



Bemsee

THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Vol. 5. No. 5.—May, 1952

ONE SHILLING



KEN KAVANAGH—one of Norton's 1952 Racing Teamsters aviates his 499 c.c. "Featherbed" at the bottom of Bray Hill during the 1951 Senior T.T.

PHOTO by Salmond, I.O.M.

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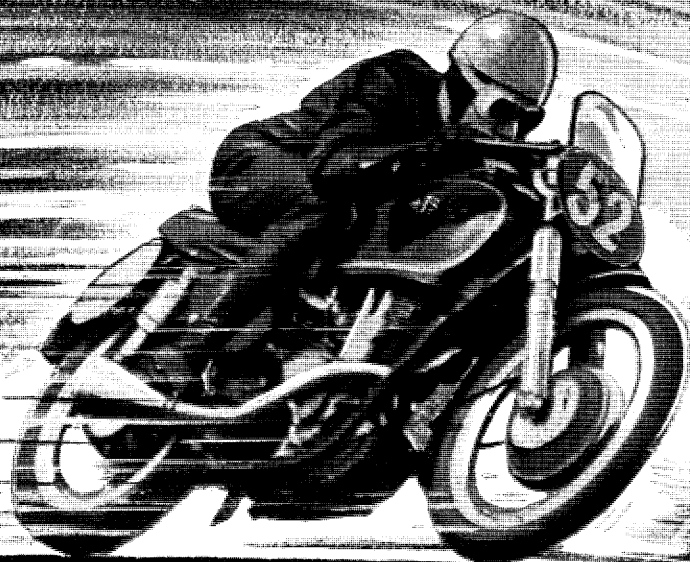
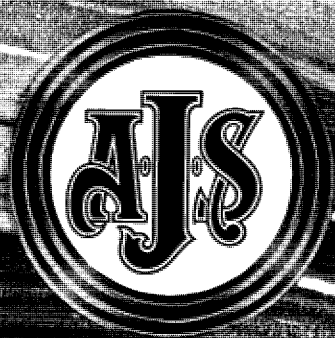
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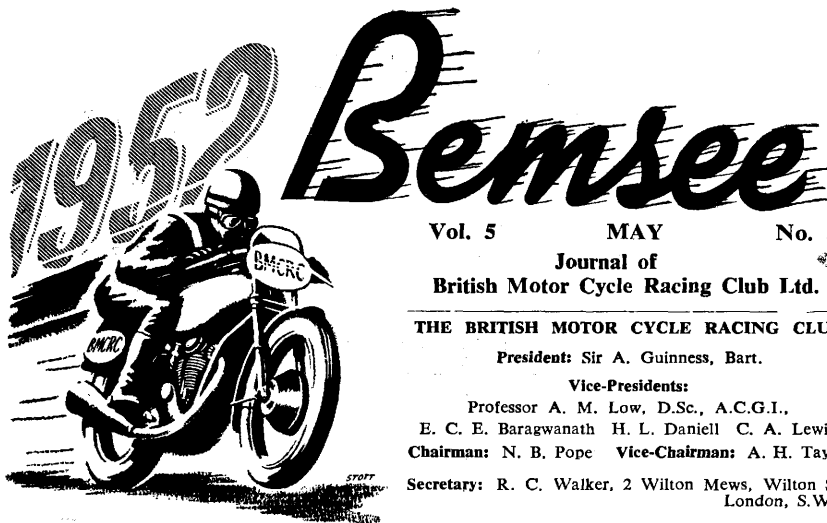
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Editorial

As these lines are being written before I leave for Silverstone it is not possible for me to comment as to the happenings there on the 19th April and I am therefore contenting myself with the thought that every possible item has been covered, checked and rechecked; in fact everything that can be done to ensure a first class meeting has been done; all that remains is for us to be blessed with favourable weather conditions. So far as the entry is concerned this must surely be an all time record for variety, quality and quantity and I cannot recall one instance where an organiser has been forced to return sidecar entries because of oversubscription in these races. The support that has been forthcoming from Members and our friends from a number of Met-Police Sports Clubs in the London area has once again been magnificent despite the fact that, for various reasons additional marshals were required on this occasion. To one and all, therefore, I would say thank you for your willing co-operation and assistance which is always greatly appreciated, and without which it would not be possible for our high standard of organisation to be maintained.

The New Editor. Your Committee have decided to accept a generous offer made by Mr. L. R. Higgins to take over from me the duties of Editor and Producer of this magazine, and there is little doubt therefore, that when he takes over after this issue the standard of "Bemsee" will be raised to even greater heights, always provided of course that members see fit to continue their contribution of articles, as no Editor can, by himself, maintain the same variety equal to that which can be provided by the combined efforts of you all. My personal view is that this move is a commendable one, as I have for some time past been conscious of the fact that a number of improvements might well be made to this magazine, but with insufficient time at my disposal to give this matter undivided attention few of my plans have had the opportunity of bearing fruit. In my successor we have not only a Member who has some sound ideas but someone who is extremely experienced in the art of producing and editing semi-technical journals and has also some definite views on layout in general. I shall, of course, be closely co-operating with Les Higgins and will continue to supply a certain amount of copy and remain in charge of the advertising matters in this journal. Until a further announcement is made, all correspondence for the attention of the Editor should be addressed to the Office as at present.

The Flow Chart which appears on the centre pages of this issue in multicolour is, I believe, the first occasion on which the good old reliable, (and comparatively cheap) black and white has been forsaken in an endeavour to brighten these pages a little. The subject matter is, of course, one of universal interest to all.

Bob Walker

Appreciation

I am quite sure all those Officials, Marshals and many others who assisted in running our last Silverstone Meeting on the 19th April, will understand that it is not possible for me to write individually to each person, much as I would like to do so.

Will all those coming in any of the above categories please, therefore, accept

my sincere thanks for the very fine job of work done and assistance you rendered in controlling a record number of both riders and spectators. I would assure you all that your efforts were greatly appreciated.

R. C. WALKER.

Clerk of the Course.

NOTICES

IBSLEY AIRFIELD meeting organised by Ringwood M.C. & L.C.C. on Saturday 12th July, 1952 under National Permit Classes up to 500cc. solo and 1,000 side-car. Entries close 14th June. Regulations may be obtained from the Secretary or Mr. H. W. Shutter, 11 Eastview Road, Ringwood, Hants.

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CORRECTION TO FIXTURE LIST. Aberdare Park Road Races.—This event appears on page 14 of the March issue of Bemsee as taking place on August 23rd. I have now been advised that the A.C.U. could not grant this date and the event will now take place on the following Saturday, August 30th, 1952.

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I.O.M. Will all those members who will be entering any of the International T.T. Races in the I.O.M. next month, please drop a Post Card to the office stating machine and class. This will enable us to pick a strong team or two, it being our intention to enter two teams in Junior and Senior plus one each in each Lightweight and Ultra Lightweight events. I shall arrive in the Island during Saturday afternoon, 7th June in time for the Supper Party, but will have to depart again on the following Wednesday evening, Bemsee H.Q. during this period will be at the Villiers Hotel and I shall be only too pleased to give any assistance that may be required

if members would care to call in and see me or else leave a message.

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MICHAEL R. McGEAGH that regular contributor of "Insular Viewpoint" may shortly be leaving us for Australia; he has in fact already left Ramsey and should anyone wish to get in touch with Michael he may be found at Studio 2, 7, Meadway, Heswall, Cheshire.

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CROSS CHANNEL AIR FERRY. Details of the frequent services that are being operated from Lympe — Le Touquet, Southampton—Cherbourg and Southend—Ostend may be obtained on application to the Secretary. The great feature of this travel is, of course, that one may accompany one's motorcycle or car within the minimum amount of delay and effects a considerable saving in time as compared with the normal sea route.

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MOTORCYCLE AND CAR BADGES have now been received from the manufacturers and these may be obtained from the Office price 15/- each. Only a small number have so far been received so place your order promptly and avoid disappointment.

I.O.M. SUPPER TICKETS 3/6 EACH may be obtained from **B.M.C.R.C. Ltd., 2 Wilton Mews, Wilton Street, London, S.W.1.** Admission to **Collinsons Cafe, Duke Street, Douglas,** is by ticket only and these are now selling fast and immediate application is therefore recommended.

Committee News

Meeting held 24th March, 1952.

Present:—N. B. Pope (Chairman), E. C. E. Baragwanath, D. J. H. Glover, W. W. Hunt, W. G. Jarman, K. Rickard, J. O. Roebuck and A. H. Taylor.

In attendance: The Secretary.

By Invitation: L. R. Higgins.

Hutchinson 100 1951. The application made to the A.C.U. for revision of the 2½% Levy on this event had been rejected.

Closed to Club Meeting due to take place at the Silverstone Circuit on the 21st June, will be known as 'Trophy Day.' The Supplementary Regulations as drafted by the Sub-Committee were approved; entry fees would be 10/- per race and all the awards would be in the form of trophies.

Benevolent Fund. A comprehensive set of rules governing the administration of the Fund were approved and it was resolved the present Trustees should remain in office, the Secretary to forward them copies of the newly approved rules with a request they nominate an Honorary Secretary to attend the business and working of the Fund.

Silverstone April Meeting. The following persons were elected to serve on the Judging Committee—Messrs. W. M. Couper, A. C. Squillario and J. B. Waite. The Secretary gave a report on progress being made in connection with the Meeting; every race with the exception of the Vintage and 125cc. events had been well

oversubscribed before the official closing date.

Resignations. Two resignations were accepted.

New Members. Twenty three new members were elected.

Date of Next Meeting. The next Meeting was arranged for 28th April, 1952.

Magazine Production. An Offer made by L. R. Higgins to take over the production and Editorship of the Club's magazine "Bemsee" was discussed in his presence, various suggestions were put forward for improvements to layout etc. It was resolved that Mr. Higgins' offer be accepted and that he should take over from the Secretary for the June issue. It was agreed that the Secretary should remain in close contact with production and assist wherever possible and would remain in charge of the commercial advertising matters.

Unpaid Subscriptions. The Secretary reported on those members who had not yet paid their 1952 Subscriptions and that a reminder anent this matter would appear in the May issue of the magazine. The action was endorsed and it was agreed that any member whose subscription was still outstanding in May would be struck off the Club records.

There being no further business the Chairman declared the Meeting Closed at 9-00 p.m.

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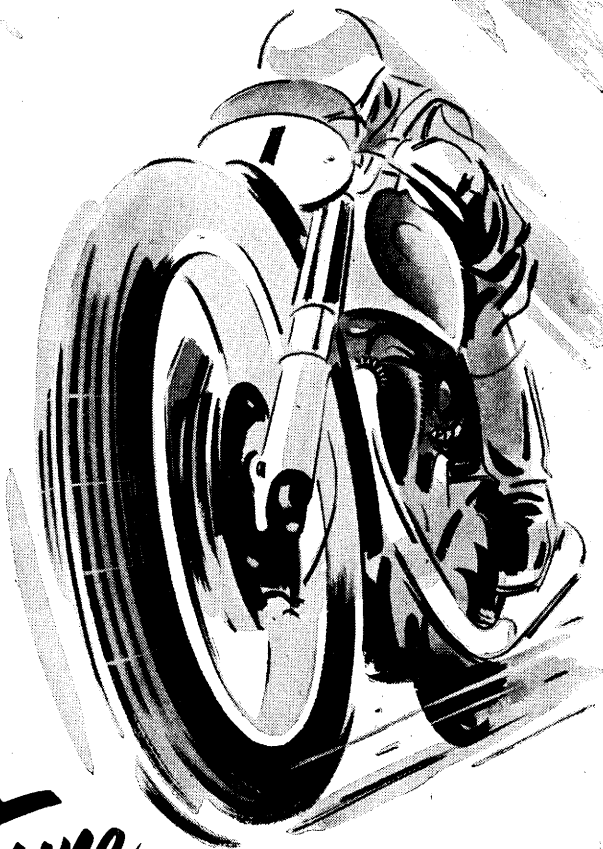
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M.P.M.D.S. HENDON

A Party of Members and their friends recently paid a visit to the Metropolitan Police Motor Driving School at Hendon. The party was not as large as it should have been mainly due to the difficulty in getting non-territorial types together. However, we were made most welcome, divided into parties, shown over the school and garages, followed by an excellent social with dancing laid on to a jolly good band.

The Officers and Instructors were really on their toes and answered a barrage of questions in keeping with the high standards which one has grown to expect from the Metropolitan Mobiles. The condition of the cars and bikes must be seen to

be appreciated despite the large mileages covered by every vehicle at the establishment.

It was good to see several "Trade Types" in the party, most of whom have been to Hendon before. These men can all tell you quite a lot about the good job being done and above all they like the Police Officers to be "one of us instead of one against us" as G.W.W. so aptly put it last year.

Gentlemen of the M.P.M.D.S. we thank you for a very enjoyable evening. We look forward to seeing you again at Silverstone.

MERCURY.

Mid Bucks Easter Meeting at Long Marston

Easter Monday marked the day on which the organising club faced their first venture into the realms of road racing organisation. The circuit comprised a bomb dispersal point with concrete roads running round some flat fields, going out along a private road and emerging onto the main track again, with many corners and two good straights the total length being 1050 yards. With their colleagues, the Hillingdon and Uxbridge M.C.C. the track was repaired and after encountering many 'snags' faced the great day.

Much 'midnight oil' had been burnt on their 'Marshal Plan' (shades of Bill Jarman) and with the weather set fair the day promised well.

Although the entry list had only been open for less than a week the excellent entry of 53 had been received. Six riders were racing under Bemsee colours while at least three more B.M.C.R.C. men were riding for their own clubs.

Seventeen races were dealt with during the day and several were of outstanding interest. The '250' being particularly so. A 'dog fight' developed between G. Turner (Bemsee) Rudge and M. Keele (Mid Bucks) Pike Rudge. Keele, after slipstreaming behind Turner for seven out of the eight laps snatched the lead only to lose it on the very last corner.

Heat 3 for 350 machines saw our old

friend Denis Clover (Bemsee) Norton just failing to hold R. Cramp (Vintage M.C.C.) Velocette. C. Phillips (Bemsee) A.J.S. ran out of road and came to earth fortunately without damage to himself or his machines.

Event 9 saw Bemsee well to the fore. C. Phillips A.J.S. being a good second and in Event 10 the first heat of the unlimited class, the everyyouthful W. Wilshire (490 Norton) second behind M. Keele (350 Lucas J.A.P.) a Bemsee member but today riding under Mid-Bucks colours.

In the unlimited final C. Phillips (Bemsee) came into his own and gained a well deserved win from M. Keele and D. Glover.

The Meeting wound up with an Inter-Club Match Race and this was probably the best race of the day albeit somewhat a repetition of the Senior. Phillips making no mistake on his beautifully prepared 7R and R. Keele 500 Lucas JAP just unable to make use of his larger engine. W. Austin (Mid-Bucks and B.M.C.R.C.) 350 Lucas JAP was a good third.

Altogether our lads 'cleaned up' the Inter-Club Cup. Three Firsts four Seconds and three Thirds.

It was a riders day and Denis Glover's remark "The best 14 bobs worth ever" just about sums it up.

LES BAKER

SILVERSTONE SATURDAY 1952

by "STAN"

When I arrived at Silverstone on the morning of Practice Day, Friday, both the course and the weather were perfect for racing (with the exception of Stowe Corner which had recently been resurfaced). The sun was shining down out of a blue sky belonging properly to June instead of April, and it must have been quite uncomfortable walking about in boots and leathers until one got going. My thoughts about the weather were tempered by recollections of the 1950 'Hutch' when practice day was glorious, like this one, but race day—Oh my!—a deluge of rain the whole day. However, let us keep our fingers crossed.

The most prominent alteration at the track was the shifting of the Paddock and the Start. I thought that the new Paddock was a great improvement, having much more room for manoeuvring. The Start, I was informed, was much better from the competitor's viewpoint, as the course was level here, instead of slightly uphill as was previously the case.

I didn't see much of the morning's practice but obtained some jottings in respect of the afternoon's. This began with twenty minutes of sidecars only. The sight of the 'Champion' and Pip Harris fighting it out was worth going a long way to see (as, in fact we had). The Champ was clipping the bank, beneath which I was standing, closely followed by Pip who, incidentally was riding 'Gunga Din,' and both their front wheels and forks were flailing madly—sidecarring must have many thrills for the driver as well as the spectator!

Great swarms of riders were queuing up eagerly awaiting their turn to go. This soon came and it wasn't long before Dave Bennett came swooping round leading the pack in the first bout of solo practice. I watched him for a few laps but was rather surprised to note that No. 106, J. A. Storr, was keeping on Dave's tail all the time. I watched Cecil Sandford riding the B.S.A. twin housed in the Earles frame and the motor sounded very healthy as he flashed past. Sherry and Kavanagh were also having a 'bit of a do.'

It was Bill Doran's turn to lead the field in the next outing and again I noted No. 106 closely following him—obviously here was a bod to watch. Anybody who could keep up with Bill, even in practice, was mighty fine. This pair was closely followed by Jack Brett, having his second go on the 'Porcupine.' I noticed that the E.M.C. Puch seemed to be going

pretty well and some of the other 125's were surprisingly fast round Woodcote Corner.

* * *

Race Day.—The God who has the job of seeing to the weather for Motorcycle Racing must have been feeling well disposed towards us today for the weather was as good as yesterday. The only difference being that there was a wind, as distinct from the calm of yesterday, and I daresay several riders' gear ratios were a bit out in consequence.

Sharp to time the flag fell for the 250cc.'s to open the day's proceedings. Sanford got away to his usual fine start and was well in the lead when he came round in the opening lap. Next came Maurice Cann, then another gap, then Hayward, Dixon and Barrett all struggling together. This order continued for a few laps with Cecil increasing his lead over Maurice and, in turn, Maurice over the rest. On about the fifth lap the first man past was Maurice; what had happened to Cecil? He soon appeared in sight but coasting along with a dead motor—the exhaust valve had seized—bad luck! Ernie Barrett now managed to pass Frank Hayward to become second place man. Frank struggled hard to keep up, his Rudge going very nicely but Ernie drew remorselessly away and the position remained unchanged to the end. Results: 1st M. Cann, 77.06 m.p.h., 2nd, F. Barrett and 3rd, F. Hayward.

* * *

Event 2 was the 350cc. Clubman's. These bikes sounded and looked strange with silencers, headlamps etc.—but this didn't prevent some of the lads from going fast. Results: 1st, D. Powell (B.S.A.) 70.95 m.p.h.; 2nd, G. Parry (B.S.A.); 3rd, L. Dunham (B.S.A.).

* * *

Event 3. The 15 mile handicap race for sidecars was next on the programme with Eric Oliver as Scratch man, but owing to the fact that Pip Harris had changed from a 500 motor to a 1,000 Vincent the handicap for Pip was revised to—5 secs, thus giving Eric a start! For the first few laps Bill Boddice (500 Norton) and E. J. Davies (1,000 Vincent) were out in front and having a ding dong struggle for position with

Eric Oliver mixed up with the rest of the field and doing his best to get through. Cyril Smith, in good form after his Cadwell triumphs, and Pip Harris were third and fourth with Eric now just behind them. He was unsuccessful, however, in getting to the front and the race finished with Pip Harris first (79.86 m.p.h.) Cyril Smith second and E. G. Davies third.

* * *

Event 4, a 5 lap Scratch Race for 350cc. Solos contained promise of a good race with riders such as Pearce, Ward, Steven, Lockwood etc. On the first lap Ken Dixon was in the lead closely pursued by Pearce and Ewer; Wilmot Evans passed going slowly and anxiously looking at his motor. Next lap round Pearce had forged to the front with Dixon now second and Ward, Ewer and Lockwood following up. By the last lap Pearce had built up a commanding lead with the place men fighting furiously for position. Results: 1st, H. A. Pearce (Velocette) 80.03 m.p.h.; 2nd, E. R. Ward (Velocette); 3rd, D. Farrant (Velocette).

* * *

Event 5 brought out the 'old crocks' as some would no doubt call them, but the turn of speed showed by them proved that although they were old so far as year of manufacture went, they were most certainly not 'crocks.' This was a handicap race and as the first men away had a 3 and 4 minute advantage, the race soon became confused so far as knowing who was leading. However the final positions were: 1st, H. German (Royal Enfield) 59.70 m.p.h.; 2nd, F. Nelson (Velocette); 3rd J. P. Swindlehurst (A.J.S.).

* * *

Event 6 the Scratch Race for 400-1,000 cc. was the climax of the morning's racing. Sandford was off to his usual quick start (he's getting as good at this as Les Graham) and round he came in front on Lap 1, closely followed by Storr, Willy Ryan and Jervis. On the next lap, however, Storr managed to overtake and pushed his way to the front at which I was not surprised when remembering his practice performance. He increased his lead in the succeeding lap while the place positions changed about, Jervis now being second, Arber third and Sandford fourth. Storr went serenely on but the dog-fight for the place positions continued to the end. Results: 1st, J. A. Storr (Norton) 82.19 m.p.h.; 2nd, R. Jervis (Norton); 3rd, I. K. Arber (Norton).

Racing now ceased for the luncheon break and recommenced at 2 o'clock with a handicap race for the tiddlers, J. A. Hogan was, not surprisingly Scratch man, while his brother Peter, and the E.M.C. Puch had five seconds start. Brown, Bailey and Morley held the leading positions on the first couple of laps with J. Hogan coming up fast through the field and it looked as if another winter's work on the Bantam had produced profitable results. On the third and final lap John Hogan passed the flag at a speed of 63.26 m.p.h. with F. Burman (E.M.C. Puch) second and P. Brown (G.B.) third.

* * *

Event 8 was one of the 'plums' of the day; the 25 lap 350cc. Championship with Duke, Doran, Brett, Bennett and many other well known names taking part. On the first lap Bill Doran and Jack Brett had managed to get in front but were closely followed by a whole bunch of riders amongst whom I just managed to discern as they milled past, Geoff Duke, lying about fifth. On the second lap the "Doppelweltmeister" had managed to push his machine just ahead of Bill while J. A. Storr hung grimly on to third position. Duke and Doran on the next few laps increased their lead considerably over the others, but Geoff was very gradually pulling away from Bill. A furious fight was going on for the following positions amongst Storr, Dave Bennett, Sandford, Micky Featherstone and Pearce. I noticed Ken Kavanagh, who had probably had a bad start, now begin to work his way through the field. As the race went on it developed into a series of duels. Duke was out on his own in front, with Bill some way behind, also on his own, but Robin Sherry, J. A. Storr and Dave Dennett formed one scrapping trio, and following them, Pearce, Sandford and Featherstone formed another.

* * *

By the eighth lap Duke had already lapped a large number of the field and now had a considerable lead over Doran, who likewise had a good lead over the remainder. I noticed Ken Kavanagh riding slowly back to the pits on the fifteenth lap. The race continued with Duke and Doran increasing their lead and the two trios still 'scrapping.' On the last lap Duke had lapped the entire field except Doran. Results: 1st, G. Duke (Norton) 86.97 m.p.h.; 2nd W. Doran (A.J.S.); 3rd D. Bennett (Norton); 4th, R. Sherry (Nor-

ton); 5th, J. A. Storr (Norton) and 6th, M. S. Featherstone (Veiocette).

* * *

Event 9, the 10 lap Scratch Race for 490cc. to 1,000cc. sidecars promised to be exciting and it certainly was. On the first lap Pip Harris riding 'Gunga Din' was in the lead followed by Eric Oliver and Cyril Smith. By the second lap Pip, making the most of the colossal urge possessed by the famed 'Gunga Din' had gained a fair lead, whilst behind, Eric and Cyril were having a real set-to. At intervals during the race it seemed as if Oliver was now and again making up the leaway possessed by Harris, but all the time his shadow, Smith, was grimly hanging on, and not yielding an inch; in fact, the battle between these two was the highlight of the race. This reached a climax when at Woodcote Corner on the 9th lap Cyril managed by a masterly piece of driving, to overtake Oliver—what a moment that was and the next lap was the last. This provided a last minute change of position. First to flash past was not Harris, as we expected, but Oliver with Smith now back to his old position just behind the 'Champ.' Shortly afterwards Pip came past—what a piece of bad luck for him. I learnt afterwards that he had been unable to get on during the whole of the race and on his last lap, third gear had also packed and he had to rely on second. Results: 1st, E. Oliver (Norton) 78.22 m.p.h.; 2nd, C. Smith (Norton) 3rd, P. Harris (Vincent).

* * *

Event 10, the climax of the day's racing was the 75 mile 500cc. Scratch Race. At the fall of the flag the works riders were soon to the fore and round in the lead on the opening lap was Dave Bennett closely followed by Geoff Duke, Robin Sherry and Jack Brett. Dave managed to maintain his slight lead to the third lap when Geoff got in front and stayed their for the rest of the race. Bill Doran had come up by now and was pursuing Robin Sherry with his usual determination when racing (so different from the Genial Bill when off his machine). Behind them came Jack Brett, J. A. Storr, I. K. Arber, R. Jervis and S. T. Barnett. On the fifth lap Bill Doran had overtaken Robin Sherry

and was catching up Dave Bennett. Already some of the field had been lapped by Geoff who was by now way ahead. For the next few laps Bill Doran and Dave Bennett struggled for second place and drew away from the rest of the field. A similar hard struggle was being fought out between Robin Sherry, Jack Brett, Syd Barnett, I. K. Arber and R. Jervis.

By mid-distance Geoff had lapped nearly the whole field and Bill Doran had managed to get in front of Dave Bennett and now lay second. An interesting scrap was now going on between Cecil Sandford and Robin Sherry, Sandford who had been delayed by some bother was actually a lap behind, but this did not lessen the interest of the conflict and it went on for a number of laps. Likewise Bill Doran was fighting to maintain his lead over Dave Bennett and was successful in keeping it to the end. By the end of the race Duke had lapped the whole field except Doran and Brett. Results: 1st, G. Duke (Norton) 89.99 m.p.h.; 2nd, W. Doran (A.J.S.); 3rd, D. Bennett (Norton); 4th J. Brett (A.J.S.); 5th, R. H. Sherry (Norton) and 6th I. K. Arber (Norton).

* * *

The day ended with two races run concurrently for Clubmen 400cc. to 1,000cc. R. D. Keeler (Triumph 650cc.) led the field on the opening lap with T. A. Oven (Triumph 500cc.) second and A. Martin (Triumph 500cc.) third. Keeler and Oven increased their lead during the next few laps and Martin went out with some unspecified bother. Keeler was going very well and was markedly faster than anybody else round Woodcote Corner. As the race went on, however, the pace increased as the leading men began to warm up. A hard scrap for second and third position went on between B. Howkins (998 Vincent) and R. Welling (500cc. Triumph), with Keeler well away by now and lapping a fair number of the field. The race ended with Keeler victorious. Results: 500cc.—1st, R. Welling (Triumph 500cc.) 73.21 m.p.h.; 2nd, A. Martin (Triumph); 3rd, P. W. Andrews (Matchless). 1,000cc.—R. D. Keeler (Triumph 650cc.) 76.14 m.p.h.; 2nd, C. Howkins (Vincent 1,000 cc.); 3rd, D. L. Buss (Vincent 1,000cc.).

Thus ended a very fine day's racing blessed with good weather, a large crowd and slick organisation.

PETROL PROCESS

A few facts on the production of petrol and a brief description of the Fawley refinery which is the largest in Europe.

The Nature of Crude Oil.

Crude oils vary widely in physical properties. Some are thick and heavy; some almost as light and clear as petrol. Some are black or brown; some green or yellow. They often contain sulphur. Crudes having a high sulphur content are known as sour crudes because of their odour, while those with low sulphur content are called sweet.

Even a particular kind and grade of crude oil is not a uniform material. Rather it is a complex chemical mixture made up of molecules of many kinds.

The Composition of Petroleum.

All the molecules of petroleum contain the same elements—hydrogen and carbon atoms arranged in widely differing patterns. Some of the molecules contain a large number of atoms. Those with many carbon atoms make up the thicker and heavier components of petroleum, like asphalt. Others with relatively few atoms make up the lighter and more volatile components like petrol.

The Theory of Distillation.

The more carbon atoms a hydrocarbon molecule contains, the greater is its molecular weight. Since heavy molecules vaporize less readily than light molecules, this difference in vaporization—or boiling point—makes it possible to separate crude oil into groups of hydrocarbons by boiling them off, or distilling.

Fractionating Tower.

Crude oil, previously heated to temperatures up to 750 degrees Fahrenheit in pipe still furnaces, is flashed as vapour into the fractionating tower where the various components of the crude oil condense at different levels within the tower on 'Bubble Trays.' There are three fractionating towers at Fawley. Two of them operate under atmospheric pressure, and the 'bottoms' from these are transferred to the third tower in which further distillation is carried out under vacuum. Steam is introduced to reduce distillation temperature.

A Definition of Cracking.

Just as distillation can be compared to sifting out stones of different sizes from a barrel of gravel, cracking is roughly comparable to crushing some of the larger

stones in order to get more small ones. In the language of the refiner, cracking means breaking down the large molecules of heavy petroleum fractions such as gas oil and fuel oils into smaller molecules of gases and motor spirit by subjecting them to very high temperatures.

Two Methods of Cracking.

Petroleum may be cracked by heat alone, but refiners have found that a higher yield of motor spirit of better quality can be made when a catalyst is added. This is a substance which causes other substances to change chemically without being changed itself. In catalytic cracking, the oil is vaporized and the vapours are brought into contact with a specially prepared catalyst which selects, separates, and re-combines certain of the molecules.

Catalytic Cracking Plant.

The newest method, known as fluid catalytic cracking, uses a catalyst so finely powdered that it flows like a liquid, circulating and intermingling with the oil vapours. The fluid process has the advantage of maintaining a continuous flow of fresh catalyst without any mechanical handling.

The cat cracker is fed with gas oil from the fractionating tower. The powdered catalyst flows with a stream of this vaporized oil into a reactor. There, in a dense swirling cloud, all the vapour comes into close contact with countless particles of the catalyst. As the cracking reaction progresses, incoming oil vapours and fresh catalyst keep forcing the cracked vapours and the blackened catalyst to the top of the reactor, where they are separated. The clean cracked vapours are piped off for further processing. The carbon coated a catalyst, into high octane spirit plus a clean by a stream of air, and flows off to begin the cycle all over again.

Thermal Cracking Plant.

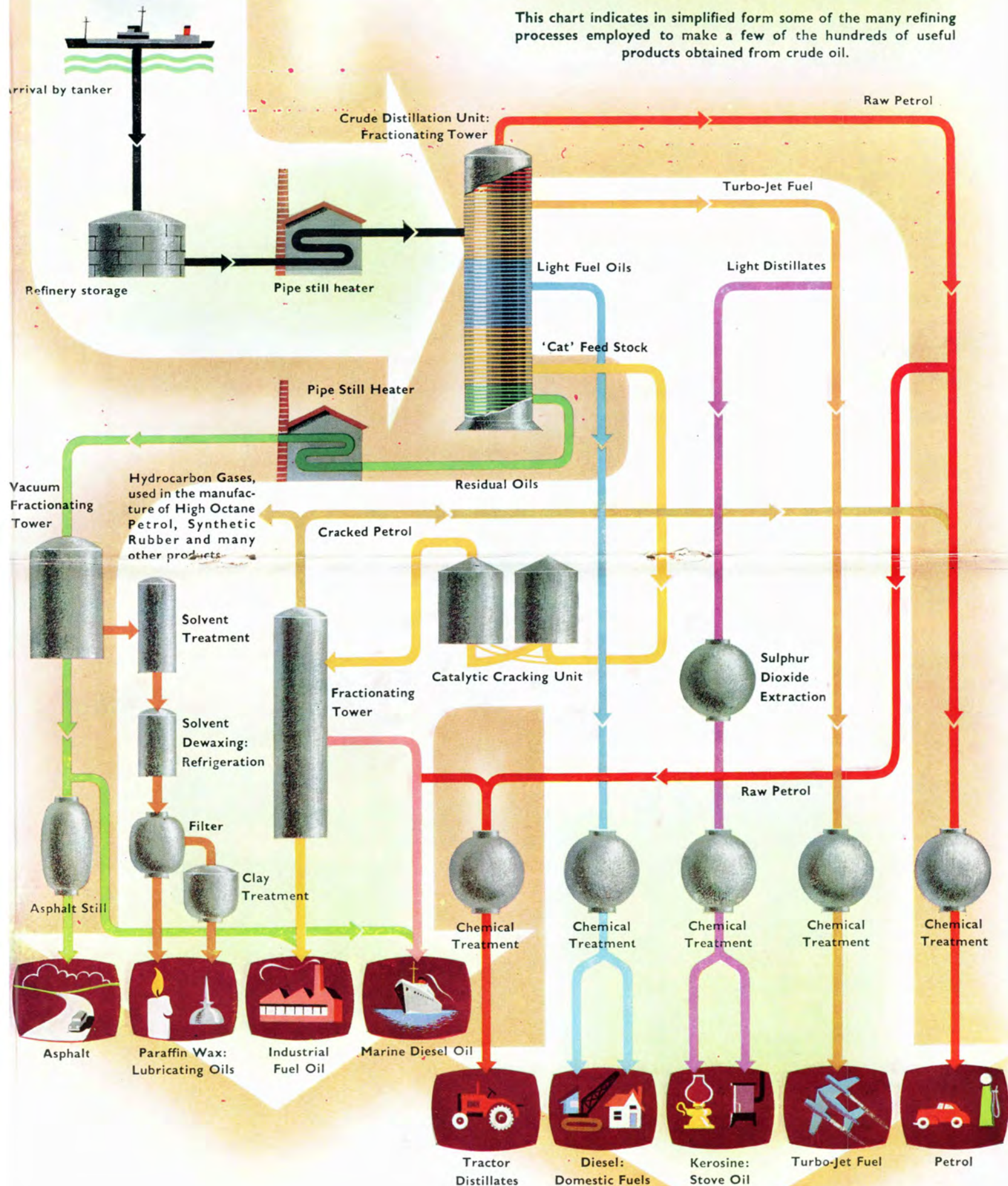
Lubricating oil and motor spirit from the fractionating tower are converted in this unit by heat and pressure, but without a catalyst, into high octane spirit plus a certain quantity of gas.

Polymerization Plant.

Polymerization is the reverse of cracking. In cracking, large molecules are broken down into smaller ones. In poly-

Flow Chart

This chart indicates in simplified form some of the many refining processes employed to make a few of the hundreds of useful products obtained from crude oil.



merization, small molecules are built up into larger ones. Motor spirit thus produced is used to increase the octane rating of the petrol obtained by distillation.

Debutanizer Tower.

This 113 feet high unit, weighing 135 tons, removes butane and other light gases from the motor spirit so that it meets required vapour pressure specifications.

Copper Sweetening Unit.

Motor spirit from the fractionating towers is transferred to this unit, where corrosive compounds and unpleasant vapours are removed. It is then blended with high octane spirit from the "cat cracker."

Edeleanu Plant.

Kerosine from the fractionating towers is chemically treated in this plant to improve its burning qualities.

Hypochlorite Plant

This removes unpleasant smelling sulphur compounds in turbo-jet fuels and kerosine.

Lubricating oil Plant.

Heavy lubricating oil from the fractionating tower is treated successively in four plants:

- (a) The Propane De-asphalting Plant washes the lubricating oil and removes asphalt.
- (b) The Phenol extraction Plant removes "aromatics" which have poor lubricating properties.
- (c) The Propane De-waxing Plant: in this wax crystallizes out, is filtered and returned to the "cat cracker."
- (d) The Clay Treatment Plant improves the colour of the lubricating oil and gives it a green fluorescent appearance.

Oxidizing Plant.

Air is blown through bitumen to produce a rubbery substance which has special uses, such as roofing felt.

Gas Compression and Separation.

Coming over with the gas from the fractionating tower are a number of materials condensable at ordinary temperatures. All recoverable material is removed from the gas in this plant and the gas is then fed to the refinery fuel mains for use in furnaces.

Specialty Plant.

Certain chemicals are mixed with a lubricating oil base and the reaction is carried out in this plant under controlled conditions. This is used for the manufacture of anti-corrosive additives for lubricating oils.

Hydro-Desulphurization Plant.

This plant is used to remove the sulphur content of tractor fuel. This is done by desulphurizing the tractor fuel, mixing it with hydrogen and passing it over a bed of catalyst. The stream of hydrogen sulphide from this plant is then fed into the sulphur plant.

Sulphur Plant.

A Major plant is now being installed which will convert into 99.5 per cent chemically pure rock sulphur the hydrogen sulphide which is released in the process of refining crude oil. When in full operation, early in 1953, this plant will produce 12,000 tons of sulphur annually.

* * *

NOTE—We are indebted to the Esso Petroleum Company Limited for their assistance and co-operation in the production of this article and Flow Chart—Ed.

"TROPHY DAY"

Regulations for Bemsee's Closed to Club meeting to be held at Silverstone on the 21st June are enclosed with this magazine. Entries which close on the 31st of this month, should be made as early as possible to the Secretary, 2 Wilton Mews, Wilton Street, London S.W.1.

**PRACTISE & RACING ON THE SAME DAY * NO
FUEL RESTRICTIONS * RACES FOR EVERY
CLASS * LOW ENTRY FEES AND INSURANCE**

The Grand Battle of the Continental "Two Fifties"

by ERWIN TRAGASCH

Ewald Kluge, the German rider of D.K.W. machines who won among many other big road races also, the 1938 Lightweight T.T., and was second in the same race in 1939 has much reason to hate these last bends on some circuits. Already during the "Grand Prix of Germany 1951" at the Solitude Circuit he had the misfortune to crash at the last bend and to lose his place. Now on the famous "Sachsenring" circuit in Eastern Germany the last bend in the last lap again proved unlucky for him.

The race was run in perfect weather and nearly 500,000 (no mistake!) spectators watched the event. Among the competitors have been for the first time except east-and-west Germans also riders from Czechoslovakia. Before the war this race was most a "run away" for Kluge, the top rider of the D.K.W. factory team on his supercharged, watercooled two-strokes. But in 1951 the situation was different. On this occasion Kluge had the west-German produced, new air cooled unsupercharged D.K.W. with him. His strongest opponent was during the whole season Hein Thorn Prikker—Fergus Anderson's former stable mate (at Imperias) who now rides one very fast ex-Anderson Moto-Guzzi "Gambalunghino" and also on the "Sachsenring" Hein was regarded as one of the favourites. At the Grand Prix he was second behind Enrico Lorenzetti and made also the record lap.

Both the Czech riders have been "dark horses." Both rode C.Z. machines designed by Jaroslav Walter. The engines of these machines are outside the same as used by all the "Walter" riders after the war in different frames. Such a machine I had entered for the 1948 Lightweight T.T.—ridden by V. Stanislav—but for political reasons we could not arrive in England in time. Now the Walter engines and the frames for these fine machines are produced in the C.Z. factory, where Jaroslav Walter is now in charge of the racing department. Bartos and Markvart, the Czech riders have been regarded as "dark horses" because they never compete outside of Czechoslovakia before in such a big race. But many foreign competitors—among them Tommy Wood, Ernie Thomas and F. K. Anderson—which competed against Walter machines in

Czechoslovakia do know already enough about these fine, dead reliable and fast engines and their excellent acceleration.

The Official practice finished on Friday . . . and the Czechs arrived on Saturday morning. Fortunately they got permission to practice outside the official practice period (I personally hate such things!) but in the last practice lap the valves of Bartos's engine kissed the piston with very bad results for the whole engine . . . as result of a wrong sprocket as told to me by one of my former mechanics who was present. Knowing Bartos very well—he has the temperament of Ernie Lyons together with Freddy Frith, Percy Hunt and the late Omobono Tenni—I am of the opinion that he—as so often happens—again ignored the rev counted. If Bartos had the brain of a Stanley Woods or Geoff Duke, he would be one of the finest riders.

Fortunately the Czechs had a spare engine and so little Franta Bartos—he is built small like Charlie Dodson—was at the start on Sunday afternoon. In the third row was his place, but he was first in the first bend. He was also first after the first lap and first after the second, third, fourth, fifth, sixth and seventh. In the 8th lap Thorn Prikker on the red Moto-Guzzi overhauled the Czech and on the 9th lap Kluge as well.

But Bartos never lost sight of the German Champion. In fourth place was Markvart on the second C.Z. who also was not very satisfied with his gear ratio but was holding his place until the end of the 12 laps . . . the race. In the meantime Bartos was still on the heels of Kluge and soon after Thorn Prikker had finished the race as winner, No. 113 Kluge and No. 134 Bartos reached the last bend with Kluge still in front. But like Doran in the "1949 Grand Prix of Belgium" Bartos waited to close the throttle a bit longer than Kluge . . . overhauled him in the last bend and gained second place. This last lap was not only his fastest, but the fastest of the whole race in the 250cc. class. Hein Thorn Prikker on the Moto-Guzzi made 122.40.2 Km/h. Franta Bartos on the Walter engined C.Z. 122.16.9 Km/h and Ewald Kluge on the D.K.W. 122.14.0 Km/h.

This race proved that to design a successful racing machine of 250cc. we do not

"Do as I do, ride on
AVON" says

Geoff Duke

ACE NORTON RIDER AND WORLD CHAMPION



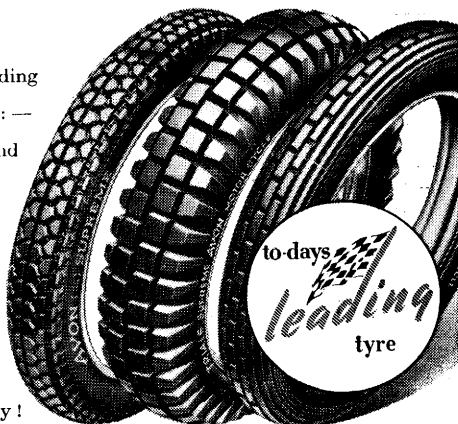
Commenting on his experience of riding on Avon Tyres, Geoff Duke says:—

...“After over two seasons’ racing and trials riding, I cannot find enough superlatives to describe the wonderful

stability, wheel grip, safety and wearing qualities of the Avon Tyres, not to mention the excellent service.

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Avon range at your dealer’s today!



need to go to big expenses. Having been closely connected with J. Walter for some years I have nothing but the greatest admiration for him. A modest man who—after his factory of gear wheels and sprockets has been nationalised—started to produce first push rod and afterwards camshaft racing engines of 250cc. and 350cc. capacity. The one thing was, that these simple engines never had any faults. Immediately from the start they had a surprising reliability and during the 5 years of production, only minor things have been changed. That concerns mainly the cylinder heads and in 1948 the stroke has been reduced. But the basic design is still the original.

The newest Walter engines, built in the C.Z. works as used by Bartos and Markvart have 63mm. bore and 80 mm. stroke. The compression is 8.8:1 and at 8,250 r.p.m. (on 80 Octane fuel) the engine develops on the brake 23.8 h.p. The inlet valve has now a radius of 39 mm, and the exhaust valve of 35 mm. As carburettor, Walter is using Amals of 30 mm. and a T.T. BTH magneto provides the sparks for the Lodge plug. The gear ratios are:

1:1,895 in the first, 1:1,372 in the second, 1:1,112 in the third . . . the whole 4 speed gearbox is designed by J. Walters brother, who heads the design staff in the C.Z. factory and built in the same firm. The tank has a capacity of 22 litres and the light alloy wheels have on the front 2.75 x 21 and on the rear 3.00 x 20 inch tyres of Czech Barum manufacture. The weight of the complete machine without fuel is 105 kg and the top speed is above 145 Km/h.

The bigger "brother" of this engine, the 350cc. Walter has the same basic design—O.H.C. with fully enclosed cylinder head (including the hairpin valve springs which are running in oil)—but has a bore of 72 mm. and a stroke of 86 mm, and a compression ratio of 1:8.6. He develops on 80 Octane fuel at 7,800 r.p.m. 29.2 h.p. The inlet valve of this engine has now a radius of 41 mm. and the exhaust valve of 37 mm. The Amal has in this case a radius of 32 mm. and the weight of the complete machine is only 108 kg. And the top speed? Always careful J. Walter states "only" 155 km/h.

'INSULAR VIEWPOINT'

by MICHAEL R. McGEAGH

Safety appears to be the keynote behind this year alterations to the T.T. Course. A recent run over the Mountain section showed that on the approach and exit lines of the majority of corners, the famous 'yellow-line' was being eased out, the rectangles being replaced with smaller dots.

Whilst not wishing to start a controversial argument on this subject I am strongly opposed to too many 'yellow-line' alterations. Only those who have driven across the Mountains on a wet, misty winter's night can appreciate to the full the guidance and comfort it produces. Only recently the partial disappearance of the line near Keppel Gate, almost put me through the fence when I 'lost contact' for only a brief moment. It is realised that everything possible must be done to make the course safer for riders as speeds increase, but not at the expense of the safety of the Island's drivers.

A profitable move which is taking place at the moment is that of a number of fencing sections which are being placed back from the road. At the time of writing, the following have stepped back a few paces: The Area surrounding the 'Black Hut' where two riders came to grief during the Junior Manx last year; a section near the Second Mountain Box (the first medium left hand corner after the Bungalow) and the fencing on the series of left handers on the approach to Windy Corner.

A drainage scheme in operation between Signpost Corner and Bedstead may help to level out the roadway and ease off the treacherous camber.

In all probability, this will be the last 'Viewpoint' I shall be able to write for some time as in a little while I shall be 13,000 miles away from the 'Trophy Isle'—Down Under.

Marshal's Musings

These notes are written before 'Silverstone Saturday' and it is only right to say a few words of thanks to those enthusiasts who help to operate the 'Marshal Plan.' People often ask how it is done, how long it takes, what does it cost and sundry other questions. All these items will be made the subject of a special article when the 1952 racing season is over. The spine or backbone of the whole scheme is provided by the same old hard core of "Bemsee" members assisted by the M.P. Clubs and the die-hards from Mid Bucks. These good types have been with us since our Haddenham days and my Register of Marshals, (popularly called the "Stud Book") giving details of experience and attendances reflects great credit on all concerned. Next time you look at your programme spare a thought for the back room boys who are mere names under the heading of 'Officials.' One day, perhaps at a Closed Club Meeting, we must lay on a race for old timers, all on the same size of machine borrowed from the Racing Members, with the fifty year olds on the scratch mark. Handicaps on the basis of one yard start for each year of age so that we can ascertain Barry's Birthday.

Members will be interested to know that the Committee like the idea of B.M.C.R.C. Representation. I made the suggestion that these men should be appointed on the County and County Borough basis but you may have a better suggestion. If so, let the Secretary know by letter so that the subject can be dealt with in the near future.

We have already congratulated the B.R.D.C. on reaching their jubilee. Once again we can throw a big, beautiful bouquet in their direction because H. R. H. Prince Philip, Duke of Edinburgh, has graciously consented to become their President. As the B.M.C.R.C. is now so closely associated with B.R.D.C. we can all rejoice in the fact that motor sport is now well and truly recognised and these two great clubs will do everything possible to justify their object, i.e. first class racing on road or track.

Whilst on the subject of road racing I observe that our cars only scored three wins in G.P. Racing during the period 1900-1939. I have given up trying to count the number of British victories on 2 or 3

wheels during the same period. Things are getting better on four wheels since the war and the ex-motorcycle men who are now making the cars go so much faster offers a possible explanation. The super-charger and fancy fuels have also made G.P. car racing so costly that a big change is inevitable.

Listening to a so called broadcast of a recent classic steeplechase made me realise the value of people like Graham Walker and Son when giving live commentaries of motor cycle races. There are also people like Les Archer, assisted by Les Clifford, who cover the Public address at 'Bemsee' events. All these good folk, together with one of two other, cover a field up to fifty or more riders at speeds between 90 and 100 m.p.h. This is about three times faster than the horses and serves to illustrate the quick thinking based on experience which is essential to the "men with the mikes."

The T.T. is not far away so make sure your Lapel Badge is in your buttonhole when you set sail for the Island. Don't forget the Bemsee Supper Party which is fixed for the 7th June which is the "Saturday before the Junior" in Manx vernacular. Tickets from Bob Walker and don't say you were not advised. Whilst entering the date in your diary, make a note against the 5th December for the Annual Dinner. We expect to sell all the tickets for both of these functions.

A Member has suggested that I should once again give the points of rendezvous in Douglas. At one end of the prom. there is the Sefton, in the centre there is the Mona and up at Onchan Les Kane is once again presiding over the nineteenth hole at Howstrake. Bob Walker will be over for a few days but any member who requires help or advice can ask for Harold Daniell or any Committee Member through the A.C.U. office near the Pier Head. If this fails ask the Trade Types—they seem to know where everyone is. The girls on the Telephone Exchange also seem to know how to convey messages from A to Bemsee.

Finally we have a Club Date at Silverstone (ONE DAY) on the 21st June. Marshals, your P.C.'s please!

W. G. (Bill) JARMAN.

'REV-COUNTER' Reports . . .

Mrs. E. Whorwood who will always be remembered and associated with "The Colin Whorwood Memorial Trophy," which she presents each year to the B.M.C.R.C. Member aged 20 years making the fastest lap of the day; sailed for New Zealand on 10th April. All will join me in wishing Mr. and Mrs. Whorwood and their family every success in the big move they are making and may they enjoy good health and happiness and every contentment in their new surroundings.

Harold Bird is now resident in Germany and will be sponsoring a number of riders in German events on British Machines during the coming season. He has requested me to say that if any Bemsee members are intending visiting or racing in that country, they have only to drop a line to H. G. Bird, Zeppelinstrasse 113, Stuttgart, Wurtemberg, Germany, stating the advance information or other assistance required, and he will do all in his power to lay things on from that end. (True Bemsee Spirit—Ed.)

Bill Boddice, who I am happy to say appears to be progressing favourably after the nasty accident he experienced when a piece of metal flew off the job on which he was working and went into his eye. As is already known this called for some very expert medical attention, but the latest news is encouraging. A 2½ ton Morris van has now been acquired and is being suitably modified and equipped for transporting the outfit around the countryside and certain continental events. Attention has been drawn to the fact that I, quite inadvertently omitted the name of our Bill in the list of those of our members who took part in the D. K. Mansell Trial.—I tender my most sincere apologies for this unaccountable oversight.

Angus Macgregor at present serving as a 2nd Lieut. in the R.E., is stationed in a sandy patch near Fayid where he moved last month from another 'Sandy Patch' outside Ismailia, all of which are somewhat deadly as there is a complete absence of anything except Scout cars and 4 wheel drive trucks.

F. Pados who it will be recalled exported himself to Canada last year, has now set

up a Motorcycle Business in Alberta and sends his best wishes to the Club for a successful year. Subject to 'Suitable Machinery' being located he hopes to have a crack at the Canadian Speed record in the not too distant future.

Chas. Lambeth reports from Australia that he now has a 7R ready for the Bathurst T.T. and Puckapungal (these two events took place on Easter Sunday and Monday—Ed.) As Bathurst is 600 miles from the Lambeth abode and the two events some 500 miles apart, it will be seen some sharp transportation has to be organised, also there appears to be good co-operation between riders and a certain economy is derived from pooling transport resources, a minimum of vehicles being used for each meeting. Chas. tells me that should any Bemsee member find himself in the State of Victoria and stuck for transport, he will always be ready to assist.

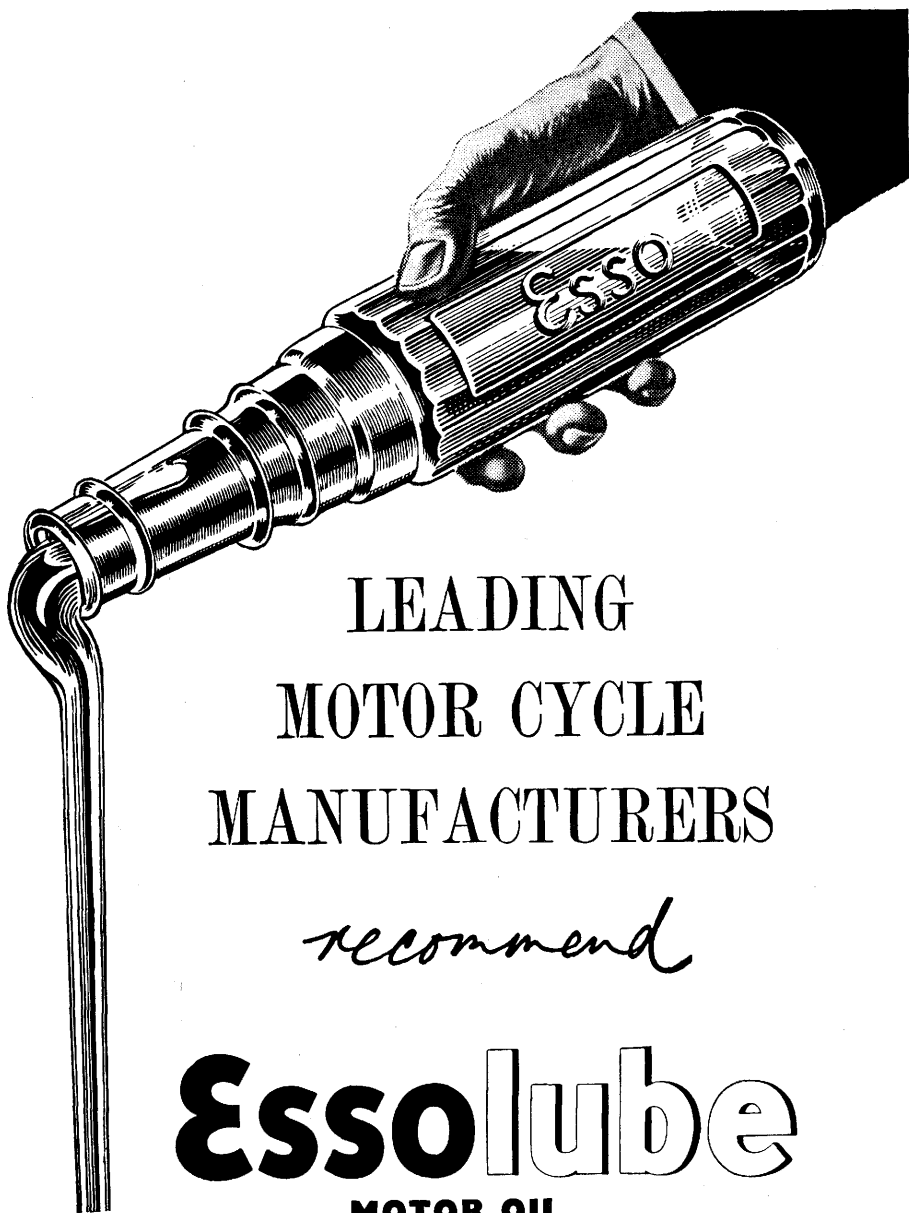
Ted Graham states the Garage business in Burnley is improving and hopes to be able to make a few meetings later on in the year.

Bill Salmond records the interesting fact that the picture of Ken Kavanagh appearing on the cover of this issue, gained first award in the Record Section of the I.O.M. Photographic Society's Exhibition.

Vic Proctor has recently made two attempts on the South African Records but met with very adverse weather conditions, so intends to have another go this month when conditions may be expected to become more satisfactory.

J. D. Poingdestre. According to an announcement in the Jersey M.C. & L.C.C. Magazine, this member will be seen on one of the following machines according to the type of competition—J. P. L. Mk. 1 and II, 490cc. 500T Norton, 348 K.T.T. Velocette and a 348cc. Gold Star B.S.A.

The R.A.C. reports that high grade petroleum spirit now costs 5/11½ per gallon in France.



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EDITOR'S CORRESPONDENCE

1616, East 69th Street
Chicago 49 Illinois, USA.

Dear Bob,

March 5th, 1952.

Thank you for your letter of Feb. 14th and date bar safely received. Thank you, too, for your good wishes which are indeed appreciated—working in my own little workshop and which is slowly filling up with NORTONS . . .

So far as news to you from this end is concerned just now, things are quiet. The winters here are much too severe for motorcycling especially this winter, which looks like beating the previous record for snow and severity. The roads have been

frozen over and there have been long spells of below zero temperatures. Considering this, I think I am doing well to have started off with so much work and so many machines. With each "break" in the weather now, a machine pops in or out of the workshop, but it won't be long before spring time and I am looking forward to a busy summer. Even Florida has had bad weather and the 100 mile amateur Daytona Race was cancelled.

Wishing you and all the club speed merchants and marshals alike, a happy and successful 1952 racing season.

Yours very sincerely,

THERESA (WALLACH)

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A.C.U. MATTERS

DRIVERS PERSONAL ACCIDENT INSURANCE

Drivers are reminded that if they are involved in any accident, however slight, during a speed event they should report the matter to the Clerk of the Course immediately. It will be appreciated that failure to do so may prejudice any subsequent claim for benefit.

FOOTWEAR OF SIDECAR PASSENGERS IN SPEED EVENTS

The Competitions Committee has decided that the footwear of sidecar passengers may be lighter than that required by drivers i.e. knee length leather boots, and may be of the passenger's own choice.

CLUBMAN'S T.T.—FUEL

Prospective entrants and drivers in the 1952 Clubman's T.T. Races will be advised to make their preparations on the assumption that the fuel available will be of an Octane rating between 70 and 75, as the Petrol Companies have stated that

'pump' spirit, as available from normal road-side sources, will be provided. For general guidance, it should be assumed that the Octane rating will be nearer the minimum figure than the maximum.

ENTRIES IN FOREIGN COMPETITIONS

Holders of International (A.C.U.) Competition Licences are reminded, in their own interests, that the following procedure must be complied with:—

1. Ascertain in good time that your International Licence permits you to take part in the type of competition which you propose to enter abroad (i.e. road races, scrambles etc.).

2. All entry forms must, before transmission to Foreign Promoters, be stamped and countersigned by the A.C.U.

This procedure will avoid complications and is, in fact, provided for in the F.I.M. International Sporting Code, Regulation 96.

MUTUAL AID AND BENEVOLENT FUND

For Sale—Many racing accessories both new and second hand, also set racing leathers and trailer. Quick sale required. Apply—A. Jefferson, 346 Endyke Lane, Hull.

Wanted—Late 7R A.J.S., KTT Velo or D.O.H.C. Norton. Advise details and price to Box B/CS. c/o. BMCRC, 2,

Wilton Mews, Wilton Street, London, S.W.1.

Donations to the Benevolent Fund have been gratefully received from the following members:—

L. Fenney	J. Gresswell
P. Broughton	D. Bradshaw
G. Hadfield	G. Goodall

NEW MEMBERS

A hearty welcome is extended to the following new members . . .

G. R. Turner (S.E.9)
F. Taylor (Todmorden)
P. H. Tait (Coventry)
E. A. Redshaw (Kent)
D. J. Mould (Long Ditton)
F. A. Morris (Hants)
C. M. Luck (Birmingham)
S. F. Lewis (Kent)
J. Hughes (Stoke on Trent)
F. J. Hook (Birmingham)

M. Herrington (Bristol)
M. Henderson (Silverstone)
R. F. Hanks (Birmingham)
F. W. Glazebrook (S.E.9)
F. G. Garrington (Birmingham)
A. R. Foster (Parkstone)
D. F. Peacock (Nuneaton)
W. Fitssimons (Manchester)
J. R. Davidson (Essex)
A. C. Dyke (Devizes)
D. Coop (Bolton)
E. Burridge (Bedford)
E. Baxter (Suffolk)

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