



N·Z·

# MOTOR CYCLIST



T. T. NUMBER

December, 1947.

Price 9d.

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# N.Z. MOTOR CYCLIST

(Official Bulletin to the N.Z.A.C.U.)

Vol. 1, No. 3

DECEMBER, 1947

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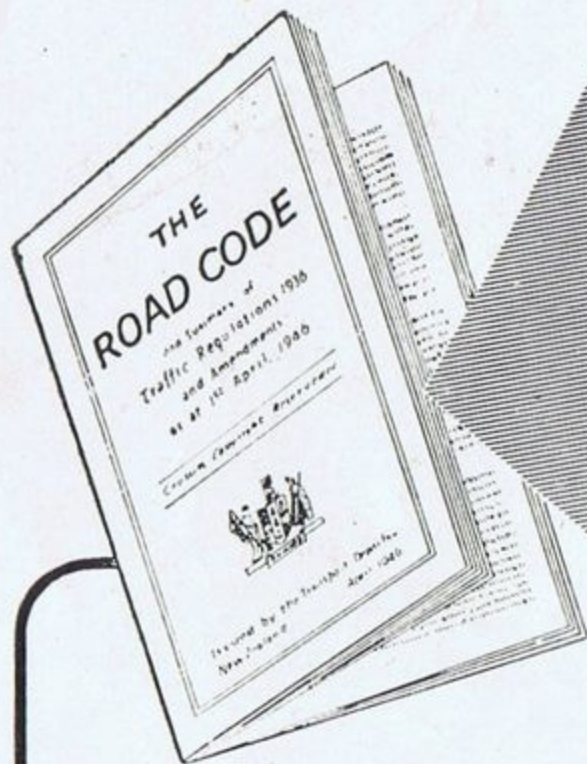
### COVER

*Onetangi Bay, beautiful, inviting. One of the best swimming beaches around Auckland, Onetangi Bay on Waiheke Island will this year be the venue of motor cyclists, racers and tourists from all over New Zealand. For it is on Waiheke that the great New Zealand Tourist Trophy Race is held.*

Published Monthly. Subscription: 12 issues 9/-.  
Address: P.O. Box 774, Christchurch.

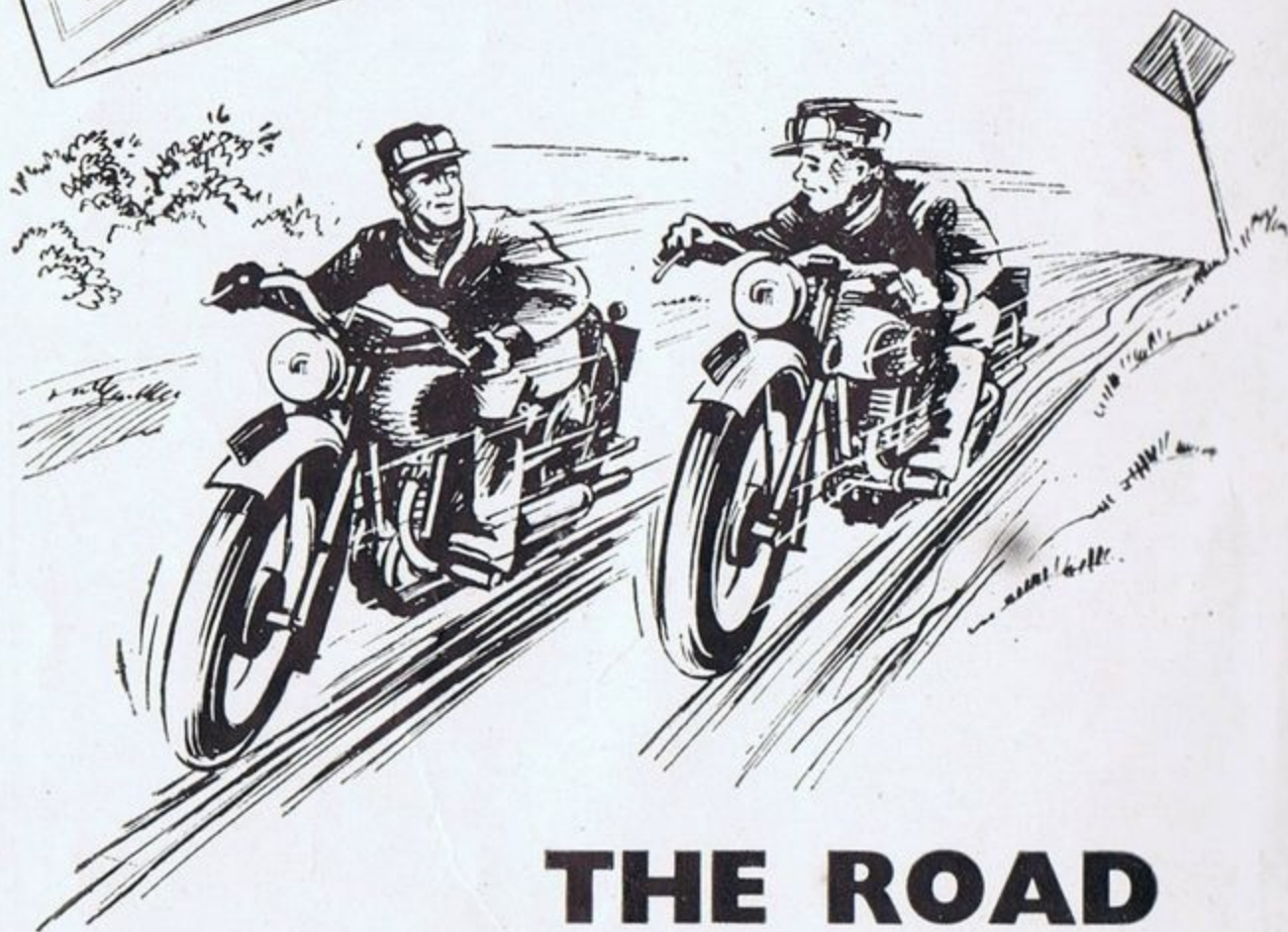
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Articles and photographs submitted must be relative to motor cycling.



Extract from "The Road Code"

(47) Do not race or otherwise show a spirit of competition with other road users.



## THE ROAD IS NOT A RACE TRACK

It's a big temptation to open up and show the other fellow what she'll do. BUT MORE MOTORCYCLE ACCIDENTS ARE CAUSED THROUGH SPEEDING THAN ANYTHING ELSE. If you want to speed there are properly organised race meetings you can enter for. Curb your enthusiasm on the road. A speeding motorcyclist is a danger to himself and a menace to other road users.

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# NEWS OF THE DAY

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## Details of the T.T. Announced

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Following the success of last year's double, the T.T. Committee of the Auckland Motor Cycle Club has decided to run two races again this year; a Junior Race for machines up to 350 c.c. capacity which will be run on December 30, 1947, and a Senior Race for machines up to 500 c.c. to be run on January 1, 1948.

The course will be the Ostend road circuit on Waiheke Island. The island is three hours from Auckland by Waiheke Passage Ltd. steamers. Fare is approximately 3/6 return.

The Auckland Motor Cycle Club will organize the race and all arrangements will be in their hands.

### Transport

Transport of competitors' machines and gear will be arranged by the club and will probably be effected on December 26. Practising will be commenced the day after arrival at the island, and will be permitted from 5 a.m. to 6 a.m. each day except race days.

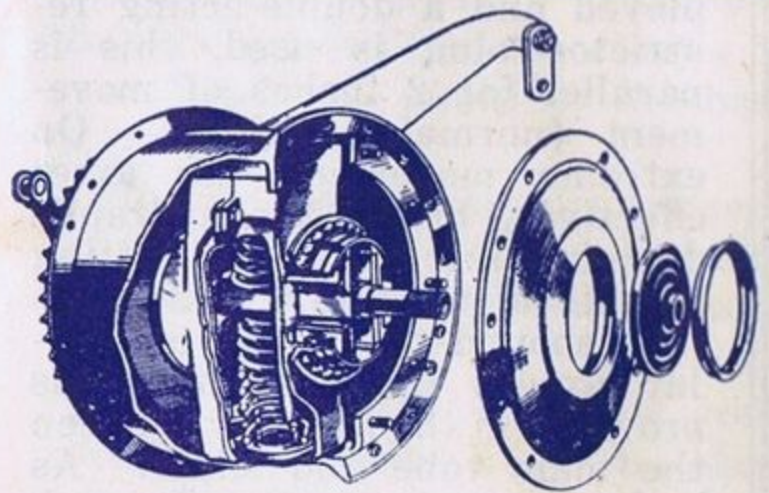
The club will arrange a camp for riders and assistants. Each man will be responsible for financial outlay in this connection and for transport to the island. The camp will provide shelter and meals but personnel should bring bedding and personal gear.

Details concerning the actual races will be found in the Club Programme section.

## Triumph '48 Accessories

The Triumph representatives have announced the line of accessories that will be marketed by that firm in 1948, and which should be available in this country in the New Year.

They include the prop stand, attached to the near side cradle frame member and the now famous Triumph Spring Wheel. This ingenious and effective method of rear suspension is now being produced in increasing quantities but is still far behind demand. It will be remembered that this wheel can replace the rear wheel in any



**WINGED WHEEL.** — The new Triumph Spring Wheel in cut-away form showing the compact internal structure and method of action.

Triumph built since 1937 but production difficulties at the present time make it impossible to supply any for earlier models as yet; but it is hoped that the position will improve in the not too distant future.

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**New Agencies.** It is hoped that recent visits to this country by overseas factory representatives

will result in agencies being announced for new machines in this country in the New Year.

N.Z. MOTOR CYCLIST

# RACING CLASSIC

*By our Auckland Representative*

**I**N the blue waters of the Hauraki Gulf, 25 miles from Auckland, lies holiday island, Waiheke. During Christmas and New Year its gems of beach and bush will draw thousands of city-weary Aucklanders to baches, boarding-houses and camping grounds, to rest and relax to their fill. But also will come the giants of the racing world, bringing with them roaring juggernauts which soon will awaken the early morning echoes and herald the coming of another T.T.

Just what does the T.T. mean? To many it means nothing more than broken slumber and an influx of noise and fumes and greasy overalls. But as practise week wears on, even the disinterested vacationist finds himself caught up in the comradely enthusiasm of the racing camps and in the snatches of racing conversation, until, when race day rolls round, he knows something of this battle of the giants. He knows, for instance, that the T.T. is a road race of some 130 miles over a 6 $\frac{3}{4}$  mile gravel circuit, taking in a goodly portion of the island's roads and including a fast straight and countless curves,

which lead high up a mountain and drop breathtakingly back to the start.

He knows, too, that it's a grand show, and that the winner is lauded with the highest praise, and that he's earned a hero's crown.

But the vacationist may not know what it takes to win, or what it takes to compete in this classic of all road races. He may catch the word reliability and hear talk of jet sizes and gear ratios and cornering tactics. But it is only the competitor who knows just what brand of reliability and just what combination of riding ability and mechanical perfection is required.

The T.T. calls for a machine that can be driven relentlessly for two and a half hours and a rider who can remain keen of eye and sure of hand and judgement for twenty tortuous laps. To win, this combination must be able to maintain a tireless average of sixty-one miles per hour. But speed alone is not all, for lap times for the Waiheke course must be very near maximum when design advances of seventeen years are limited by

**Scramble tactics are used by J. Cunningham on Onetangi corner.**



for DECEMBER, 1947

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Second man home in the 1947 Senior T.T. was H. Hallam, riding a special Matchless. He was the winner of the 1941 event.

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The 1947 Senior winner, Len Perry, about to pass Tom Lambertson of Hamilton.

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a circuit which has altered little in that time.

Recent races have been won by small margins, and to-day success lies in the ability to save seconds by precision riding, organisation, and reliability, rather than in cramming the last ounce of speed. The prospective winner must get the most from his machine without endangering its reliability but without wasting precious seconds in unnecessary nursing. He must know the line to take on every corner, and the precise point for every braking action and every gear change. And his fuelling stop must be beyond reproach. But above all, he must remain unflurried. He must know his second-saving maximum, but he must not let pit-signals drive him beyond it. They may show he has dropped a place, but he must know that his is a pace which can continue to the end when this bothersome leader may long be spent. Information may spur him to greater concentration, but it must never tempt him to indiscretion, for it's a long race and many fortunes may change before the final flag.

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**DUSTSCREEN.** Gordon Stewart in 1946. He performed well until eliminated by gear-box trouble.

And the background to all this must be teamwork. For pit-stops, signals, and unforeseen troubles, he must be able to rely on quiet, unhurried, purposeful efficiency from his helpers. Smoothness and despatch are the essence, and encouragement too, when the outlook may seem hopeless. All these are the attributes of the T.T. racer, and without the right measure of each, no man can hope to win.

And who will win? Recent years have almost come to be Velocette victories for the same works 500 has won in the last six of eight starts and with four different riders. But it will not always be so, and this year might easily see the pendulum swing. Many of the regular competitors have been knocking on the door for a long time and have failed only by some small factor. The year-by-year elimination of these causes may eventually carry them to victory. And a newcomer victory must not be ruled out. In common with the Isle of Man, the Waiheke course favours the seasoned campaigner, but many all-round racing riders have yet to tackle their first T.T., and experience gained on field and

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A fine impression of Tom Lambert on his Norton in the 1946 race.



Winner of three T.T.'s, Len Perry astride the works Velocette.



Two winners, L. Perry, 1939 and 1947 Senior and Junior, in close pursuit of W. Grey, of Rotorua, winner of the 1940 race.

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track goes far in producing road-race winning qualities. New machines, too, will tend to alter the balance, and this year's races will be anybody's guess.

So much for the business end. But T.T. week has its lighter side, too. Headquarters is usually a club camp under canvas, but riders are scattered in baches and boarding houses at most of the island's beaches and much visiting back and forth takes place, to the accompaniment of racing chatter and lending and borrowing of spares, and the retelling of adventures of previous years. Old friendships renewed and new friendships made, so that over all prevails a comradely spirit to be taken away and treasured till next year's races. While the early morning practises and machine-vetting are highest in importance, the holiday spirit is not entirely excluded and when the spanners are put away there is a

limitless range of beaches or bush and mountain retreats, while the evenings bring dances, cards, or friends to visit among the vacation populace.

And what of the islanders—the permanent residents? There may be one or two who view the races with jaundiced eye, but the majority are tolerant, and even enthusiastic, so that the co-operation of the Road Board has been given ungrudgingly year by year.

And so to race day, with its excursion throngs. The three-hour boat trip is lightened by programme sales, T.T. discussions, and the refreshment queue, until Ostend wharf looms up, the signal for a general hurry scurry to the start. With the boat crowds cleared, the buses return and the marshall's circuit closes the course. Then follows the assembling of the riders, last minute instructions, the drop of the flag. For two and a half hours the riders flash by, the laps are scored, fortunes rise and fall, until, with a cheer, the winner is flagged off and the field straggles in. To boat and bus, bach and boarding house, the dusty, happy crowd disperses. Another T.T. is over.

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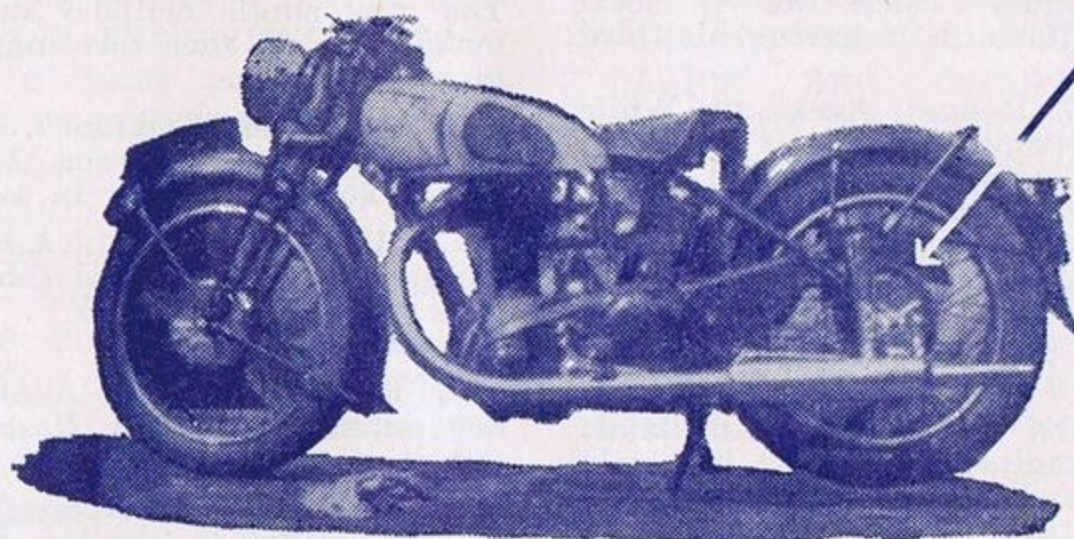
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for DECEMBER, 1947

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# LIST OF ENTRIES

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## JUNIOR RACE, DECEMBER 30, 1947

**NELSON EDWARDS** (Velocette K.S.S.), Tuakau: A regular competitor in local events, Nelson Edwards is having his third try at the T.T.

**A. HARDING** (Rudge), Auckland: While he does not compete regularly in local events, Alby Harding has appeared at the Island on several occasions.

**R. CLARKSON** (Velocette K.T.T.), Auckland. Many successes have been credited to Reg Clarkson in the past season with his previous Waiheke experience.

**P. CLARKSON** (Matchless), Auckland: Paul's J.A.P.-engined Matchless has only recently appeared at race meetings but it has a good turn of speed.

**D. TOMPKINS** (Harley Davidson), Auckland: A new name astride an old favourite. Don Tompkins is unknown but the Harley Davidson reputation goes back for many years.

**J. SWARBRICK** (Velocette), Christchurch: A well-known track rider and Clubman in Christchurch with a long list of wins.

**L. PERRY** (Velocette), Auckland: The winner of last year's double event and the 1939 and 1945 races, Len Perry can be expected to repeat his previous splendid performances.

**B. STORMONT** (Excelsior) Auckland: A promising newcomer, Barrie Stormont has been competing at beach and airfield meetings for the past year.

**J. JONES** (Velocette), Auckland: Johnny Jones has been riding Velocettes in the local competitions for some time and he is not a stranger to Waiheke.

**T. LAMBERTON** (Velocette K.T.T.), Hamilton: A regular competitor at the more important Auckland events, Tom Lamberton is noted for his painstaking tuning and unspectacular but purposeful riding.

**W. KELLY** (Triumph), Auckland: The first rider to introduce the 3T model to competition work in Auckland. Bill Kelly's machine has been fitted with two carburettors.

**S. NEWSON** (Velocette K.T.T.), Auckland: Although he has appeared at one or two recent beach meetings, little has been seen of this rider.

**J. HERD** (Velocette K.S.S.), Auckland: In last year's Junior Johnny Herd put up a very polished performance and ran into fourth place on his first appearance at the Island.

**J. PHILLIPS** (Velocette K.T.T.), Auckland. One of the most experienced Auckland riders. Jack Phillips has now acquired a 1939 model K.T.T.

**J. DALE** (A.J.S.), Auckland: Jack Dale has competed in all types of events over a long period of years and he knows the Island like a book.

## SENIOR RACE, JANUARY 1, 1948

**J. WILLIAMSON** (Triumph), Auckland: The only single cylinder machine of this make seen at race meetings in Auckland in recent years.

**H. HALLAM** (Triumph), Auckland: The winner of the 1941 race, Digger has imported something new in twins.

**J. CUNNINGHAM** (J.A.P.), Auckland: Appearing for the third time at Waiheke, Jack now has the J.A.P. which carried Hallam to victory.

**R. ROSS** (Norton), Auckland: Though not outstanding, Ron Ross gave a consistent performance in last year's Senior.

**W. WRIGHT** (Norton), Auckland: Wally's model is similar to the Norton ridden by R. Ross and it should lap consistently. It will be this rider's first try at a T.T.

**T. BLUNDELL** (Norton), Auckland: Another newcomer to the Island, Blundell, has recently appeared on the latest model E.S.2.

**T. PARSONS** (Triumph T100), Auckland: Noted for speed and dash, Trevor should perform well.

**J. GREEN** (Norton, E.S.2), Auckland: A comparative newcomer to Auckland circles, Green is something of an unknown quantity.

**G. STEWART** (Rudge), Auckland: Another regular competitor at Waiheke and a rider who has many successes in speed events.

**J. SWARBRICK**, Christchurch: With luck will be riding a new Norton.

**L. PERRY** (Velocette (Auckland)): No introduction is needed but it is to be questioned whether the 500 "Works" Velocette can maintain its long record of wins.

**D. CRESSWELL** (Ariel), Christchurch: A prominent rider in all classes of club and competitive riding in Christchurch.

**J. A. B. STEWART** (Rudge), Auckland: Entirely unknown.

**L. CUNNINGHAM** (A.J.S.), Auckland: The possessor of the latest competition model from the A.J.S. factory, Les has been performing well in Trials and Scrambles.

**K. MUDFORD** (Triumph), Tauranga: Little has been heard of this rider and he will be appearing at Waiheke for the first time.

**B. ALLAN** (Sunbeam), Auckland: Although he has not appeared in local competition, Bruce has a good machine and he may bring something new to Waiheke.

**T. LAMBERTON** (Norton), Hamilton: Once again Tom's International Norton will be appearing in the Senior Race and the third time may be lucky.

# How the T.T. is Run

**I**N September of each year there meets in Auckland a committee of motor cycle enthusiasts whose duty it is to plan and organise New Zealand's premier road race, the T. T. Drawn from trade interests, club officials, and riders, the committee faces many tasks, and long before the race becomes a reality, their work goes on behind the scenes. The allotment of funds, the allocation of prize money, negotiations for permission to use the course, decisions regarding the conduct of the race and the fixing of dates, must all be finalised many weeks in advance, until, certain that the race can be run, the publicity campaign commences.

Details of distances, racing rules and eligibility, are sent to all clubs together with entry forms, and information about the conditions which will be met by visiting riders. While the entries are pouring in, preliminary arrangements for accommodation and programme printing are completed, until the stage is finally set for the handling of competitors and machines and the transfer of the scene of operations to Waiheke Island.

The transfer is usually completed on December 26, and in recent years the committee has been able to engage a special scow to transport all gear and equipment under conditions which ensure that machines and property are handled expertly by club volunteers. Al-

though the official transfer is not made until after Christmas, practising is permitted from Christmas morning and competitors may make their own transport arrangements for earlier arrival.

At the island, operations are in charge of an official organiser and competitors and their assistants come under his jurisdiction. On arrival, a camp is established with shelter and meals provided, and this is the headquarters for the duration of the stay. Individuals must supply their own bedding and personal gear, but everything is done to relieve competitors of domestic worries and allow them freedom for practising and race problems. Practising takes place each morning except race days, at 5 a.m., and continues until the first bus at 6.30 a.m. The course is controlled by the organiser and official times are taken to enable riders to assess performances. At the conclusion of each practise machines must be returned to the camps and they must not be taken out again unless fitted with an efficient silencer, while any suggestion of trying out the course during the day is completely forbidden.

Daily boat services run between Auckland and Waiheke, and during practise week various club members and officials journey up and down so that last minute repairs and spares may be obtained by travelling to the city or by entrusting

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**D. LOUGHHEAD** (Sunbeam), Auckland: Although he has made an appearance at a recent meeting, Loughhead is new to Waiheke conditions.

**B. McLEAN** (Velocette), Auckland: A regular competitor in local racing events, Basil has forsaken his Norton in favour of a 350 Velocette.

**W. GREY** (Norton), Rotorua: Representing the Hamilton Club, Bill Grey has appeared at the Island for many years and won the 1940 event.

**J. DALE** (A.J.S.), Auckland: John's machine is something new from the A.J.S. factory and being a late import has not been seen in action.

**J. PHILLIPS** (Velocette K.T.T.), Auckland: Although mounted on a Junior machine, Jack Phillips is capable of returning lap times which will be fast enough to threaten the bigger machines.

## LATE ENTRANTS

### JUNIOR:

**ARCH WEIR**, (J.A.P.), Auckland: First year.

**LOU AIKEN** (Triumph), Auckland, Club Vice-Captain.

### SENIOR:

**A. DEAN** (Triumph), Tauranga: Second ride. Regular rider, fast, but wild.

for *DECEMBER, 1947*

errands to others whose business takes them there.

On race day an early lunch is provided and competitors and helpers are expected to be at the start at 12 noon. Here pits are marked out and numbered in sequence with the competing machines, and riders are requested to stow all gear within the allotted space and to be in the vicinity so they may be easily contacted if necessary. Pit attendants for the race are limited to two and they are issued with distinctive armbands to give them free admission to the timekeepers and the official area. These attendants are permitted to organise pit service as they wish, but once the machine has started in the race they are not allowed to carry out any work on it. They may hand tools to the rider and may hold the machine while he effects adjustments or repairs, but they may not assist in the work in any way. When refuelling, they may take part in the operation, but they must not assist in restarting the machine or in starting the rider at the commencement of the race. During the running of the event pit attendants have access to the official timekeepers and they may pass on information to the competitor by means of pit signals, which are usually in the form of a pre-arranged code chalked in large characters on a blackboard.

Preliminary work in connection with the starting of the race is commenced as soon as the boats arrive from the city, and it includes machine examination, checking of rider's gear, and the taking of fuel samples from each tank for later analysis. Meanwhile a marshall makes a circuit of the course and when he has reported all clear the track is declared close and the race is ready to start.

Riders and machines are then assembled in accordance with riding numbers and last-minute instructions are issued, including advice of any special obstructions or features which may have been observed by the marshall. When all competitors are ready No. 1 is

called to the starting line and at the drop of the flag clocks are started as he push-starts his machine and gets away. The remaining riders are sent off at pre-determined intervals which may vary according to the number of entrants, the spacing being arranged to ensure that the last man is away before No. 1 has completed his first lap.

During the race riders are required to yield reasonable right-of-way to a faster competitor, and in the event of trouble must draw clear of the course before stopping the machine. If a crash occurs away from the pit area riders are requested to notify the pits by holding up the right hand while passing through. Refuelling may be undertaken at any time and must be made with a dead engine. When carrying out a pit-stop, competitors must not baulk another machine and must ensure that the course is clear before drawing away on the restart. In the event of a stall on an uphill section riders must continue in the direction of the race and may not turn downhill for a restart against on-coming competitors.

At the conclusion of the penultimate lap, each rider will receive a yellow flag and at the end of the final lap a checkered flag will be shown, although any competitor who still has a number of laps to complete after the placed riders are home may be flagged off. A red flag shown at any time during the event stops the race.

On receiving the checkered flag, riders must slow down and be directed off the course by the officials and should then keep clear of the race area so that any crowd which collects will not interfere with later finishers.

When the last rider has been flagged off, a short ceremony at which the trophies are presented, takes place and riders are then free to disperse at their convenience.

Transport of machines and gear back to the city is usually completed the day after the senior race by the same method as the out-

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# T.T. PARS

Little change will be seen in the course this year, but over the years the worst corners have been eased back and last year's competitors found conditions satisfactory, although the mountain section had not lost its reputation for rough going.

☆ ☆ ☆

It is expected that W. Kelly will be keeping a close watch on appetite during the practise period. His Junior Triumph has been fitted with two carburettors and is reputed to be rather hungry.

☆ ☆ ☆

Another Triumph star will be H. Hallam, who has the 1941 race to his credit. For the Senior he has something special in the way of twins, but as it is a late arrival from overseas, it is, as yet, an unknown quantity.

☆ ☆ ☆

Also relying on imports is John Dale, who will be seen astride the latest in A.J.S. products. With reports of the Isle of Man twins still circulating, rumour is rife, but whatever the model, its progress will be watched with interest, for John has been handy at the finish for a number of years.

☆ ☆ ☆

Although the subject of conjecture, Len Perry's mount has now been confirmed as the 500 c.c. works Velocette for the Senior

race. In the Junior he will be using his own 350 of the same make.

☆ ☆ ☆

The Clarkson brothers, Paul and Reg, will again be competing with a bracket of machines built up in their own workshop. Some confusion is apt to be caused by tank names, not the least allied to the "works" department, but horsepower is a Clarkson specialty and it will be a considerable measure of the final mixture.

☆ ☆ ☆

Sharing honours of age and name with the Senior Velocette will be J. Herd's 1934 Junior mount. In his first ride last year he obtained fourth place, and with a season of trials and scrambles successes to his credit, he may move up the ladder.

☆ ☆ ☆

Although it has not yet made its debut, a special Velocette is reputed to be occupying the Jack Philips stable, and it may be expected to see the light of Junior race day.

☆ ☆ ☆

T.T. riders have just about every trouble to contend with. The analysis of failures in the 1940 race reveals that S. Winterburn retired with a bee sting which precipitated him into a wayward sheep.

☆ ☆ ☆

Jim Swarbrick is anxiously awaiting his new machine.

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ward journey, and competitors are expected to meet the scow at the city wharf and claim their belongings. Lost property will be cared for by the Auckland Motor Cycle Club and will be returned on request.

Final placings in the races will be confirmed by the committee and any protests will be dealt with before the official results are announced. The presentation of prizes at a suitable function closes the chapter of another T.T.