

T.T. NOTES and NEWS

**The Beasley-Velocette:
E.M.C.-Puch Plans: Final
Instructions and Items
from Pall Mall**

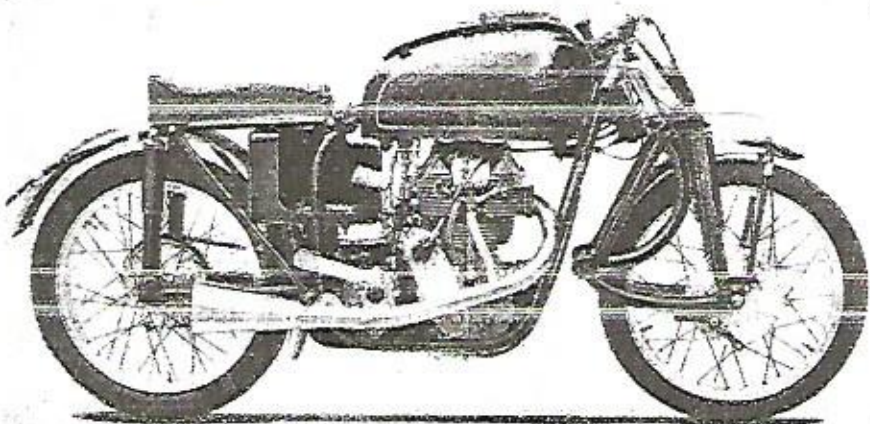
DURING the winter months the attention of Coventry's Doug Beasley has been centred on a reproduction of the immaculate Velocette which Ron Meade rode in the 1951 Lightweight T.T., but which, unhappily, went out on the first lap with a broken rocker.

This year, with two models in the stable, Doug intends to enjoy the fruits of his hard labour and gallop one himself, whilst the second will be in the hands of erstwhile "works" Veloce man, Bill Lomas.

The first machine is basically unchanged and will be raced with the Velocette engine, Norton forks and duplex tube frame. An Amal G.P. carburetter will be the most obvious external modification.

The 1952 edition, however, has cross-over head tubes and the down tubes of the duplex frame have been brought close together to avoid extensive exhaust-pipe "snake-charming." Thus a single radius curve is sufficient to bring pipe and megaphone into the correct position. Both standard KTT components these, no alteration has been made to either bore of pipe or megaphone, although the former has been shortened considerably.

From the "T" cross tube at the rear of the top tube, a triangulated structure, mounted throughout on small Metalastik bushes, carries the special racing seat and top attachment points for the suspension units. These units are made up from "Jeep" shock absorbers, origin unknown, with springs fitted to welded collars and hidden by light-gauge steel covers. The swivelling arm, carried on ears welded to the



Renowned builder of good-looking "specials", Doug Beasley has prepared this business-like mount, powered by a 250 c.c. Velocette unit, for Bill Lomas's use in the Lightweight event.

main frame tubes, pivots on rubber bushes.

Beasley has gone over to Earles front forks and these, of steel tube, are fitted with Newton shock absorbers. Velocette wheels, light alloy, of course, complete the frame assembly.

At first sight the engine appears to be a standard KTT Velocette with the "single cam" head and in fact, the majority of components are re-worked KTT parts. This sounds easy, but it entailed much hard and intricate machine-shop work: the cylinder-head casting alone took 60 hours to complete. The engine is "square," the bore and stroke being 68 mm. and 68.5 mm. respectively, and is thus similar to the earlier engine. It has, however, been drastically shortened, another project requiring gallons of midnight oil. The new connecting rod was machined from a special hand-forging and the flywheels altered to make way for the piston at the bottom of its stroke. Piston skirt/flywheel clearance is very limited and very expensive noises will follow if the piston gets even slightly out of step.

Ivying in a cubby hole is a beautifully made "twin-cam" (or "double-knocker")

unit which lacks only the cams themselves. This will travel to the Island in a box and, if the cams arrive in time, may be used.

Both oil and petrol tanks are of steel; this material is chosen as light alloy is sensitive about the bed on which it lies. Any slight mal-alignment will produce cracked seams, and two or three tanks are often necessary before a correct seating is obtained. Again, expensive noises usually follow an empty oil tank and Beasley discounts the few pounds additional weight.

Efforts have been made to prevent the carburetter from inhaling preheated air and almost the whole of one side of the oil tank has been relieved to give the Amal G.P. instrument ample breathing space. Petrol is carried in a standard KTT Velocette tank positioned on special buffers and retained by a longitudinal rubber-lined, light-alloy strap with an over-centre clip.

A Velocette gearbox is used, the adjustable pedal being mounted above the footrests on plates welded to the frame. A similar cluster is formed on the near side by the foot brake, mounted as before on a rubber bush.

The same high standard of workmanship has been maintained and the new model can be truthfully said to follow the Beasley tradition.

CONSIDERABLE "tailoring" has been carried out on the 123 c.c. E.M.C.-Puch twin-piston two-strokes, to be ridden in the Ultra-Lightweight Race by J. A. Hogan, M. N. Mavrogordato and F. H. Burman.

Of similar design to that employed on the standard "racers," the T.T. frame is of lower overall height. Nickel-bronze welding is employed throughout. A 3½-gallon petrol tank has cut-aways to accommodate the rider's limbs and a separate 6-pint oil tank is fitted beneath the racing seat. Experiments have been made with a tail fairing, but it is not yet certain that this will be a feature of the island models. Of five inches diameter, a dual front brake will be fitted, the drums and hub being in light alloy.

Similar in appearance to the standard product, all-alloy engines are fitted. Mechanical lubrication from an external oil pump will be employed and four-speed, close-ratio gearboxes are built-in. As in the case of the "iron" engines, twin carburetters are fitted.



"We've arrived—and to prove it, we're here!" A group of Empire competitors, early on the scene, foregather at Craigny-Ban. L. to R. Ernie Ring and Gordon Laidie, from Australia; Roy Godwin and Ivan Wager, from Canada; Ken Mudford and Dene Hollier from New Zealand.