



BEMSEE



1970

DECEMBER



MEMBERSHIP NO 6555

Bemsee

Journal of British Motor Cycle Racing Club
PO Box 75 Kingston upon Thames Surrey

EDITORIAL

WHO WON AND WHEN

EDITORIALS at this time of the year usually look back on the previous twelve months with something of nostalgia for things now past.

We are no exception but our view is, we hope, more functional and welcome. During the season we have tried to give a more detailed record of the various meetings which have been staged because one of the nicer things about a club is to reminisce. Trouble is that we have never tried to record who won what, how it happened, the weather, etc. Two years ago at the Brooklands re-union one 'ancient' vividly recalled the time a 250 race had been won by a rider who actually stopped to take tea in a self imposed interval. What shall we recall 25 years from now?

So to sum up some of it, but by no means all, the best race winning speeds in tabulated form are published in this issue. We've added a weather summary, as well, since it can play such a vital role in the final outcome of a day's racing.

Having said that there are two more thoughts, both seasonal. The first is to send greetings from all motor cycle enthusiasts to a very great supporter of the sport, the Editor in Chief of Motor Cycle, Harry Louis who has been seriously ill this year. We wish him well in 1971. Lastly from us, The Editors, to you all a very happy festive occasion and enjoyable sport throughout 1971.

THE EDITORS

FINAL FLING

SNETTERTON in October. It's pot luck what happens, but with thoughts of the incredible situation for the first meeting when many people could not get through the snow, but we raced on a dry circuit, it was on the cards that our luck would hold. It did. Windy, but dry!

A depleted race programme caused by too many people deciding on the day to stay in bed, meant much change in the entry list.

The grid for the first race, a 350—1,000 event, had quite a line up—Cockram, Harvey, Nixon, Butler, Jonathan Vincent, Kanka et al. And quite a race it turned out to be. The mad evacuation of the start line saw Butler amongst those unable to strike the flint. First time round Harvey led Nixon followed by a great gaggle of riders. With only 7 laps and the pressure full on, the lead eventually sorted itself out into Harvey, Nixon, Vincent in third berth, Brian Lee on the 500 Honda, and Bob Peacock. The gap between the first pair and Vincent gradually opened to 200 yards then on lap 6 Nixon got his nose ahead of Harvey as they swept past Starter Vernon Wardall. Harvey, battled bravely but one lung of 500cc against three pots totalling 750cc is a bit one-sided. Nevertheless Nixon had to work to get past the sprightly lad from Kirby's stable and in so doing pulled off a new Club lap record of 91.87mph and a race speed of 88.41mph. Cockram, who has done so well at Brands seemed without the usual punch in the engine department and contented himself with 6th place.

Alan Dunscombe had an all-the-way lead in the 250. For a time Chris Revett kept his Ducati closeish to Dunscombe but finally fell back, and Dave Carvey (Greeves) had to give best to Ivan Norris who took second place on the fifth lap. Altogether a drawn out affair with the leading seven men separated by many yards of tarmac, so that Dunscombe took the flag with a six-second advantage.

Production men had race 3 on the programme. After the warm up of Race 1 this was the final fling for placings in the Shell Production machine championship. Unassailable though he was, Nixon meant to keep piling on the points, if only to reduce Jonathan Vincent's chance of collecting second place. Butler had won on October 10th but was third in the Championship, with 73 points to Vincent's 77. So the Boyer team had some hard work ahead.

Excitement came from the fall of the flag as Colin Hope spun his immaculate Suzuki Cobra; a quick check over by Scrutineer Ernie Woods and he was away. By then the leaders were round The Hairpin. First lap Butler was through, Nixon close behind then Vincent—a gap—then Jim Kanka, Peter McKinley, Pat Wyncoll, and Peter Darvill. Next time Darvill had swapped with Wyncoll, Frank Hodgson had moved up from 8th berth and Ken Buckmaster was dropping back. Mid field a frantic scrap was going on between the Bonneville's of Len Phelps and David Chambers, and David Cash's Commando. Cash managed to pull away and Len got a 1/5th second advantage over his other rival. Nixon meanwhile increased the gap over his team mate, and despite the wind which had grown stronger, took another lap record, albeit slower than in race 1. Butler likewise pulled ahead of Vincent and crossed the line almost six seconds ahead, secure in his second place in the Shell Championship.

But if Nixon felt happy, and he had every good reason too, surprises were still in store. Bill Henderson wheeled a 350 Yamaha to the line for the 350 event and joined battle with Jim Harvey (Kirby Metisse). With eyes on the leading pair way ahead of the field, the best excitement was the fight for third place which Bob Bentley snaffled after lying fifth. Harvey, for all his skill, could not match the acceleration of Henderson who had the lead by lap 2. By amateur timing he was circulating at a steady 1.48s, but the timekeepers knew better and gave him a 1.46.6 best lap, a speed for the race of 88.18mph and victory by 22.6 seconds.

Small wonder that eyes were on him for the final race of the day—a 175 to 1,000 affair. And true enough Henderson hammered past well up, then took Ken Huggett at Coram curve on lap 2. From then on has was a loner, incredibly building up a lead which eventually reached 29 seconds over Ken on the 500 Norton. The absence of some of the top scoring members made no difference to Henderson who pulled out a 1.46.4s to take the Club record in the 350 class.

Earlier the sidecars filled the grid and then some: twenty-five outfits. It turned out to be a triumphant walkover for Roger Edwards in his first year of membership. The immaculate white outfit which has done well throughout the season at Club races started in the lead and finished that way 23 seconds ahead of the next pair. Sparks came in the first part from the 680 GSM Weslake of Richard Bryan and Peter Pritchard, and the 650 Triumph outfit of Michael Cain and Miss Beverley Walker. To aid viewers all their place swapping occurred in front of the pits but later both outfits retired from the fray letting Mick Jones/Michael Neal to bring the 750 Norton sidecar into second place.

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AFTER THE CIRCUIT INSPECTIONS

Dennis Bates puts forward his ideas for track certificates

COULD you walk around any of Britain's circuits and recite the circuit facilities yard by yard? Do you know what types of surface exist? They are not by any means the same. Do you know if an urgent public announcement is required, which circuits have direct communication with the commentator? Do you know how many ambulances each circuit must have? Every organiser is expected to know. Every Clerk of the Course is expected to know. But it is one thing to think you are absolutely efficient and another thing to put your knowledge into practice. Yet racing has continually to improve its safety and much can be done without great expenditure of money.

Looked at in this light the recent joint circuit inspections undertaken by the ACU and RAC—the first, I believe, real co-operation on this subject ever to take place—underline the importance which all concerned with racing attach to improving safety.

For circuit inspection is not solely the condition of the racing surface, nor the amount of barriers which mark the track.

What people are trying to do is to set good standards to which every circuit can be raised, and to do this in the light of the needs of both motor cycling and motoring sport.

Whilst all this may be pretty good stuff, my experience of racing and the burden placed upon club officials and particularly the Clerk of the Course makes me believe that we should go further than mere agreement.

1970 saw the 'improvement' to Park Curve at Crystal Palace circuit by the addition of a line of sleepers marking the inside of the corner. They occurred because a car had gone into the lake. To my knowledge the ACU was not advised of this, nor, when it came down to actually executing the job, was anyone of authority present to ensure the 'improvement' was correctly aligned. Result was a dangerous construction for motor cyclists and a reduction in effective width of the racing line through the corner.

Thus any new Clerk of the Course, any new club organising racing may never know that an 'improvement' had (a) been made, nor (b) informed why and by whom. In fact the newcomer may never properly learn except by bitter experience, what constitutes good safety at a circuit. True the local track manager will, and does, in every circuit I know, aid clubs in everyway possible. Nevertheless, the authority granting certificate of acceptance neither inspects regularly nor publishes precisely what constitutes acceptance.

To my mind, therefore, the solution is to prepare and publish comprehensive circuit certificates of race-worthiness under the joint authority of the two motor sport organisations. Each certificate will be a specification showing the precise services available and the variations required as between bikes and cars. It would be a section by section diagram of the circuit showing the position and quantity of equipment, the central aids in the Clerk of the Course office, the methods of communication both internally and externally. For ambulances the location points, exit routes, times of journeys and re-positioning pattern. Exact flag points would be shown for these can and do vary as between cars and bikes and though many circuits are now equipped with specially built posts they are not always ideally located or sufficient for all needs.

But most important of all the certificate would be a safeguard for everyone. Neither the RAC nor the ACU could make changes without agreement by the other. Such changes would have to be announced so that un-wise decisions could be opposed. Competitors would know exactly under what terms racing would take place at any given circuit. Motor cycle clubs would know what special protection—such as straw bales, which are a danger to cars—they could expect. Everyone in every aspect of motoring sport would have a formula for each and every circuit in the

country. There would be no more moans and groans, no more un-announced subtle changes, no more unilateral decisions.

The result would be a wonderful manual of race circuit safety measures which would enable this aspect of racing to keep in step with the changing needs of the sport.

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THE FINAL TALLY

Results of the 1970 Shell Production Machine Championship

THE results are calculated on each riders ten best performances over the 1970 series of Club races and the appropriate race at Crystal Palace during the National meeting held there.

Our congratulations to all who took part and especially to Stan Shenton, Vic the mechanic, and David and Peter who formed the Boyer of Bromley team. Shell produced an exceptionally fine portrait of Dave in action painted in colours by Dexter Brown which was shown to everyone at the Annual Dinner.

Position	Name	Total Points	Award
1	D. J. Nixon	115	£100
2	P. A. Butler	82	£50
3	J. Vincent	80	£25
4	J. Kanka	37	£15
5	B. Walker	34	£10

Pos.	Name	Pts.	Pos.	Name	Pts.
6	P. A. Benjamin	32	=23	J. E. Blanchard	6
7	P. J. Hitchcox	31	=23	P. Darvill	6
8	P. Wyncoll	28	26	F. L. Lea	5
= 8	P. Vincent	28	=26	B. Bartlett	5
10	R. L. Knight	25	=26	F. Hodgson	5
11	R. Wittich	22	29	M. V. Warrington	4
12	P. McKinley	16	30	C. P. Wall	3
13	E. Wallace	15	=30	B. J. Wackett	3
14	G. Green	14	=30	D. E. Balcombe	3
=14	D. Cash	14	33	G. J. Sanders	2
16	T. E. Smith	13	=33	D. Hollyman	2
17	R. W. Baylie	8	=33	C. J. Hope	2
=17	L. Phelps	8	=33	P. Cooper	2
=17	H. Robertson	8	37	G. Spiller	1
20	R. Prior	7	=37	C. P. Thompsett	1
=20	J. J. Sewell	7	=37	W. Thomas	1
=20	K. Buckmaster	7	=37	D. Forrester	1
23	R. W. Judge	6			

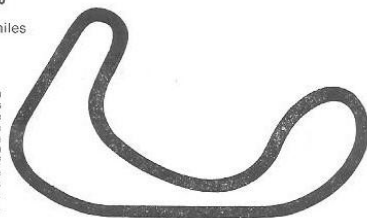
Club racing analysis

BRANDS HATCH CLASS WINNERS 1970

6 meetings. All races 10 laps — 12.50 miles

Circuit: 1.24 miles driven in clockwise direction. Surface: asphalt.

This analysis records the fastest races in each capacity class at the meetings held at Brands Hatch during the club season followed by the mean average of the results. Fastest race in each class is set in bold type. Fastest winner was John McKiernan on a 750 Triton who took exactly 10 minutes to win on 30 May. The heavy rain of 12 September shows a dramatic fall in race speeds. As we do not run a separate 500cc class the times and names are those of the 500cc rider making the best average speed of the day.



Class	25 Apr.	30 May	4 July	22 Aug.	12 Sept.	10 Oct.	mean speed winning
Weather:	rain/sun	sun	overcast	rain/sun/showers	dull/heavy rain	dull/fog	
125	65.61 Knight	67.80 Samways	66.99 Hill	65.63 Knight	60.54 Knight	68.30 Hill	65.81
250	68.64 Guy	68.13 Harrison	69.35 Jerome	60.77 Harrison	60.54 Couzens	68.47 Guy	65.98
350	71.06 Harvey	71.15 Read	72.05 Rodger	72.02 Head	59.84 Head	70.43 Mawer	69.42
500	72.79 Harvey	70.57 Tomlinson	73.85 Harvey	68.55 Castle	62.50 O'Brien	72.44 Harvey	70.11
1,000	73.08 Nixon	74.40 McKiernan	73.88 Nixon	71.75 Vincent J.	62.65 Stanford	72.26 Cockram	71.33
Prod.	73.08 Nixon	71.91 Benjamin	74.12 Nixon	66.73 Vincent P. F.	60.89 Nixon	73.54 Butler	70.04
Sidecar	66.53 Offen/ Dysart	68.57 Langridge/ Evans	68.32 Langridge/ Booth	67.41 Langridge/ Evans	58.54 Edwards/ Abbott	69.34* Edwards/ Abbott	66.45

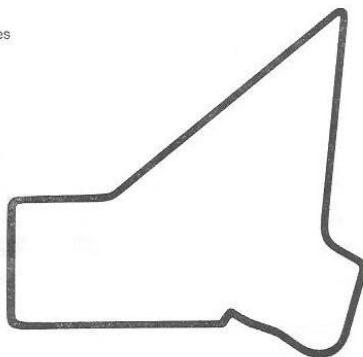
*reduced to 8 laps due to fog

SNETTERTON CLASS WINNERS 1970

5 meetings. All races 7 laps — 18.97 miles

Circuit: 2.71 miles driven in clockwise direction. Surface: fine cold asphalt.

This analysis like that for Brands Hatch records the fastest races in each capacity class, and 500cc riders are extracted from the overall entry to find the rider with the best average speed. There is one exception to this when Jim Harvey won the 1,000cc race on his 496 Kirby Metisse with a speed of 88.23 at the 12 July meeting with David Nixon (750 Boyer Triumph) as runner up. Nixon's second place average was not beaten so it enters this list. Nixon won every Production race here, and this class had a mean average in excess of all others. Snetterton was notable for the almost ideal racing conditions—and no rain—throughout our season. Unlike Brands the best performances almost all occurred in the last two meetings, four of them when a strong south-westerly was blowing. Notice, too, the very high average of Robinson's 125 win at the last meeting.



Class	8 March	29 March	12 July	27 Sept.	25 Oct.	mean winning speed
Weather:	Fine, cold	Fine, cold	sun	warm, dry	dry, strong winds	
125	70.79 Morris	72.81 Knight	72.27 Wermerling	77.35 Robinson	79.21 Robinson	74.48
250	76.96 Banks	81.55 Gilbert	79.21 Lewis	83.71 Roberts	79.80 Dunscombe	80.24
350	80.25 Dunscombe	82.16 Riley	84.67 Harvey	84.79 Bentley	88.18 Henderson	84.01
500	84.10 Harvey	83.08 Burgess	88.23 Harvey	83.83 Hussey	88.16 Harvey	85.48
1,000	84.17 Kenny	85.17 Kenny	87.00 Nixon	86.60 Cockram	87.41 Nixon	86.27
Prod.	85.62 Nixon	86.72 Nixon	87.92 Nixon	88.12 Nixon	89.34 Nixon	87.54
Sidecar	79.56 Davenport/ Booth	76.23 Davenport/ Booth	80.80 Langridge/ Evans	82.58 Davenport/ Morrell	78.90 Edwards/ Abbott	79.61

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IT'S NEXT SEASON ALREADY!

At least the regulations for the first race meeting in the Club's 1971 are now available and issued with this December magazine.

It may seem strange but we have always found race winners to be those gentlemen who read regulations. They will read these, and continue to win in 1971.

Here are some changes for next season:

500cc race

You 500 owners now have a whole race to yourselves. This either prevents you being beaten by bigger or smaller bikes, it also allows slower 650's not to be disgraced by an aged 'bigger-banger'.

125 class survives

It survives because the Bantam Racing Club has accepted our invitation to compete in this class. Awards will still be given to the first four 'Bemsee' members home, as the Bantam boys will enjoy separate awards. We forecast some interesting inter-club duels.

Entry fees up

If this sub-heading filled you with dismay, don't stop now but read on. You will have to pay a late entry fee of £1 on the day if you enter on the day. Reason is we have cancelled the old method of entry and now require you to comply with a closing date. For 7th March it is 17th February. This is the second reminder of this change. There will be one each month, so if you get caught out . . .!

Zippered and spurred

Some of the riding gear has become appalling. Broken zips, boots with holes (we even had one competitor with the sole away from the uppers who calmly submitted himself for scrutiny). You may like racing that way but somebody will get badly caught out, since the insurance company could refuse to pay out on injury if clothing is in poor condition. Get it put right this winter. Companies like D. Lewis will repair racing suit zips. Boot repairers will put new zips into boots (it costs about 5s. for the zip and around the same amount for the work). Not all repairers have the necessary machine but there is one in West Wickham, Kent, who does the job well, and quickly. Let Peter Lewis know and we'll pass on the name and address. Helmet leather straps can also be renewed at most cobblers.

Minimum tread depth fine £50

That's the penalty on the road. On the race circuit we shall warn you at scrutiny. Next we shall inspect you after practice as your number will be recorded. If you miss us, or we miss you the check point is the starting grid. If the Scrutineers depth gauge shows that practice has worn the tread away below the required depth, you're OUT. Reason: there is a grid full of chaps who want to race, not to be brought down by a skidding bald-tyred machine whose rider has no sense.
