

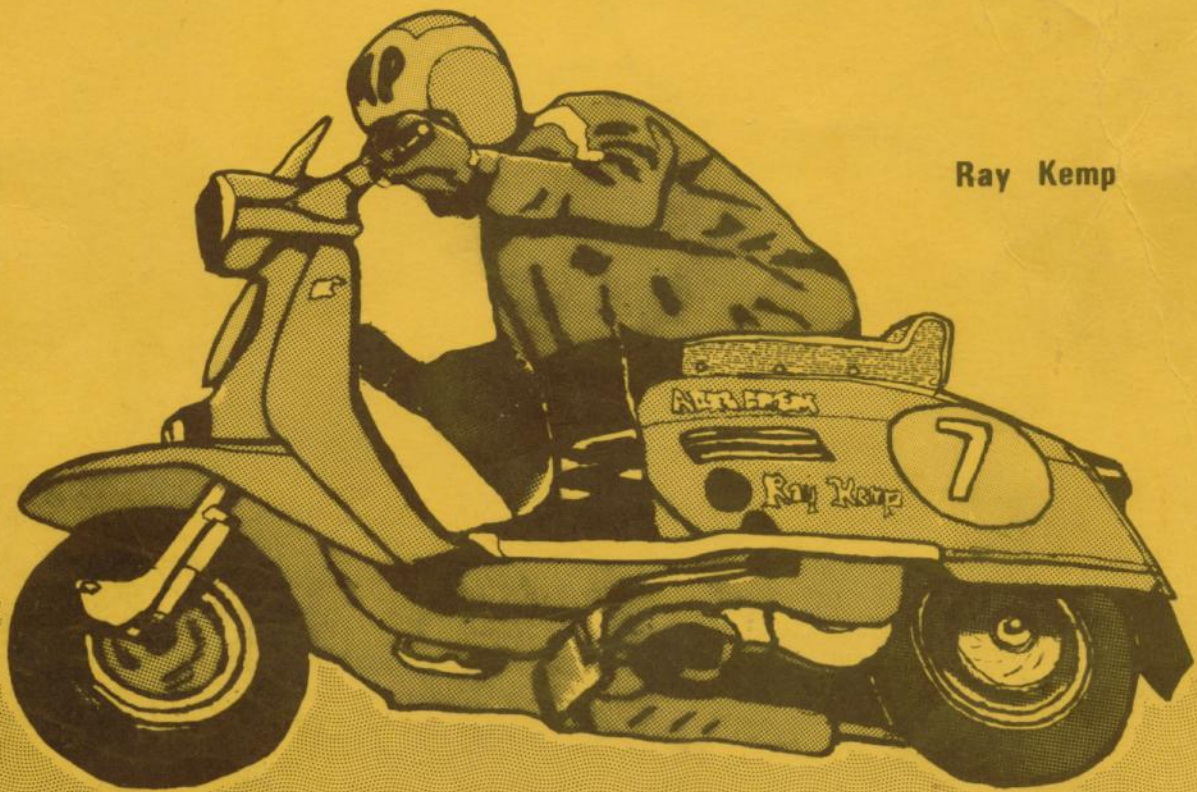
# Club & Circuit<sup>®</sup>



The Independent Magazine Of Lambretta Clubmen.

**Every Month**

PRICE **10P**



Ray Kemp

spyke

NUMBER **36**

**November** 1972

Full Coverage Of All Lambretta Club News And Events



## INSIDE THIS MONTH:

- 2 News of Forthcoming Dances
- 3 Insight - the National Club News Column
- 4 Clubmans Corner - Line adverts
- 5 Photos of Castle Combe BSTC Event
- 7 The Sporting Section - the return of Phil
- 10 C & Cs Winter Offer - a mini-subscription
- 13 Backcopies service
- 13 Coming Next Month

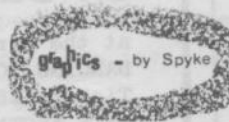
As the long evenings remind us that winter is once again with us, we find the competition for the final placings in the 1972 British Scooter Track Championship being hard fought for as the season draws to a close. This has been an exceptional year, for, from the first year of pure Road Racing, several lap records have been produced that a few months ago would have seemed impossible.

These developments are not limited to the BSTC - note Roger Myers outstanding 58 second lap of Lydden at LASCAs open Road Races and Chas de Lacy's flying 16.9 second standing quarter-mile - both on 150 cc machines. With a lot of mumblings in the paddock at the Lydden Races, under LASCAs standing regulations I was almost forced to strip down both machines for a capacity check. They were both well within the 161cc ceiling. Comments passed in the weekly Motor-cycle papers which stated that 'the officials were disappointed to find Rogers machine to be correct' could not have been more INCORRECT in their assumptions that we hope to catch people cheating. We don't - nor do we strip these machines without reason. We were more than PLEASED to find Roger and Chas were using 150 engines and the only disappointed people were the scandal-mongers in the paddock who started malicious rumours. We hope that competitors will not hold a grudge against the scrutineers who strip these engines - we do satisfy a LOT of people that no-one's dodging the rules and possibly prevent other people from trying - as well as keeping the peace in an official way without hurting anyone.

C & C passed a lot of criticism on organisers scrutineering methods at the beginning of the season and, not being the types to sit back on our laurels, we actually dived in to demonstrate exactly what we preached. We pulled LASCAs Scrutineering standards up to the highest possible with the help of Paul Marshall and his team of helpers and over the winter months C & C will be involved in yet another shake-up in scrutineering standards. More of this later in C & C over the winter.

Also over the winter several other developments will show themselves in the pages of C & C as we have forecasted in recent editions. To find out exactly what is in store for you as a competitor next season, you will have to turn to C & C for the latest developments - we lead the field in news and articles as well as being a vital component of the sport. Take advantage of our experience and special winter offer of three editions by post for 35p and you'll see just why C & C has become the fastest moving thing in scooter sport.

One thing that you can be sure of, is that this winter will bring the best three editions of C & C that you have ever seen, starting with next month. Don't miss it.



# THE ELKS CHRISTMAS DANCE

ON SATURDAY 2nd DECEMBER 7-30 to 11-00 pm

C&C Productions

DANCING TO "TANGERINE PRODUCTIONS" at the Black Lion, High Street, Plaistow  
Tickets, price 50p and further information from:

DOUG MILLER

41 Elmbridge Road, Hainault, Ilford, Essex.

Phone: 01-500 6683

## EMSA

# make a date....

## British Scooter Sprint Championship Presentation Disco

C&C Productions

# SATURDAY 25TH NOVEMBER 1972

Tickets **30p**

Prizewinners will receive  
Complimentary tickets.

Held at the George Hotel, Haymarket Place, Alfredton; just off the M.1.  
Bar extension applied for.



Write now for tickets to:

Mrs Judy Jubb,  
"Brandywell",  
38 Honeyholes Lane, Dunholme, Nr.Lincoln, Lincolnshire.

## NEWS

# The Kensington Scooter Club ANNUAL DANCE

on Saturday 20th January 1973 7-30 to 11-30pm

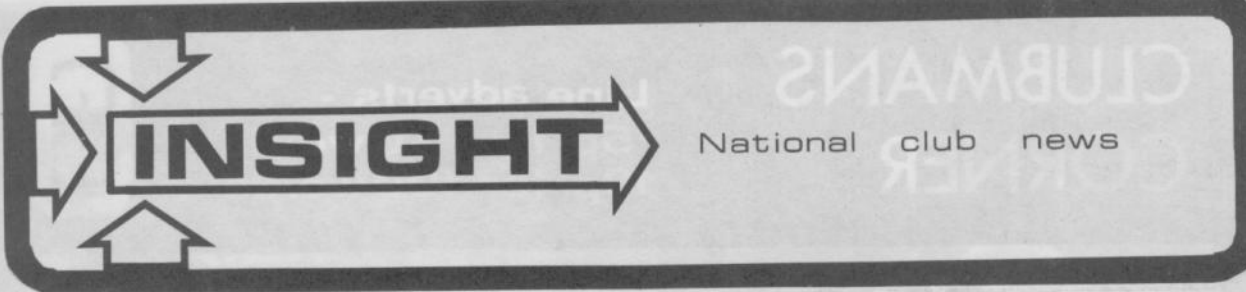
C&C Productions

at the Pyrene Sports Club, Wood Lane, Osterley, Middlesex,  
DANCING TO 'THE ROGER SQUIRES DISCOTHEQUE & LIGHT SHOW'

Tickets 25p from:

PETE WESTAWAY, 39 Warwick Road, Twickenham, Middlesex.

Refreshments  
and Bar.



Compiled by Pauline

- 1 \* With the success of the Curborough Twisty Sprint securely behind them, the LCGB hope to promote three further events of a similar nature for the 1973 season. The tricky run proved great fun to all competitors who entered.
- 2 \* In edition 26 of 'Quest' the official magazine of Duckhams oils, Norrie Kerr of the Scottish Scooter Clubs Association has managed to get some space for a small article on the Isle of Man Scooter Week and a picture showing Norrie and Alan Hillman on the TT Circuit. Further publicity for the sport when both Motor-cycle and Motor-cycle News published details of the LASCA Lydden Road Races of the 4th November in their weekly editions.
- 3 \* Don't forget the LASCA Grand Presentation Dance on the 6th January at the Ealing Town Hall, where all the trophies will be presented for the 1972 BSTC. Tickets from Phil Jolly their PRO will be available as soon as the costs involved have been calculated.
- 4 \* Phil and Kay Jolly, now happily married and settled in their new flat at 44A Edward Road, East Croydon, Croydon, Surrey, CR0 6DY; to where all queries regarding LASCAs activities should be addressed.
- 5 \* Smashing every lap record that every existed and some peoples ideals of how fast a 150 should travel, ROGER MYERS stormed past Ray Kemp and Nev Frost at the Lydden Road Races on 4th November to lap at an incredible 58 seconds - 62 mph. This beats the fastest lap, originally set by Ron Moss in 1971 on his 200 GP, set by Ray Kemp on his 200 GP at the last but one Lydden Event.
- 6 \* The second round of the Bowling Championship takes place at the ABC BOWL, Pinner Road, North Harrow, Middx. on the 17th December 1972 under the direction of TONY TAYLOR, 25 Second Avenue, Acton London, W3 7RX, from whom all details may be obtained. Tony, we hear, has been unfortunately in hospital but we sincerely hope that he will soon be back in strength to assist the Bowling Championship and trust that he will soon be able to bowl again.
- 7 \* Full Details of the 1973 ISLE OF MAN SCOOTER WEEK have just been received by C & C. Copies are available from the secretary; Mr.D.A.Higgins, 27 Auburn Road, Onchan, Isle of Man. The Week will run from the 16th to the 22nd June 1973, with registration on the 16th, Full Day Trial counting towards the FoBSC Trial Championship on the 17th, Road Racing at Ballaugh counting towards the FoBSC 1973 BSTC on the 18th, the 5-lap TT Course Trial on the 19th, Road Racing again at Ballaugh for class races for the BSTC on the 20th, Druidale Hill Climb and Treasure Hunt on the 21st and Grasstrck Racing counting towards the FoBSC Grasstrack Championship on the 22nd. Further details in the winter editions of C & C.
- 8 \* With scrutineering really tightening up at all the LASCA Road Race Meetings this year, at the last two meetings the scrutineers have stripped and capacity checked three machines - all 150s - without catching any offenders! As the FoBSC will be governing all the Championships in 1973, they will also be tighter than LASCA have been on scrutineering in the new season and C & Cs policy of tighter scrutineering will soon be seen to come true.
- 9 \* Following our announcement of a scooter sport weekend at Cadwell Park, involving a Hill Climb sprint and Full Road Race, we now hear that a weekend of Road Racing at the Croft and Longridge circuits is on the cards for the 1973 season - and they could both be involved in the 1973 British Scooter Track Championship! Reliability is the key-word!!

## WATCH OUT FOR

In the next three months editions of C & C we enter the winter period and C & C becomes the focal point of scooter sport for news and information of forthcoming events. We shall be sending out endless copies of the magazine on our special offer service - are you on our mailing lists? If you're not you will be missing ---

the 1973 SCOOTER SPORT CALENDAR - full of event details and championship lists

The 1973 ASSOCIATION ADDRESS LIST - full details of all the associations personnel & addresses

The PULL OUT WALL CHART OF LAP RECORDS & CHAMPIONSHIP RECORDS - compiled from the 1972 data

COMPLETE BREAKDOWN OF THE 1972 CHAMPIONSHIPS - details of winners and out-standing people

The C & C GUIDE AND FORECASTING OF THE 1973 SEASON - we attempt to forecast future champions

and, of course, an endless source of reading matter that the clubman cannot do without.



# 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:** PROTO 3. The 150 Special as raced by John Blood. Specification as at the last Cadwell Park Meeting, where it won yet another 1st place (see C & C No. 35). Fibre-glass legshields, lightened and lowered frame, motorcycle bars, SX 150 Engine, 'Oldani' rear suspension, Front Damper kit, GP type engine mountings, 6-pole flywheel (new) and many more race proven mods on this out and out road racer. Rebuilt and prepared for next season - £70.00p

ALSO : 1967 SX150, stripped for respray but complete road spec. engine. Very good condition, brand-new and never used engine mounts (GP type). Rebored and needs running in - £50.00p

BUYER OF THIS MACHINE TAKES ALL SPARES & BITS, SUCH AS CRANKCASES, BARRELS, HEADS, PISTONS, TWO COMPLETE GRASS WHEELS, GEARS, ETC., ETC., -- THERE'S LOADS.

ALL THIS AND AN EX-RACING SX 150 (PROTO) FOR ONLY £50.00p

FIRST BUYER WITH £100.00p GETS BOTH MACHINES AND AS MANY SPARES AS HE CAN CARRY

Apply to JOHN BLOOD, 1 Moorfield Place, Shepshed, Leicestershire or phone: Shepshed 2800 (up to 6.00pm) or 3366 (after 6.00pm).

**FOR SALE :** Lightened clutch backplates, modified from Li type of unit as outlined in C & C number 33 to give light unit with strength. Limited number only at £1.50p or will accept exchange units at £1.25p (not including P&P costs). Write for details to: Spyke, 14 Sanderstead Court Avenue, Sanderstead, Surrey, CR2 9AG.

**Note:** We are compiling lists of Lambretta Tuners, Associations Addresses and an Events Calendar to be published over the winter months. If YOU have information that you think we should know about, please drop a line to the Editor with full details.

## 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

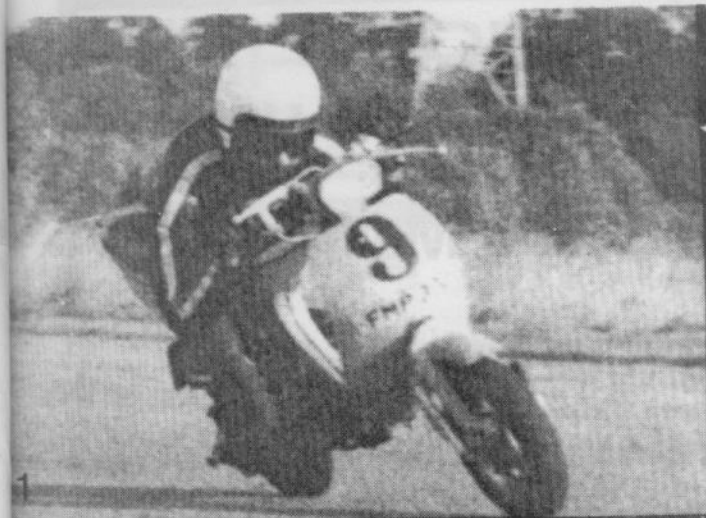


## Castle Combe Round 6

Brilliant weather conditions and track surface at Castle Combe brought some interesting results at the 6th Round of the BSTC promoted by LASCA. CHAS De LACY was there to record on film some of the competitors on the day and supply the magazine with some good shots. We are very grateful to Chas for taking time out to supply these photos.

1. Andy Smith shows how to gain speed on a 125 - by really getting down to it.
2. Colin Hart doing much the same thing in the 75cc class - Colin managed to lap second man John Ronald at one stage, showing just how fast he was travelling.
3. George Pearce leads Kevin Reilly on the final bend before the paddock straight in the 150 specials class - Kevin went on to finish 3rd with George 5th.
4. 150 standard class - Alan Jupp just ahead of Roger Myers on the back straight; Roger was placed 2nd overall with Alan 6th after some trouble.
5. Nev Frost (200 class) shows some high-class cornering technique at the paddock.
6. John Fritchley, overall winner of the 150 standard class, on the final bend shows some of the reason he achieved such a high position at this meeting.
7. Nick Barnes on his Barnes/JJM 150 standard class machine didn't have much luck at this event; after engine set-backs he crashed at the paddock corner.
8. Ray Kemp leads Dave Bexon in the 200 class at the paddock bend - this pair of drivers had several battles during the day in both the 200 and specials class with Ray coming out on top in the specials and Dave in the 200s although other drivers separated them from time to time.

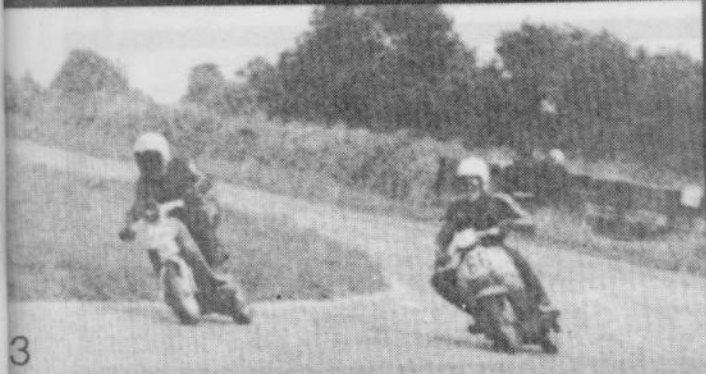
ALL eight photographs by CHAS De LACY from whom copies are available.



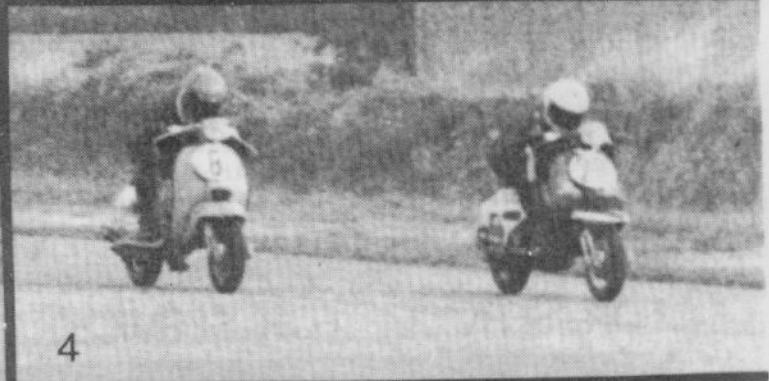
1



2



3



4



5



6



7



8



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

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

# the SPORTING SECTION

Compiled by **Phil Jolly**  
LASCA PRO.



## Paragraph guide

NOVEMBER 1972

- 1 Comment - monthly chat and excuses from Phil
- 2 The Battle of Edge Hill - 8th October 1972 - full results by Janet Wright of MESA
- 3 Castle Combe Event - BSTC Round 6 - Report & Results from Spyke
- 4 Curborough Sprint - promoted by LCGB - Report and results by John Ronald of LCGB
- 5 Manchester Grasstrack Racing - 24th September - by LCGB - Report by Andy Chadd
- 6 Lydden Trophy Races - promoted by LASCA (non-BSTC) - Report by Phil

1

**COMMENT** Before I start introducing the reports this month, I would just like to thank all those who sent their good wishes to Kay and myself and to thank Spyke for his efforts in producing a single-handed edition of C & C last month. If anyone wishes to contact me, they are welcome to call at or write to 44A Edward Road, Croydon, Surrey. but I'm sorry that we're not on the phone. With that out of the way let's start with this months news. The calendar for 1973 including the details of the various championships, is nearly complete and should be available for publication after the next Federation meeting on 26th November. A great deal of hard work has already gone into next years programme and it looks like one of the best ever, particularly from the road racing point of view. Worthy of all the support that you can give and I think it should keep people in the sport who were thinking of giving up after 1972. Remember also that if you just can't afford to compete any more, that's no reason for packing up altogether. All the association s promoting events on the Federation calendar are hard put to find people really willing to help this year, in organising events. If you want to help then don't hesitate to to contact me direct or via C & C or any of the Associations - we would all be pleased to hear from you.

LASCA were very pleased that the Lydden Trophy Races went so well, for those who couldn't be bothered to enter I suggest that you contact any of the riders who attended this meeting and proclaimed it the best meeting of the year. Several variations, including handicap starts, mixed classes and a terrific team race gave all the competitors plenty of time on the track and a chance to get away from the conventional. Incidentally, as a result , Bill Chesson; the track manager, said he liked to see scooters at Lydden so much if we told him what dates were free on the Federation Calendar he would try and offer LASCA meetings to suit!! Prior to this, LASCA already had a choice of 3 from 7 possible - and this circuit is reducing it's meetings!

This months reports are many and various. They should have included a competitors view of Edge Hill Sporting Trial but unfortunately, Janet Wright, the MESA PRO, dislocated her shoulder on the event and could only supply the results. We hope she recovers quickly and send her our thanks and best wishes. For the first time in the three years of publication, the Gen.Sec. of LCGB has provided C & C with not just the usual up to the minute results service but a report as well. We are very grateful to John Ronald for the trouble he has taken and hope his efforts to promote a different event at Curborough aren't in vain.

Andy Chadd keeps the Northern interest alive with a biased report (he says) of the final grasstrack meeting this year. Held at Manchester, no-one else was really qualified to write on the subject, even if his mum DID lose the report first time round!

Finally, the two track reports for this issue come from Spyke on Castle Combe because I was still away and Lydden Trophy Races by myself because I was back and couldn't get away with not working any longer.

Nice to be back anyway and before we start - just two quickies:

**CONGRATULATIONS TO**

CHAS DE LACY	on winning the BSSC 1972
ALAN KEANE	on winning the BGTC 1972
ANDY SMITH	on being LCGB OVERALL CHAMPION 1972
ROGER MYERS	for taking a genuine (certified) 150 round Lydden so fast - see report.

**DATES TO REMEMBER:** SUNDAY 10th DECEMBER 1972 LASCA AGM at T.S.Narvik, Bromley  
Saturday 6th January 1973 LASCA Dance at Ealing Town Hall

2

## THE BATTLE OF EDGE HILL - 8th October 1972 - Results by Janet Wright MESA PRO

The machines were split into four classes and competitors lost points according to their faults: top six positions only listed for each class.

<b>CLASS 1</b>		<b>CLASS 2</b>	
1. G.Peacock	7 pts	1. R.Green	15 pts
2. D.Oldland	9 pts	2. D.Hayward	17 pts







*D & D (Norwood)*

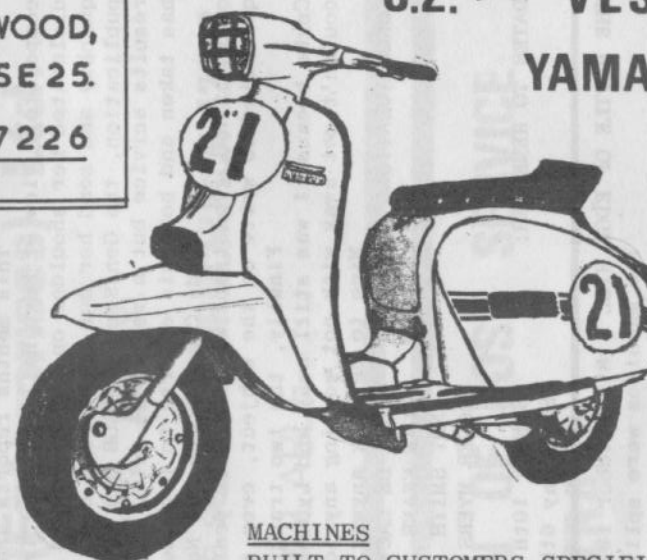
32 HIGH STREET,  
SOUTH NORWOOD,  
LONDON SE 25.

PHONE: 01-653-7226

LAMBRETTA ~ HONDA

C.Z. ~ VESPA

YAMAHA



MACHINES

BUILT TO CUSTOMERS SPECIFICATION

FROM THE MINI **50cc** TO THE MAMMOTH **750cc** - WE'VE A MACHINE TO SUIT!

(Just a few of our Goodies.....)

AMAL CARBURETTORS (30mm CONCENTRIC)	
AMAL MANIFOLDS Li,TV & 200 SIZES	£ 2.50 p
DEL'ORTO 30MM CARBURETTOR KITS (inc. manifold & bellmouth)	£11.50 p
BELLMOUTHS (with gauze filter) FOR AMAL & STANDARD CARBS	£ 0.75 p
SNETTERTON RACING SEATS (single)	£ 3.62½p
ANCILLOTTI RACING SEATS (dual)	£ 4.05 p
ANCILLOTTI FAST-BACK RACING SEATS (dual)	£ 4.05 p
ANCILLOTTI BIG-BORE MkII EXHAUST SYSTEM	£ 6.25 p
COMPETITION CLUTCH PLATES (per set)	£ 1.25 p
RACING CLUTCH SPRINGS (per set)	£ 0.25 p
100 mph SPEEDOS (SERVICE EXCHANGE)	£ 3.50 p
COMPETITION BRAKE SHOES, ALL MODELS & GP (per pair)	£ 1.05 p
DRIVE SPROCKETS 16, 17 & 18 TOOTH	£ 2.62½p
CONVERSION GASKETS (Li & TV 200, 225 etc.)	£ 0.11 p
CAPACITY CONVERSION KITS, SERVICE EXCHANGE (all models)	£ 4.47½p
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

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

## CLASS 1 (con)

3. C.Roy	30 pts
4. L.Kitto	33 pts
5. G.Pearce	61 pts
6. N.Mitchell	95 pts

## CLASS 2 (con)

3. B.Hull	50 pts
4. A.Smith	71 pts
5. M.Hatton	91 pts
6. J.Frankland	115 pts

## CLASS 3

1. G.Johnson	24 pts
2. C.Handy	26 pts
3. R.Green	38 pts
4. E.G.Parrot	41 pts
5. S.Hanlan	67 pts
6. D.Anderson	68 pts

## CLASS 4

1. P.Mullinder	38 pts
2. A.Keane	56 pts
3. E.Peacock	60 pts
4. A.Hickmott	82 pts
5. C.Forster	155 pts
6. J.Parker	164 pts

As will be seen from these results, there was stiff competition between the 43 entrants with close placings and a special award - the Ladies Award, going to Mrs E.A. Chappell, placed 9th in class 1 - the highest placed lady of the day. □

## 3 CASTLE COMBE ROAD RACING EVENT - 21st October 1972 - promotion by LASCA - report by Spyke

It may have been the change to a distance circuit, the fact that there was no left-handers to cope with - or perhaps it was just the famous Castle Combe 'air' of two-wheeled sport that brought so many surprises in this (the next to last) BSTC event. Whatever it was, it made sure that no position in any class was guaranteed with riders appearing in all sorts of different final placings. Track facilities, arrangements and weather were all good and all helped in giving a days sport to remember.

CLASS A Perhaps one of the more stable classes for placings throughout the day - the only battle was for 2nd and 3rd position between John Ronald and George Pearce with John getting the decision for 2nd on a time basis. Colin Hart however had lapped the whole class in section one proving the bike with a very strong first overall while John improved in the afternoon to give everyone something to think about with a fastest lap of 56.5mph - on a 75cc!

CLASS B The 125ccs proved to retain the positions noted throughout the 1972 BSTC with Trev Sharp (1st) Andy Smith (2nd) and Keith Warden (3rd) but a disappointing disappearance of Pete Chapman who broke a ring in the paddock and was unable to compete for the rest of the day.

CLASS C Here came the first of the surprises. Out of nowhere came John Fritchley (Warsop SC) who led Roger Myers over the line in both sections and only beaten by Alan Jupp on Chas de Lacys 150 in the second section. John was really moving all day, while Alan had troubles in the morning but managed to lead the field in the second section pushing Roger Myers into 3rd place under John. The overall result gave a good first to John Fritchley with Roger a pushing 2nd and Ian Hemming 3rd overall. Disappointment here again when Nick Barnes on his newly built Barnes/JJM couldn't pull a good start from the bag and finally dropped it on the final bend before the pit straight. Nick still leads the 150 class but Roger strengthens his place. in the overall 150 class championship where he lies second.

CLASS D By rights, the 200 class has traditionally been Ray Kemps benefit race and so it was devastating to see Nev Frost leave the field way behind in both sections to make first overall. 2nd/3rd/4th were consistently held (and Shared) by Dave Bexon, Ray Kemp and Bill Metcalf; which was how they finished - all who looked strong enough to move into 2nd position at the slightest mistake by one rider but none of whom could have caught Nev who could only be described on the pit corner as picturesque and only been stopped by mechanical failure.

CLASS E King of the 150s specials department - Roger Myers - had no intention of parting with the title at this event - although Alan Humphreys (2nd overall) thought at times he could do some persuading. Ian Hemming and Tony Kemp kept each other company and both touched 3rd position in different sections but it was Kevin Reilly who took the 3rd overall with two good 4th placings. Roger hasn't yet touched an average lap speed of 70 mph - but how far away from it is he?

CLASS F Class F? At times Dave Smith (who wasn't competing by the way), nearly upped and chased the top three men around the circuit with tears in his eyes. Ray Kemp, Dick Willfang and Dave Bexon all broke away from the other riders on the circuit (who were MEANT to be competing) and looked to me to be the closest thing to a Kamakazi pack that I have ever seen. All three were nose to tail and tail to nose with a 'last one round's a chicken' air which made many a spectator gasp at the slightest challenge. SPECTATULAR doesn't cover the battle which ensued to give Ray 1st, Dick 2nd and Dave 3rd with Tom Pead leading the OTHER race - a strong 4th.

CLASS G With the news of another win for Nev Frost/Bev Flanagan in the combos, comes the further information that they have overtaken the Alan Burton/Ray Kemp duo lead on the combo Championship. The heat is on for the final round with both teams in with a good chance.

Behind Nev came Alan Green/Roger Myers to show that they're back in the fight, pushing Alan Burton down to 3rd. Jenny Stevens had a lot of trouble which could not be cured easily and the expected challenge from this quarter did not come - a disappointment.

NEWCOMERS SOLO Surprises here as well - S.Woodland (1st, Paul Kenchington (2nd) and S.Roberts (3rd) all led the old (?) master on his big special - namely Arthur Francis. A newcomer to track events maybe - but no stranger to the sport was Dave Oldland who finished 6th.

NEWCOMERS COMBOS A familiar looking combo blew in across the line in first position. Ian 'Iggy' Mycock and Alan Marchant now drive the amazing combo built and once-owned by Tony □



**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.*



**'Now is the  
 Winter of your  
 Discontent'**

OK - so you'd like to race your machine all through the winter, but unfortunately not many scooter events are organised between November and March so you'll be out of contact. That's where the C & C Winter offer comes in; offering you editions 37, 38 & 39 through the post for only 35p all in. Keep up with all the winter news and developments with the magazine that leads the field - CLUB AND CIRCUIT. Just send a PO or Cheque for 35p with your name and address to The Editor, C & C - leave the rest to us - each month you'll receive the latest news that everyone else will be missing.

**37-38-39**

**Club & Circuit**  
 -- a step ahead of the rest

DECEMBER ~ JANUARY ~ FEBRUARY for only **35p**

*With apologies to Bill Shakespeare.....*

CP C & C Productions

Walsh to, it seems, great ends. Behind him Andy Smith, running in passenger/girlfriend Pauline Fowler, must have been pleased with her efforts to have attained a very good second place on the first time out.

#### FASTEST TIMES OF THE DAY

Class A	John Ronald	1m 57.3s = 56.5mph
Class B	Trev Sharp	1m 42.5s = 64.6mph
Class C	Alan Jupp	1m 41.0s = 65.6mph
Class D	Nev Frost/Dave Hearn	1m 33.8s = 70.6mph
Class E	Roger Myers	1m 38.0s = 67.6mph
Class F	Ray Kemp	1m 34.1s = 70.3mph
Class G	Nev Frost/Bev Flanagan	1m 42.0s = 64.9mph

Photos of the event appear on page 5 of this edition of C & C. □

**4** CURBOROUGH SPRINT - a twisty sprint promoted by LCGB on 15th October - Report by John Ronald

This was the first scooter meeting to be held at Curborough, the overall attendance of competitors was not as good as we would have liked, but as it was the first time, we are hoping that more will come next year after they have spoken to others that did go.

The weather was dry with a little wind, so we had drawn what could be called a reasonable day for sprinting. Curborough is not an ordinary sprint of 440 yards in a straight line. It is 900 yards long with an S-bend in the middle of the course and a 180 degree bend at the end of the S-bend with a 200 yard sprint in a straight line to the finish. After the finish you have about 70 yards, then turn left into the paddock and by the Control Caravan at the entrance is the time of the competitors individual runs on the score board.

For anybody who has not been before and may be thinking of going, there is more than 70 yards after the finish - if you need it!

The fastest time of the day was a battle between Nev Frost and John Roland John nearly did not get further than his first run; he got into a nasty slide on the S-bend and landed up being taken back to the paddock in the ambulance. The dinner-break must have done him some good, because he came out and set the fastest time of the day at 44.25 seconds the second fastest being Nev Frost at 44.5 seconds. Nev also had the fastest time on the combo with his wife Bev in the chair - their time was 47.1 secs.

Another fast lad, again from the Manchester club, was John Wood putting up a time of 49.45 secs; this time only being bettered by Andy Smith in the 125 class in a time of 47.65 secs. Kevin Walkman put up the fastest time in the 150cc class in 46.8 secs and George Pearce was the fastest in the 150 specials in 46.65 secs, having fallen off on his first run on the S-bend, he recovered well to put up his fastest time on his second run.

All the trophies will be presented at AGM Dance on 11th November.

<b>CLASS A</b>		<b>CLASS B</b>		<b>CLASS C</b>	
1. John Wood	49.45s	1. Andy Smith	47.65s	1. Kevin Walkman	46.8s
2. Ian Hemming	50.8s	2. Vic Dachtler	51.15s	2. Graham Bennett	47.8s
3. George Pearce	52.0s	= Keith Warden	51.15s	3. John Fritchley	47.45s
<b>CLASS D</b>		<b>CLASS E</b>		<b>CLASS F</b>	
1. Nev Frost	44.5s	1. George Pearce	46.65s	1. John Rolands	44.25s
2. Dave Glover	46.35s	2. Alan Jupp	46.75s	2. Terry Louth	44.7s
3. Haydn Redfern	46.55s	3. Kevin Walkman	47.1s	3. Andy Chadd	45.35s
<b>CLASS G</b>		1. Nev Frost / Bev Flanagan	47.1s		
		2. Andy Smith/ Nev Frost	50.75s		
		3. Eamond Keher/Peter Rudd	51.2s		□

**5** MANCHESTER GRASSTRACK RACING - Promoted by LCGB - Report by Andy Chadd, Manchester LC

This years grasstrack Championship was finally thrashed out in Manchester (of all places) in Heaton Park. Competitors started to arrive on Friday night for the Gymkhana on the Saturday which seemed to go down well according to the people who entered. This was followed by a dance in Heaton Hall where the trophies were presented for the Gymkhana events: DAVE OLDLAND winning the Rally Champion Award. The Hammers and Lyons, ably abetted by some of the Widnes club shifted a rare amount of booze (and food) and although we got thrown out earlier than expected, a good time was had by all.

Sunday morning came with some sore heads, upset stomachs and the threat of rain although these all soon cleared up. The track turned out to be flat, smooth and short with 3 hairpin bends and one long sweeping bend. (the straights not really being worth a mention).

As usual all the qualifying heats were run off in the morning along with the first two races for the 3 sidecar outfits that had turned up. After dinner the non-winners finals were run off followed by the proper finals. The 75cc final proved to be very fast with John Forster taking 1st, Dave Wintle 2nd and George Pearce 3rd.

John Forster gained another first place in the 125cc final after some very close racing from Brian Hull who followed John home into 2nd place, with Alan Keane 3rd.

Kev Walkman showed everyone the way home in the 150cc final as usual with Alan Keane a good second and Andy Smith 3rd. The 200cc final was a scrap from start to finish. Kev Walkman got away from the field and stayed there. Meanwhile the rest of them came round the last bend together and after a lot of shoving, scrapping etc., Brian Hull emerged



to take second place and Bob Melling let everyone else get in a mess and then come through to take a sly third. Alan Keane again won the specials class clinching the Championship for himself, Kev Walkman took second place after worrying Alan for a few laps. Third man was Pete Mullinder.

Next came the Devil Take The Hindmost races which are always good for a laugh for the spectators although sometimes costly for some riders. Kev Walkman won the up to 150cc race. Alan Keane taking yet another first in the over 150cc race. The sidecars proved a thrill for the spectators and the two left to fight it out after yours truly had pushed a piston skirt through the back of the crankcase, had quite a battle for a few laps. Eamond Keher on his kneeler outfit going round more like a plough than a sidecar, won both the races from D. Brown on a road-going sidecar.

So, with the racing over and the 1972 Grasstrack Championship settled; yet another round in the Bromley/Manchester LCGB Championship battle over, most people seemed to go home quite happy and the Lyons committee members like Free Men.

Congratulations from the Lyons to Alan Keane on winning the Grasstrack Championship - a really great performance and thanks to John Ronald and his team for organising this 7 round Championship which turned out as well for them, I hope, as it has for the competitors. One other recommendation came from the lads in our club and they recommended Spyke for Physciatric Treatment for asking me to write this report - and then publishing it. I hope that I can be as "famous" as him one day!

(In many ways Andy - you are already.....? Spyke) □

LYDDEN HILL TROPHY RACES - 4th November 1972 - promoted by LASCA - Report by Phil

"Fabulous Event" "Run the same thing again next year" "Best meeting this season" - just a few of the comments floating about the paddock after LASCAs Lydden Trophy Races - a new concept in scooter racing. It takes nerve to attempt something new but LASCA risked it along with a low entry and a very high potential failure rate to promote a road racing event on grasstrack lines. The reason it was successful was simply a novelty value, but it would work again and will definitely be repeated in 1973. Scratch Racing with a small entry in each class becomes monotonous, particularly if you are all by yourself for ten laps so by combining classes, in this case A & B, C & D, E & F, the result is a very enjoyable chance to see if your machine holds off others of higher capacity, and vice versa; to be embarrassed by a machine 50cc smaller!

Take this a stage further and the result is a handicap - extremely difficult to calculate - when theoretically all the machines finish together. This again was run as ABC, DEF with the combos as a separate event. Although the handicap didn't quite work out as expected, all the riders had a fantastic race, attempting to catch the one in front and some private duels developed which would never have been possible before.

The ultimate development was a Team Race eventually run as two heats and a final. Three bikes with a 520cc maximum ie: 2 X 150 + 1 X 200 all setting off together and the best aggregate finishing position to decide. This worked brilliantly and the final over 15 laps produced the best race of the day. To this mixture LASCA added 3 Newcomer sections plus 3 combo races, the combined effect being a memorable days sport which many riders will be sorry they missed.

The racing went well and something like this:

SCRATCH A & B John Ronald (125 mounted) doing battle with Andy Smith and coming out as winner of class B. George Pearce took the opportunity of a class A win in the 75ccs but, sadly, there was little opposition.

SCRATCH C & D A much better race with Nev Frost & Ray Kemp nose to tail for much of the way. Nevs first win of the day for class D but behind him Dave Tooley and Alan Jupp were holding 4th & 5th overall and heading class C, finishing in that order.

SCRATCH E & F Specials of all sizes and Roger Myers started the day with a good win in class E from George Pearce while Nev Frost notched his second win, this time on the Alan Jupp JJM Special from Tom Pead.

SCRATCH G This nearly wrote off the combo entry in one go. Alan Green driving brilliantly with Roger Myers in the chair looked set for greatness when his 4th engine lug mount of the season snapped and put him out for the day. After Nev Frost had seized temporarily Alan Burton took the lead and held on.

HANDICAP ABC The handicap start for the slower classes of A & B machines was perhaps not enough and Andy Smith and John Ronald held off the might of the 150s to beat Mick Dawson and Alan Jupp into 5th & 6th place. Altogether an excellent race though.

HANDICAP DEF Just two laps was all Ray Kemp and Roger Myers needed to catch the leaders but this was not their race and honours went Dave Webster and J. Kijowski who held on to their handicap to beat the 1972 Track Champion into 6th place. Pete Mullinder finished 3rd, Terry Louth 4th and Roger Myers 5th.

HANDICAP G Revenge for Nev came in the handicap, calculated on the race that his machine had seized which as a result put him on equal terms with Alan Burton. Both of them caught the first man away within 6 laps and then powered on to finish in almost exactly reverse starting order. 1st Nev, 2nd Andy Smith, 3rd Alan.

COMBO SCRATCH II A very good race made by Nev Frost driving with Alan Burton for the whole race and then losing on the last bend.

TEAM RACE FINAL Really the highlight of the day and causing total disbelief Roger Myers lapped Lydden at 58.0 secs on a 150 machine. Leaving Nev Frost three or four seconds behind, Roger never let the pressure ease. This was a prestige race - Ray Kemp overdid the cornering

on Chesson's Drift and then when the points were calculated - the result was a tie! Roger incidentally finished his fantastic 15 lap stint with only a carburettor float chamber full of petrol - one more lap would have been one too many.

1st	Team Angene	Nev Frost/Andy Smith/George Pearce
=	Ecuriecon	Tom Pead/Roger Myers/Paul Daly
3rd	Team Lashup	Alan Jupp/Terry Louth/Barry Passingham <input type="checkbox"/>

SAD TO SEE COLUMN:

- At the London Motor Cycle Show, Lambrettas showing two bikes, both 6 years out of date - the Li 150 series III and the SX 200 with front drum brake for £250 + : sad when Vespa at the same show introduce an electronic 200.....
- LCGB 'Jet-Set' Editor, Ralph Hyde in the December edition laying himself open to the same charge Mr.K.Mortimer was successfully suspended for infringing VIZ: General Competition Rules of the FoBSC Number 701 (e)  
701. BREACH OF RULES Any of the following offences, in addition to other offences specifically referred to previously or hereafter in these GCRs shall be deemed to be a breach of these GCRs:  
(e) Any proceeding or act prejudicial to the interests of the FoBSC or it's affiliated bodies or of the sport of motorscootering generally.

Note that this charge was clearly stated on all publicity of the Court of Inquiry and was not kept secret at any time.  
(Editor's note: the outline of this offence was also clearly stated in C & C number 35 where it was also made obvious that the situation required a great deal of tact - something which Mr.Hyde has either ignored or has no idea of what is happening in the sport around him. It is also obvious to Phil and myself that the one man who compiles the better part of 'Jet-Set', namely John Ronald, Gen.Sec. of LCGB, could not have seen this Editorial in their magazine before going to print or he would have prevented it's appearance. Mr.Hyde has hence laid John and the magazine open to some adverse criticism, which neither deserve. A great Pity. ....M.D.P.)

# NEXT MONTH

Starting our winter season of special editions, we'll be showing you how the season went, how the organisation of the 1973 season is going and we begin to speculate on the new season ahead. Full photos of Lydden Trophy Races and Snetterton with Phil & Kay's Wedding shots (?) and full reports on the closing events of 1972, all this topped only by our 4th Christmas madness in number 37. A bumper edition too good to miss - see page 10.

## OUR BACK NUMBERS ARE ALSO LEADING FIGURES....

Each aspect of scooter sport has developed its leaders in the individual fields of track-racing, road trials or grass-track. Club & Circuit has been leading the field in scooter sport for a long time and with every new edition published a host of news, reports and interesting articles - technical and topical - fill the pages of this monthly magazine.  
If you want to tune your Lambretta, overhaul your machine or just simply have a record of past events - it's all there in the pages of C & C's back-copies - and they're still available. So complete your set of past C & Cs, simply by filling in the form attached and sending it off with the correct amount.

### Club & Circuit

a step ahead of the rest

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

CP C & C Productions

Postage & Packing 5p per 6 copies extra.

Cheques or POs made out to CLUB & CIRCUIT

Editions:		Cost				
1	2	3	4	5	6	3p each copy
7	8	9	10	11	12	
13	14	15	16	17	18	5p each copy
19	20	21	22	23	24	
25	26	27	28	29	30	10p each copy
31	32	33	34	35	36	

### Back-copies

Please send me the editions of C & C that I have marked in the box of back-copy numbers.

I enclose £ - - - - - P - -

NAME

ADDRESS