

Sole ITOM CONCESSIONAIRES for Great Britain.
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A. H. T O O L E Y M.I.M.I.

Station Garage

Burnt Ash Hill, Lee, London,

SE 12.

KIPling 4908

50 c.c. SPORTS AND RACING SPECIALISTS

YOUR MAIN ITOM AGENT

THE LATEST/GREATEST ITOM IMPORTED INTO GREAT
BRITAIN

The 50 c.c. COMPETIZIONE Mk 8.

Following a line of really great super performance 50 c.c. machines comes this very latest new model - the fastest 50 c.c. machine available in this country.

A development of strenuous and continuous competition, in all types of road races and hill climbs with standard production machines, results in the introduction of this truly race proved model. From front to rear designed for performance.

The "Mark 8" COMPETITION model.

This MIGHTY ITOM" comes to you complete and ready for normal road use, with Lights, Speedometer, Silencer, Horn, etc. PLUS a Racing Expansion Exhaust System for use when racing ONLY.

The 50 c.c. COMPETIZIONE Mk 8. Cont.

To convert this new Mk. 8 Competition model for racing, remove

Toolboxes, Lights and Speedo, Exhaust Pipe and Silencer, Rear Chainguard, etc. Also remove kick-starter and shaft and plug the shaft holes with cork - when doing this ALWAYS fill well above the normal oil level so that the Clutch Drum dips into oil. Fit the Expansion chamber, making a small bracket to fit a suitable bolt, tune Carburettor etc., and position clip-ons in a suitable racing position.

For Standard Production Racing leave machine as supplied.

NEVER use Two-Stroke self-mixing oil in your Itom.

For Normal use $\frac{1}{2}$ pint SAE30 to 1 Gallon Petrol.
For Racing only $\frac{1}{2}$ pint R40 to 1 Gallon best Petrol.

**Extracts from Road Test of perfectly standard
Mk.8. Competition Itom carried out by staff of
"THE MOTOR CYCLE" dated 30th Dec1965.**

"When it comes to 5000 over-the-counter racers there are few names worthy of respect as that of ITOM".

"If ever a roadster was built for speed this is it." " -- The Competition fits the bill from clip-ons to humped racing seat".

"From stem to stern the ITOM is a thoroughbred sportster looking decidedly smart in its red-and-cream livery".

The 50 c.c. COMPETIZIONE Mk 8. Cont.

"Narrow, light and nippy - that's the Itom Competition". "Especially appreciated in the comfort department were the sensibly large alloy control levers".

"Tucking-in is easy and the feeling of oneness with the machine only enhances the excellent handling. Most light fifties handle well, but the ITOM is exceptionally good".

"It is on performance that the machine scores heavily. Eminently buzzable --".

"Acceleration is outstanding for a fifty",

"And with the Itom it is performance with economy - 150 mpg is no exaggeration!"

"Remarkable". "Exceptionally smooth engine, allied with exemplary road holding".

And so on. The findings of experts giving you the facts about this frantic fifty.

Full specification of the Mk, 8,

Engine. Tuned and developing a positive 6 bhp at 10,000 r.p.m. 40 mm Bore x 39.5 mm Stroke. Full Flywheel Crankshaft with needle roller small end bearing and wide caged roller big end (only previously fitted to Works Racing models). Three ring Piston. Large diameter Alloy Cylinder Head with squish band. Carburettor is a Dell 'Orto 18 mm Bore downdraught fitted to an 18 mm bore induction stub, in a horizontal position. Large bore exhaust.

The 50 c.c. COMPETIZIONE Mk 8.Cont.

Special Note: The Cylinders on these Itoms have port bars in them. This allows the use of very large port areas. This is not possible with the normal single oval porting on most machines.

Gearbox. Constant Mesh, slick changing. Four Speed with very close ratios for third and top. Operated by a Positive stop foot-change pedal on nearside.

Ignition. By special Racing Flywheel Magneto supplying Racing oil-filled HT. Coil situated under Tank.

Frame. Very light rigid frame assembly with large diameter main tube.

Forks Etc. Oil Damped front forks with exposed chromed coil springs covering nylon dust covers underneath. Top of Main Fork Tubes are chromed and to these are fitted the clip-on bars and ball ended alloy levers with quick adjusters. The adjustment of the bars is quite considerable. Rear Units are competition type with exposed chrome coil springs.

Wheels. Chromed steel rims of 2 x 18" size which will accept the road racing tyres if required. Large diameter highly polished alloy hubs. Front Hub fitted with cooling air scoop which can be drilled for racing. Rear Hub incorporating shock absorber.

Fitments. Very long narrow racing tank with quick-release cap. Matching short humped racing seat covered in suede and leatherette in black. Headlamp fitted to special bracket and quickly detachable. Mudguards of narrow sprint type. 2 toolboxes are fitted. 80 mph Speedometer in headlamp shell.

Finish. Italian RACING RED, with white frame etc.

PRICE. £118 16s 3d or on terms of £31 11s 3d Deposit and
27 Months at £4. 9s 0d Full H.P. Price £ : : .
Terms include Tax, Insurance, etc.

The 50 c.c. COMPETIZIONE Mk 8.Cont.

Mk. 8. Extras available

"EXTRAS"

			P&P
Fold-up rear footrests	Per Pair	£ .12. 6	(2/-)
Rev. Counter Set complete, (Your mag-side cover required in exchange)		£8.19. 0.	(4/6)
Engine Sprockets. I4,15 or 16 teeth		£1. 0. 0.	(1/6)
Rear Wheel Sprockets 30 or 32 teeth		£1. 0. 0.	(1/6)
Dunlop Racing Tyre. front 2.00 x 18"		£5. 2. 6.	(4/-)
Dunlop Racing Tyre. rear 2.25 x 18" triangular		£5. 16. 0.	(4/-)
Alloy Rims 2 x 18"	Each	£1. 13. 0.	(4/-)
Alloy Guards 3" section.....	Per Pair	£1. 4. 0.	(4/-)
Dolphin Fairing. Racing Type with Double curved Screen inc. fittings etc. and with headlight panel complete.		£13.15. 0.	(10/6)
Dolphin Fairing as above but without the headlight panel. For Racing1		£13. 0. 0.	(10/6)
Slimline Racing Fairing for Racing models only. Only fit machines with rear-set rests and levers		£13. 0. 0.	(10/6)
20ram Dell 'Orto Racing Carburettor with induction stub to fit Mk.7 and Mk 8 models.		£11.10. 0.	(free)
Air lever and Cable for this Carburettor, (post free if ordered with Carburettor)		£11. 0. 0.	

Special Parts for earlier Itoms.

Racing pistons for Mk.5's ('57 to 61)		£3. 1. 0.	(1/6)
18mm Carburettors		£4. 15. 0.	(3/-)
Machine your Cyl. and fit 18mm Ind/Tube .		£2. 0. 0.	(4/6)
Racing Megaphone for Mk5's ('57/'61)		£2. 12. 0.	(3/-)
Reverse Cone Racing Mega. Mk.6 & 7 ('62/'65).		£2. 12. 0.	(3/-)
Expansion Chamber Racing Exhaust. Mk.6 & 7		£6. 19. 6.	(4/6)

Engine Sprockets as for Mk.8 overleaf.
Dolphin Fairings as for Mk.8 overleaf.
Rev. Counter Sets as for Mk.8 overleaf.
Alloy Rims and Mudguards as for Mk.8 overleaf.

The 50 c.c. COMPETIZIONE Mk 8.Cont.

Racing Tyres as for Mk.8 overleaf.		
Fibreglass Racing Tank. long/narrow	£ 8. 10. 0.	(4/6)
Racing Seat to suit this Tank	£ 3. 10. 0.	(4/-)
Oil Damped front forks as on Mk.8	£12.10. 0.	(free)
clip-on bars for Itom Teles. ('58/'64)	£ 2.15. 0.	(3/6)
Four Speed Gear conversion (hand-change)	£21.16. 0	(free)
Competition Racing Cylinder ('57~'61)	£15. 0. 0	(free)
Competition Racing Cylinder ('62/'64)	£15. 0. 0	(free)
Front Fork Gaiters (Itom Teles. '58/'64)	£. 5. 0	(1/6)
Oil Filled Racing Coil as on Mk.8	£ 3. 0. 0.	(3/-)
Oil Damped Rear Suspension Units Pair.	£ 5. 0. 0.	(5/-)
Large Diameter Cylinder Heads ('57/'67)	£ 2. 5. 0.	(3/-)
Rear Wheel Sprockets ('58/'61) 27 to 32T.	£ 15. 0.	(1/6)
Rear Wheel Sprockets ('62/'64) 28 to 32T.	£ 1. 0. 0.	(1/6)
Rear Wheel Sprockets ('65 Mk. 7) 28 to 32T	£ 1. 0. 0.	(1/6)

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