



THE RACING '50' MOTOR CYCLE CLUB  
NEWS LETTER  
November 1962

**EDITORIAL**

Dear Club Members,

The 1962 Racing season is now closed and we hope as a Club to have whetted the appetite' of our members in the variety of events which we have organised this year, each and all of which we trust will be agreed to have been fully successful, at least all the letters which we have received from members certainly seem to indicate this to have been the case, and we look forward to even greater things in 1963 given the support of you all.

Now this brings us to the Club's Annual General Meeting, so often referred to so affectionately as the A.G.M. and we do appeal to all Club members to make every effort to attend not something which is dull and uninteresting, but a meeting of all members that collectively your requirements may be assessed. It is where your grievances (if you have any) may be aired and in general, use the meeting for the purpose of letting off steam and putting your point of view forward, that the newly appointed officers of the Club obtain from you the feeling of your requirements and as a result the Club can enter the new year with the confidence of its members and with the object of satisfying all they require from the Club as much as is humanely possible.

Come along to the new hall at Little Heath on Sunday 18th November, meet members, make friends and let us know if you consider the Committee's proposal for the use of this fine hall as our monthly Club meeting place to be acceptable to you.

We can offer winter film shows, technical discussions, in fact anything you require (within reason) and with the refreshment and heating facilities which this fine new hall possesses, see no reason whatsoever why the social side of our virile go-ahead Club should not be developed out of all recognition - remember it is your Club and we feel sure that we can make Club life for all members, so attractive that you will wonder why you have so long denied yourself the pleasure of the facilities we are willing to offer and hope you will accept.

ANNUAL GENERAL MEETING  
Will be held on SUNDAY 18th November  
at  
BRITISH LEGION HALL, LITTLE HEATH

Refreshments will be available and it is hoped for a really gigantic get-together. Details of the exact location of the hall at Little Heath were attached to last month's (October) News Letter, but in case you have mislaid it, they are again repeated.

Little Heath is situated near Potters Bar on the A1000 Road. Proceeding north from Barnet pass through Potters Bar and immediately after at LITTLE HEATH CHURCH which is on the right in the main road us t before the de-restricted sign, take Hawkshead Road which is opposite the church signposted. BROOKMANS PARK and the British Legion Hall is less than half a mile on the right.

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If the A.1 is being used leaving London, cross the traffic signals at South Mimms going towards Hatfield leaving the Middlesex Arms (a recommended lunch place) on the left and after the Flyover Bridge, turn right 1 mile later into a road signposted for Brookman's Park (Then proceed as directed later).

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If the A1 is being used for Northerners, about 3 miles after leaving Hatfield cross the Waterend and St. Albans roads and after the RAC Box No.180 turn left three-quarter of a mile later into a road signposted for Brookman's Park. (Then proceed as follows).

Take the right turn over the bridge into Hawkshead Lane and at this point LITTLE HEATH is signposted as two and a quarter miles. Upon entering Little Heath, keep right at the 30mph sign into Hawkshead Road, and the Hall is mile on the left.

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Drive straight in, there are adequate parking facilities at the rear.  
The National Grid Reference Number on Map No. 160 is - 25.5/02.7  
Follow the DUNLOP sign

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The following is a list of Club Officials who have served the Club this year so well with reliable consistency since taking up office., and those whose commitments next year allow them to once again stand for nomination are shown (\*\*\*) , those who are, at the time of going to press, somewhat undecided are shown (\*\*) and will need a little persuasion at the A.G.M, and those who will need early assistance of drinks at the Bar are shown (\*).

Members will note that the Club will need for next seasons rather extensive programme quite a number of additional nominations for submission at the A.G.M. and now is the time for you to help your Club and yourself by canvassing among suitable persons to obtain willing nominees, and the names of these should either be sent to our Secretary, Brian Woolley, or written out ready for the 'big day' when nominations are requested from the floor, to enable voting to be carried out smoothly and efficiently.

## LETTERS TO THE EDITOR

Dear Sir,

It would now appear from recent press announcements that the length of race for the next 50cc Isle of Man TT will be increased by 50% to a full three laps of the Mountain Circuit, and if the method of starting the fastest drivers first, as hitherto, is continued, it would mean a very great possibility of back markers being lapped before the end of the race, and whether this would be a good thing or not for 50cc racing is a matter of opinion.

Whilst; I am as anxious as anybody to see the growth of the 50cc movement I do feel that a race of some 112 miles over the Mountain Circuit in the Isle of Man with such machines as are at present available to the majority of competitors, to be the surest way the organisers could possibly devise to put themselves in the embarrassing position of insufficient entries.

I think they are going to kill the goose that laid the golden eggs.

C. Robinson.

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This subject is thrown open for general discussion and letters are invited ..... ED.

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"GUINNESS HANGOVER" - Out of the first seven finishers, FOUR had "expansion" exhausts - is this a portent?

The "works" AJW went like a dream, - pity Minarelli don't get around to REALLY hotting-up the engine of their superbly turned out little bike.

Several riders who were going well, retired with seized big ends. - WHY? - Why can't ITOM sell a guaranteed set of components? In my experience this trouble is almost always caused by bad tolerances.

Brother Thos was getting 13,000 RPM along the straight with the MkVI - 14,500 in 2nd from the hairpin, we MUST get some special cogs

Three laps is utterly ridiculous no race at all but even so, retirements were surprisingly numerous

For sheer excitement the 125sc race was tremendous, and it gave a pointer to the future, in my opinion. Bultaco 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> When will they market a 50? And will it be a match for the production Honda racer? I think it will.

I had a very savage letter recently from the Secretary of ANOTHER Club - apropos, amongst other things, my criticism of scruffy, slow and dirty 50cc machines, Glad to say there-were none such at Snetterton - very creditable.

Brian Woolley.

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BUZZ. BUZZZ. BUZZZZ-Z-Z-Z

Where do the flies go in the winter ???

Well we know where the FLY-Weights go,

To JIM PINK (WALLINGFORD) for an annual overhaul or exchange for a New 1963 Model

ITOM — BENELLI — HONDA

We shall be pleased to supply you.

Also in stock

Alloy Rims : Racing Boots and Gloves : Frames : Hubs : Fairings : Clip Ons  
Fibreglass Tanks and Racing Seats : Itom and Benelli Spares etc.

JIM PINK (WALLINGFORD)  
St. Martins Street,  
Wallingford,  
Berks.

Phone : Wallingford 2017

## **THE USUAL ROLLICKING. by Brian Woolley**

Don't read on if you are one of those who travel as far afield as Catterick, Cadweil, Ryhdymyn, Mallory Park, and even (as a few of us did) to Ireland. But if you are just a Brands Hatch man, or a Press Heath man, well this is aimed at you.

Next year may see a rather hefty change in domestic status of 50cc racing, IF the 50cc Honda appears upon the scene. No matter how many Saturdays you spend earoling at that horrible Kentish track, you will look a bit sick when Dave Degens, Don Chapman, Peter Middleton, Peter Darvill, Dan Shorey and (for all I know) Harry Hawk, Old Uncle Tom Cobley and all, come past you like a lot of \*\*\*\*\* lunatics on 8 speed double knocker Hondas.

About two doses of this, with the added spice of being insulted and held up to ridicule by Mr. W.G. Tremlett over the P.A., and you may decide that 50cc racing has lost its zest. Gents - we impecunious enthusiasts have GOT to get faster, there's no denying I have good reason to think that the FASTEST ITOMs are only 75% at the limit of development and I confidently expect an ITOM to lap Brands, for instance at 75mph EARLY next season. But more important; some of us have got to spread the gospel amongst the heather, and believe me, amongst the samples of the ungodly, there are chaps saying in effect SOD the 50cc class - they haven't supported our meetings in 1962 and for 1963 they can whistle for their races' Who can blame them?

Now - a pat on the back for a few people.

Notably Ian Ager, Brian Cockell, Jasper Smith, and their friends, who seem willing to go anywhere where there is a race. Are these lads so wealthy that it doesn't matter? You know damn well they are not! But by sharing expenses and mucking in together, travelling in a medium size van, they CAN do it and DO do it. Take, too, The Lawley Brothers - or Brian Brader - or Vic Dedden, who went as far afield as Rhydy at the last meeting. Or Tony Abbott, who went to the Temple 100 (incidentally Tony - looking at your lap times, what happened between lap 1 - 6.41 and lap 3 - 8.32, did you get lost or something?)

Well, the point is, even new, 50cc owners are pretty thinly spread around and ALL and ANY meetings should have your support Only this way can we keep 50cc racing from becoming a tight little, narrow minded affair, out of touch with the main stream of racing. And THAT prospect spells F.I.N.I.S.H.

## **HELLO CLUBMATES.....by Charlie Mates.**

Someone, I won't mention any names, has twisted my arm, so I am having a go at writing something for tye magazine.

Now that the season has nearly ended I must say how I have enjoyed my racing. I also enjoy the chats that one has in the paddock and I cherish the friendships that I have made in the Racing 50 Club. When I used to race the bigger stuff back in 1959, there was never that friendship and helping hand that I have found with the tiddlers.

When I look back over the season I am full of amazement over the way the speeds of the fifties have shot up. At the end of last season at Brands, the lap record was 62mph and now it is 67mph I am not counting Degner's 70mph lap because I am thinking of club members because at the moment, at least to my knowledge, none of us has obtained a works machine. 5mph is certainly a lot. I wonder where it will stop. It seems certain that it will be in the 70's next year., I am not going to attempt to forecast who will push it into the seventies but whoever does has my admiration.

I must tell you - The other Saturday I was down at Brands trying out some mods. I took the bike out and was going round nice and steady when another fifty shot past me. I followed the rider and was thinking to myself that he could do with a haircut when I realised that the rider was a girl I don't know who she was but I was very impressed with the way in which she was handling the bike, and I hope she is a member of the Club. Well that's all from me - see you at the A.G.M,

### **MALLORY PARK.**

Many thanks to all members who, at such short notice made quick application for entry for our closed to Club race meeting at Mallory Park on Sunday 21st October. The Club much regrets that so many applications were received that it was just not possible to include all we should have wished but rest assured that it was purely a question of time, The circuit became suddenly available and it fell to the thankless task of a few officers only to make a, very quick decision, there being absolutely no time available to call a full Committee Meeting as we should have liked to discuss the project in every detail before finally committing the Club. It is however gratifying to those who willingly, shouldered the responsibility to find that oversubscription from members for the meeting to be apparently the biggest crime, and trust those members unable to obtain entry will accept this explanation.

### **TECHNICAL TOPICS.....by J. Leary.**

I had the opportunity recently to drive the latest 3 cylinder two-stroke Auto-Union car fitted with an oil metering system known as 'Lubrimat'. This consists of a neat oil pump unit driven from the engine by a light vee belt with its oil pressure outlet coupled to the throttle control on the carburettor. This eliminates the need for mixing of oil with the fuel in a common fuel, tank, and will do much to popularise the use of two strokes for everyday use, and Auto-Union are to be congratulated on the boldness of their conception and shows their undoubted confidence in the arrangement.

The oil tank feeds its supply to the oil pump metering device which in turn under throttle requirements controls, feeds oil to the jet block in the carburettor where the actual mixing takes place and from whence petrol-oil mixture is fed to the engine in the conventional manner. Much cleaner running and freedom from plug fouling are some of the claims made for this new scheme and were certainly justified on the example tested, and it seems that a similar arrangement adapted to a 50cc two-stroke racing engine could easily justify the bother of fitting, and would certainly look more workmanlike than some of the extra oil dribble arrangement one sees from time to time, which are rigged to allow a metered quantity of oil to drip into the carburettor mouth in a most hap-hazard fashion and which are an apparent compromise for ruining on an inadequate petrol-oil mixture which can be boosted for full throttle working requirements by means of the dribble arrangement as described.

Incidentally the car tested was fitted with an optional free wheel and much resulted in driving the car with 50cc Racers in mind and it seems to me that experiments with, a free wheel, operating on the upper ratios could under certain conditions of 50cc racing, be advantageous, and I leave you with this thought upon which to ponder.

I also had the opportunity recently through the kind cooperation of Mr. Roland Cross, the well known Development Engineer to examine examples of hardened steel piston rings of his manufacture, specifically made for use in liner-less aluminium alloy cylinder barrels. Mr. Cross holds many British patents relating to the use of liner-less alloy cylinder barrels, and I personally consider that the use of an all alloy cylinder barrels in racing 50cc two-strokes using either the wide bearer type rings which incidentally claim very low bearing pressure and will in consequence work perfectly with even soft aluminium cylinders on the spiral type of hard steel ring for which claim of freedom ring flutter

no matter what the engine speed to be very well worth the attention of 50cc tuners although the latter requires the use of high grade alloy direct against the cylinder walls and for this purpose the skirt carries a hardened steel band securely attached to the piston by riveting as is necessarily the case in the slipper type of racing two-stroke engine piston, the band standing proud of the piston by a few thousands of an inch.

The spiral ring is retained in the 'screw-cut' top band area and provision is made for several turns of the piston ring, the ends of which are slightly inward chamfered and the coil is locked by the square ends of the turns being terminated by means of a flat bottomed drilled hole or similar.

In other words the piston is 'screw-cut' in a lathe using a narrow slotted saw of the required width and the start and finish end are milled or drilled as previously described, to obtain a square end finish to the ring slot. Into this special ring groove or slot is threaded the cross spiral ring and if the makers claim holds good for 50cc engines, one will have a piston and cylinder barrel free from ring flutter (with its destructive effects on ports and port bridges) and cylinder bore which is emphasized does not wear. All this plus the greater heat conductivity of the all alloy cylinder barrel should add up to sufficient interest to make tuners anxious for further information regarding this unique arrangement and for them I have pleasure in giving the address of Mr. Roland Cross, 33 Midford Road, Combe Down, Bath Somerset, as I feel sure that Mr. Cross will come to our assistance if he feels the demand to be sufficient to warrant manufacture in the range suited to 50cc racing two strokes.

The new Lodge 'Golden' sparking plugs are now to hand and it would appear that in an endeavour to meet the fantastic demand for the new plugs that Messrs Lodge Plugs Ltd. are releasing them in one grade only, although in both the standard 1/2" short and the 3/4" long reaches, and these are known as 2H and 2L respectively, It would appear that a considerably greater coverage in heat range to be possible. With these new plugs and whilst Lodge do not, at' this stage, wish to commit themselves regarding the suitability of their use for racing I would myself say that they would be. At the maximum heat range, equivalent almost to a Racing R47 when used in a two-stroke and would be a more satisfactory substitute particularly in engines subject to oil and fouling conditions and at 8/6d each retail, represent in my opinion a very worthwhile purchase.

## **THE GUINNESS TROPHY MEETING**

**By Brian Woolley**

Snetterton - Oct 7th 1962.

No-one else seems to want to write about race meetings - I must apologise for always picking on those where my brother or I were competing, but it does help if I was there! Well one wouldn't expect a 3 lap sprint (an insult to the better bikes really) to be of much interest, but in fact it was a hell of a good race. There were a lot of exciting names and machines down to run - alas, no C.C.W. Mates or Alan Dawson, so that a Simmonds victory was a pretty, foregone affair.

Notably rapid in practice - held, as was the entire meeting, in superb sunny weather -- were the aforesaid Simmondses, Palnlows, Phil Horsham, "Jasper" Smith, A G Hutchings (why is he so unknown), whilst I was very pleased to find that my brother, on the MkVI ITOM was getting around no less than 15 secs faster than at the Enduro gratifying. On my other entry, the Kreidler, Dudley James was getting plenty of speeds but also having a right wrestle on the bends, (he fairly scared George Ashton on the Ian Ager watery wonder) Enough of my affairs- on with the race.

I watched the start from a hundred yards in front of the line, The moment the flag fell, Dave Simmonds fairly ROCKETED into the lead - fantastic Big thrill - T.H. Woolley was right on has tail as

they passed me, with George Ashton close behind - I had time to notice poor Beryl Swain making a terrible start (later noticed her go like smoke to make up to 14 h place, but the other lady rider, Miss Dundas-Slater beat her by attaining 12th well done).

Then the pack were away to Sears The watch ticked away 2 minutes, 2.15, 2.20, then the flying Tohatsu was in sight on Corains Curve, than past the pits followed at a considerable distance by "Jasper" Smith, then - 'Blimey', T.H. Woolley, No43, MkVI ITOM. However as they bowled past the pits, Phil Horsham was already relegating Brother Thomas to 4th placer and hot on Jaspers trail.

A right old battle was going on for 5th place with a bunch of riders - George Ashton, Dudley James, and several others Paul Latham and Steve Stevenson were fighting their way up from mid-field, but both retired on the 3rd lap. So did Charlie Surridge who was going well - until a plug well and truly oiled at the hairpin, when he had a clean 8th place 'in the bag'. Lap 3 - and still it was Tohatsu - Horsham - Jasper - Thos, Woolley - then from nowhere, Mike Simmonds flew through with the ITOM-Tohatsu, to pass the MkVI. The IWA ITOM which was in a nice 6th place suddenly went "Solid" - VERY solid! A,G, Hutchings finally passed Dudley James - that was how they finished - the Tohatsu of Dave Simmonds, having lapped at 63mph and won by about 200 yards from Phil Horsham, who also lapped at over 60mph, then Jasper Smith, then the ITOM-Tohatsu of Mike Simmonds, then Thos. Woolley, then Hutchings then Dudley James on the Kreidler.

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#### **HERE AND THERE**

Members are no doubt aware that Purchase Tax has been removed from racing motor cycles and Mr. Adinolfi of Messrs. ADIMAR, the sole concessionaries and Importers for the famous ITOM machines is in close negotiation with the works, with the two fold object of firstly at long last persuading Messrs. ITOM to make a pukka 50cc Racer, and in his venture we all wish him success, with the added advantage that such machines if produced would be free of Purchase Tax,

This project is something on which Mr. Adinolfi had been working, to my knowledge for the past two years, and when he was at the works last August was given to understand by their chief technician that he would be happy and confident that ITOM could produce such a machine and we all hope Mr. Adinolfi has every success and favorable news for the Motor Cycle Show.

#### **50cc WORLD CHAMPION.**

The Argentine G.P, run an Sunday 14th October enabled Ernst Degner on his Suzuki to clinch his position as first World Champion in the 50cc class. The racer's average speed of 65.78mph was horribly close to the 125cc class speed of 69.38 which indicates that the pace must have been truly sizzling. The race was won by Hugh Anderson on a Suzuki with Degner second and his great season-long rival, Hans Georg Anscheidt, absolutely tucked inside his streamlining slipstreaming and trying every 'trick' in the book (and some not) in his titanic battle with Degner for what was in fact the title of World Champion. Congratulations to Ernst Degner, the first 50cc World Champion driver and to SUZUKI who also took the manufacturers title.

#### **MALLORY PARK PACE MEETING**

Formula for Success

The Racing 150' Club is really on the map. Thanks to the Braders, Brian Woolley and the others who organised the Mallory Park meeting on October 21st, the Club now has a real reputation for good race promotions.

Probably the questionnaire, which most of you completed, gave some indication of what was required by the majority of Club members, Entries were heavily oversubscribed in all races, and the reserves had a really tough time due to a near maximum turn out on race day. In fact we had to organise a special Reserves Race at the end of the meeting so that they could sample this superb Mallory Park circuit. All races started with maximum number of 24 riders and there were some hectic moments as the reserves were turned back every time. We now know that this is the one aspect of the meeting which could be improved in the future.. It is essential that Reserve riders are held back until called upon to come to the line.

Racing itself was of the highest standards in all classes. There were four 50cc races in all. Three of those were dominated by tremendous battling for first place between Simmonds (Tohatsu) and Mates (ITOM), and for a while by Brader (Kreidler), the Lawley Bros.(ITOMs), Votier (ITOM) and T. Woolley (ITOM)., The result being two wins for Simmonds (Tohatsu) by a short head from Mates and a win for Mates in the 50 mile event with the Tohatsu finishing one lap down in third place. The fourth race was won by T. Woolley from Lawley and Votier.

All competitors commented favorably on the track and surface of Mallory although there must have been an "undetectable camber" towards the finishing line, judging by the vast number of finishers who aimed their machines at the chequered flag, or the holder of same ..... **Dick Chalaye.**

#### **MUTUAL AID**

It has been decided to offer a Mutual Aid Service to all members who wish to avail themselves of, a free of charge service means, for disposal of their unwanted machines, components and racing transport, and what have you, Full details of articles for sale and particulars of your needs should be sent as early in the month proceeding required publication as possible. Will members who wish to make use of Box No's enclose a few S.A.E. please.

#### **EXCHANGE**

1959 ITOM-Competition Model. Fiberglass Tank, Saddle and fairing with screen slightly cracked. 18mm carburetor, spare Head, Barrel and piston, good condition also 1952 Thames Racing Transporter MOT certificate, fitted with rear engine beginning of this season and new carb, good tyres and ax1e - interior fitted out with bunks to sleep 4. Taxed to end of year. Will exchange the above for 50cc Honda Racers must be latest type. Ivor Hope - Box 9.

#### **MANUFACTURES TITLES.**

With Suzuki taking the World Manufacturers prize for the 50cc class with H. Andersons win in the Argentine G.P., it now looks as if the Japanese hold almost complete domination in Motor Cycle Road Racing today, having won every (four) class which they have contested and with Honda now fully progressed with their racing car program for next season (apart from their proposed world record-attempt) let us hope some enterprising British manufacturer decides to make a really serious challenge to the threatened Japanese invasion,,

#### **THE GREATEST MOTORCYCLE OF ALL TIMES.**

**by Brian Woolley**

Yes. Dad, I mean the Scott. You can have your BMW as far as I'm concerned, and as for Broughs, well, they always seemed might agricultural to me. But the Scott Born in 1909 and yet, between then and 1914, Alfred Scott's production embodied such things as oval section con-rods foolproof everlasting gas seals, water cooling, rotary inlet valves, and a host of other ' advanced ' features.

After the war they continued to race. The 1921 TT Scott had a 6 speed gear, rotary valves, all alloy engine etc. etc, After the great man left the concern, perhaps greatness left with him, but even

today a well tuned 2 speeder is a joy and delight. It made sixty in low gear, eighty in high, and acceleration to jolt your wrists off if not careful. A beautiful creation indeed, weighing less than 200 lbs and with 25 odd BHP on tap - coupled with the sweetest steering and handling that was ever revealed to poor mortal mankind.

But Stops I am watering at the mouth and blubbing into my handkerchief at the same time, all nostalgic! But what has this to do with the Racing 50 Club? Only this, A Scott is still made. If any-one today could make a British 50, and make a success of it, it is the Scott Motorcycle Co. Can't we gang up on them and FORCE them to turn their hand to a FIFTY? Isn't it time someone did SOMETHING? Volunteers, forward please.

### FINNISH GRAND PRIX

May have been the name of the race held on Sunday September 23rd, but it spelt start for Honda who have at last found their form, and Luigi Taveri won by 15 secs from Hans Georg Anscheidt's Kreidler 3rd, with Tommy Robb's Honda in 2nd place, who gets better and better with every lightweight ride he has. Degner was 4th The race speed of some 59mph gives indication that it was a riders circuit and must have been an advantage to Honda using the straight forward gearbox, compared to the Kreidler arrangement, but the pace must have been intense for Hugh Anderson on the Suzuki to have finished no higher than sixth position, after the manner in which Hugh demonstrated the paces of the Suzuki at Cadwell Park a few weeks before. So now the two stroke brigade must go home and lick their wounds, and let's hope they heal soon and we shall see once more before the close of the season, Honda, Kreidler and Suzuki teams in combat once again, that we might assess more accurately the Honda in its latest form, which I believe has had modifications made to the inlet department of its cylinder head and might possibly appear next time out with two carburetors one to each inlet valve

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### B.B.C. and A.T.V.

The Club wishes to acknowledge the assistance of these two worthy bodies for their kind co-operation, having both agreed to screen for the third time, 22 year old motion picture films on the afternoon of the Clubs A.G.M., we are indeed indebted if this doesn't get you to come along to support your Club for a meeting of such importance as the A,G,M..... well nothing will.

**Square Eyes.**

**100% ITOM Spare Parts from Stock  
AH TOOLLEY, Est. 1923.  
Station Garage, Burnt Ash  
LEE. SE 122  
Kipling 4908**

New Super Sport Cylinder Barrels (Mk.6)	£4. 10. 0d.
New Competition Cylinder Barrels (Mk.6)	£13. 0. 0d
Competition Pistons with 2mm rings, Complete	£2. 17. 6d.
Competition Pistons with 1.53mm rings, "	£2. 17. 6d.
Mk.6 Competition Pistons with lam rings. "	£3. 0. 6d
Mk.6 Competition Pistons with 2mm rings. "	£2. 7. 6d.
Mk.6 Large diameter Cylinder Heads	£2. 5. 0d.
Exhaust Pipes	£1. 1. 0d.
Mk.6 Reverse Cone Megaphones	£2. 12. 0d.
NOW AVAILABLE: Mk6 Competition Itom3 (1963 models)	£116. 19. 9d.
WINTERWORK: Off season homework One Mk.6 S/Sport Barrel and one file	£4. 12. 3d.