

TEMA: Moto individual



THE FAMOUS FISHTAIL MAC 350 OF BELLO

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To approach the topic of the most significant English motors in Cuba we cannot obviate the history of the first English bicycles and motorcycles manufactured by the signature Velocette Ltd. that they had their thresholds in the beginnings of the century xx (1904), these models gave place to the bloom of the motors of four blows...

In 1905 the gentlemen John Taylor and William Gue was secured and they founded its company of production of vehicles Taylor & Gue Ltd. prior to four strokes engines monopolized the market of the motorcycle, already in 1913 the first motors of two blows of this association dedicated to the recreation and the walk for ladies with sidecars arise, appearing among the representatives the first motors of this mark with the true stamp that would distinguish them of for life: **Velocette!**

In the decade of the 20 the competitions among the motorcyclists take a distinguished place causing the emergence for the supremacy in the market of the manufactures and their marks in many parts of the world. In 1925 it appears in the production line the Velocette K; motor that had valves in the head, electric system of illumination and 350 cc of cylinder capacity, very speedy, that the bikers enjoyed the best times in the competitions of the first world.



The results in the celebrated **careers of the world TT** and the world wars, shortage of fuel among other things, propitiated the development of the production of these light apparatuses in many parts of the hemisphere. The increase of the production caused an increment of commercial uses that were devoted to these segments of the market.

The presence of the English motors in Cuba really takes off in the year 1921, when José Presas founded a small sale local for the first English products in the island, already in 1929 this industrious man takes possession of the business of the speedy BSA. Later on **William Van Der Mye** it promoted the sale of other very quick English motorcycles in its luxurious establishment that was located on 84 street and 19th avenue in *Playa*, Havana, Cuba.

In the decade of the 1930 the line of production of “Fishtail” Velocette Ltd. it introduces in the market the motorcycles Mac 350 with high quality and reliable engines, independent gearbox of easy maintenance and repair, the cylinder capacities were 350 cc. During the Second World War in 1939 the production of the Mac was reinforced with special additions for the recognition and the movement of the British Army. In that same year the pattern MK VIII of KTT win the Junior TT. One year after the war, the production of sport models is re-established for motoring public at that stage the sale of the English motorcycles takes off in Cuba.

After the World War II ended English motorcycles were represented in Cuba by William Van Der Mye a Dutchman resident in the island. **Van Der Mye Motors** distributed the marks Horex, AJS, Matchless, Panther, Excelsior and Velocette, these last ones “moto seat” -scooter model- with small cylinder capacities, cooling systems for water that they reached about 80 km, they had of 200cc.; besides others of higher compression volume known as the famous Venom, Thruxton of 500 cc and the **Mac 350 cc** with capacity for two passengers, an improved motor and strong that it featured forced lubrication and about 21 horse power deliver a 3500 rpm.



Generales:

Owner: Cresencio Bello Rodríguez
 Country: Cuba
 City: Matanzas
 Marks: Velocette
 Model: Mac 350

Technique registers:

Year: 1953
 Capacity: 2 persons
 Cilindre: 350 cc
 Motor color: Black/gold
 Suspensión: telescopic adjustable
 Speed: 120 km/h
 Traction: Chain
 Rubbers: 19 pulg.
 Brakes: Bands

At the end of the decade of the 1940 the world championships began where the **Mac 350** with the **Thruxton** obtained many victories in the different circuits of the world. In Cuba the competitions were increased in the different circuits, with Velocette obtaining excellent results verified in news articles at the time with racing driver **Adam Pérez and the famous Velocette No. 13** obtained the eighth position in the competition of the “Clásico Motociclistico-Avance-Candelaria-Marianao-Havana-1955” in 44 minutes and 17 seconds to a speed average of 112,169 km/h.



In the later decades the Velocette wins races continuing to be recognize later in March 1961 the powerful Venom was recognised by the results in the motorcycle races with speeds of more than

100 miles per hour, other outstanding models were the Viper until 1968 in that the motorcycling scenery changes for the British production and the arrival of the Japanese makes.

The models as that of Crescencio Bello was not sold very much, at most the sale of seven units according to the testimonies of the followers of Velocette in the island, by chance in the city of *Cardena, Matanzas*, exists the only original example. This machine was kept in sacks and put in a corner in its old proprietor's house about 32 years after its owner death, today this motorcycle is as it came out of the showroom.

When the motorcycle arrived to the hands of Bello it was a heap of loose pieces without form, Bello with the help of his friends began restoration and the machine began to take form. On 24th of February 2007 there take place a very significant event in Havana; **50 Anniversary of the Grand Prix of Cuba**, many fans of motor sports participated and lovers of the sport in the island and the (Harley Owners Group HOG) of Denmark. In that occasion Bello became a member of the Cuban Classic Motorcycling that counts with more than a hundred members, which are devoted to the maintenance of these classic motorbiker. Bello still lives relatively far from the capital of Havana but doesn't miss fundamental activities of the Club in Havana and those take place in his native province of *Matanzas*.



Crescencio Bello Rodríguez Malecón habanero



At the left William Van Der Mye

At the present time this motorcycle shows more than 95% of original parts, same as many others of the Cuban Classic Motorcycling.

Until here, him with respect to this English marvel, and to continue speaking of other mounts and their motobikers... I don't have left more than to pull up my motorcycle and to leave to discover another fascinating legend of the bikes in Cuba.