

ANNOUNCEMENTS

FRIDAY, DECEMBER 8
Southern Amateur M.C.C. Tramps and Spiva Supper-dance, Fountain Hotel Garratt Lane, S.W. 17, 7 p.m.

SATURDAY, DECEMBER 9
Dublin and D. M.C.C. Waters Cup Trial, Sloggers, 2.30 p.m. (Open to M.C.C.U.I.).
Glossop and Lonsdale M.C. Drake and Gibb Memorial Trial, Wagon and Horses Hotel, Huddersfield, Gloucester, 1 p.m. (Open to Western Centre.)
I.M.T.C. Northern Section Xmas Party, Bradford.

Morgan Three-wheeler Club (South East Group). Monthly meeting, "Grafton Arms," Grafton Way, Tottenham Court Road, 7 p.m.
North-East London M.C.C. Annual dinner, Slater's Restaurant Strand, 6 p.m.
Rhonda M.C. Memorial League Trial, Peure Barracks, 11 a.m.

SUNDAY, DECEMBER 10
Bayswater M.C.C. Winter Coast Run, Marble Arch, 10 a.m.
Dons M.C.C. Grand National Teaser, Crystal Palace, 9 a.m.
Dulais Valley M.C. and L.C.C. Richard Allen Williams (up Trial), 2.15 p.m. (Open to West South Wales Centre.)
Huddersfield M.C. Mrs. Dean Novice Trial, H.O., 10 a.m.
Kings Norton M.C.C. Trial, "Rose and Crown," 9.30 a.m.

SOME IMPORTANT DATES

Dec. 10.—Press Trial.
Dec. 17.—Northern Experts' Trial.
Southern Experts' Trial.

Word Amateur M.C. Sporting Trial, "Ball and Horseshoe," Potter Street, nr. Harlow, 11 a.m. (Open to Eastern Centre.)
Club supporting:—

West Essex M.C.C. "Wake Arms," 9.30 a.m.
I.M.T.C. Yule-tide Raffle, Barking High Street, 11 a.m.

O.W.L.S. M.C. Press Trial, "Rose and Crown," Stone Street, nr. Sevenoaks, Kent, 10 a.m. (Special Restricted.)

Oxford Essex M.C. James Cup Trial, Lambert Arms, Aston Rowant, 11 a.m. (Open to South Midland Centre.)

Clubs supporting:—
Bohemian M.C.C. "Cambridge," 10 a.m.
Lea Bridge and D. M.C. Ace Cafe, 10 a.m.

Pathfinders and Derby M.C. Winter Trial, Plough Inn, 11 a.m.

Pendennis M.C. and L.C.C. Trial prospecting run, H.O., 2.15 p.m.

Reading Ace M.C.C. Social run, "Three Tuns," 2 p.m.
Six Hills M.C., Noggin and Natter Run "Two Diamonds," 6.30 p.m.

West Ham and D. M.C. Main road trial, Auto-drome Garage, Forest Gate, 10 a.m.
Wimbledon and D. M.C.C. Wimbledon Cup Trial, Mid-Sussex area, 10 a.m. Members meet Lincoln Cafe, 7 a.m. (Star Group.)

Clubs supporting:—
Streatham and D. M.C.C. "Cricketers," Mitcham, 8.30 p.m.

Worthing Eagle M.C. Broadwater Green, 9 a.m.

X.H.G. Tigers M.C.C. Priors Trophy Trial, Bovington Camp, 12.15 p.m. (Open to Southern Centre.)

Wood Green and D. M.C. Wild Goose Chase, Alexandra Palace, 10.30 a.m.

MONDAY, DECEMBER 11
Huddersfield M.C. Film show, Crown Hotel, 7.30 p.m.

West Essex M.C.C. Xmas Party, H.O., 8 p.m.
TUESDAY, DECEMBER 12
Leatherhead and D. M.C. Photographic Exhibition, H.O., 8 p.m.

London M.C.C. Film show, H.O., 8 p.m.
WEDNESDAY, DECEMBER 13
West Ham and D. M.C. Committee meeting, Richmond Road, Iford, 8 p.m.

THURSDAY, DECEMBER 14
North-East London M.C.C. Talk, "Victory," Chingford Road, Walthamstow, 8.30 p.m.

Six Hills M.C. Annual dinner, Rockback Hotel, Broadwater, Stevenage, 8 p.m.

Wickham M.C. Business meeting, H.O., 8 p.m.

The 1951 VeloSolex

British-built F.W.D. Cyclemotor
Integral With the Machine

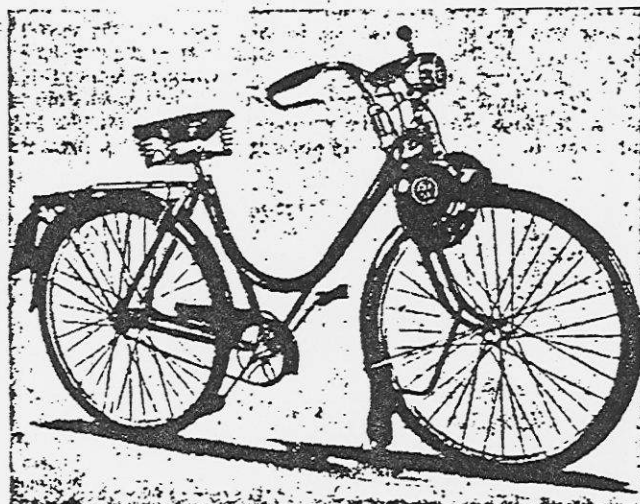
APIONEER in the cyclemotor field, the 45 c.c. VeloSolex appears for 1951 with no fewer than ten modifications. Several of these concern the bicycle side and they include Endrick-type rims, instead of Westwood; a new front mudguard design and a different head lamp bracket, whilst the decompressor control has been transferred to the left-hand side of the handlebar.

It is claimed that improved two-stroking characteristics, increased power and more favourable petrol consumption figures will be derived from a slightly altered 1951 carburetter and exhaust system.

Certainly, from the appearance point of view, the new gravity die-cast cylinder head is a great improvement on the previous sand-cast type. The VeloSolex power unit, unlike many of the popular attachments now on the market, is not cowed in any way, and excellence of workmanship and finish naturally adds not only to efficiency but the pride of ownership.

With regard to the engine itself, the off-side main bearings are sealed from the crankcase and grease-packed. At the other end of the crankshaft there has been added an oil condensation reservoir, making for improved lubrication of the crankshaft ball-race at that point. An increase in cross-section of the crankcase

The VeloSolex bicycle, with built-in 45 c.c. engine, has been along-established favourite on the Continent and has latterly been manufactured in Britain.



inlet port encourages better "breathing."

A small but important modification is the altered position of the high-tension lead fitting, to allow replacement being made without necessarily first removing the flywheel magnet.

The VeloSolex employs petroleum lubrication and offers the advantage of car-type carburation. The Solex concern, the manufacturers of the VeloSolex in this country, fits a fixed-jet instrument and uses a diaphragm-type pump operated by crankcase pressure to feed fuel from the 1½-pt.

tank, situated on the right-hand side of the machine, to a French-made 6LI carburetter.

Transmission is by means of a roller in contact with a Michelin "Y"-type 26-in. by 1½-in. by 1½-in. front tyre. The weight of the entire machine is 58 lb.; it is finished in black and constitutes the only under-50 c.c. motorized cycle marketed in this country as a complete machine. The manufacturers are Solex (Cycles), Ltd., 223-231, Marylebone Road, London, N.W.1.

For Your Bookshelf

Some Recent Publications

RECENTLY I suggested that books in the "Boys' Power and Speed Library," published by Temple Press Ltd. at 8s. 6d., are of the delightful type which fathers buy for their sons—and then read themselves.

A new title in this very successful series is *Speed—The Book of Racing and Records*. Again, this work is intended for boys, but does that juvenile species ever really grow up? Certainly, where the thrill of speed is concerned, where there is a story of Man's endeavour to outspan Time, most of us will find that we are still boys at heart. It will be Dad who will remember the Schneider Trophy air contests that

Britain won outright in 1931 and which laid the foundation to the "Spitfire," which saved Britain a decade later.

Other "World's Fastest" aspirants—Segrave, Campbell, Goldie Gardner, to mention just a few—are household names and some of their epic attempts are recorded in this latest addition to the "Power and Speed" Library. Of particular interest to motocylists is Graham Walker's contribution—an impression of the International T.T. Race in which Snaefell Mountain exacts severe penalties for the slightest error of judgment. P. E. Irving, who writes in "Motor Cycling" under the pen-name of "Slide Rule," takes you behind the scenes and shows you what makes a motorcycle racing engine potent.

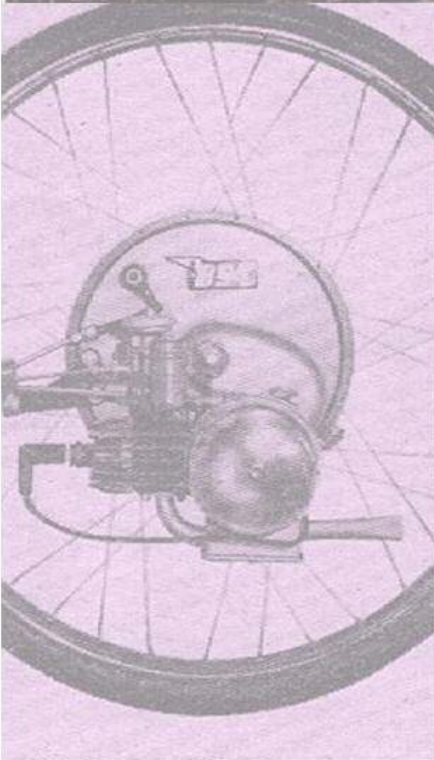
The book also tells you about boats,

bicycles and, of course, locomotives—anything that runs on wheels, floats or flies and seeks the honour of being the world's fastest in its class.

Electrical enthusiasts, or those who aspire to such knowledge, will find much useful information in the latest *Motor Electrical Manual* (Temple Press, 5s. net). Triumph and A.J.S. owners may like to add to their bookshelf list the recently published textbooks dealing with their models. Just published is a *Book of the A.J.S.*, by W. C. Haycraft, F.R.S.A., whilst A. C. Davies has revised the *Book of the Triumph*, originally written by E. T. Brown, F.I.S. Both are the products of the House of Pitman and retail at 3s. 6d. net.

BERNAL OSBORNE

IceniCAM Information Service



www.icenicam.org.uk