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## ROAD RACING

**BRANDS  
SUPERBIKE  
PREVIEW**

PLUS

**Suzuki's new  
star — John  
Williams**

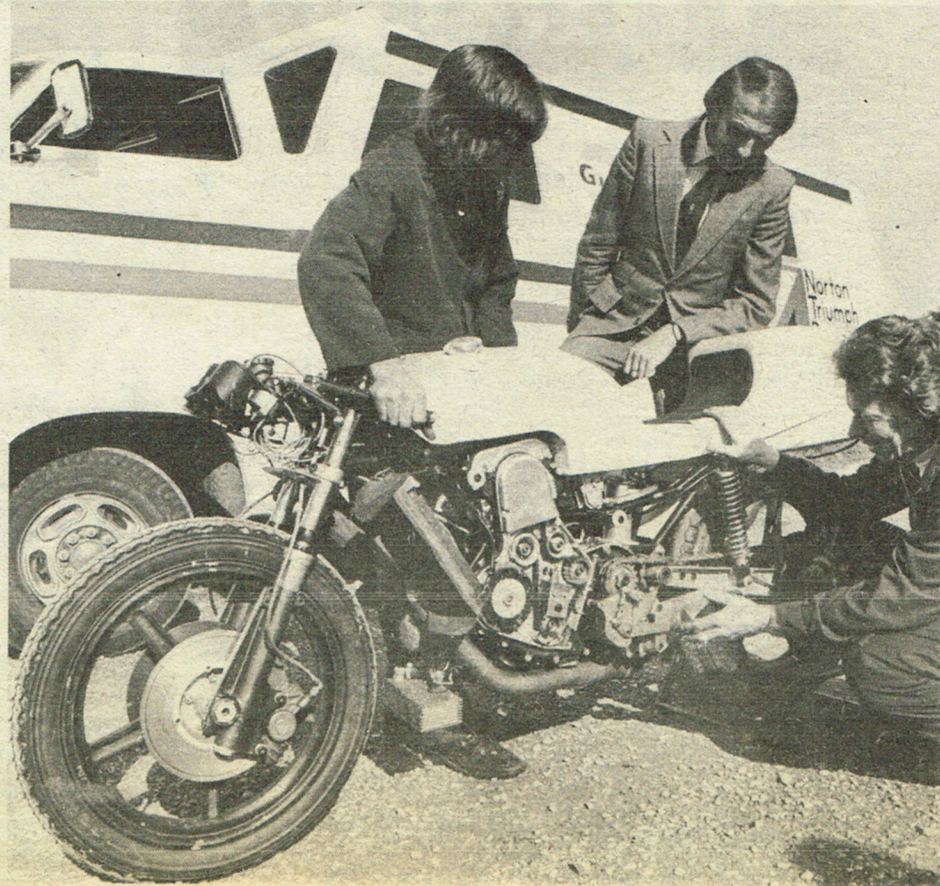
## SPEEDWAY

**British league  
Riders  
Championship**

... it's Collins

CHEERED on by his own Belle Vue crowd in Manchester on Saturday night, Peter Collins became the eleventh winner of the British League Riders' final. Collins, in brilliant form on his Weslake, scythed his way through the top class field which included six other world finalists, to register a superb 15-point maximum. See pages 16-17.

# RACE TRACKS?



The new Norton Challenge uncovered, with mechanics, Mike Imber-Davies (left) and John McLaren (right) chatting with Norton racing team boss Frank Perris.

## Challenge is here

THE NEW all-British Norton Challenge, ridden for the first time last week, will have its final pre-debut tests at Brands Hatch today (Wednesday), ridden by Dave Croxford.

Norton Villiers Triumph chairman Dennis Poore and race manager Frank Perris will study the lap times then decide whether the Challenge will make its race debut in the MCN Superbike championship final round, televised live in ITV World of Sport, at Brands on Saturday.

After secret test rides on the 750cc eight-valve four stroke twin by both Perris and Croxford, Perris declared: "I'm very optimistic about the project. It shows considerable promise, but the engine was designed for road bike use and not specifically for racing, so don't expect miracles overnight."

● A petition seeking the compulsory winding-up of NVT Manufacturing, based at Small Heath, was adjourned for 14 days in the High Court on Monday.

## GOLDIES!

BRITISH riders won only two gold medals at last week's 50th International Six Days Trial, in the Isle of Man.

Dave Jeremiah and John May, both members of our stricken World Trophy team, were among 71 gold medallists from 167 finishers.

Jeff Smith, the former world moto cross champion who emigrated to North America, was one of the handful of private entrants who won a gold. He rode a 250 Can-Am.

Brian Higgins and Ted Thompson, of the Silver Vase team which was placed fifth, both won silver medals.

West Germany won the Trophy and Italy pulled off the Vase. Full report pages 8-11.

Next week: Meet Elisabeth Mann, the lady behind the Zundapps which broke the Jawa stranglehold.

SENSATIONAL proposals which could mean the end of world championship road race circuits with average speeds of over 100 mph and, unbelievably, the end of all Classic circuits with corners which are not on flat ground will be discussed at the FIM's annual congress in West Germany later this month.

Delegates at the £20 a day — breakfast extra! — hotel in West Berlin will hear the comprehensive motion, believed to be from either road race chairman Mario Paglia or from the Bureau Central, the FIM's inner cabinet.

The move, which has been met with staggered dismay by several delegates, also seeks the introduction of ambulance service routes round the entire track, two safety fences at corners and greatly increased run-off areas.

Officials and race promoters have been worried for some time that with average speeds creeping up the chances of serious accidents have also increased. But many feel if this move is successful, the "banned" circuits would introduce chicanes and be even more dangerous — and slower — than at present.

West German Dr Helmut Bonsch, president of the powerful FIM technical committee, is also seeking to introduce a revolutionary new system of running road racing.

Dr Bonsch's "white paper" on racing would make redundant the present classes based on the cubic capacity of the engines.

He would replace it with a complicated system which would classify machines on the bore and stroke and number of cylinders. It would, claims Dr Bonsch, allow single and multi cylinder machines of two and four stroke types to compete on equal terms in the same event.



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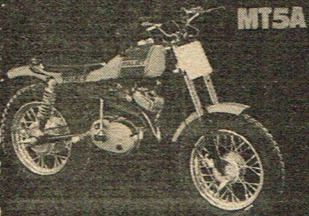


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# Having a wild

MCN's Ron Pearson is upstaged by an eight year old boy—and finds out the hard way the merits of the baby Italjets



Cranmore Private School pupil eight-year-old Simon Maxwell from Surrey in schoolboy kit.

AT SIX feet tall and weighing in at 11 stone or thereabouts, I told myself not to expect too much as I climbed aboard a 50cc Italjet schoolboy scrambler.

After stalling the single cylinder two stroke engine on the first attempt to take off, I feared that my suspicions were indeed correct and the bike would not take my weight.

"You're doing it all wrong," said Italjet importer Martin Hardiman. "Keep it revving high."

So next time I gave the bike a handful of throttle, dropped the clutch in first gear, and took off like a bullet from a gun, front wheel pointing at the sky.

### Confidence

Such surging power from a little 50 to produce a wheelie like that was totally unexpected, and it was more luck than better judgment that kept myself and bike upright.

Martin Hardiman had taken us along to a patch of waste ground near Croydon, which he has found to be an excellent place for

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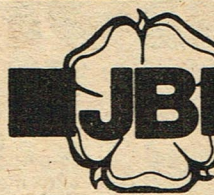
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### X50R SPECIFICATION

Engine: Single cylinder two stroke. Capacity: 49.6 cc. Bore and stroke: 38.8 x 42 mm. Compression ratio: 12:1. Claimed output: 5.5 bhp at 9,000 rpm. Lubrication petrol 5 per cent.

Electrical: Flywheel magneto ignition. Six volt - 18 watt with outer AT coil.

Transmission: Four speed gearbox with left hand change lever.

Brakes: Single leading shoe drums front and rear.

Tyres: Front 2.75 x 14 in. Rear 3.00 x 12 in.

Dimensions: Wheelbase, 40.16 in.; overall length, 58.66 in.; overall width, 28.9 in.; weight, 104½ lb.

Capacities: Fuel, 0.66 gallons.

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Junior Trials Automatic JT5

Junior Cross Super Competition MX50S .....£204.12

Grand Prix X50R .....£280.12

Grand Prix Super X80 .£308.88

### X80 SPECIFICATION

Engine: Single cylinder two stroke. Capacity: 79.58 cc. Bore and stroke: 48 x 44 mm. Compression ratio: 9:1. Claimed output: 8 bhp at 8,000 rpm. Lubrication petrol 5 per cent.

Electrical: Flywheel magneto ignition. Six volt - 18 watt.

Transmission: Six speed gearbox with left hand change lever.

Brakes: Single leading shoe drums front and rear.

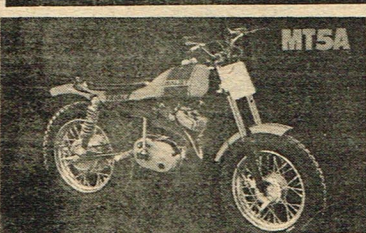
Tyres: Front 2.50 x 16 in. Rear 3.00 x 14 in.

Dimensions: Wheelbase, 46.07 in.; overall length: 66.93 in.; overall width, 29.33 in.; weight, 115.71 lb.

Capacities: Fuel, 0.66 gallons.

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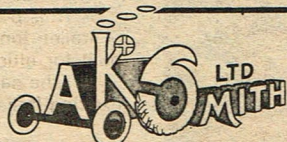
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# time in the woods

scrambles practice.

A lap is about half a mile, and includes mud, tree roots, bumps and jumps, and wends its way through a wood.

Needless to say, with so many trees about, confidence does not come too easily when you are dressed for dinner with no crash helmet.

I thought I was just beginning to get the hang of the low riding position and the gear change when it was time to take some photos of the bike being ridden by its owner, eight-year-old Simon Maxwell.

Now he really gave that bike some stick. His lap time must have been about 30 seconds faster than mine. Where I was hanging on for my life at about 30 mph on the straights, Simon was lapping it up as he flew over the bumps at about 50 mph.

## Fast

Having never ridden a schoolboy scrambles bike before, there is nothing to which I can really compare it. I was very impressed with the power — they really are fast — and the handling was great, even in mud.

Simon has ridden a number of bikes and, according to him, the Italjet X50R which we were riding is the best he has tried.

Martin also brought along the X50R's big brother, the X80 scrambler, which we took round

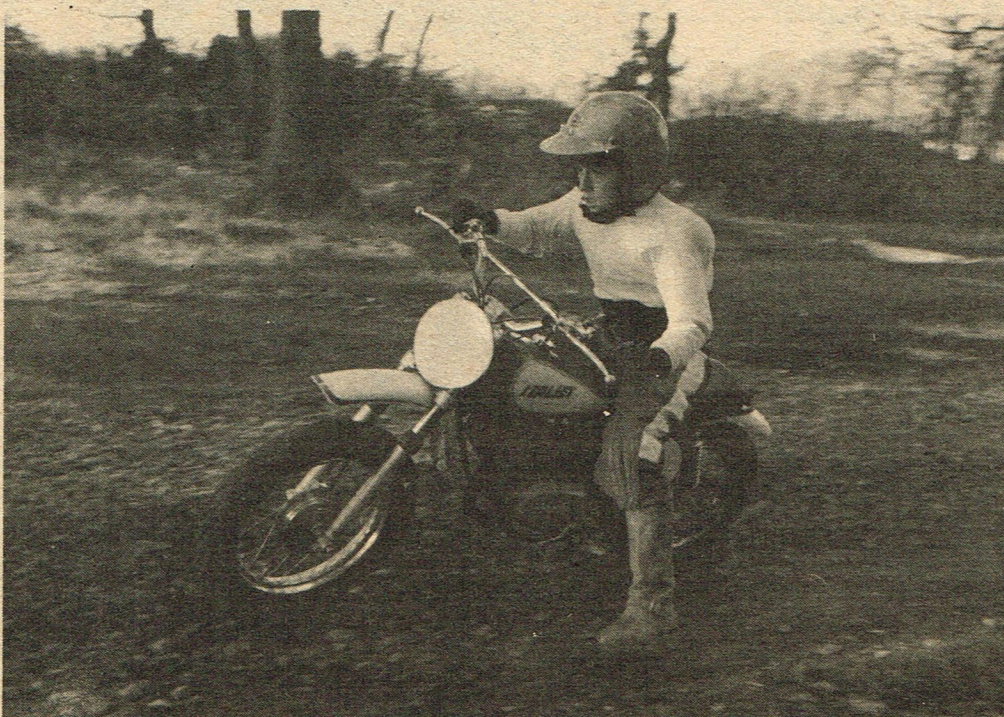
the same course. It immediately felt nicer, because it was slightly bigger — 16-inch front and 14-inch rear wheels as opposed to 14-inch and 12-inch on the 50. It also felt slightly faster, although by now I was a bit wary about how much of a handful of throttle to give.

Martin, who rides a 460 Husqvarna himself, took the 80 round the course to show its full potential. There is no doubt about it,

these little Italjets go like the wind, and after trying them myself and seeing the experts on them, I was not surprised when Martin showed some newspaper cuttings of schoolboy meetings in which Italjets were scooping the prizes.

**CONTINUED NEXT PAGE**

'Such surging power from a little 50 to produce a wheelie was totally unexpected' . . .



The other side of Simon . . . in scrambling garb.

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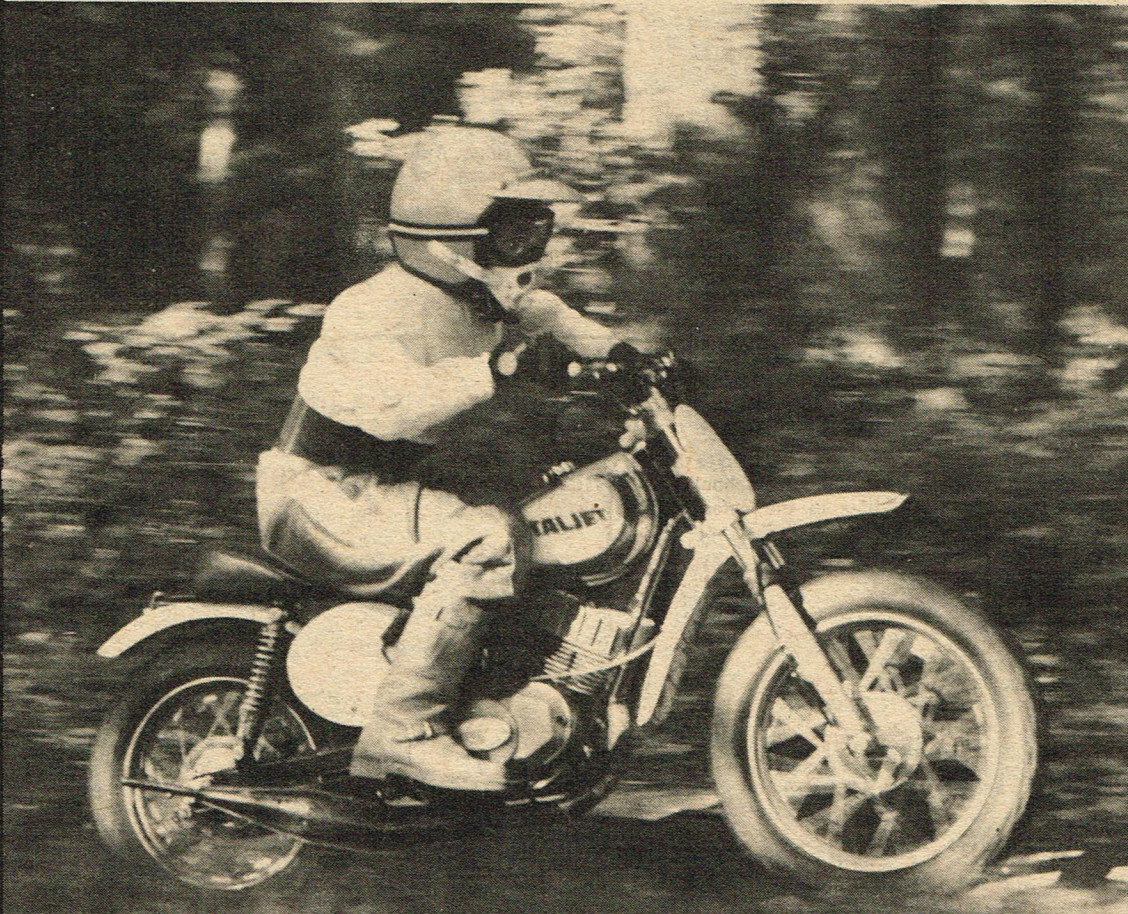
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# ITALJET

# Italjet sales leap up by sixty per cent

SCHOOLBOY motor cycles are big business, and fast becoming bigger. Italjet sales this year in Britain are up 60 per cent on last year, and the British distributors, AGNI, have already sold 620 of their 700 Christmas quota of machines. However, 150 more machines have been ordered direct from Italy, and should be here by early December.



AGNI managing director Martin Hardiman puts the X50R through its paces.

The man behind the AGNI company is 33-year-old Martin Hardiman, who in two years has brought nearly 4,000 Italjet bikes into this country.

While he was conducting a very successful washing machine/refrigerator business, Mr Hardiman began importing Italjets. He started selling three models, but now the range has been expanded to eight, and he promises a couple of surprises for the Milan Show next month — possibly an Italjet move into the sixteen-year market.

Apart from the X80 scrambler, all the range are 50cc single cylinder two strokes.

In addition to the X50R and the X80 are the MT5A trials, the JT5A trials, the JC5A and M5A (ten in. and eight in. wheels) mini-bikes, and the standard 50 scrambler on which the X50R is based.

Every conceivable spare part is available from a huge stock held by AGNI, but if a part is for some reason unavailable, it can be flown over from Italy within two days.

This is because AGNI is in constant teleprinter touch with the Bologna factory — if a part of a bike is found to need a modification in this country, a telex is sent to the factory, and within a week the modified bikes are coming off the assembly line.

## ISDT MAN'S ACCIDENTAL DEATH

A VERDICT of "accidental death" was given at the inquest on Brandon Moran, the American who was killed on the opening stage of the International Six Days Trial in the Isle of Man. The cause of death was stated to be

haemorrhage arising from the impact of the rider's fall from the machine. The inquest was told he was travelling at a fast speed and was thrown from his 350 Jawa when he hit a hole in the ground. He was riding on the ballast of a disused railway line.

Although he was a citizen of the USA he rode under Canadian colours and as a token of respect all Canadian competitors wore black armbands for the rest of the week. His widow returned to the States after Friday's funeral at Douglas Crematorium.

# 'I want to be treated as one of the lads'

## Champion Hilary talks to Ron Pearson

A 28-YEAR-OLD woman has won the British Formula Racing Club's annual 250 production road race series and finished runner up in the Midland Club's equivalent championship.

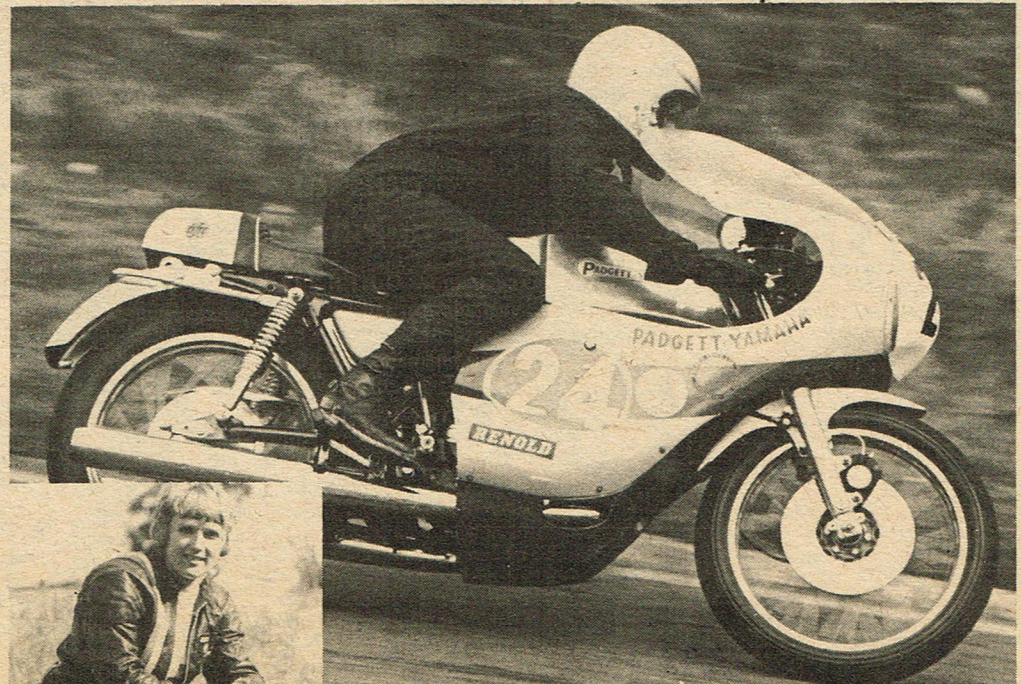
Mrs Hilary Musson, of Grimby, Lincs, riding her 250 Padgett Yamaha, finished all of the 16 races and clinched the championship in the fifth round at Snetterton. Her husband, John, won this year's Grantham Pegasus Club 1000 production championship.

Hilary has been racing for five years, after becoming hooked when she was placed fourth in her first race — a ladies only race organised by the Batley Club in which she rode her husband's 500 Triumph Daytona.

"I have always had a soft spot for the British bikes, but they shake themselves to pieces and leak oil everywhere. I have had the Yamaha for 18 months now and the only thing done to it was a change of rings," Hilary said.

Hilary is a member of the British Formula, Midland, Grantham Pegasus, Skegness, Motor Cyclist and Racing 50 Clubs, and says that when she is racing the other riders treat her as one of the lads.

"I find there is far more friendliness amongst riders in the production classes than in the full racing circles, that is why I do not



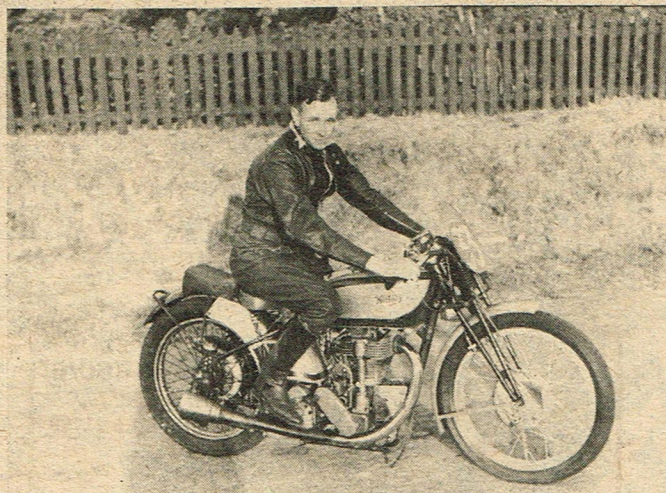
The flying Mrs Musson in flight — and (inset) a more feminine pose.

really want to move into the faster racing. Also, full racing bikes are so expensive."

Hilary, who works part time in a chemist shop, and John, who is a self-employed builder, have a ten-year-old daughter who is already a motor cycle enthusiast.

"She comes to all the races and helps out if she can, and she is really keen to get a motor cycle of her own — one of those Italjets or something similar would be ideal for her."

## GOLDEN COLLECTION



Johnny Lockett, who finished second in two later TT's, pictured on his Norton in 1939 when he finished 16th and won the newcomers award.

SIX HUNDRED photographs of TT riders and their machines. That's the total number of pictures in the 1911-1939 era used in the three volumes of the latest BMS publication, "The Keig Collection", named after the Manx photographic studio of that name which has specialised in paddock and other still photographs of TT competitors.

Volume one, price £2.85, now available, is printed on high-class art paper and features extensive technical captions by Bob Holliday, one-time joint editor of the TT Special. Each picture is used large, most are at least 7 x 5 ins., the largest is 16 x 10 ins.

This is undoubtedly a very high class pictorial chronicle of TT machinery of the past. It has no text other than the informative captions, which some might rate a criticism. But then it is intended to be a picture book. As its publisher points out, some of the older photographs suffer from negative damage. Scratches and other blemishes on 60-year-old scenes may therefore be pardoned — but they certainly exist. Despite this, it is very much a book for TT buffs.

Volume one of "The Keig Collection" is available from Bruce Main-Smith Ltd, 312 High Street, Dorking, Surrey, price £3.20 post paid to any world address. Volumes two and three are to follow.

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