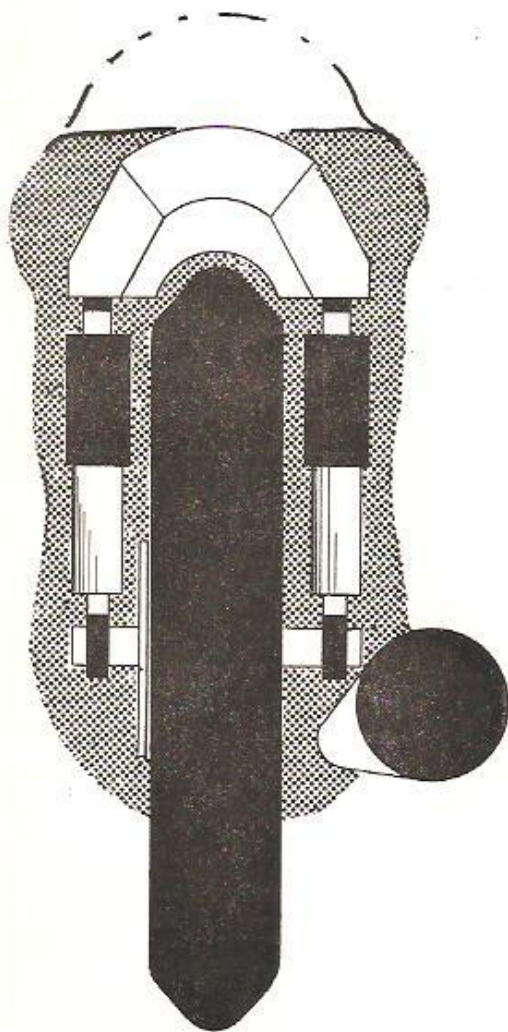


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SOUTHERN SIXTY-SEVEN RACING CLUB.

Officers for (what's left of) 1971.

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

Competitions Secretary:- Alex Ayers,

Membership Secretary:- Alan Hyde,

Meetings Secretary and General Club Secretary:- Hugh Milton,

Social Secretary:- Ron Hawkins,

Treasurer:- Ian Harris,

Trophies Officer:- Shaun Gibbons,

Chief Marshal:- Pete Vick,

Chief Scrutineer :- Mr Offen,

Magazine Editor and General Dogsboddy:- Roger Parker,

Forthcoming Events.

Silverstone Practice Days, 1972 season:- Thursday 6th April,
Wednesday 26th April, Wednesday 7th June, Wednesday 30th June.
Circuit gates open 0.900. Practice commences 10.00, ends 17.00.

Race Meetings:- Brands Hatch Club Circuit:- Saturday 8th April,
Saturday 1st July, Saturday 29th July (regional restricted)
Saturday 19th August.
Snetterton Grand Prix Circuit:- Saturday 6th May.
Thruxton Grand Prix Circuit:- Sunday 23rd July.

The Rave-up and Trophy Presentation will take place at the Masonic
Hall, Wallingford, Berks (the same venue as previous years) on
Friday 3rd December. More details inside.

Journal of the Southern Sixty-Seven Racing Club.

Contents:-

Editorial

The Club Championship Table, 1971 season.

Random Ravings.

Mutual Aid.

Assorted Guff.

Silly Stories.

Reports of sorts.

General Information.

Editorial.

It has been so long now since I sat at the typewriter to prepare an issue of the Mag that I've almost forgotten how to set about it.

I must yet again apologise to all members for the fact that I have not been preparing issues of the Mag as regularly as I had planned to, and as regularly as members have a right to expect.

The reasons I have stressed before to such length that I'm sure I don't need to bore you all by repeating them; the main one is that I am taking exams and preparing theses etc, coupled with buying and renovating old houses and motorcycles, preparing racing machinery etc etc.

Once upon a time this Club had a Magazine Editor who had more time on his hands than was good for him and the opportunity to do more spare time work than he now has. I still regret the passing of those days, but everyone must grow up sometime and face responsibility, however unwillingly, and time has at last caught up with me.

I dare say that a few members who were on the books during the early days just after the Club's formation who can still remember the times when there was an issue of the Mag once a month. That is still the way I should like to see the Mag run, but I'm afraid I just can't do it. I shall have to give up the Editorship of the Mag at the end of this year, but will still do whatever I can to aid the running of the Club, which I still regard as the most friendly I personally have ever been involved with. The Sport needs some help since it is going through a thin time at the moment, and I feel that perhaps someone else with more time could do more for the Mag, and therefore for the Club and the Sport than I can at present.

Regur.

Club Championship Table.

Final Positions at end of 1971 Season.

These results are based on the following points scoring system:- The first eligible rider home in each solo race (and in each capacity class within Production machines races) receives 11 points, the next 10 points etc down to 1 point for eleventh place. Any non-eligible rider finishing further down the list is omitted from the scores and his points taken by the next eligible rider etc.

The same system is used in the Sidecar classes, but since the fields are smaller, the score for the first eligible crew home is 5 points, the second receives 4 points etc.

The term ' ineligible ' as used above is interpreted to mean a past or present holder of a full International licence, unless the rider in question is over 55 years of age. Holders of One-day International licences can have their claims to eligibility considered if they so wish. The purpose of the above scoring system, established in the Club's early days, was to ensure that the Championship Trophies are competed for by Clubmen, and not pot-hunting semi-professionals.

The Jim Pink Challenge Trophy for 125 cc machines.

Winner:- Eric Blakely, 40 points scored.

Cyril Knight.	33 points.
Max Ridge.	32
Dave Lock.	19.
Trevor Doe	}
Mike Bates	
Mike Stanton.	16.
Paul Shooobridge.	15.
Andy Morris.	14.
Bill Boldison.	11.
John Marks.	}
Mike Coulon.	
Dave Hunter.	
Andrew Drew.	
John Paul.	10.
Peter Leonard.	9.
Geoff Pitcher.	}
Trevor Heasman.	
Michael Tessamoratis.	8.
Bill Kirkwood.	}
John Dodgson	

Results, Continued.

Barrie Edwards.	}	7.
David Griffiths.		
Mike Viret.	}	6.
David Camier.		
Malcolm Hardwick.		
Michael Cook.		5.
Chris Newport.		4.
John Excell.		3.
Phillip Allen	}	2.
Eunice Evans.		
Andy Aldridge.		
Richard Sullivan.		1.

The Cliff Baker Challenge Trophy for Formula Bantams.

Winner:- Max Ridge.	43 points scored.
John Browning.	42.
John Marks.	36.
Mike Stanton.	29.
Bill Boldison.	20.
Dave Hunter.	11.
Andy Aldridge.	10.
Michael Cook.	10.
Chris Newport.	9.
Eunice Evans.	7.
Ted Reading.	5.

The A & J French Challenge Trophy for 250cc solo machines.

Winner:- Eric Piner,	55 points scored.
John Riley.	51.
Colin Belcher.	42.
Tony Jones.	41.
Barry McAllister.	35.
Steve Goodrum.	33.
Chris McGahan.	31.
Geoff Went.	24.
David Taverner.	22.
Michael Samways.	20.
Alfie Wilson.	19.

Results Continued.

Chris Silver.	}	
Alan Dunscombe.		17.
George Bacon.		15.
Allan Thomas.	}	
Richard Dowland.		13.
Peter Crew.		12.
John Gardener.	}	
Tony Heirons.		11.
Bill Day.		9.
Dave Forrester.		8.
Ray Guyver.	}	
Dave Poet.		7.
Norman Hossack	}	
Mike Somers.		
Marc Wigan.		6.
Geoff Bond.	}	
Roger Cope.		
John Atkinson.	}	
Joe Wright.		5.
Adrian Scott.	}	
Graham Whittley.		
Henry Hodd.	}	
R.D.Ludgate.		
Phil Beaton.		4.
Gordon Matthews.	}	
P. Smith.		
Peter Gripton.		3.
Jeremy Davies.	}	
Mike Newton.		2.
John Parritt.	}	
Adrian Moore.		1.

The Jack Browning Challenge Trophy for 350cc Machines.

Winner:- Mike Trimby, 50 points scored.

Martin Jebson.	36.
Alan Dunscombe.	33.
John Murphy.	30.

Results, continued.

Chris Curtis.		17.
Tony Blain.	}	
Martin Read.		15.
John Bradfield.		12.
Eric Gasper.	}	
Paul Wootten.		11.
David Street.	}	
Paul Selleck.		10.
Derek Head.	}	
Russell Burrows.		
Colin Glasspool.		9.
Michael Blay.	}	
Brian Warren.		
John Goodall.	}	
Eddie O'Brien.		8.
Brian Bartlett.	}	
John Grey.		
John Stephens.	}	
Roger Wilson.		7.
Bill Collard.	}	
Terry Sparrow.		
Ian Tomkinson.	}	
Terry Baker.		6.
Barry Beckett.	}	
Brian Flak.		
Charles Warren.		5.
David Hunt.	}	
John Neilson.		4.
Keith Denny.	}	
Steven Fry.		3.
William Gidman.	}	
Gerald Lund.		
David Hill.		2.
Pat Cooney.	}	
Peter Ormsby.		1.

The Frank Higley Challenge Trophy for 500cc solo machines.

Joint Winners:- Tony Osborne and Jim Sparham, 42 points each.

Brian Bartlett.		37.
Alan Dunscombe.		32.
Allan Ryall.		21.
Alex Ayers.	}	
Brian Barrington.		
Terry Head.		16.
Peter Noke.		14.
Tony Woolon.		12.
Roger Lees.	}	
Andy Alexander.		
Richard Allen.		10.
Colin Overy.	}	
Martin Read.		
Dave Street.		
Terry Gardiner.	}	
Tony Booker.		9.
Pete Bailey.		
Ton Thomson.	}	8.
Roger Monnery.		7.
Roger Jennings.		
Peter Hammarling.	}	6.
Harry Dixey.		
Roger Court.		5.
Edward Knight.	}	
Chris McGahan.		4.
Malcolm Waine.		
Laurence Saddler.	}	3.
Tony Blain.		
Eddie O'Brien.		
Lesley Drury.	}	2.
Andrew Woolon.		
Richards Rogers.		
Ian Gittins.	}	1.

The Joe Henderson Challenge Trophy for machines up to 1000cc

Winner:- Tony Holland,	55 points scored.	
Michael Attenborough.	48.	
Michael Shoesmith.	45.	
Steve Bowers.	38.	
Pete Bailey.	34.	
Frank Waterman.	31.	
Ron Mellor.	30.	
Dave White.	}	28.
Richard Peers-Jones.		
Roy Jeffreys.	27.	
Derek Loan.	21.	
Norman White.	19.	
John Kerry.	15.	
John Carpenter.	14.	
Mole Kenny.	}	13.
Keith Cooper.		
Robert Parr.	}	12.
Terry Copland.		
Eddie Monahan.	11.	
Derek Head.	}	10.
Bob Wright.		
Julian Bishop.	}	9.
Mick Hemmings.		
Jeremy Sewell.		9.
Lance Capon.	}	8.
Robert Skiller.		
Ralph Stephens.	7.	
Bill Reid.	6.	
William Hicks.	}	5.
Jim Kanka.		
Rod Moreau.		5.
Mike Horton.	}	4.
Richard Allen.		
Marc Wigan.		4.
Clive Smithers.	}	3.
Francis Lea.		
Dave Street.	}	3.
Philip Smith.		
John Oldfield.	}	2.
John Malthouse.		

Roger Beecroft.
 Ray Rogers.
 Chris Walton.
 Michael Thorpe.
 Len Scannel.
 Robin Stonely.

1.

The Duckhams Trophy for Sidecars up to 1300cc.

Winners :- Roger Aldous and Peter Lucock.

25 points.

Tony Wright / Tony Poole. }
 Charlie Daynes / Eddie Roberts. }
 John Tress / Tony Clarke. }
 Nigel Bartlett / Geoff Smith. }
 Martin Hutchins / Dave Godly. }
 Dave Edginton / Andrew Samways. }
 Bill Potter / Alan Stanbridge. }
 Dave Bishop / Gary Findlay. }
 Eric Lloyd / Terry Harrington. }
 Tony Greening / Roger Parker. }
 Neville Riley / Kenny Birch. }
 L.E.Walker / J.F.Wilmot. }
 Derek Jones / Brian Ayers }
 Eric Gooderson / Walt Perkins. }
 Allan Wallis / Alan Bedford. }
 Brian Grey / Dennis Reeves. }
 Roger Cox / Raymond Binns. }
 A. Ansell / D.Everns. }
 Brian Reeves / John Jones. }
 Rod Moreau / Joe Henderson. }
 Alan May / Martin Wheeler. }
 Graham Hilditch / Kevin Littlemore. }
 Barry Sloper / Fred Smart. }

23.

17.

15.

12.

10.

10.

8.

7.

6.

5.

2.

1.

The B.O.B.M.C.R.C. Trophy for Production Machines up to 1000cc

Winner :- Brian Bartlett, 52 points scored.

Pat Wyncoll. 40.
 Jeremy Sewell. 24.
 Wayne Dinham }
 Robin Stonely. } 22.
 Mick Hemmings. } 21.

Results, Continued.

Jim Kanka.	}	20.
Marc Wigan.	}	19.
Francis Lea.		
Michael James.	}	
Michael Salisbury.	}	
Richard Negus.	}	18.
Dave Woods.		17.
David Jones.		16.
Derek Loan.	}	
Steve Harris.	}	
John Hands.	}	15.
Keith Foster.		13.
Tony Osborne.		11.
Clive Smithers.		10.
Colin Overy.	}	
Ron Geary.	}	
Ray Judge.	}	
Dave Balcome.	}	9.
Bob Prior.	}	
Keith Little.	}	8.
Colin Lindley.	}	
Robert Daynes.	}	7.
John Wilson.	}	
Dave Simpson.	}	6.
John Edwards.		5.
Peter Power.		3.
Ivan Taylor.		2.
Derek Harris.		1.

The Peter Arnold Trophy for Production Machines up to 500cc.

Winner:-	Brian Barrington,	55 points scored.
Roy Rudling.		49.
Robert Taylor.		19.
Robert Button.		17.
Ken Rawlinson.		11.
Peter Lea.		10.
Geoff Meakins.		9.

The Dolphin Trophy for Production machines up to 250cc.

Winner :-	Chris McGahan,	55 points scored.
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Results, Continued.

Richard McAngus.)	
Mick Newton.)	45.
Eunice Evans.		43.
Ian Fitzsimons.		40.
Dave Forrester.		38.
Brian Bedford.		24.
Tony Judge.		18.

That concludes the Championship Tables for the 1971 season. All winners will be presented with their Trophies at The Rave-up at Wallingford on Friday December 3rd. Tickets are available from Ron Hawkins, Social Secretary, (address on front page). Trophy winners are entitled to free admission, but the rest of us (sob!) will be required to pay 75p each. There will be dancing from 8.0pm until Midnight, and the Bar has an extension until midnight also, for those who are not driving home. This year, in addition to the live music, there will be a Disco. Buffet (included in the admission fee) runs from 10.p.m.

There are two Trophies not mentioned above; The Mick Bennett Memorial Trophy, awarded to the Club member in the Manx Grand Prix who finishes furthest up the field in any class, which was won this year by Roger Cope for his fourth place in the 250cc race, and the Bill Green Trophy for the Best Newcomer in any class at the Club's own meetings. Analysis of the performances of all of the Newcomers this season shows Waine Dinham, who shared the Syd Lawton award at Thruxton for his fine performance there, to be the most deserving of the Bill Green Trophy. Congratulations to all Challenge Trophy winners for their consistent riding throughout the season and conisserations to all who tried so hard without any tangible reward. There is always next year, anyway.

General Notes.

Will any member who has written to me to request information on the cheap Kangol Crash Helmet offer and who has not as yet had a reply please contact me again; the reason for this is that I have somewhere lost a file containing the names and addresses of at least four people who had written to me ordering helmets, and I cannot remember who they were. I currently have four helmets, one size four, two size three and one size two, looking for good homes. If anyone who ordered one of these and have not given up hope of hearing from me would contact me (by phone) they can have them by return post. Roger.

Random Ravings.

What, I wonder, am I going to write about this time? There is just one point, while I remember it; at Thruxton on 25th July, a pair of NGK warm-up plugs with a 14mm socket and a $\frac{1}{2}$ " square drive ratchet were left on the pit counter by someone's pit crew. The owner, who no doubt mourns their loss, can have them returned to him at once if he will write to me and identify his property.

That's that. Now, where do we go from there? I hardly like to admit it, but I have been doing so much thinking recently along disciplined factual lines that I seem to have lost the ability to think imaginatively. I feel I am becoming de-humanised, and that is a blow to an intellect which has in the past delighted in being non-conformist and has attempted to avoid absorption into the "system". I must confess that I have always taken the part of the underdog against superior odds; this is probably irrational, and is more a reaction of impulse than logic. I'm sure that had I been alive at the time, I would have fought for the Confederacy rather than the Union.

The point I am trying to make, however unsuccessfully, is that I think I must be getting old. I don't know if any other members have felt the same thing, but recently, the erosion of individual liberty caused by the imposition of a mass of Governmental legislation justified by the insidious pronouncement that it is "for our own good" has not tended to send me rushing to the barricades as it would ten years ago.

Not that I am preaching insurrection; there are laws about that, too. It is just that I feel I have lost faith with my old self because I no longer feel so strongly about anything as I once did. I suppose it is because I have at last come to the realisation that you can't beat the "system", and if you can't beat 'em, joining 'em is the line of least resistance. The rash idealism of callow youth seems to have been lost forever. It is a pity, for while I never saw myself as a rabid revolutionary, likewise I never envisioned myself as a cog in the wheel of the Establishment. I suppose it is all part of the process of "growing up"; it is just that it is difficult to come to terms with.

The process is a gradual one, and has been proceeding so subtly that I did not recognise what was happening, but upon reflection, it probably started to gather momentum when I first accepted that the roads were not race tracks; my instinct of self preservation having led me to believe that race tracks were safer places than roads because everyone is at least going

in the same direction, and presumably all know what they are doing.

Yes, I'm sure that's when it dates back to. I must have come to some sort of subconscious decision that though I have two of most things, I have only one neck, and the longer I can preserve that one neck in an unbroken state, for so long can I go on living a life which, whatever its shortcomings, I enjoy. I suppose that psychologists would say I am beginning to become "adjusted". Well, if this is what it feels like to be a conformist,--- Yeuk! Come the Revolution, Comrades, all racing motorcyclists will be given free 750 "threes".

Mind you, you can't please everybody. My boss still thinks I am worthy of certification, if I am not (as I believe he suspects) actually on the run from an asylum at the moment. When I argue with him that I race motorcycles because it is safer, mile for mile, than driving on the roads, he just shakes his head in disbelief and puts me down for a refresher course in Rational Management, so that I can be indoctrinated to the "true light".

What I'm afraid of now is that he might be winning! Perish the thought! Still, what am I doing spreading gloom and despondency among our younger members? time enough for them to find out what life has in store for them as they get older. The process isn't as painful as I may have made it sound, and some people adjust to responsibility more readily than others. It's largely a matter of getting priorities right; in the past, if it was a toss-up between the future and the present, in my case the present always won. I suppose that saddling oneself with a mortgage does tend to give one a reason for considering the future. Racing is, after all, a sport; it becomes unhealthy only if it becomes an obsession.

There, I will leave you, with the thought that perhaps it is not too bad a thing for man, though he be a competitive animal, to maintain a sense of proportion in his competitiveness.

Roger.

Mutual aid.

Wanted:- a spare gearbox, preferably complete and in usable condition, for a BMW twin circa 1960. Also, any engine spares for R.50 or R.60 models, especially a pair of crankcases, a pair of barrels and heads and a camshaft. Also spare engine or parts for an R.27 circa 1962, especially a camshaft with bearings and timing gear. Also, pair of crankcases or a complete engine for a Suzuki 80 (K.10) with petrol lubrication. Also, any decent 250cc road bike, British or foreign, in good usable order, up to about £ 100. Contact Roger Parker, address on front page.

Notes from the Trophy Officer.

There are still quite a number of riders who are due for Trophies from the July and August meetings. We are sorry for the delay, but we have been having troubles with our Trophy supplier.

All of the Trophies have been ordered, and indeed some of those which people are waiting for have been sent to us. The thing is that I have had to send a large number of them back to have rectifications made to the engraving, the standard of which was frankly poor. We have made strong representations to the company concerned, and there is a strong possibility that we will be seeking our supplies elsewhere next year.

I trust that those members who have received their Trophies are happy with them, particularly with the engraving, since I have examined each one myself to ensure a reasonable standard before letting them go out. In the meantime, please bear with us.

Will all holders of the Championship Trophies, (to whom I shall be writing individually) please remember that we shall need them back to present to this years winners on December 3rd?

This does not include of course the Mick Bennett Memorial Trophy or the Ringwood Trophy. The Roger Deakin Memorial Trophy is something of a special case, but this years holder need not return it before next season.

One thing which will be put before the AGM is whether riders would prefer trophies or their cash value as prizes next season. If any members have particularly strong feelings in this direction, would they please write to me, and I will present their votes at the AGM.

That is about all for this month, so I hope to see you at the Rave-up.

Shaun Gibbons.

Letter to the Editor.

Dear Roger,

In response to your incessant pleas for material for the Mag, and in order to air a point or two about Alex's article in the last Mag, I was prompted to put pen to paper.

The part that interested me most was with regard to those riders who habitually show partial or complete disregard for yellow flags either motionless or waved. I myself have been passed by three or four riders when approaching yellow flags at Paddock (where else?) and this has happened on more than one occasion, so I can assure you that I am not quoting a isolated incident. I do

not intend to dwell on the folly and danger of this sort of behaviour, as everyone must be fully aware of it by now, but more on the reasons behind it, for I refuse to believe that that many riders could be so reckless, although at times I am hard pushed to justify this view!

This brings me to the interpretation of Flag signals; in my view, a motionless yellow flag signifies "Danger, slow down, keep station" whilst a yellow flag waved means "Great danger, slow down, be prepared to stop, you are approaching a fallen rider etc". Some people might not agree with a word or two of this interpretation, but the message is plain enough, so why does flagrant disregard of flag signals continue?

The reason, as I see it, is that some Marshals and/or Clubs, get "flag Happy". Now, before Pete Vick climbs out of his high chair, I would like to point out that I and all other competitors are aware of the good and necessary work which Marshals perform. I honestly can't see the point however of yellow flags in Practice (unless someone is in trouble, of course) because after all we only have three laps and that is short enough time without circulating sedately looking for danger that isn't there! If the Track is clear - it's clear. Leave the flags alone. In the event of an accident, obviously the yellow flag should be shown, and riders should obey them, but flags are all too often left on display when the danger is long past; the majority of riders, aware of this, regard all caution signals as suspect and tend to disregard them. After all, 10 laps at Brands is only 10 or 11 minutes and that's little enough time when you're trying to make up ground after a lousy start, without having to slow down where there is no apparent need.

Now, I would like to stress that these criticisms are not levelled at this Club alone; exactly the same thing applies to most meetings, be they Club, Centre Restricted, Open or National, which I have been to. I sincerely hope that Pete won't feel too badly about them, for I too am only trying to help! I feel that if flags are shown only when they need to be shown, and for no longer than is necessary, most riders would soon come to realise that yellow really does mean Danger, and proceed with appropriate caution. If they don't, THEN stamp on them hard, and use the bits to pad the Arnoe at Paddock! (but that's another story)

Barry McAllister.

Mutual Aid.

Gerry Kennedy, a long serving member of the Club who has been forced by marriage and general lack of finance to give up racing, has two crash helmets, a pair of boots and a set of leathers (5' 6", 11 stone) racing goggles etc which he is very willing to part with exceedingly cheap or for free to an impoverished racer who will give them a good home. Contact Gerry at "Glen Dale", Hannay Road, Cheddar, Somerset. phone Cheddar 593.

Racing Spark Plugs are available at special prices to members through the Club. Long or short reach, 14 mm only, they are available ex stock at 42½p each, postage free. Heat values N.62.R, N.60.R, N.57.R., and the "L" prefix equivalents. Please order from Alan Hyde, address on page one. N.5 road plugs for the van etc, are available at 55p per set of four, post free.

Due to the fact that I personally will be moving house within the next few months, orders for racing Crash Helmets (Kangol Constellation) had best be addressed just to The SSSRC care of Alan Hyde's address, which will ensure they are forwarded to me wherever I happen to be. These helmets, which are made to the BS 2495 spec for car racing, exceed the BS 1869 spec required by the ACU. The normal retail of £ 9.50 is reduced to £ 6.50 to members. When ordering please state size required. They come in white only now; the black and gold finish has been suspended by the manufacturers.

Only one Silly Story.....

One fine sunday afternoon, the pilot of a light aircraft flying over the mountainous area of North Wales discovered his motor was giving trouble. Eventually, it packed up altogether, and realizing the impossibility of a safe emergency landing in the mountains he went smartly over the side and pulled the rip-cord.....

He woke up in Heaven, to find a kindly angel looking down at him. " How did I get here?", he asked, " Didn't my parachute open?" " Man," said the angel, " You should know that NOTHING opens in Wales on Sunday."

Perhaps there's room for just one more.....

Man rushes into a chemists shop and asked the assistant for a box of Sex-Lax.

" Surely you mean Ex-Lax ?", replied the assistant.

" No, I don't have any trouble going."

Southern Sixty-Seven Racing Club.

Headquarters :- The Dolphin Inn, Wallingford, Berks. Club nights are the first Thursday of each month, at H.Q. All members, friends and anyone interested in racing, welcome to drop in for a beer and a chat with like minded idiots. Try it sometime.

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Surface mail 4 dollars Air mail 12 dollars

Black suits with coloured stripes

£29 10s. 0d.

post and packing 7/6
or £10 deposit and 6 monthly payments of
£3 14s. 9d. Total £32 8s. 6d.

U.S.A. price 74 dollars
surface mail 4 dollars air mail 12 dollars

Coloured suits in red, blue, green, white
yellow with contrast stripes

£31 10s. 0d.

post and packing 7/6
or £10 deposit and 6 monthly payments of
£4 2s. 5d. Total £34 14s. 6d.

U.S.A. price 79 dollars
surface mail 4 dollars air mail 12 dollars

Cut and tailored by craftsmen from selected
black hide

Reinforced shoulders, hips, seat, elbows and
knees

Heavy duty front zip Zip pocket
Zip calves and cuffs Number tapes

Fully lined in red, gold, black or tartan

Coloured stripes to choice

Red, yellow, blue, white, green or
combination of colours

Supplied for road, grass or dirt

Send for measure form or stock sizes

36-38-40-42

★ FOLLOW THE STARS
CHOOSE CHAMPION

Weight 5½ lb.

ALL SUITS MADE TO MEASURE

50/- extra

U.S.A. 6 dollars

RIVETTS

(LEYTONSTONE) LTD.

234-6-8 High Road, Leytonstone,
E.11 ENGLAND

Phone: 01-534-3021