowing down of race time. John Cooper lapped in 55.6sec. (80.29 mph) - 1973 could see a great struggle for the Mellano Trophy.



CHAIRS - Good News and Bad News

B.M.C.R.C. has persuaded the A.C.U. to amend the upper limit of sidecars permitted to start in a race on Brands Hatch Club Circuit. Members forthwith can take advantage of the new maximum of 16 starters instead of 12, and the Club will have put this into effect at its 30th September date. This change is one we have long felt to be justified in view of the excellent safety record of the sidecars and the demand for races by our members.

But on the other front of awards we held a postal ballot to find out if crews wanted better awards for passengers providing they contributed towards the cost. The suggestion came from sidecar crews themselves but the response was dismal. Result - awards will stay as they are, which is obviously what satisfied the vast majority.

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WANTED

Rev-counter drive parts, 35 m.m. carb.,  
and 1 $\frac{1}{2}$ " exhaust system for late 350 Aermacchi.

Malcolm Noble,  
c/o Bardens Cottage,  
Sandhurst,  
Kent.

## FORGOTTEN PILOTS

A newly published book on wartime fliers has just come our way. Entitled 'The Forgotten Pilots' it is written by a woman, Lettice Curtis, and sets on record in a factually interesting manner the lives and happenings of the volunteer civilians, men and women, who delivered the aircraft from factory to airfield for the Royal Air Force and the Royal Navy.

Delivered is the word. Lettice Curtis herself would often deliver four or five aircraft each day ranging from Spitfire to Swordfish, Harvard to Stirling heavy bomber. Statistically she handled thirty different types of plane making a grand wartime delivery of 1,467 aircraft.

Interesting too, because her sense of history is accurate and her pen brings to the forefront many of the characters who made up the Air Transport Auxiliary. Sadly it recalls the late Wally Handley; four times a TT victor who rode in the Island from 1922 to 1934. Wally was a brilliant rider and

has his place in TT history not for his wins but for a high speed prang at a place shortly after the 11th milestone - named appropriately as Handley's Cottage.

The circumstances of Wally's death, told by Lettice Curtis, is that in the middle of November 1941, when Commanding Officer of No.3 Ferry Pilots Pool at Hawarden, Wally flew into Kirkbride to collect one of the first Bell Airacobra single seat fighters then being delivered to the R.A.F. These fighters were unique having a tricycle undercarriage, a centrally mounted engine driving a conventional propellor in the nose via a 10 foot long prop shaft. The Airacobra was one of those aircraft best forgotten. Its operational life with the R.A.F. was one sortie. Handley collected the aircraft, wrote Lettice, and on take-off the engine was heard to be over-revving and black smoke was seen pouring from the aircraft. Then there was an explosion and the aircraft dived into the ground. Wally, a well-known pre-war racing motor cyclist, had, in the words of the obituary, 'forfeited his ninth life'.

BMCRC CLUB CHAMPIONSHIP TABLES

With no club events since before the Hutchinson 100 the tables have remained static until Snetterton on Sunday, 10th September. The positions shown are up to that date with three rounds to go.

125 c.c.

D. Saltwell	68 Points.
M. Parker	61 Points.
A. Drew	47 Points.
C. Horton	34 Points.
J. Wells	32 Points.
R. Richardson	32 Points.
P. Allen	30 Points.

250 c.c.

P. Crew	143 Points.
M. Parker	125 Points.
G. Hobbs	89 Points.
J. Murphy	76 Points.
G. Went	53 Points.
G. Magee	39 Points.

350 c.c.

P. Bowers	71 Points.
T. Nash	65 Points.
J. Watson	55 Points.
T. Elliott	38 Points.
J. Wade	27 Points.
S. Morrell	21 Points.

500 c.c.

P. Selleck	54 Points.
T. Gardiner	47 Points.
T. Osborne	38 Points.
C. Neve	32 Points.
B. Hussey	27 Points.
J. Dawson	23 Points.
T. Thomson	23 Points.

1,000 c.c.

J. Soper	128 Points.
L. Capon	101 Points.
D. Whalley	72 Points.
R. Wilson	61 Points.
T. Smith	60 Points.
H. Kerner	54 Points.

SHELL PRODUCTION MACHINE CHAMPIONSHIP

R. Prior	(500)	112 Points.
K. Rawlinson	(500)	90 Points.
J. Witt-Mann	(500)	78 Points.
H. Kerner	(1000)	65 Points.
R. Knight	(500)	63 Points.
C. Hope	(500)	61 Points.

SIDECAR

R. Martin	128 Points.
M. Barton	93 Points.
D. Bishop	85 Points.
M. Potter	84 Points.
J. Oakley	56 Points.
N. Douglas	55 Points.

M U T U A L   A I D

Imminent financial disaster forces sale of Yamaha Based Special which consists of TDIC Motor modified almost to TD2 Spec with 30mm Concentrics and is an ex Rod Gould Motor, Clutch and Casing has been modified. Housed in Sondel Sport Frame, with M.P. Front Forks, Girdlings, Alloy Tank & Seat, Discs Front and Rear, Krober Rev Counter and Host of Spares. Fast and Reliable. Cost over £450 will accept £380 o.n.o. Mick Holt, 01-529-1407 6 Waterhall Aven, Chingford, London, E.4.

- - - - -

Ford Thames 15 cwt. Nearside front damaged. Can be used for spares or repaired. Engine - Gearbox and everything else in good working order. Also two wheels with brand new 6-40 x 15 ESSO Tyres on. Offers. - - - Also two Dunlop TT100 Tyres plus inner tubes. 500 miles only. 4-10 x 18 and 3-60 x 19. £5 each. - - - QD Brake Drum for 650 Triumph. 43 Tooth. Excellent condition £3. - - - Con Rods for 650 Triumph £4 pair. - - - Battered Thruxton Exhausts and Silencers given away to caller.

Mr. R. Daines, 13 Raglan Avenue, Waltham Cross, Herts. Phone: Waltham Cross 27697.

- - - - -

5 Speed 450 Honda Motor with electrics. 300 miles from new. Ex Orrie Salter. Offers around £100 (a give away). - - - G50 complete minus motor. Rebuilt to take Honda motor. New parts include Tyres S/A Spindle and Bushes Fork Oil Seals S/Head Bearings. Front Rim. Dunphy Linings. Re-sprayed with fairing Tanks Sprockets etc. Also Manx F/Wheel Petty Muffs Dunphy Linings.

Mick Wilkinson, 23 Embury Drive, Stanmore, Middx. Tel: 01-950 4000. Ext. 376. At work.

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(b) **ORDINARY MEMBERS:** Persons elected by the General Committee of the Club (hereinafter called "the General Committee") to be full Members of the Club. No person shall be elected an Ordinary Member of the Club unless he shall also be admitted as a Member of the Company. He shall cease to be an Ordinary Member if he shall at any time cease to be a Member of the Company.

(c) **OVERSEAS MEMBERS:** Persons not having a permanent address in England, Scotland or Wales may be elected as Overseas Members. Overseas Members need not be Members of the Company.

(d) **HONORARY MEMBERS:** Persons who, in the opinion of the General Committee, have rendered outstanding services to the Club or the sport of Motor Cycling, may be elected Honorary Members of the Club by vote of the General Committee passed unanimously or without dissent.

Honorary Members shall:-

- (i) Pay no Entrance Fee or Annual or other subscription.
- (ii) have no vote at the General Meetings of the Club.
- (iii) not be eligible for election to the General Committee.

but otherwise shall be entitled to all benefits and privileges of an Ordinary Member.

(e) **ASSOCIATE MEMBERS:** As and when the Directors of the Company shall deem it expedient to make available this class of Membership, Associate Members may be elected to the Club.

Such members shall be entitled to such rights and privileges as the Directors may from time to time determine, but in any event shall not be:-

- (i) required to pay an Entrance Fee.
- (ii) entitled to receive notice of nor to attend or vote at any General Meeting.
- (iii) eligible for election to any Committee.

