



**THE RACING '50' MOTOR CYCLE CLUB
NEWS LETTER**

September 1962

Well We Did It

After all the heartache, worry and setbacks, the 1962 Enduro was run; many competitors voted it the most enjoyable yet. Although the forward planning was a committee affair, the entire organisation and running up to the time of the start, was accomplished by two people, who were Brian and Audrey Brader. What a show; As one of the few who know just how-hard they worked I should like them to have the Chiltern Merit Trophy for 1962, and I think few will question its award to them.

The staggering thing is that the Enduro, which for years has been blamed for the Club's appalling financial state, made a most welcome profit this time.

Now we are going to wash some very dirty linen; did you know that not a single Trophy was awarded last year? Even the Club Trophies lay around because the Club could not afford to engrave them. The circuit WAS NOT PAID FOR, the timekeepers were NOT PAID, and those two items amounted to around £100.00. The printer's bill in connection with the Enduro was over £60.00; that was not paid; where did the money go? At this time, certainly we can't say; but what we can say is that for disgraceful mismanagement, profligate spending, wildcat schemes, to throw good money after bad, and sheer incompetence the Old Regime would take some beating.

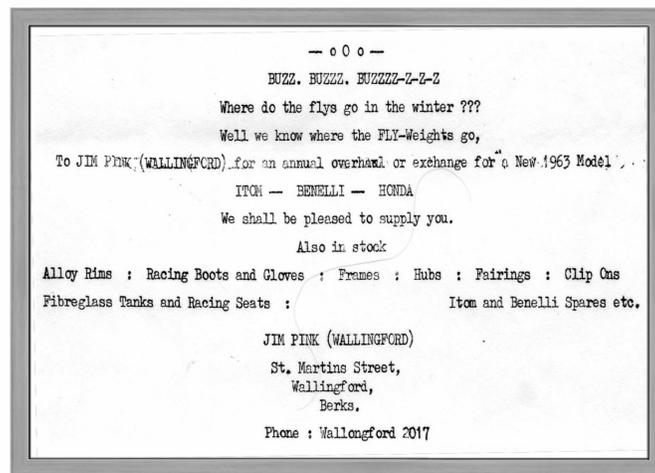
Shortly after the 1961 Enduro, the Club newsletter ceased to go out, and all club activity ceased too. Separately Jack Leary on the one hand, and Brian Woolley and Bob Latham on the other tackled Duncan Mitchell and Jack Wadkin at the latter end of last season. The state of affairs that emerged was so unsatisfactory that the "50" Club was formed and sometime later, in a good will gesture; the two Clubs were united under the Old Name.

Now, Jack Leary later said something that really is worthy of consideration. Talking about moaners he remarked, "For two years the club was in the most fantastic financial trouble, damned by the bank, and in debt to Tom, Dick and Harry. Now every one thinks that the 50 Club is doing a great job; We have paid off most of the debt, we've got Gosling running, the Enduro is on and we are planning closed to club races with every chance of success, so now some people are still moaning, maybe the committee are too bloody frank. Well we agree with Jack in the main, but we shall still continue to be frank.

The Racing 50 Club has turned the corner and 1963 can definitely be its first year of success with your help. You just stick to the club and see; we promise you that it will not just be the just an odd Gosling meeting and an Enduro, but a full seasons racing; the Enduro too of course and we will stick at these Irish trips; Oh and I almost forgot, the Newsletter every month as well.

All the best, The Editor.

In connection with the Enduro: Brian and Audrey Brader and the committee would like to thank all those who helped as marshals and lap-scorers. Harry Pentom, the Chisholm Brothers, Jack Leary, Mr. Clifford and Dick Chalaye.



ONE MANS RACE - The Enduro - August 4th 1962.

Well - two men's really - Michael & David Simmonds who led from start to finish with their beautiful Tohatsu Special.

Early in the proceedings a most exciting duel took place between Charlie Mates and Maurice Thomas for second position but almost anyone would have said that the result could only lead to disaster. It was, and soon both machines cried enough letting the very steady Mk VIII of Thomas Woolley/Rodger Cramp into Second place. Brian Brader/Ian Johnson and Beryl/Eddie Swain, both on ITOMs swapped 3rd and 4th places and the Winch - Maserati, piloted by the Bell brothers was 'up there' all the time.

Some people had no luck at all. Geoff Bedford was in and out of the pits, as were more. Charlie Mates "dropped it" - as did quite uncharacteristically 'our unique "Jasper- Smith";

Ian Ager's "Water-cooled boiler" went well, but misfired. The Thomsett/Campbell Chisholm-ITOM sounded delightful but its lap times did, not live up to the "revs"

Well behind the flying TOHATSU, but a picture of reliability were two relatively unknown machines, the Nicholson/Surridge AJW and the Newman/ Boiling Paloma.

At half distance it was still the TOHATSU of the Simmonds brothers leading Cramp/Woolley; alas the Brader/Johnson ITOM "Piston Broke" and so Beryl' Swain was now 3rd. Retirements

were now cropping up and, some record holes-in-pistons appeared notably Shawn Mooney' and Derek Steedman.

Fortunes waxed and waned behind the leader board, but until 30 laps no real challenge appeared to the three leaders. Then George Ashton, ITOM and Roy Bacon, BITS appeared on the leader-board after a most steady race.

The Woolley/Cramp ITOM began to misfire (the contact breaker pivot was loose in the back-plate) and made several pit stops eventually falling back to 3rd. Then at-around 5 o'clock, the TOHATSU had finished it's 92 laps '250"miles, at an average speed, only a shade, below 56 mph.

ONE MAN'S MEAT

Responding to the recent editorial appeal for articles, I was tempted to describe my idea of a perfect 50cc-racing unit. It is, at least, a subject upon which everyone has an opinion.

While multi-cylinder engines may offer the ultimate in efficiency, I think that single cylinders will be the order of the day for the foreseeable future. With a two-stroke it is necessary to preserve a reasonably high primary compression ratio: the valve mechanism on a 50cc four-stroke is complicated and intricate enough already without further miniaturisation and duplication.

The only multi two-stroke arrangements, which could retain a high crankcase compression ratio, would be the "V" and the horizontally opposed layouts. Balance is usually poor on the V's and-horizontal layouts do not submit to the rider making a slight cornering mistake and sliding off, in any case, crankcase gas flow problems would probably be difficult to overcome.

Thus we are left with a single cylinder two-stroke, and in my opinion the best way to arrange it is horizontally, and cool it by a fan driven from the engine. It may seem a little curious to produce ones own air blast when there is a natural one rushing past a few inches away. The reason for this is simply that much greater advantage may be taken of the fairing, which can thus be broken. The fan would absorb only a tiny amount of engine power and there is plenty of space for large fins for efficient cooling.

Mounted inside the tubular, beam-shaped frame would be a plenum. (pressure) chamber, which acts as a kind of natural supercharger in ramming air into the carburettor. Pressure-balance tubes to the float chambers and fuel tank are necessary in order that the pressure through-out the whole fuel system is constant (above atmospheric, of course), This plenum chamber should be regarded as an experimental fixture only as its value is not proved and it could easily be more trouble than it is worth.

A carburettor is placed at each end of a rotating, hollow tube, which is set transversely on top of the crankcase. This tube, or "drum" has cut in it a port which mates up with a similar one in the crankcase. This results in an induction period of 190 degrees., 125 of them before T.D.C. and 65 of them after. These measurements may easily be adjusted by changing the shape of

the rotating port. It is, of course necessary to adjust the lengths of the inlet tracts so that the induction system resonates at peak revs.

The gas in the crankcase is forced through three transfer ports into the combustion chamber. Two of these ports are in the conventional positions and are inclined 20 degrees to the horizontal. The third port is diametrically opposed to the exhaust port and is inclined at 50 degrees to the horizontal. The net result is both that the top of the piston is cooled and that the fresh gas charge is directed immediately to the plug situated in the centre of the plain conical cylinder head. The burnt gas is exhausted through a port, which is open for 160 degrees.

Exhaust gas passes through a constant diameter exhaust pipe in to an expansion chamber. This is arranged to resonate at the same revs, as does the induction system.

The primary transmission is by helical gears to a five-speed gearbox. This, I feel sure, is perfectly adequate for any short circuit, and an eight speeder is surely the very most that is necessary for a Grand Prix circuit.

With all due respect to Kreidler, I would suggest that the twelve-speed gearbox merely consists of unnecessary weight in the time wasted in continually changing gear (perm any 3 from 4) an opponent could be past and fast disappearing into the distance. Surely a modern racing engine still posses some degree of flexibility. **Paul Marlow.**

LETTERS TO THE EDITOR

Dear Mr. Woolley,

I did not complete my questionnaire, because lately my movements have forced me to give up the idea of actually racing a 50in this country at any rate.

One thing though, Considering that a more elaborate news letter would mean someone on the committee being employed full time I think the present layout good enough. Put the effort saved into more needed projects. IE Closed to Club Meetings.

Can I thank the Simmonds brothers for an excellent article on the GP meeting and the bikes? And thanks for your comment on the TT. This type of "Straight Fact" article I would like to see much more of.

Sincerely Owen O'Grady. ,

"TUNING"

I was a scrutineer at the Enduro and I can only say how some of the hopeful, hoped to do 25 miles, let alone 250 miles quite beats me. The two worst features, which kept occurring, were quite useless brakes and sloppy steering races, both likely to cause an accident, which could have involved someone else besides the offender.

Too many of the machines were DIRTY. Now, apart from creating a bad impression on anyone who sees them, dirty racing bikes spell danger. A conscientious owner will clean his/ her machine thoroughly for every event, if only to see if under that grime everything is in order.

The Ettore Bugatti insisted on his racing cars having the entire chassis finished in polished steel, for no other reason than that cracks could be seen immediately.

However only about three machines presented were downright dangerous and the Victoria of Jackson and Edwards was the only one definitely refused This machine was not only downright filthy but there was fantastic play in fork sliders, steering head races, top yoke etc. The rear swinging arm was so flimsy that it could be bent with the bare hands, the footrests were insecure and worst of all, **the back brake rod was in compression**; naturally when the scrutineer tried it, the rod bent double. This machine has been warned off and we are amazed that it has not been scraped long before.

What has this go to do with TUNING? Well, seeing the parade of badly prepared and dirty machinery made me wonder how many of the owners had spent hours of midnight oil "hotting up" their motors, only to fall by the wayside, sometimes literally, through shoddy bicycle preparation. Roger Cramp has a saying "You can't tune a worn out motor" which could Justas well be "you can't win on a bike that falls to pieces". Instead of knocking the badly prepared bikes we will name those that seemed to us to reach the highest of standard and to be a credit to their owners. Next Enduro we intend to give a small award for the best-prepared machine presented to the scrutineers. Anyway the nicest machines we saw were as follows. (This list is not in order of merit).

No.8.	TOHATSU	Simmonds Brothers
No.9.	ITOM	Latham/ Mates
No.7.	ITOM	Stevenson/ Thomas
No.16.	AJW	Nicholson/ Surridge
No.20.	IWA-ITOM	Ager/ Wilds
No.25.	PALOMA	Newman/ Boiling
No.31.	ITOM	Woolley/ Cramp
No.32.	ITOM	Thompsett/ Campbell
No.39.	DEMM	Moynihan/ Carter
No.40.	Maserati	Bell Brothers

A. H. TOOLEY, M.I.N.I.

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RACING SUPPLEMENT

RHYDYMWYN. How about some support from the club members for the meeting at this $\frac{1}{2}$ mile circuit on September 22nd. Come along please and help to save the future of 50cc racing in this particular instance. Regs are available from: Mr Ken Allbright, 51 Upton Park Drive, Upton, Wirral. Cheshire.

CATTERICK. The Darlington and District club have a restricted to centre meeting at Catterick Camp, Yorkshire on Sept 2nd, This is short notice, but nevertheless, we hope you will apply to: Mr. S.J. Bushell, 35 Eden Road, Newton Aycliffe, Co. Durham. For the Regs. and, if you are not in the Yorkshire Centre, application to join the club. The 50cc race is the main event and the prize money is excellent, £12.00 for first, £10.00 for second, down to 10th place. The race is on roads, not an airfield and we sincerely hope the meeting gets the support it deserves. Annual subscription is 15/- Entry Fee £1-10-00

Aintree. There is an international meeting at Aintree (Near Liverpool) on Saturday September 29th, and open to members with International Licence. Regs are now available from: Mr. J.R.Greens, Alderly, Brownhill Road, Blackburn, Lancs.. Prize money is: "£21.00 for 1st. £10.00 for 2nd, and again is paid down to 10th place..

Re. Enduro.

If anyone requires photographs, of themselves, at this event they should write to Roy Nicholson, 32, Eastgate Nork, Banstead, Surrey who will give you full details.

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Due to the bad quality of the duplicated copy in the hands of the Editor, this magazine has been re-typed in its old format.