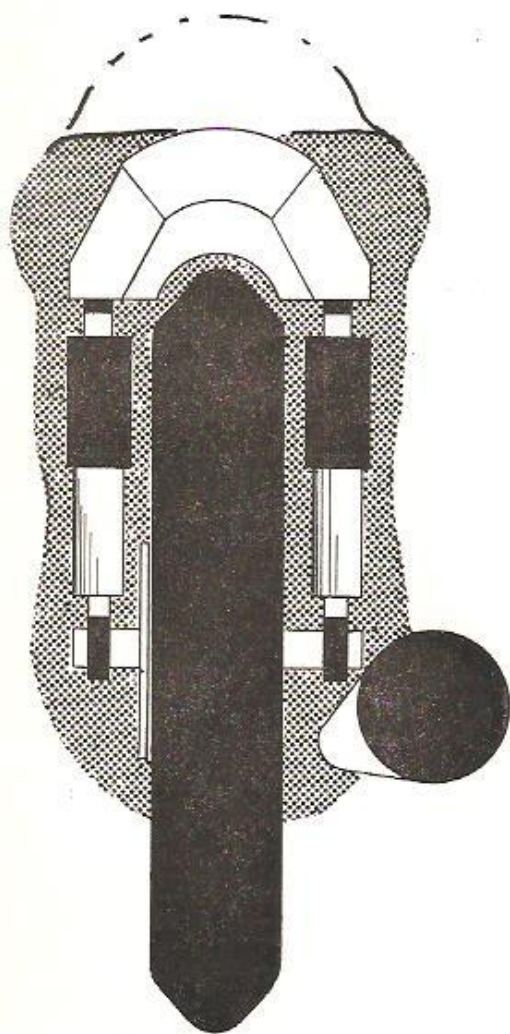


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SOUTHERN SIXTY SEVEN RACING CLUB.

Officers for ( what's left of ) 1970.

Club Chairman :- Jim Pink, Pink's of Wallingford

Competitions Secretary:- Alex Ayers,

Membership Secretary:- Alan Hyde,

Meeting Secretary :- Mike Joyce,

Social Secretary:- Ron Hawkins,

Treasurer:- Ian Harris,

Trophies Officer:- Shaun Gibbons,

Chief Marshal:- Don Vick.

Chief Scrutineer:- R.E.Scivyer,

Magazine Editor:- Roger Parker,

-----  
FORTHCOMING EVENTS.

Silverstone Practice Days, 1971 season:- Thursday 1st April, Wednesday 28th April, Thursday 8th July and Wednesday 18th August. The circuit gates open at 09.00. Practice starts 10.00, ends 17.00. Fee per day £ 2.0.0., all classes.

Race Meetings:- Brands Hatch Club Circuit:- Saturday 17th April, Saturday 8th May, Saturday 24th July and Saturday 21st August.

Snetterton Grand Prix Circuit:- Saturday 1st May.

Thruxton Grand Prix Circuit:- Sunday 25th July.

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Annual Dinner :- Saturday 23rd January. Venue, New Inn, Shillingford on Thames, Oxon. Tickets, 25/- each, from Ron Hawkins. Only 80 people can be accomodated, so book early if you want to come.



Journal of the Southern Sixty-Seven Racing Club.

Contents:-

No 5. 1970.

Editorial.  
Competition Secretary's Report.  
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Mutual Aid.  
Odds and Ends.  
Silly Stories.  
Assorted Guff.

Editorial.

This will be the last issue of 1970 ( who said "Good" ?), and I will start off by thanking all members who have penned items for the contents of the Mag during the year.

This issue will, of necessity, be rather shorter than some of the previous ones, because I haven't got a lot of copy which I MUST put in, and even less which I should LIKE to put in. Anyway, that's my problem not yours, and I won't bore you with my problems.

The Annual Binge ( sorry, Rave-up,) went quite well, except that we proved that even the Committee members can't organise anything in an inebriated state. While accepting that the organisation had its weak points, we, the Committee, reserve the right to let our hair down on some occasions just like other people, so sorry if the " Rave-up" was a bit disjointed, but so long as most of the two hundred and some odd members who turned up enjoyed themselves, we feel that the real point of the evening was not lost.

The Annual General Meeting will again be held this time on the day after the Annual Dinner, at the Old School, Goldsmith Lane, Wallingford. More about these two events inside.

There is just one more point, I think. At the AGM all of the officers on the Committee officially retire, and it may well be that not all of them will be prepared to accept re-election to office.

Owing to extreme outside pressures, I myself am seriously having to consider whether or not I shall be able to continue as Editor for next year. Please, if anyone feels that they have talents in this area and would like to have a go at the job, say so at the AGM.

In case this is the last issue I shall prepare, once more, my grateful thanks to all members for their encouragement over the last three years. In the meantime, "Happy New Year!" Roger.

### Competition Secretary's Report.

Last month the Editor went to press without my Report. This time I won't get away with it; Roger is standing right behind me with gun pressed at my head.

Aunty ACU has been unbelievably quiet just lately. For the first time in three years the Production machine Regulations have not been changed, (perhaps they are to the factories liking now?) As a result arranging our meetings for the coming season has gone without any of the usual snags.

The Committee has discussed at some length, the "pattern" that our racing has followed this season. Several interesting facts have been thrown up as a result of close examination of the meetings:-

- 1) Support for the meetings ( in ALL classes) gradually falls off as the season progresses. Money seems to run out after about July, or after that dreaded "blow-up".
- 2) The most popular classes are undoubtedly the 250 and 1000cc.
- 3) The 50cc class is in a perilous state and the 125's seem to be going the same way. Surely this trend is attributable to the attitude of the manufacturers, and the fact that a competitive tiddler costs about the same as a new Commando. Let's face it, there's no such thing as " racing on the cheap" anymore.

It costs us a lot of money to hire a circuit for the day. The only way to keep the entry fees down to an agreeable level is to use the circuit for those hours available as effectively as possible.

When we run an event with only partially filled grids, the riders in the event are being subsidised quite heavily by the rest of the competitors at the meeting. It gives the Secretary of the Meeting quite a lot of heartaches to see this, knowing that he has turned away quite a few potentially paying customers who wanted rides in oversubscribed classes.

What's to be done then? Running 50's and 125's together is out, because of ACU rulings, so the following policy has been adopted in principle and will be put up for members approval at the AGM:-

Out of fairness to the majority, we have reluctantly decided to recommend the dropping of the 50cc class from our programme. 125 cc machines will have one event all to themselves, with points counting towards the Jim Pink Trophy, and one ride mixed in with the 250cc machines. We feel it is essential to provide the 125cc rider with at least two rides per meeting if possible, as his transport costs are just as high as anyone else's.

Now, if any member wishes to vote against the acceptance of these recommendations, this is simple. If you are unable to attend the AGM,



please put your views into a letter, and address it to me, and I will see that your vote is recorded at the meeting..If you can attend in person, of course, you can put your views yourself, possibly with a bit more emphasis. This is YOUR Club, after all, and if you're not happy about the way things are being done, for Heaven's sake tell us!

Riders requiring endorsements to their National Licence applications should send them to me. It is not a bad idea to include the remittance of one pound in the form of cheque or P.O made payable to the ACU and a stamped addressed envelope likewise made out to them, and I can send the lot on for you in one go, saving considerable time and fuss.

I will close by wishing everyone all the best for the New Year and an enjoyable and/or successful season next year. And remember, if Santa sent you a new bike, FIX IT UP WITH A BREATHER CATCH TANK.

Alex Ayers.

-----

As all those members who READ the Mag will have noticed by now, the Annual Dinner will be held on the evening of Saturday 23rd January at the New Inn, Shillingford on Thames, Oxon. Tickets are 25/- each and only eighty are available, so get your requests in now if you want to come. Ron Hawkins is the man to contact, address on front page. There is a bar extension for the benefit of those who haven't got to drive home. Lounge suits, black ties. Failing that, Barbour suits and leathers are acceptable. Large car park adjacent to building, and a small dance band ( providing the sort of music that SOME members are old enough to appreciate ) is provided.

The Annual General Meeting. This will be held again this year in the hall of the Old School, Goldsmith Lane, Wallingford. Several points of interest to all riding and non-riding members are to be discussed and it should be remembered that decisions taken at the AGM are then LAW until they are reconsidered at a future AGM or Extraordinary General Meeting. So, if you feel particularly strongly about anything and would like to have a hand in forming Club policy, come along to the meeting and make your point of view known. One rather radical new suggestion has been made which will be put to the meeting, and the reactions of as many members as possible are sought. More cannot be said at this stage except that if the proposal is adopted, it will be the first time in the memory of any of our existing Committee members and possibly the first time in the history of the sport, but there are certain difficulties in fair administration of the idea.

Review of a new book:-"Racing and tuning Production Motorcycles." by Ray Knight. Transcript of a review for Motorcyclist Illustrated.

The progress of the Production class in motorcycle racing has been such that the old banger ridden for the first time in a Club race may well find itself mixing it with some of the fastest, best prepared and best ridden machines in the business. Yet, the fact remains that the Production class is the best for new competitors "get their feet wet".

The choice of machine is not often a major factor at this stage; the main result of Ray's chapter on the subject would probably be to depress those people without the machines mentioned and would do little to encourage those who actually have a machine discussed. The fact remains that IF your machine is raceworthy - in the most basic sense of being safe to ride at racing speeds - there is almost certain to be someone on the circuit riding more slowly than you are, and you can enjoy a good race with him. Ray Knight has put a lot of common sense and experience into this little book, and it will all help the aspiring rider to get his bike up to a raceworthy condition, and himself to the grid. These two tasks are all too easily underestimated by THEM WOT AV DUN IT; as one who is still not too sure if he has, I can remember all too many things that could have been smoothed away by Ray's helpful little book.

The Publishers asked for as critical a review as possible, but I find that after reading it I am disinclined to be critical at all. One could easily find points to argue with, or others which really warranted inclusion, but the overall objective of the book is to help aspiring new riders by presenting good sound advice and information about the sport.

The most important single thing required by all beginners is the confidence needed to HAVE A GO. Club riders are a very helpful and generally cheerful bunch, and will help anyone - once they are asked! A book giving all the gen, by a T.T. winner and rider of Ray's lengthy experience, should help a lot. The fact that he is also an excellent journalist and writes in a very readable and approachable style, makes this book one to recommend to would-be racers. At the very least it will save a lot of explaining. If you have only raced at one or two tracks, or are a BRANDS ONLY rider, the long chapter at the end of the book, describing all the major circuits from a riders viewpoint, could well help YOU too.

Mark Wigan.

" Racing and Tuning Production Motorcycles." Ray Knight.  
Published by:- Speed and Sport Publications Ltd, Acorn House, Victoria Rd,  
Acton, London W.3.

Price:- 18/-. From good bookshops or direct from publishers.



### Random Ravings.

It is not without certain feelings of nostalgia that I sit at the typewriter to compile this "Ravings". It may just be the last one which I shall prepare, and after three years, it seems something of an anti-climax. I haven't got any notes prepared for this issue so it will be completely spontaneous and will be put down exactly as it comes into my head, complete with all spelling mistakes, which I may say with some pride I do not make so often now as when I first took on the job.

Well, this is supposed to be a motorcycle Club magazine, so I think I should include something about motorcycles. The next item on the calendar for British motorcyclists at large is the Dragon Rally, and as usual a number of your idiot Committee members will be going on their road machines. I am sure that this is just an excuse for a masochistic orgy, since only a person of slightly unbalanced nature could possibly find fighting with a heavy machine loaded with tents and other gear enjoyable, especially over roads liberally sheathed in black ice and/ or snow, mud, water, small boulders, fallen trees etc. All of the foregoing hazards have been personally encountered by myself on my six trips to the Dragon, and if it were not for the fact that I know that the unique atmosphere which will be found at the Rally is worth all the trouble just to experience, I should stay by a well banked-up fire with a bottle of something marked 70 Proof.

To arrive at the Rally is an achievement in itself on some years and it is still an unwritten law among rallyists that a fellow rider seen in difficulties at the side of the road is NEVER passed by without an offer of assistance. Motorcycling as a sport really originated in Great Britain, and it is a matter of fact that in the recorded history of the sport more British riders have been World Champions in some branch of the sport than have members of any other nation.

This points to the fact, in my belief, that the British personality is peculiarly suited to the overcoming of the various hazards to be encountered in riding motorcycles in winter. I had stopped to thaw out on one occasion, somewhere near Capel Curig, and there came to a stop beside me a VERY ancient girder-forked sidevalve Norton, on which was heaped literally everything including the kitchen sink, and which was ridden by a ruddy faced individual in the oiled leather one piece knee length coat of twenty years ago. "Trouble, lad?" asked the apparition. "No thanks, I've got enough." I replied as wittily as I was able, "But I'm going to get there somehow." "You'll do, young'un" he replied, "Your too stubborn to give up, aren't you?" Somehow, I think that sums up motorcyclists generally. Roger.



### Tuning, in Principle and Practice.

A few facts on what Internal Combustion Engines do, and how they do it, might be of interest to members, and with this in mind the following article is prepared.

Right, to begin at the beginning, we will suppose you have an engine which works. Right, when it is running, what is it doing? This may be regarded as a pretty silly question, but how many people who drive cars and / or ride motorcycles actually know just what that chunk of machinery called an engine is actually doing?

Coming down to basics, an internal combustion engine is just one of several devices collectively known as "heat" engines, and all of which share the same basic purpose; ie, the production of usable forces from the harnessing of otherwise unusable energy.

The first practical application of an engine to harness energy which was produced from heating a "fluid" ( in the context of this article, air is also a fluid,) was the primitive reaction turbine model produced by Hero of Alexandria, a Greek mathematician and physicist who was the true father of the steam engine.

Other types of engine which are not commonly applied now but which are older in their concept than the internal combustion engine are the Stirling cycle and similar external combustion engines, generally of the type known as "hot air" engines.

Basically, however, they are all devices which release the latent energy stored in their fuel, harness that energy and convert it to a more usable form.

In the case of the internal combustion engine, the first stage in the process is to render the fuel rapidly and readily combustible. The fuels commonly employed in this type of engine are highly volatile liquids, and they burn most efficiently when mixed in accurately controlled ratios with air. This mixture is produced by mixing the fuel in atomised form with air in the venturi of the carburettor.

This mixture is supplied to the combustion chamber, which is where the work is actually done, at such times as the design of the particular engine allows the induction cycle to operate. The mixture is then compressed in the enclosed space above the rising piston, and absorbs some energy from the turning flywheel, which is converted into heat. At the correct moment, an electrical discharge, supplied in response to another timed demand, fires the heated compressed mixture. This burns very rapidly, releasing heat which produces expansion of the trapped gases in the combustion chamber. This expansion exerts equal pressure in all directions on the confining walls of the combustion space. One of the "walls" is the crown of the piston, which is the only one which is



able to react away from the increasing pressure. It does so, thereby exerting an endways thrust on the connecting rod, which is converted into rotary motion by the crankshaft. The piston passes beyond the bottom dead centre position, and depending whether the engine is of the two stroke or four stroke type the cycle is either repeated on the next stroke or the next but one. At this stage, further discussion of the exhaust part of the cycle is not necessary, and this will be returned to later. Sufficient to say that the whole cycle is repeated with great rapidity and more heat is made available by the combustion of fresh charges of fuel/air mixture. So much then for the basics.

Having established broadly what an internal combustion engine does, the next stage is to find out how efficiently it does it. It is fair to say that no internal combustion engine is really efficient ( see any basic text book on Mechanics for a definition of efficiency.)

In this context, efficiency is defined as the amount of power which is actually made available ( work done ) by the engine for a particular quantity of fuel consumed. The potential amount of power stored in a known unit volume of fuel is dependent upon the "calorific value" of that fuel. This is why some of the more exotic dragster machines use the very expensive "dope" fuels like nitromethane, which contain their own Oxygen in their formula, and which in consequence burn more freely and release more energy in unit time.

Even a well designed and well prepared racing engine is relatively inefficient judged by the above standard, though it may well be very outstandingly superior in its performance to another engine of the same capacity. Every engine which produces noise while it is running is in fact wasting some of the power released from its fuel in the form of sound, which is not a readily harnessable form of energy.

More of the fuels potential energy is lost because some of the heat produced by its combustion is used simply to heat up the materials of which the engine is made, and this heat is dissipated in the form of radiated heat from the outer surfaces of the engine.

A truly efficient heat engine, ie one which converted all of the heat released from the fuel into usable energy, would run cold and silently, since there would be no spare energy available to produce sound or the heating of the materials of which the engine is made. It is strange but true that engineers spend a lot of time and ingenuity on the design of efficient cooling systems for the engines they build to take away from the engine heat which was produced at great expense and is being quite deliberately wasted. If the engine had been designed more efficiently in the first place, it would produce more power and less waste heat.



The last paragraph is included primarily for the benefit of those people who still think that an engine which makes a lot of noise is a "fast" one. The types who knock the baffles out of their silencers on road machines often find ( though they rarely admit it ) that they have actually lost some performance, though the machine definitely sounds a lot more "racy". Certain engines, due to factors inherently present in their design, perform most efficiently with a certain amount of back pressure in the exhaust. The designers have gone to great lengths to produce a silencer which is balanced to the optimum gas flow speeds of the engine, and interfering with these silencers can result in some physical damage to the engine due to weak mixture, such as burnt exhaust valves etc.

Having digressed somewhat from the original object of this article, I shall now return to it. We have established that the engine runs. Right, now how do we find out ( theoretically ) how much power it develops ? Power, in this context, will be a number of Brake Horse Power and is calculated by the following formula:-

$$P = \frac{p_s A r n}{33,000} \quad \text{bhp}$$

Where P = bhp, p = brake mean effective pressure in lbs/sq inch, s = stroke in feet, A = piston area(crown) in square inches, n = the number of cylinders and r = revs per minute.

This basic formula uses Watts old constant 33,000 which is a rate of working figure(pounds/feet per minute,) which is sufficiently accurate for most calculations, though wildly optimistic as a means of predicting the amount of work a horse could actually do.

This formula also gives no real clue to whether or not a multi-cylinder engine will develop more power than a single cylinder engine of the same capacity, and gives no indication of the relative advantages of various cylinder proportions.

The relationship between bore and stroke is obviously fixed for any given cylinder capacity, so if the stroke is shortened, the bore must obviously be increased to maintain the capacity. If we take as the standard a 500cc single, the pressure exerted endwise on the connecting rod during the power stroke will be the product of the cylinder gas pressure ( bmep ) and the cross sectional area of the piston crown on which it acts. The length of time for which that force is exerted on the piston will be related to the stroke, obviously. Since the physical

dimensions ( bore and stroke ) are constant, the only variable which will have an appreciable effect on the ability of the engine to rev, and the power it will produce, is the cylinder gas pressure. Apart from the simple method of increasing the compression ratio, which will increase the severity of the " bang " on the firing stroke, the most effective method of raising the cylinder gas pressure is to improve the cylinder filling during the induction stroke. Indirectly, raising the compression ratio does aid in improved cylinder filling, because it results in a greater depression being caused in the cylinder AFTER the firing stroke, producing a greater suction in the induction tract and thus promoting the induction of larger volumes of mixture. This increased volume of mixture still has to be compressed into an area of finite volume, which results in increased cylinder gas pressure and greater power, given efficient combustion of the charge.

However, if that 500cc single is converted into a 500cc twin, the bore to stroke relationships are the same in proportion but those dimensions are reduced. At the same compression ratio the smaller and lighter moving parts will be less subject to strain, allowing the engine to rev higher. The maximum power which can be obtained from an engine at any particular point in its rev band is dependent on optimum cylinder filling in unit time, and this is in turn dependent on the relative sizes of ports and valves, and their relative proportions in relation to the cylinder dimensions. It is possible to obtain valve areas which are more nearly accurate in their critical relationship with the piston area and stroke in multi cylinder machines than it is in single cylinder engines. In general, the more cylinders one uses for a given capacity the better, but the law of diminishing returns and the inevitable increase in frictional losses which follow from having more piston rings rubbing more bores eventually settles a limit on the number of cylinders which can be usefully employed.

In a reciprocating engine ( one in which things go "up and down" ) it is inevitable that due to an operating cycle which produces alternating high and low gas pressures in the induction tract, the nature of the gas flow in the induction tract is discontinuous. This sets a natural limit on the rpm at which optimum gas flow and thus cylinder filling can be maintained without artificially " boosting " the flow by supercharging. This is because the inertia of the oscillating gases ultimately restricts the flow however large the valves. More about this in the next installment.

#### "Traveller"

For Sale:- One piece racing leathers, very good condition, Size 38" chest, height 5' 6". £ 18-0-0 ono. Pair size eight soft top boots, in good condition. £ 6-0-0 ono. 21 Falkland Ave, Wash Common, Newbury, Berks



Mutual Aid.

For Sale:- Kneeler Chassis ( needs brazing ) complete with tanks etc  
sidecar wheel and lots of bits. £ 20-0-0.  
175cc Bantam engine. £ 4-0-0.  
Bantam wheels. ( two ) £ 2-0-0.  
Drag frame for 650 twin, near finished. £ 5-0-0.

Dave. 37 Perrymead, Enfield, Middx.  
Telephone 01-363-9871.

For Sale:- Good secondhand suit of one piece racing leathers, black.  
Lined and undamaged. 40" chest and 5'7" tall. £ 15-0-0 .  
Mike Phelan, 7 Norries Drive, Wallingford, Berk.

Wanted:- pair of usable secondhand BMW R.60 exhaust pipes, and also  
silencers if possible. Doesn't matter if the chrome isn't  
bright anymore so long as they keep the gas in. Required  
urgently by Editor, whose new ones have been on order for  
three months without arriving and who wants to go to the  
Dragon Rally.

Also:- Manx five-gallon petrol tank, alloy for preference but Glass  
fibre is O.K if available. Please reply, quoting the price  
wanted, to Roger at address on front page.

---

General Notes.

There was one Trophy at this years Rave-up which was not on the  
list last year, the Bill Green Trophy for the best performance in any  
class , calculated as the highest finishing place in the Championship  
tables for the years scores, made by a rider in his first season of  
racing. This years winner was Ian ( Pote ) Fitzsimons from Reading, who  
finished second in the 250 Production Championship and who only started  
racing at the beginning of the 1970 season. On behalf of all members,  
we offer him our congratulations on a well deserved win.

Red faced apologies to Phil Allen, who was completely omitted  
from the 125cc Championship tables by an error on my part. He infact  
was in sixth place at the end of the season with a score which on re-  
checking was found to be 26 points. Sorry, Phil.

Roger.

### Message to all Members.

The Committee wish to take this opportunity of wishing all members the compliments of the season and all best wishes for the New Year. Congratulations to all Challenge Trophy winners, and better luck in the coming season to all those who finished further down the tables this year. The ACU have had the draughts of our Supplementary Regs for all meetings next season, and as soon as we have them back with their approval, they will be printed and circulated WITH AMPLE TIME before the opening date to all members.

Enclosed with this issue of the Mag is a Membership Application form for the 1971 season. All annual subscriptions are re-newable on receipt of the forms. For the first month after January 1st 1971 only applications for re-newal of membership from this years members will be accepted. After that date, the books are thrown open to all comers until membership reaches 750, at which point they will be closed and no further riding members will be accepted. This is felt to be only fair to members, since if membership is unrestricted the chance of a rider who is seriously contesting the Championship in any class being turned away from a meeting due to over-subscribed entries is quite on the cards.

Due to the restriction on numbers, it is recommended that all of this years members who wish to re-join, do so as soon as possible. It is not only for racing that membership of the Club is useful; considerable discounts can be obtained on certain goods and services.

All members are recommended to make the effort to attend the AGM, since several points are on the Agenda which are of general interest to all members, and if you aren't present you can't vote. Refreshments are provided. The meeting opens at 3.0 pm and will be continued until all business is completed.

The Annual Dinner is due to start at 7.30 pm on Saturday 23rd of January, assembling in the bar for a quick one before sitting down to dinner at 8.00 pm. We hope to see as many members as possible at the Dinner and the AGM. Until then, all the best.

### The Committee.

-----

Odd little co-incidence, but the first member to arrive at the Rave-up was the holder of ticket number 1, Pete Chesterman. He bought the first ticket off the stack and was first to hand it back. Lets hope you can maintain that form for next season, Pete. It should be worth a couple of wins at least.



### Silly Stories.

Mexico has the World's lowest cost of living. You can get five pounds of sugar, ten pounds of flour, one hundred cigarettes, a bottle of whisky and a girl for the weekend, all for five dollars. Of course, it's a pretty poor quality whisky.....

Agent: " I've got a great new girl for you! Her statistics are 54-23-36."

Producer: " Sounds good. What can she do?"

Agent: " With a little help, she can sit up."

Thought for the day: Where do mothers learn the things they tell their daughters not to do ?

A girl was walking along a river bank when she almost stepped on a frog. She was about to walk round it when she heard it speak.

" I have not always been a frog," he croaked, " I was once a handsome man who was turned into a frog by a witches' spell. The only escape from the spell is for a pretty girl to take me home with her and let me sleep under her pillow for the night."

Being soft hearted and a bit simple, the girl took the frog home and put him under her pillow, and sure enough, in the morning there was a handsome man in her bed.

And to this day her mother doesn't believe that story.....

A soldier returned from two years in Viet Nam. After an exciting re-union with his wife consisting of an excellent meal and several Martinis, they went to an hotel. At about two in the morning they were roused by a loud knocking on the door and a voice shouting " Let me in!"

The soldier sat bolt upright in bed and cried "God, it's your husband!"

" Don't be silly," his wife replied sleepily, " He's in Viet Nam."

Tom: " My wife always keeps her eyes closed while we're making love."

Harry: " Really ? Why is that ?"

Tom: " She can't bear to see me enjoying myself!"

### Deft Definitions.....

A Nymphomaniac. A woman with a greater sex drive than your own,

False Pregnancy. Labouring under a misconception.

Hollywood. Where you can live happily and get married ever after.

Falsies. The bust that money can buy.

Virgin. A girl who hasn't met her maker.....

Letters to the Editor ?

Dearymost Rogermate,

Hopey dontmind putty biropen to parpyrus and droppeyline to you, but not so longback otherday, yourstrulyself receive by GPO footsore wearyplate deliverymaid a tiny little everso-little tiny small packagepresent.

Oh imagine innermost deepjoy! Not even my creationday anniversage! Quick as evercan riptearremove paper wrapperthing. Inside peekabo and Lo and befoldy in all a squiggley wiggle olde tyoe Englishe hyroglifwords it says:- " Phoboff Racey-bike Special Bitsies

Undo, takeaway the liftuplid and whatsis ?.....

1. Highlift, slamshut pop-bang racey camstick.
2. Flashspark Plugthings, raceytype superquick noless!
3. Cylinder toppiece extrahighcomp squishtype thingumyjig!!

Imagineymost the surprisethink of mefold! Whatwould I myself be wanting with all this superswifty go-faster knockout bigend racery rubbish? Then takes lookygandergawp into bottom of box and finds a scrappy piece of paperstuff scribed thusly:-

Well, then ofcourse I understandiflade! Not for me atall, atall. Should be deliverysent to some twit in the smokeytown many a long league from the countrybit where I am livingstone. No uselessgood rubbishy thinks I to myself and upturns whole lot in the disposytype dustbinfold ready for refusecollectyfetcher to cart away next mornny. Allgone for evermore! Thanky lucky bunnytootsy! Would be everso grateful if you could inform Algae that if he wants to collectyfetch bitsies for his putridmost Phoboff raceybike, they are now residingat the Okeyfold rubbish dumptip, somewhere near the upper top.

Yours Eversosorry, regretfulmost,

A.N. Onymous.

---

Alcoholic: A man who you don't like who drinks as much as you do.  
The only way some girls can keep the wool from being pulled over their eyes is to fasten their sweaters to their skirts.  
Marriage and Bigamy are the same thing. One wife too many.....



### More Silly Stories.

A girl who finds it possible to resist every attempt to seduce her should go out with stronger men.

There ARE more important things in life than money. The only trouble is they won't go out with you if you don't have any money.

A young woman was about to get married, and she was quite innocent. Her mother said: "Before you go to bed on the first night, be sure to give him some oysters for supper."

The next day, mother asked daughter how things had gone the night before. "Not very successful, mother. I suppose it's because I lack your catering experience."

"Oh, and what makes you say that?"

"Well, I gave him a dozen oysters, like you said, but only nine worked."

Enoch and Eli had been supporters of Wolverhampton Wanderers for years. At every home game they met behind the Molyneux end goal to cheer their team on. Then, one season, Eli failed to turn up for three successive games. Enoch went to see him.

"Ay, lad, I ayn't seen yo down't Wanderers lately. Where've y'been?"

Eli explained that he had recently married a very passionate girl, and each time he set out to go to the match, she would grab him and drag him down on the hearthrug.....

"Ay, lad, if thou let's 'er get away wi' that, the'rl be ruled by 'er f'good. Next Sat'day, if 'er does that, yo' just pull 'er bloomers down, put 'er 'cross yo' knee an' slap 'er backside good'n 'ard. If 'er cries then you do it 'arder, the'oom yo' down t' match."

Eli swore he would, but on the Saturday he didn't turn up at the game. Enoch was furious, and quickly sought his mate for an explanation.

"Did yo do wha' I told yo?"

"Ay, well, I caught 'old of 'er and put 'er over me knee. I pulled 'er bloomers down and I raised me 'ond, but well, the Wolves 'aven't bin playin' very well lately, 'ave they?"

Two elderly ex-soldiers met at an Old Comrades re-union dinner. They had a few drinks and got to talking about old times. After a few yarns about the girls they had known in foreign parts some fifty years earlier, one asked the other how his love life was now.

"Not very good," his mate replied, "You remember that stuff the Doc used to put in our tea to quieten us down; it's catching up with me."

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Roger.

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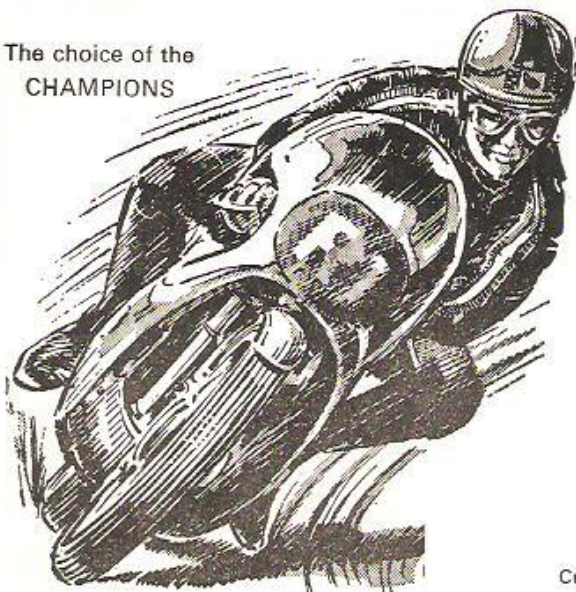
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