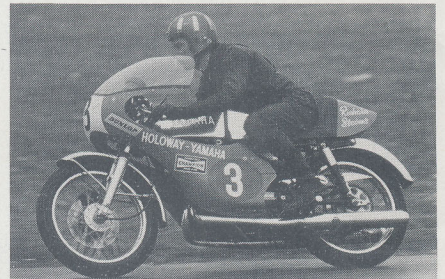


SPORTS REVIEW

RICHARD STEVENS was born 26 years ago in Bradford-on-Avon and has two brothers and two sisters. He was interested in motorcycles from an early age, although no other members of the family have connections with motor cycle racing. He had his first bike (an N.S.U. Quickly Moped), when he was 16 years old, spent a lot of time trying to make it go faster and soon graduated to larger machines.

He had his first race six years ago at Llandow, Glamorganshire, on a home built 650cc Triton (Triumph engine fitted in Norton frame), and finished in twelfth place. Richard scored his first win the following year (also at Llandow), on a 250cc Suzuki, which was a converted road machine. He has since had successes on a variety of machines at circuits throughout the country, mostly at Club race level, but more recently at national and international events.

Richard served his apprenticeship as a motor mechanic and then moved to the Royal Enfield motorcycle factory at Westwood, where he worked for three years as a tester and development engineer until they ceased production. He is currently employed as a production foreman at F.M.S. (fibreglass and wood productions), who took over the Enfield works and later moved to Canal Road, Trowbridge.



On the way to victory at Llandow and (left) the Holoway-Yamaha in the paddock.

Richard married Sue, a Trowbridge girl he had known for several years, at St. James' Church, Trowbridge in February last year. They have set up home at 24 Wyke Road, Trowbridge and between racing commitments are busy modernising and redecorating.

Sue is an indispensable part of the racing team acting as secretary/van driver/lap scorer/tea brewer and even mechanic if the need arises. Sue also has a passion for horses and rides whenever possible. Her ambition is to have a horse of her own.

This year Richard is being sponsored by R. U. Holoway & Son Ltd., motor and motorcycle agents of St. Johns Road, Bath, and Stallard Street, Trowbridge. The machine is a new Yamaha RD250 twin cylinder two stroke taken at random from Holoway's stock. The bike is basically exactly the same as any customer can buy from the showroom. The only modifications are those required by safety regulations, such as removal of stands, wire locking of drain plugs, etc., plus the addition of racing fairing and seat (both of which, incidentally, Richard made himself), and repositioning of handlebars and footrests. Lights, with the exception of rear light, and silencers, are retained and the machine can still be ridden on public roads.

Richard has had five races on this machine so far this season and has finished in the top three places on each occasion. Best place to date, a first at Llandow, on April 28th.

The ultimate challenge for every rider is, and always will be, the Isle of Man T.T. Races held on the tortuous 37½ mile mountain circuit which tests both man and machine to the limit. Richard will be meeting that challenge again this year, it will be his fourth visit. Best place was a fine 8th place in last years' 125cc T.T. earning him a coveted Silver T.T. Replica. He hopes to do even better this year.

For next year Holoway's have ordered Richard a new Yamaha TZ 350cc water-cooled racer and have been promised one by the Importers from the very small U.K. allocation of this very successful, and much sought after, 60bhp Grand Prix machine. With the combination of a really competitive bike, sponsorship from Holoway's and Richard's ability as a rider, the future looks very promising indeed.

