

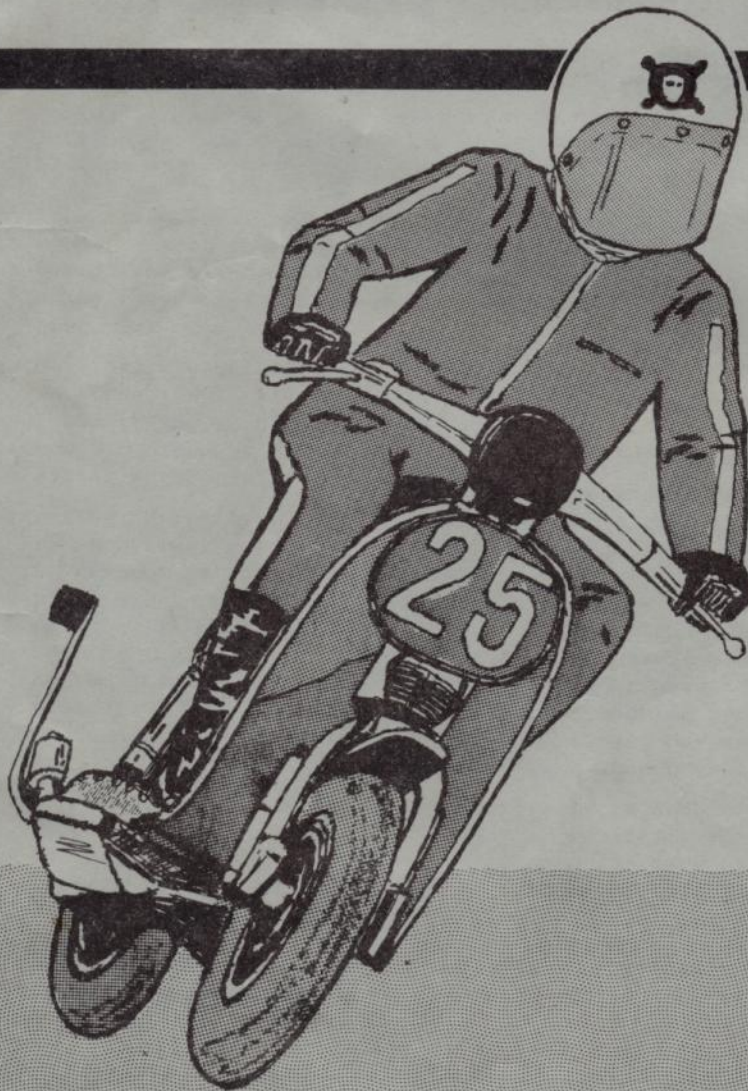
Club & Circuit[®]



The Independent Magazine Of Lambretta Clubmen.

Every Month

PRICE **10P**



George Pearce

spyke

NUMBER **41**

April 1973

Full Coverage Of All Lambretta Club News And Events

FOCUS

- The Editorial Page



TRADEMARK

NUMBER 41

April / May 1973

INSIDE THIS MONTH:

2	The C & C Crossword
3	Tuning the Lambretta 19
5	Insight - National club news
6	Clubmans Corner
7	Photographs from Curborough Sprint
9	The Sporting Section
12	Special notices
2,8,12,14	Coming events
supplement	The C & C Regulations Service

For the LCGB Snetterton event, I was invited to change into a FoBSC Steward for the meeting and generally keep an eye on the standard of machine preparation and scrutineering for the event.

I must admit that I was a little unprepared for the transformation that I underwent simply by putting on a yellow FoBSC Steward armband. Never before

have I been so insulted or felt that the whole sport was a waste of time - a depression brought on by the attitude of a handful of competitors who consider that as long as they enjoy themselves, the rest of the world - including organisers and officials - can go hang.

Notably one competitor from Kensington SC who shall remain nameless brought disgrace upon his fellow members of a first-class club by informing me in words that will not be found in the Oxford edition dictionary that the helpful advice I was trying to give him would not be taken. But he was not alone and I would not attempt here to pinpoint people who rubbed me up the wrong way - nor will I attempt to take the matter further.

The point to be made here is that at all times I was only giving advice to riders as opposed to preventing their ride, yet the adverse attitude shown by many only goes to prove that competitors (not generally - thank goodness) have no respect for officials at meetings and selfishly disregard sound advice. When no officials can be found to attend these events and the meeting is cancelled, perhaps these people will be satisfied.

I would add that until you attempt such a position you will not appreciate the hard job that FoBSC officials have and how resilient they must be. I won't comment at this stage on the standard of machine preparation and scrutineering other than to say that competitors entering LASCA events may rest assured that their machines will have to be a very high standard - higher than present - to get onto the track.

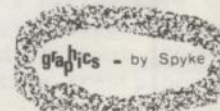
Our commitments in scooter sport as a magazine seem even more stronger and plentiful - the amount of publicity work carried out by our associated company in scooter sport has just passed the mark of last season's total - and we're not halfway through the year yet! The outcome of this is the eventual interruption of the production of C & C Magazine causing delays all along the line. For this reason we have moved again to an April/May edition this month to ease the situation and as the covers were printed some time ago, they show 'April' which is 50% correct. We hope to return to the usual format as soon as possible - until then we hope that our readers will bear with us.

See you next month

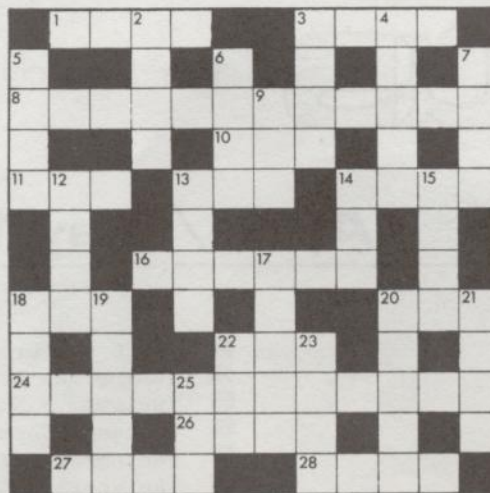


Published by CLUB & CIRCUIT TRADEMARK © Copyright 1973

Designed & Produced by C&C PRODUCTIONS TRADEMARK ©



the C+C CROSSWORD



© COPYRIGHT 1973

ACROSS

1. Can you imagine a book as as a totem? (4)
3. Spam shows the way. (4)
8. They ought to know what words are. (12)
10. Quite rare - but it lasts a few years. (3)
11. It's the last one - but your pal will help (3)
13. Respect (3)
14. Somebody gave me a scooter (4)
16. What lubrication do you find in coal? (6)
18. The wife doesn't have many (3)
20. We caught the sprite in one fell swoop (3)
22. Now you are the Champion! (3)
24. The red set in tune? But they can't be bothered. (12)
26. This dane comes from the middle east (4)
27. A laugh from aghast leaves us wondering about animals (4)
28. A nose for ages and ages (4)

DOWN

2. A note from the office (4)
3. You don't find scooters in this game (4)
4. Could you use this spate of water as glue? (5)
5. Some ducks have a tale to tell (4)
6. Killed - but sideways (4)
7. Santa rode this bike (4)
9. The deer looks for metal (3)
12. Norfolk village not known for it's lace (4)
13. Corrosive Hallucinogen (4)
14. Method of transport much favoured by certain scooterists (3)
15. Small girl, less than pint sized (4)
17. Ochre is the colour of this task (5)
18. You need some to braze (4)
19. Are these writs part human? (5)
20. A decade and two vowels disposed of it(5)
21. A mixed up lack of hearing accounts for your brakes (4)
22. The dew entered a church (3)
23. River of east Anglia (4)
25. Game (3)

ANSWERS NEXT MONTH

by
COLIN HART



Lambretta club

GREAT BRITAIN

MAY 26th - 28th

Rally & Grass Track

at Pulloxhill (Nr. Luton)

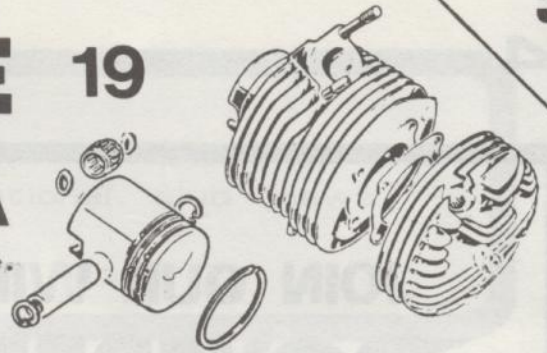
DANCE

Sat. Group

Sun. Jazz Band

TUNING THE LAMBRETТА

19



A Series based on tuning the Lambretta Li range.

THIS MONTH: High Torque Tuning
applied to a 200cc engine

In the second part of this applied tuning to a specific engine, we deal with High Torque Tuning. Whilst High Engine Speed tuning has been shown to give amazing results High Torque Tuning has similar effects if carried out properly - in fact the fastest track bike that holds lap and speed records at present, was tuned by this method. Advantages are many but notably the pure reliability of a torque-tuned engine is attractive to many - especially in cases where the applied tuning is to a road-going machine.

Starting with the gearbox for a 200cc engine, the ratios chosen should be in the region of a TV 175 gearbox - those fitted to the SX 200 as standard or a similar set of ratios derived from different gearboxes and geared to TV 175 ratios via suitable sprockets. Good clutch plates, springs and clutch components are vital - the chain and sprockets must be in good condition too. Check the oilseals, crankshaft and main bearings for wear and that the bottom end of the engine moves freely. Set the ignition to between 21 degrees and 23 degrees before top dead centre and adjust the final position when the engine is running. Make sure that the electrical wiring and ancillary components are in top condition with good connections at every point and that there is a new plug of the correct grade to hand.

With the barrel, the answer to torque increase lies mainly in the inlet port and carburation system employed by the tuner. The port itself should be enlarged extensively by cutting away material from the offside edge and upper edge of the port nearest the top of the barrel. Whilst 1 or 2 mm may be removed from the lower edge of the port to improve the rev band slightly, it is not advised - the port may be extended to the offside by up to 6mm without loss of gas flow through the port and upwards by as much as 6mm, ensuring that the lower ring on the piston does not enter the port at bottom dead centre. This size of port permits a vast volume to enter the crankcase and hence this will be used to great effect in the combustion chamber. Radius the port, which may be squared off, with corners of about 5mm radii and deburr.

The transfer ports on a 200cc engine are quite large enough to cope but should you decide to open the transfers slightly, remove metal from the offside wall of the port and blend the shape into the opening bend. Leave the port exactly as standard but knife-edge the bottom of the transfers where the gas begins to enter the port.

With a large volume of fresh gas passing through a small transfer port, the speed of the gas will be relatively fast. The power developed from the ignited mixture will depend directly on the length of the power stroke - that is the length of travel of the piston down the barrel before the exhaust port starts to open and release the burnt gas. For this reason, the exhaust port must be of a small depth to give a long power stroke. With the Lambretta, the depth of the exhaust port will be about 21mm to 22mm but because the piston rings are only over the port for a short time, the width may be extended by a maximum of 1.5mm either side (GP/SX only) retaining the original oval shape, to increase the area of the port. If this is not preferred, the width may be left standard and the oval transformed to a squared-off port with a slight radius on each corner of about 5mm radius. Polish the port and deburr.

The bore of the barrel must be perfect and about a $\frac{1}{2}$ thou" to 1 thou" hone given after rebore to prevent seizures taking place. Best torque tuning results are achieved by leaving the piston skirt, and indeed the whole piston, as standard in length and casting design. Up to 5mm may be removed on the inlet side of the skirt of the piston if the rev band needs raising but it will be done at the loss of power from the engine and a loss of tractability (which is another advantage of this method of tuning) at low revs.

Remove about 90 to 100 thou" from the cylinder head gasket surface of an SX/GP type of head and open out the chamber to 67mm at an angle of 23 degrees, fitting an SX head gasket for a compression of around 9.5 to 1. Use 5-star petrol at all times.

Fit two base gaskets with new inlet and exhaust gaskets making sure that the mating flanges on both manifolds are absolutely flat. A carburettor size of between 25mm and 28mm would be advisable although up to 30mm may be used; mounted on a manifold of about 130mm in length. A big bore silencer system may be used as described in part 18 but with a frontpipe of about 35mm diameter.

As these torque engines do not rev as high as their high engine speed counterparts, the primary compression ratio may be boosted by the use of plates or stuffers and a completely standard ignition and flywheel set-up used without the fear of destruction, but it is recommended that the GP type of crankshaft is used at all times.

PART 20 of TUNING THE LAMBRETТА will suggest ideas for the increase of performance.

JOIN OUR WINNING WAYS... USE
ROYSPEED EQUIPMENT

 ALL LEADING RIDERS DO

ROYSPEED..... ROYSPEED..... ROYSPEED..... ROYSPEED.....

our **SERVICE VAN** will be at all the
LASCA EVENTS THIS YEAR

FOR SERVICE...FOR SERVICE...FOR SERVICE...FOR SERVICE...

if it's **Lambretta... then it's IN STOCK**


RACE PROVED..RACE PROVED..RACE PROVED..RACE PROVED

Roy of Hornchurch (Enterprises) Ltd.

35 High Street, Hornchurch, Essex.

Telephone for immediate service **HORNCHURCH 42323**

ALWAYS COFFEE AVAILABLE

 C & C Productions

**THE FASTEST RETURN OF POST SERVICE
 IN THE TRADE**



National club news

Compiled by Pauline

- 1 * Torbay Scooter Club would like us to point out that whilst regs are not yet available, the following events are planned for the South-West for 1973. TSC Annual Gymkhana at Kingskerwell - July 21/22 (open to all FoBSC); VCB National Rally at Weston-super-Mare (open to all FoBSC) - August 11/12th; VCB Western 250 - September 16th starting at Wotton Bassett (Nr. Swindon) at 9am. Further details from TED PARROTT at 47 Shiphay Lane, Torquay, Torbay, Devon, TQ2 7DU or watch C & C for news as we get it.
- 2 * LASCA are promoting the scooter section of the Festival of Speed promoted by Lydden Hill Circuit, Near Dover, Kent, on Sunday 13th May 1973. Top scooter riders will be invited to demonstrate their skills at Lydden in front of hundreds of spectators in what looks likely to be a brilliant days sport (further details in our advert on page 12).
- 3 * EMSA are promoting the next Fulbeck Sprint on 13th May 1973, unfortunately clashing with the Festival of Speed at Lydden Hill. It is a shame that support must inevitably be lost from each event.
- 4 * Following the resignation of Roy Osbourne as Secretary of EMSA, the post has been filled by Mr. Dave Bexon, 52 Howard Street, Loughborough, Leics.
- 5 * Regulations and entry forms are now available for the EMSA Cadwell Park event on 2nd June 1973 from: Mr. G.E.Jubb, Brandywell, 38 Honeyholes Lane, Dunholme, Lincoln, LN2 3SH. Please send a SAE with entries before 28th May.
- 6 * BRM - Wirralspeed promote the Seaview Rally, qualifying for VCB-Merseyside Championships at Kings Parade, New Brighton, Cheshire on Sunday 27th May 1973. It takes the form of a Gymkhana and further details, regs and entry forms are available from; Brian Morgan, 12 Erskine Road, Wallasey, Cheshire, L44 4DP. Please enclose a large SAE.
- 7 * There are two new handouts available from the FoBSC. The first concerns full details of all four scooter championships for this season; stating point systems, awards and machine spec. alterations.
The second handout involves only sprint competitors and is a statement of the sprint championship and machine details.
Both of these are available from Dave Smith, 41 St. Thomas Drive, Hatch End, Pinner, Middlesex, HA5 4SX - please be sure to enclose a SAE for the information requested.
- 8 * Whilst the second month of C & C's Regulations Service is again packed with information for readers and competitors, the overall reaction from a good number of scooter event promoters seems one of non-interest. The survival of this service will rest squarely upon the shoulders of event promoters.
- 9 * The first of the FoBSC's Results sheets will appear in the July edition of C & C - halfway through the 1973 season. They will show positions of competitors in all four Championships with the overall awards to the top ten or twenty positions. Full lists will be made available at the end of the season.
- 10 * Sadly, we have received news of the death of Aston-under-Lyne rider, Mick Harrison. Aged only 25, he died in a skin diving accident in the Lake District last November. A keen scooterist, on his Lambretta and Maico scooters and a competitor in many scooter events he will perhaps be best remembered for his well-known 'Cow-catcher' combo seen at track events during the 1969-71 seasons.
- 11 * The newly-elected PRO and Editor of the club Magazine 'Pegasus' for Kensington SC is Brenda Davies. The club may be contacted by writing to the Secretary, John Bolton, 48 Acme Road, Watford, Herts and they meet every Friday at the Cave Club, Ceylon Road, London W 14.
- 12 * The new address of the Chairman of the FoBSC; Mr. David Barker is 17 Abrams Fold, Banks, Southport, Lancs. We were unable to publish this address in time for our 1973 address list.
- 13 * Due to production difficulties, this month's edition of C & C is April/May and the next month's edition, number 42 will be May/June. It is hoped that we will be able to return to our usual monthly production following this edition. Our subscribers will not lose out: the subscription lists are automatically calculated by using the number of the magazines involved and not the month. The subscriptions will also be addressed by machine from this month, following the purchase of a complete addressing Elliot system by our associated company; C & C Productions (graphic design) which also now sponsors C & C Magazine.

CLUBMANS CORNER

Line adverts -
5p for 30 words
10p for 100 words



Trade rates apply. Clubman rates quoted above include name and address.

- FOR SALE:** Lambretta Spares: air scoops - 15p, H/C head for GT 200 - £1.50p, Anchiolotti Dual seat (seized hinge) - £1, chrome rear carrier - £1.75p, Polished rear light unit - 75p, 150 gearbox including end plate - £3.00p, SH 1/20 carb - £3.00p, drum brakes complete - £3.00p, disc brakes complete - £6.00p, sprinter frame (also suitable for kneeler) - £6 --- loads more spares, all open to offers
Phone : Chris; 01-657 1870
- WANTED:** Any old scooter magazines, any age, any condition, or any magazines with scooter articles in them. Contact: Michael Osborne, 74 Brinnington Road, Stockport, Cheshire or at any race meeting.
- FOR SALE:** Lambretta Vega, 'G' Reg. Newly painted. Offers over £60.00p. Runs well. Miss Janet Wright, 'West Acre', Ipsley, Nr. Redditch, Worcs.
- FOR SALE:** KNEELER COMBINATION 225 - Battery ignition, big bore exhaust, 30mm Amal Carb, plus spares of disc brake, new SX 200 forks, barrels SX 150 & SX200, 27mm Amal, gears 125 & 150, wheels, tyres. Everything must go. £40 ONO. All enquiries to: Geoffrey Harris, 590 Sidcup Road, Mottingham, London, SE9 3AN.
- FOR SALE:** Over 3,000 backcopies of C & C await new owners!! Four years of scooter sport covered as it happened with records of annual championships and venues. Pages of technical information and reference material at your fingertips. Full details on the rear cover of this magazine or write for free literature to the Editor.
- FREE TO REGISTERED RIDERS - C & C** has a limited number of machine stickers available to riders registered with the FoBSC for advertising on their machines. Printed in black ink on white self-adhesive material they measure approx 100mm X 300mm. Further details from the Editor, C & C Magazine.
- FOR SALE:** Photographs of scooter events that appear in C & C Magazine of Curborough and LSSC Sporting Trial (future date) are all available from: M. Murphy, 12 Grey Road, Walton, Liverpool, L9 1AY. Prints to order at postcard size (or larger) for only 10p each (postcard). Please send SAE with order and correct money.
- FREE:** For details of any of the C & C services to our readers: backcopy, subscription, advertising - space and clubmans corner, bulk orders, distribution, C & C Regulations Service - please write off for free literature to the Editor C & C Club & Circuit - a step ahead of the rest.

The Kensington Scooter Club

invite you to the
**Cave Club, Ceylon Road,
Kensington, W.14.**

Hot coffee or cold Pepsi and sweets available and facilities for darts, billiards, table tennis and chess. Our D.J. keeps the latest records and there's 'scooter-chat' galore.

Where they meet every Friday from 8.00-11.00pm

COME NEXT FRIDAY

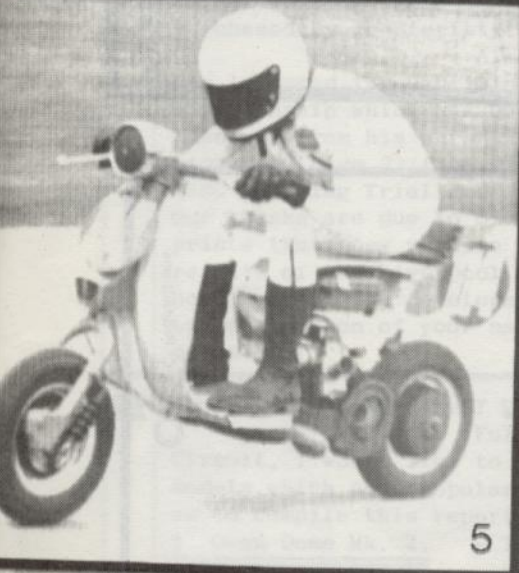
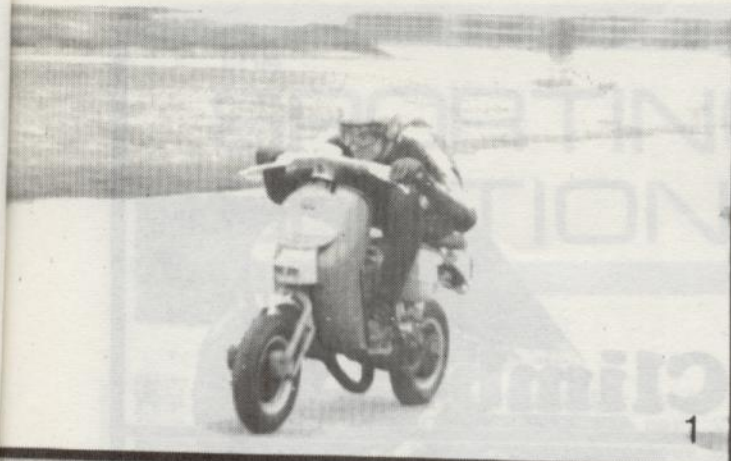


CURBOROUGH 18th MARCH 1973

A selection of photographs taken by Mick Murphy.

1. Pete Mullinder gets his special underway down the straight and tucks himself in.
2. Barry Passingham on his JJM 150 special speeds towards the first bend of the sprint.
3. Combinations are just as popular at these twisty sprints as their solo counterpart.
4. R. Bradford on his 75cc Vega decides to get his head down for a flying sprint.
5. John Rolands on his well proven 225cc special makes an attempt for the fastest time of the day. The battle for this award was between John and Nev Frost on his JJM 200.
6. Ian Lacy and N. Evans of the Manchester Lyons display a handsome combo and try hard to achieve a low-line shape for a good time.
7. An un-identified rider speeds along the first straight.
8. Dave Webster in the 200cc standard class puts everything into his streamlining.

These 8 photos were only a small selection of shots sent to C & C by Mick, unfortunately space permits these few. If you would like copies, write to Mick as per the above details.



Rochdale and Oldham Scooter Clubs

will promote

THE FIFTH

Northern Hill Climb

SUNDAY 29th APRIL 1973

BAITINGS RESEVOIR, RIPONDEN, YORKSHIRE



- * L.C.G.B. Championship Event
- * Included in the V.C.B. Supreme Championship
- * Qualifying Event for the new Twisty Sprint and Hill Climb Championship
- * Seven exciting classes, including a separate one for combos
- * Write now for regulations and entry forms for this unique scooter event to:

ROY BOCOCK, 152 Kirkway, Alkington, Middleton, Manchester, M24 1LN.

CP C & C Productions

C. LOCK & Co.
Corporation Street,
Taunton, Somerset.
Telephone 3307

CP C & C Productions

AREA DISTRIBUTOR OF **ROYSPEED** SPECIAL EQUIPMENT

10% DISCOUNT FOR ALL CLUB MEMBERS

Sole Supplier for YEOVIL HAMMERS and TAUNTON PANTHERS Scooter Clubs.

WE ARE MAIN AGENTS FOR:

LAMBRETTA - SUZUKI - HONDA - MOBYLETTE

SPARES & ACCESSORIES BY RETURN OF POST

All enquiries welcome.

the SPORTING SECTION

Compiled by **Phil Jolly**
LASCA



Paragraph guide

April/May 1973

- 1 Sporting Section Comment - an outline of happenings - by Phil
- 2 Reviews of Crash Helmets - part 2 - report and tests by Allan Hillman
- 3 News from the Federation - news of the new publicity committee - by Roy Bocock
- 4 The LASCA Bowling Championship 1972/73 - final report and results by Tony Taylor
- 5 Fulbeck Sprint - 15th April 1973 - full report and results from Phil
- 6 Results of the LSSC Sporting trial - provisional placings from Allen Key
- 7 LCGB Snetterton - 31st March 1973 - report and results by Phil
- 8 Coming Next Month - a brief look into next month's C & C

1

COMMENT The new season was launched this month and to celebrate the start of two of the four British Championships, C & C highlights the Snetterton Road Races and Fulbeck Sprint in this issue. I attended both and enjoyed both of these meetings, taking time out to walk the course at Snetterton and talk to the marshalls while reporting on the action and at Fulbeck both Spyke and I competed on a very competitive JJM 150S: for both of us a very different start to the season. Allan Hillman continues his crash helmet review this month with the tests of some of the more popular helmets including my Everoak which is used to vigorous testing! We are grateful for Allans enthusiasm in producing these articles and hope that some note is being taken of the views expressed. In particular, please take note this month of the polycarbonate helmet warning which could be extremely important as more and more of these helmets are purchased by scooterists.

Also this month, we have a bowling report supplied by Tony Taylor who has laboured through illness and scooterist's apathy through the winter to supply a bowling championship which has been sadly neglected. We sincerely hope that Tony will make a speedy recovery from his unfortunate ailment and persevere with future bowling plans. Curborough pictures (page 7) from Mick Murphy of Liverpool who has forwarded so many pictures of the LSSC Sporting Trial and Curborough that it was difficult to decide which ones went to print. Our thanks are due to Mick for his hard work and we would ask readers to contact him for any prints that they require (address on page 6). News too from LSSC in the form of ALLEN KEY's results of the Liverpool Sporting Trial and more news from FoBSC General Secretary - Roy Bocock as to the development of the newly elected Publicity Committee. All this adds up to a bumper edition of your magazine and so to preserve space we lead straight into our first piece of news: □

2

REVIEWS OF CRASH HELMET STANDARDS - Part 2 - by Allan Hillman, LASCA Clothing Scrutineer

Following on from the interest created by my last article in Club & Circuit, I would like to continue in this vein this month with a review of different helmet models which seem popular at competitive events. I would like to thank everyone who has helped me to compile this report.

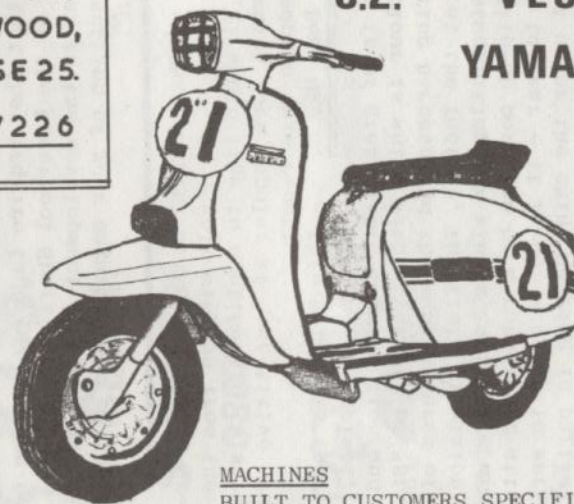
1. Owen Dome Mk. 2. - This helmet is fully lined and padded with thick padding around the base of the helmet, protecting from below the ears to the back of the neck. It is of glass fibre construction and conforms to BS 1869 and so it is ACU approved, the basic colour is white with a variety of "Stardust" colours also available. It has an adjustable draw-string harness and the manufacturers offer free fitting to individual requirements, to callers at the factory. The field of vision is excellent as it has a wide, deep, aperature with a four stud fixing for visors, which are available in colour tints or clear. The visor is held in the flip-up position by a rubber pad attached to it's top surface. The dome is comfortable and warm to wear - it is not subject to serious misting up, but it is prone to some draught at the front under the chin. Hearing is partially restricted; but not seriously so. A little tight to remove and fit but necessary for comfort, warmth and protection. Improvements over the earlier model are a deeper chin guard and the shell is lower at the rear to protect the nape of the neck. Costs £16.50. Visors £1.00 (all plus VAT at 10%)

2. Kangol Spartan - This helmet represents a new line of thought by the manufacturers, being neither a full-face nor an open-face -- but a semi! By the mouth is a gap of 2½ inches, the side pieces of which are made of carbon-fibre for strength. It basically resembles the other Kangol helmets on the market in its construction and it conforms to the higher BS 2495 requirements. It is fitted with a flip-up visor which is deeper than usual, being 6½ inches deep and thanks to the gap, no misting up problems are encountered. It is lined with padded nylon and has a velcro fastened comfort strap for the chin which the conventional ring type harness fits over. It is available in white, gold and burgundy and weighs approximately □



D & D (Norwood)
 32 HIGH STREET,
 SOUTH NORWOOD,
 LONDON SE25.
 PHONE: 01-653-7226

LAMBRETTA ~ HONDA
C.Z. ~ VESPA
YAMAHA



C & C Productions

FROM THE MINI **50cc** TO THE MAMMOTH **750cc** - WE'VE A MACHINE TO SUIT!
 (Just a few of our Goodies.....)

AMAL CARBURETTORS (30mm CONCENTRIC)	£ 2.50 p
AMAL MANIFOLDS Li,TV & 200 SIZES	£11.50 p
DEL'ORTO 30MM CARBURETTOR KITS (inc. manifold & bellmouth)	£ 0.75 p
BELLMOUTHS (with gauze filter) FOR AMAL & STANDARD CARBS	£ 3.62½p
SNETTERTON RACING SEATS (single)	£ 4.05 p
ANCILLOTTI RACING SEATS (dual)	£ 4.05 p
ANCILLOTTI FAST-BACK RACING SEATS (dual)	£ 6.25 p
ANCILLOTTI BIG-BORE MkII EXHAUST SYSTEM	£ 1.25 p
COMPETITION CLUTCH PLATES (per set)	£ 0.25 p
RACING CLUTCH SPRINGS (per set)	£ 3.50 p
100 mph SPEEDOS (SERVICE EXCHANGE)	£ 1.05 p
COMPETITION BRAKE SHOES, ALL MODELS & GP (per pair)	£ 2.62½p
DRIVE SPROCKETS 16, 17 & 18 TOOTH	£ 0.11 p
CONVERSION GASKETS (Li & TV 200, 225 etc.)	£ 4.47½p
CAPACITY CONVERSION KITS, SERVICE EXCHANGE (all models)	
CONVERSION CYLINDER HEADS SERVICE EXCHANGE (all models)	
CONVERSION HIGH COMP. HEADS SERV EXCHANGE (all models)	
NEW CONVERSION CYLINDER HEADS (all models)	
ULTRA SLIM ALLOY RACING MUDGUARDS	£ 0.80 p
GRAND PRIX FIBRE GLASS PANELS (each)	£ 4.50 p
GRAND PRIX FIBRE GLASS MUDGUARDS	£ 3.25 p
GRAND PRIX REAR LIGHT UNITS (complete)	£ 3.12½p
SOLID COPPER BIG-BORE EXHAUST GASKETS	£ 0.37½p
RACING NUMBERS (7"X3"X1") BLACK OR WHITE	£ 0.05 p
RACING BACKGROUNDS (9"X11" elliptical) ALL COLOURS!	£ 0.07½p
CEAT TYRES	£ 2.97½p
BLACK ANODIZED BALL-ENDED LEVERS (pair)	£ 1.10 p
FRONT DAMPER CONVERSION KITS	£ 5.47½p
BARUFFALDI GOGGLES	£ 2.40 p

MACHINES

BUILT TO CUSTOMERS SPECIFICATION

SEBRING SPORTS REAR CARRIERS (BLACK COATED)	£ 1.75 p
MANIFOLDS FOR 30mm DEL'ORTOS 150 & 200s	£ 2.50 p
WRAP ROUND COMPETITION VISORS (clear, smoked)	
INSIDE LEGSHIELD SPARE WHEEL CARRIERS 3 types	£ 1.35 p
DOUBLE ENGINE MOUNTS & SPINDLE	£ 3.97½p
FACE MASKS	£ 0.63 p
GRAND PRIX HANDLEBAR SET (inc. base, top casting rim sealed beam unit, bulb holder & screws)	£ 9.45 p
EVEROAK RACEMASTER ACU APPROVED	£ 6.75 p
JUNIOR BARUFFALDI GOGGLES	
200cc RACE-TUNED BARRELS (NEW)	£11.50 p
FIVE SPEED GEARBOXES	£29.00 p
FILTRATE OILS (INC CASTOR), EVEROAK, CENTURION 'X', ONE SHOT METAL FLAKE, BARDAHL VBA, ETC. ETC. EVERY SPARE & ACCESSORY	

NEW	BIG BORE RACING SYSTEMS COMPLETE (44mm)	£ 9.99p
NEW	COMPLETE CABLES TO FIT AMAL & DEL'ORTOS	£ 0.40p

CLIPPER & ZENOR DIODES
 LIMITED NUMBER OF AVON 3.50 X 10 SCOOTER TYRES IN STOCK

OPEN SUNDAYS - 10am - 1pm

01-653-7226

3lbs 4oz. The shell follows standard Kangol pattern for its new model helmets in that the rear of the shell is recessed, this is supposed to reduce the danger of a broken neck. Vision is excellent and the aperture measures 8 inches wide by $3\frac{1}{4}$ inches deep, not counting the gap. The helmet is comfortable to wear and suffers slightly from draughts but it could be the helmet for the person who suffers from the fear of claustrophobia in a full face but desire more chin protection. Costs £19.00 (plus VAT at 10%).

3. Bell-Toptex - Model 'Star' - The helmet is fully lined with padded nylon around the base of the helmet, protecting from below the ears to the back of the neck. My first impression of this helmet is the comfort that it gives. This helmet does not have a draw-string harness for adjustment, but Shane Hearty, my supplier, allows you to try on as many models as you want, until you are completely satisfied. The author wears spectacles which were impossible to fit through the visor aperture until the polystyrene shell was slightly crushed on either side. The spectacles could then be slid through the resulting small gap, although it was fiddly at first it soon became simple. A personal disadvantage of the full face is that the spectacles have to be removed before the helmet can be taken off, but this is a small worry compared to the feeling of safety that the chinguard supplies. This touches the lips occasionally and is not very pleasant. The visor also seems to need encouragement to prevent misting up - although I treat it with washing up liquid - I have found that it is best to ride with the visor down and the fixing studs undone - Shane Hearty supplies an alternative set of friction pads which are far superior to those originally fitted. These new friction pads hold the visor just far enough away from the helmet to allow more air in. The aperture is $7\frac{1}{4}$ inches wide by 3 inches deep but the range of vision does not seem to be any more restricted than an open-face helmet with goggles on. This helmet has the prestigious Snell Memorial Foundations 1970 approval and Bell-Toptex state that they are hoping to get our lowest standard BS 2001 (now awarded - Ed.) for legal sale for road use in this country, although it certainly exceeds the standards requirements. Weight is 3lbs 8 ounces and the colours available are white and orange. A clear visor is supplied with the helmet and tinted versions are available for £1.75. Costs £27.50 plus 25p for the ACU stamp (plus VAT at 10%).

I should state that these are only personal comments and that the author is perfectly happy with his 'Star' and rates it the most comfortable helmet that he has ever worn and in his opinion also the safest.

4. Bell 'Star 120' - Latest version of the Bell Star has a wider aperture to make room for goggles and has a range of vision of 120 degrees. It differs from the normal Bell range in that it is fitted with a peak and visor in place of the usual flip-up visor. The cost is £27.75 (plus VAT at 10%) and we would be grateful if any reader who has bought this new Star could supply us with a test report.

5. Everoak G.P. - This helmet is of glass-fibre construction and conforms to BS 2495 which gives it ACU approval for competition use. We tested Phil's own helmet for this report. It has leather padding around the ears and the remainder of the padding is a soft nylon - this is fitted with a draw-string harness for adjustment. It is a very comfortable helmet, fitted with a 4 stud comfort strap and the harness is held in place with a D ring. There is a strap at the rear for attaching goggles and it is fitted with three studs for a peak. On Phil's helmet, he has drilled and added two extra studs for a wrap-round visor. A version of the helmet equips the Metropolitan Police mobiles and I cannot see them approving it unless it is very good. Costs £14.50 (plus VAT at 10%) and is available in white. Report compiled from rough notes in the back of a transit van at 5am on the way to Fulbeck!

It came to my notice at Snetterton during scrutineering that several people had not read the amendment to the GCRs which came into force on 1st August 1972 and reads: "All riders must wear Identification discs with name, age and blood group - the discs must be made of metal and be supported on an adequate metal chain". I will be scrutineering at all LASCA events this season and at several EMSA sprints so I hope that the people that I warned at Snetterton have taken note of my warning and now have the correct type of disc.

For the benefit of competitors who have a polycarbonate (P/C) helmet the following information from the Snell Memorial Foundation should be of great interest to them.

The Snell Foundation states that P/C helmets are likely to be exposed to reagents which may weaken or embrittle them and that the risk is high enough that no P/C helmet has ever received Snell approval. Polycarbonate is affected by: Acetone, Carbon-Tetrachloride, Freon, Petrol, Loctite, Methanol, Benzene, High Ozone levels, Toluene, Turpentine and by some detergents, Brake Fluids, Paint Thinners, Soldering Fluxes, Marking Inks, Adhesives, Cements, Hydraulic Fluids, Oils and Varnishes. This applies of course just as much to the new P/C visors as well as helmets.

In case of misunderstanding over the helmet standards table published in last month's issue, we should state that if a helmet has a BS 1869 or BS 2495 it takes ACU approval for competition use. □

This article was written with the help of information supplied by the Snell Memorial Foundation Phil Jolly (item 5), Don Browning (item 2), Ted Hardcastle (item 1) and Allan Hillman (items 3 & 4) and remains © Copyright 1973 by Allan Hillman. Published with permission. □

We are offering a queries service to readers who wish to ask questions about helmet design and testing. Our resident expert on helmets, Allan Hillman will be pleased to answer all questions put to him via C & C Magazine readers, who should address their letters to the Editor, C & C Magazine, (address rear cover) and not to Allan directly. We shall be publishing the best selection of letters received on the subject. □

**Don't be caught
with your hair
down....**

As from the 1st June 1973 it will be compulsory for all two-wheeled vehicle riders to wear a suitable crash helmet on the British roads. It must be at least to British Standard BS 2001 and in a good condition.

Check that your lid has no fractures in the outer skin, that all the straps and fasteners are not damaged. Most important; make sure that you wear it at all times on the road.



and don't lose your head

C & C Productions

THE LYDDEN HILL

**FESTIVAL
OF SPEED**



SUNDAY 13th MAY



FLAMBES A LA LYDDEN - a quick recipe

Take a full days scooter sport - fast and entertaining as usual, trim off the slower classes leaving over 130cc group and combos only. Add sections for big bikes, karts and cars with enough excitement to taste. Toss in one set of spectators - about one or two thousand would be usual for this; put in the oven and leave all day - expect immediate results from one-helluva event with top riders from every field of motor sport.

SERVES : As one of the best promotion events we have ever had in the sport.

Invitation competion only - come along and watch - a full days sport of racing.

Both of these adverts sponsored by; Club & Circuit

C & C Productions



NEWS FROM THE FEDERATION

by Roy Bocock, General Secretary to FoBSC

The Management Committee of the FoBSC has now appointed the Publicity Sub-Committee as requested by the Conference. This sub-Committee will act under the Chairmanship of Paul Martin, a VCB Council member of long standing and editor of the Vespa News.

The Publicity Committee has yet to report to the National Management Committee its suggestions for the conduct of a national publicity campaign, but already certain unilateral movements are taking place which are designed to bring more scooter riders into scooter sport, all of which seem to stem from the call for a national publicity scheme as expressed at the Conference.

A paragraph in Scooter World asking persons interested in joining a scooter club to write to the Federation's Registrar of Clubs for details of their nearest scooter club has met with a good response. It is hoped that the Editor of Scooter World will include this paragraph as a regular monthly feature.

From John Ronald comes the news that LCGB are about to issue car stickers calling upon all non-club scooterists to write for details of their local scooter club.

The Rochdale Scooter Club, upon whose suggestion the Publicity Committee has been set up, have not been slow to take action for themselves. A recruitment drive is being combined with local publicity for the Northern Hill Climb, using at least five local newspapers. Arising from this, a reporter from the 'Rochdale Observer' attended a club night recently and a report upon the club and its activities will be appearing in the 'Observer'. The Club is also writing to radio request programmes asking for records to be played for members of the club.

The FoBSC Publicity Committee is anxious to hear from Clubs of any publicity ventures which they have undertaken or be contemplating. The Committee would also like to know if there is any way in which it can help a club with its publicity and if they have any requirements in the way of posters, leaflets etc., etc. If so, please drop a line to PAUL MARTIN at 21 Camellia Place, Whitton, Twickenham, TW2 7HZ and let him know your needs and ideas.

The new address of Mr David Barker appears on page 5. □



Graphic Design - Layout - Printing - Distribution of any printed matter
Specialist in Scooter Sport publicity material design and Printing.
Sponsors of the National Clubman Magazine - CLUB & CIRCUIT
Free quotations and advice given without obligation
Fastest possible printing service and original design factors.

C&C Productions

14 Sanderstead Court Avenue, Sanderstead, Surrey, CR2 9AG



GRASS-TRACK

2nd Round of the FoBSC Grass-track Championship

TO BE HELD IN

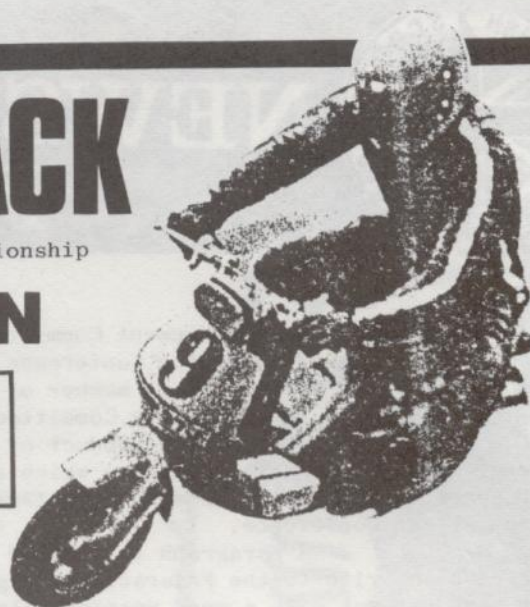
REDDITCH

ON

SUNDAY 6th MAY 1973

Regulations will be available from: The Secretary of the Meeting,
R.J.Williams, 87 Manor House Lane, South Yardley, Birmingham, B26 1PF.

M.E.S.A.



C & C Productions



TOUR OF WALES

The first Forest Scooter Rally

The Liverpool Sporting Scooter Club invite you to take part in the first scooter rally to use Forestry Commission Roads.

Classes for Experts, Clubmen and Motorcycles.

All the usual features retained - no-maths timing and straightforward navigation.

Regulations - Andrew Spencer, 45 Briarwood Road, Liverpool, L17 6DD

Part of: L.C.G.B. + V.C.B. + B.R.T.C. - Championships

MAY 19th/20th

C & C Productions

4

THE LASCA BOWLING CHAMPIONSHIP 1972/3 - Final report from Tony Taylor

The final match held at North Harrow on 4/3/73 was one with several surprises, most of all that of 'Vespisti Veloce' B team who came from 3rd place in the semi-final suddenly shot to the top position to win, just 5 points ahead of the Vikings with 252 points, so once again the Vikings had to be content with second place. Although Lea Valley VC proved to be a strong team on the day with 49 points, they could not match the Vespisti B with 60 points.

A new idea was introduced in this final alongside moonlight bowling, each lane had a pin with a black band on it ; the idea was to get a strike when this pin was at the head. The player who achieved this won a spot prize - this proved to be very popular. Besides the team trophies, a good many other prizes were handed out this season.

FINAL RESULTS:	1. Vespisti Veloce B	252 pts	6. Swans	195 pts
	2. Vikings A	247 pts	7. Cheam LC	181 pts
	3. Vespisti Veloce A	239 pts	8. Vikings B	171 pts
	4. Lea Valley VC	237 pts	9. Vulcans	130 pts
	5. Companions A	233 pts	10. Companions B	95 pts

TOP BOWLERS 1972/3

High Game

1. Dennis Howard	230 pts
2. John Knight	197 pts
3. Mike Kemp	191 pts
4. Ritchie Thomson	186 pts
5. John Sheaf	171 pts
6. Trevor Catt	169 pts

High Series

1. Dennis Howard	594 pts
2. John Knight	520 pts
3. Dennis West	503 pts
4. Mike Kemp	501 pts
5. Pete Howard	440 pts
6. John Sheaf	425 pts

At the area final at Nottingham, the Nottingham Bowmen proved too strong for the LASCA Champions, walking off with the match with a pinfall of 1789, whilst the Vikings came 2nd with 1671 pins and Vespisti only managing 1560 pins. Both high game and high series were won by John Ronald with 198 and 496 pins respectively.

COMMENT

The area final at Nottingham proved to be a bit of a farce this year as although there was strong support from the south with no less than 22 people turning up, only the Nottingham Bowmen took part. The other areas didn't even bother to write and let the organisers know that they wouldn't be taking part. This air of apathy seems restricted to the North as here in the south 10 clubs have taken part in this year's bowling. Come on you other club secretaries!! Are you Hibernating? Regardless of this I shall be organising another championship next year. Last but not least, a couple of clubs have written to me about next seasons bowling - with regard to the proposed 10 matches instead of 5. The proposal will be given careful consideration. Anyone who has any comments regarding the competition, please do not hesitate to write to me at 25 Second Avenue, Acton, London. I would like to thank all the clubs that have taken part in this seasons league especially those who helped me to run it. □

A Message to All My Friends in Scooter Sport -

Early last year I did a tremendous amount of travelling up and down the country to various clubs, including two trips to Scotland and thoroughly enjoyed myself. Unfortunately, late last year I contracted Rheumatoid Arthritis which has steadily got worse. As a result, I have had to give up competing in events. I would like to thank all my friends in the sport for their great hospitality, especially the Manchester Lyons, Blackpool SC and Avon Valley clubs, I will hope to see you sometime in the future.

Thank you everyone, yours Tony Taylor. □

5

FULBECK SPRINT - Promoted by EMSA - 1st Round 1973 BSTC - 15th April 1973 - by Phil

A dry, almost hot day for the 1st EMSA promoted event of 1973 and no-one competing could complain about value for money. All the 90 plus competitors completed two morning runs up the $\frac{1}{4}$ mile runway which at lunch were discounted due to a fault on the timing equipment. Fortunately EMSA electronics expert Graham Priestley was on hand to solve the problem - an overheating crystal causing everything to slow down - and there was still time for 4 afternoon runs, all counting for the championship.

The surprise of the day was, in a way, expected. John Fritchley and Alan Hunt, both from Warsop SC who had done so well at Snetterton, came through to win a class each (150 and 150 special respectively) relegating Sprint Champion Chas de Lacy down to 2nd place in each class. No records were broken here and John was nowhere near Chas' 1972 time but then neither was Chas and something will have to be done if he is to retain the championship.

Although Fred Willingham did not attend this meeting, fellow NSA member P. Ham produced a good run of 15.60 to win the specials class despite almost cracking the noise meter at 110 dB, from John Rolands only 0.07 behind him at 15.67. Mr Ham's machine streaked off the line but never really completed a convincingly good run, appearing to run out of steam after 2nd gear. It all goes to show that there is still plenty of scope for specials builders in this type of sport and while mentioning specials builders it was good to see Bill Brunning and Paul Gilbert running their kneeler. A nose fairing and extended wheel base combine to make a kneeler that moves and handles if they can just perfect the start. Even so Bill achieved 3rd place with 17.21 and I think that we will see a lot more of this bike.

The combinations provided another highlight of this first sprint of '73 with Ted West and Vic Dachtler each carrying ballast instead of a passenger, turning in 18 sec runs. Ted must be disappointed not to have broken 18 seconds as this year his combo is lighter. □

still more streamlined because of the lack of passenger and yet a 17 sec record continues to evade him. 18.01 sec was his best on this occasion

To round off this summary, a mention for Doug May and Hadyn Redfern doing battle for the 200cc class. In both cases their first run was the fastest for each; Doug taking the award to Hadyn's 16.95. A very good effort from Hadyn in breaking 17 secs but he must remember that in 1972 Doug recorded 15.8 which is a long way below this April's time. Altogether a very enjoyable event after the mornings troubles and in particular - full marks to EMSA for producing the results in two days!

RESULTS:	Class 1 up to 104cc	Class 2 up to 130cc	Class 3 up to 150cc
	1. J.Wood 20.69s	1. S.Hickman 19.28s	1. John Fritchley 18.02s
	2. Allan Hillman 22.97s	2. Vic Dachtler 19.31s	2. Chas de Lacy 18.21s
	3. Pete Woodland 23.28s	3. Allan Hillman 20.38s	3. Ron Wells 18.85s
	Class 4 up to 200cc	Class 5 to 150S	Class 6 up to 300S
	1. Doug May 16.67s	1. Alan Hunt 17.45s	1. P.Ham 15.60s
	2. Hadyn Redfern 16.95s	2. Chas de Lacy 18.26s	2. John Rolands 15.67s
	3. C.Simpson 17.16s	3. Phil Jolly 18.48s	3. Bill Brunning 17.21s
	Class 7 Combinations		
	1. Ted West 18.01s	2. Vic Dachtler 18.78s	3. G. Priestley 21.27s

6 LSSC Sporting Trial Results - provisional details from Allen Key
Held on the 25/2/73

1st	Dave Oldland	Avon Valley VC	2 pentls.
2nd	M. Braithwaite	LSSC	3 "
3rd	Norrie Kerr	Glasgow VC	8 "
4th	S.Roberts	LSSC	11 "
5th	= R. Nolan	LSSC	14 "
	= N. Mitchell	Nottingham Bowmen	14 "
7th	S. Hare	Avon Valley VC	24 "
8th	D. Wintle	Avon Valley VC	33 "
9th	N.Banks	LSSC	38 "
10th	M.Child	Avon Valley VC	39 "

Full Report and Photos of this event to follow. Photos available from Mick Murphy. D

7 LCGB SNETTERTON EVENT - 1st Round BSRRRC 1973 - Report and results from Phil

As I mentioned earlier on, this event was something of a new experience for me as I had absolutely nothing to do with the organisation apart from being a spare FoBSC Steward. To make the most of this reporting opportunity, I decided to walk the course, all 2.71 miles of it, in the reverse direction to find out exactly what did go on in the countryside. This also gave me a unique chance to talk to the marshals and discover what they thought of the event. My stroll also led to one of the days funnier events. During the meeting every time a group of riders saw me they would look at me quite closely and in a few cases - slow down! It was only later that I realised that a FoBSC armband plus notebook can look very suspiciously like a noise meter!! - and for once I was innocent.

The event itself was very enjoyable. A massed start of something approaching 50 newcomers started the day well, of these 24 finished the course and qualified for an endorsement, R. Frasers of Manchester winning the 1st place award. Then to racing proper and the most poorly supported classes of all - groups 1 and 2.

GROUP 1 - up to 104cc
GROUP 2 - up to 129cc

There were only 7 starters in group 1 and 9 in group 2 which means that under the new points system there is the ridiculous situation whereby the 3rd and incidentally last to finish in group 2 gains 16 points. I imagine that before long these classes will be well supported as riders realise how easy it is to finish high up the championship list. For the first race I was between Russells and the Esses and finding the situation very confusing. It appears that Pete Chapman who should have been leading, touched Trev Sharp at Sears on the first lap and disappeared in the direction of the A.11. This left Trev from Alan Jupp on a Vespa and Allan Hillman (actually in group 1). After all the leaders had experienced trouble of some type, it was actually Mick Barry who won from Trev with Alan Jupp 3rd and Allan Hillman easily winning the 104cc class. The 2nd race did little to alter these positions even though Pete Chapman had reappeared and won from Trev and Mick Barry.

Results: Group 1	1st Allan Hillman
	2nd Pete Catt
	3rd Roy Bradford
Group 2	1st Trev Sharp
	2nd Mick Barry
	3rd Alan Jupp

GROUP 3 - 129cc to 158cc I had by now reached the hairpin in time to see some of the best racing of the day. John Fritchley in only his second year of racing won both races from a very determined Nigel Burgess. At the hairpin on lap 1 it was Nigel clear of John with the pack of 20 riders close behind. Lap 2 - Nigel still clear but Alan Crickmore and Kevin Reilly had come up to chase. Lap 3 - John takes Nigel at the hairpin in style with Kevin Reilly ahead of Alan and on Lap 4 these were still the positions despite a mad leap into the hairpin and change gear in the middle attempt by Nigel. The second race was as good with only 1½ secs between

them at the flag which seems to indicate that the 150cc class this year is once again going to produce a lot of close racing in competition and riding talent.

Result: Group 3 1st. John Fritchley
2nd. Nigel Burgess
3rd. Alan Crickmore

GROUP 4 - 158 to 210cc Still at the hairpin and it could have been 1972 all over again as the 200cc class came towards us. Ray Kemp and Nev Frost outbreking everyone into the bend and riding absolutely together, then on Lap 2 disaster for Nev as he takes the lead and seizes all in one easy movement leaving no alternative but to guide the Comerfords/JJM 200 into the gravel at the hairpin slip-road. Fortunately, no damage was done, just costing Nev about 15 places. Lap 3 Ray again, now comfortably ahead of Kevin Reilly and Doug May. Lap 4 - still Ray this time by the length of the Norwich Straight, then Kevin and Doug and in 6th place, trying hard to get back onto terms, Nev.

The second race was again a battle between these two on every lap Ray was ahead as they passed me, although at times they were virtually side by side. At the line however a last minute effort by Nev gave him a win by 2 secs and a new lap record at over 70 mph.

Result: Group 4 1st. Ray Kemp
2nd. Doug May
3rd. Nev Frost

GROUP 5 - up to 158cc specials The 150 specials and it was a 125cc machine in the capable hands of Pete Chapman fighting for the lead with Alan Crickmore. In both races these two were inseparable and by winning one race each it was left to the timekeepers to do the separating; just 2 secs deciding in Alans favour. An early challenge from Dave Tooley faded when his bike seized and two third places fell to Dave Webster.

Result: Group 5 1st. Alan Crickmore
2nd. Pete Chapman
3rd. Dave Webster

GROUP 6 - up to 300cc specials Before the event, Ray Kemp told me that little had been done to his 200 since 1972 and that he would just be driving as fast as possible. In this class fast was just not fast enough as John Rolands from Manchester challenged all the way. I was midway down the Norwich Straight watching these two flying ahead of the field and just in time to help Bill Metcalfe look for his flywheel. This object had departed in the direction of the main road for Scotland at great speed and in one piece but after 30 mins I gave up and left Bill patrolling up and down laughing hysterically about how much it had cost to lighten and balance! A bad day for him. The result of the race in progress was anybodys guess from where we were I discovered later that Ray had won race 1 by 1 sec and John Rolands race 2 by 4 secs - it was that close. A very competent third from Ron Wells who held off Dick Willfang although they were both 30 secs behind the leaders.

Result: Group 6 1st. John Rolands
2nd. Ray Kemp
3rd. Ron Wells

GROUP 7 - combinations A peculiar race as seen from my vantage point on Sears talking to Bob Jackson, a veteran of many campaigns who had been roped in to marshal. (For the record among others, Bob teamed with Nick Barnes, won a Snetterton 12 hour and was a member of the British team for the Moto Giro d'Italia in the mid 1960's)

Race 1 saw Iggy Mycock on the Ex Tony Walsh combo circulating with Nev Frost, Geoff Burnhill, Jenny Stevens and Don Browning. The positions changed every lap with Nev slowing on the straight every time he led. In the end he won both races and broke his second lap record of the day but for him race 1 must have been heart stopping - or rather seizing! At the flag there was 1½ secs between Nev and Iggy, ½ sec to Jenny and another ½ sec to Geoff. I didn't realise how close this actually was until I found out that on the last lap at the exit from Russells, Nevs bike had actually seized and he crossed the line with a dead engine, his lead which had been considerable, reduced to 1½ secs.

Results: Group 7 1st Nev Frost/Bev Flanagan
2nd Ian Mycock/Alan Marchant
3rd Geoff Burnhill/Pete Chapman

One thing about this meeting that made it different from last years Snetterton was that this year all the races were genuine races and not processions. Let's hope that this continues during the season as it is certainly the way to enjoy the sport.

NEXT BSRRC MEETING: Cadwell Park, Saturday 2nd June 1973, EMSA Promoted. Regs from;

Mrs Judy Jubb, 'Brandywell', 38 Honeyholes Lane, Dunholme, Lincoln.

NEXT TRACK MEETING: Lydden Hill Festival of Speed, details page 12, invitation entry only.

NEXT MONTH

In the next edition of C & C we take a look the sport from a different angle and try to explain why people will not be tempted to join scooter sport.

Part 23 of Improve Your Machine helps you to get it all together, we give you the answers to the C & C Crossword and keep you right up to scratch on the news of the championships with pictures of LSSC Sporting and all the very best reporting on the top events. Don't miss it.