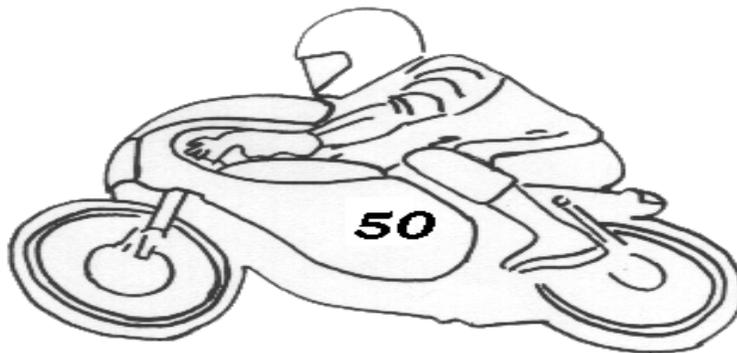


Small Torque from Small-Pots

Newsletter of the Racing 50 Enthusiasts Club



Volume 5 - Issue 2 - October 2002

WEB Page - <http://homepages.tesco.net/~roadracer/>

Secretaries bit

GO!

Being positive we've had a successful season so far, the Formula 50 Cup has despite problems still been a success.

The TT Parade created loads of interest and enjoyment, Belgium and Holland is always a success, but for me the best has to have been Aberdare Park. As you will see we have already arranged the Presentation Evening and A.G.M., with a small Auto Jumble thrown in, PLEASE SUPPORT THIS IMPORTANT EVENT and air your views. The Club is now at a point that it needs to move forward with some direction and purpose. Let us have your ideas and proposals for the A.G.M., come along and make it your club!

I usually mention Alex's MX exploits but this time he has got to take a back seat. "17th August" 20th Wedding Anniversary, I suggested that we have a big BBQ party at home to celebrate, Deb wasn't up for that as she said it'd be her doing all the preparations, running about and work etc, so we revert to PLAN "B". "How about the Ardennes" I asked, so to celebrate 20 years of marriage we are off to race at Jonville, followed by a 3-4 days in Kent and racing at Lydden with C.R.M.C to finish it off, "True Love" or am I just a lucky sod??

Steve

P.S. Thanks Deb XXX Love You.

The TT Paraders with Alan Robinson



Racing 50 Enthusiasts & Junior Race Association Club

PRESENTATION EVENING

SATURDAY 2nd NOVEMBER 2002

at

Half Time Orange
Leicester

Auto Jumble 12pm – 2pm
(£2 entry or free with Presentation ticket)

R.F.E.C. A. G. M. 2.30pm – 5pm
(enough shopping time for the girls)

Presentation 7pm – 12pm
Presentation of Trophies, buffet, disco

Special Guest
To be arranged

TICKETS £6.00
from

Steve Bedford
89 Harris Street, Peterborough
PE1 2LZ

Tel: 01733 708453

or

Adrian Pallet
3 Obaston Hollow, Nr Nuneaton
CV13 0HP

Tel:

01455 290412

(Please enclose SAE)

**We would like to get as many people to attend as possible especially the old uns;
a quieter room will be available so they can relive how good they were.**

The Half Time Orange is situated just behind Leicester City Football Club, Filbert Way.

Jeep's Editors column

Not much from me in this issue but I will try to cover the TT Riders Parade of June and Castle Coombe in the next issue. I received this letter from **Mick Rawlings** who has asked for it to be included in the magazine. It does raise some interesting points and is certainly worthy of inclusion.

"It's 2.30 a.m. and because my brain is still buzzing from a weekend's racing at Three Sisters, sleep is proving something of a problem. As Trish, my most tireless, very patient and never complaining wife will tell you, if something requires my attention and, in the last few months it has been the bikes, especially the Minarelli, you will find me in the garage until late evening and more often than not the early hours of the morning.
But this time it is something a little bit different.

Some months ago, Ian Ager put together a very interesting letter to the Racing 50 Enthusiasts Club magazine, raising some very interesting points, subjects and ideas for the club and magazine generally. One of the suggestions was that those of us with a racing past and present could put together experiences, knowledge, histories and incidents, that had happened to us over the years, which I certainly intend to do when a little bit of time allows.

Now, since my return to racing at the start of this season after some twenty years break, quite a few details have resurrected themselves in my memory as things of similar nature occur. A good number are a pleasure to relive again and, as Ian Ager suggests, are well worth putting pen to paper about. But, unfortunately there are one or two that are still apparently serious problems that only we, as individuals can address. At this point I am not going to drift off into my racing past – I'll save that for a later date – but I feel that there are some things that happened in the past about which lessons should have been learnt.

Thanks to the RFEC we have a good friendly racing club, which is managing to gain strength against some very difficult odds and the usual bureaucracy. However another noticeable problem is the small number of racers in our class. At some of the previous Preston MCC meetings we have managed to give a good account of ourselves but, directly the numbers for our 50cc class are reduced, Preston club (I suppose quite rightly) out us in with the Juniors, which from a personal view takes some of the edge and enjoyment from our own events. I hasten to add that I have no problem at all with the Juniors. The faster ones are up and gone and the slower riders are there to enjoy their racing just as we are and, if we catch them up we can just overtake. However as we hold our own class in high esteem – or should do – it seems somewhat of a farce to be in a group with modern day machines, complete with reed valves, larger engines and disc brakes etc., which means that towards the end of the race the faster Juniors are on our tails and the Marshalls are busy with the blue flags (something I will pass opinion on later). Again this takes the edge off our own competition.

The two day August meeting at Three Sisters showed just how thin our numbers can be for a number of different reasons, one of the saddest being late entries. Then Steve Bedford, being justifiably aggrieved with no entry being given to him for his bigger bike together with Bill Pilling and Chris Alty having wasted journeys and differences of opinion with the organisers. My old "Lunar partner" and fellow 50cc racer, Mike Schofield having start position problems, albeit with his larger capacity classic. When we are out there racing with enough adrenalin flowing, I'm sure we don't need our tempers on the edge of breaking point from such problems as detailed above. I speak from experience after the 50cc Isle of Man Parade earlier this year when we were told that we all had to return to the Grandstand at the eleventh hour for scrutineering, despite being sat at Creg Ny Ba with the roads closed and the vans blocked in. Not the best start to a prestigious parade and likewise not the best way to start a racing weekend at Three Sisters. From the organisers' point of view, race classes and numbers have to be set out according to the number of entries received by the stated closing date and the Programmes themselves have to be printed in advance.

So do we feel that maybe the organisers are right to refuse late entries given that the Regs. are handed out at the previous meeting?

We, as individuals, can avoid refusal by the prompt return of our Regs. I will deviate here slightly by mentioning that, while at the Ty Croes meeting in March, I overheard someone asking where Dave Hughes had got to – to be told that he was putting in his entries for the forthcoming Three Sisters event on May 5th, before the Ty Croes Practice had even started – a lesson for us to learn maybe – not only is he quick on track!

From the Racers viewpoint it is par for the course that there will be admin. and human errors when organising events for so many racers and racing classes. Although it is absolutely no consolation whatsoever for any individual on the receiving end of such mistakes. But surely we would have a good lever in the event of such problems if we, at least, were organised prior to the Race Regs. closing date. In addition, from our point of view, Preston need to take account of the fact that we are competing for our own championship and are paying good money to race with them. But I feel sure if we could enter the events with the depth and full complement of the riders who are RFEC members, we would be seen as a far brighter light by Preston, rather than a group tacked onto the back of the Juniors. I know I probably have less right than some of the more established lads to voice this opinion, this being my first racing season for twenty-odd

years but I watched it all fall apart as the Racing 50 Club with all the critics of 50cc racing at the time, who chuckled as it lost pace with the other classes, eventually stopping altogether.

Now Steve Bedford, Jeep and other early starters have formed the basis of, potentially, a very good 50cc club. So it is up to us to show the weight of numbers at these meetings. Get those entries in early lads and let's command our own unshared races. There will always be circumstances where, individually we won't be able to get to all the meetings but, as these people have put their own time and efforts into forming the RFEC and Preston MCC has given us the first chance of 50cc racing since the early seventies, let's do our bit and get out there and race.

It took me four years, through one thing and another to get back into the racing and, thanks to a phone call from the Bedford's, I have a good bike and am racing with a lot of good, friendly, helpful people. I am enjoying it to the full – even that !*!* Lunar Bend!!

Despite the unnecessary problems, I enjoy racing with the Preston Club and Three Sisters and Ty Croes have really grown on me. You have to admit they are good 50cc racing circuits – especially Three Sisters where the bigger bikes are brought a bit more into line with us. At the start of the season I was apprehensive after hearing how tight Three Sister was but when you look at other alternatives away from the major circuits, they are a little flat and boring.

So let's work together to make this opportunity a success. OK for some of us the circuits are a fair way to travel but so what? We get good racing, which we can improve with a little effort and good friendly rivalry. In respect of the travelling just think of poor Jeep – Ty Croes, Three Sisters and the Isle of Man Parade (pushing in from Governor's) – he has not managed to successfully finish one race this year in a style he would deem fit but still his entries are in and he is there full of enthusiasm and with those good old friendly comments and a smile despite all the grief of his Itom playing up.

To finish, as I have said, I will pass a personal comment on the blue flag issue, especially following the “out of order” grief that Dave Brearley received. Yes we can see the blue flag being waved but the faster rider behind, if he is any good, has a better view of all of the riders in front than they have looking back. He can also choose his line and the decision as to when to overtake in a professional manner should not be too hard for good riders. Dave Hughes has done it to me a few times with his usual ease!

Finally let's make a good show for the rest of the season!

Best wishes for some good racing.

Mick Rawlings”

An Article from Laurie Starke

Doing the Continental Circus at 61.

I got a call from Alan Leeson one evening: “do you want to come with me and Steve Lawton to Barneveld?” he didn't have to ask twice! Money changed hands and arrangements were made. My new short stroke engine was fitted and left at Alan's for a new pipe. Alan finished the pipe after midnight on the Thursday evening and Steve Lawton picked us up at 6.00 o/c the following morning. The journey to Barneveld was uneventful and we were soon set up and signed on. They brought the scrutineers to us and the bikes were all passed fit for racing. As my engine was new I started it up to make sure that all was OK, it sounded great!

In the evening we went to the Hello Angles Chapter for a drink, Alan's face was a picture. He said, “I have never seen anything like it” some of us have led a sheltered life. Saturday morning dawned bright and Sunny. I started my bike up for practice but it would not run without some choke. The main bearing had collapsed, Meeting over!!! Steve Lawton offered me the use of his bike for practice but the only problem was that with 104 fifties entered they ran the races and practice on odd and even numbers. When Steve came in and handed the bike over to me (No 26), I had to go out with the odd numbers. One of the marshals noticed this and told me to leave the line, but when he realised that I was English he relented and let me ride. In the afternoon the racing started and Alan had two good and steady rides, Steve was lying second when he touched a straw bale and that put him down to about 6th or 7th place. In his second race Steve fell but remounted only to stop later with a misfire.

Without a bike all I could do was to take photos of the action and enjoy the racing and the sunshine. When the racing was over we had a look around the Auto-jumble. They had some fantastic 50cc race engines, a six speed Minarelli with dry clutch and disc valve took my eye but at 1,350 euros it didn't come back to Blighty.

The editor of one of the Dutch Classic Bike magazines interviewed us for an article in his September issue. The evening was spent with Ron Ponti and Chris Walpole, good company and good food. On the Sunday morning we went to the museum at Lexmond, which Ron had kindly arranged for us. What an Aladdin's cave of rare 50's. We were privileged to see the 14 speed Suzuki twin engine. This is probably one of only three in the world today. In all a fabulous weekend, good weather, good racing and good company. Roll on next year as I certainly hope to do this meeting and other Continental meetings.

Laurie Starke.

Aberdare Park by Steve Bedford

After my visit to Aberdare Park last year, I had a word with the organisers thanks to Bob and Andy Watson enquiring about a 50 race for this year. They agreed, but unfortunately we didn't quite get enough entries for us to be out on our own, but it was still a 50 class and we raced with the 125 Classic's, of which there were only 3 all weekend.

Our grid consisted of:

| | |
|---------------|-------------------|
| Steve Bedford | Minarelli |
| Tony Flinton | Bedford Minarelli |
| Chris Alty | Kreidler |
| Steve Lawton | Famos Fantic |
| John Lee | Minarelli |
| Ian Denny | Lawton Minarelli |
| Alan Leeson | Famos Kreidler |
| John Creswell | Polini Minarelli |
| Steve Nugent | S.G.N |

Saturday

Race 1

This ended in total confusion due to Steve Nugent's bike seizing and sliding off and collecting Tony Flinton on the way, leaving Steve Lawton to take an easy win, with 2nd Steve Bedford, 3rd Ian Denny, 4th Alan Leeson and 5th John Lee. These were the results after much discussion as Ian Denny pulled up because a Marshal was showing a red flag, although the race had not officially been stopped.

Race 2

Ian Denny was well fired up and went off like a scalded cat, but was caught by Steve Lawton who took the win after some swapping of places. 3rd was Steve Bedford coming back from a bad start, 4th John Creswell, 5th Alan Leeson and 6th John Lee.

Saturday positions were

1st Steve Lawton, 2nd Ian Denny, 3rd Steve Bedford, 4th Alan Leeson, 5th John Lee 6th John Creswell.

Sunday

Another sunny day, Tony Flinton was back and ready on a repaired Bedford Minarelli.

Race 1

This was another win for Steve Lawton with the same time as Saturday's races of 53.4 – 60.67mph taking Mike Cook's lap record of 54.2 – 59.77mph. Steve Bedford again from a bad start moved through and ended up 2nd just ahead of Tony Flinton with Ian Denny in 4th, these 3 having had a good battle for 6 out of the 8 laps. Coming in 5th was Chris Alty, 6th John Lee and 7th Alan Leeson with some good dicing throughout the race.

Race 2

A better start by Steve Bedford saw him chase and pass Steve Lawton to take the lead on the 1st lap only for Steve Lawton to get his head down, retake the lead and set yet another Lap record of 52.5 – 61.67mph. Another 3 way battle and many changes for 2nd, 3rd and 4th between Ian, Tony and Steve Bedford, into last lap 2nd Ian Denny, 3rd Steve B, 4th Tony back a bit after missing a gear. Steve B managed to dive under John Lee as he and Ian were lapping him, messing up Ian line to take 2nd place, 3rd Ian and 4th Tony with .6 of a second covering all 3 riders. Alan Leeson came in 5th with John Lee 6th to complete the days racing.

Sunday's positions were: 1st Steve Lawton, 2nd Steve Bedford, 3rd Ian Denny, 4th Tony Flinton, 5th John Lee, 6th Alan Leeson, 7th Chris Alty.

What a weekend, it didn't really matter where you finished at the end because all the riders had had a brilliant weekend and treated the crowds to some superb racing. Believe me, lapping Aberdare Park at 60mph is no mean feat, it's not nicknamed AVASCARE PARK for nothing!
Next year is the 25th Anniversary year, we have been invited back, wouldn't it be nice to have a full grid of 50's, so come on you lot with National licences and those of you that haven't got National licences it's worth sorting one out, Honestly!

Photos thanks to Rob Dowey a local member who I sent a paddock pass, although he has been to many of the meetings he has never had a pass for the paddock and said he thoroughly enjoyed seeing it from both sides.



Alan Leeson on the Kreidler



Steve Bedford on his Minarelli



John Lee on the Minarelli



Steve Lawton on the Famos



Chris Alty on the Kreidler



Ian Denny on Greg Lawton's Minarelli



Tony Flinton on Steve Bedford's Minarelli.

Race Reports

Race Report from Three Sisters 16th June 2002 by Ian Ager (the old codger)

Race 1, 6 Laps. 11 Starters on the line.

| | |
|----------------|-----------|
| Steve Nugent | SGN |
| Dave Hughes | Minarelli |
| John Lee | Minarelli |
| David Brearley | Minarelli |
| Mike Schofield | Gilera |
| Alan Leeson | Famos |
| Mick Rawlings | Minarelli |
| Richard Hope | Minarelli |
| Dan Knight | Aprilia |
| Daniel Hayes | Derbi |
| Chris Alty | Kreidler |

At the drop of the flag with dead engines and a push start, first away from the third row of the grid like a rocket was John Lee with Dave Hughes and Steve Nugent in close attendance on the climb up the hill. On the run down the other side Dave H. and Steve N. passed the leader, and by the end of the first lap Steve N had passed Dave H. by a length and John L. three to four lengths behind with Dave Brearley another three lengths back.

The front runners stayed the same for the rest of the race but a good early in the race scrap was had by Mike Schofield, Alan Leeson and Mick Rawlings for 5th to 7th places, But with Mick R. falling back, the scrap for 5th and 6th place went on right up to the finish flag.

Chris Alty being the only D.N.F. after being well up with the leaders at the start of the race ran out of petrol on the climb up the hill on a later lap.

The finishing order was as above, with the winners speed of 45.52 mph and fastest lap of 47.59 mph.

Race 2, 4 Laps. 13 Starters on the line.

| | |
|----------------|-----------|
| Steve Nugent | SGN |
| Dave Brearley | Minarelli |
| Alan Leeson | Famos |
| John Lee | Minarelli |
| Dave Hughes | Minarelli |
| Mike Schofield | Gilera |
| Mike Rawlings | Minarelli |
| Richard Hope | Minarelli |
| Martyn Cooper | Cagiva |
| Bill Pilling | Gilera |
| Daniel Hayes | Derbi |

Due to the racing being well behind the scheduled time the 6-lap race was reduced to 4, and with the rain starting, wetting the track just as they left the paddock for the warm up lap the race speeds were going to be down on the first race.

At the drop of the flag they soon sorted themselves out into a single file formation with Dave Brearley chasing Steve Nugent a couple of lengths down for the first couple of laps, with the others not far behind and stayed like that to the end of the race.

The finishing order was as above, but I did not record the race speed.

THREE SISTERS 3rd & 4th AUGUST 2002

By Mick & Trish Rawlings

This two-day meeting was a very mixed weekend in all respects. The weather was hot, dry and sunny on the Saturday and wet intermingled with torrential rain on the Sunday. Several of our riders had their entries refused despite being asked to turn up on the day and our race was combined with Junior's Race on both days. We then had to listen to the commentator bemoaning the fact that there were so few entries! Steve Bedford had sent in his entries for the 50cc and the 125cc in plenty of time and his money accepted only for him to find that his 125cc entry had not been registered so he could not race. Chris Alty and Bill Pilling were the others who failed to get an entry and many angry words were exchanged in Race Control but the powers that be were not to be moved and, in the end, sadly all three of our riders decided to call it a day and went home.

For those who were left, Saturday's races saw Dave Hughes in his usual form, finishing first in both races, with Steve Nugent a close second. Dave Brearley and Mike Schofield both had problems with their bikes but still managed finishes. Mick Rawlings had splashed out on new shock absorbers and a new tyre which greatly improved the handling of his Minarelli but he was still experiencing problems with the carb and throttle, making it difficult for him to get a clean start.

A downside to the weekend occurred on the Sunday when Dave Brearley was called to Race Control to answer totally unfounded charges of "blocking tactics" during the races, brought by someone connected with the Junior riders. Mick Rawlings, who was riding behind Dave for the better part of both Sunday's races felt justified in advising Race Control that, in his opinion, Dave's riding was impeccable and did not prevent him from overtaking when he was in a position to do so. Mick's comments were accepted and duly noted in writing by Beryl Rigby. Adrian also visited Race Control on Dave's behalf to confirm that the 50cc racers were competing for their own points championship and were not simply back markers in the Junior Race, this also was noted and the matter resolved. However, it should be pointed out that the leading Junior riders have the advantage of modern machinery, which is more powerful and with better brakes than the older 50cc bikes. Therefore, in a race situation, the Junior riders coming up to a 50cc rider should have a sufficiently clear view of the track and rider ahead and be skilled enough with the benefit of their more powerful machines to be able to complete the overtaking manoeuvre quickly and correctly without the need for the rider in front to move out of the way, which could jeopardise his own race position.

Also on the Sunday, Dave Hughes had kindly taken himself off on holiday leaving the rest of us a chance of a better finish. The practice session was very wet and, not compulsory for those who had ridden the previous day. However most of the riders decided to take an amble round to see where the track was less wet. Unfortunately, Mick Rawlings was held up in pit lane and the bike misbehaved so he decided to stay dry and wait for the race itself.

Race 1 started on a drying track and was won by Steve Nugent with John Lee 2nd. Mick had an abysmal start and was last off the line as the whole circuit was informed by the commentator. The red mist came down and he threaded his way through to finish 3rd.

Race 2 – the track was very wet in places but the riders were determined to make a race of it and some very close racing was seen by those spectating. John Lee tried a short cut over the grass at Lunar, which did not gain him any places! Steve Nugent again won the race with Mick Rawlings in 2nd, his best finish of the season despite yet again being last away at the start .

Although the numbers were reduced, those who stayed for the weekend had a very enjoyable time and we can now look forward to Ty Croes in September and hope it will be warmer there than in March.

| SAT 3/8/02 RACE 1 | | | | | |
|--------------------------|-----------------|----------------|-------------|-------------|-----------------|
| position | race no. | name | laps | time | av speed |
| 1 | 48 | DAVE HUGHES | 5 | 6.13.2 | 44.37 |
| 2 | 58 | STEVE NUGENT | 5 | 6.27.3 | 42.76 |
| 3 | 4 | JOHN LEE | 5 | 6.52.09 | 40.11 |
| 4 | 64 | MICK RAWLINGS | 4 | 5.32.8 | 39.81 |
| 5 | 32 | MIKE SCHOFIELD | 4 | 5.37.2 | 39.29 |

| SAT 3/8/02 RACE 2 | | | | | |
|--------------------------|----|----------------|---|--------|-------|
| 1 | 48 | DAVE HUGHES | 5 | 6.14.6 | 44.21 |
| 2 | 58 | STEVE NUGENT | 5 | 6.20.2 | 43.56 |
| 3 | 19 | DAVE BREARLEY | 4 | 5.23.9 | 40.9 |
| 4 | 4 | JOHN LEE | 4 | 5.34.2 | 39.64 |
| 5 | 64 | MICK RAWLINGS | 4 | 5.37.4 | 39.26 |
| 6 | 32 | MIKE SCHOFIELD | 4 | 5.40.8 | 38.87 |

| SUN 4/8/02 RACE 1 | | | | | |
|--------------------------|----|----------------|---|--------|-------|
| 1 | 58 | STEVE NUGENT | 5 | 6.56.0 | 39.81 |
| 2 | 4 | JOHN LEE | 4 | 5.56.2 | 37.19 |
| 3 | 64 | MICK RAWLINGS | 4 | 5.56.7 | 37.14 |
| 4 | 19 | DAVE BREARLEY | 4 | 5.58.9 | 36.91 |
| 5 | 32 | MIKE SCHOFIELD | 4 | 6.00.1 | 36.79 |
| 6 | 52 | RICHARD HOPE | 4 | 6.19.0 | |

| SUN 4/8/02 RACE 2 | | | | | |
|--------------------------|----|----------------|---|--------|-------|
| 1 | 58 | STEVE NUGENT | 4 | 5.48.3 | 38.04 |
| 2 | 64 | MICK RAWLINGS | 4 | 5.51.4 | 37.7 |
| 3 | 32 | MIKE SCHOFIELD | 4 | 5.52.1 | 37.63 |
| 4 | 19 | DAVE BREARLEY | 4 | 5.53.0 | 37.53 |
| 5 | 4 | JOHN LEE | 4 | 5.58.1 | 37 |
| 6 | 52 | RICHARD HOPE | 4 | 6.07.7 | 36.03 |

N.B. Sunday race 1, I did not get Richard Hope's full time as they originally had him completing 5 laps in this time so putting him ahead of Steve Nugent! Mick queried this and they rechecked and found he had only completed 4.

Race Report Ty Croes Anglesey **14 & 15 September 2002**

All those who made the trek to Anglesey last weekend were rewarded with uncharacteristically sunny weather for the two days: Just an occasional cold wind and a bit of cloud creeping in towards the end of the day.

Bureaucratic bungle of the weekend was awarded to Beryl Rigby, who “forgot” that Mick Rawlings had handed his entry in personally on the first day of the August meeting, which should have ensured him a good place on the starting grid for the first race of the day. He was put at the back of the grid and had to make the best of it as the start line is not the place for arguing your case! Happily this was sorted out later on ready for the Sunday’s racing after a few discussions took place in Race Control!

Dave Hughes picked up where he left off before his holiday and flew round on the Minarelli to win all 4 races. Steve Nugent claimed 2nd place each time but made various adjustments and improvements over the weekend to creep closer and closer to Dave. Three Sisters in October should be interesting.

Saturday's races went according to the programme and were enlivened by some close racing from the two Mike's (Schofield and Rawlings). Mike Schofield's bike now seems to be running very well and his greater knowledge of the circuit at Ty Croes eventually enabled him to claim 3rd place.

Sunday dawned a bit foggy but the sun soon burned through to give another fine day for racing. We were disappointed to learn that our second race had been moved to the last of the day due to "an over-run from the previous day" The more sceptical of us felt that we were being treated as expendable and were half expecting to find the second race cancelled. However the races ran well to time and the second race did go ahead, which was just as well as it was probably the most competitive of the four.

There were two extra riders on Sunday's programme – Dave Brearley running a Kreidler and a new young face, Michael Titchmarsh who was riding a Honda. As it turned out the Honda and the rider were quick, despite "having a moment" during the first race and Michael claimed 4th place ahead of Dave Brearley and Mick Rawlings neither of whom could capitalise on Michael T's "feet off the foot peg escapade".

The long interval between races allowed all the riders to put in some work and hopefully make improvements ready for the 2nd race. Mick Rawlings found out why his Minarelli had gone off the pace towards the end of the first race – the spark plug porcelain had cracked causing the bike to lose power half a lap from home. This was soon remedied and everyone settled down to wait for the end of the day.

Race two was fast and furious with Steve Nugent getting ever closer to Dave Hughes. Mike Schofield was safely in 3rd but the battle was on for 4th between Mick Rawlings, Dave Brearley and Michael Titchmarsh. Some very close racing, late breaking and passing and re-passing eventually saw Mick Rawlings take 4th with the other Michael and Dave Brearley close behind.

A very good weekend's racing and we now look forward to the last meeting of the season at Three Sisters in October. Let's hope we have a good line up.

| SAT 14/9/02 RACE 1 | | | | | | |
|---------------------------|-----------------|----------------|-------------|-------------|-----------------|--|
| position | race no. | name | laps | time | av speed | |
| 1 | 48 | Dave Hughes | 5 | 5.38.53 | 56.03 | |
| 2 | 58 | Steve Nugent | 5 | 5.50.88 | 54.22 | |
| 3 | 32 | Mike Schofield | 4 | 4.59.53 | 50.81 | |
| 4 | 64 | Mick Rawlings | 4 | 5.00.96 | 50.57 | |
| 5 | 4 | John Lee | 4 | 5.11.80 | 48.81 | |

| SAT 14/9/02 RACE 2 | | | | | | |
|---------------------------|----|----------------|---|---------|-------|--|
| 1 | 48 | Dave Hughes | 5 | 5.41.19 | 55.76 | |
| 2 | 58 | Steve Nugent | 5 | 5.49.31 | 54.46 | |
| 3 | 32 | Mike Schofield | 4 | 4.58.47 | 50.99 | |
| 4 | 64 | Mick Rawlings | 4 | 5.05.24 | 49.86 | |
| 5 | 4 | John Lee | 4 | 5.06.87 | 49.6 | |

| SUN 15/9/02 RACE 1 | | | | | | |
|---------------------------|----|--------------------|---|---------|-------|--|
| 1 | 48 | Dave Hughes | 5 | 5.40.00 | 55.99 | |
| 2 | 58 | Steve Nugent | 5 | 5.54.57 | 53.65 | |
| 3 | 32 | Mike Schofield | 4 | 4.54.67 | 51.65 | |
| 4 | 76 | Michael Titchmarsh | 4 | 5.00.67 | 50.62 | |
| 5 | 19 | Dave Brearley | 4 | 5.01.17 | 50.53 | |
| 6 | 64 | Mick Rawlings | 4 | 5.02.85 | 50.25 | |
| 7 | 4 | John Lee | 4 | 5.14.73 | 48.36 | |

SUN 15/9/02 RACE 2

| | | | | | |
|---|----|--------------------|---|---------|-------|
| 1 | 48 | Dave Hughes | 5 | 5.39.17 | 56.09 |
| 2 | 58 | Steve Nugent | 5 | 5.40.77 | 55.83 |
| 3 | 32 | Mike Schofield | 4 | 4.51.61 | 52.19 |
| 4 | 64 | Mick Rawlings | 4 | 5.05.89 | 49.75 |
| 5 | 76 | Michael Titchmarsh | 4 | 5.07.09 | 49.56 |
| 6 | 19 | Dave Brearley | 4 | 5.07.20 | 49.54 |
| 7 | 4 | John Lee | 4 | 5.10.52 | 49.01 |

Dates for your diary

FORMULA 50

Dates for 2002

| | | |
|----------------------------------|---|-----------|
| Sunday 31 st March | - | Ty Croes |
| Sunday 28 th April | - | 3 Sisters |
| Sunday 16 th June | - | 3 Sisters |
| Sunday 7 th July | - | 3 Sisters |
| Sat/Sun 3/4 th August | - | 3 Sisters |
| Sunday 15 th Sep | - | Ty Croes |
| Sunday 6 th October | - | 3 Sisters |

These races cater for Classic 50cc bikes and J.R.A/Spec 50cc bikes. Racing for 11 year olds upwards.

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Stafford Show - April 27th/28th

-October 19th & 20th

Aberdare Park - July 20th/21st

Beaulieu - July 20th/21st

Springfields Show - will let you know shortly but it's some time in January.

CRMC Race Dates

| | |
|--|-----------------|
| 30 th March / 1 st April | Pembrey |
| 20 / 21 April | Donnington Park |
| 6 th May | Mallory Park |
| 25 / 26 May | Snetterton |
| 15 / 16 June | Rockingham |
| 29 / 30 June | Anglesey |
| 10 / 11 August | Croft |
| 31 Aug. 1 Sept. | Lydden |
| 5 / 6 October | Cadwell Park |

Question Time to the power of 10

To make it easier for all of you who have a racing or involvement history, which could be put into words and would be of interest to the rest of us, and believe me it will be, I have listed the questions below. I don't mind if it is only 3 lines per question or a whole book I will still type it if necessary and put it in the magazine. Pictures would be an advantage. Thanks in advance. Jeep

Name:

1. *When and why did you first become interested in racing 50cc motorcycles?*
2. *When and from whom did you acquire your first racing 50cc. [supply make, year, and any previous history if any]?*
3. *How many racing 50`s have you owned over the years [supply makes with likes and dislikes of the machines]*
4. *What unique preparation if any did you perform on your bike*
5. *Detail any tuning approaches you might have used and how successful*
6. *What memories do you have of the early racing50`s scene etc. [plus any achievements and successes etc].*
7. *Have you been involved with any other class of racing motorcycles or competitive motorcycling?*
8. *Who if any one has been the biggest influence in your racing career, or the racing 50 scene in general?*
9. *What is the best piece of advice you have ever been given and by whom?*
10. *What piece of advice or tuning tip if any would you like to pass on to fellow members.*

Old Codgers Ramblings

By Ian Ager

The Mk 5 Water-cooled Itom.

Continuation from: Question Time by Ian Ager, Volume 4, Issue 4. - December 2001.

After watching the 250 mile enduro race at Snetterton in 1961 a decision was made to water-cool the Itom engine, with the "playing" about on the air-cooled engine showed that as the engine heated up the performance dropped off, by water cooling the expansion rate of the cast iron barrel could be controlled therefore the engine could be kept working at its maximum performance.

The water cooling was to work on the thermo siphon system, so I searched the automobiles technical publications of the period for any articles on water cooling as to the operating temperatures at which to run the engine at etc, but none were found so it was a case of checking on friends old pre war Ford 8 and Austin 10 car engines and record their operating temps, I did have a quick word with Dave Simmonds about the operating temperature of his W.C.Itom, and he said he was running with the water just about to boil, from the recorded temperatures of the car engines and Dave's information, a water temperature of 90 deg C was chosen as a starting point.

A standard Itom Astor barrel was purchased, all the cooling fins with the exception of the top and bottom fins were removed, this then gave access to the transfer tunnels, which then had the top edge cut off on the angle to give access to the ports.

The shape, position and sizes of the ports were copied from the air-cooled engine; the exhaust port was raised 1mm (this saved having to modify the piston local to the exhaust port). Brian Woolley in one of his chats had said that he had reduced the angle at which the gases enter the barrel via the transfer ports which seemed to be an improvement, so these were made with a 15 deg angle knowing that I could increase this angle with the use of "Araldite" at a later date if required back to that of the competition barrel, and the inlet stub replaced to suit the 18mm carb as per the air cooled engine.

After all the ports had been filed and polished, scrapped pieces of the removed fins were used for sealing the tops of the transfer ports, these and the water jacket which was made from a soft copper sheet were silver soldered onto the barrel, silver solder was chosen over "Sif" bronze welding due to its lower melting temperature, thus avoiding any distortion if possible by the heat applied on the already finished sized barrel. Two 1/2" water inlet stubs were fitted one either side of the exhaust port, and one 3/4" outlet at the back of the barrel above the carb.

The hunt was now on for a suitable radiator there was not much to choose from in those days, it was only the top of the range cars that had heaters fitted in the late 1950's/60's where the grille could be used, and they had not yet worked the way into the car breakers yards, the only water cooled bikes were the Scott and L.E. Velocette. On inspection the Velocette radiator was found to be two radiator grilles separated by a air box, with common water chambers top and bottom. With using one of the grilles, the water chambers were modified to suit the required water connections top and bottom.

With only two days before the race the engine was rebuilt using an old standard thick ring piston that was originally fitted in the air cooled engine for safety, and the ignition reverted back to the standard Itom system, as I had no knowledge if a battery ignition would last a 250 mile race. In the morning practise session before the race the problems showed up, the engine would only rev to 11000 rpm and it was misfiring, the condenser and points were changed and the square expansion chamber exhaust replaced with the standard megga all to no effect. With no practise time left it was a case of starting the race and see what transpires, we had agreed to change riders after each 15 laps completed (40 minutes), at each pit stop the engine temperature was checked and part of the radiator grilles blocked off at the bottom to raise the water temp, by the end of the race we were still there, the engine was revving out to 11500 rpm but it was still misfiring, We were so pleased when the results were pinned on the board, saying we finished in 8th place. In hindsight I should have put the square expansion chamber back on the engine before the race, as all we had was a buzzing in our ears for a couple of days after, just ask the likes of Chris Walpole and Vic Deddon what it was like.

George Ashton had shown an interest in the engine at the enduro and meeting up with him again at a Saturday open practise day a few weeks later at "Brands" he had a ride on it, by this time I had the battery ignition back in place, fitted a standard sized thin ring piston and the square exhaust, and my lap times were down to the 1min 18secs, within a couple of laps he was down to that and under, this is where his weight factor came into play. A couple of weeks later he rode the air-cooled engine bike at Snetterton and finished 4th behind the Simmonds

brothers, from that day I was plagued with phone calls from George Ashton senior to sell him the air-cooled or water-cooled engine to him.

A deal was struck that I would do the necessary to George's engine and fit the water-cooled barrel etc for the sum of £20 plus his old air-cooled barrel, at the next race at "Brands" guess who was two places in front of me at the finish of the race? From being in the last dozen finishers he was now in the first dozen.

With the information that I had obtained from the air-cooled engine in regards to the fit of the piston in the bore, that basically the piston has two duties to perform. 1, to compress the gas in the top half of the cylinder prior to ignition, 2, to reduce the pressure to below atmosphere in the crankcase whilst it is rising to pull in a new charge, then to compress that charge up via the transfer ports to the cylinder on the descent. If the skirt clearance is excessive, with the piston rising it could pull in positive pressure gases from the exhaust port down the side of the skirt, also when descending could blow some of the new charge back out of the inlet port so therefore upsetting the tuned resonance of the inlet tract. A serious look at the piston showed that it was more than just a plug of aluminium with a couple of ring grooves and a hole for the gudgeon pin.

On inspection I found that the piston was .008" smaller in diameter across the piston skirt than from front to back this seemed to be the normal practice on pistons when I checked an old piston from my 125cc Villiers engine. A new thin ring piston.40.2mm was machined down to give a true.0015" fit in the bore, I was working on the assumption that material technology had moved on a bit with the inclusion of silicone in the aluminium material, plus there were new formulated oil additives now available for two stroke engines. After the engine was run with the re-machined piston it was checked and the only signs of seizing were either side of the gudgeon pin these marks were quickly removed with a file, I can't ever say if there was an improvement in engine performance over the stock machined piston but it was worth the try, as nothing ventured, nothing gained.

One other thing I tried whilst on pistons was to re-machine the top of the head, on the early pistons they had a contoured top to help the gas flow, to a conical shape and reducing the dimension from the top ring to the top of the piston head by .062" this had the effect of increasing the exhaust and transfer ports total opening time, again I had no time to evaluate the work as it promptly burnt a hole in the top after only a few practise laps at Brands, Why the hole?? I never did find out I put another piston in and all was well, one possible cause was that there was not enough metal left on the head after the re-machining.

One of the small standard cylinder heads was machined on the inside to a top hat shape, with the dimensions that Herman Meir had used on the Ariel Arrow but scaled down to suit the 40mm bore, again there was no noticeable improvement in performance.

No other serious tuning work was ever done on the engine after it was sold to George, I had the engine back a couple of times to give it a quick once over, about a year later George purchased the CR110 Honda and sold his Itom on to a chap called Vince in the Midlands, he for some reason had it re-bored, and at Church Lawford racetrack he was finishing at the back of the grid where it should have been at the front. A quick look with the barrel off and I soon realised why, you could throw the piston into the bore it was so slack, who ever had done the re-bore had machined it way oversize to the piston, the only way of saving the barrel was to chrome line the bore but he would not spend the money on it, after a few other race meetings at Church Lawford languishing at the back of the pack disillusioned, he disappeared from the scene.

As a foot note to this article, regarding the fit of pistons in the bore, whilst in the island for the 50cc parade in 2000, I took over my 1968, 80cc Suzuki as a run-about, the Suzuki motor cycle company were doing free dyno tests for owners of Suzuki motorcycles, and they were quite happy to test the 80cc, (it made a change from the GSX-R's etc). The engine produced 4.8 bhp with a top speed of 62 mph., when checked against the original Suzuki performance figures they quoted 8 bhp with the same top speed, but did not state if there readings were taken from the back wheel or straight from the gearbox.

I would guess that the drop in power can all be put down to the fit of the piston, which is still the "as fitted" original, it now can be thrown in from 25 yards what you call a very rattley good fit, (new pistons for 80cc's are now like rocking horse droppings) The top speed of the engine is the same, but it just takes so much longer to get there.

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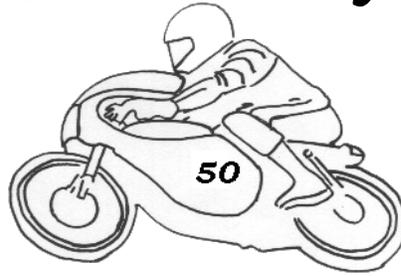
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