



# Bemsee

THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB

Vol. 4. No. 9—October, 1951

ONE SHILLING



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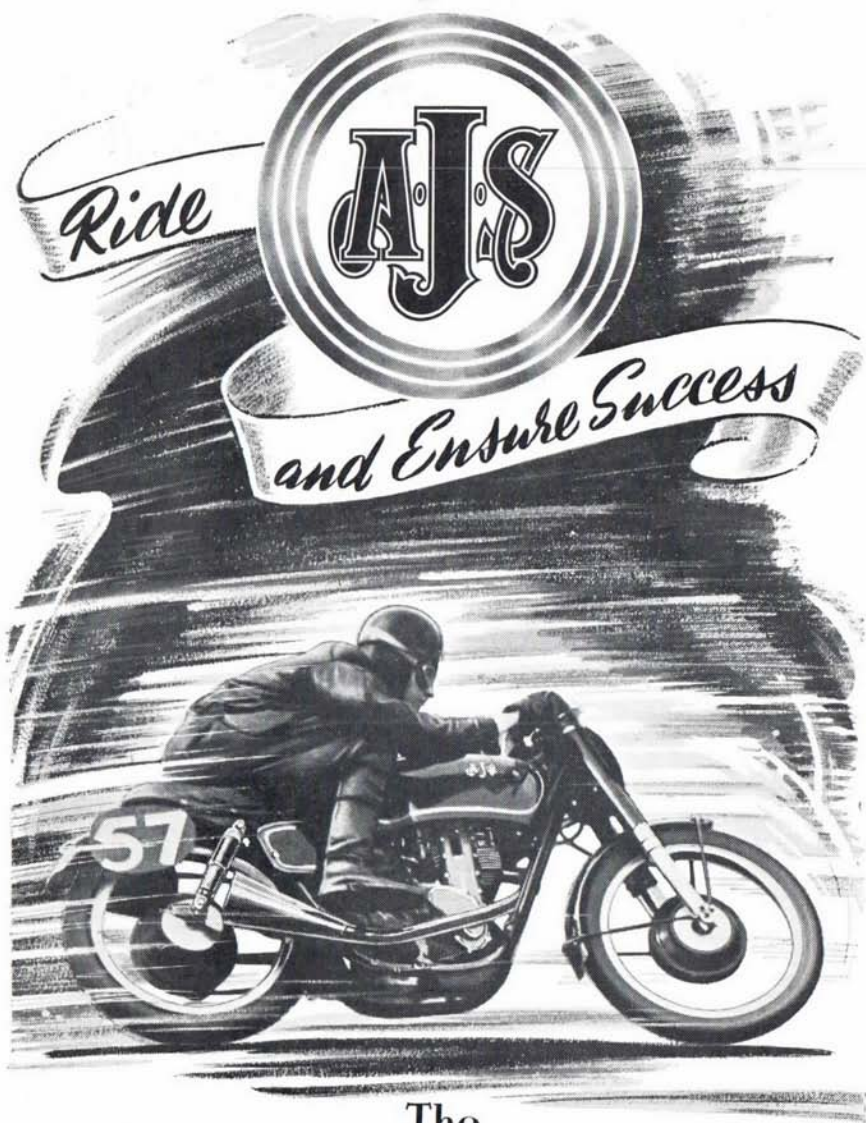
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# 1951 Bemsee

Vol. 4.

October

No. 9.



Journal of  
British Motor Cycle Racing Club Ltd.

THE BRITISH MOTOR CYCLE RACING CLUB

President: Sir A. Guinness, Bart.

Vice-Presidents:

Professor A. M. Low, D.Sc., A.C.G.I.,

E. C. E. Baraganath

Chairman: H. L. Daniell Vice-Chairman: N. B. Pope

Secretary: R. C. Walker, 50 High St., Brentford, Middx.

## Editorial

Further to the views expressed in these columns last month anent the pressing need for the Club to find a suitable track from which to operate next Season, and while up to the time of writing it has not been possible to locate anything that will offer definite possibilities, we are naturally working on the assumption that a suitable course will eventually be found. With this in view therefore you will no doubt be pleased to learn that application has been made to the A.C.U. for four dates on which to organise track race meetings in 1952 (see Committee news), three of these it is intended shall be held under National (open) permit and the fourth shall have International status. It will be seen therefore that, providing our application is granted in full, there is every possibility that our Club will attain even greater renown than ever before.

Let no-one however jump to the conclusion that if and when we are fortunate enough to obtain the lease on a circuit all our worries will be at an end, far from it, in fact it will only be then that the real Bemsee abilities will be put to the test and, I trust, proved beyond all doubt. So let us not become apathetical in any sense of the word, now or in the future, and commence to do our utmost now to enquire and/or look out for a suitable site in order that by the end of this year all our energies may be concentrated on matters more closely connected with the organisation problems of our meetings.

**Silverstone.** All is now set for the Hutchinson 100 which this year looks as though it will be one of the best of the long series of these events. Many of the country's leading riders will be taking part; in addition to the A.J.S. and Nortons works entries, such names as Les Graham (on a works M.V.), Fergus Anderson (Guzzi), and sidecar exponents Eric Oliver, Pip Harris and Cyril Smith will also appear in the programme, which should do much to make for an exceptional six hours first class racing. By the time you read this I shall already be at the track making the final preparations for October 5th and 6th, when I hope to find an odd moment or so to make the acquaintance of many members who will be competing.

I understand that at our Goodwood Meeting everyone set a good example of considerate and safe driving when arriving at or leaving the track, and I would therefore request one and all, competitors, officials and spectators alike to again emulate those same good manners and unobtrusive driving tactics next Saturday at Silverstone. By so doing you will not only bring credit to your Club, but also help to dispell the all too popular assumption among the lay public that motorcycles and motorcyclists are dangerous. In view of the unwelcome interest that is being taken in our activities at Government level these days, a large mass of motorcyclists leaving our Meeting in a proper and orderly manner, cannot fail but to help our cause in the long run.

The B.B.C. will be broadcasting the major event of the day, the 500cc. Invitation Race, where keen competition between Duke, Graham and Fergus Anderson should make things quite exciting, both to watch and listen to.

**The Track.** Not since years before the war have I viewed "The Track" from the railway, and it was therefore not without something of a shock that I beheld the sight that met my eyes when passing aboard the 'Esso Special' on my way to Fawley one day last month. Had it not been for the fact that I knew where to look, I am quite sure that I would have passed it by unnoticed so changed is the whole aspect. There can be little doubt that Vickers have utilised just about as much of the old concrete as they can in order to extend their factory and have left only the banking which itself presents a pathetic sight, with what appears to be small bushes springing up between the large cracks in the surface. Far off indeed are those happy and comparatively carefree pre-war days when one could listen to the hollow tune of a Brooklands "Can."



## Editor's Correspondence

From Peter Fernando in Colombo . . .

Our Championship Meeting has been fixed for Sunday 30th (Sept), at a dis-banded aerodrome at a place called Katun-ayake, where most of the surface is concrete. There are about four bad bends with no camber whatsoever, and fairly long straights; it is sure to be nice and fast.

The Road Race has been fixed for 28th October at the ancient hill Capital of Kandy, which I am sure you must have heard about. The folk there seem to be very keen that the Race is to be held there and are giving us all the assistance we need.

I only regret that it is to be held so late in the month, which is about the time the North-East Monsoon pays a visit. If it does the whole business will be a complete washout, as when it rains here it does not stop for months on end.

From (Capt.) Bert Newton in Germany . . .

I am tickled pink to be able to inform you that my wife and family are now safely installed in a house which was obtained "through the usual channels" here. Our new address, as permanent as any, is now:—

29. Reichskanzlerstrasse,  
Hochkamp,

Hamburg, BAOR 3.

Tele. No. 43 14 51 Ext. 3393.

So any of the chaps around this area are welcome at any time, and all the time. Unfortunately I haven't yet been able to get any "griff" on reasonable repair places, but I will in the near future, and send you a few names and addresses of "approved" repairers, agents, etc. to supply any of the blokes likely to be passing through, apart from any help which I can give.

By the way, heard anything of Doc Hadley lately? Haven't clapped eyes on him since the Malta Days.

(Can anyone answer this last paragraph? —Ed).

## New Members

Welcome to this month's new members, quite a few of whom will appear at Silverstone in racing leathers on the 6th October!

S. S. Hales (Liverpool)  
C. H. Hubbard (Stowmarket)  
J. H. Cooper (Heywood)  
A. Barnes (Oswestry)  
R. J. Harrison (Luton)  
L. J. French (London S.W.2.)

K. Dawes (Greenford)  
D. A. Tutty (Brigg, Lincs.)  
G. Bretherwick (Sutton Coldfield)  
A. Bennett (Coventry)  
D. E. Bennett (Birmingham)  
G. Davies (Liverpool)  
A. C. Peet (Liverpool)  
J. B. Whittingham (Coventry)  
G. P. Douglass (London, W.7.)  
W. A. Whitehead (Stapleford)  
Harold Hall (Liverpool)

# COMMITTEE NEWS

Meeting held 30th July, 1951. Present—H. L. Daniel (Chairman), W. G. Jarman, J. O. Roebuck, N. B. Pope, E. C. E. Baragwanath, A. H. Taylor, K. Rickard, D. J. H. Glover.

In attendance—the Secretary.

The minutes of the previous meeting having been circulated, were taken as read and signed as a correct record.

**Silverstone.** The secretary reported progress made at a meeting held in the R.A.C. on 14th August, which was attended by representatives of the Northants and Bucks Constabularies, the R.A.C. and British Legion Car Attendants Ltd., also in attendance was Mr. Baragwanath. The major business of this meeting was to make arrangements in connection with traffic control, parking and signposting for the Hutchinson 100 meeting on October 6th.

It was agreed that the programme layout should be similar to that of the 1950 Hutchinson programme, but in view of the greatly increased production costs, this should be priced at 1/3d.

The secretary stated that he had made arrangements with a farmer at Silverstone whereby competitors would be able to camp or park a caravan in a field adjacent to the Yellow Main Gate entrance of the track.

As a result of recent associations with the Avon India Rubber Co. Ltd., they had generously offered to provide a Challenge Trophy for one of the races in the Hutchinson programme at the discretion of the Committee. The offer was accepted with gratitude and it was decided to name it "The Avon Trophy" and present it to the winner of the 350cc. Invitation race in this year's event, the Avon Company had also agreed to provide the replica for retention by the winner. It was considered that owing to an oversight, the A.M.C. Trophy had been incorrectly stated as going to the winner of the 500cc. 5 lap scratch race, whereas it was originally intended for the winner of the 500cc. Invitation Race, and the necessary corrections should be made in the Final Instructions to competitors.

Mr. Taylor stated that he would be pleased to present an award to the winner of the 500cc. 5 lap scratch race, and it was agreed that this should be named the "500 Salver." Mr. K. Rickard submitted the design for a challenge trophy he was presenting to the Club for presentation each year at the Hutchinson 100 for the B.M.C.R.C. member who put up the best performance as a private owner, the win-

ner of which would receive a replica for retention. Mr. Baragwanath (thereupon proposed a vote of thanks to Mr. Taylor and Mr. Rickard for their generous donations which was heartily acclaimed.

An estimate received from Northants Medical authorities for personnel and ambulances amounting to approximately £50 was considered and the Secretary was instructed to proceed with these arrangements.

**1952 Dates.** The secretary reported that he had made application to the A.C.U. for the following dates in 1952 on which to organise track race meetings—26th April; 28th June; 19th July and 27th September. All these would be National Events except the June date which it was hoped would have International status. Formal approval was given to these applications.

**Tracks.** Despite the hopes that had been generally held anent further motorcycle meetings on the Goodwood Circuit, it was now certain that no such meetings would in fact be allowed during next season owing to the fact that an extra number of car meetings were being arranged. The secretary stated that he hoped to have more definite news of other circuits within the next few weeks.

**Shelsley Wash.** A total of 26 entries had been received for this Hill Climb to be held on the 22nd September. Of this number 17 were from the B.M.C.R.C. and 9 from clubs in the Midland. It was agreed that the Club Team should comprise R. L. Graham, George Brown and W. Ryan, with C. F. Salt as reserve.

**Adjournment.** At this stage the meeting was adjourned at 7.55 p.m. in order that the Extraordinary General Meeting of the Company might commence at the pre-arranged hour of 8 p.m. The Committee reassembled and continued the meeting at 8.45 p.m.

**New Members** were elected.

**Resignations.** One resignation was accepted from Mr. G. Morrison of Australia who had now given up active participation in the Sport. Two other resignations were put back pending receipt of further information.

**Unpaid Subscriptions.** The secretary reported that he had sent frequent reminders to a number of members regarding the fact that their subscriptions were overdue and those who had not troubled to reply had now been removed from the Mailing list. The secretary's action was approved.

**Financial Account.** This was presented and approved.

**Office.** Mr. Jarman reported that the premises he had in view would not be ready before next January. Mr. Roebuck stated he would endeavour to get in touch with someone who might be able to provide suitable accommodation.

**Temporary Assistance.** Resulting from greatly increased work in the office, the secretary reported that it would be necessary to secure the temporary services of a copy typist. It was agreed that the secretary should secure such extra assistance as he considered essential.

**Correspondence.** Mr. J. Surtees objected to the words "Invitation Race" as they appeared in the regulations for the Hutchinson 100 meeting, he considered that a driver should not be called upon to pay a fee to enter such a race after he had been invited to ride. It was agreed that this phrasing should receive further consideration when forming the next set of regulations, but at the same time the implication that only specially picked riders should compete, still remained.

**Date of next Meeting** was fixed for September 24th.

**Film Show.** Mr. Jarman reported that Mr. Denis Parkinson would be prepared

to give a film show at the end of Show week, provisional arrangements had already been made in co-operation with the Secretary for this to take place on Sunday, November 11th in the British Legion Hall, in Kingston Road, Merton. This action was approved it being agreed there should be a silver collection to defray the cost of hiring the hall etc. also that limited invitations should be sent to the British Sporting Sidecar Association; Sunbeam M.C.C. and the Vintage M.C.C. it being understood that our own members would have first priority in the event of the premises being filled.

**Honorary Member.** On a recommendation by the secretary, it was proposed by Mr. Baragwanath, (2) Mr. Roebuck that Mr. A. C. Wallace be made an honorary member of the Club until the end of 1952 in recognition of the great service he was rendering the Club by procuring the necessary trophies we required from time to time. The proposition was carried unanimously.

**Draw Tickets.** The possibilities of organising a successful draw during the Hutchinson 100 meeting was discussed, but was finally considered impracticable.

There being no further business the Chairman declared the meeting closed.

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## INSULAR VIEWPOINT

MICHAEL R. McGEAGH

What an anti-climax has set in here on the Island now that all the boys and the racing machinery have departed. The course is empty with only the tell tale 'black line' on the roads and a scattering of litter at the popular vantage points to indicate the battles that have been fought out during the past fortnight.

My weather forecast, was, I fear all too correct and the mist which hung so persistently over the mountains was of a variety which only the Island could produce.

Ross Porter of Spalding Lines, stabled with me here in Ramsey, and it was lucky that his 7R ran trouble free, for it took the two of us all day and every day to keep my K.T.T. Velocette running after a 'disintegration of movable parts' at the 13th Milestone during practice. Even so, 'The Beast' finally defeated all out efforts to get it to the starting line for the Senior. With Editorial permission, I would like to ask any members with spares or a com-

plete engine (Mk. VIII KTT Velo), for disposal to drop me a line.

I have never before witnessed so much chain trouble. Primary chains, even with adequate lubrication, were breaking, stretching or hanging in fantastic loops around the cogs, and all these contortions will add considerable weight to the arguments in favour of enclosed chain drive or shaft drive. Chain wear being normally attributed to poor gear changes may still have something to do with the case, for the mist bound mountain sections brought many off the megga and unexpected corners suddenly looming up called for a lower cog, and rapidly too!

I was particularly impressed by Australian Keith Campbells riding, for like his countrymen who have ridden here before him, he appears to be another "natural" with the gift of learning the difficult course well in a short time. Better luck next time Keith!

(continued on page 17)



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## BOOK THIS DATE NOW!!!

The Annual Dinner and Dance, with Prize Giving will take place this year at Lyons Coventry Street Corner House, London W.1. (just off Picadilly Circus) on Friday 7th December. Reception will be at 7 p.m. and the Dinner at 7-30 p.m., not too early for the "workers."

The service is magnificent in this great hall, and there will be ample leaning space on the bar in the same room as the dancing.

Except for the head table you will sit with your own party, so bring all your friends along, order the tickets now, and you will be sure of a good night out together.

**Don't forget**—you **MUST GIVE THE NAMES** of each person so that the tables can be organised properly. Send the attached form now, with your remittance and make it a date for the 7th December.

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### ANNUAL DINNER DANCE AND PRIZE DISTRIBUTION December 7th 1951 at Lyons Coventry Street Corner House, W.1.

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50 High Street, Brentford, Middx.

Please send the following tickets—

..... singles at 21/- each. Names.....

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..... Amount.....

..... doubles at 38/- each. Names.....

.....

..... Amount.....

Total enclosed: \_\_\_\_\_

Membership No: .....

Name (block letters) .....

Signature (block letters) .....

Address .....

.....

(Cheques, Postal orders etc. to be made payable to B.M.C.R.C. Ltd.)



# Marshal's Musings

A member has gone to the trouble of writing to me about the "Marshal Plan" in relation to Silverstone where the Administration is by no means straightforward. He suggests that the Senior Marshals should be indicated in the magazine which is issued prior to the Meeting, so here goes—

Track Approach Road—Messrs. Mills & Amos.

Track Crossing—Eric Headham.

Track Gates—"Steve" Stevenson & Co.

Track Bridge—Charles Milner & Co.  
Paddock & Pitts—Bill Huxley, Trevor Smith & Co.

Members Enclosure—Ted Hopgood & Members.

Course (Circuit) Marshals—Messrs. Walker & Tisdall. (very important Fellows).

Flag & Phone points—Les Baker & Co.  
Solo (Mobile) Marshals—Angus Herbert and Don McBain.

Sidecars (Towing in)—Joe Wright & Co.

Course Cars—E. (Cabby) Cooper & E. N. Frost.

Lap Recorders, Spotters, etc.—Lionel Cheeswright & Co.

Public Address—The Two Leslies and Tony Curtis.

Medical Officers—Drs. Gowland Hopkins and Gordon Hadfield.

★ ★ ★

All the other gallant people are as per Rules and Regs, also Programmes which are well looked after by the "TWO TYPES" (Messrs Roebuck & Cobbold) and their team of ladies and gentlemen, without whom the Meeting would be quite impossible. So many people are involved in a big affair like Silverstone that it is difficult to thank them all individually. Rest assured there would be no racing without you all on the job and the men on the fast machines are the most appreciative of what goes on. The 1951 racing man demands and gets first class support from the B.M.C.R.C. who confine their interest to one thing only, i.e. real motorcycle racing on road or track. Before changing the subject, let me remind you to bring your waterproof clothes, etc, prepare for the worst and hope for the best. Whatever the weather, it cannot be worse than 1950, which was about the wettest "Hutch" than most of us can remember.

In another section of this issue you will find details of a Film Show which is being given by that Northern Speedman, Denis Parkinson from Wakefield. He will be in town for the Motor Cycle Show, and has kindly offered to put on two hours entertainment for us. The British Legion Hall—at Kingston Road, Merton, Nr. South Wimbledon, has been booked for Sunday the 11th November, 7-30 p.m. and admission will be by ticket only. Two tickets per member on request to the Secretary. No charge will be made for the tickets but applicants should send a stamped addressed envelope. The Show will include the T.T. and various other north country speed events. The number of seats is very definitely limited and standing is not permitted. Liquid refreshment will be available during the interval at moderate prices. More details will be available after the "Hutch."

★ ★ ★

All the Marshals join in offering their hearty congratulations to the "Duke of Bemsee" who has now taken himself into the sidecar class after making sure of the Junior and Senior Solo classes.

"DOPPELWELTMEISTER" is what the Germans call him. We all look forward to seeing him at Silverstone together with his team mates and "PRO-JOE" who now possesses so many feathers in his hats that even the storks make mistakes. Now we know why our Chairman nearly went to sleep on a "Featherbed." But that was some time ago.

★ ★ ★

Don't forget to wear your "Crossed Jacks" at Silverstone and the Earls Court show. With this emblem in your lapel such trifles as surnames don't matter. The badge is your introduction. Members of this outfit can be genuinely proud of their club and what it has done, is doing and will continue to do for the sport on two or three wheels. If you have not yet put the 1951 date bar in place, please do so at once for obvious reasons. Did you say you have lost it? Never mind, you can always produce your Membership Card.

Another secret is out! Dudley Ward is conducting serious experiments with a 596 D.K. job in a 250 frame with spring heel. "SNOOKY" reports that she runs like a Bird on Barley Wine. So now we know why the Octane figures are always quoted by the Winning Horse-Power types who are not very interested in TWINS or QUADS.

Did you see the letter from Liverpool in one of the books recently? Mr. Lambert of Horsmans' went to the trouble of gathering some figures from M.O.T. statistics regarding accounts. In 1939 the casualty rate was **one to thirteen** motorcyclists. In 1950 the rate was **one to sixty-two** motorcyclists. If therefore you see or hear any rude remarks, quote these official facts. Tell your M.P.! Tell your daily newspaper! It's not much use preaching to the converted. Readers of this magazine and the technical journals are already converted. Quite a lot of you belong to local Clubs as well as the B.M.C.R.C. so use your influence and get the local lads organised to repudiate any attacks on us. Above all set a good example at all times modelled on the New Zealand method (see last month's issue).

See you all at Silverstone. King Sol may play one of his little jokes and provide

a Turkish Bath instead of the usual kind of soft water. Last year quite a lot of people did not come prepared. You have been warned to keep dry this time, externally any way.

Before concluding, I should mention the points of rendezvous in the Silverstone area so that you can get together on the Friday or Saturday evenings—  
Brackley—The Sun or The Crown.  
Buckingham—The White Hart.  
Towcester—Saracen's Head.

You will be sure to meet some of the "Bemsee Brigade" at the above places of interest. All of these Hostelrys are within easy reach of one another, so if you feel like a short tour of them all, you can easily do it and be in bed by 11 p.m. The alternative is to stay up all night and go to sleep at the Track. Any Marshal who does this will never do it again because it generates such a horrible taste and shocking speech Here's to SILVERSTONE!

Inspector A. Tisdall is in a Nursing Home under observation for internal bothers. It is hoped our Senior Course Marshal will soon be back in circulation. Chin up Tizzie!

W. G. BILL JARMAN.

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## "MINNIE GRENFELL MEMORIAL TROPHY"

Points are awarded 5 for a win, 4 for second, 3 for third, 3 for fourth place in a race, 1 for a start, with a maximum allowance of two races per meeting, the best two scores being taken into account. This season the events to count are "Motor Cycling's" Goodwood Saturday, 14th April, Tourist Trophy Races, June, 1951, Manx Grand Prix, September, 1951, and Hutchinson Hundred, 6th October. Columns signify Goodwood, T.T., and total.

G. E. Duke	10	10	20	R. E. Geeson	1	1	2	J. B. Gunn	0	1	1
W. Doran	5	5	10	R. L. Graham	0	2	2	C. Hale	1	0	1
M. S. Featherstone				C. G. Griffiths	2	0	2	P. V. Harris	1	0	1
	5	4	9	W. Hall	0	2	2	F. Hayward	1	0	1
J. Locker	4	5	9	E. V. C. Hardy	0	2	2	A. V. Highbourne	1	0	1
L. A. Dear	6	2	8	R.E.D.Harrison	0	2	2	W. A. Hemsley	1	0	1
W. A. C. McCandless				O. P. Hartree	2	0	2	J. A. Hogan	1	0	1
	0	8	8	C.K.W.Harwood	0	2	2	W. Howard	0	1	1
C. C. Sandford	7	1	8	F. P. Heath	2	0	2	G. S. Hubbard	1	0	1
Geo. Brown	6	1	7	D. A. Hovenden	2	0	2	W. J. Jenness	1	0	1
M. Cann	6	1	7	J. M. Humberstone				W. G. Job	0	1	1
R H Dale	6	1	7		2	0	2	F. W. Johnson	1	0	1
J. P. E. Hodgkin	5	2	7	M. O. Klein	0	2	2	G. N. Jones	1	0	1
K. R. V. James	5	1	6	M. V. Lockwood	0	2	2	A. C. Keeble	1	0	1
R H Pike	4	2	6	G. Lund	1	1	2	O. Kevelos	1	0	1
M.C.Tomkinson	6	0	6	W. J. Maddrick	0	2	2	N. J. Lake	1	0	1
W. Boddie	5	0	5	G. Monty	2	0	2	J. R. G. Lanyon	1	0	1
D. E. Sheppard	4	1	5	S. Murray	2	0	2	D. Langton	1	0	1
R. H. Sherry	5	0	5	R.D.McConnell	0	2	2	A. J. Liddiard	1	0	1
L. B. Wicksteed	1	4	5	W.J.Netherwood	2	0	2	J. Mather	1	0	1
R. A. Beecroft	4	0	4	G. Newman	0	2	2	P. R. W. Mayo	1	0	1
E. A. Barrett	2	2	4	M. P. O'Rourke	2	0	2	G. T. Miller	1	0	1
D. E. Bennett	4	0	4	C. W. Petch	0	2	2	I. R. Muir	1	0	1
G. N. Ewer	4	0	4	H. C. Phillips	2	0	2	A. B. Mullee	0	1	1
F. W. Fry	2	2	4	J. Rampley	2	0	2	H. B. Myers	0	1	1
W. G. Hutt	0	4	4	B. W. T. Rood	2	0	2	J. C. McQuibbin	1	0	1
D. G. Lashmar	2	2	4	O. S. Scott	0	2	2	M. R. McGeagh	0	1	1
R. McDonald	2	2	4	C. E. Staley	1	1	2	W. McVeigh	0	1	1
A. L. Parry	2	2	4	J. A. Thomson	1	1	2	H. Neal	0	1	1
E. Proctor	2	2	4	M. F. Walker	0	2	2	H. A. Pearce	1	0	1
C. A. Stevens	2	2	4	A. F. Wheeler	0	2	2	D. Perry	1	0	1
R. Touche	4	0	4	H. L. Williams	2	0	2	R. Pratt	0	1	1
D. N. Bradshaw	0	3	3	N. V. Young	2	0	2	F. Purslow	0	1	1
E. Braine	2	1	3	J. Boulter	0	1	1	C. H. Rhodes	1	0	1
J. Beeton	3	0	3	R. G. Bethell	1	0	1	D. A. Riley	1	0	1
E. F. Cope	1	2	3	E. H. C. Baker	0	1	1	W. Ryan	1	0	1
W. Evans	1	2	3	Allan Brown	1	0	1	P. J. Simpson	1	0	1
A. W. Jones	1	2	3	A. D. Brown	1	0	1	J. Skerritt	1	0	1
J. L. Kendall	2	1	3	A. D. Bassett	1	0	1	I. I. Sparrow	0	1	1
B. E. Keys	2	1	3	H. Brown	0	1	1	F. A. Spencer	1	0	1
R. H. King	2	1	3	A. L. Barrow	1	0	1	H. L. Stephen	1	0	1
S. Lawton	1	2	3	B. Carter	0	1	1	P. W. S. Stock	1	0	1
E. Pantin	2	1	3	P. H. Carter	0	1	1	J. A. Storr	1	0	1
H. B. Ranson	1	2	3	J. F. Chapman	0	1	1	J. Surtees Jr.	1	0	1
C. F. Salt	1	2	3	J. R. Clark	0	1	1	J. Surtees Sr.	1	0	1
Cyril Smith	3	0	3	D. G. A. Clarke	1	0	1	A. H. Taylor	1	0	1
R. F. Austin	1	1	2	F.H.Desborough	1	0	1	L. W. Taylor	1	0	1
H. T. Bostock	2	0	2	A.Dudley-Ward	1	0	1	T. F. Tindle	0	1	1
S. T. Barnett	0	2	2	M. H. Eagle	1	0	1	A. C. T. Turk	0	1	1
L. J. Bayliss	0	2	2	H. A. R. Earle	1	0	1	E. R. Ward	0	1	1
D. G. Chapman	1	1	2	D. K. Farrant	0	1	1	W. N. Webb	0	1	1
S. Cooper (550)	2	0	2	L.F.M.Fenning	0	1	1	A.F.Winstanley	1	0	1
S.Cooper (1086)	2	0	2	F. Fletcher	1	0	1	R. H. Woodham	1	0	1
C. W. Davis	2	0	2	W. R. Fletcher	1	0	1	E. A. Woods	1	0	1
A. S. English	0	2	2	R. Foster-Pegg	1	0	1	A. H. Wynes	1	0	1
A. A. Fen	0	2	2	L. J. French	0	1	1	D. C. Young	1	0	1
J. W. C. Fisher	0	2	2								

# Some AVON 1st's in 1951

APRIL—B.M.C.R.C. GOODWOOD  
1st 350 c.c. and 500 c.c.—NORTON  
1st 400-1,000 c.c.—VINCENT

APRIL—SPANISH GRAND PRIX  
1st—Sidecar event—NORTON

MAY—NORTH WEST "200"  
1st 350 c.c. and 500 c.c.—NORTON

JUNE—T.T. RACES, I.O.M.  
1st Junior T.T.—NORTON  
1st Senior T.T.—NORTON

JULY—BELGIAN GRAND PRIX  
1st 350 c.c., 500 c.c. and  
Sidecar classes—NORTON

JULY—DUTCH T.T.  
1st 500 c.c.—NORTON

JULY—FRENCH GRAND PRIX  
1st 350 c.c. and Sidecar classes—NORTON

all on

# AVON

to-day's

  
leading  
tyre

# RACING NEWS

"JIMMY"

Although there was little doubt about the final placing, there is many a slip . . . but now we know for certain that Geoff Duke is double world champion, 350cc. and 500 c.c., and Eric Oliver the Sidecar Champion, and the club offers their congratulations to the many that have already been heaped on the heads of these two members.

Monza, the last great Classic of the year is over, and the "Circus" will soon be wending it's way home, to spend the winter in preparation for the next season, and factory teams will sigh for a rest during the winter, and will think regretfully of their armchair and the roaring fire at home when they are lecturing at local clubs or attending dinners and film shows, as becomes such exalted positions.

The best the British Riders could do was Cromie McCandless in fourth place, riding his Mondial in the 125 race, and Tommy Wood on a Guzzi in the 250cc., but in the 350 event once more we came into our own, both club and country, and even the foreign riders, except the German, were mounted on British machines. Geoff Duke and Ken Kavanagh gave the crowd their moneys worth, taking turn and turn about with first place, Nortons dicing for the first three places, then a bunch of AJS next, changing places often enough to make the watchers dizzy! However, on the last lap Geoff went into first place, with Ken taking second and Jack Brett for Nortons third. The Aiays were Bill Doran forth—well done Bill, tying with Armstrong, and Ron Coleman, one of our Colonial members, next, Les Graham, Humphrey Ranson and Ray Amm are also to be highly commended on their stupendous efforts.

We took a beating, strange to say, in the 500 event, with Gileras taking the first three places, Geoff fourth and Bill Doran sixth, Johnny Lockett and Ray Amm completing their laps and keeping the crossed jacks flying.

Pip Harris had a go in the Italian G.P., with brother John as passenger, keeping Eric Oliver company. Eric came in second behind Milani on his Gilera. Pip

completed fifteen laps, well done—it is good to see another British rider, especially a private entry, on the continental list.

The terrific enthusiasm with which the Germans are making their return to international motorcycle sport was shown in their attendance at Solitude last month, 500,000 spectators! Oh for that number less one of the noughts at Silverstone, and the club would really be on it's feet.

From the press pictures one gets the idea of the freedom and enthusiasm that surrounds a continental meeting, where the spectators crowd to the edge of the narrow course on the exciting bends, or perch themselves in trees for a better view of the leading man.

Racing on what is almost a miniature T.T. course, with it's "Mountain" and "Gooseneck" showed some new speeds and the usual disasters—the most comical being the collapse of the Grandstand opposite the finishing line when excitement had reached fever pitch!

With the Ultra and Lightweight classes Britain was beaten without a try, but Roland Pike took fifth place in the latter and kept the country's and Bemsee's flag flying.

The sidecar entry at Solitude could not cap ours for Silverstone, 17 entries including Eric Oliver on his 596 Norton-Watsonian, and after a hard scrap for his place Eric took the lead, winning at 70.85 mph. The 500cc. sidecar race meant a lot to Eric Oliver and Kraus, after their dead-heat at Hockenheim, and Oliver pulled ahead immediately the flag went down. Bad luck was with him though, the third lap his sidecar wheel left the outfit, and left Kraus an easy winner.

The Norton boys were up in front in the 350 race, members Geoff Duke and Johnny Lockett taking first and second, and Geoff with Ken Kavanagh in the 500cc. race. Well done!

Next ride for the lads will be Scarborough, all over by the time you read this, and with our members there and at Shelsley Walsh the same week-end we

shall be well represented in the North and Midlands.

On closing date of the Hutch entries there were important goings on at Boreham, in the last meeting of the season there. The weather looked fine, and the first two events, heats of the 350 scratch race, were run off in ideal conditions. The second heat was the fastest race of the day, the rain reducing the speeds later in the meeting, in which Mick O'Rourke, riding a 350 Ajay, won at an average of just over 80 mph. Mick went into the final to win, again putting C. A. Stevens in second place, with John Surtees third. Every other rider on the list of positions, the first thirteen finalists are Bemsee members, Tucker, Givons, Fry, Monty, Ward, Lockwood, Rood, Sheppard, Scott and Humberstone in that order. Almost like a "closed to Bemsee" meeting!

In the 250cc. scratch race Maurice Cann rode with all his usual skill, his negotiation of the difficult corners being a treat to watch. He won brilliantly from Bob Geeson at 76.35 mph, with Dennis Lashmar third on his 250 L.E.I.F.

The Sidecar Scratch Race (last time I went to Boreham I slipped up here, much to the disgust of Bill Boddice!) was run in the dry, although clouds were building up over the trees to the west, and a chilly wind nipped across the runways. Cyril Smith led the field at 72.30 mph, with Jack Surtees second and Bill third. "Tich" Johnson on his 998 Vincent took fifth place.

The big race of the day was the Chelmsford 100, won by young John Surtees, who by his brilliant riding this season looks like proving a menace to many of the star men in the future. The rain began during this race, and Johns handling of his machine on the slippery corners would have done credit to a veteran. Most unlucky man on the course was Harry Bostock, with his fast Triumph. At first he held his own against all-comers in the first place, but after several laps he seemed to have dropped back, and through the depressing greyness of the rain he eventually disappeared, having come off in the 12th lap. Very bad luck, as undoubtedly this was the fastest machine on show.

The full list of sidecars did not turn out for the Sidecar Handicap eight lap event. The rain had dumped the enthu-

siasm of many spectators and riders alike, and through a thick mist of wet flung up from the track Cyril Smith rode supremely, with the co-operation of passenger Bob Clements. The corners were very exciting from the spectators point of view, as the three-wheelers slithered round and righted themselves again, to open up for the straight. Jack Surtees the Boreham crowds favourite, certainly gave them their moneys worth. The event was won by Cyril Smith, with Jack Beeton second and Bill Boddice fourth.

The last event of the day, an invitation Scratch race for all classes 251-1000cc. was played to a fast dwindling audience, and even some of the riders seemed to have decided to call it a day and make their way home. Member Fordham had some bad luck on, I think almost the last lap, when he skidded and came off by the paddock. He was taken off in the ambulance, but apparently all was well, and the hospital released him suffering just with a bang on the head!

Winner of the race was J. P. E. Hodgkin, who is doing extremely well this season, at a speed of 70.25 mph, on his 998 Vincent. Phil Webb (499 J.A.B.S.) took second place, not far behind, P. H. Carter third, Harry Bostock fourth and Ernie Proctor sixth.

And so, in deepening gloom, after some good racing, bedraggled bodies left the Boreham Circuit. How many were "lost at sea" I do not know, but I had to stop and empty the water from my boots twice, before they overflowed into the carburettor, on the way home!

Heroes of the day of course were the marshals, who regardless of the weather had to stand by their posts, no doubt set up by the excellent packed lunch box that was provided free to every marshal, surely an encouragement to the non-racing man to work for his club in an all out effort. What do they say about the way to the heart being through the stomach?

Let us all pray that the Hutch has more success with the weather man. A very good entry has been received, and this should prove to be the best ever motorcycle race meeting held at the Silverstone Circuit. With such riders as Geoff Duke, Jack Brett and Ray Amm (Nortons), Bill Doran and Robin Sherry (A.J.S.)

Les Graham with the M.V., Fergus Anderson with the works Guzzi, not to mention the Island favourites with their top-line production racers or home-made feats of engineering we should be in for a good day's sport.

The "tiddler" event has received good support, considering it is our first attempt at a race for this class, there being twenty-five entries, including a 125cc. M.V., the Hogan B.S.A's and the E.M.C. which was recently given a write-up in the Technical Press, ridden by Trevor Bridges.

Sidecars seemed to be very slow coming in, but a grand total of seventeen was the final count, including all our old favourites and Eric Oliver with his Norton and Italian passenger Lorenzo Dobbelli. There should be two sidecar only events well worth watching, not to mention the "mixed" event.

The Invitation Races have been filled with the stars of today and tomorrow, there are some good cash prizes and some excellent "pots" to be given away, so we look forward to making the 1951 Hutch the best the club has ever known.

The results of the Manx came to hand to be added to the results already given just before going to press. There is little in the technical press as there was no member of the committee in the Island for the racing. Repeated letters to several chosen members brought forth no reply, when we asked their assistance in putting up Bemsee teams for the Junior and Senior, so it is not known whether there were

any teams, let alone whether we won at all! Perhaps someone has some news on the subject?

Congratulations to Ron Sherry on his win in the Junior, which gives him the honour of riding in the A.J.S. team at Silverstone on the 6th, in Company with Bill Doran and New Zealander Rod Coleman (both members of Bemsee). Island member Don Crossley, well known to all regular "trippers" had second place, with members Cyril Julian fourth and W. J. Netherwood sixth.

We are very proud of one of our newest members Dave Bennett, for taking first place in the Senior event on a Norton. Once more Don followed him home and Bemsee took fourth place with Robin Sherry 9th Harry Pearce, 10th Cyril Julian, 12th F. Norris and 14th John Storr (L. W. Taylor's passenger and winner of the Colin Whorwood and Anonymous award at Goodwood this year), 15th H. J. Kemp.

One particularly unfortunate member, who was not even competing in the Manx (having an eye on the Clubmans again next year) was Dace Bradshaw who had an argument with a taxi on Bradden Bridge and put himself in Nobels Hospital before the racing had even started!

David will be there for several months, and finds it rather tedious so any members who care to drop him a line, and some reading matter, will prove good friends, and will confirm the idea that Bemsee is "one big happy family."

## ARCHERS

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# OPERATION ESSO

Much has been said of late in the newspapers and on the radio regarding the new Esso Refinery at Fawley, which was officially opened by the Prime Minister on September 14th, and as this occasion might well be looked on as one of National importance, or at any rate of great interest to users of internal combustion engines, I feel the opening ceremony of this huge refinery should not be allowed to pass unnoticed by Bemsee.

For me the day commenced as a specially chartered train pulled out of Waterloo, dead on time at 8-40 a.m. So quick did the time pass however, it appeared that no sooner had breakfast been dispensed with than we were drawing into Brockenhurst, where we transferred into one of a very large fleet of motor coaches that transported the entire train-load of some 1,200 guests to Fawley, 10 miles away. Congestion on the roads was not noticeable until we were within a mile of the Refinery, when our speed was reduced to less than walking pace, even this had apparently been allowed for and, so perfect was the whole organisation, that the pre-arranged schedule was still maintained on arrival at our destination, where incidentally we mingled with another party of similar size that had travelled from London by a second "Esso Special" to Fawley.

Almost in the centre of this "Wellsian" like city (to quote the words of the Southern Daily Echo)—with its silver painted towers and spires gleaming in the sun of this perfect Autumn day—speeches were made by the Chairman of The Esso Petroleum Co., the Standard Oil Company of New Jersey and the Rt. Hon. C. R. Attlee, all of which I thought most suited to this triumphant conclusion of 2½ years work and Anglo-American co-operation. If however the scene was reminiscent of one depicted by H. G. Wells, the strong petroleum fumes that accompanied this ceremony were most definitely 20th Century.

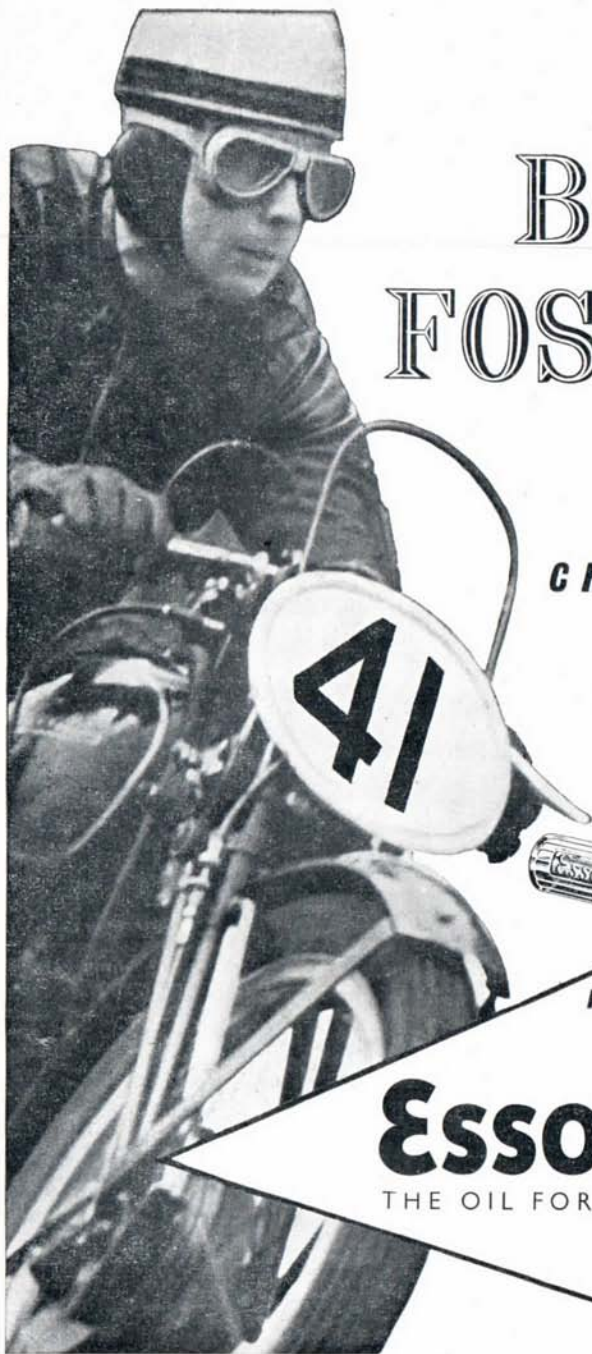
After the unveiling of the Commemorative Plaque, a masterpiece of silver engraving giving a general view of the whole of the Refinery, and inlaid in marble from the island of Tinos in the Aegean sea, we adjourned for the reception into the massive marquees, four or five of which had been coupled together in order to seat every guest in one 'building.'

The lunch itself was surely the biggest and without doubt the most lavish affair ever put on outdoors under canvas, as in addition to the 2,000 odd guests, there were also some 3,000 employees and refinery workers being entertained and fed, still under canvas, in another section of the grounds, I have heard it stated on good authority that approximately 5,400 persons in all attended this party. The flowers which decorated each table must alone have run into many hundreds of pounds, but this was an infinitesimal part of the total outlay for this day's proceedings.

After lunch we again boarded the coaches for a tour of the refinery, complete with guide who described various points of outstanding interest. For anyone interested in the technicalities of petrol production and processing however, this tour was perforce all too short and brief. The plant which is the largest single refinery project in Europe, and covers no less than 450 acres and cost 37½ million pounds to build, will produce 6,000,000 tons of petroleum products each year varying from heavy asphalt to high octane aviation spirit. Included in this figure is a maximum output of a million gallons of high grade motor fuel per day. When finally completed, this one refinery will produce nearly ⅓rd of the total estimated petroleum needs of the whole country.

On approaching the site one is impressed by the view of the tall towers of the Crude Units, Debutanizer and Catalytic Cracker Plant and 250ft. chimneys that carry away flue gasses and other obnoxious fumes. To understand fully the workings of and reasons for all this equipment, it would be necessary to spend weeks in the refinery accompanied by a skilled technician, but very briefly the crude oil is passed through a great number of stages from the time it leaves the oil well or tanker and the time when it reaches our tanks fully refined. At Fawley the crude oil is discharged from the tankers at the newly built 3,000 ft. long jetty on Southampton Water which will accommodate four 26,000 ton tankers, into storage tankers each of which have a capacity for 5½ million gallons. The oil is then pumped along pipe lines up a 5,000 ft. long caseway into Heat Exchangers which warm the oil to some 800 deg. when it is in a suitable condition to





# Bob FOSTER

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enter the Crude Unit where, in contact with a steam process it is broken down and its various constituent commodities such as petrol, lubricating oil, kerosene and gas are separated. The petrol extract goes into what is known as a "Sweetener" where harmful acids are drawn off. Perhaps the most important of all this equipment is the Catalytic Cracker, the first to be erected in the United Kingdom or Europe, which accept the heavy distillate oil produced by the Crude Unit, large amounts of which are not required in that particular state, and with the aid of a substance known as 'catalyst,' transforms this product into petrol, the quality of which can be controlled. Petrol from the 'Cat Cracker' differs considerably from that produced by normal distillation in the Crude Unit in as much that it contains an unduly high proportion of Butane. Fuel from this source is therefore put through a Debutanizer before being passed to the Sweetener for final refining as already mentioned. The final process before the now refined spirit enters the storage tanks is to add a small proportion of lead compound and butane, the latter is understood to assist easy starting.

It will be recalled that one of the products issuing from the Crude Unit was Kerosene and this is put through the Ed-eliance Plant for processing into jet fuel. From the storage tanks run the pipe lines back to the jetty, where the majority of the refined products are taken away by tanker again.

This plant was designed by American technicians, but built by British craftsmen, who brought it to its present stage of completion four months ahead of schedule. A certain amount of specialised equipment had to be shipped from the States, the largest single piece being the 113ft. Debutanising Tower which weighs 115 tons, which was hauled into position by two of the largest derricks in the world. Another interesting point is that when the final building stage has been completed sometime in 1953, there will be a sulphur recovery plant the output of which is expected to be in the region of 12,000 tons per year. All told this vast refinery may be expected to save dollar expenditure to the tune of 2,000,000 per week. Finally in order that the site shall not be considered a blot on the landscape, arrangements are in hand to plant 5,000 new trees which should do much towards blending the place in with the Southern extremities of the New Forest on which it stands.

All too quickly did the time come to return homeward, but right to the very last was this masterpiece of organisation and timekeeping maintained, as no sooner did we set foot on Brockenhurst Station, than in came the "Esso Special" to transport the party back to Waterloo, where we arrived to the minute.

On reflection this was a most memorable occasion and I am indebted to the Esso Petroleum Co. for including B.M.C.R.C. in with their 2,000 odd other guests.

## Modern Motorcycles

Once the Hutch is over Christmas will soon be with us, and no doubt many a father is having trouble with the youngster who is not quite old enough for a road machine and is very anxious to get into the sport of sports.

Buy him a copy of this book (price 8/6 published by Temple Press Ltd.), he will not know whether to take up racing, scrambles, trials or just plain touring, in fact he might even join the press, so exciting does Bernal paint the picture of the press man rushing through the night with his pictures and news for next week's "Book."

This very entertaining book, which even father might be seen reading in a quiet moment, describes the problems (briefly of course) of the pioneer days, the years of achievement which have developed the motorcycle as we know it today, in all

its forms and capacities, takes us round a motorcycle factory and into the Designers office and then goes on to describe the thrills of the various branches of the sport.

So lively is the description of racing, scrambling and trials riding that the youngster with imagination and enthusiasm will want to try everything, but a wise father will see that he learns to ride well on the road, enjoying the pleasures that motorcycling can bring to the man in the street, as well as tasting the joys of competitive sport.

In fact so real is Bernal's descriptive gift that one feels like a Geoff Duke or Bill Nicholson in the first paragraph of each chapter! You won't be able to hold Junior back once he has laid hands on Modern Motorcycles.

*(continued foot of next page)*

## Special Film Show

Further to the provisional announcement that appeared on page 20 of last month's *Bemsee*, I am now able to say that all arrangements are now made for the film show to be given by racer Denis Parkinson on Sunday, November 11th, as follows—

The show will commence at 7-30 p.m. and it is anticipated that it will be of some two hours duration. There will be a break for light refreshments at half time, and these will be served within the building at nominal prices.

It is not intended to make any charge for admission, but there will be a silver collection to defray the cost of hiring the hall and other charges, members should note that admission will be **BY TICKET ONLY** and applications for these should be made in advance to the office (50 High Street, Brentford, Middx.) as soon as possible in order to avoid disappointment, accommodation being limited to parking space adjacent to the Club.

some 200 odd persons. In view of the fact that the Motor Cycle Show closes on the previous evening, a large number of Members from the Midlands and the North are expected to be able to attend before returning home. Limited invitation will be extended to those organisations that always work in close harmony with us, namely the Sunbeam M.C.C., Vintage M.C.C. and the British Sporting Sidecar Association; all members requirements will however be taken into consideration first, providing they make application before the end of this month, stating the number of tickets required and enclosing a S.A.E. for reply. (

As previously mentioned the show will take place in the British Legion Club, 17 Kingston Road, Merton, and is within easy reach of both South Wimbledon (Underground), Wimbledon or Merton Park (British Railways) Stations. For those travelling by road, there is ample

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## Mutual Aid and Benevolent Fund

**For Sale**—1940 Manx Norton 350cc. ali. square head, barrel, springer re-sleeved, cone hub, new tyres, in immaculate condition. Best offer near £160. W. Hall, 38 Torbay Road, South Harrow, Middx.

**Wanted**—M. R. McGeagh of 2 Auburn Place, Lezayre Road, Ramsey, I.O.M. sends out a plea for any spares or even a complete engine Mk. VIII KTT Velo. Anyone with the necessary parts for disposal should contact Mr. McGeagh giving full details.

**For Sale**—A.J.E. 7R Petrol Tank, £18. Apply D. A. Williams, 118 Kenneth Road, Chadwell Heath, Romford, Essex. (or telephone GRAngewood 0076 before 6 p.m.)

Donations to the Benevolent Fund have been gratefully received from the under-mentioned members.

A. Fitten	D. Preston-Cobb
P. Bagshaw	F. Desborough
A. Woods	W. H. Murray
E. G. Hefford	R. J. Harrison
H. Harrison	

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### MODERN MOTORCYCLES—cont.

To make the book more enjoyable, if this is necessary, is an excellent selection of pictures of all branches of the sport, touring, road testing and manufacture, and each technical chapter is illustrated with diagrams, many of which have appeared at various times in "Motor Cycling."

A chapter is given to foreign machines, and the book is wound up with a few wise words to the would be "expert"—next year's Christmas present to school leaving Junior will just have to be a Modern Motorcycle.

M.R.B.

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### INSULAR VIEWPOINT—cont.

Generally, the riding standard seemed to be somewhat over-cautious according to various reports, and by the end of the practice period, when normally the power is turned on, riders were still holding back. Personally speaking, this fault, if indeed it is a fault, is to the good, for the majority of entrants in the Manx have no spare machine to replace one dropped at the end of practice, and more important, by keeping the accident figures low, they have proved that road racing—particularly over the T.T. course—does not necessarily go hand in hand with accidents, serious or otherwise.

# For Beginners Only!

By ERWIN TRAGATSCH

This article is not destined for the successful racing man or designer who is interested in gaining still more output from his machine, but only for the young newcomer to road racing, who is prepared to take up this fine sport.

What I wrote in the June number of "Bemsee" about the "Perfect Factory Rider" concerns also every newcomer to racing . . . he shall not be above twenty-five years of age when he starts to compete in events and must experience the best of health, be intelligent, cool-headed, with good technical knowledge and the right "feel" for the machine. He must be a real enthusiast, who is prepared and capable to accept all difficulties with the sport.

Only one who really is prepared to take up racing seriously will enjoy this sport and will also have success; but never a rider who belongs to the category of the "Promenade Percys."

Racing is an expensive sport. The machine, the tuning, the riders equipment, spares, transport, insurance, expenses during practice and racing days . . . everything has to be paid by the rider, who very seldom—as a newcomer—gets any support or direct financial aid from the organizers, manufacturers, oil—chain—tyre or carburetter "Barons" or other people interested in a success.

The life of a beginner to racing—if he has not sufficient financial resources—is therefore very hard. The situation becomes still worse, when his own technical knowledge is insufficient and he has to contact for everything a mechanic, who is more interested in his own business than in the sport.

It is therefore preferable to buy the machine at a firm, which knows very well all the needs of the newcomer to racing and which is prepared to support, in some little way, the customer during the first time of his career. A good friend, who is also an experienced mechanic, is very useful or better still an ex-racing man with wide experience.

In the first years of the second world war, a lot of newcomers bought good racing machines, went immediately to the Continent . . . and after a short time they ran out of road or money. They had all the wrong idea that it is possible to make big money out of racing, although their

knowledge and experience was insufficient to gain success. Often, for financial reasons, they had taken big risks during races and the result was in the best case an expensive "blow up" or sometimes a longer visit in some hospital. Their way to start racing and also to gain successes, both on the sporting and on the financial side, was entirely wrong.

Personally, I am in favour of a rider starting on a second class machine. Such a machine will teach him during the first year of racing about all things connected with the game. If I write second class machine I mean a used—second hand—machine, and not a brand new machine. First, the price of the machine, will be lower than that of a brand new machine. Secondly, the rider will not be so nervous as when riding a new, costly machine which he fears to drop. He will also have need more often to "look inside" his engine and he gets a very important thing for a good and safe driver . . . self-command. He must first learn to ride inside the limited capacities of his machine and must also learn to know his own capacities. Only very few men are capable to use all the power of a modern big racing machine and every beginner shall start with a machine of a smaller size until he feels himself both sure and capable to ride without difficulties also a bigger, faster machine.

I feel, that cross-country and trials riding is useful for a good road racer; but very seldom do grass or dirt track riders become first class competitors in big road races. The same applies also sand races.

Great Britain unfortunately still has few road races, but places like Scarborough, Thruxton, Silverstone, Eppynt, Haddenham, Cadwell, Anstey, and others like the Irish races—Cookstown 100, Leinster 200, Munster 100, Dundrod 100, Enskillen and Temple 100 are quite good practicing grounds for beginners. Over the T.T. Manx Circuit I would never send a rider for his first time of racing . . . but that is my own personal opinion. I like very much the Isle of Man circuit, but I think it is too hard for a man who is not used to high speeds for a long duration. On the other hand, the Manx is the best testing ground for a rider and only he who is successful in the Manx G.P. should turn to the international T.T. races!

Theoretically, and also practically the right way is to compete during the first season of racing in 10—15 races if possible before the Manx, on a "newcomer machine." Races with many bends shall be preferred and about two races before the Manx shall be bought a new machine . . . but not the result of the Manx G.P. shall decide the further plans, but rather the condition of rider and machine after this race.

During the following winter will be sufficient time to work on the machine for the next season and also a few of the smaller foreign races can be considered, if the machine—better 2 machines—is really good and the rider capable to represent the country. Very careful has to be prepared the machine and the financial side considered. A beginner should never be of the opinion, that all designers and manufacturers are wrong . . . seldom will his own "redesigning" of important parts as cams, valves, pistons, cylinder heads, valve gear a.o. bring success but often disaster. Only very experienced men should work on the machine. And the rider himself, if not an expert, shall only obey the orders given by the manufacturer or experienced tuner.

Never take risks as a beginner! Never think a bad plug will eventually stand the race or a worn tyre will last the full distance. Change both in time! Never take a bend faster than you are sure you can manage it with full safety. It is always better to lose a place than to destroy an engine or—still worse, to crash and to lose not only a place, but also worth of machinery or even health. Safety first and afterwards speed!

Is road racing dangerous? I am not of the opinion that it is more dangerous than normal riding on an open road if: 1. The organisation of the race is perfect. 2. The rider himself does not overstep his limits and observes all regulations concerning his clothing, riding and behaviour during practice and race. 3. The condition of the machine—especially steering, tyres, brakes, frame, etc., is faultless.

As I have already written, a beginner should start with a smaller machine and here starts a difficulty, because few small real racing machines are now available in England. I think therefore the start with a home tuned "Tiddler" is the best way now to go into the game. After some races one of the well known bigger racing machines should be bought . . . If the rider feels sure he can ride it without difficulties and if he can manage not only

the buying but also keeping it financially.

If the proud beginner is now in possession of a machine, he should in time ask organisers of road regulations and learn all the important A.C.U. and F.I.M. rules. Entries for races should be sent as soon as possible and never at the last minute. The same concerns also the individual preparation of the machine which has to start immediately after the rider has decided to compete.

I am not a strong believer in the word "luck" in racing. A well prepared machine and a good rider will have success but never a man who thinks the luck will be with him and who neglects his interest for the machine and the race. A well prepared machine will seldom fail and I do know a lot of riders who never retire from mechanical troubles or crashes . . . while others with the same machines and possibilities are always among the retired.

Often riders are retiring because they are not interested to change a plug or—unfortunately still oftener—because they are feeling that they are outside the "money." I hate these riders, they are not sportsmen. The beginner should ride as much as possible, also even when there is no chance of gaining a place. Try always to finish at any price! A factory "Tallent-Spotter" will see you also far behind if you are a good rider and only your machine has not the knots. It is possible then he will lend you for the next race a good machine . . . and you will win.

But he will watch also other things. He will see if you are keeping your old machine well and clean, if your behaviour is faultless, if you are taking racing seriously and if you are a worth while person to which to lend a better machine.

Nobody is interested to hear from you much useless talk about impossible m.p.h., r.p.m., or about your capacities to drink before the race. But everyone wants to know your capacities during practice and race. Be quiet and never talk about things which other more experienced men understand better. They surely will be helpful to you if you are in need to know something, but you are a lost man if they see you are only a "Promenade Percy."

Before you go to a race take a piece of paper and write everything you need to take with you and after gaining some experience in the first races this paper should be completed for further events. It is terrible, if you arrive for practice . . . and you have left your crash helmet at home, and if you have to change the gears . . . and the sprockets are somewhere in your

workshop. The same is with many other things and parts which are needed during practice and race days as well as with tools and formalities like insurance or statements.

If you have the opportunity take with you for practice and race days not only many important spares and parts but also a mechanic with experience, who must also be drilled for pit work. He must be prepared to put the interests of his rider and the machine above all else and must be a reliable man . . . otherwise he is useless.

Before I finish this article, I want to give an important warning to all mechanics and riders: Never change anything on the machine at the last minute unless there is time to test it before the actual race. The best make of plug, the best make of oil, or the best jet (which might be used by another famous rider) can be a reason for trouble on your machine, as it does not necessarily follow that these particular types of component will suit your machine. Some guineas towards expenses from a "Baron" are often very useful, but a lost race or destroyed engine is still much more expensive.

Keep friendly to all other competitors, if they are good boys. This can be only

useful for you. Never see in them an enemy, but only a fair opponent. Be also always fair and don't forget that organizers are hard working sportsmen. They deserve all your respect and support. Only if there is a good co-operation between the organisers and the riders, will the race be a great success. It is also useful to work and travel together with fellow clubmen or friends to share the expenses and to have somebody in case of need. If both have the same type of machine the spares question is much easier.

Racing men are often involved in many difficult problems and their interest must be supported by a forceful organization . . . in England the "British Motor Cycle Racing Club" with its great tradition and experience and headed by famous racing men is the most famous club, devoted entirely for the interests of its members, the British racing men . . . beginners and old hands.

To describe everything connected with racing, would need the publishing of a book in lexicon format because the racing game is not only very complicated but needs years of experience until one knows much about it. Unfortunately, I have no more space for disposition and therefore I have to finish with all the best wishes for "The Beginner."

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