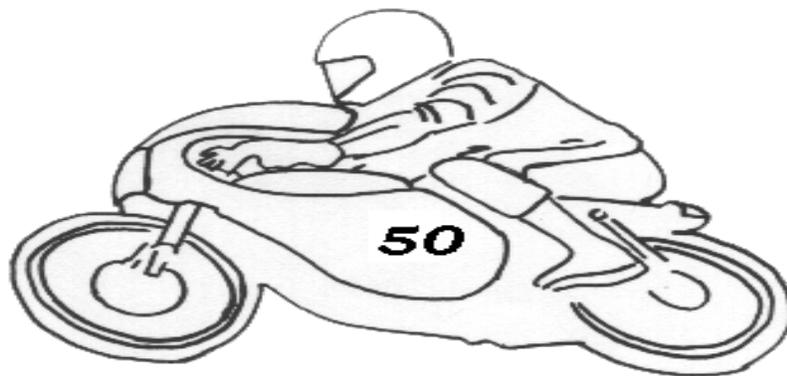


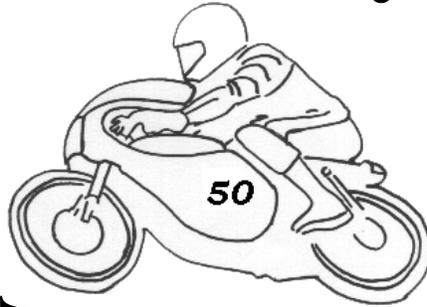
**Small Torque
from
Small-Pots
Newsletter
of the
Racing 50 Enthusiasts Club**



Volume 3 - Issue 3 - August 2000

WEB Page - <http://homepages.tesco.net/~roadracer/>

Racing Fifty



Enthusiasts Club

MEMBERSHIP APPLICATION / RENEWAL FORM 20001

NAME:

ADDRESS:

POSTCODE

TELEPHONE No.

Membership runs from October 1st to September 30th with an annual fee of £10.00, (Overseas members' £15.00) cheques should be made payable to: RACING 50 ENTHUSIASTS CLUB

C/O 89 Harris Street
Millfield
Peterborough
PE1 2LZ. TEL. 01733 708453

If you would like your bikes to be entered in the 50cc REGISTER please give details below:

BIKE DETAILS:

We aim to produce a minimum of 4 news letters each year, so if you have any FOR SALE, SWOP, WANTED or INFORMATION / Articles/ items you would like to advertise, or If you have any queries please contact me at the above address or JEEP on 01420 476145

Secretaries Bit **From the Pen of Steve Bedford**

What a year it's been so far!

I have moved again (see new address at bottom of page, but the telephone number is still the same), so with all that that entails I have been a bit on the busy side. I have been trying to get my new workshop built so that I can be ready for the start of next season, .

I like to think that the Club hasn't suffered too much while Jeep and I have been getting sorted out and having very limited spare time to dedicate to the Club. So it is at this point that I would like to say a Big Thank you to the Members who have helped us out with the organising of both The Isle of Man and Beaulieu, as we endeavour to give you the best we can.

I shall be riding at the Race of the Year at Snetterton (to defend the Arthur Mill's Trophy) and maybe a couple of other meetings ready for next year, as the Club is looking into a different shape for our Championship Series (watch this space for developments).

The only other ride for me this season was in the T.T. 2000, ***WHAT AN EXPERIENCE***. A BIG THANK YOU must go to 2 people Mick Rawlings for doing all the organising as I was a bit (to say the least) busy and to Allan Robinson M.B.E who made it possible for us to take part and then made sure we got our ride. THANK YOU ALLAN, I hope our Club Members did you proud. Judging from the reaction we received from the public I am sure we will be back.

I was deeply saddened by the news of Joey Dunlop's death, after watching him at the T.T. it was so obvious he was PURE CLASS, his record will surely never be broken.



This picture was taken at the TT this year by Harold Cosgrove, club member and ex 50cc racer (DOT Vivi and Foster Kreidler). He kindly gave us permission to use it in this magazine.

Well I must get back to work now, but hope to see you all again soon.

Regards **Steve**
89 Harris Street
Millfield
Peterborough
PE1 2LZ

From the Editor.

Not much from me in this issue -what's that I hear GOOD - oh well I do go on a bit. Still I am moving house again (second time in a year) and so little time for anything, including the bikes.

The TT was great fun and if Alan Robinson can work a miracle for next year I will be there. Castle Coombe - another great experience with The TT Riders Association. Even if you can't race try to get along to the meetings and chat with the riders. IT'S WHAT IT'S ALL ABOUT.

Here is a letter I received from Laurie Starke.

Dear JEEP,

30-8-2000

Perhaps you could include the following in the next Club Mag., if not the next one will do but I would like my thought to be heard.

I would just like to tell fellow club members what a great day we had at Castle Coombe as guests of the TT Riders Association. The entry fee for the Parade was a modest £10.00, which included insurance, a programme and most importantly a cooked meal and a free drink. It's the nearest I've been to being sponsored.

The 50's were well represented some nine riders in all including myself - Minarelli (first ride ever on a 50), JEEP - ITOM, Ron Ponté, who was really flying on his ITOM and Dave Brearley on his water-cooled Minarelli. There was also Ian Plumridge on his Kreidler, Mick Rawlings on the Mk5 ITOM, and Brian Cottrill on the Heldun Hawk. Colin Jones managed a late entry for his son-in-law Chris to take out the MkVIII ITOM and David Lock was

able to ride the Charlie Mates Honda CB50 (CR110 type). In all a very good turnout for the class. As far as I know we all finished the event, which was much appreciated by the large crowd. A fantastic day and terrific value.

This brings me onto our own Club Championship, which this season has been very poorly supported. Why are so many attending parades like Castle Coombe but not entering our Championship? More importantly how can we encourage all these people to enter our own Championship. If it is to have any status or value we need more riders on the grid at each race.

Can anyone explain why the riders will turn out for other parades but seem reluctant to ride in ours. I hope that this will stir up some discussion, suggestions and perhaps answers.

Laurie Starke.

Chris Alty sent me this letter from Adrian Pallett who organises the Junior JRA race series.

50cc Racing Series for Next Season! By Adrian Pallett

Just a few lines on the subject of a 50cc series for next season. I run the Junior JRA race series around the country and one thing is for sure - small bike racing gets a raw deal all around. Now that's a fact but the reasons are many fold! On my travels I hear loads of tales of woe (lots from race promoters too!). The thing is no strength in numbers. We (the JRA) have been put into races with LCs, MZs, F400s, Bantams, even 250 TZs. Now at the minute we intermix with the 80cc club at big tracks and even though they are a bit quicker than junior bikes at least the punters know that they are watching a grid of 80cc bikes and their one small class together. On this

point I will remember after watching a 200cc race at a classic meeting someone turning and asking me whatever happened to 50cc racing in Britain! When I pointed out that they had just been racing with the 200cc bikes they admitted that they had no idea of that fact, and there is the main problem! Folk expect to see 50cc bikes racing each other not bikes 4 times larger in engine size.

Now I know its great to try and beat a faster bike but lets be honest because even at 3 Sisters (the tightest track anywhere!) you ain't going to beat them on a dry track! What it comes down to is the fact that you ruin your motor trying and they get the glory (and trophies) for beating you with a much bigger, faster motor!

So, what's the way? I, understand that a few look on their 50s as pure classic and feel that that's where they belong - but ask yourself this - would the 200 lads feel it fair to race with the 750s etc? Just that same sort of thing really - hey! Looking back to the mid 80s when the 50cc became 80cc bikes it could be said that's where the 50s belong, and I know that the 80cc lads would love the 50s along but again quite rightly as one rider pointed out, the 80cc club use motoX engines which by competition get more power each season, hence the gap will only grow. So lets look to the classic again.

As far as I am aware the Watson Brothers 125cc North West Classic Series does cater for the 50cc within its series and at least the bikes are the same sort of output every year. The field is made up of the odd Bantam, Maico, Ducati, early Yamaha, Motobi etc and has an average grid of 10-12 bikes with a real classic feel to it. Ok - no Mallory or Brands etc, but at £90-100 a race now at those tracks how much longer can anyone afford them? Anyway 3 Sisters, Aintree, Ty Croes and Tonfanue are all super little tracks for these small classic bikes and at around £45 a meeting who can moan?

Lastly for those who love 50cc racing how about trying to get a series for Formula 50cc - Grand Prix 50cc from yesteryear and modern 50cc roadsters (both in their own class but in one race). Just think any classic 50cc and any roadster 50cc - Derbis, Cagivas etc to make a full grid of 50cc racers and a 6 or 7 round series with trophies. Anyone truly interested please write (no phone please) to me at **3 Osbaston Hollow, Nuneaton, Warks, CV13 0HP.**

Best Wishes, Adrian Pallett.

Here are some photos from the museum in Lexmond Holland. It's well worthwhile going there and supporting this facility if you are able. The bikes are in great condition and are all on open display. None of this "hide away in a barn mentality" and you can photograph, walk between and within reason touch them. (Report of Barneveld in next issue).

Letter received from a new WEB site. Have a look.

Hi, I hope you don't mind me contacting you but I wanted to tell you about our new website <http://www.british-bike.com/> which offers FREE Advertising and Publishing for Private individuals and is now on-line.

Right now we are building the site into something special and naturally we are looking to expand our readership to as many people and countries as possible. So Meanwhile we are offering FREE LINKS FOR TRADE companies from our site to yours, and I would like to invite you to take advantage of this.

All you need to do is reply to this email, confirming your URL (www.... etc) and we will find a suitable spot to create a link direct to your site at no cost to you. If you would like to discuss something more formal and prominent then please also let us know.

We will keep you updated with the development of the site and meanwhile please feel free to promote yourselves via our website.

I look forward to hearing from you.

Regards
Mark Sammels
Director

THUNDERSPRINT 2000

This years THUNDERSPRINT like last was blessed with excellent weather. Those of you familiar with Three Sisters circuit will need no introduction, but for those unfortunates who haven't made it past Birmingham here is a brief description.

THUNDERSPRINT is run over a 600 or so yard section of the circuit starting off on Rogersons straight, then onto a sharp left hander and a long but torturous right hand section of the track called Lunar Bend, along the start and finish straight with a sharp right before Penrith Climb. This right hander is not normally used on the motorcycle circuit but part way around this corner was the finishing lights.

Unfortunately due to less than sparkling entries on the 50 side we had to be grouped with the upto 175cc i.e. Bantams Hondas etc. We had 4 50cc bikes entered. Brian Cottrill rode his NSU. Martin Crooks had his superb little AS50, which he also rode at the THUNDERSPRINT last year. Kevin Theobold rode his Honda 50 dream, and I used my water-cooled Kreidler.

The event is held over 4 heats the results of which were :

Heat 1

Martin Crooks 39.45 seconds
Andrew Heckle 40.21
Chris Herriman 40.25
Chris Alty 41.09
Gordon Parker 41.53
Barbara Coombes 44.63
Kevin Theobold 45.41
Brian Cottrill 51.05
Hans Van Bregt No Run
Chris Crimes No Run



(No wonder Martin does so well - there's nothing of him!
And he carries his mechanic on the back as well.)
The sons - Crooks on the AS50.

Heat 2

Andrew Heckle 38.10
Chris Herriman 38.78
Martin Crooks 39.40
Gordon Parker 40.97
Barbara Coombes 42.44
Kevin Theobold 43.65
Brian Cottrill 50.93
Chris Alty 66.07
Hans Van Bregt NO RUN
Chris Crimes NO RUN

Heat 3

Chris Alty 35.68
Andrew Heckle 37.15
Chris Herriman 38.50
Martin Crooks 39.99
Gordon Parker 40.59
Kevin Theobold 42.96
Barbara Coombes 45.12
Brian Cottrill 53.72
Hans Van Bregt NO RUN
Chris Crimes NO RUN

Heat 4

Chris Alty 35.42
Andrew Heckle 37.56
Martin Crooks 38.80
Chris Herriman 38.90
Gordon Parker 39.41
Kevin Theobold 41.08
Barbara Coombes 42.73
Chris Crimes 42.73
Brian Cottrill 47.83
Hans Van Bregt NO RUN

As you can see from the above times varied greatly - especially mine! But by some fluke I managed to clinch first place in the 175 class.

Martin Crooks on his AS50 put in some incredibly consistent times. Kevin Theobold managed to reduce his time on each run. And Brian Cottrill was also consistent on his NSU. Unfortunately due to mechanical problems Hans Van Bregt was unable to attend the meeting.

To finish the day off we had a randomly picked dual sprint. My first was against a 125 Ducati and the Kreidler managed to pull a substantial lead so I qualified for a 2nd run. My bike was though getting worse by the minute due to a misfire and chronic clutch slip. My next run was against Martin Crooks on the AS50, I had a half reasonable start, but the end

of the start/finish straight Martin was right on my tail. As I entered the final corner I swept in towards the apex causing Martin to back off slightly as he was starting to come up the inside (sorry Martin). I just pipped him to the post. My 3rd and final sprint was against some sort of British bike, which I can remember what it was, but my bike was so poorly that it only just made it to the end of the run.

All in all a terrific weekend.

As previously mentioned we were competing in the 175cc class. Last year the organiser Frank Melling gave us a purely 50cc class but due to lack of entries

this was not possible this year. Bearing in mind the article in this issue from Adrian Pallett regarding a formula 50 championship it would be good to have increased entries for 50cc bikes in next years THUNDERSPRINT, rather than all to often being in the same race with bikes up to 4 times the capacity. I am quite sure that if we could drum up sufficient entries that Frank Melling would give us our own 50cc section in the THUNDERSPRINT. Please let me know if you are interested in entering next year and I can put our case forward. If you want to see some pictures or want more details visit this website www.thundersprint.com

**Sent in by one of our members
With acknowledgements to MOTORCYCLE SPORT**

LEADED - V - UNLEADED

Has the truth about fuel been hidden from us? R D Greenaway (Ceng. MIMechE) thinks there's been a cover up and sends us the following article to support his view. It first appeared in a Jaguar Drivers Club magazine in Australia and later in a MG car club magazine. Some of the 'car people' are very alert to important issues; they deserve our thanks.

I have been asked by a couple of members about the situation with unleaded petrol and our cars. Firstly, with the pre-alloy headed car the octane is low enough and so the only modification needed would be to have hardened valve seats rifled to your iron head and away you go.

However, and this applies to all pre-unleaded cars... **because** you have not had a dry catalytic converter fitted to your car the exhaust gases from your car will be *unbelievably poisonous*. Let me explain.

Firstly, lead in petrol. Lead is there to enable higher octane petrol so that we can have more efficient engines. Lead when burnt in the engine is subjected to 2,000 to 3,000 degrees and is actually baked like a house brick and when the particles are emitted from the exhaust, fall to the ground within ten to twelve feet (heavier than air). The baked particles have been tested with various acids and particularly stomach acid has **no** dissolving effects on the baked lead. also, it cannot be absorbed

into the lungs unlike lead dust. Lead dust does not come from car exhausts.

I cannot find blood lead levels earlier than 1933 but the graphs from then till 1985 show a steady decline, yet lead began to be added to petrol in 1925 and peaked in 1970. You would have thought that lead levels in blood would have risen in proportion but they did not even hiccup on the graph. When Germany reduced Lead in their petrol, again there was no reaction in the lead level in blood samples taken. Tests done on a little island off the coast of Scotland, without a single combustion engine, show a much higher lead level in the population than in tests taken in the centre of London. Much the same results were found when New Guinea Highlanders were compared to people in Melbourne. The actual decreases in lead levels have been traced - to the reduced use of pewter (a lead based alloy), the gradual reduction of lead solder in our cans of processed food and the replacement of lead water pipes that contain our drinking water. By the way, Asian sourced canned food still use lead solder in a

number of products and there are still plenty of lead pipes around. Where are the greenies?

Lead was removed from petrol for one reason and one reason only and that was that dry catalytic converters became clogged very quickly with lead particles and stopped working. Unfortunately the Green Movement, back then badly informed, *enthusiastically* latched onto the lead removal and ignoring the real reason for its removal mounted a false emotional campaign, for which we are still suffering, as more members join and do not investigate what they are screaming for.

Unleaded petrol is a different kettle of fish and is much more dangerous as I will proceed to prove. More than half of a litre of unleaded is not petrol it is actually a brew of aromatics and if witches had brewed this cauldron, it could not be more evil. The aromatics that replace lead are Dimethylbenzene, Mesitylene, Toluene, Xylene and Benzene. All of them are declared carcinogens and will cause leukaemia and other cancer related illnesses.

Note that I have said will - not might. I will quote from one authority Dr Warren, who was the adviser to the Government

at the time and warned against unleaded and was ignored:

*"In fact this stuff appears to be so dangerous, potentially lethal, that I urge you not to use it in any car not fitted with a catalytic converter. **Don't use' it in your mower, chainsaw, whipper snipper or outboard motor and don't wash parts in it and if any gets on your skin, wash it off immediately.** Avoid fumes when refuelling and don't allow any one near the exhaust, particularly when the exhaust system is cold. Remember that catalytic converters don't work until they reach some 400 degrees...."*

Professor Maltoni and Soffritti of the institute of Oncology at Bologna found that exposure to certain fuel additives such as Benzene, Toluene, and Xylene caused cancerous tumours when ingested or inhaled. Benzene, in particular, was named a powerful carcinogen that acts on many tissues and organs. The data leaves no room for doubt that additives are thoroughgoing, highly potent carcinogens.

Roger Perry, a Professor of environmental control at London's Imperial College has conducted tests that show that unleaded petrol used in cars without catalytic converters produce a great quantity of volatile organic compounds that can be directly linked to cancer. Recently in Britain the National Society of Clean air has removed all support for ULP.

It now turns out from information from America that the average car fitted with anti-pollution gear (both American and Imports) are only clean for approximately a year. After that the gear deteriorates rapidly unless completely renewed. Even a single backfire while a mechanic

is tuning the car will destroy the catalytic converter. The average lifespan of a cat is about 50,000 kilometres. After that it needs replacing. A Holden cat is close to a thousand dollars and a Ford costs about two hundred and fifty dollars. (*"Top Gear" on BBC2 recently pointed this out in feature on Mot tests. "Cats" in the UK cost from £500 to £1500.*)

ULP actually costs more to make so the cost to the country is greater and it uses more oil and creates more pollution because they have to make the aromatics as well. Now another area of pollution is acid rain. It comes from two different sources.

One is sulphur dioxide (from coal power stations) and the other is hydrogen sulphide. Hydrogen sulphide is that rotten egg gas smell you get from (yes, you guessed it) ULP vehicles. Even when you can not smell it, it is still there. They have had acid rain in Germany for a long time, but since the coming of ULP it has reached the stage of the top half of the Black Forrest now being dead brown.

Believe me, the Authorities will use every trick in the book and last year, as a good example, when two graphs were overlaid and used as evidence in the Lead Roundtable. The lead level in blood graph that has been in steady decline since the thirties unaffected by the increase of lead in petrol was carefully doctored to show a four-year period from 1976 to 1980. So naturally it shows a decline and when the lead usage in petrol was laid over it, it looked like the reduction in lead in petrol was the reason for the decline. That is really a dirty use of figures.

I cannot understand the authorities. Ros Kelly, who was the Minister and pushed for banning lead has children, and the Members of Parliament who voted for it must

have children and grandchildren too. They themselves are breathing the same air as the rest of us. Don't they care or don't they know?

Think of the pump attendant (not many - now I know) but all day they are breathing the vapours. What about the petrol tanker driver who fills the underground tanks? He must cop a hell of a dose. He could make a big compensation claim but it is not worth the pain and suffering. I have just today read that in Sweden they have found unexpectedly high levels of leukaemia in petrol station workers. And us, we are told yes, yes, yes you can put it in your pre 1986. It won't hurt your car. The lack of lead will cause your bores to wear out quicker and unless you have hardened valve seats your valves will slowly settle into your head. Oh! and by the way, the valve seats in your beautiful modern tin box are not always the hardened variety either, but it does not matter with them because you have a "use by" date stamped on your modern tin box. You won't find it, it is carefully hidden, but it is there, and is about four years after you bought it.

What do we do? **First fill your own two-stroke container with leaded petrol and add the oil.** Service stations have been caught using unleaded in their take-away two stroke containers. When you fill your outboard tank, four-stroke mower or, anything else that has not got a cat, make sure it is with leaded fuel. It is a hell of a lot safer. When filling your car, try to be in such a position that the breeze is blowing away from you. Don't let any get on your skin. The aromatics will absorb into your body through the pores on your skin. Don't drive an ULP car on short journeys? Not much choice really. Pester your MP and local councillors with the facts and ask them what happens if their children or grandchildren get cancer and that the blame can be laid on something that we did not need was forced upon us.

DARCY MADDOCK
(Reprinted from Old Jaguar Driver, and with acknowledgement to Jaguar Drivers Club)

STOP PRESS

Email Steve- GSAB.Racing@excite.com

The next Newsletter will be published in early December, a renewal form will be in this issue as the Club year will now run January to December, anyone who has joined/rejoined recently is a paid member until December 2001. Any articles or adverts should reach Jeep or Steve by 18th November.

FORMULA 50

This series will go ahead and will be for the Brian Woolley Championship, to make this a success we need as many riders as possible. HELP US TO HELP YOU, contact:

Chris Alty	01695 720806 or
Steve Bedford	01733 708453

Isle of Man T.T 2001

It is looking very likely to happen again, a rare opportunity, if you are interested contact:

Mick Rawlings	01869 340830
Steve Bedford	01733 708453

Club t-shirts and stickers are available contact
Steve or Deb Bedford 01733 708453

Congratulations to Mike Bowden who won both the Brian Woolley Championship and the Arthur Mills Trophies.

Full report will be in the December issue.

For Sale

CB50j CR 110 50cc replica in race trim and paraded for last season by Mark Loxley. A great little bike with the sound of a yester-year classic.



Photo does not do it justice. Call for a viewing to John Loxley on 01435 864913

For Sale - Do you want a piece of history. Laurie Starke is selling his 50cc Mk VIII Itom in full race trim with Tooley tank and seat. Minimum fettling required to bring this gem to the track. £1250.00 ovno.



Call Laurie on 0118 9812034 evenings

For Sale - Box of Bits project. This is a near complete MkVIII ITOM but in bits and requiring restoration. Only minor tinplate is missing to make this original. £650.00 ono. Call Laurie on 0118 9812034 evenings

For Sale: Gitane Testi Champion Special with 80cc 6 speed compact system motor, orange and silver. Needs finishing 90% complete £200.00 Steve 01733 708453

New Casal flanged alloy rim built up using small Yamaha drum brake complete with spindle etc ready to fit to any 50 racer £80 .
Chris 01695 720806 after 7pm.

For Sale. PUCH 50cc engines and spares.
Tel: Hans van Bregt 00 31 10 456 0408

1969 Kreidler frames 1,500 guilders (£500.00 approx.) **Hans on 00 31 10 456 0408**

For Sale Itom pattern points £8:00 per set. Minarelli 40-3 pistons, con-rod kits. G/box sprockets for Minarelli / Kreidler. Replica frames to take Minarelli engines. **Tel: Steve 01733 708453**

For Sale. Tools Tools Tools.

Socket sets to lockwire pliers. Good quality. Discount to club members.

Tel: John Bowers 01329 310985

For Sale. 1968 Kreidler frames fl 2000 approx. £650.00 Bennie Maatkamp. **Call Steve Bedford on 01733 708453**

For Sale. Water-cooled Barrel and head 40mm bore suitable for most disc-valve engines. Has similar porting to the Kreidler. £100.00. Crankshaft locking tool, fits underneath piston when barrel removed, for undoing crank nuts, clutch nuts, gearbox sprockets, etc. made from nylon and will not damage piston. Fits all 50cc engines. £6.50 inc p&p. **Chris 01695 720806 after 7pm.**

For Sale. 50cc racing tanks and seat without filler cap and adapter @£120.00 per set. Fairings to fit a Standard Mark 8 Itom frame @ £45.00 each, however unable to supply screens to go with these. All prices are exclusive of carriage. 4-6 weeks notice for any parts required. **Contact John Mephan 0115 979 4494.**



For Sale. Various spares for Kreidler engines running gear etc. please contact: Robert Gardiner 0032 1041 3160.

For sale - Testi Champion special sports 50. Brand new and not registered 2 miles only and approx. 1979, cast wheels and mono-shock etc
Tel: Chris 01695 720806 or email chris.alty@breathemail.net

FOR SALE all sizes of Michelin race tyres available from 50 cc upwards. Race tyres for 50 racers in stock , best prices Tel 01695 720806 or email racing50services@breathemail.net

For Sale: Van Veen main bearings the genuine fibre cage type, these bearings have been out of production for at least 18 years. I have a number of them for sale but once they have gone I will not be able to find any more. the price is £16.50 +p&p
Tel 01695 720806 or email racing50services@breathemail.net

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These really work!

Nickel, Copy-Chrome, Copy-Cadmium, Zinc, Regular Nickel, Aluminium Anodising, Silver and Gold plus Electroless Krome and Nickel systems.

Call for your free copy of the catalogue.

JEEP at Speed Demon Motorcycles

01420 476145

Web page: www.youplate.com

Email: speed-demon@supanet.com

For Sale: Eccles Elan 14. 4 berth caravan. Double Glazing, Large 3-way fridge, Cooker, grill / oven, Central heating, Shower Tray and all you need to go Caravanning (or to be an elitist groupie following the racing boys. Ed) Also wanted a pair of Racing Leathers 5' 10" by 42" chest. Anything reasonable considered or will take them in part exchange for the

caravan. Call Laurie Starke 01189 812034 (Eves) 0370 875022 (days)

FOR SALE 10 ft caravan used by JEEP for race transport last season. Reasonable condition £225.00 ono.

FOR SALE PVL self generating ignitions for the air cooled Kreidler and Minarelli etc complete with coil £120 Tel 01695 720806 or email racing50services@breathemail.net

Wanted

Wanted: 4 speed foot change unit - Itom. Mole Benn 0208 949 3488

Wanted By Richard Rosenthal (Desperate of Earith) Race tyres for his ex. Brian Woolley Kreidler. Front 2.00x18, Rear 2.25x18. A good, fair price will be paid for good condition items. Call 01487 841257

Wanted by your Club Secretary who is Desperately seeking (Susan?) No! Just a WMO or WM1 Borrani, 17", 36 hole, rim. Steve on 01733 708453

Wanted. ROTAX 125 / 250 pre-86 frame. Make unimportant. **Call Mike on 01543 493212.**

Wanted. Front forks for a 50. Susi, Honda, Yam or the like. Also a three speed twistgrip gearchange unit. Ex. Itom, Motobi, Minarelli. Ted Rhodes 01440 705003

Wanted. 30mm Marzochi forks, must have aluminium sliders and in good condition. **Also required** Fontana 190mm double sided front brake - I know the chances are slim but if you have one give me a call. **Chris 01695 720806 after 7pm.**

Wanted - Information on the 50cc Monark. Inc full colour photos, etc **Tel: Rod 017467 62528.**

Wanted Maserati Tel: Dick 01732 882952

Wanted 1.4 x 17" Alloy Rims. Casal or CR80 etc. **Tel: Steve 01733 708453 or Chris 01695 720806.**

Wanted. One WMO x 17" Alloy rim with 36 spoke holes (Borrani). ALSO complete rear hub for Garelli Monza (chain runs on right). Call Steve on 01733 708453

Wanted. One WMO x 18" 36 hole rim call **RON**
01268 727335

Wanted. Rev counter, gearbox and cable for Itom
Mk VIII. Contact JEEP on 01420 476145

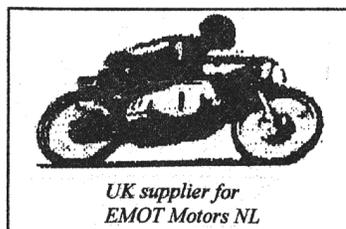
Wanted. Any private video or cine footage of 50cc
racing. JEEP on 01420 476145

Wanted. I've been looking for an **ITOM Mk6, 7, or**
8 front mudguard for about 7 years now without
success. £50 offered for the genuine article or failing
this, if I can get a batch made, who would want one?
Please contact Dick Chalaye 01732 882952

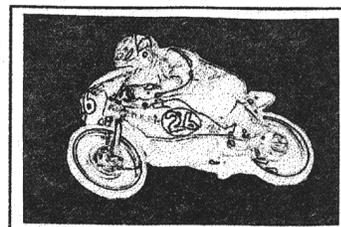
Any information on a disc valve CASAL.
Call Steve on 01733 708453

IF ANY OF THESE Ads ARE NOW OUT OF
DATE --- PLEASE LET THE EDITOR KNOW.

Chris Alty has started a new business dedicated to the Racing 50cc. See the range of products he can supply from the list below.



RACING
50
SERVICES



Contact Chris Alty on Tel/fax 01695 720806 or Email
racing50services@breathemail.net

The UK's only business dedicated towards the needs and requirements of 50cc racers.

The following items are samples of our product range :

PVL, KROBER, LUMENITION AND DYNA IGNITION SYSTEMS
CLIP ONS REAR SET KITS EUROCYLINDRO KITS
KROBER REV COUNTERS KREIDLER 5 SPEED C/R KITS
MAZZUCHELLI AND KAVO RACE CONROD KITS PISTONS
COMPLETE DRY CLUTCH CONVERSIONS FOR 5 SPEED KREIDLERS
MARZOCCHI FORKS VARIOUS FRAME KITS AND FIBREGLASS
RACE EXPANSION CHAMBERS ELEKTRON FORK YOLKS
ANY PARTS CAST IN ELEKTRON ON A ONE OFF BASIS

ALL ABOVE PARTS FOR KREIDLER, MINARELLI, SACHS, ZUNDAP, ETC, RIGHT UP TO A COMPLETE BIKE MADE TO YOUR SPECIFICATIONS.

FOOT PEGS TO YOUR SPECIFICATIONS
ONE OFF TITANIUM PARTS
FULL ENGINE REBUILDS, SERVICES, USING RACE TOLLERANCES AND PARTS
MICHELLIN RACE TYRES
ENGINE TUNING
ALL SPORTS MOPED ENGINES REBUILT TO YOUR SPECIFICATIONS

VERY COMPETITIVE PRICES ON ALL OF THE ABOVE AND MORE!