



(Above) A "Cucciolo" rider at the start of the first, remarkably short, hill climb. (Right) W. H. Griffith with a Cyclomaster powered machine designed to carry a pillion passenger. Internally strengthened, the frame is made by Mercury Industries Ltd., 16-18 Beak Street, London, W.1 and will be marketed for the first time this week.

CYCLEMOTOR CONCOURS

Most Competitors Gain "Firsts" in Easy A.-C.U. Motor-Assisted Cycle Demonstration Trial

FOR the second Motor-Assisted Cycle Demonstration Trial, promoted by the A.-C.U. and organized by the British Two-Stroke Club, an entry of only 67 was received—possibly due to insufficient advance publicity. Held under a Special Restricted permit, it took place on Sunday last, starting once more from Wembley Stadium, Middlesex, and covering a course of 31 miles in and around North London. Two hill-climbing tests were specified, replacing the single test of this type used in the first event, and last year's fuel consumption test had been abandoned. Otherwise, the trial was run on the same lines, with braking and silencing tests following the road section.

A schedule speed of 15 m.p.h. was specified for the course and each rider, starting with a credit balance of 100 marks, could lose marks for reporting more than three minutes late at the final check. Further marks could be lost on the observed hills, the system being that pedal assistance given between marked points on each hill brought with it a proportionate loss of marks. It was surprising to find that this type of test,

which earned adverse criticism last year, should have been not only retained but expanded, especially as penalizing pedal assistance would appear to run counter to the generally accepted view that a cycle-motor is intended to assist, rather than to propel unaided under all conditions, a pedal cycle.

Of the total entry, riders of cycles equipped with 48 c.c. o.h.v. "Cucciolo" engine-gearbox units were the most numerous, mustering 16. Wheel-mounted "Cyclomasters" of 32 c.c. were specified by 12 entrants, a further three using the earlier 25.2 c.c. type, and the 49 c.c. Power Pak had 13 contenders. Minimotors (49 c.c.) totalled eight, Mosquitos (38 c.c.) five, Itoms (48 c.c.) and Tailwinds (49 c.c.) three each, Mobylette (49 c.c.), Berini (32 c.c.), V.A.P. (48 c.c.) and Jet (50 c.c.), each being represented by one rider.

In an atmosphere of affable informality, the 63 starters forgathered in the sunlit, dusty desert of the stadium car-park—a desert enlivened by a few bright oases of colour where trade vans and their nurseries transformed odd patches into miniature racing paddocks.



Promptly at 12.01 p.m. the first man, C. Cole pedalled his Power Pak away and completed the starting test without loss of marks—a standard which he alone maintained throughout the trial. But, generally, there were few failures in this test which involved starting the engine in ten yards on an almost imperceptible uphill gradient and continuing for a further ten yards without pedal assistance.

Neither hill-climb test could be said to justify its inclusion. In the case of the first hill—situated just a few miles from Elstree, the extreme shortness of the non-stop section—a mere 20 yards—coupled with a downhill approach virtually ensured an unpenalized run for every rider who obeyed the "stop pedalling" card.

Similarly, on the second test hill—that used in the previous year's event—the only failures, apart from a broken pedalling crank which forced B. Shipley (Mosquito) to push through, could be attributed to mistakes on the part of the riders. In fact, the only sign of enterprise spotted by *Motor Cycling's* representative was a purely private one—the

establishment of a van containing light refreshments by the Power Pak concern!

Only one competitor—A. G. Wall (32 c.c. Cyclomaster)—failed to return to the stadium for the silence and braking tests. This year precautions had been taken to ensure that the engines were under load when they passed Prof. A. M. Low's audiometer. But, here, no one lost over five.

The brake test, however, was much more severe—even to the point of being unrealistic. After coasting down a hill with engines disengaged the riders—most of whom reached 18-20 m.p.h.—were required to stop within ten feet!

Here only C. Cole and C. L. Moulton (Power Paks) and N. O. Bartholomew (V.A.P.) lost no marks. Another good effort was that of B. Hunter (Itom) who almost up-ended his machine in the process.

ROAD RACING IN THE NORTH-WEST

J. Bottomley (348 Norton) and H. W. Grindley (148 Royal Enfield and 499 Norton) Star at Altcar Meeting.

A FINE, sunny day favoured the Waterloo and D. M.C. on Saturday last when the club's open-to-North-Western Centre road races—the proceeds of which are donated to S.S.A.F.A.—were held on the 1½-mile course at Altcar Rifle Range, near Liverpool. Some 10,000 spectators were present and the programme promised keen competition with names such as D. Parkinson (Norton), F. Wallis (A.J.S.), W. M. Webster (M.V.-Agusta and Velocette), J. Bottomley (Norton) and H. W. Grindley (Royal Enfield and Norton).

Wallis was dogged by the cruellest luck, losing his rear chain in the 350 c.c. final and retiring again in the 500 c.c. race, when Parkinson also suffered at the hands of fate losing his engine sprocket nut.

The meeting was marred on the penultimate lap of the race for "500s," when F. G. Perris (498 Triumph) ran off the road at Railway Corner, striking spectators who were crowding the ropes.

R. S. Simpson and Wallis certainly made a race of it in the lightweight final, changing places on almost every circuit, with T. Clegg (250 Rudge) some little way behind in third place. On the last lap, Webster assumed that position and Simpson, who was slip-streaming Wallis down the final straight, pulled out to win by a hairbreadth.

Parkinson was first away in the 350 c.c. race, but Bottomley passed him at the North Bridge to lead

Waiting for the results which were quickly computed, most riders agreed that the event had provided a very pleasant day's outing; but many also regretted that it had demonstrated little of what their machines were capable—a criticism borne out by the fact that 47 of the 62 finishers gained first-class awards, while nine secured seconds. Two were excluded for early arrival at the finish and one for missing a hill.

Provisional Results

First-class Certificates: C. Cole (Power Pak), E. G. F. Moreman (Power Pak), D. T. Fudge (Power Pak), R. R. Dendy (Cucciolo), D. Bennett (Cyclomaster), E. A. R. Chisholm (Cyclomaster), J. P. Mullins (Cucciolo), D. Thomas (Minimotor), C. L. Moulton (Power Pak), D. G. White (Cyclomaster), A. W. Jones (Cucciolo), C. B. Goddard (Power Pak), A. Miles (Cucciolo), R. H. Bury (Tailwind), J. H. Edwards (Minimotor), A. Pointer (Minimotor), Mrs. L. A. Huff (Cucciolo), R. S. Varney (Cucciolo), G. E. Goddard (Cucciolo).

J. W. Wiggett (Cucciolo), K. J. Poole (Cucciolo), J. V. Jebson (Mosquito), A. C. Phillips (Jet), J. E. G. Rutland (Cyclomaster), G. M. Denton (Minimotor), M. J. Stevens (Cyclomaster), L. J. Hurford (Minimotor), J. Smith (Power Pak), J. Sagers (Power Pak), W. H. Griffith (Cyclomaster), J. F. Meyrick (Cyclomaster), A. Jackson (Power Pak), E. L. Aldridge (Cyclomaster), S. A. Parker (Power Pak), J. G. Tanner (Cyclomaster), G. Ellerman (Cyclomaster), R. L. Bennett (Minimotor), K. E. Stringer (Cucciolo), N. O. Bartholomew (V.A.P.), D. B. M. Wright (Cucciolo), P. F. Burke (Cyclomaster), M. H. Hassell (Cucciolo), J. C. Underwood (Mosquito), J. Latta (Tailwind), W. Jopp (Power Pak), K. L. Mercer (Minimotor), A. R. A. Smith (Tailwind).

Second-class Certificates: H. E. Evans (Power Pak), Miss N. Garlick (Cucciolo), R. E. A. Gunn (Cucciolo), T. W. Hallworth (Cyclomaster), H. Huff (Cucciolo), F. Miller (Mosquito), E. G. Grosvenor (Power Pak), D. Gabriel (Berini), B. Hunter (Itom).

"Power and Pedal" Award (Best Silence Test): J. V. Jebson (Mosquito).

CASTLE COMBE MEETING

A CLOSED-TO-CLUB road-race meeting, organized by the Bristol M.C. and L.C.C. at Castle Combe on Saturday last, attracted a record crowd for such an event.

Provisional Results

Clubman's Race (7 laps): 1, R. A. Ingram (498 Matchless); 2, B. P. Setchell (348 Douglas); 3, A. H. Mustard (649 B.S.A.). **Winner's time, 10 min. 52 sec. (71.04 m.p.h.).**

350 c.c. Race (7 laps): 1, C. M. Luck (348 Velocette); 2, D. J. P. Wilkins (348 Norton); 3, H. A. Voice (348 Velocette). **Winner's time, 10 min. 26 sec. (74.04 m.p.h.).**

Sidcar Race (5 laps): 1, L. W. Taylor (499 Norton s.c.); 2, J. Boulter (496 Norton s.c.). **Winner's time, 9 min. 25 sec. (58.54 m.p.h.).**

1,000 c.c. Race (7 laps): 1, E. Pantlin (490 Norton); 2, R. A. Ingram (498 Matchless); 3, A. H. Mustard (649 B.S.A.). **Winner's time, 10 min. 36 sec. (72.84 m.p.h.).**

Provisional Results

Up to 150 c.c. Race (4 laps): 1, H. W. Grindley (148 Royal Enfield); 2, W. M. Webster (125 M.V. Agusta); 3, B. Senior (124 B.S.A.). **Winner's time, 7 min. 37 sec.**

Up to 250 c.c. Race (7 laps): 1, R. S. Simpson (249 Aston Auto Special); 2, F. Wallis (246 A.J.S.); 3, W. M. Webster (249 Velocette). **Winner's time, 12 min. 25½ sec.**

Up to 350 c.c. Race (7 laps): 1, J. Bottomley (348 Norton); 2, D. Parkinson (348 Norton); 3, B. J. Thompson (348 A.J.S.). **Winner's time, 11 min. 26½ sec.**

Up to 500 c.c. Race (7 laps): 1, H. W. Grindley (499 Norton); 2, J. Bottomley (348 Norton); 3, G. E. Leigh (498 Norton). **Winner's time, 11 min. 19½ sec.**

Fastest time of day over five laps.—(Local rider): F. Pusey (499 Norton), 8 min. 58 sec. **(Any rider):** J. Bottomley (348 Norton), 8 min. 10½ sec.

Provisional Results

Best Team: East Kent Trials Combine (W. Clarke, D. Morley, F. Prior, G. Haeger, H. Knight, R. Bowles, B. Townsend, and D. Quinell).

Runner-up team: North Kent Trials Combine (J. E. Wicken, T. Gillilan, R. Peacock, P. Baldwin, B. Butt, E. Dove, T. King and J. Carmody).

Best individual: J. Lilley (500 Norton), three marks lost.

Best sidcar: R. Dickie, 62 marks lost.

CAMBRIDGE CENTAUR'S SCRAMBLE

A RECORD crowd, numbering over 10,000, attended the Cambridge Centaur M.C.C.'s scramble at Arrington, Cambs, on Sunday last. The event was open to the South Midland Centre.

Provisional Results

Lightweight Race: 1, M. S. J. Weedon (200 Dot); 2, J. G. Johnson (200 Dot); 3, A. C. Pauley (200 James).

Junior Race: 1, F. Straughan (350 B.S.A.); 2, E. Wiffen (350 B.S.A.); 3, H. D. Halsey (500 Matchless).

Senior Race: 1, H. D. Halsey (500 Matchless); 2, F. Straughan (350 B.S.A.); 3, A. J. Wakefield (350 Triumph).

Club Handicap: 1, H. D. Halsey (500 Matchless); 2, R. J. Empson (350 B.S.A.); 3, A. W. Lee (350 B.S.A.).

Oxford v. Cambridge Race: 1, Cambridge, 71 points gained; 2, Oxford, 65 points gained.

REDDITCH SCRAMBLE

A CROWD of 5,500—a record—attended the Redditch M.C. and C.C.'s open to Midland Centre scramble at Rollwood Farm, Haselor, near Alcester, on Sunday last. The entry of 61 included 12 "chairs."

Provisional Results

250 c.c. Race (4 laps): 1, T. Cheshire (200 Dot); 2, R. W. Bull (250 Triumph); 3, T. Barker (125 T.B. Special). **Winner's time, 10 min. 42 sec.**

350 c.c. Race (8 laps): 1, T. Barker (350 B.S.A.); 2, W. Barugh (200 Dot); 3, T. Cheshire (200 Dot). **Winner's time, 20 min. 54½ sec.**

Sidcar Race (4 laps): 1, J. Stocker (500 Royal Enfield s.c.); 2, J. Lewis (500 B.S.A. s.c.); 3, F. H. Barnes (500 Norton s.c.). **Winner's time, 7 min. 29½ sec.**

500 c.c. Race (10 laps): 1, J. Scriven (500 B.S.A.); 2, J. H. Skellern (500 B.S.A.); 3, J. Stocker (500 B.S.A.). **Winner's time, 25 min. 9½ sec.**

Unlimited c.c. Race (10 laps): 1, T. Barker (350 B.S.A.); 2, J. Scriven (500 B.S.A.); 3, P. J. Parker (500 Norton). **Winner's time, 24 min. 42½ sec.**

INTER-GROUP TEAM TRIAL

SIXTEEN teams of eight riders each, representing the groups of the South Eastern Centre, entered the South Coast Group's Inter-Group Team Trial on Sunday last. The 25-mile course, containing 32 sections, started from Allard's Garage, on the main London-Brighton road near Bolney.

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interest lay on a scrap going on midfield between D. Farrant, on a "7R," Phil Heath and their own hero, A. Goffin (499 Norton).

Between that trio and the flying Nortons were sandwiched Rod Coleman, on an A.J.S. "Porcupine," and McIntyre, doing wonders with one of the early factory Matchless twin racers, forerunner of the current G45. That he finished the bumpy, twisting 163 km. in fifth position, ahead of a long strung-out echelon of more orthodox racing models, augurs well for the future of this interesting machine.

Weakened by Doran's dropping out, due to a tumble in Lap 1, the A.J.S. team-men held their own but could not improve on their position. And to emphasize the point, Amm rounded off a fine ride by shattering Les Graham's 1950 500 c.c. lap record. More flowers, more music, and the British National Anthem for the fourth time that day.

Provisional Results

250 c.c. International Race (8 laps): 1, W. Lomas (248 N.S.U.); 2, C. Belluti (Guzzi); 3, R. Fauchereaux (Guzzi). **Winner's time, 48 min. 35½ sec. Speed, 83.43 m.p.h. Record lap, F. Anderson (Guzzi), 5 min. 54 sec. = 85.88 m.p.h.**

350 c.c. International Race (10 laps): 1, S. Lawton (348 Norton); 2, K. Kavanagh (348 Norton); 3, R. Amm (348 Norton). **Winner's time, 58 min. 08 sec. Speed, 87.13 m.p.h. Record lap, R. Amm, 5 min. 38 sec. = 89.95 m.p.h.**

Sidcar Race (8 laps): 1, C. Smith (499 Norton s.c.); 2, E. S. Oliver (499 Norton s.c.); 3, J. Drion (499 Norton s.c.). **Winner's time, 54 min. 17 sec. Speed, 74.79 m.p.h. Record lap, E. S. Oliver, 6 min. 37 sec. = 76.58 m.p.h.**

500 c.c. International Race (12 laps): 1, K. Kavanagh (499 Norton); 2, R. Amm (499 Norton); 3, S. Lawton (499 Norton). **Winner's time, 1 hr. 06 min. 11 sec. Speed, 91.45 m.p.h. Record lap, R. Amm, 5 min. 23 sec. = 94.02 m.p.h.**

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