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Editorial.

Well, this is it; this looks like being the last Editorial I shall be able to do for the Club Mag. As all of last years members will recall, the present format is not so "Classy" as the one we have been using. There are several reasons for this, the most important being that this layout is much simpler to produce, it is quicker and cheaper, and when you're preparing this issue, as I am, at short notice with time at a premium, it is important that things get done easily.

Those few members who can still remember the early days of the Club's life will recall that this was the original layout. It is hoped that it will be possible to produce a better version at sometime in the future, but this will depend on who takes the Editor's job over at the Annual General Meeting, when I shall be forced to stand down due to personal pressure and other demands on my time which I cannot avoid.

I shall still make every attempt to take some sort of active part in the running of the Club, as I believe we can still offer the racing game a useful type of help through the running of the Club, and that is important to me. I've made a lot of friends through the racing game; friends which I value very highly, I may add. I have sought for years the real reason for the behaviour of racing motorcyclists, and the sort of refreshingly different personality which they all seem to have in common. I still don't think I have found the real answer, but I'm content just to continue enjoying your company.

This is rather a sad occasion for me, coming as it does at the end of three and a bit years in the job. I've seen a lot of changes take place in that time, but I believe the racing scene is still essentially the same; it is the spirit of true competition in the company of others similarly inclined. There is an undefinable "something" about the spirit and the atmosphere of motorcycle race meetings, and especially at Club level Road race meetings, which I have never found in any other sphere of competitive activity. Whatever it is, I'm sure that those of you who have felt the same thing yourselves will agree with me that it is worth preserving.

This issue is being sent to all of last years members, and with it you will find a copy of this years Membership Application form. All members who are continuing to race this year and who desire to renew their Membership should fill in the form and return it as soon as possible to Alan Hyde, whose address appears on page two. The fee is a reduction of 25 pence in the fee offered to all members who rejoin before the end of February, making the years fee £ 1.25, which is cheaper than last year. After the end of February, the fee will be £ 1.50, so get the applications in quickly and save yourself some money.

I hope to be able, in the future, to submit for publication from time to time some contributions to the Magazine. It will be strange to be an ordinary member again; on reflection, it might not be a bad thing, for I have had a feeling for some time past that we, the Committee, were beginning to lose touch with the members, and I think that some of the small frictions which have been arising could have been avoided with a little more insight into what the riding members really want.

The Magazine exists ideally to provide a means of communication between all members and those volunteers who are prepared to give up their time to become the Club officials. Please don't get the idea that the Committee are in any way different to (or should it be "from"?) the rest of you. We are all riders ourselves, though some no longer compete actively. The idea behind the Club when it was first formed was the organisation of races for racers by racers, and I feel that that principle should always be adhered to. Perhaps the novelty is wearing off. This is, after all, the start of the fifth year of the Club's life, and there is no denying that like all concepts of the human brain which rely on human organisation, there have been some mistakes made in the administration of the Club. No-one is perfect, after all.

Well, I am rambling on a bit, aren't I? The point I am trying to make is this: the way to make the people who actually run the Club aware of your own grouses, if you have any, is to contact them. I not in person at a race meeting then by post with letters for the Mag. Please support the next Mag Editor (whoever the poor so and so is) with contributions, even critical contributions are better than none.

Well, that's it from me for this time, so I'll just wish you all the standard benediction from one racer to another, "Good sport and good luck."

Roger.

Committee.

The list appearing below is of course the Officers elected at the 1971 AGM and all of these posts come up for re-election at the 1972 AGM, which will be held at the same venue as previous years, the Old School, Goldsmith Lane, Wallingford, Berks on Sunday 6th February, starting at 3.0 pm.

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

Competitions Secretary:- Alex Ayers,

Membership Secretary:- Alan Hyde,

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:- Roger Parker,

As mentioned above, there will be some blanks in the above list caused by the fact that some of the Officers named above will not be standing for re-election for the coming season. Any member of the Club who feels able to take on any of the posts will be most welcome at the AGM. The post of Mag Editor especially will require someone with a fair amount of spare time, and an ability to use a typewriter is an advantage. A reasonable knowledge of English is desirable but not essential, 'cos the Club's typewriter has been trained to spell reasonably well, (mind you, it took quite a long time!)

Forthcoming Events. 1972 season.

Silverstone Practice Days. Thursday 6th April, Wednesday 26th April, Wednesday 7th June, Wednesday 30th August. Please note these dates, and remember that the first one is on a THURSDAY while all the others are on WEDNESDAYS. Circuit opens at 0.900. Practice starts at 10.00 and ends at 17.00 with a break for lunch about 13.00 to 14.00.

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 Annual General Meeting, as mentioned above, will be of particular significance this year to all riding members. There is much to be discussed and several proposals of a relatively novel nature concerning the form which it is intended that the majority of races should take this year. To ensure better filling of the Grids it is proposed that there shall be more mixed class racing, with the possibility of two races taking place simultaneously (as is the present case with Production machine racing.) New proposals on Trophies are also to be put forward, in line with the recommendations made by some members during last year. It is most important that a sufficiently large number of members are present to form a truly representative cross-section of our total membership, since the voting on the proposals will have an effect on all members if they are adopted. Please therefore make an effort to attend if you live within easy reach of Wallingford; (anywhere within twenty miles should be considered easy!) The Treasurer's Report on the Club finances will have to be approved also, so we do need as many members present as possible.

Competition Secretary's Report.

I would like to start off the Competition Sex Report by wishing everyone a successful and enjoyable racing season during 1972. Are you all ready for the "off"?

To new members, Welcome; I trust you will enjoy your racing with our Club. Constructive criticism is always appreciated - don't be afraid of airing your views - either through the Hag or to any of the Committee members or myself. You will find we are always a receptive audience, and we aren't ogres. We don't look any different from the majority of racers (except perhaps a little more harassed, Ed) so you might have to ask someone to point us out to you at a race meeting.

You might well ask, 'What does a Comp Sec do?' Well, I liaise with the Auto-Cycle Union, deal with Programmes of Events for the Committee's approval, hire the circuits and answer Competitions related queries.

So, if you want Competition Licence applications (National) signed, or entries for the Clubman's at Cadwell endorsed, send the forms to me. If you wish to have any of the ACU's General Competition Regs, Standing Regs or our own Supplementary Regs clarified, I have copies available and will try my best to answer queries on their interpretation. The thorny "Production" machine regulations cause most of the headaches, but we seem to have reached a satisfactory compromise in their interpretation, since we have had few stand-up fights with either the ACU or the riders on this subject.

Incidentally, if you feel that your class is not being given a fair deal or that it is not being adequately catered for, write in and express your views.

And now for something completely different; the latest edicts of Auntie ACU.

Drivers Identification.

As from 1st January 1972, drivers and passengers in all speed events of whatever status (including Club racing) will be required to wear identification discs either around their necks or wrists, and these discs must bear the riders full name, age and blood group (if known). Obviously, the more reference age is best indicated by the date of birth, since this does not need up-dating year by year.

Qualification - National Licence.

As from 1st January 1972 drivers applying for a National licence for the first time must produce evidence, by way of a counter-signature of an official of the meeting on the application form, of having competed satisfactorily in a minimum of SIX (6) separate races held at at least two different circuits. Previously the requirement was three races and there was no stipulation regarding different circuits.

Helmets.

On advice from the American Motorcycle Association, and due to changes in the Snell Foundation specifications for protective helmets, any helmets submitted for approval under the Snell label must now bear the additional stamp of the Safety Helmet Council of America before they will be accepted in Britain.

The existing British Standard 1869 is still valid, as is the American Standard ASA Z.90, but both of these are minimum requirements. The helmets for all motorcycle and car events must now be of the type providing protection to the temple area and the old "pudding basin" style is out. "Bone-dome" or "Ned Kelly" style helmets are acceptable provided they conform to the minimum standards outlined above. Helmets exceeding these standards (such as those made to the BS 2495) are best.

Breather Catch Tanks.

All crankcase, gearbox or oil tank breathers MUST be routed to a catch tank to prevent oil spray or mist being deposited on the track (or on your own back tyre) and this rule will be rigidly enforced. An old washing-up liquid bottle makes an excellent, cheap and readily available catch tank, but it must be firmly fixed to the machine. During last season there was some question about the use of primary chain oilers which simply exhaust over an exposed chain and thus spray excess oil over the machine and circuit. This is a problem which there is not a satisfactory answer to, so common sense in the use of drip feed oilers is called for. They should obviously not be set to deluge the chain with oil, and some means of collecting any excess (a piece of felt is good for that, Ed) is a good idea. Remember, if you spray oil on the circuit, you've got to ride over it yourself on the next lap.....

Good luck and good racing.

Alex Ayers.

Notes from the Trophies Officer.

At the time of writing, Mid January, all of the Trophies for the last three meetings are in the process of being sent off to members. This state of affairs, which will be elaborated on in the next Mag and/or at the AGM, is entirely due to several completely unexpected problems caused by our Trophy suppliers with the awards for the April and May meetings.

Due to these difficulties, it was not practical to order all of the cups and other awards for the later meetings until the problems had been resolved and a large number of unsatisfactory cups and plaques had been replaced free of charge. The July and August awards were therefore ordered considerably later than planned and the first batches were delivered last month.

In the last Mag, Roger asked for your views on the question of Trophies versus cash. Only one letter was received (printed below, Ed) and that supported Trophies rather than cash, which is, I am sure from people I asked at the Rave-up what at least 95% of our members want.

Now on to the awards for this season. We are planning some changes, since the silver plate cups which we have been using for the last few years never have been over popular with members. The trouble with these cups is that they never look as if they are worth what they cost, they are fairly small and they tarnish and thus need a lot of looking after. What would be members views on pewter tankards as alternatives? What do you feel about the second and third place plaques? How do they compare with second and third place trophies awarded by other Clubs? As far as I can gather, the majority of members are happy with the improvements we made in the standard and quality of the awards during the 1971 season.

If anyone who feels particularly strongly about Trophies would take the trouble to write to me, it would add weight to proposals on future policy on the Trophy situation which is to be considered at the AGM. If you can let me know a phone number where you can be contacted, morning or evening, I can give you a ring at my bosses' expense and save the Club postage stamps. Likewise, any Club member not happy with their awards should contact me; even anonymous letters will be gratefully received.

Shaun Gibbons.

Letters to the Editor.

Dear Roger,

In the last Mag, you said you would like to hear members opinions on Trophies or money for racing. As Club members we feel it is better to have the Trophies as prizes and not money.

Not being disrespectful to the Club, but the money for places would just not be worthwhile, so why not scrap the race voucher idea altogether and award another Trophy for fourth place (not forgetting the passengers on the sidecars.)

Surely, most riders would like to have a Trophy sitting on the shelf as a memento of the hard work and effort put into getting them. A cheque for 50p, which is really not worth anything these days, is a poor alternative.

Personally, this year we received a cheque for 30p to which we attach a greater value than the money, so we had it framed rather than cash it.

Yours Sincerely,

Gary Findley and Dave Bishop. MAB Triumph.

As Shaun pointed out, the letter above from Gary and Dave was the only one received from members on the subject, so we must conclude that the majority of our members are content with things the way they are. There are some changes which have been recommended by members, such as the presenting of Trophies on the day, which will have to be referred to the AGM for policy confirmation. It must be appreciated of course that if the Trophies are presented on the day they will be in an anonymous condition. We obviously can't have the winners name engraved on them in advance, as this would look too much like rigging the results. What would in fact be done of course, is that the winner would have his name engraved on a small plate which would be sent to him when results were confirmed (subject to there being no appeal made in the interim) which he could affix to the Trophy himself. This procedure is used by the ACU with T.T. trophies, so there is an established precedent.

Some considerable thought and soul-searching has gone into the Trophies on the Committee's side, believe me. As Shaun explained, we did have a lot of trouble with our supplier during the later part of last season, and this obviously caused some dissatisfaction among members. It really wasn't the fault of the Committee, honest!

Dear Roger,

Now the season is closed, and we have time to look back over the past year, I feel I must write and ask you to pass on the thanks of my passenger and myself for such a good season of Club race meetings, to the Marshals and all the officials who give up so much of their time in order that we can race.

The only complaint I have, and this is a personal thing of mine, is how do some people (NO NAMES) manage to get more rides at a meeting than others? Would it not be a fair idea if any spare Grid places could be filled on the day, as quite often I cannot afford to book more than one ride at a time in advance, but at the time of the meeting have sufficient cash in hand.

Although I appreciate that this is my fault, I have had applications for two rides turned down and then found on the day that some people have got rides in all the available sidecar races.

This is only a small point, however, and is well outweighed by such well run meetings. This year, for the first time, we made the effort and attended the Rave-up. Again, we can only ask you to pass on our thanks for such a good night out. We will be going again next year, but to enable us to get well and truly stoned, what about a larger bar and a smaller dance floor?

All the best, and here's looking forward to another good season with SSSRC in 1972.

Yours Sincerely,
Eddie Lloyd.

Well, Eddie, thanks for the kind words. There were some misunderstandings over the arrangements during last season. In general, it is Club policy that no-one gets three rides in the same class at the same meeting. It is possible to get three rides on the same machine on a solo by entreing it in Production and Open class races, and the lucky owners of two different machines could get up to five races at a meeting. However, here is a point which few people can ever accept at face value:- the Club, while it is not intended to be a profit making concern is also not intending to "go bust". This has resulted in certain riders who have applied early for three sidecar rides being allocated the full number, due to the difficulty of anticipating the future. At the time when Entry acceptances open, the Secretary of the Meeting has a responsibility to the Club as a whole to ensure that the meeting runs at an economical level. If entries in a particular class are coming in slowly, then it is at the discretion of the Secretary of the Meeting to accept applications for three rides to ensure that the Grids are filled. Entries received later may result in these classes becoming over-subscribed, which would explain other riders being turned down for one or more rides, unfair as this may be. For the information of all members, especially the sidecar crews, it is re-stated here that it is not Club policy that the state of affairs which is being complained of will arise again. Although no names were named, I think I know who you are refering to, and I may say that I felt the same way about it myself. If I am accused of bias or of prejudice, I may say that I speak personally there, and not on behalf of the Committee, Roger.

Dear Roger,

In the last Mag, I read with interest Barry McAllisters article, and the "folly and dangerous behaviour" of which he comments is noticed by others. I can assure him that this recklessness and disregard for general safety does exist and is practiced by a high proportion of todays competitors. Therefore his observations are justified.

Reference the paragraph on "interpretation of Flag signals", his view is correct almost word perfect vide Reg Number 31, page 7, Standing Regs for Road Race meetings. His point reference Yellow flags during Practice has been in contention for more years than I care to remember.

Organisers, supported in many cases by riders, have asked to be allowed to display the flags during Practice in order that the location of the Flag stations will become known to competitors. Unfortunately there is no provision in GCR's or SR's for this, and the ACU have never given this practice their official blessing. I and many other officials consider that this is reasonable, but would prefer to see Green flags used for this purpose to avoid confusion if an emergency should arise during Practice which calls for the use of Yellow flags.

It should of course be borne in mind by all that Practice is intended to be exactly what it says; ie PRACTICE, to acclimatise the competitors to the hazards and conditions of the circuit. It is NOT intended to be the glorious free-for-all blind which unfortunately most Practice sessions these days seem to degenerate into, in some cases with disastrous results.

ccontinued overleaf.

Lower down in his comments, Barry somehow appears to want to justify this disregard of Flag signals by quoting that the majority of competitors regard all Flag signals as suspect, thus tending to ignore them. He explains this by saying that if one is struggling to make up ground lost by a lousy start, and then slows down whilst exerting his maximum effort for a yellow flag for which there seemed to be no justification, it would be unreasonable to expect one to maintain a high regard for flag signals. It is assumed therefore that under these conditions, instead of slowing down oneself, one should use the slowing down of riders in front to reduce the handicap of a lousy start. How does the rider know anyway, what if any caution he needs to exercise unless he observes the flags?

Over the past 40 years or so, I have lost count of the number of times I have been faced with agonised complaints from riders that after slowing down at yellow flags they have been caught and passed by riders from behind who ignored the signals.

Also, I can recall numerous occasions when injury to marshals attending to fallen riders and wrecked machines has been avoided more by the Grace of God than the judgement of riders.

I am quite prepared to agree that indiscriminate waving of flags is to be deprecated, but on the other hand, if the answer is to be less flag-waving at the risk of a possible increase in the number of avoidable tragedies, then the flag wavers have my vote every time.

The onus of stepping hard on offenders who ignore flag signals falls upon the Clerk of the Course, who has, more often than not, to rely on reports from other people (usually marshals or spectators) because he was not a witness to the event himself. Therefore, proving the offence becomes almost impossible, or certainly not so easy as some people seem to imagine.

Yours Sincerely,
Bill Green,
Late ACU Steward, now retired.

Many thanks for the letter, Bill. I am sure that all riders who have ever had cause to appeal to Bill Green in the days when he was an active ACU Steward will echo my own feelings that the knowledgeable, scrupulously impartial judgements he made were always respected. In general, the ACU's Stewards are a very good bunch, and they are attending the meetings in the role of observers as well as judiciaries. They represent the "court of first resort" in the event of any appeal, and it can be assumed generally that if a point of detail in interpretation of regs or of discipline or sporting behaviour is in question, they will assess the situation fairly and impartially. They are not ogres, but very approachable human beings with a better than general knowledge of the racing game, and they are giving up their own leisure time to officiate. Please bear these points in mind.

Mutual Aid.

For Sale:- Two 2.75 X 18" racing tyres, one front, one rear. £ 1.50 each.
five 2.00 X 19" Avon racing tyres for 50cc machines. £ 1.00 each.
one racing seat suitable for formula bantam etc. £ 2.00.
fairing suitable for formula bantam etc, £ 5.00 ono.
rotating magnet magneto, Lucas, for single cylinder machines. £5.00

Wanted:- pair of crankcases for Suzuki 80 R 10 in usable condition, or motor complete. Contact Roger Parker, address on page two.

Silly Stories:-

A warning to roving husbands. A middle aged business man had taken his wife for a week-end in Paris. The first day was spent traipsing from "Maison de Couture" to another, much to the boredom of the husband, who couldn't tell a Dior from a St Laurent. The second day he asked for the day off, to rest, while his wife went on another shopping expedition.

Off shot the husband to the Ritz, therein picking up a rather delectable French blonde. Everything was going smoothly until the ugly question of money raised its head. Forgetting the devaluation and the high cost of living in France, he offered five pounds. The blonde, offended, stormed off in a huff.

Later that evening he took his wife out to a plush restaurant on the Rue des Boulognes, and during the course of the meal he spotted his blonde acquaintance of the afternoon at a table near the band. As she was leaving, she stopped at his table long enough to whisper in his ear in a stage whisper designed to carry across the restaurant, "You see Monsieur, what you get for your five lousy pounds?"

Random Ravings.

It seems likely that this will be the last "Ravings" to come from my pen for a while at least, so I am claiming the absolute right to say exactly what I damn well like, without let or hindrance as they say at the Old Bailey.

Well, I have several points which I have been saving up for this occasion, so pin back your ears and cop this lot:- The Club suffered badly from the after-effects of the GPO strike throughout the whole of last season, since it came at the time when membership applications were due for renewal. The result was that the membership stayed badly down all the way through the season, with the attendant effect that the Club's income was sadly reduced.

Members will be told at the AGM that the Club's financial position is still satisfactory, inspite of the losses experienced during last season for the reason already given above. This is perfectly true, but it only tells half of the story. While some members do appreciate that all of the people who are elected to official positions on the Committee are volunteers, and are giving up not only their own time and labour but placing themselves at risk financially, the majority of people do not seem to understand. The Club is not a limited company; therefore it is theoretically possible for the members of the Committee to be held personally responsible for debts incurred in the Club's name. While the Club was not formed to be a profit making organisation, it is obviously in the interests of all members that it should not lose money, for if the Club folds up, there are going to be that number of possible rides less.

The work and planning that goes into ensuring (as nearly as we possibly can) that each meeting runs at least at cost would not be believed by the majority of members if we told them. I must say that most members are more than patient when Trophies are late arriving, but there are some who are not prepared to allow any margin at all. What I would say to them is, if you think you can do it any better then you are very welcome to try, 'cos the regular Committee has been at it now for four years and they could all use a rest.

It is sad but true that if it were not for the volunteers who make up the Committees of every racing club (except one) in this country, there would be virtually no motorcycle racing organised at other than International level. The game could do with a few more people willing to put aside some of their time to help organise events. We, the Committee, are no different from anyone else in the Club except perhaps that we are most of us a little older than the average motorcycle racer. We are in most cases past or present competitors ourselves, and if you look through the Programme at any of the Club's race meetings you will see several names from the Committee in the lists of competitors. For this reason we feel that we are still "in-touch" with what the majority of members want, but of late I have been getting the feeling more and more often that there is a lack of effective communication somewhere in the Club. There are bound to be complaints for one reason or another in any body of human beings, because, thank God, they are all different. That means they have different needs, different ways of looking at things, different temperaments, backgrounds, skills etc. Because, in fact, they are all individuals. Well, we accept that this will occur, but we also like to keep things in proportion. Complaints generally only become major concerns when they are ignored, allowing them to become disproportionately distorted. For Heaven's sake, if anyone has a moan, let the Committee know about it as soon as it arises!

If we don't hear from members concerning the things which they are not happy about, we assume that everything is alright and the status quo is allowed to persist. At the same time, we are not insensitive, and we do appreciate that things are going wrong and try to do something about it. The proposed changes to the Race formation, which will be mentioned at the AGM, arise from a realisation that the Club was losing money last year from running races which could have been full with Grids only eighty percent full; this was all the more ridiculous when it is realised that we were turning entries away in some classes.

So where to we go from here? Well, the Club is now what could be called a healthy infant, since it is now entering the fifth full season since it was dragged squealing into the world at the end of 1967. In the two years immediately following its formation, the Club established an enviable reputation for running slick race meetings with reasonable entry fees. Those few members still on the books who rode at that first ever rainy meeting at Brands in October 1967, and who have been with us since, can probably see where things have changed, and possibly where they still need to change. There can be no denying that some of the idealism and impetus which motivated the Committee in the early days has been worn off. We always thought that the novelty would wear off, both from riders point of view and our own. Well, it has happened; we are no longer the cheapest Club to race with, due to the sort of standards we have set and which it has been thought desirable to maintain. We are in need of an injection of new talent, is about what it boils down to. However willing the individual, there is a practical limit to what he actually can do, and your present Committee has reached that level. If the Club is to continue to be effective, it needs help. Please attend the AGM.

Roger.

A car pulled up beside another which was stopped at the side of a deserted road miles out of town. "That's the matter," asked the driver, "Out of petrol?"

"Nope," came the answer from inside.

"Engine trouble?"

"Nope."

"Transmission?"

"Nope."

"Tyre down?"

"Nope, Didn't have to."

A platoon of soldiers were slogging through dense jungle, hotly pursued by a strong enemy detachment. They were short of ammunition, food and medical supplies, along with malaria and dysentery, which had weakened them physically. Suddenly they were confronted by a wide river which practically seethed with crocodiles. There was no alternative but to cross. Safety lay on the far bank, and certain death or capture on the near one. The Captain called for a volunteer to take a rope across to the far bank as the first stage of slinging a rope bridge across. It was obvious that the chances of the volunteer surviving were pretty slim, but there was no alternative. Up stepped the cook, a doughty little Welshman named Morgan.

"I'd like to give it a try look you, sir," he said. "A brave man it is you are Morgan bach," said the captain, "This feat will be remembered in the annals of the Regiment."

Off went Morgan with the rope tied tight about his waist. His comrades watched tensely as the tough little fellow struggled to the far bank. The crocodiles swam up to him with mouths open, but veered off at the last second and left him unharmed. There was a general cheer as he struggled up the far bank and waved before making the rope secure to a stout tree. The bridge was soon across, and the platoon safe on the far bank. The captain congratulated Morgan in front of the whole platoon, and promised him a commendation and a mention in despatches. "Tell me," he said, "Why was it that the crocs veered off without biting you?"

"Well," said Morgan, "there's simple it is. You see, I have 'Cardiff City for the Cup' tatooed on my chest, and even a croc can't swallow that."

A young batchelor was having coffee with his best friend's stunning wife when she said, "I think I'd better warn you that my husband will be home in an hour." He was somewhat surprised. "But I haven't done anything wrong," he said. "I know that," she replied, "I just thought you might like to know just how long you've got in case you decided to."

NOTICE. NOTICE. NOTICE.

The Annual Dinner will be held on the eveing of Saturday the fifth of February (the night before the AGM) at Centre 71, Goldsmith Lane, Wallingford Berks. Gather at 7.00pm for 7.30pm. Dress optional. Tickets £ 1.25, available from Ron Hawkins, address on page two. Sae appreciated. Bar extension, music etc. If it is anything like previous years, it will be a good night out. All members are welcome, but the hall only holds about 100, so if you want tickets, get the requests in to Ron quickly.

The cheap offer on Kangol BS 2495 bonedome helmets is still open if anyone wants one. Sizes 1 to 4, allat £ 6.50 each, post paid. White only. The normal price is over £ 9, so members can buy at trade price. Contact Roger Parker, address on page two. We are currently waiting for delivery from Champion of more racing spark plugs, so there is at present a shortage of those. There has been another price increase to us, but price details have not yet been finalised. The discount to members is still in the region of forty percent off full price though, so you can save some money there. Contact Alan Hyde for details. Address on page two.

This Magazine is printed and published by the Southern Sixty Seven Racing Club. None of the material is copyright, but acknowledgements to the source would be appreciated if any material is reprinted in other publications.

The Club Headquarters are at the Dolphin Inn, Wallingford, Berks, and the Social nights are held at HQ on the first Thursday of every month. All members and friends are welcome, including Marshals and anyone interested in motorcycle racing.

There will be a Club run to the Dragon Rally for anyone interested, and who still actually rides motorcycles on the road. About half a dozen bikes are booked so far, and if anyone else would like to join us, please contact Roger Parker.