

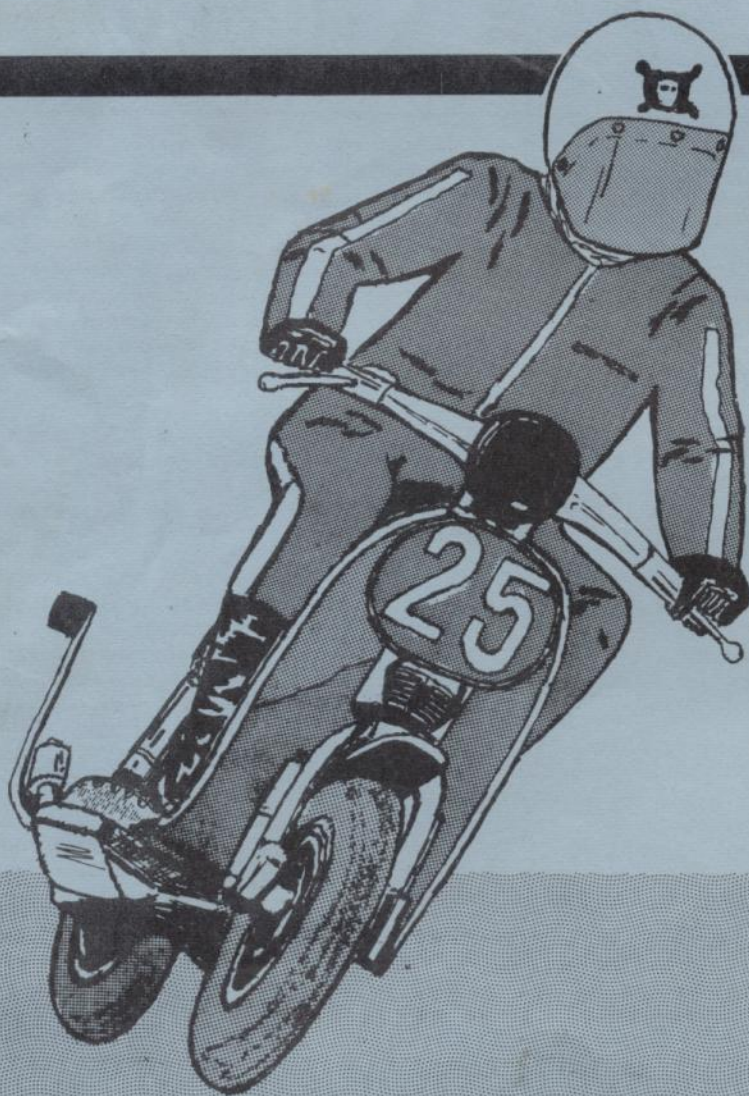
Club & Circuit[®]



The Independent Magazine Of Lambretta Clubmen.

Every Month

PRICE **10P**



George Pearce

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NUMBER **39**

February 1973

Full Coverage Of All Lambretta Club News And Events

FOCUS

The Editorial Page



TRADEMARK

NUMBER 39

February 1973

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- PLUS - TWO SPECIAL PULL-OUT SUPPLEMENTS
Records chart & Address Page 1973

Our aim at C & C has always been the furtherment of our sport. Our policy over the years has been to inform readers about their sport - with as little fuss and inaccuracy as possible. This month we announce another service which, we hope, will assist both sides of the sport - promotion and competition - namely the C & C Regulations Service - see page 11. It's aimed to give you - the reader - the benefit of having announcement and entry forms delivered to you, without fuss, cost or delay. We hope associations, promoters and the like will take advantage of this service and make it the success that we think it deserves to be. The ground work involved on C & C's behalf cries out for support and we have a back-up leaflet available to detail the main points of the service to all promoters who answer the call.

Our congratulations must go to RAY KEMP for his efforts in 1972 to win the C & C Preparation Trophy. This marks the first year that it has been awarded and we sincerely trust that an effort will be made by competitors to win it each year for a long time to come. We have other plans in this vein in the pipeline and welcome readers suggestions and comments for 1973 scooter sport - Mailbag is your voice.

Two further Pull-Out guides are enclosed in this month's magazine for your reference - the address page and the records sheet. This year marks the first time in the history of C & C that ALL associations have sent details to the magazine for publication and we are really grateful for this co-operation. Let us hope that this welcome partnership with LCGB, LASCA, EMSA, MESA and FoBSC will continue throughout the 1973 season. Certainly C & C will be involved in the working of every one of these associations, whether as a direct information centre or as an official guide.

Thanks must go to Dave Smith for supplying the latest lap times information for our records chart and to Haydn Redfern (EMSA) for the sprint times. Non-committal 'Ta' to Kay Jolly who commented on the C & C Christmas joke page "Well it was OK - but it got a bit boring" and a huge, sincere 'Thank you' to everyone who has appreciated the 1973 C & C Calendar layout - we're only sorry that we don't have any more spare copies. Suffice to say that the few remaining spares were requested and sent to - yes, you guessed - the Federation Committee - for their reference.

This edition of C & C is yet again a single-handed effort, produced through flu and pressing time as the new season looms into view. The Sporting Section is missing for the first time in the history of the magazine, but Phil promises to be back to open the C & C comments on the 1973 season - see you next month.

mdp

Published by CLUB & CIRCUIT



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mailbag

readers correspondence

Our articles published some time ago didn't seem to stir any sort of response from readers in reply to "Is Scooter Sport Killing Itself?". Here's a letter from North of the Border which perhaps shows our predictions to be unravelling themselves.

Dear Ed., Like all my fellow Scooterists, I look forward to 1973 and relish the strong competition and new challenge of the younger members to do better in our sport, but, in doing so, I was prompted to think to the future and to the past.

In Scotland in 1962 there were 10 clubs, now 11 years later there is 4. Unfortunately our legislators then did not plan this far ahead to ensure a solid foundation for Scooter sport in Scotland in 1973. They didn't foresee the closure of Lambretta or the threatened stoppage to the Isle of Man because of the lack of competitors.

Surely the writing was on the wall long before these events. Some say the price of scooters is so dear that it is no longer feasible for a youngster to buy his own machine, but is it so? In 1962 a Vespa GS 150 was £193.2.5d, now compare that with to-day's prices and judge for yourselves - who's kidding who? In 1962 a young man from Glasgow had the option to join any of three clubs; now he has no option. A quick glance at the position in Scotland will tell us a great deal. Stirling SC - now almost run down, no club night and about 6 members; Glasgow VC - club night every Tuesday, but only about 6 to 10 people turning out and to tell the truth, the pub up the road has more to offer. Aberdeen VC - Well, I can only say Aberdeen seems to be the best club in Scotland, I mean member-wise, other than that I cannot say. The Scooter Club of Scotland is also another embarrassment with only one member; but I'm sure as time goes on more will enter. I should explain that the Scooter Club of Scotland is for direct members only.

The position is very serious in Scotland. It is lessened by the fact we will run the Burmah Scottish Two. Bob Young is in charge and should we be lucky enough to land the honour of entertaining this event in the future, Bob might not be in a position to oblige and then what? Well might we ask, but my own view is we are steadily going down the drain; in 1973/74 will this be the bleak outlook? Stirling SC, Glasgow VC, Scooter Club of Scotland will have all closed down and Aberdeen will continue to prosper as with North Sea Oil and Gas. Lastly, the good old SSCA will dissolve.

I would say to our legislators - Please! - try to plan for the future not just for 1973/74 - but for 1980/81/82 etc. I would like my son to enjoy the sport as I have done. He is being considered by me. The Past was rosy; the present dim. Then let's make the future bright again and let's have a meeting soon. I'll come if invited and I'll do all I can to help. In the words of author Henry Miller - it was a "ROSY CRUCIFIXION";

Yours in a dying Sport: Norrie F. Kerr

So there are others who think scooter sport is dying. But at C & C we cannot see the FoBSC planning into the 1980 bracket - give them time to complete the plans for 1973 first. Ed. D.M.Tingle, PRO for Eastbourne SC also writes in to say that the club now meets at the Rose and Crown pub in the club room over the bar on Wednesdays, 8 to 11 pm and all members of any other clubs will be welcome to drop in on The Vulcans.

CHAMPION PROFILES

5

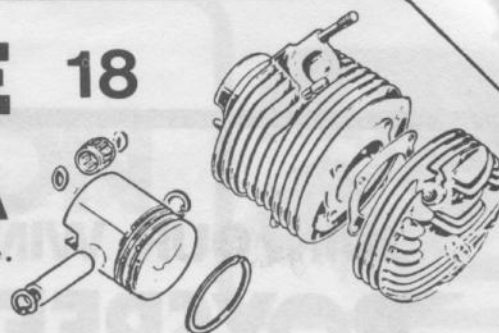
Our new cover drawing this month shows GEORGE PEARCE on his 150 Special at Lydden Hill. Georges achievements on the track and in all other aspects of scooter sport have spanned over a good number of years. His bikes have always varied - 125 Li, 150s Vegas and his latest venture is the 150 special, with which he has had great success during the 1972 season.

George forms the back-bone of the competing side of the Bromley Innocents Lambretta Club, the powerful southern club which once again has beaten tremendous opposition from larger clubs to win the LCGB club Championship for yet another year. Never deterred in his sport, George admits that he's only in it for the fun, yet the list of awards he has to his name shows just how serious he is about competing. His friendly attitude on or off the track is a credit to his amicable character, which is seldom ruffled.

TUNING THE LAMBRETТА

18

A Series based on tuning the Lambretta Li range.



THIS MONTH: High Engine Speed Tuning applied to a 200cc engine.

In this series of Tuning the Lambretta we have dealt with each aspect of engine preparation in detail, including the two different methods of engine tuning, high engine speed and high engine torque. This month we apply the first of these methods to the 200 engine, although the method will adapt to other engine capacities if suitably scaled up or down. Preparation of the completed components to give a racing engine cannot be overstressed as being vitally important as is the stripping down after an event to check all the various components for wear or damage.

Assemble the gearbox, fitting an overall ratio from the crankshaft of an Li150 gearbox, fitting strong springs to the clutch and new clutch plates. Make sure that the chain isn't badly worn and that the chain guides are in good order. Fit new oilseals to the crankcase and ensure that the crankshaft is free in movement - that the bearings aren't worn or pitted and that the crank spins without signs of distortion. Set the ignition timing to 24 to 25 degrees before top dead centre - adjust this more accurately when the engine is running. Make sure that all the electrical wiring and components are in good working order and that a new plug is to hand on completion of the rebuild.

With the barrel, clean up the standard inlet port and, whilst the port may be widened slightly towards the offside of the machine, do not alter the port depth down the barrel. The port may be matched to the inlet manifold which should be of the slightly downdraught type and fairly short. It is not unusual to have manifolds of about 50 mm in length, with the bore matched to the carburettor chamber and polished throughout.

The transfer ports of a standard 200cc barrel are quite large enough and, apart from knife-edging the entry position, their shape should be left as standard. The exit of the transfers into the barrel may be brought forward up the barrel by about 2mm maximum and taken upwards by 4mm maximum. Polish the altered edges and remove burrs. The most important port in this method of tuning, the exhaust port, is very critical to set in terms of exact sizes. The ideal shape is shown below; it should have a height of about 24mm and the width should remain as standard although the corners may be squared off, leaving a radius on the corners of 5mm R. Blend the new shape of the port to the flange of the U-tube to be used, polish and remove all burrs.

A well balanced shape to give the correct exhaust characteristics



---- Original port shape

Needless to say the bore of the barrel should be perfect - a rebore may be in order in which case the barrel should be honed out slightly oversize by 2 or 3 thou". The piston should have in the region of 12 to 13mm cut away from the inlet side of the skirt and have the inside knife-edge towards the outside to cut the gas flow off cleanly. If possible, spin 0.5mm deep grooves, 1mm wide along the piston skirt at 5mm intervals to spread the oil around the piston to prevent seizing. Remove 90 to 100 thou" from the GP type cylinder-head and open the diameter up to 67mm at an angle of 25 degrees. This high angled combustion chamber should give you a compression of around 9 to 1 with no danger of piston-holing at high revs and long endurance.

Fit two to three base gaskets to the base of the barrel and two GT type cylinder-head gaskets. With new inlet gaskets fit the inlet manifold and the carburettor of about 30mm diameter bore and the big-bore exhaust system of about 45mm bore. Use a straight-through silencer with front and rear cones and a tail-pipe of 25mm diameter and length of 300mm.

With these high-revving engines it is not recommended to use piston stuffers or packing plates as the unusual vibration frequencies of the engine can cause these to become loose or detached - causing further damage, possibly destruction, to the engine. Likewise, the choice of flywheel is critical as the enormous energies that build up at such high revs can destroy a flywheel in seconds with disastrous results.

TUNING THE LAMBRETТА will next deal with the high torque method of tuning.

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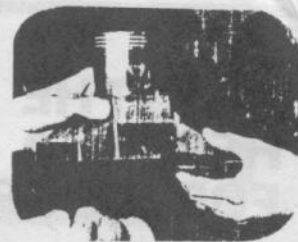
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The Club & Circuit PREPARATION TROPHY



The Trophy

Presented for the first time in the 1972 BSTC, the C & C Preparation Trophy is awarded to the owner of the Best Prepared and Proven Machine competing in the BSTC. It is an indication to others of the amount of work that some riders put into their machines in preparation and, it is hoped, an incentive to many to prepare their machines to a higher standard. The Trophy itself stands around 6" tall and is a polished piston mounted on a solid beech base and is presented with a replica trophy in acrylic.

Why a Trophy?

Although many riders receive awards for their riding and skill in the BSTC, the amount of preparation in their machines is usually un-rewarded. Many class leaders spend hours on machine preparation whilst others spend as little time as possible to win. For this reason the Trophy need not be awarded to leaders in track events, but to competitors whose well-prepared machines have proved their capabilities on the track.

Who won it in 1972?

The C & C Trophy was awarded to Ray Kemp, outright champion of the 200cc and specials classes and Overall (joint) Champion in the 1972 BSTC. His superbly prepared GP 200 Lambretta carried him to Victory in 1972 without failing the intensive scrutineering of LASCA once during the season. Not only was the bike mechanically perfect, clean and obviously cared for, but it was also immaculate outside - beautiful paintwork and polished throughout the season.

Who could win it?

Our choice of a 1972 owner for the Trophy was a difficult one to make. In 1970 we would have awarded it to Dave Ritchie for his work in preparing the 225cc special that carried Colin Armett to victory; in 1971 the Trophy would have gone to Ron Moss for his renown GP 200 which broke many records - both these people put a lot of work into their machines and yet did not receive an overall award for their efforts. This year an overall champion was our choice of winner - yet other people were in with a chance, perhaps the best-prepared machine of 1972 was Nigel Burgess' standard GP 150 - but unfortunately the machine did not prove itself in the field. Nick Barnes' machine was another machine which looked certain to carry off the C & C award but alas the owner of the machine withdrew it from competing in the last few events and so we had to rule it out. The JJM team of machines also looked to be a strong contender for the award and if they can prove the bikes to be reliable in 1973 they could still be in with a chance. Any competitor in the 1973 BSTC is eligible for the C & C Preparation Trophy - the only qualifications needed are preparation and success in the field.

Our aims for 1973

For several months, CLUB & CIRCUIT has been campaigning for better scrutineering and machine preparation in the British Scooter Track Championship. For 1973 we will back any move to improve standards of machine safety in any venue of scooter sport - not just the BSTC. We hope to offer awards to achieve this end in other scooter championships and look to the clubs and associations to contact the magazine with their ideas and requests for possible scooter awards from the magazine. In this way we can help organisations to expand their awards list and reward the competitor for his part in scooter sport. Our overall aim at C & C is to promote scooter sport through our pages at all times - any suggestions from readers to assist in this purpose will be greatly appreciated.

Can we help You?

If you think that C & C could help you in any way to promote your particular area of scooter sport, why not drop a line to the Editor who will be glad to discuss it with you.

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National club news

Compiled by Pauline

- 1 * The 1973 season kicks off socially with the FoBSC Congress at Nottingham and sport-wise with a sporting Trial on the 25th February organised by the Liverpool SSC. Details of this event are now available from Andrew Spencer, the address from our pull-out guide. Next in line is the LCGB Curborough Sprint on the 18th March, regs for this are now available too, from PRO Ray Cheetham; as are the regs for the fourth event - namely LCGB Snetterton on the 31st March. Incidentally the Nottingham-based LCGB team have already compiled their regs right up to the October Curborough event!
- 2 * Following the Bellerophon CRS AGM at Croydon, Allan Hillman was voted in as Secretary to the club and may be contacted at 234 Kent House, Road, Beckenham, Kent, BR3 1JN.
- 3 * More events in 1973 for which regs are now available: The Fifth Northern Hill Climb on 29th April from Roy Bocock and the Tour of Wales on the 19th/20th May from Andrew Spencer. Both are classic events which we are sure will command a great interest from competitors. MESA promote the 2nd round of the British Grasstrack Championship in Redditch on 6th May, details and regs from the Secretary of the meeting, Mr. R.J. Williams. All addresses from the address page this month.
- 4 * The final round of the Scooter Bowling Championship 1972/3 will be held on the 4th March at the Pinner Road Bowling Alley ABC. Details from Tony Taylor, at 01-743 7537 or his home address. Standing at the top of the league at the moment is Dennis Howard with an average of 170, chased hard by John Walker on 153 and John Knight on 157. Leading the teams are Vespisti Veloce 'A' with 149 points, Vikings 'A' with 148 points and Companions 'A' with 142. A close thing all around and, with the area final on the 11th March at Nottingham, there's going to be some real dog-fights going on. Contact Tony for information.
- 5 * Following government policy at present, drivers and passengers of all two-wheeled vehicles must wear crash helmets as from the 1st June 1973 - or face a £50 fine. The regulations introduced by Mr. John Peyton, Transport Minister, means that thousands of riders in England will have to buy or replace a crash helmet. It is reported that the new law also governs the type of helmet permissible on the roads which, we are advised, cost a minimum of £4.50p. We recommend that crash-helmets should be replaced about every two years, even if it has received no shock or damage, due to the life span of the straps, pops and helmet material.
- 6 * Following the initial success of C & C's Regulation Service, outlined this month, we have offered the FoBSC a similar service - for the distribution of Championship results. If your association would be interested in these services to promoters, drop a line to the Editor for a free leaflet which is being prepared at the moment and watch C & C for developments.
- 7 * News has reached us from the North, that Longridge Circuit has been ruled out for track events at the present time. This follows the increase of circuit fees for Longridge in it's present, undeveloped state - to a level which was considered unreasonable to the promoters. Readers will remember that the first Longridge event was promoted by Northern Promotions in the summer of last year, with great success, so it is a shame that this circuit is lost.

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THE LASCA 1972 DANCE

Despite the short-comings of the bar two years ago, LASCA returned to the Ealing Town Hall to promote their 1972 Grand Presentation Dance on January 6th. The bar this time was well armed with numerous personnel to keep the thirsty onslaught on the move -- the five lane, 20 deep queues of the last LASCA Dance here for 1970, thankfully, didn't appear.

The group was replaced again by a very able disco set-up which had proved to be so successful at the Kenton venue last year and it was a relief to have a bit more room to move about in. Again, there was a fair number of people about to support the Dance and later on, after the beer had flowed awhile, the atmosphere warmed and many took to the floor.

The main presentation of awards was set for 10.00pm but unfortunately, the main trophy had been left at Croydon and had to be fetched. This gave Dave Smith the chance to complain that yet again LASCA was running late - a comment that he had been passing all year -- and he was ignored - as he has been all year!

Eventually the awards were lined up ready for distribution and Tony McGee stepped into Phil Jolly's shoes (who had decided to stay in bed with Flu - and as we'd like a Sporting Section in C & C next month - the joke's best left there) as LASCA M.C. for the presentation. Tony announced to an impatient audience that the Editor of C & C would start the proceedings by presenting the C & C Preparation Trophy to Ray Kemp for his well-prepared machine. This he did and then handed over the LASCA awards presentation to Rafferty-Newman boss, Les Rafferty who had accepted the invitation to do the honours. Les ran through the top awards and we all had a share of Ray Kemp's victory champagne as he collected the Overall Champion Trophy - an award shared with Roger Myers who, unfortunately, could not be at the Dance. Roger sent a telegram from Tunisia, forwarding his best wishes to Ray, saying that the C & C sponsorship ads really worked as he had a works ride on a camel, nominated someone to collect his awards (but warned LASCA to check his credentials) and closed with a well-worn saying - "Didn't he do well?".

With the presentations and raffle draw over we all returned to the festivities until at 5 minutes to 12 the music came to a smooth stop as the DJ bid us a goodnight. At the magic hour of 12 midnight we all grabbed our coats and turned into the Ealing High Street.

THE PHOTOS :opposite

1. Alan Green collects his own and Roger Myers trophies for their hard work in the Combos class in 1972. Nice pose Alan!
2. Trev Sharp, the new license controller for the FoBSC relieves Les of his Championship trophy and prize money. Trev was also top man in the 125cc class in 1972.
3. John Ronald collecting his award for the 75cc second place class championship.
4. Nev Frost and Bev Flanagan show yet another joint effort in winning the 1972 Combination class Championship.
5. Ray Kemp proudly shows off his Overall Championship Trophy, shared jointly with Roger Myers. Ray downed the better part of a trophy-full of champagne whilst Roger could not be at the presentation - knowing Roger, we're sure that Ray is going to have to fork out sometime for a drink!
6. Jenny Stevens collects the Ladies Championship Award. While Jenny hasn't had quite the success of 1971, when she won the combo championship, her efforts have earned her this award.

:over the page

1. C & C Editor, Spyke, presents Ray Kemp with the C & C Preparation Trophy and a smaller, acrylic replica trophy. Ray's machine has been worthy of such an award throughout the 1972 BSTC and it didn't fail scrutineering once - quite an achievement.
2. At joint 8th in the Overall Championship, team-mates Nev Frost and Andy Smith display their awards. Andy Smith has also walked off this year with the LCGB Overall Championship.
3. Chief Mechanic for Bellerophon CRS, Dave Jupp collects the Team Award on behalf of his club which has held the Club Championship for another year, despite extreme competition.
4. Bill Metcalf has done well this year by attaining third position overall in the Specials class. Here he collects his award from Les for his overall positioning.

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COME NEXT FRIDAY







the c&c regulations service

For the 1973 season, we offer all promoters a new service to promote their events and make life easier for competitors - cutting promotion costs down as well. We intend to start a regulations service at C & C - simply, each month we'll be asking scooter sport promoters to duplicate off about 200 copies of their announcement and entry forms for collation in the back of the magazine. Each promoter will be allocated a particular colour of A4 paper on which he can print full details of his event and supply readers with immediate information and entry forms - the moment they become available. Readers can find their required event information quickly from the colour code and obtain their entry to the event without delay.

If you think that your association or club which promotes any type of scooter event would be interested in this free distribution service - the promoter pays only for his duplicating costs - why not drop a line to:

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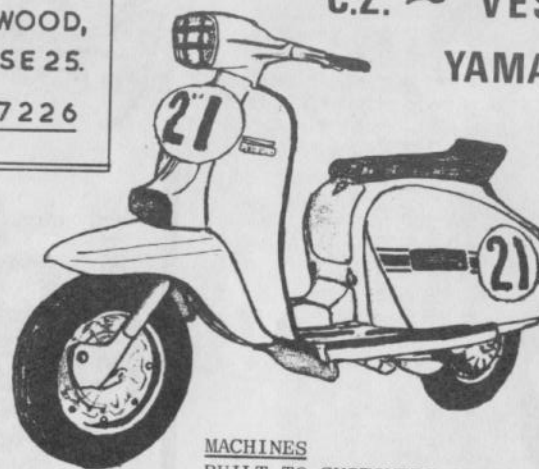
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