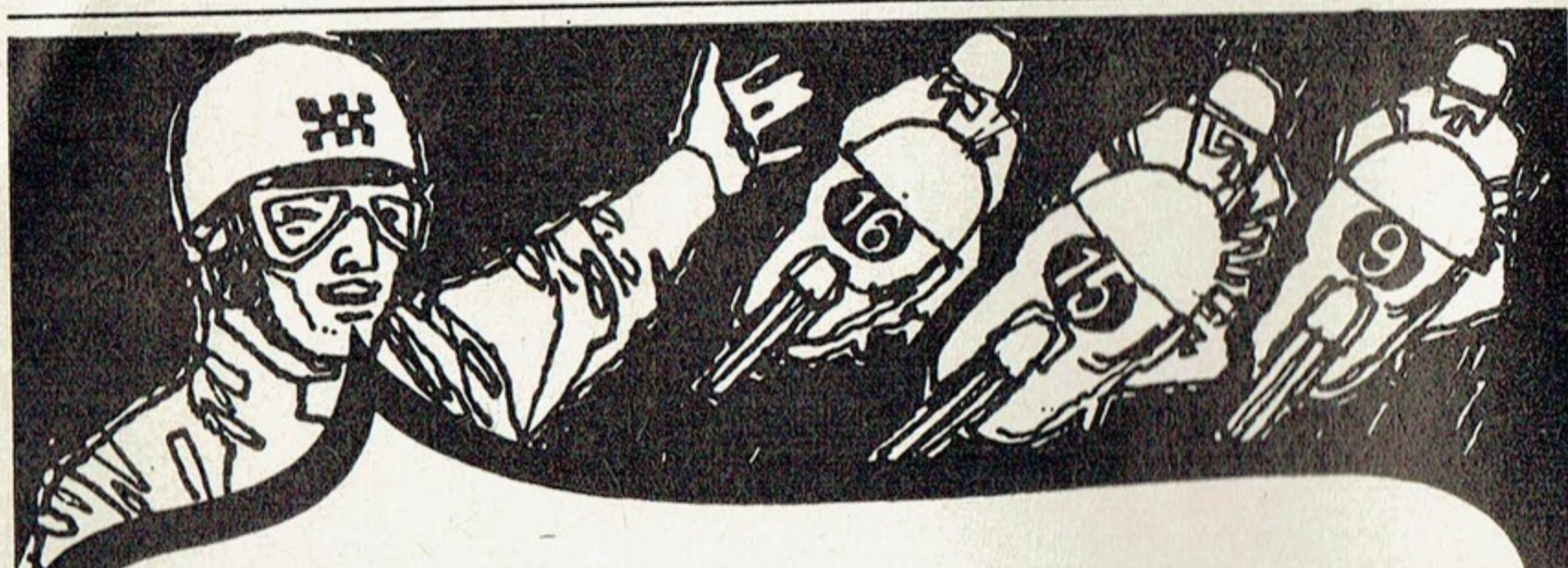


# *SOUTHERN CENTRE GAZETTE*



*May, 1964*



See you at  
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## MALLORY PARK

### *The Friendly Circuit*

May 3rd. National Meeting.

June 14th—National Meeting.

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May 18th (Whit Monday). International Meeting.

June 21st—National Meeting

Brands Hatch, Fawkham, Kent

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Line 703, and by S.R. to Swanley Station. Then bus to the circuit.

No. 186

MAY, 1964



## Southern Centre Gazette

PUBLISHED ON THE FIRST THURSDAY OF  
EVERY MONTH

Editor:  
R. W. BAINES  
"Cadley", Simms Lane, Mortimer,  
Berks.

Board Commentary:  
C. R. JONES  
2 Park Grove, Cosham, Hants.

The Centre disclaims all responsibility  
for the views expressed by contri-  
butors to the Gazette.

### SILENCE

After a good start on reducing noise at speed events, there is now some back-sliding. It is said that lack of firmness in enforcing the regulations is part of the trouble. Various Centres have differing rules which causes confusion.

Let us clear the air within our own Centre. Our Comps. Committee say quite simply: "Machines must not make excessive noise". How noise should be limited is left to the discretion and ingenuity of competitors. It is stupid to say that "a silencer must be fitted". It may be necessary to graft on a silencer to the machinery to achieve results, but an arbitrary definition of dimensions and material which is not related to sound output is merely window-dressing.

We believe that our competitors are human and are quite capable of deciding whether their exhaust note shatters the ear-drum and accordingly will take remedial action.

To help the conscience of present offenders our Stewards have been asked to record the details of machines which make excessive noise; these reports will slowly build up a dossier of the chaps who are not co-operating

and the Competitions Committee can then take the necessary steps.

A Centre official is also visiting circuits, armed with a "noise meter" and he will advise and demonstrate on what is an acceptable level of noise.

### MARSHALS

Our Insurance Company is concerned that clubs have permitted youths under sixteen years of age to occupy positions of risk around racing circuits. This is obviously foolhardy and must be stopped. We know the boys are enthusiastic, but there is plenty they can do without having them "run over".

### CAR PARK AND PADDOCK RACING

The title should be self-explanatory — just another warning that neither of these sports are entertaining nor wanted.

**OUR COVER**—Don Rickman (500 c.c. Matchless/Metisse) in action at an early 1964 Scramble in the Centre (Bulbarrow).

Photo: Gordon Francis.

## BOARD COMMENTARY

There was quite a good gathering down at Wimborne, when our President, Joe Caslake, opened the meeting with his usual greeting; and after apologies had been read from Messrs. Allan, Hodges, Mason, Mesdames Lambert and Steele, and the Southampton Viking, T.O. Reading, and Weymouth clubs, Peter Ryall read the minutes in the absence of Mrs. Steele.

When these had been signed, and Leslie Smith had taken over, he said he had two points to make: (1) a welcome back to the fold for an old delegate, Mr. Broadbury Sayer, who when he departed from our midst a few years ago, did so with such a loud bang; (2) there were available, on the table, the new A.-C.U. handbooks, a supply mainly for the benefit of the W. Area clubs.

From matters arising: Grass Track Championships and Bridport, proposed venue had had a change of owner and the future was uncertain. Centre Benevolent Fund was not on the Agenda, so the chair ruled that it could not be discussed and should be put in for next month. Mike Jackson explained that he was so eloquent at the last board that he applied for a wrong date for the Southampton Time/Obs. Trial; he wanted May 30th, not the 9th; Sat. date so no worry.

Roll Call: Officers present—Messrs. Caslake, Goss, Jones, Lambert, Ryall, Rendell, Smith. Clubs—Alton, Aldermaston, Basingstoke, Bishops Waltham, Bar One, Blackmore Vale, Bridport, Esso, Farnham, Frome Valley (not M.J.'s lot), Gosport, Grass Track Assn., Kiwi, Lymington, North Berks, Ringwood, Southampton, Southampton Vikings, Sturminster, Wimborne, Winchester, X.H.G. Tigers. Quite a nice little crowd, you see; a case of "go west, young man(?)".

Correspondence: Letter from Andover announcing G.T. April 5th cancelled, as track had been ploughed up.

Letter from Bath and West of England for permission to invade for their Downland Enduro and Super Sporting Trial, June 14th; it was Kiwiland and they were quite happy, so we agreed.

Letter from Aldermaston Nomads: change of Secretary—Mr. Steel's, Boundary Hall, Tadley, Basingstoke.

Our utilitarian official, Peter Ryall, again bobbed up to give the Treasurer's eye view of our finances and had no accounts for payment.

Inter-Centre Team Trial Report: our team had done quite well, finished complete in 8th position. The organisation, in the hands of the Waterlooville Club, came in for considerable praise and M.J. said it was very enjoyable, as was the Centre Team Trial. Chairman demurely accepted our appreciation on behalf of the club, of which he is a Vice-President and member.

Unpaid affiliation fees: list of clubs who had not paid the Secretary was read, but he understood some of them might have sent direct to A.-C.U. Agreed to write to remaining culprits, giving them a further 7 days, or else.

Date and place of next meeting confirmed: May 7th at Romsey.

Arthur Lambert asked if clubs would alter their regs. for trials to change the 250 class to 320, to prevent bored out 250's competing in the higher class; and then 320 to 500. M.J. said: "As a guilty party in the past, I am in full agreement".

Mr. Cuff, Grass Track Assn., asked for a ruling; their rules stated that entrants should compete as members of their parent club, when entering events; a member had his entry returned when he nominated the G.T. Assn. as his club. What was the position? Les Smith ruled that as the Grass Track Association was a club affiliated to this Centre, membership of the club was sufficient qualification.

Mr. Browning was concerned about the late notification of cancellation of the Andover G.T.; the fact that the venue was not available was common knowledge weeks ago, now no other club could take it up, and so another grass track date was lost. Clubs should notify their area committees immediately to enable them to pass on the date to another club. Mr. Steele said the time was ripe for a separate dates meeting for grass track events. Mr. Rendell suggested that rules be implemented, that inscription fees be charged, and then, in the event of cancellation, these fees could be impounded. There was the further possibility of the Salisbury meeting, July 5th, not taking place. Jim suggested that Ringwood should apply now. Accordingly, Ringwood applied for July 5th if Salisbury will not be running.

M.J. wanted to know when the rule regarding silencers came into force. Chairman pointed out that the rule that was in force called for a reduction in noise; Arthur Lambert pointed out that open pipes did not

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**BOARD COMMENTARY—continued**

always mean more power. Mike Jackson opined that officialdom is turning a blind eye(?). I should have thought that a "deaf ear" would have been more appropriate.

Wimborne asked the position of Salisbury members if the club did not come up to scratch this year, a premature enquiry at this moment?

Ringwood made a firm offer to organise the Grass Track Championships. Chairman said: "Well, Jim, how about it?" Mr. Rendell said: "The Grass Track Sub-Committee will be meeting later this evening".

The meeting, even after a late start, was declared closed at 9.25 p.m., and then we had the refreshments.

Epilogue. "So the meeting closed at 9.25? What took you so long to get home?"

C.R.J.

**INTERNATIONAL LICENCES —  
MEDICAL CERTIFICATES**

The Competitions Committee has directed that at all future International Road Race Meetings, the A.-C.U. Steward will be required to carry out a check of Medical Certificates obtained by drivers when making application for their International Licences. Drivers are warned that they must be prepared to produce such certificates when required.

**APPROVED TYRE**

The A.-C.U. has approved the Yokohama 2.50 x 17 tyre reference 5724/1 for use in Trials.

**NATIONAL SUSPENSION**

The Competitions Committee has confirmed the sentence of National Suspension imposed upon Mr. E. W. Tinkler of Melton Mowbray from 3rd April, 1964, until 3rd July, 1964, for irregular entry in the Hunts Falcon M.C.C. Grass Track Meeting held on 27th July, 1963.

**UNREGISTERED MACHINES IN  
TRIALS**

The Competitions Committee at its recent meeting considered the use of unregistered machines in Trials held wholly on private land. It has been decided that such machines must comply with the A.-C.U. Standing Regulations for Trials except so far as Road Fund Licence, horn and speedometer are concerned.

**1964 SCRAMBLE STARS****POSITIONS UP TO APRIL 5th**

250 c.c.		
Roger Snoad	... ..	21 points
Brian Goss	... ..	12 "
Don Rickman	... ..	10 "
Pete Smith	... ..	7 "
500 c.c.		
Ken Heanes	... ..	14 points
Don Rickman	... ..	11 "
Dave Nicoll	... ..	10 "
Ken Messenger	... ..	10 "
Ivor England	... ..	10 "
Sidecar		
Wally Searle	... ..	11 points
Bill Turner	... ..	9 "
John Turner	... ..	7 "
R. Edwards	... ..	6 "

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# 1964 NATIONAL JACKPOT SCRAMBLE

**SUNDAY, MAY 10****PADWORTH PARK**

(Midway Reading Newbury on A4)

**FIRST RACE 1.30 p.m.**

### UNAUTHORISED SPEEDWAY MEETINGS—SUSPENSION OF DRIVERS

Following a Court of Enquiry appointed by the Speedway Control Board, the following drivers have been suspended Nationally, sine die, for participation in an unauthorised speedway meeting.

It is emphasised that the effect of this suspension is that the drivers are prohibited from taking part in any competition held within the territory of the A.-C.U. (See G.C.R. 294).

Ken Adams, London  
 David Attwood, Cradley Heath  
 Paul Agg  
 Tim Bungay, West Wellow, Hants  
 Harry Bastable, Birmingham  
 Ivor Brown, Loughborough  
 Wayne Briggs, West Lothian  
 Ron Bagley, Ipswich  
 Malcome Bruce, Sheffield  
 James Bond, Sutton Coldfield  
 Kid Bodie, Wolverhampton  
 Brian Davies, London  
 Eric Boocock, Wakefield  
 Erol Brook, Cradley Heath  
 Cliff Cox, Bristol  
 Alan Cowland, London  
 Glyn Chandler, Cirencester  
 Stan Clark, Waltham Abbey  
 D. Collins, Rayleigh  
 J. Comber, Rayleigh  
 Alvis Childs  
 Chris Christian, Cradley Heath  
 B. Chandler, Cradley Heath  
 -. Cooley, Cradley Heath  
 R. Cooper  
 John Dews, Wakefield  
 Denis Day, London  
 Dai Evans, Cradley Heath  
 Jon Erskine, Romsey, Hants  
 John Edwards, Cradley Heath  
 Harry Edwards, Oulton Broad  
 Pat Flanagan, London  
 Clive Featherby, Lowestoft  
 Cyril Francis, Newport  
 Alby Golden, Southampton  
 Ross Gilbertson, Wimborne  
 Gerald Goodwin, Sheffield  
 Fred Greenwell, Sedgefield  
 Derek Greaves  
 David Gledhill  
 John Hart, Birmingham  
 Eric Hockaday, Northolt  
 J. Hammond, Rayleigh  
 Ken Hanscombe, Wakefield  
 Dave Hemus, Sutton Coldfield  
 Clive Hitch, Hoddesdon  
 George Hunter, Ladybank  
 Berk Harkins, Glasgow  
 E. Hanlin, Edinburgh  
 -. Hannsaw

Bob Innocent, Exeter  
 Alan Jay, Rotherham  
 Derek Jay, Sheffield  
 Chris Julian, Frodden  
 Pete Kelly, Manchester  
 Jack Kitchen, Lancaster  
 -. Kaisley  
 Des Lukehurst, Ashford, Kent  
 Tony Lewis, Ferndown  
 Brian Lennard, Newbury  
 John Leggatt, London  
 Bill Landels, Edinburgh  
 Sandor Levai  
 John McGill, Swindon  
 Ivor Mauger, Manchester  
 Peter Munday, Totton  
 Maury Mattingly, Southampton  
 Maury McDermott, London  
 Bill McMillan, Glasgow  
 Charlie Monk  
 Red Monteith, Paisley  
 Norman Moore, Cradley Heath  
 Dent Oliver, Disley  
 Bruce Ovenden  
 E. Pollard, Exeter  
 Slant (Maurice) Payling  
 John Poyser  
 Geoff Penniket, Morden  
 F. Powell, Rayleigh  
 Fred Priest, Briesley Hill  
 Tommy Roper, Halifax  
 Vic Ridgeon, Canvey Island  
 M. Robinson, Sale, Cheshire  
 Norman Storer  
 Jimmy Squibb, Southampton  
 Len Silver, London  
 Peter Selley, Exeter  
 Pete Smith, Hanworth  
 Norman Strachan, Poole  
 Bluey Scott  
 Terry Stone, Rainham, Essex  
 Dave Still, Rayleigh  
 Jack Swales  
 B. Stovam, Edinburgh  
 Alan Totney, Quarry Bank, Staffs.  
 Derek Timms, Birmingham  
 Doug Templeton, Culross  
 Willie Templeton, Culross  
 Kevin Torpie, Hoddesdon  
 Jimmy Tannock, Glasgow  
 Peter Vandenberg, Eastleigh, Hants  
 Ray Wickett, Exeter  
 Mike Watkin, Newcastle  
 Jack Winstanley, Anderson  
 Vic White, Leicester  
 Stuart Wallace, Eastleigh, Hants  
 Alf Wells, Edinburgh  
 Joe Wicks  
 Ian Wilson, Sheffield  
 Joey Westwood, Cradley Heath  
 Ray Wilson  
 Peter Wrathall  
 Dave Younghusband, Consett, Co. Durham

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Body Belts .....	2	5	0
Chrome mudguards, pair .....	3	15	0
Greeves type mudguard, front .....		14	6
Greeves type mudguard, rear .....	1	3	6
Fibre glass mudguards, pair .....	2	10	0
Fibre glass scramble seat .....	3	7	6
Metal base scramble and trials seat .....	2	3	6
Everoak Racemaster helmets A.C.U. ....	4	15	0
Greeves type bars .....	1	7	6
Scramble bars, braced, 36in. wide .....	1	8	6
Ball end levers, adjustable .....		14	2
Ball end lever blades only .....		6	2
Fibre glass number plates .....		6	0
Nylon, quick action twist grip .....		19	6
Alloy, quick action twist grip .....		19	6
Alloy adjustable levers .....	1	6	3
Cape leather scramble gloves .....	1	8	9
Cable lubricators .....		12	6
Scramble eyeshields .....		9	6
Helmet peaks, detachable, black or white .....		6	0
Triumph finned rocker caps, set .....		16	3
Cloth badges, Greeves, Cotton, Triumph, B.S.A., etc. ....		6	0
Face masks .....		10	0
Rubber fork gaiters, pair .....		12	6
Waterproof plug covers .....		3	6
Comp. h/bar grips, pair .....		2	6
Plastic carburettor and dist. covers .....		2	6
Greeves sprockets, 58, 60, 62, 64 teeth .....	1	12	6
Dural sprocket blanks, $\frac{1}{2}$ x $\frac{5}{16}$ , 58, 60 teeth .....	2	5	0
Wheel security bolts .....		4	6
White seaboot socks .....		10	6

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### THIRD PARTY INSURANCE AND TRIALS

With reference to my letter of 13th December last, some doubts appear to exist concerning the requirements relating to Third Party Insurance and Trials, and the following additional information will, it is hoped, clarify the position.

Paragraphs (a) and (b) are the Trials Drivers' responsibility, although of interest to promoters. Paragraphs (c), (d) and (e) are the responsibility of promoters.

Driver's normal Third Party Insurance cover is, subject to the Driver confirming with his insurers, adequate, and promoters ARE NOT required to effect the special additional cover with Muir Beddall & Co. in the following instances:—

- (a) Where a Trial includes a Special Test over a distance not exceeding 100 yards in length and where there is some other factor than speed alone. For example, the distance is also "observed". Such tests should be held on private land.
- (b) A Time and Observation Trial where the Supplementary Regulations state the overall average speed will not

exceed 20 m.p.h. For example, the going is such that the fastest driver cannot average over 20 m.p.h.

Additional Driver's Third Party Cover MUST BE EFFECTED BY PROMOTERS with Muir Beddall & Co. in the following instances:—

- (c) Where a Trial includes Special Test/s over whatsoever distance, if speed alone determines the result/s.
- (d) Where a Trial includes a Special Test over a distance exceeding 100 yards in length, even if there is some other factor than speed alone. Such tests (c) and (d) must be held on private land.
- (e) A Time and Observation Trial, the Supplementary Regulations for which do not limit the overall average speed to 20 m.p.h.

It should be noted that an event in which the time schedule is not restricted and the driver completing the course in the shortest time creates "Standard Time", there being no other factor than speed alone, will be classed as a speed event and insurance arrangements would be those as required for a scramble.

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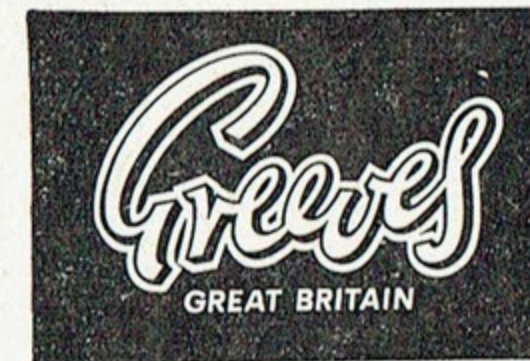
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1959 Ford Popular. Blue .....	£248	1960 Morris 1000 Van. Blue .....	£185
1961 Dot 250 V/O Trials. Alloy tank, fibre-glass seat .....	£76		
1963 Triumph TR20. 1/mileage, 1 owner, bargain .....	£125		
1961 Greeves 250 Scottish. Alloy tank, Peko exhaust .....	£89		
1961 Greeves 250 Moto-Cross. Marcelle head/barrel, clean .....	£89		
1961 Model 1962 Dot 250. Square barrel scrambler, alloy tank .....	£115		
1959 Greeves 250 Hawkstone. Hide seat, finned brakes, clean .....	£58		
TRIBSA T100. Alloy tanks and rim, Norton forks .....	£115		
1961 Greeves 250 Moto-Cross. Silencer, finned brakes .....	£86		
1963 James 250 Scrambler. Brand-new, unused .....	£145		
TRIBSA T100 Siamese. Full-width hubs .....	£79		
1955 A.J.S. 350 Trials. Fibre-glass guards, alloy rims .....	£48		
1963 Greeves 24TES. Alloy tank and hubs, award winner .....	£168		
1960 B.S.A. 500 Gold Star Scrambler. Alloy tank, G.P. carb. ....	£129		
1960 Greeves 250 Trials. Alloy tank and rims, good tyres .....	£79		
1962 Dot 250 W/Replica. Alloy tank and hubs, clean .....	£86		
1962 Greeves 250 Trials. Fibre-glass seat and mudguards .....	£115		

**ORDER YOUR NEW GREEVES CHALLENGER NOW!**

SEND £3 DEPOSIT TO RESERVE ANY OF ABOVE  
ALL NEW MACHINES FOR IMMEDIATE DELIVERY.

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Open 9 a.m. till 7 p.m.

Saturdays: 9 a.m. till 6 p.m.

# NEWBURY AND DISTRICT MOTOR CLUB NEWBURY TROPHY SCRAMBLE

SUNDAY, MAY 24th, 1964

First Race: 1 o'clock

In aid of The Church of England Children's Society  
at Harts Hill Copse, Cold Ash, Near Newbury, Berks.

T.C.C. 363 Solos and Sidecars Permit No. Applied for

## OFFICIALS

**Southern Centre Steward:** To be appointed.

**Club Stewards:** W. Cridland, R. Tarry.

**Clerks of the Course:** J. Spanswick and J. Stanley.

**Secretary of the Meeting:** Mr. J. Randal, 19 Berkley Road, Newbury, Berks.

## SUPPLEMENTARY REGULATIONS

**1. JURISDICTION:** Open to all clubs affiliated to the Southern Centre of the A.-C.U., held under the General Competition Rules of the A.-C.U., the Scramble Regulations and the following Supplementary Regulations.

**2. COURSE:** Approx.  $\frac{3}{4}$ -mile over heathland with ascents and descents with a little mud, depending on weather conditions.

**3. PRACTICE:** Will be controlled between 11.45 a.m. and 12.45 p.m. Each rider must complete two laps, all riders to sign on before starting. Starting of machines before 11.45 a.m. is prohibited — penalty exclusion.

**4. START:** Riders to sit astride machines, engines running, left hand on rear mudguard; start by raising flag. Sidecars clutch start.

**5. ENTRIES:** Entry fee 12/6 must accompany entry form provided. Entries will be accepted forthwith. Closing date: Saturday, May 16th.

**6. ENTRY FEES:** Will all entrants please keep their postal order counterfoils; this will enable you to cash your postal order should we be unable to accept your entry. **POSTAL ORDERS WILL NOT BE EXCHANGED.**

7. EVENTS AND AWARDS:	1st	2nd	3rd	4th	5th	6th
1. Junior Riders ... ..	70/-	50/-	40/-	20/-	15/-	10/-
2. Experts Unlimited ... ..	100/-	80/-	60/-	40/-	20/-	10/-
3. Sidecar Star ... ..	80/-	60/-	40/-	20/-	—	—
4. Up to 250 c.c. Star ... ..	100/-	80/-	60/-	40/-	20/-	10/-
5. Over 300 c.c. ... ..	100/-	80/-	60/-	40/-	20/-	10/-
6. Sidecar Scratch Race ... ..	80/-	60/-	40/-	20/-	—	—
7. Allcomers (Star) ... ..	120/-	100/-	80/-	60/-	40/-	20/-
8. Sidecar Handicap ... ..	80/-	60/-	40/-	30/-	—	—

**Note.**—Only vehicles carrying machines will be allowed in the Paddock.

## LETTERS

3 South Drive,  
Cattistock,  
Dorset.

Mr. T. W. Gibbs,  
Frome Valley M.C.C.

Dear Sir,

Will you kindly bring the contents of this letter to any of your club members who may participate in events which take them on to public roads.

On Sunday afternoon, 26th January, 1964 both my wife and myself were spattered with mud from motor cycles leaving Upsydling Farm on the road to Sydling. This was due solely to the speed at which they were driven past us whilst we were walking. Our car, which was on the grass verge, was also covered with mud, presumably from the same source. The surface of the road from the farm for at least a hundred yards towards Sydling was also deep in mud.

This is not a letter from an "ANTI-" motorcyclist, but from an elderly EX-motorcyclist and club member. Please, when using a public road on muddy machines, drive very slowly past pedestrians and avoid any unnecessary complaint.

My immediate reaction was to complain to the Police, but on reflection I feel that more good may be done by requesting your co-operation in the future.

Yours truly,  
A. C. CROXTON.

## CHANGE OF SECRETARIES

**B.S.A. OWNERS CLUB**—Mr. G. T. Phillips, 23 Dunhurst Close, West Leigh, Havant.

**P.M.C.R.C.**—E. J. Wilson, c/o 27 Central Road, Drayton, Portsmouth.

**ALDERMASTON NOMADS**—R. Steels, Boundary Hall, Tadley, Basingstoke, Hants.

**SMALL ADS** 1½d. per word  
Cash with Order.

**SPECIAL BUILDERS.** We can supply Allen Screws (all sizes). No order too small. Engine Plates cut to pattern. Denwheel Products, 25 Dorking Road, Epsom, Surrey.

## LEAGUE TRIALS

Results continue to come in, slowly in some cases, and so far as I have received them, the positions are up-to-date and my "Top Ten" are as follows:—

Bishops Waltham 138 points; Southampton Vikings 132; Waterloo 99; Southampton 73; North Berks 65; X.H.G. Tigers 61; Ringwood 53; Farnham 48; Basingstoke 44; Sturminster 39.

Results sheets please to C. R. Jones, 2 Park Grove, Cosham, Portsmouth.

## T.T. SUPPORTERS' BADGES (A.-C.U. BENEVOLENT FUND)

The 1964 issue of the T.T. Supporters' Badge is now available price 2/6d. post free, from the A.-C.U., 83 Pall Mall, London, S.W.1.

In addition and in response to many requests, the Administrative Committee of the Fund have arranged for a limited number of complete sets of the badge to be produced. These sets, consisting of badges for the years 1954-64, together with an attractive presentation case, are available at **not less than 50/-** each.

Also, to assist collectors who only require one or two badges to complete their sets, a small number of each year's badge remains in stock and these can be supplied at 5/- each.

It is regretted it is not possible to supply the presentation case separately.

## STOLEN ENGINES

The police have notified the A.-C.U. of engines and spares stolen from the premises of Mr. Francis Beart. The list includes two new A.J.S. 7R engines, the number of one of these being "4844".

Should Scrutineers at road race meetings observe this engine, will they kindly notify the A.-C.U.

K.E.S.



## SOUTHAMPTON AND DISTRICT MOTOR CYCLE CLUB

## PRESIDENT'S CUP TRIAL

(in conjunction with Esso Fawley Motor Cycle &amp; L.C. Club)

SATURDAY, 30th MAY, 1964

START 6.00 p.m.

Permit No. U.1219

## OFFICIALS

Centre Steward: To be appointed.

Club Stewards: J. French, W. Topp.

Timekeeper and Starter: W. Paskins.

Secretary of Meeting and Clerk of the Course: M. Jackson, 15 Westwood Court, Westwood Road, Southampton (Tel. 54944).

## SUPPLEMENTARY REGULATIONS

**1. ANNOUNCEMENT:** The Southampton and Esso Clubs (as above) will run an O.T.C. Trial on Saturday evening, the 30th May, and the event will be timed and observed; for Solo riders only.

**2. JURISDICTION:** The event will be open to all members of S.C. affiliated clubs and held under the G.C.R.'s and Standing Regulations of the A.-C.U. and the following Supplementary Regulations.

**3. ENTRIES:** To be on form provided and sent to Secretary of Meeting by the 15th May. In the event of over-subscription, the list will be limited at the discretion of the organising club.

**4. ENTRY FEES:** 10/- for all riders. Please note that this includes Rider's Personal Accident benefit cover. It is also hoped to provide refreshments for riders during the compulsory interval. Team entries (subject to 3 or more teams entering) 7/6d.

**5. COURSE:** Will be of a severe nature containing 8 observed sections. The course will be approximately 2,000 yards in length and will have to be covered 10 times. There will be an interval after 4 laps. Any rider exceeding an average speed of 24 m.p.h. will be excluded. Deliberate course cutting between sections will also entail exclusion. For missing a section the penalty will be 5 marks. Venue: Hardley, Nr. Hythe (will be signposted from B.3053).

N.B.—The Club reserve the right to alter any of the above to suit prevailing conditions.

**6. PENALTIES:** The 5—3—1 system will apply on observed sections. The fastest finisher will set Standard Time and other finishers will lose one mark for each whole minute in excess of Standard Time.

**7. AWARDS:** THE PRESIDENT'S CUP—To the rider with least overall marks lost.  
SUITABLE AWARDS—To the 2nd, 3rd and 4th best; and to the rider making best performance on Observation.  
1st CLASS AWARDS—To the next best 10% of finishers.  
CLUB CUPS—To the best Southampton and the best Esso members.  
NOVICE CUP—To the best Non-Expert.  
1st CLASS (NOVICE) AWARDS—To the next 10% Non-Expert finishers.  
TEAM AWARDS—To each member of winning team.

**8. MACHINES:** Only machines with standard Trials tyres may be ridden and all motor cycles must comply with the Road Traffic Act.

RINGWOOD M.C. AND L.C.C.

# WANTED

## EXPERT

# SCRAMBLERS

SOUTHERN CENTRE CHAMPIONSHIPS — JUNE 14th, 1964

# REWARD

## £220 PRIZE MONEY

Regs. APRIL Gazette or from:

T. H. GROOME, Esq., 26 Christchurch Road, Ringwood, Hants.

BRIDPORT AND DISTRICT M.C. AND L.C.C.

# Dorset

# Grand National Scramble

To be held at Chilcombe Hill

on SUNDAY, 21st JUNE, 1964

Regional Restricted

Start 2.30 p.m.

Regulations available from Secretary of Meeting:

Mrs. R. Roberts, 122 West Bay Road, Bridport, Dorset. Tel. Bridport 2203

## READING ACE MOTOR CYCLE CLUB

## Supplementary Regulations for the

## MAY ROAD TRIAL

to be held on **SUNDAY, MAY 24th, 1964, at 1.30 p.m.**

Open to Southern Centre

Permit No. R.A.C./A.-C.U. applied for

**Start: The Wellington Monument, Reading-Basingstoke Road**

## OFFICIALS

**Southern Centre Steward:** To be appointed.

**Club Stewards:** To be appointed.

**Clerk of Course and Hon. Sec. of Meeting:** L. B. Sykes, 59 Loddon Bridge Road, Woodley, Berks.

## SUPPLEMENTARY REGULATIONS

**1. JURISDICTION:** This event is open to all members of the Southern Centre of the A.-C.U. driving solo, sidecar or scooter machines, also three- and four-wheel cars, and will be held under the G.C.R.'s of the A.-C.U., a permit from the R.A.C., and these Supplementary Regulations, also any final instructions which may be issued which will not alter the force of these Supplementary Regulations. Passengers may be carried and may assist the driver.

**2. ENTRIES:** Will be accepted forthwith and must be sent on the proper form to reach the Secretary of the Meeting not later than Saturday, May 16th, 1964. Entries will be limited to the first 60 motor cycles (including sidecar and scooter riders) and the first 20 cars, accompanied by the entry fee of 7/6d. Cheques and postal orders to be made payable to the "Reading Ace M.C.C."

**3. COURSE:** This will consist of public roads situate in the Berkshire-Hampshire area and will be approximately 100 miles in length. Competition numbers will not be issued or displayed. Maps of these counties will be an advantage.

**4. SPEED SCHEDULE:** Will not exceed 25 m.p.h.

**5. ROUTE CARDS:** Will be issued at the Start. All competitors to sign in at least 15 minutes before their departure time. A comprehensive translation of the system of marking etc. will be displayed at the Start and all competitors will be deemed to have read and understood the same.

**6. PENALTIES:** Five marks lost for each minute early at Check Points and two marks lost for each minute late. Timing to the nearest minute.

**7. TIES:** To be decided on furthest round with minimum loss of marks.

**8. CHECK POINTS:** Will be placed either **before** entering a place named from the shortest route from the previous place named, or on the route **after** the place named on the shortest route to the **next** place named. No check points will be known to competitors.

**9. GENERAL:**

- Competitors will leave at one-minute intervals.
- Stopping more than two machines length from a Check Point (unless for safety requirements) entails a loss of 10 marks.
- No competitor may win more than one award.
- The organizers reserve the right to abandon the event for any cause.
- A fully operative mileometer is essential for participating in this event.

**10. AWARDS:** Best Performance—MAY ROAD CUP.  
Best Opposite Class—AWARD.  
1st and 2nd CLASS AWARDS as per Centre ruling.

## SCRAMBLE

The Warren, Nr. Old Willoughby Hedge (5 miles Mere A.303)

WHIT MONDAY, MAY 18th, at 2 p.m.

(SOLOS ONLY)

Regulations available from:

A. G. Jenkins, 14 Thunderbird Caravan, Woodcock, Warminster, Wilts.

Cut Here

**YES!**

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for one year.*

I enclose Cheque/Postal Order value 7/6

Name .....

Address .....

THIS IS MY \*RENEWAL SUBSCRIPTION \*FIRST ORDER

\*Cross out which does not apply.

Send to: Southern Centre Gazette, Cadley, Simms Lane, Mortimer, Berks.

SOUTH NEWBURY MOTOR CLUB  
OPEN TO CENTRE  
CHAIRMAN'S AND J. OLIVE CUPS  
SCRAMBLE

(SOLOS AND SIDECARS)

at Paice Hill, Tadley (A.340)  
on SUNDAY, JUNE 28th, 1964

Temp. Track Cert. No. 419      START 1.30 p.m.      Permit No. U.1223

OFFICIALS

Southern Centre Steward: To be appointed.  
Club Stewards: J. Nichols and R. Hastings.  
Clerk of the Course and Secretary of the Meeting: C. Bennett, 125 Dene Way, Donnington, Newbury.

SUPPLEMENTARY REGULATIONS

- 1. JURISDICTION: Held under the G.C.R.'s, the Standing Regulations of the A.-C.U. for all Scrambles and these Supplementary Regulations.
- 2. ENTRIES: To be made on form provided. No entry will be opened before May 31st and entries will close on June 6th. Entry forms to be sent to the Secretary of the Meeting with entry fee of 10/-. No money: no ride! The Junior entry will be restricted to 80 riders, plus 5 reserves, in case of absentees; if over-subscribed, all entries will go into a ballot box and drawn fairly.
- 3. SPECIAL NOTICE: All machines must have Silencers fitted. No Silencers — No ride! Under new rules, running of engines in pits and adjacent lands is prohibited and for a period not exceeding 5 minutes prior to start of any Race or Practice. Penalty — EXCLUSION from riding in the Meeting.
- 4. PRACTICE: Will be controlled 2 laps. Solos: 1st, 1 to 40; 2nd, 41 to 80; 3rd, 81 to 120; 4th, 121 to 160. Sidecars, 12 at a time. Practice starts at 12.30 p.m.
- 5. START: Elastic gate, engines running, driver's hand on helmet.
- 6. COURSE: Grassland, woods with slopes and gravel pits (disused); anti-clockwise, about 1/4-mile.
- 7. EVENTS AND AWARDS:
  - 1. Junior Riders only. 1st 60/-; 2nd 40/-; 3rd 20/-; 4th 10/-; 5th 5/-.
  - 2. 250 c.c. Star Race. 1st 120/-; 2nd 80/-; 3rd 40/-; 4th 10/-; 5th 5/-.
  - 3. Sidecar Star Race. 1st 120/-; 2nd 60/-; 3rd 40/-; 4th 20/-; Pass. 1st 20/-; 2nd 10/-.
  - 4. 251 c.c. to 1000 c.c. Star Race. 1st 100/-; 2nd 70/-; 3rd 40/-; 4th 20/-.
  - 5. Experts Only up to 1000 c.c. 1st 120/-; 2nd 80/-; 3rd 50/-; 4th 20/-.
  - 6. Side Handicap. 1st 120/-; 2nd 60/-; 3rd 40/-; 4th 20/-; Pass. 1st 20/-; 2nd 10/-.
  - 7. Allcomers Race. 1st 100/-; 2nd 70/-; 3rd 50/-; 4th 30/-; 5th 10/-.  
Heat winner—10/-
- 8. EVENT 8: Chairman's & J. Olive Cups to be held for 1 year and replicas given at Annual Dinner.  
Event 4. Chairman's Cup.      Event 2. J. Olive Cup.

NEWBURY MOTOR CLUB, SCRAMBLE.

May 24th

I have read the Supplementary Regulations issued for this meeting, and agree to be bound by them, and the General Competition Rules of the A.-C.U. In consideration of acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Club, the Centre of the A.-C.U. and the A.-C.U. (including the owners or lessees of the land used for the meeting), and their officials, representatives, servants and agents, and each and every one of them, from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself, or of my passenger, or my mechanic howsoever caused, or arising out of, or in connection with my entry or my taking part in this meeting, and whether or not occasioned or contributed to by reason of negligence of the said bodies, officials, representatives, servants or agents.

Entry fees .....  
Date .....  
Signed .....  
(To be countersigned by Parent or Guardian if driver is under 21 years of age)  
Parent or Guardian .....

Name and address (block letters) .....

Club ..... Machine ..... c.c. ....

Please enter me for Events Nos. .... Riding No. ....

Solo or Sidecar ..... Passenger's Name .....  
My status is: EXPERT/JUNIOR      Are you over 16? YES/NO

SOUTHAMPTON & DISTRICT MOTOR CYCLE CLUB, TRIAL.

30th May

I have read the Supplementary Regulations issued for this meeting, and agree to be bound by them, and the General Competition Rules of the A.-C.U. In consideration of acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Club, the Centre of the A.-C.U. and the A.-C.U. (including the owners or lessees of the land used for the meeting), and their officials, representatives, servants and agents, and each and every one of them, from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself, or of my passenger, or my mechanic howsoever caused, or arising out of, or in connection with my entry or my taking part in this meeting, and whether or not occasioned or contributed to by reason of negligence of the said bodies, officials, representatives, servants or agents.

Entry fees .....  
Date .....  
Signed .....  
(To be countersigned by Parent or Guardian if driver is under 21 years of age)  
Parent or Guardian .....

Name and address (block letters) .....

Club ..... Machine ..... c.c. ....

My status is: EXPERT/INTERMEDIATE/NOVICE.      Are you over 16? YES/NO

THE KIWI MOTOR CYCLE CLUB

will present an

OPEN - TO - CENTRE

GRASS TRACK MEETING

on

SUNDAY, 7th JUNE, 1964

(First race 2 p.m.)

at

DOWN FARM, EVERLEIGH, WILTS.

Particulars from the Secretary of the Meeting:

MISS B. WILKINS, 8 Church Street, Collingbourne Ducis, Nr. Marlborough, Wilts.

READING ACE MOTOR CYCLE CLUB, ROAD TRIAL.

May 24th

I have read the Supplementary Regulations issued for this meeting, and agree to be bound by them, and the General Competition Rules of the A.-C.U. In consideration of acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Club, the Centre of the A.-C.U. and the A.-C.U. (including the owners or lessees of the land used for the meeting), and their officials, representatives, servants and agents, and each and every one of them, from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself, or of my passenger, or my mechanic howsoever caused, or arising out of, or in connection with my entry or my taking part in this meeting, and whether or not occasioned or contributed to by reason of negligence of the said bodies, officials, representatives, servants or agents.

Entry fees ..... Date ..... Signed ..... (To be countersigned by Parent or Guardian if driver is under 21 years of age) Parent or Guardian .....

Name and address (block letters) .....

Club ..... Machine ..... c.c. ....

My status is: EXPERT/INTERMEDIATE/NOVICE Are you over 16? YES/NO

CHERRYSONS LTD. MOBILE CATERERS

The services of our Mobile Canteens are available at any distance, at gatherings where good catering at reasonable prices is desired.

The Hon. Secretary of a club in the Southern Centre writes:

"... would like to express our sincere thanks for the magnificent service and quality of your catering... everyone was full of praise and that is the sort of thing that does a club a whole lot of good..."

Address enquiries to:- 3 Boreham Road, West Southbourne, Bournemouth.

SOUTH NEWBURY MOTOR CLUB, SCRAMBLE.

June 28th

I have read the Supplementary Regulations issued for this meeting, and agree to be bound by them, and the General Competition Rules of the A.-C.U. In consideration of acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Club, the Centre of the A.-C.U. and the A.-C.U. (including the owners or lessees of the land used for the meeting), and their officials, representatives, servants and agents, and each and every one of them, from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself, or of my passenger, or my mechanic howsoever caused, or arising out of, or in connection with my entry or my taking part in this meeting, and whether or not occasioned or contributed to by reason of negligence of the said bodies, officials, representatives, servants or agents.

Entry fees ..... Date ..... Signed ..... (To be countersigned by Parent or Guardian if driver is under 21 years of age) Parent or Guardian .....

Name and address (block letters) .....

Club ..... Machine ..... c.c. ....

Please enter me for Events Nos. .... Riding No. ....

Solo or Sidecar ..... Passenger's Name .....

My status is: EXPERT/JUNIOR Are you over 16? YES/NO

# PANKHURST

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