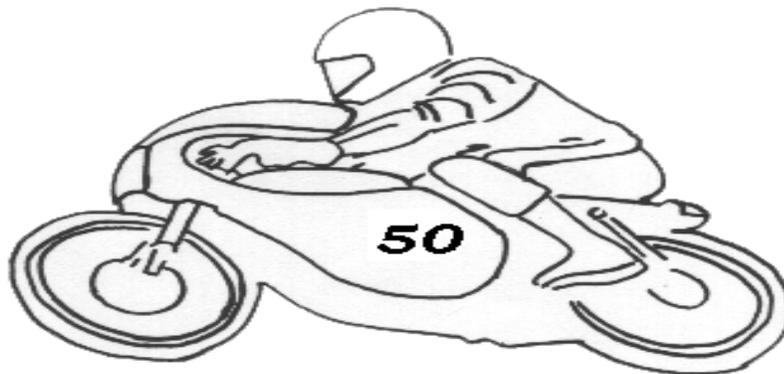


Small Torque from Small-Pots

Newsletter of the Racing 50 Enthusiasts Club



Volume 4 - Issue 1 - April 2001

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

Secretaries Bit

FANTASTIC!

BRILLIANT!

BEST THING FOR TWENTY YEARS!

These are just some of the comments I have heard regarding the Formula 50 Race Series. A full report of the first meeting can be found further on in this issue, unfortunately due to having a chest infection I was unable or unfit to attend, although John Lee went out on my Air Cooled Minarelli and seems to ride better on the 50's than anything else, hopefully by the 29th April I will be back, fit and rearing to go and supporting my team Bedford rider.

Many thanks to all the members who took the time to fill in the questionnaire that appeared in the last issue, your comments have been noted and the general consensus is that you the members are happy with the way the Club is run. But please remember that it's your club, so if you ever want anything bringing up or you have an article you would like to see in it, let me, Jeep or Chris know.

Foot and Mouth has caused havoc around the country, although road racing has escaped the ACU ban, unlike Trials, Enduro and Moto X. Some Auto-Jumbles have been affected and Stafford show has been postponed from April until July 7-8, it will make a change to be at Stafford when the nights are not as cold.

The entries for the Isle of Man were sorted and those of us that were going were looking forward to having a great time. However with the problems of the countryside the TT has been cancelled and the entries put back to 2002. Lets hope that it will be a show that is twice as good.

Steve.

From the Editor's desk.

Again I would like to ask you all to send in some articles or photos for the newsletter, as it becomes difficult to put this together with only a few contributors.

JEEP

I received an email from Ian Ager which, because of the idea proposed within it, I reproduce for your interest. We are going to adopt the article approach and so let us know how you feel about it. If there is sufficient interest we will ask other members to submit answers to the questions.

Dear Jeep

I don't envy one bit your position as editor of the R50EC mag, along with my interest in the 50cc scene, my wife and I have been involved in the dog showing scene for the last 30yrs with Afghan hounds.

My wife at one period was on the committee of the southern Afghan hound club with the position of editor of the club mag with only 2 issues per year [not the 4 issue that you produce]

To get items for publication was almost a full time job, with dozens of begging letters sent and 100s of phone calls made. It was found that if the content and quality went down so did the clubs membership, and this membership was all active in the dog showing scene.

One article that was introduced was called question time, this proved to be very successful in keeping the membership by asking the members of the committee and the judges of the three dog shows that were put on per year, this was then extended to include the rank and file members.

Using a similar format it could be used for the club mag.

In this issue we meet two founders of the R50E.C. Steve Bedford and John [jeep] Elton Payne.

1. When and why did you first become interested in racing 50cc motorcycles.

2. When and from whom did you acquire your first racing 50cc. [supply make, year, and any previous history if any]

3. How many racing 50`s have you owned over the years [supply makes with likes and dislikes of the machines]

4. What memories do you have of the early racing 50`s scene etc. [plus any achievements and successes etc.]

5. Have you been involved with any other class of racing motorcycles or competitive motorcycling.

6. Who if any one has been the biggest influence in your racing career, or the racing 50 scene in general.

7. What is the best piece of advice you have ever been given and by whom?

8. What piece of advice or tuning tip if any would you like to pass on to fellow members.

In later issues the rank and file members could complete them. Try to get the older members of the club first as like me, we all have a small piece of history of 50cc racing in us, and when we go to that great tuning workshop in the sky this history and information is lost forever.

The idea for penning this letter was given by my old mate Eric Madison from York whom I met at a racing 50 club annual general meeting back in 1961 and have kept in touch ever since like many other members in the club is not active in the 50cc scene but still has an interest, and the mag is his only contact.

The eight questions I have proposed can be altered and added too. I leave it up to you, I think Steve and yourself should start the ball rolling, but if you sent out to the older members a letter with the questions on you can get a stockpile to fall back on if articles in the mag get thin on the ground.

One member who should be able to write a complete club mag on his own if he can write as good as he can talk is Mick Rawlings, others would be Vic Dedden, Chris Walpole, John King, Eric Maddison, and if you ask me nicely I would be pleased to oblige

Best Regards

Ian

(See later in the Magazine for Steve and my attempt to fill in the questions.)

Now a Letter from Laurie Stark.

Memories Rekindled!

I was reading an article in February's Classic Bike called "The Real Life of Rockers" about a sixties film called "The Leather Boys". The film featured the Ace Café in its heyday and the author of the article reminisced about the bikes and riders and to my amazement recalled a rider of a TR5 Trophy (Dick the Caveman) who could pull wheelies in 3rd gear. I first heard, yes heard, the caveman while delivering papers as a 15year old in Morden Surrey. I will never forget the sound of the engine approaching the crossroads at the far end of the road in which I was delivering. Screaming, rapid changing down followed by flat out rapid changing up as he passed me at well over 70 miles per hour front wheel in the air. I remember thinking "he won't last the day" however he did and I used to make a point of being there every morning to see and wonder at this amazing sight. The "Cave Man" became my hero even though I had never met him.

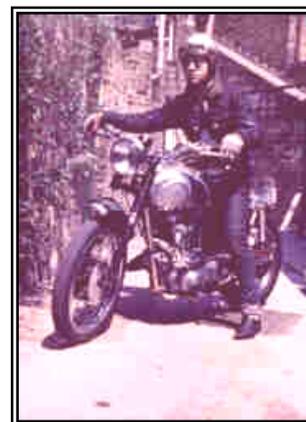
At 16 my second bike was a 197cc Francis Barnett which I stripped and modified for Scrambling as there was a 200cc class in those days. It was at a meeting of the Double 5 Club at Biggin Hill I first met Dick, the Cave Man, real name Richard Downey. He was riding that very same Trophy. We both lived in Morden and became good friends. At the time he was about 34 years old and living in a large wooden packing case in a barn full of motorbikes behind the Crown Pub with a stunning 16-year-old blonde. The following year I bought a 650cc Triumph TR6 Trophy and had many good

burn-ups with Dick to various coffee bars and Jukebox cafes.

Dick used to remove the lights and put an old army tank on his Trophy, add knobbly tyres and race at the weekends. The bike was then put back into road trim for transport to work on Monday mornings. Another incident of which I have vivid memory is one where I was riding along Merton High Road and spotted Disc's Trophy outside "The Greeks Café". It was plastered with mud, knobbly tyres still on and a cardboard rear number plate with chalk letters and numbers. Inside was Dick holding court recounting his previous weeks exploits at Canada Heights, Swanley with his leg plastered up to his thigh. After tales had been told we decided to go and see Twiggy at Colliers Wood. Being in plaster Dick could not put his left leg on the footrest so he put his leg over the handlebars, which meant that he only had use of the front brake. I followed him down the High Road at 70mph on a busy Saturday afternoon. We were overtaking a bus with one coming towards us leaving only a narrow gap between them. He didn't even ease off and when I went through I don't think the gap was more than 6 inches on either side. It was only fear that GOT ME THROUGH. When we got to Colliers Wood Dick was still laughing. Mad days those - the Sixties.

He was one hard man that "Cave Man". The author of the article asks where he is now. I last heard of him having his 50th birthday in Morden. He would be in his late 70's now - hoping he is still around.

Laurie Starke. PS. My old nickname was "Nut Job" and the picture is of one of the gang "The Gold" on his TR5.



Allan Robinson pointed me in the direction of this one. As it is a major sporting event in the calendar and as it also includes "Bikes" I have added a précis of it to my letter column.

A press release received from Goodwood Racing:

2001 FESTIVAL OF SPEED

HIGHLIGHTS AS AT APRIL 5th

100 Years of Mercedes-Benz. The greatest collection of historic Mercedes-Benz competition cars ever seen in action together will form the core of Daimler-Chrysler's centenary celebration of the Mercedes-Benz marque. Mercedes-Benz will be the central feature, and the whole of the carriage-turning circle will become a paddock devoted exclusively to Mercedes-Benz competition cars. **Stirling Moss, John Surtees** and **Jochen Mass** will head the driver line-up.

100 Years of Ford Motorsport. Ford's motorsport history is as expansive as motorsport itself and around 30 of the rarest and most important competition Fords will be at the Festival reflecting the cornerstones of the company's successes. Being the pioneers of mass-production, Ford's focus was always on practical cars for the road, but so effective was the Model T that specials using T components achieved considerable success in competition. The most famous of these was the Frontenac-Ford T (or Fronty-Ford) and an example will be at the Festival.

90 Years of the Indianapolis 500. In 1911 the first Indianapolis 500 was won by Ray Harroun in the extraordinary Marmon Wasp. For the first time, the Wasp will leave America, making its way to Goodwood to spearhead our tribute to the world's richest motor race. The Festival celebrations will feature around 15 ex Indy 500 cars, each one representing an important part of the 500's history. From European champions such as Ballot, March, McLaren, Maserati, Mercedes and Reynard, to the American stalwarts like Miller, Eagle, Watson and Penske, a fitting celebration is promised. In addition to Bobby Unser, Indy 500 winners **Bobby Rahal** and **Danny Sullivan** will also be here.

90 Years of the Monte Carlo Rally. Around 15 Monte Carlo cars will be brought together to illustrate the history of the legendary rally, from **Erik Carlsson** in his 2-stroke Saab (courtesy of GM) to **Sandro Munari** in his storming Al Italia Lancia Stratos. **Jean Ragnotti** will be in a Renault Maxi 5 turbo, very similar to the one in which he won the Monte in 1980. From Invicta S-type and Jaguar XK120, through classic Lancias, Mini Cooper

and Audi Quattro, to Ford WRC Focus, you'll see it in the Monte Carlo celebration.

50 Years since Jaguar's first Le Mans win. Jaguar's first Le Mans win was in 1951 and we'll bring together an example of every Le Mans winning Jaguar since then. That means C-type, D-type short and long-nose, XJR9 LM and XJR12. The C-type that won Le Mans in 1951 doesn't exist, but we've just found the second place Talbot Lago hidden away in France. It will hopefully be here with the 1953 Le Mans winner belonging to Adrian Hamilton.

50 years since Scuderia Ferrari won its first Formula One race. Ferrari won its first Formula One race with a Ferrari 375. In tribute, Goodwood plans to gather together a great collection of Ferrari F1 cars culminating in the ex-Schumacher Monaco and Spa-winning 1997 F310B.

40 years since Phil Hill won his World Championship title. In 1961 the great all-rounder Phil Hill, won the World Formula One Championship for Ferrari and Phil will be here to celebrate that with us, too. Joining him will be ex-Scuderia stars **Rene Arnoux** and **Stefan Johansson**. **Niki Lauda** – three times World Champion, twice for Ferrari, will also be here – a first time visit to Goodwood. He will be coming with the Jaguar-Ford Cosworth team.

40 Years of Brabham racing cars and 75 years of Jack Brabham. Happy Birthday Sir Jack! Sir Jack is 75 this year and it's also 40 years since the first Brabham racing car was built, too. Sir Jack remains the only person to have won the Formula One World Championship in a car bearing his own name. To mark Sir Jack's many achievements, we'll be bringing together a dozen or more Brabhams at the Festival.

25 Years since James Hunt won the World Championship. Hunt's rise through the ranks to the pinnacle of Formula One with the Hesketh team completely sums up the Festival's theme of 'The Will to Win'. At the time of writing plans are afoot for a reunion of some of the most important people in Hunt's success. We hope to run a Hesketh on the day, driven by James' brother David, and James' McLaren M23 will be here in action.

Ducati forms key part of a much bigger and better motorcycle section. Motorcycles will be playing a very much bigger part at the Festival this year than ever before with a big Ducati, Honda and BMW presence. **Carl Fogarty** will head a star-studded line-up from Ducati including **Marco Luccinelli**, **Paul Smart** and **John Reynolds**, here with the latest Reve Red Bull Superbike

team. Such special riders will also be on very important machines, Ducati bringing Fogarty's 916 championship machine and Hailwood's TT-winning 1978 900SS, Carl's father, George, being Hailwood's team mate at the time. Paul Smart will ride his 750 Imola and Marco Luccinelli will hopefully be on his 1987 Battle of the Twins-winning Desmo Quattro.

Honda brings big collection of bikes from Japan. Ex-World Champion **Wayne Gardner** will join **Mick Grant, Jim Redman, and Stuart Graham** to ride a mouth-watering collection of machines, most brought over from the Honda Collection Gallery in Japan. Gardner missed the World Championship by just one point in 1990 and will ride an NSR500 in memory of his great years with Honda. Mick Grant will be reunited with his 1979 RS1000 and Redman will ride his old 1967 RC181. Machines ranging from the 1962 RC171 (350/4) to a 1994 NSR500 are promised. If Honda represents the established champions, then Ducati were the bespoke

European rivals of the era, a prime example of our 'Will to Win' theme.

BMW brings cars and bikes. BMW, best known for making road-going and touring motorcycles, had to adapt their motorcycle engineering for racing (another 'Will to Win' link), and we are planning to gather a number of BMW rarities from Pami, Kobas and the BMW museum to show how BMW adapted to race winning formulae. The great R1 Desmo prototype will hopefully be here, too. The breadth of BMW's racing heritage will be well represented at Goodwood this year. Batmobile, 635CSi and M3s will challenge their old rivals in the touring car classes, while BMW-engined Lotus 23 and a brace of 700 hillclimb cars will take on the Alfa 33s and Ferrari prototypes in the Targa Florio and bergspyder class. Three BMW-powered McLaren F1 GTRs will be here, too.

Photos from the 50cc Formula.



**48 Dave Hughes
and 25 Dave Brearley**

47 Laurie Starke and 18 JEEP





Chris Alty's Kreidler

John Lee's Bedford Air-cooled Minarelli



RACE DATES 2001.

VMCC

Easter	April 15th	Mallory Park
	May 13th	Snetterton
	June 23/24	Anglesey (Ty-Croes)
	July 8th	Cadwell Park
	August 11/12	Lyddon
	September 15/16	Three Sisters
	September 29th	Cadwell (Club circuit)

Race Secretary: Lesley Reaney 01332 368699

CRMC

April 15/16	Pembrey
May 7	Mallory Park
May 26/27	Anglesey (Ty-Croes)
June 23/24	Croft
June 30/July 1	Snetterton
July 21/22	Chimay
July 28/29	Lydden Hill
August 24/26	Jehonville
September 8/9	Cadwell Park full circuit

Preston & District Motorcycle Club

All races are held at Three Sisters Wigan.

April 1st
April 29th
June 17th
Saturday & Sunday 4th & 5th August
October 7th

North West Centre ACU

July 1st

Question Time

Steve Bedford:

When and why did you first become interested in racing 50cc motorcycles?

As long as I can remember because my Dad started racing when I was about 8 months old so I was brought up with it.

When and from whom did you acquire your first racing 50cc. [supply make, year, and any previous history if any?]

I inherited my Dad's old racer chassis in 1978, a 1958 Maserati, which raced with an Itom engine from 1960, the Itom engine he had used was put back in the Itom frame and sold locally and as far as I can find out, ended it's life at the city tip.

How many racing 50's have you owned over the years [supply makes with likes and dislikes of the machines]

Maserati/Itom

I waited 30 years to ride this bike and love it, it handles well, has good brakes, it's a bit small but I manage and I really dislike having to run it silenced, it sounds much better with the open cow-horn pipe.

Air-Cooled short stroke Minarelli

Many of you have seen this at various race meetings and shows. I started with a £40.00 box of engine parts and built this up with a little help here and there, this was the very first frame I had made. This is a bike that handles well and I have had many good rides on it, so have a few others. It is a bike that needs very little maintenance and is reliable.

Minarelli Water-cooled Special

Another bike built by myself, but with a lot of help from Ron Ponti. It is very quick when right, but has been prone to some silly problems. It handles ok but not as good as the Air-Cooled bike. The new version is in the making and I hope to have it out before the end of the season.

What memories do you have of the early racing 50's scene etc. [plus any achievements and successes etc.]

I have many memories although lots of them are only snippets, where as some of our older members struggle to remember because it was such a long time, I also struggle because I was so young. One memory however that brings a chill to my spine is as the start flag drops, a second of silence then 30ish Itoms etc with open pipes, the noise was incredible and Dave Simmonds Tohatsu.

Have you been involved with any other class of racing motorcycles or competitive motorcycling.

In 1986 I rode Pat Sproston's 125 Aspes at Scarborough, Race 1 gave me my first ever win by a wheels length. With 3 laps to go in Race 2 I was 2nd, but 20 seconds behind the leader, I reeled him in but lost out by .5 of a second, I got the fastest lap of the race.

Who if any one has been the biggest influence in your racing career, or the racing 50 scene in general?

Many people, my dear Dad when I'd grown up enough to take notice of the things he used to tell me. Vince Gunning, Ron Ponti and Dave Brearley for their help and friendship.

What is the best piece of advice you have ever been given and by whom?

Smoothness by my Dad and I'm still trying with this one.

What piece of advice or tuning tip if any would you like to pass on to fellow members

Don't be afraid to ask and listen, none of us knows it all, but we are all willing to share what we do know and this one is for my friend Chris Alty- **Keep it on the black stuff, the green bits slippery!**

JEEP: (AKA Derek Holloway, Rod Mahon)

When and why did you first become interested in racing 50cc motorcycles?

From about the age of 5yrs. When I was about 11 my brother took me to Silverstone for the Hutchinson 100 and I was hooked. The AKA's were necessary when I first started racing because I was 15 years old and needed my parents

permission to enter a meeting, Mum didn't want to give it. Derek and Rod used to let me ride under their name when they weren't racing and use their licence details, that's how I started in 1958. My interest stems from my Dad as he had an old Douglas when I was small and my elder brother who was a Velo man and campaigned in Grass Track and Scrambles (never could get used to this MotoCross business).

When and from whom did you acquire your first racing 50cc. [supply make, year, and any previous history if any?]

1963 and from Tooleys of Burnt Ash Hill, Lee, London. I needed to buy it on HP so Dad came along with me. It was a new Astor Competition (red) with 4 speed foot change and teledraulic forks (I think this was a change made in 1962 from the leading link design but perhaps Dick C can advise.), machine with all the road gear and we purchased some "go faster bits" to prepare it for the track. I raced it during the '63 season and then, because I was so tall, sold it. However its memory stayed with me and it infected my blood so that I could never and have never lost my interest in the 50cc class.

How many racing 50's have you owned over the years [supply makes with likes and dislikes of the machines]
50cc Astor Competition

This was the only 50cc that I owned during my first period of racing. Apart from trying to wrap 6'3" around its tiny frame and suffering chronic neck ache, I found she handled well and provided I could keep the revs up, went very well. I did find that she was prone to seize but the other racers, P Horsham and Eddie Swain gave me advice on the piston and on oil additives, which reduced the occasions this happened.

1968 ITOM 4M/SS

This is the bike I currently campaign. She handles well but the brakes leave a lot to be desired. The engine is good but not yet fully developed. Tyres have been a problem and I have used oversized rubber, which will now change as I have been able to get some 250x18 general purpose tyres with "P" ratings (93mph.). ITOM changed to IMSA near the end of their existence (see previous article by Dick Chalaye in vol 3 issue 1), and they tried to rationalise production by using the "Ring Road" approach to manufacturing. As a test they built 3 prototype race bikes. The machine uses the Franco Morini 4MP/S engine with ITOM head, barrel and crank assembly. It has 4 gears with foot change and is housed in a Gilera RS50 frame modified for ITOM. All other parts are as fitted to the ITOM MkVIII except the tank which is of a different design. This machine was to replace the MkVIII Competizione and was developed for the 1968 Italian series. The model was later developed and sold as a road going version until 1974. (Based on information given by Motori Franco Morini)

Mark VIII 50cc Competizione ITOM ex. Brian Woolley.

I purchased this machine from Kay after the sad passing of Brian. It is in need of restoration and not all of the engine components are there. However it should not be too difficult a restoration job and I hope to have the bike out in 2002. Brian had a green and silver colour scheme and I will retain that. If anyone has pictures of this bike I would be grateful for copies, which I will gladly pay for.

1968 Spondarelli 50cc

This bike is based on one of the frames that Brian Woolley had made by Spondon, for his Woolley-Bone project. I believe that 5 frames were made and I know of one in Ireland and the W-B in America. Any one know where the others are? The frame was plated for a Minarelli 50cc motor and at some stage changed for a Kawasaki 80cc. I have converted it back to a 50cc Min. This bike may be ready for the end of the season and I will tell you how it goes and handles after riding it (if I can get my long frame wrapped around it. If not "Who wants a ride"?).

What memories do you have of the early racing 50's scene etc. [plus any achievements and successes etc.

Standing at a corner in 1958 waiting for Mike Hailwood to come round on his Ecurie Sportive Norton. At first I could only see Derek Minter and then as the angle changed there were 4 riders in close line astern that looked like a single string Minter, Hartle, Macintyre, Hailwood; I asked my brother "How do they trust the one in front not to brake?" Another memory I do often recall is of a practice day a Brands Hatch in the early 60's when I was riding a 350 Manx Norton through Paddock Bend and Dave Simmonds came underneath me on a 50cc Simmonds Special. As a result, in 1963, I brought my first ITOM. He, Dave, won the 1963 50cc Championship on the 50cc Tohatsu but I don't think I gave him any worries.

Have you been involved with any other class of racing motorcycles or competitive motorcycling.

From 1958 to 1968 I rode a brace of Manx Nortons. The 500cc was quite standard but the 350cc was a twin-plug head, Ray Petty, Norton and boy could she go. I made middle field most of the time with the occasional better

position of 10th to 7th. I was able to compete in the Isle of Man on 4 occasions in the Manx. During the period of bringing up a family I bought the odd scrambles bike and kept my hand in on local tracks. I sold my last MX bike, a Suzuki Z250, in 1997 and bought the ITOM.

Who if any one has been the biggest influence in your racing career, or the racing 50 scene in general?

In the old days the likes of Brian Woolley, P Horsham, Eddie Swain, Jim Sheehan, Barry Nutley to name but a few. Today the people that influence 50cc racing and to my mind are the mainstay of the sport are the likes of Ron Ponti, Dave Brearley, Steve Bedford, Chris Alty and Adrian Pallet. If these people keep pushing our sport the way they are, then 50cc races might yet again have a place at all race meetings.

What is the best piece of advice you have ever been given and by whom?

First from my Dad who was an engineer, who said, "if it's not mechanically right don't ride it". Secondly, from my brother Bob, "learn to feel the bike it will talk to you and you will ride better for it".

What piece of advice or tuning tip if any would you like to pass on to fellow members

With tuning most of it has been done before so read the books, watch others and listen to those who know, experiment and keep notes you will soon find that you are the one people will ask the questions of. **To the fast boys:** Don't go too fast or you will lap me too many times and reduce my racing!!!

--ooooooooooooooooooooo0oooooooooooooooooooo--

This was the line-up for the April 29th 2001 Formula 50 at Three Sisters.

Race 7.				
50cc.				
Trophy.				
5 Laps.				
No.	Rider.	Machins.	Entrant.	Home Town.
13	Jay Bellars-Smith.	50cc Cagiva.	Rider.	Merthyr Tydfil.
14	Steve Bedford.	50cc Minarelli.	Rider.	Peterborough.
17	Robert Walley.	50cc Derbi GPR 50R.	Rider.	Stoke-on-Trent.
18	John Elton-Payne.	50cc Itom.	Speed Demon M/cycles.	Whitehill. Hants;
21	Richard Rock.	39cc Derbi.	Rider.	Biddulph. S-O-T.
24	Steve Bedford.	50cc Minarelli.	Rider.	Peterborough.
25	David Brearley.	50cc Minarelli.	Rider.	Stafford.
42	John Lee.	50cc Minarelli.	Rider.	Rugby.
43	Chris Alty.	50cc Kreidler.	Rider.	Skelmersdale.
48	Dave Hughes.	50cc Minarelli.	Rider.	Wildwood. Staffs;
58	Steve Nugent.	50cc Minarelli.	Rider.	Abergavenny.
59	Nick Mills.	50cc Minarelli.	Rider.	Rocester. Staffs;
63	Bill Pilling.	49cc Franco Benelli.	Rider.	Stockport.
78	Michael Price.	49cc Minarelli.	Rider.	Rugeley.
79	Bob Watson.	50cc Morini.	Rider.	Downham Heath..
90	Mike Schofield.	50cc Malanca.	Rider.	Swinton.
93	Hans Van Bregt.	50cc Minarelli.	Rider.	Rotterdam. Holland.
98	Alan Leeson.	50cc Famos Kreidler.	Architechtural Woodwork.	Stagsley. Beds;
100	Brian Cottrill.	50cc Hedlin Hawk.	Rider.	Worcester.
J24	Kay Hawthorne.	50cc Rieju.	Rider.	Redcar.

Comment by Bob Watson, "I don't know what you are doing in the 50 cc club but you must be doing it right with all those 50's on the grid. Keep it going".

After the second round of the 50 Series points are:

Brian Woolley Championship

1 st	Dave Hughes	55 points
2 nd	Steve Nugent	47 points
3 rd	John Lee	46 points
4 th	Dave Brearley	29 points
5 th	Steve Bedford	16 points
6 th	Mike Schofield Jnr	13 points
7 th	Bill Pilling	12 points
8 th	Jeep	11 points
9 th	Chris Alty	8 points
9 th	Brian Cotterill	8 points
11 th	Laurie Starke	5 points
11 th	Bob Watson	5 points

Classes

Air Cooled

1 st	Dave Hughes	57 points
2 nd	John Lee	51 points
3 rd	Steve Bedford	20 points
4 th	Dave Brearley	16 points
5 th	Bill Pilling	14 points
6 th	Laurie Starke	10 points
7 th	Bob Watson	6 points

Pre 1970

1 st	Mike Schofield Jnr	30 points
2 nd	Jeep	27 points
2 nd	Brian Cotterill	27 points

For Sale

For Sale. Tools Tools Tools.

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

Tel: John Bowers 01329 310985

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 Club "T" Shirts white with black club logo. M. L. XL. £10.00 or £12.00 inc. Post and Pack.

Club Stickers. Self-adhesive clear with Black print. £1.00 plus postage. Call Steve Bedford

FOR SALE. Minarelli 50cc Rep Racer.

Air-cooled 6 speed motor

Giladoni barrel, Del Orto carb.

T.L.S. Front Brake

M29 Competition Tyres

Alloy Tank

Ready to race.

Call Steve 01773 708453. **£1,500**

Safe and usable in the home.



Plating systems for the home workshop.

These really work!

Nickel, Copy-Chrome, Copy-Cadmium, and 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**

Krober 18,000 rev counter new £185

Van Veen main bearings fibre cage type hard to obtain last few sets £34 a pair

Spondon Kreidler fairings excellent quality £65

Water-cooled cyl. kits to fit disc valved Kreidler phone for details

Motorcycle trailer with lights and spare wheel £90

Honda CB 50 forks less yokes good condition £40

88 RS 125 forks less yokes vgc £90

Clipons all sizes the best quality £36

Call Chris on 01695 720806

www.racingfiftyservices.co.uk

For Sale

New Famos frame, tank and seat - unpainted; which will take either a Kreidler or Minarelli motor £250.00

Set of shortened 31mm Honda forks £50.00

Kreidler exhaust pipe with silencer £80.00

Alan Leeson

01234 824742

For Sale

Minarelli Racer Project.

Rolling Chassis (no tank/seat), 6 speed Minarelli engine (old style). £200.00 no offers.

Steve Bedford
01733 708453

Kreidler, 90% of the parts to build a Kreidler race bike . frame similar to late 70s Van Veen many new parts water cooled disc valve motor , re plated cyl new piston etc for sale on behalf of customer. Phone for details Tel 01695 720806 after 6 PM

For Sale

Long type clutch and front brake levers as used on many 50 racers in the period these are semi finished £11 ea. plus p&p

Kreidler race pistons with 14mm pin £58 , con rods to suit this piston with silver bearing £43 this combination will fit the disc valve water cooled motor and the air cooled piston port.

Chrome rev counter 80mm dia 12,000 rpm £85
Water cooled top end for Aprilia will fit Minarelli , used but in good condition £45

Michelin M29 race tyres £46 and £49 I will beat any genuine quote on race tyres
Van Veen square type cyl for sale price is not for the faint hearted

Dutch racing motors DRM water cooled top end as used by Kreidler and Jamathi etc. this is new and never been used and fits Kreidler disc valve motors, genuine 70s part. for details call Chris

Jan de Vries 72 Kreidler frame, titanium rear wheel spindle and swing arm pin phone for details

Ceriani type front forks , brand new ideal for 50 racers 28mm dia £75

Rear wheel complete Inc flanged 17"casal rim, backplate & wheel spindle £60

Magnesium fork yokes aprox 15cm between centres un-machined one pair left at £55

Gilera 50 frame and swing arm , ideal for race project £50 ono
Call Chris on Tel 01695 720806

For Sale

MALAGUTTI/FRANCO MORINI PARTS

Gaskets, some gearbox bits, mudguards, silencers, side panels, petrol tanks, stickers, head stock sets, horns, Veglia Speedo drives, springs of all shapes and sizes, switches, petrol caps, locks and keys.

MINARELLI PARTS

Clutch basket sets – all types

Gasket sets

SHB 19/19 Dellorto carbs

Piston ring sets

Oil seals

For both of the engines I have many of the small parts like- Shim washers – adjusters – ally head gasket.

Ring Steve on 01733 708453 or see me at race meetings as I will bring some of the stock with me

For Sale: New rubber 250x18 4ply tyres. Good general purpose tread and "P" rated to 93 miles per hour. OK for the track, race or parade. (I am using them this season) £22.00 plus P&P. Call Jeep 01420 476145

For Sale

Con-rod Kits with Silver cage bearings.	£21.00
Pistons 40.3 size A.B.C.	£23.00
Orig. Giladoni Barrels	£130.00
Rebuilt S/stroke, P.Ported Minarelli Eng.	£575.00
Converted L/s to S/s crank assys. (Exch)	£100.00
Piston Rings	£ 5.00
Minarelli sprockets 12. 13. 14.	£ 7.00

Call Nick Mills 07870 305386.

For Sale: Austin 7 1934 Ruby. Restoration Project £1000.00 ONO. Call Ted Rhodes on 01440 705003

Wanted

Wanted

**50cc Garelli Monza engine
50cc or 100cc Garelli engine or any engine parts
or race kit bits.**

**Derek Brightmore
01236 582286**

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

(I need one too. Ed.)

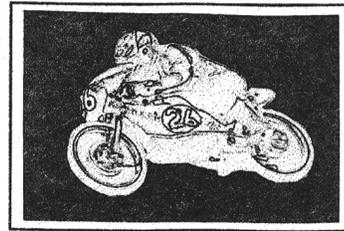
Wanted. Any private video or cine footage of 50cc
racing. JEEP on 01420 476145

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**

**WANTED. ITOM Rear brake plate and front
full hub also fork yokes.
Call Nick Mills 07870 305386.**



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 :

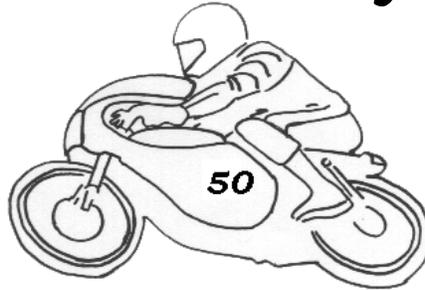
PVL, KROBER, LUMENTION AND DYNA IGNITION SYSTEMS
CLIP ONS REAR SET KITS EUROCYLINDRO KITS
KROBER REV COUNTERS KREIDLER 5 SPEED C/R KITS
MAZZUCHELLI AND KAVO RACE CONROD KITS PISTONS
COMPLETE DRY CLUTCH CONVERSIONS FOR 5 SPEED KREIDLERS
MARZOCCHI FORKS VARIOUS FRAME KITS AND FIBREGLASS
RACE EXPANSION 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!

Racing Fifty



Enthusiasts Club

MEMBERSHIP APPLICATION / RENEWAL FORM 2001

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