



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.

A SUCCESS

The weather did its best to try to wreck the Hutch celebrating its 40th birthday on 6th August. What a celebration it turned out to be. Not only was the 2 kilometre reverse course entirely justified for long racing, but the excitement was intense and the closely contested finishes real cliff hangers.

If anybody ever doubted that the Hutchinson 100 and its premier award the giant Mellano Trophy was anything other than prestigious to the victors, then they hadn't seen the enthusiasm in the Gus Kuhn camp when the award was announced to young Dave Potter, only last season competing at our club meetings. Indeed Peter Williams in 1971 was just as overcome when he took the trophy home.

The unofficial Grand Prix of Great Britain was so-called years ago by the technical press - it still rightly retains its place at the head of the league.

And we have pulled back from the decline in attendance, too. Lessons learned from this recent meeting will now be incorporated in the 41st Hutchinson 100 for even better success in 1973.

HUTCH PARAGRAPHS

Alan Sansums lead over Rudi Kurth in the Sidecar Championship was being whittled down by about 2 seconds a lap until the oil filler cap came off and showered the rear of the bike with oil. Pity because Alan's performance was worthy of a win.

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How quite is the Swiss drivers outfit. You could ride it on the road without adding silencers.

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Ray Pickrell had never been off so fast. Either the engine locked momentarily or the back wheel jammed. None the worse for his tumble Ray came out to take third place in the Evening News Trophy.

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Frank Perris, nattily attired in Players' Team colours - red jacket, blue pants and white shirt - attracted a few wolf whistles in the paddock. But colour plus smartness is something our sport needs.

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Poor Timekeepers. They suffered a roasting over the handicap for the sidecar race. But who ever heard of the competitor agreeing with the handicapper.

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A beaming Vic Camp was delighted with The Hutch and with Ducati's efforts. Ted Broad rang up to add his congratulations. That's nice because the grousers abound working with the doubters and the come-to-criticise.

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The Mellano has never been filled up yet. Reputed to hold three gallons a serious attempt was made at the Paddock Bar before the beer supply gave out. Dents in the bar ceiling by champagne corks will be charged to Vincent Davey. Dave Potter - wise lad - went home sober but happy.

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Amazing how the 2 kilometre circuit altered the line along South Bank. Spills regrettably occurred just in the spot we thought which the wretched netting demanded by the car brigade did little to help.

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Scowls by the Ducati team when Spaggiari couldn't get assistance when the bike wouldn't push start. Actually they had forgotten to re-adjust the clutch but realised only when the bike was under starters orders. Case of too late. But we managed to talk them round and Paul did his stuff on the line in the 750 race.

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Scratching! The 2 kilo circuit at Brands may be hard on machines and riders but it doesn't excuse corner cutting by experienced works men. Many did this from Clearways to Bottom Bend taking the inside line to squeeze out an opponent as they entered Bottom Bend on the correct line.

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Quote by Dennis Poore boss of Norton's. We shall only enter clutch start events with our 750's in future. Trouble is statements like that cut the field by half, as the ACU will only permit clutch starts with small fields. Yet we started the clutch start trend for solos back in 1968.

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Canny Peter Williams. Saturday practice saw him pass Pickrell, lose the lead into Druids, regain it, lose it on the downhill swoop to Pilgrims Drop, then catch up again on the climb into Paddock. Was he playing or trying hard. Perhaps Sunday's win showed his true style.

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Ago's MV was reported as drifting on the exit to wrong way Clearways. Certainly when pressed he rode Bottom Straight in third gear. Pity Read never straddled the MV. With Yamaha, MV and Norton he had quite a clothing problem since one cannot ride Mr. Poore's vertical twin wearing red MV-blazoned leathers.

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People always seem amazed that The Hutch produces good racing. 'Too long a race on a short circuit', said Bert Cornwell of the A.C.U; 'Of course you were lucky with such a sensational finish to the last race' said M.C.N's Robin Miller. Yet the programme was planned with the aid of drivers themselves which may account for the success of the formula. And, of course, Bemsee has had 62 years of experience - which counts!

WILLIAM GRAHAM PENNY

Graham Penny was a member of Bemsee from 1964 when he started his racing career and rode in many club meetings until graduating to National and International events. Graham suffered fatal injuries during morning practice at this year's Hutchinson 100; when riding his 500 Honda he came into collision at the top of Paddock Bend. Graham Penny was described by another member who knew him as a man whose contribution was that he formed the essential backbone of our sport. There are many who would envy such an epitaph.

THE SAGA OF CRYSTAL PALACE

Delving into the past is fascinating if you only have sufficient time to take it all in. Obtaining photos of the pre- and post-war periods was on the face of things a relatively easy task, except it wasn't. A visit to Keystone Press revealed a lamentable lack of material under 'Crystal Palace' but those which had survived the war showed that the old glass and iron Palace brought from its 1851 Hyde Park site and re-erected in South London was as long as the top straight from South Tower Corner to North Tower Crescent, with a squat tower at each end. Stewart Burroughs of Motor Cycle produced a shot of Harold Daniell and L.E. Tooth rounding North Tower in the Coronation Gold Cup of 1937 with the high arch-patterned brickwall - all that now remains showing in the background.

In fact Stewart had several shots from the vast Motor Cycle library including one of George Rowley (A.J.S.) - he never seemed to ride anything else and was, of course, a factory teamster. In the picture George is belting along top straight under one of the two quaint bridges that used to cross the track before the start moved from the Penge side up to its present location.

A grandstand for the spectators was afforded from the bridge because in those days nobody stopped you having a bird's eye view.

The best recollection Jock West had of his ride on an Ariel in the Coronation Cup was that George Rowley fell on his ear. Hardly surprising on the slow and violently twisting pre-war Palace scene which could trap even a man as prominent as George. He rode in nineteen TT's from 1925 to 1939 and at one time straddled the A.J.S. vee-four which Harold Daniell said was quite fast in a straight line but would not corner.

The search for information inevitably led to Vintage MCC National Secretary Eric Thompson who promptly replied to the request by talking about modern 'old' days when he was still sprinting in the late 1950's and 1960's. Bemsee at that time was very much tied up with sprinting and hill climbing - the former at Ramsgate and Brighton as well as Long Marston, and hill climbing at the fabulous and famous Shelsley Walsh where Vice-President George Brown was the only man ever to hold the absolute hill record with a motor cycle, but that's another story. Eric searched his loft and found some truly remarkable photographs taken in the path racing days. He attended the first event as a spectator but rode in the second and subsequent races there. The pictures he sent - which will appear in the race programme - show just how molly-coddled we are today. There's a wonderful shot of a collar and tie, be-leathered rider broadsiding his single-knocker Norton on a track which rather looks like Anerley Ramp except it is narrow, the surface is of stone, gravel and earth and the protective devices are trees and shrubs.

Yet they used to pull in 17,000 sport-minded Londoners to a meeting. Curiously enough despite large attendances and no start money to shell out racing came to a grinding halt about 1933. So we had two eras of two-wheeled sport at the Palace. First the cinder shifting where Australia got beaten by Britain with Wal Phillips riding like the wind. Wal, if he reads this, might like to know that the actual picture of him at full chat, published in Motor Cycle back in 1927, still exists and if reproduced today commands a copyright fee to the picture agency which continues to operate. Path racing came in during the late twenties - and there were to be two more era's before the bitter end is chalked up in 1972.

The coincidences in the search are incredible. Stan Shenton delivered his entries for the Boyer Team instead of posting them. Shown the Eric Thompson photograph he remarked that Lew Lancaster who captained the British Speedway Team in the 1920's was working for him.

Arthur Wheeler, who decided to come out of retirement and tackle the Palace for the last time produced the address of Bob Geeson, ex TT rider and creator of the legendary REG 250 twin which he, Arthur, John Surtees amongst others, rode at Crystal Palace and elsewhere around 1950 - 1953. The REG was one of the most serious attempts to produce a British 250 capable of taking on the continental rivals and credit goes to Bob for his hard work as a privateer challenging the might of big business.

And when you talk to these 'ancients' some surprising facts emerge. The mighty Tyrell Smith rode in 25 TT's gaining one win, three second places and four thirds. Arthur Wheeler took 30 TT replicas and retired after winning the 1962 250 class of the Argentine Grand Prix, but is probably most famous for his hat trick in the 250 race of the North-west 200 which he also won for a fourth time, now he's a sidecar trial driver. Both should be at The Palace along with Chief Scrutineer Ernie Woods who is spending much of August trying to reconstruct his pre-war 350 Manx Norton which Ernie owned from new and used at Brooklands. Talk about one owner from new! So after scrutineering the moderns Ernie will have a tour round on the Manx to be joined, we hope, by former Chief Scrutineer Dennis Glover whose last race (or very nearly the last) was at the Palace in the days when the start was down on bottom straight. Dennis being traditional wore two-piece, button-up leather, raced his Rudge, arriving with it on a float powered by a respectably ancient side valve. But racing then was full of fun.

Older hands will recall young Mick Boddice of 8 summers or so practising 'illegally' on the circuit immediately racing had finished. One listened for the phut phut of the Royal Enfield and knew who, what and where. Father Bill nowadays is a grandfather and he tells us, there is a new ultra-small, ultra lightweight on the stocks!!!!

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Crystal Palace continues next month.

TERRY'S DAY WAS TROPHY DAY

Without a doubt Trophy Day at Brands was Terry Gardiner's day, on 24th June, even if Mike Parker once again showed that a well-prepared, well-ridden 125 is at least a match for many members' bigger banger's. However, Terry gains the plaudits both in quantity and quality. Making his first mark of the day he convincingly won the 500 race, keeping at bay Paul Selleck on the Kirby Seeley, despite some heroic stuff from Paul. Amateur timing got Selleck at 57.8 s. Both finished in excess of 74 m.p.h. average for the 10 laps which were to be the fastest of the day (and makes one wonder why all the hulabaloo about exotic oriental two strokes dominating(!) the class).

The first 250 saw a determined effort by Peter Crew (Yamaha) getting past John Murphy (Yamaha) at Clearways on the last lap and then being unable to hold the tenuous lead on the rush up to the flag. Whilst Gardiner got himself ready for the 1,000 c.c. race the Production took to battle. Hartley Kerner now doing very nicely in this class scrambled up front from lying third on lap 1. Whilst the lead occupied his mind the baying pack behind were trying to sort themselves: Martin Bulle forcing the Norton Commando into fourth position: Bob Daines getting worst of the situation, and David Cartwright easing the Norton into second berth albeit getting one enormous fright when he took up lawn mowing coming out of the downhill swoop from Druids and traversed much of Bottom Straight on the

green sward. Not so lucky was Peter Bowers in the 350 race which came next when he dropped the model at Clearways after holding second place to Tony Nash. However Peter was to use the Bultaco to win the fastest of the two 350 races later in the day by nearly six seconds from Trevor Elliott (Orpin Greeves). Altogether five chaps came unstuck which, fortunately, is a rarity at Bemsee club meetings these days. Tony on the Ducati rode nicely and won comfortably with 17 seconds in hand by which time Terry was all ready for his next joust.

Again the trusty Seeley took on the larger bikes including Paul on the 636 Seeley. Soon the race was an all-Seeley contest, Selleck leading pursued by Gardiner and a repaired Derek Whalley noticeably less prone to wobble (the bike that is). Then the two leaders pulled away from Whalley and things looked more or less settled when Lap 9 took an unexpected turn - Selleck calling it a day as they tore along Bottom Straight.

Clutch adjustment was the culprit, more's the pity, for the race was great. So Terry scored a second victory, rushed madly back to the start line, hopped aboard Bob Bruce's 700 Weslake outfit to act as passenger and promptly contributed to victory number three in a very good time of 10.56.4, and an average of 68.01 m.p.h.

And that race brought the closest finish when the Martin/Weait Vincent beat by half a hairs breadth the Stewarts 750 B.S.A. for third place. Nearest rival to Terry was Hartley Kerner who made his second victory in the fast 1,000 c.c. race. Nowhere in the running to begin with he was second by lap 6, then leading two laps later, taking with him from the lower places the Egli-Vincent of John Carpenter who he finally triumphed over by almost 2 seconds. Not Derek Whalley's race for a broken rev. counter made him call it a day.

As so often happens the close racing comes when the odds are at their least favourable. So once more the stalwarts of the 125 class took on the 500, 600, 750 and 1000 sized bikes and, as we are now expecting, showed just how good they (rider and bike) are.

Mike Parker finished fifth at 70.23 m.p.h. compared with third position at 66.51 m.p.h. in May. Dave Saltwell brought the Chuck Bultaco home tenth - he was ninth last time - and Mike Attenborough averaged 72 m.p.h. to win on the 750 Invicta Norton after losing his front place in a surprise move up by Paul Whitehead (998 Egli-Vincent) on lap 6, which took two laps to regain.

Mike, after his valiant efforts, rightfully collected the coveted AMC Challenge Trophy which has some very famous names engraved on it.

THERE FOLLOWS BELOW, IN SERIAL FORM, THE RULES OF THE CLUB. THIS SERIES WILL CONTINUE MONTHLY, FOR YOUR COLLECTION.

R U L E S

of

THE BRITISH MOTOR CYCLE RACING CLUB

NAME

1. The name of the Club is "The BRITISH MOTOR CYCLE RACING CLUB" (hereinafter called "the Club") the Proprietors and Managers of which are The British Motor Cycle Racing Club Limited (hereinafter called "the Company"). The Company is incorporated under the Companies Act, 1948 as a Company Limited by Guarantee.

OBJECTS

2. The objects of the Club are the promotion, encouragement and development of motor cycle racing and other motor cycle sports and other objects set forth in the Memorandum of Association of the Company.

MEMBERSHIP

3. The Classes of Membership of the Club are as follows,

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- (a) Founder Members;
- (b) Ordinary Members;
- (c) Overseas Members;
- (d) Honorary Members;
- (e) Associate Members.

(a) FOUNDER MEMBERS: The first 87 members of the Club elected in the year 1947 shall be known as Founder Members. A Founder Member shall have the same rights and privileges as an Ordinary Member so long as he shall remain a member of the Company.

