



**THE RACING '50' MOTOR CYCLE CLUB  
NEWS LETTER  
JULY 1962**

**EDITORIAL**

Late again; Sorry, but better late than never, and at least we have good news for you. The Enduro (thanks to superhuman efforts by Brian & Audrey, Jack Leary) is, thank heaven, 'ON' and thanks for entering, all you chaps: Now, can we PLEASE, PLEASE, PLEASE have some volunteers for lap scoring and marshalling? If you are able to help, write to Mrs. A. Brader, 21, Derwent Road, Grantham.

The Quiz that accompanied the "Shock Notice" about the Enduro has been completed and returned by, so far, only 50 members. Whilst the analysis of these 50 is surprisingly consistent, dare we accept the conclusions as applying to the 100 or so registered members who have not answered us? We would still like to hear from -that 100, come, now, and a few marks on a bit of paper, an envelope and a 2½d. stamp isn't much to ask is it? The people who did answer wrote, in many cases, quite long and helpful letters. Now it just isn't possible for me to answer all of them, but be assured that all the suggestions will be considered and where possible acted on. Most of the letters were read out at the Committee meeting on 14th and the Committee thank you very much for your help in forging a policy for the future.

BRIAN WOOLLEY

**ANALYSIS OF 50 ANSWERED QUESTIONAIRES**

90%	WERE INTERESTED IN	The Enduro.
45%	"	Irish Road Races.
82%	"	Sept. Cadwell C/Club Event.
60%	"	Gosling.
32%	"	Scrambles.
90%	"	Silverstone Club Event.
87%	"	London Rarks.
32%	"	Grass Tracking.
75%	"	Local Club Nights.
95%	"	Monthly Club Magazine,
87%	"	Satisfied with present Magazine, (But)
37%	"	would like a more elaborate magazine.
55%	"	were interested in a 50cc Sprint Event.
57%	"	block entries on the Continent.
37%	"	the 1963 T.T.
77%	"	offered to Marshall - with qualifications.
30%	"	were interested in Continental or home coach trips.

**Roy's Raffle.**

A most creditable contribution to the Clubs Funds and future success has been the T.T. raffle, organised and carried through SINGLE HANDED by Roy Nicholson, Equally creditable were the efforts of members who bought and sold tickets, and Roy thanks in particular certain members in the Trade", Mr. G. Oldaker of Purley won the raffle with a forecast which was only .001 mph "off target". Slowest estimate was 34 mph - fastest 95mph, as Jack Leary says - it may not be so far in the future that the later comes true. However, be that as it may - Roy's efforts (and yours, maybe) brought £25 welcome profit and deserves everybody's' thanks.

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#### THE 50 c.c. T.T. - BRIAN WOOLLEY

Nobody has contributed an article on this, either "from the saddle" or from an onlooker's point of view. The probable reason is that everyone was too darned busy, certainly, our little camp was. Someone asked me later how I had enjoyed the lovely weather, bracing atmosphere, sights and sounds of race week, Manx Kippers etc., and I was forced to say that all I recall was hours upon hours of graft on the bike, and nail-biting agony in the pit area.

Most of the private entry had troubles of one sort or another. Bob Latham's obstinate refusal to be defeated by a series of mechanical mis-fortunes deserves an article on its own (how about it Bob?) and the same could be said of several others.

The general "Tone" and morale was astonishingly high, and it really was a pleasure to talk to so many of our members who knew very well that they stood not a dog's chance, but remained nevertheless, cheerful and excited by the prospect of the race. The enthusiasm and philosophy of, in particular, Don Juler and Jim Pink, were truly heartening.

The speed of the works machines was a great shock to most of us, However - that's the way it is, lads. The Itom is cheap, the service marvellous, it can be got to go very well indeed, BUT - it is like racing a Gold Star BSA - you can't catch the MV fours with one of those, and you can't catch the Suzuki's with an Itom. You can, with either the Gold Star or the Itom, have fun and learn your lessons. Best report on the 50cc T.T. by far was in "Motorcycle Sport", who seem sympathetic to our aims and objects.

Over the winter, we hope to publish a full scale report of just what did happen to all our members, and if competitors would like to write in about their experiences, it would be much appreciated.

#### TEST BED NEWS

The 'Endura' test room once again, last month, reverberated to the throb and scream of the Itom based engines undergoing torment and distress, clamped in the BHP test machine, although the results were such that it was sometimes difficult to decide who had suffered the greater torment and distress, yours truly or the engines under test.

Tests were re-commenced on the Rotary Disc Valve engine as a result of certain modifications in an attempt to overcome the vibration, carburettor blow back and flooding difficulties which have plagued the engine since its inception, although certain administrative chores associated with the running of Club matters in general have in no small way contributed to the curtailment of development time available to work on the engine during the last year or so.

Having worked with the assistance of the test bed I must say how very impressed I have become with the manner in which it speeds up results.

Gone are the days when, after carrying out mods, one packed the machine in the van with all the

clobber (including the rider) and made torturous and devious journeys down lanes to various unnamed and in some cases quite uncharted places to enable a couple of test runs to be made, and endeavour to record with pencil and paper the results in some form of orderly fashion as would make commonsense when endeavouring to be compiled upon one's return to the comparative sanity of the workshop. Gone are the delays of all this and what have I to show for it - the results can be quite clearly seen in the recent rapid growth in the prosperity of Adimar's and Tooley's spares departments.

The manner in which this brake has speeded up the 'blueing up' of all those shiny bits and pieces has really got to be seen to be believed, there is literally a route marked out between the 'Endura' works and Adimar's with discolour and distorted big end pins - but be careful if you see an old ITOM big end pin laying in the gutter, don't pick it up too quick, it might still be hot. Similar results must to date also be reported with the special slim-line con rod and caged big ends which I had made up 'outside' and it now seems that I have got to set myself up as a big end bearing development engineer before further progress can be made with the disc valve engine.

It is at times like this that one wonders if the two stroke engineer gains or loses by the knowledge and influence which the two strokes, four stroke cousin has upon him, at times when it seems better to approach two stroke problems for what they are and not be influenced to too great a degree by the employment of designs which have proved their worth in the four stroke field,

However readers should rest assured that I promise that in the event of my solving this big end mystery and as a result my bike beats the Suzuki then I will without hesitation reveal my secrets for all to read. Meanwhile however, I must return to the workshop as I can hear an engine being warmed up ready for another verse of the "Big End Blues".

Jack Leary

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HONDA 50cc TWIN.

Rumour from a reliable source says that Honda are developing an 18,000 rpm Twin for 1962, which if true, proves the point I made in the April issue when I said that this year Honda would race for the first time against machines using the same number of cylinders. It does seem to me in no small way an admission of defeat to have to resort to using twice the number of cylinders to your competitors, after being beaten in a straight fight, and I should much rather see the game played out a little longer with even matching at least in piston area or number of cylinders used.

There-is an old saying "What can you do to a two stroke?" which seems to have backfired into 'What can Honda do with a four stroke which they have not already done?? (Answer - make a two stroke)  
It is, incidentally, interesting to reflect here on the fact that when the MZ single challenged the Honda twin in the 125cc class, the MZ was quicker and it would therefore seem reasonable to assume the same thing could happen again in the 50cc class.

**Jack Leary**

### **SPRINTERS NEWS**

The American' astronaut, Malcolm Scott Carpenter, piloting Aurora VII, an American jet-propelled Hot Rod on Thursday May 24th at Cape Canaveral, made the following times from a standing start. 0 to 400 mph in 40 secs, 400mph to 1200 mph in another 20 secs and then into top gear and up to 10,250 mph in 2 min 15 secs;;; Straight up, How this machine will go when fitted with Tooley's new four speed gears, remains to be seen. Competitors for the next Gosling stadium race meeting need, not worry because Malcolm's 'machine' does not conform to the Gosling regulations regarding exhaust pipes, which states "exhaust gasses must not pass to the atmosphere through an opening larger than 1¼" dia. and I understand that Aurora's first stage rocket outlet is larger.

### **Bronze Replicas**

Did you hear about the bloke who won two Bronze replicas in the Isle of Man during T.T. Week? He won them in a raffle - a pair of MANX kippers.

### **Lloyd Ferreira**

It is most regrettable that his studies whilst in this country, prevent Lloyd being as free as he would wish and in consequence, Dick Chalaye has been compelled to look for another rider for his extremely potent machine, and the lucky chap is none other than the 1961 'Enduro' winner Geoff Votier, whose wife having recently presented him with a fine baby daughter, has all the luck in the world.

### **THIS MONTHS TRUE STORY...Ben Helli**

A 'copper' walked into a Barber shop and asked those ITOM it was standing outside. A spluttering from a chap having a shampoo left' no doubt as to who was the owner. The Copper said "I'll see you outside" - imagine the agonies of the bloke under the dryer etc., who finally rushed out, and the 'copper' said "DO you know if Tooley's have got the four speed clusters in yet?".

### **RACING REPORT....BRIAN BRADER**

First I should like to give hearty congrats to Club Members Mike Simmonds, and Horace Crowder who were the first two "Privat" owners to finish in the Isle of Man 50cc T.T. The only thing I can't get ever is that disgusting 75 mph lap speed, SO THERE.

### **DEAD WORRIED CORNER**

My lap record at Balderton of 25mph was broken last week, a dire day for Grantham, when Ian Ager came and pushed it up to 26mph.

### **NOT WORRIED CORNER**

Haven't got one this month.

Club transfers are now available, but it seems nobody is interested in the Enduro transfers., Thanks for writing Paul, I'll keep trying. How about this an idea, woven pocket Badges, Motor Cycle Metal Badges, as before if enough of you blokes are interested I'll see about getting them done, so get those pens to paper and let me know, surely you're not just interested in riding at Brands Hatch, That's all for this month .....

In response to numerous members' requests, next year we shall try very hard to give out a full calendar of 50 cc races. This is not easy, for a lot of reasons. We shall give addresses of promoting clubs and expect YOU TO APPLY FOR REGULATIONS. In the meantime, here are a few of the later events for this season:

August 18 <sup>th</sup>	Silverstone	B.M.C.R.C.	
August 25 <sup>th</sup>	Snetterton,	Bantam Club.	
August 26 <sup>th</sup>	Aberdare Park,		
September 9 <sup>th</sup>	Snetterton	B.B.M.C.R.C.	
September 15 <sup>th</sup>	Welwyn Track	Racing 50 Club.	
September 16 <sup>th</sup>	Cadwell	Louth & D.M.C.C.	(International)
September 22 <sup>nd</sup>	Silverstone	B.M.C.R.C.	
October 7 <sup>th</sup>	Snetterton	B.M.C.R.C.	
October 13 <sup>th</sup>	Welwyn Track	Racing 50 Club	G.B.B.

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

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### RED LIGHT

The entry at Castle Combe for July 21st is a heartening one both in quality and quantity, and promises some really fine 50cc racing.

Gentlemen, the same cannot be said about some of the other meetings this year; Prees Heath, Aberdare Park and Rhydymewyn should be a reproach to as all. Even the novice meeting at Cadwell produced only a dozen or so entries; and the race had to be combined with the 125cc's. Unless more people venture a bit further a field than Brands Hatch, a lot of clubs will NOT put on 50cc races next year

Rhydymewyn is a case in point, The Wirrall 100 Club - annual subscription 15/-, put on 3 meetings a

year at this grand little mile circuit. This is a real dicers plot, and not, like so many circuits a walkover for the fastest bike. So far this year the races for fifties have been very badly supported; in frightening contrast to the other classes.

There is another chance - Sept 22nd why not write for regulations to Mr. K. Allbright, 51 Upton Park Drive, Upton, Wirral, Cheshire? A good race on Sept 22nd means a 'reprieve' in 1963; If this race is badly supported, the Wirral 100 may well drop the 50's next year. In connection with the above - we hope to negotiate with several Clubs for the 'DAY MEMBERSHIP FACILITIES' especially for the 50cc events, and will report on the outcome when possible.

#### **A FEW NOTES ON THE SPAISH AND FRENCH G.P's**

#### **The Simmonds Bros.**

As you already probably know we entered, the above mentioned meetings; we realised we had very little chance of being placed, but the start money offered was good so we wanted to get a first hand impression of the performance of the works supported 50s, WOW! Some performance. As a result of our little expedition there immersed three important lessons:

1. **Transport.** Make sure your transport is in 100% mechanical condition, especially check your rear springs, This was our reason for not reaching Barcelona in time; after travelling 500 miles during the night the rear spring 'gave up the ghost' just as a gloomy dawn broke, and needless to say we remained gloomy for the next few days as we waited helplessly for the new spring to arrive.
2. **Insurance.** If anyone is thinking of attending any of the continental meetings, make sure you have your own personal accident insurance with you. These continental organisers have a nasty habit of changing their regs. at the last moment, it stated in the regs for the French that the organisers would supply insurance for practice and racing, but when we arrived in Barcelona the final instruction for the French were awaiting us, and to our dismay they stated that no insurance would be available at the circuit and it would be pointless for us to turn up without our own insurance documents Fortunately the quick thinking of my mother and the timely assistance of Mr. Leary sorted this problem out.
3. **Machines.** Make sure your 50 has at least 7 speeds tucked away in the gearbox.

Although we arrived in Barcelona on Sunday we just missed the last practice session and were refused a start in the race, so we had to be content with just watching the race. The MZ, Ducson, and Petry-Kreidler were none starters, no reason given. If the preparation of the bikes had anything to do with the winning of the races, all of the works machines should have won because the care taken over the preparation was well worth seeing.

Now to the SPANISH G.P. race proper; Gedlich & Anscheidt (Kreidlers) made terrific starts with Busquet's (Derbi) on their tail, Messrs; Taveri, Robb, Takahashi and Phillis were some 100 yards astern, After a few laps Gedlich dropped back and the tussle between the Kreidler & Derbi began, there was never more than a few bike lengths in it, then on lap 9 the Derbi took the lead but Busquet was suffering from cramp and Anscheidt regained the lead and went on to win by a few yards. Taveri on the leading Honda was never more than 100 yards behind but could not close the gap; i.e. the Honda was just not fast enough, the same applied to the Suzuki's, the Tomos had serious engine bothers.

The FRENCH G.P. Clermont Ferrand is in my opinion the perfect circuit, it has everything, s-bends

galore, fast bends, hairpins which needed bottom gear on the W.C.S. and with our lack of gears were at a very serious disadvantage. The Honda's, fitted with new piston Barrels were fastest in practice, Taveri & Takahashi being the riders, the Kreidlers were next fastest, then the Suzuki, then the Tomos.

I (David) got a good start from the third row of the grid and was in 9th or 10th position for the first half of the race dicing with a Suzuki and a Tomos. I could hold them on the swervery and pull ahead a little, but as soon as we reached the hills they pulled ahead. Then on the 6th lap my clutch started to slip and I gradually lost ground eventually finishing in 12th position with Mike steaming (not literally) up behind me on the line, he was riding the W.C.S.

#### **Now a few notes on the machines,**

**KREIDLER.** Undoubtedly the fastest 50 at present, but because they are so low they have a very long wheelbase and the road holding is not all it might be; their two top riders dropping their machines on the first lap in France. I followed several of these machines through some of the slower corners and the riders seemed very reluctant to "ear ole" them.

**HONDA.** They are slower than the Kreidler at present but I don't think this will be for long.

**TOMOS.** This is a completely new machine, nothing like they raced so successfully last year, they had piston and gearbox trouble in Spain & France.

**DERBI.** This machine put up a very good performance in Spain, but I think a lot of this was due to the very good riding of Busquet on a circuit that he knew inside out. This bike looks fairly orthodox and has a 5 speed gearbox.

**ITOM.** I believe, a good ITOM with 6 or 7 speed gearboxes would be up with any of the above mentioned machines. Any offers\_????

Well members that's just a few notes on the first of the G.P.'s for 50's if you want to hear more, why not come along to the "Corner House" after the T,T, there will be plenty to discuss then.

#### **THIS WEEKS APPEAL**

**Beryl Swain**

I wish to address this letter to all club member-riders and I hope when you have read it that I shall still have some friends left - although I doubt it.

I will come straight to the point and say that I THINK THE MAJORITY OF YOU SHOULD BE ASHAMED OF CALLING YOURSELVES MEMBERS. HOW THE H\*\*\* DO YOU THINK A CLUB CAN RUN WITHOUT STRONG SUPPORT. At Gosling stadium, our club circuit, last Saturday 14th, about 26 riders turned up. There are more than double that amount among you, so where were you, I know what you will say "I had to work". O.K., fair enough, but you can plug that excuse too long. Here we are with Gosling for our own club events and what happens, no support to speak of. What on earth do you pay 30/- a year for when you don't enter club events?

This year's ENDURO is a good example, in fact, there very nearly wasn't an Enduro, and this is the race that puts 50's on the map. There were not even enough entries originally to meet the requirements of the A.C.U. to run this event, and why, now we are back to the old faithful - working on a Saturday. This of course is understandable and you may not be able to manage every race, but I am sure you could manage a couple. After all how many events do we have on a Saturday, just a handful. But that's not all, now we have another excuse for not entering the ENDURO, being Crystal Palace. I can just hear some of you saying: "C.P. is just after the ENDURO, I might blow my engine up

or something" So for this feeble excuse you jeopardize the ENDURO for the sake of a four lapper at C.P. I call this excuse feeble because this can happen all the year round and if you rode on this basis then you would never ride at all.

There are of course those of you who say that some events are too far away, I believe the majority of you live in or around London. Welwyn Garden City is about an hour away, Brian Brader and others come from Lincolnshire. Now think that one over. If you do not support the club yourself how on earth do you expect to get spectators to help boost club funds? The committee put a terrific amount of work in, trying to run the club successfully and look at the thanks they get--no enthusiasm, no entries,

Someone had to have a go at you so it might just as well be me. I will say though that I sincerely think you are all a grand crowd and I hope by writing this letter that I haven't lost you as friends. But seriously if we do not support the club I cannot see the committee putting in any more hard work for no results, why should they?. To show your appreciation the least you can do is enter our own club events. **YOU MUST SUPPORT YOUR CLUB TO THEFULL.** And don't leave it at that; tell your friends to come and watch our own races.

Well, I expect by now I will have no friends left so I will shut-up but again "Please all you so called members, please give your support to this good cause".

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