



THE ITOM JUNIOR 50 c.c. MOPED is a modern-looking machine selling at £57 18s. 0d., including tax.

LATEST ITOM MOPED New 50 c.c. machine with full suspension

Now being imported into this country in quite large batches is the Itom Junior machine. The Junior, a 50 c.c. moped, is being imported by Adimar, of 61 Clapham Road, London, S.W.9, which is the sole concessionaire.

Claimed to be unique in this size of machine are the telescopic front forks and swinging-arm rear suspension; the rear suspension also incorporates an enclosed shock-absorber. The tubular frame, to which the single-speed two-stroke engine is bolted, has great strength and the same can be said about the heavy duty, rattle free mudguards which are fully valanced.

The wheels, 24 in. by 2 in., use balloon-section tyres and they incorporate internal-expanding hub brakes at the front and rear. Equipment includes an electric-horn, tyre-pump, central propstand, rear number-plate plaque, small toolbox containing plug spanner and wire brush and parcel carrier. Extras include a pannier set to be priced at about £2 5s. 0d., and a speedo, also to be priced at about £2 5s. 0d.

Finishes available are red, blue and black with usual bright parts chromed. Price is £57 18s. 0d., including £9 13s. 0d. tax.

The company is sole concessionaire for the whole of the Itom range, which consists of seven models priced from £28 10s. 0d., tax paid, to £120 0s. 0d., tax paid. Stockists are required by the concern in Wales, Lancashire and Scotland.

Kirk and Merifield 1959 guide

The yearly trade guide published by Kirk and Merifield, the distributors, of 40-60 Court Road, Balsall Heath, Birmingham, 12, is now available.

Bicycles and accessories are listed in the guide, and the 88 pages are well illustrated. An index is provided inside the back cover.

January-March exports were generally down

Exports of bicycles for the first three months of 1959 were valued at £2,752,325 for 276,581 machines; last year's figures for the same period were £3,275,712 for 341,073 machines. This was a drop of £523,389 and 64,492 machines. Once again, Iran was the largest customer, importing 40,030 machines as against 19,641 machines for the same period of 1958.

Motor cycle and tricycle exports for the first three months of 1959 were valued at £1,414,502 for 10,117 machines. This is slightly down on the 1958 figures for the same period. These figures were: Value—£1,730,331 for 12,564 machines. Largest customer was the USA with 3,778 machines, as against 5,205 for 1958.

Thrupton 500-mile race

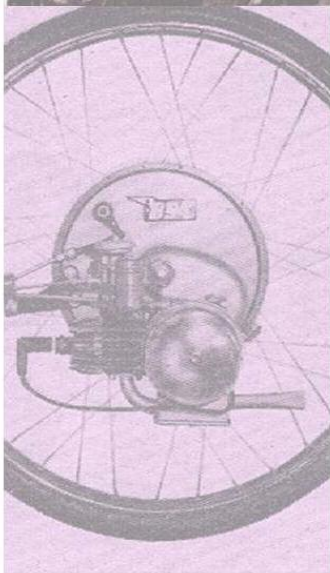
The Thrupton 500-mile race for standard motor cycles will be held on June 20, 1959, at Thrupton aerodrome, near Andover, Hampshire. This now famous race affords to owners of standard production motor cycles the only opportunity to race them and the race presents an admirable opportunity to settle many private arguments as to whose motor cycle is the faster or the more reliable.

Organizing club is the Southampton and District Motorcycle Club. The race is divided into four categories: The first is for multi-cylinder machines of over 350 c.c. and under a 1,000 c.c. engine capacity, the second for single-cylinder machines over 350 c.c. and under 1,000 c.c., the third, the junior class, over 250 c.c. and under 350 c.c. and finally the lightweight class, over 200 c.c. and under 250 c.c.

CTC veterans' triennial run

Twenty-nine cyclists of over 70 years of age are among the 180 who have entered for one or other of the two sections (north and south) of the CTC eleventh triennial veterans' ride on June 21.

IceniCAM Information Service



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