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South Midland Review

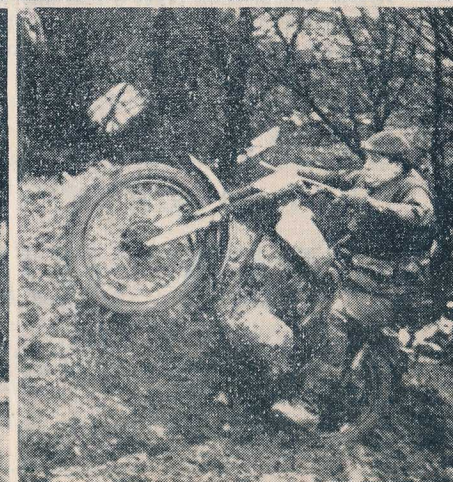


OFFICIAL ORGAN OF THE SOUTH MIDLAND CENTRE

February 1966

Volume 30

Number 344



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South Midland Review

Official organ of the South Midland Centre Auto-Cycle Union, circulated monthly to subscribing affiliated motor cycling clubs in Bedfordshire, Buckinghamshire, Hertfordshire, Huntingdonshire, Middlesex, Northamptonshire, Oxfordshire and parts of Berkshire, Cambridgeshire, Essex, Hampshire and Surrey for distribution to each member.

February 1966

Volume 30

Number 344

Sport in February and March

Key: BHN, BHN Group; L, limited entry; M, Meteor Group; N, national; O, open to Centre; Om, Omega Group; R, restricted invitation; Rr, regional restricted; S, Seven Club Group.

FEBRUARY

- 6 Sun—Trial, Oxford Ixion, O, Kidlington.
- 6 Sun—Trial, Wood Green, O, Langley.
- 13 Sun—Trial, Wycombe, O, South Midland and Inter-club Team Trial, Stokenchurch.
- 20 Sun—Trial, Market Harborough, R, Hemploe Hills.
- 27 Sun—Trial, Barnet, R, M, Dunstable.

MARCH

- 6 Sun—Trial, Cambridge Centaur, O, Royston, Saffron Walden.
- 12 Sat—Scramble (Sidecars), Mid-Bucks, L, Brill.
- 20 Sun—Trial, Leavesden, R, M, Bedmond, Brickett Wood.
- 27 Sun—Touring trial, Lea Bridge, L, Om, Wycombe.
- 27 Sun—Scramble, Littleport, O, Broughton.

Competitors may enter events in this issue as soon as they receive it. Organisers will open entries on 4 February and will ballot if over-subscribed. Competitors accepted for events but absenting themselves must explain to promoting clubs their reasons for so doing. Failure to do so is a breach of rules.

The cover photographs, by Len Thorpe, of L.E.T. Photos, were taken at the second group of sections in Hillingdon and Uxbridge's Bruce Dominey Trial, 5 December. Top left: Johnny Cox (250 BSA, Wycombe) about to demolish the gate with his crankcase. Top right: Jim Morris (250 Bultaco, Grasshopper), with both feet off the rests, apprehensively anticipates the leading. Bottom left: Dick Wloszek (250 Greeves, Leavesden) climbs out neatly. Bottom right: Stan Neale (350 BSA, Wycombe) about to foot out.

The Centaur Trial

10.30 a.m., Sunday, 6 March, 1966

Permit: N975

Officials.—Centre steward, **J. Britten**. Club stewards, **L. W. Hallen, K. R. Clark**. Clerk of course, **M. C. Scott**. Machine examiner, **J. F. Read**. Chief marshal, **T. Neech**. Timekeeper, **O. Neal**. Secretary of meeting, **J. A. Laurie**, 71 Grantchester Meadows, Cambridge.

Jurisdiction.—Open to members of all clubs affiliated to South Midland Centre ACU riding solo motor cycles and motor cycles with sidecars. Held under Standing Regulations (Trials) and GCRs of ACU, STRs of Centre, following Supplementary regulations and any final instructions which shall have force of these regulations.

Start and finish.—At or near Duxford Airfield, Royston-Newmarket road (A505). Actual starting point will be notified to drivers some time before date of meeting. First driver away 10.30 a.m. followed by remainder at minute intervals. Drivers should sign on at least half-hour before their starting time and must sign off after completing course. Backmarker will leave 30 minutes after last driver and will average 10 mph., any driver passed by him deemed retired. Penalty for late start — 10 marks.

Course.—Approximately 30 miles. Any driver leaving course must rejoin at point of leaving. Any driver failing to attempt a section when called upon to do so will lose five marks.

Entries.—Limited to 160 solos and 20 sidecars. Must be made on form provided, to reach secretary of meeting, with fee of 10s. (which includes 1s.

drivers' personal accident cover), by Saturday, 19 February. Club team entries: 3s. per team of three drivers. No driver may represent more than one club and not more than one sidecar outfit may be included in any one team. Club team entries must be made in space provided and accompanied by fee. No late individual entries will be accepted.

Ties.—As STR 17 (a, b, c, d).

General.—Riding numbers will be allotted in order of receipt of entry and will be notified to drivers on official entry-fee receipt. All machines will be examined at start and must comply with all legal requirements. The driver of any machine not so doing will not be allowed to start.

Awards.—Best solo (Hallen Cup, to be held for one year, and replica); best sidecar crew (Centaur Cup, to be held for one year, and two replicas); second best solo; third best solo; best up to 200cc; best 201-300cc; best over 300cc; best novice; best Centaur member entered under Club (Feridax Cup, to be held for one year, and replica); best Centaur novice entered under club; next best 10 per cent of starters (first-class); next best 10 per cent of starters (second-class) (solos and sidecars judged separately); best team. No driver is eligible for more than one award except club team and closed awards. To qualify for a closed award a driver must have entered under name of club to which that award applies. All awards are subject to a minimum of six entries in the class.

Cambridge Centaur MCC

Open to Centre: solos and sidecars

THE CENTAUR TRIAL

Sunday, 6 March, 1966

Permit: N975

Please use block letters throughout entry form.

Name

Address

Club

Machine cc

Passenger

Novice or expert

Team: Club

(1)

(2)

(3)

Entrant's signature

Entries to: **J. A. Laurie**, 71 Grantchester Meadows, Cambridge. Entry fee: 10s. (team, 3s.). Entries close: **Saturday, 19 February.**

I have read the supplementary regulations issued for this meeting and agree to be bound by them and by the General Competition Rules and the Standing Regulations of the Auto-Cycle Union. In consideration of the acceptance of this my entry I agree to save harmless and keep indemnified the promoting club(s), the South Midland Centre ACU and the ACU (including the owners or lessees of the land used for this meeting) and their officials, servants, representatives and agents, and each and every one of them, from and against all actions, costs, expenses, claims and demands in respect of myself or my passenger(s) or my mechanic(s) howsoever caused or arising out of or in connection with my entry or my taking part in this meeting and whether or not occasioned by or contributed to by reason of negligence of the said bodies, their officials, servants, representatives or agents.

I declare that while taking part in this meeting I have an operative policy of insurance covering me against third-party risks including Road Traffic Act cover.

Signature

Date

Signature of parent or guardian (if driver under 21)

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1962 Triumph T100 SS	£155
1964 Honda 90	£105
1962 BSA C15 250	£105
1963 BSA D7 175	£75
1963 BSA A65 650	£190
1963 Matchless G2 250	£135

SCOOTERS

1962 Lambretta 175TV	£100
1965 Vespa Sportique	£130

COMPETITION MACHINES

New BSA Victor	£349
New Greeves TGS	£265
1965 Greeves TFS	£195
1964 Cotton Scrambler	£140

CARS

New 500D Fiat	£390
New 500F Fiat	£410
New 600D Fiat	£485
New 850S Fiat	£549
New 1100D Fiat	£724
New 2300S Fiat	£2943

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Wrig's column

JAPANESE PUZZLE

Not many years after the war when the civilised world had not forgotten, let alone forgiven, Pearl Harbour and the Burma Road there came from Tokyo the man in the poor thin suit and tatty overcoat. He was followed by others hardly better nourished or clad. They were academicians for whom war held no place, but as innocent members of a guilty nation they had suffered along with the rest.

Their jobs as metallurgists, geologists, soil engineers, medicos, civil engineers and a myriad of other occupations demanded that they brought themselves up to date with current knowledge in the West. They were, in the main, cultured men who were well received by their contemporaries in Europe as is customary in scientific circles. (I am glad to say that, contrary to what is common in human nature, they have shown their appreciation in the years that followed).

Unfortunately, while our statesmen were exhorting the British to establish themselves as a nation for quality and design better than the rest rather than quantity output, no one seemed to realise the Japs were out to do both instead of remaining cheap copyists.

We need not concern ourselves here with their road systems, railways, electronics, ship building and what have you. The disgraceful relegation of the motor cycle industry is enough to swallow. The Honda concern is equipped with the best machine tools (some British, I believe) one can get, but anyone can get them. There is nothing exceptional about design that gives exceptional performance — merely that known principles are thoroughly exploited and soundly executed.

On our part, all that we had to meet the challenge was the abortive Beagle and Pixie in the class that make up the bulk of Honda sales. Price apart, these couldn't hold the candle, and even if they could have we would still have been beaten on price. Honda poses as the Japanese Bourneville, and in a country where the living standards are steadily rising (and, therefore, prices with it) that ought to put them at a disadvantage competition-wise; but will that hurt?

APPARENTLY NOT MUCH

I have just received the Honda leaflets from Penang (Malasia) and these will give an idea of the price-cushion they hold. The Honda C-200, selling here for £132 19s., is obtainable in Penang for £70 11s. Agreed, Penang when these prices ruled was a free port, and we have an import duty, but not all that! Two more prices give the C-100, selling here at £92 19s. 6d., and the C-102, at £103 19s. as in Penang at £35 5s. 11d. and approximately £47. What hope have any Bri-

tish manufacturers in trying to compete with these prices? No doubt massive mass production is the main reason for these models which enjoy large sales on a world-wide scale and it would be interesting to learn the prices of larger models which are popular here and in the United States.

An interesting point worth considering is that Japan is fearing a general trade depression, and if that occurs wages will be held; but it might mean slashing of prices to maintain the status quo. On the other hand, if Japan weathers the storm and her living conditions improve it might be worth remembering a remark Sony (the radio and television firm) made recently that transistors weren't worth the while, as "you've got to go to Hong Kong or the Philippines now for cheap labour". Comforting thought, as wealthy Chinese in Malasia are investing money in that outpost of the British Empire Hong Kong (rented from China), as they fear domination of Malasia and their interests by the Malays; the idea might catch on with the Japs. Whereat will come to pass a British Empire world beater. What a wonderful rat race!

THE ANSWER?

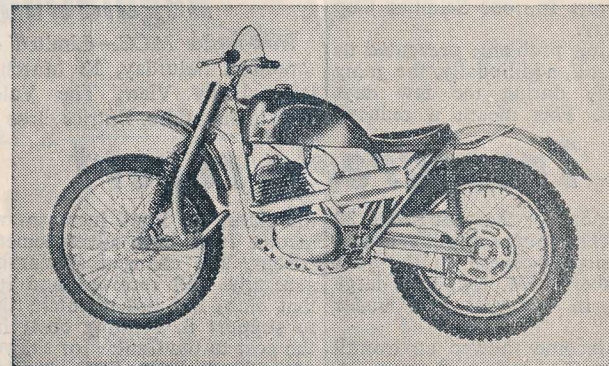
For the past few years there have been on sale in London some Japanese puzzles made from wood. They comprise a ball, a model of Saturn and an animal and are cut into odd-shaped interlocking pieces, and first of all you have to get it to pieces. Always the second piece won't come out because another holds it at the last sixteenth of an inch. Eventually you succeed and in due course get the thing together again. Eventually, I said, for I have known some nil desperandum types to sit up half the night. Only three people have succeeded within two hours. What intrigues me is the calculation that goes into their design and construction. Is this the sort of mind we are up against in engineering?

INANIMATE STUFF

I could never go into raptures over, or treat as an old pal, any piece of machinery. Any reference to a cat or dog might produce a tail wag but the "She's a good old bus" line isn't likely to merit more than an oil drip. However, I must confess that at the Press Trial at Brands last December I was fascinated by Tom Arter's 350 trials AJS. Every detail seemed to blend into perfect harmony, as if designed by an artist rather than an engineer; moreover, it looked purposeful. I was sorry not to be able to accept Tom's offer of a ride through being tied to a job, but the chap who was riding it, albeit an out-of-practice motor cyclist, was full of praise.



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Correspondence

MARSHALS, PLEASE

Sir,
Mid-Bucks MCC will be organising an event in the BBC-tv Grandstand series of scrambles on Saturday, 12 March, at Brill, which also includes a Centre limited entry sidecar class. Unfortunately, we are short of skilled marshals. It is essential that, with a fireside audience of millions, the event is well run to safeguard the good name of the club, the Centre and the sport in general.

I will therefore be grateful for offers of help, at least a week before the event. I emphasise that we need skilled marshals — not those who want a close-up of the racing or who want to goggle and wave at the cameras.

Chris Cox,
48 Albert Street,
Aylesbury,
Buckinghamshire

THANK YOU, OBSERVERS

Sir,
I extend a big thank-you to all the clubmen (and women) who responded to my appeal for observers for our Scimitar Cup Trial on 9 January.

Course permission problems prevented us using Aston Hill and, additionally, the going eased considerably during the few days before the event. This meant a reduced

Treasurer's report

I submit my report for the year ended 30 November, 1965. The improvement made in the Centre's financial position in the year ended 30 November, 1964, has, to a large extent been lost in the year now under review.

While general income showed an overall reduction of only £11, increased expenses, including the need to hire rooms for all committee meetings and most board meetings, reduced the surplus for the year by some £72.

The Centre team championship scramble proved to be an expensive venture and the item charged is the half share of the loss shown by the event borne by the Centre.

The item charged for the Centre grass track championships is the cost of the awards less a provision for a loss made in the last accounts which was not required. The accounts for the 1965 event were not available when the books were closed.

Proposals concerning the future of these Centre championship events, and the Centre's financial interest in them, will be made to the competitions committee during the coming session, and, if approved, will be presented to the board as recommendations.

The reduction in *South Midland Review* income can be laid squarely at the door of

demand for helpers and may have resulted in some willing volunteers not having a job. I hope, nevertheless, that they had an enjoyable spectating day in the favourable weather conditions and to them and all the "workers" I tender my club's and my own grateful thanks for their valuable co-operation.

Andy Gully,
West Middlesex Amateur MCC.

CANCELLED TRIAL

Sir,
My association has regretfully had to cancel the proposed BHN Trials Group event on 20 February. We have lost our course and have been unable to obtain other land.

Our apologies are extended to all BHN Trials Group clubs and competitors.

Donn Heath,
British Sporting Sidecar Association.

Officials

Watford and DMCC.—Secretary: S. J. Heyward-Waddington, 45 Lytham Avenue, South Oxhey, Hertfordshire.

Regulations

Mid-Bucks MCC.—Limited entry sidecar scramble, Saturday, 12 March. J. Timberlake, Holly View, The Vale, Chesham, Buckinghamshire. Entries close 12 February.

the clubs, for small increases were made in income from both advertisements and regulations. The changed appearance has been generally well received and it is regretted that clubs did not maintain the circulation to support it. Printing costs increased and the cost to the Centre for the year's working was about £150. The remainder of loss charged in the balance sheet arose from the writing off of bad debts relating to the year ended 30 November, 1963, and earlier. Provided that no further decrease in circulation occurs and any increase in printing costs is modest enough to be absorbed by the continued support of new advertisers, it would seem that the increase of 1d. per copy might reduce the cost to the Centre to a more acceptable figure in the coming year.

The general sundry debtor items in the balance sheet are all considered to be good and most have already been brought to account. The *South Midland Review* sundry debtors item of £93 11s. 11d. contains four club and two advertiser items totalling £14 19s. 2d. which must be considered doubtful. Special attention is being given to these items but some of them may have to be written off during the coming year.

R. L. Claxton,
Centre honorary treasurer.

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9

Centre trials championship

The following are final positions for 1965, prepared by recorder Peter Lazenby. Key: 17, Hillingdon and Uxbridge, Bruce Dominey, 5 December; 18, Market Harborough, Albert Glover, 5 December; 19, North East London, Weller Cup, 12 December; 20, Bishop's Stortford, Witches, 26 December. Sidecars were given last month.

SOLOS

	bf	17	18	19	20	Pts
1. D. Smith	90	10	0	10	10	120
2. J. Lee	100	0	10	0	9	119
3. J. Morris	51	7	0	8	6	72
4. A. Holt	43	0	0	9	7	59
5. J. Rees	43	9	0	0	0	52
6. D. Theobald	43	0	0	0	0	43
7. B. Valder	42	0	0	0	0	42
W. Faulkner	38	4	0	0	0	42
D. Butler	38	1	0	0	3	42
10. J. Bull	40	0	0	1	0	41
11. D. Dodd	22	8	0	7	0	37
12. R. Crosby	35	0	0	0	0	35
13. G. Luig	24	0	0	0	0	24
14. B. Worman	17	6	0	0	0	23
15. N. Holt	13	0	8	0	0	21
16. J. Cox	20	0	0	0	0	20
17. F. Mayes	19	0	0	0	0	19
J. Marsh	16	0	0	3	0	19
19. W. Wright	16	0	0	0	0	16
20. J. Connor	0	6	0	0	8	14

Also: 21, R. Michell, P. Holt (12); 23, H. Tindell (11); 24, G. Greenland, N. Job (10); 26, R. Hartop, R. Goodrum, D. Jones (9); 29, P. White, G. Watts (8).

CLUBS

	bf	17	18	19	20	Pts
1. Grasshopper	54	5	0	5	5	69
2. Wycombe	42	0	0	1	0	43
3. KK	23	4	0	0	0	27

4. Camb. Centaur	13	0	0	4	0	17
5. St. Albans	13	0	0	3	0	16
6. Wood Green	12	0	0	0	3	15
7. Barnet	14	0	0	0	0	14
8. NEL	6	0	0	2	4	12
9. Farnham Royal	6	0	0	0	0	6
WMA	3	3	0	0	0	6
11. Oxford Ixion	5	0	0	0	0	5

Also: 12, Leavesden, Mid-Herts (2); 14, Bedford, Littleport, Cambridge Matchless (1).

The following are positions after the first event this year, West Middlesex Amateur, Scimitar Cup, 9 January, solos only.

SOLOS

	Pts
1. R. Crosby	10
2. R. Wloszek	9
3. D. Theobald	8
4. B. Dulieu	7
D. Butler	7
P. Hadingham	7
7. J. Cox	4
8. B. Pearce	3
9. J. Rees	2
10. R. Adams	1

CLUBS

	Pts
1. Oxford Ixion	5
2. Wycombe	4
3. Grasshopper	3
4. Kenton and Kingsbury	1

Erratum

Trials will continue (last month): A two-mile intervals between groups of sections does not apply to sporting trials.

For your information

All changes of club secretaries or competitions secretaries should be addressed to the Editor. In this way it will be ensured that such information is available to all club and Centre officials, and will avoid correspondence being delayed or going astray.

The latest date for receipt of South Midland Review copy is the seventh of the month preceding publication, editorial to Mr. Davis, advertisements to Mrs. Coleman. Draft regulations must be received by Mr. Woollard by the first of the month preceding publication. Addresses can be found elsewhere under "Centre officials".

To ensure correct delivery of South Midland Review parcels each month, club officials must return the self-addressed labels to Mrs. Coleman, from whom they may be obtained.

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From the news sheets

By JOHN ENRIGHT

As mentioned in November, this column will be based on extracts from club news sheets. Its continuance, therefore, will depend on all clubs sending copies to John in order that he can meet my deadline of the seventh of each month. His address is: 66 Blurton Road, Clapton, London, E.5.— Editor.

BERKHAMSTED

Technical Queries, answered by Ron Humphreys

Q: Which develops greater power, a 500cc single or a 500cc multi-cylinder machine?

A: Considering the relative characteristics of the single and, for example, an eight-cylinder engine of the same total swept volume, each head and barrel suitably scaled from the same drawing:

(1) The eight has twice the port and cooling-fin areas as the single. Consequently, at the single's peak revs and compression ratio (this being the highest suitable for the single on the fuel considered) the eight will induce and burn about twice the weight of fuel of the single and give about twice the mean effective pressure and brake horse power with no higher operating temperature.

(2) The area-to-volume ratio applies to the moving parts (their weight being proportional to the capacity of each cylinder) and the bearing areas. Consequently, the inertia loading of the eight's bearing in lb. per sq. in. becomes equal to that of the single at twice the single's r.p.m. with no less reliability.

The combination of (1) and (2) would appear to give the eight, at its peak revs, a power advantage of about 4:1 over the single at its peak revs. So there!

GRASSHOPPER

"Hey, Jack! I'd like you to meet Mr. Brown. He publishes fairy tales and wants to hear how you did 98 on a 175!"

LEA BRIDGE

When a draft of Wrens arrived at an isolated Naval station where no woman had been seen for months, the captain warned the chief Wren of the perils her charges would have to guard against.

"Don't worry, sir", she replied, tapping her forehead, "my girls have it up here."

"I don't care where they have it", growled the captain, "my men will find it!"

Sam Jones had a serious liver complaint, and the best surgeon in his city performed the operation. Shortly after he came out of the anaesthetic the surgeon visited him in his hospital room to check up. "How does your side feel?" he asked cheerfully.

"Oh, my side's all right", Jones croaked, "but I have a terrible pain in my throat. What's wrong with it?"

"Well", sighed the surgeon, "I suppose I'll have to tell you. You see, I operate in that big amphitheatre, and it's a tense situation with all those eyes watching every cut and stitch.

"Now yours was a most unusual case — some doctors never see it in a lifetime. It was a long operation; nearly two hours. But luck was with me, and my hand was steady. I had a perfect result.

"When it was over and I stood back from the table, the amphitheatre burst into applause. The medical students stood on their feet and cheered. In fact, the acclaim was so deafening and went on for so long. Jones, that — well — I took out your tonsils for an encore."

One girl to another, watching car drive away: "I know John's been faithful — his seat belts never have to be readjusted!"

A Frenchman on holiday at Miami Beach was talking to an American. "You Americans!" he said. "You're really crazy! You see a beautiful woman. You whistle. Why give them warning?"

WEST MIDDLESEX AMATEUR

Motorcycling Mother, by Con Rod.

Our house was three miles and a couple of steep hills from town, and this must have made up my mother's mind. She was going to buy a motor cycle and, true to her word, the next time we went to town she went straight to the garage and bought the only bike they had for sale — an elderly Panther. It was a monster with a 600c.c. engine and the price was £20, but as no one in the garage knew how to ride, and my mother was a forceful woman, she got it for £15.

Neither of us knew how to ride so I had the job of pushing it to the local car park while Mother called at a bookshop for a handbook and at the insurance agent's to get insured. The only handbook she could get was how to ride a Norton! — but this gave us the general idea. The second call was more successful, and a cover note was provided without a murmur when Mother boasted 30 years' accident free licence ownership; she conveniently forgot to mention that for 29 of those years she hadn't ridden at all!

It was soon easy to start the machine, and Mother was doing quite fast circuits of the car park — and enjoying every moment. Near to lunchtime she decided to make for home and, trying not to look too afraid, I climbed on to the pillion, wishing that I was a few inches taller so that my

SLOCOMBE'S

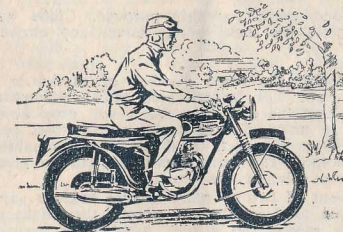
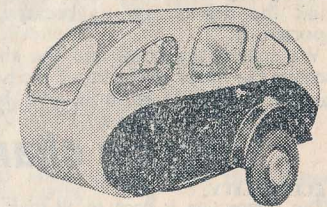
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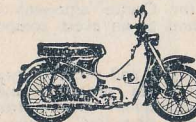
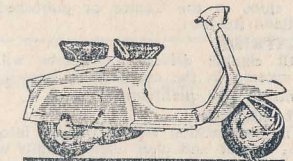


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From the news sheets...

feet would touch the footrests. Mother was wearing a tight skirt and, despite her attempts at modesty, a good section of her knees was visible to anyone who cared to look. The advice in the handbook ended with "do not be nervous, you are in control of the machine" and we followed this by leaving the car park as though we were in the TT.

The High Street was crowded but Mother rode like an expert; we dodged past cars and buses, people and policemen, dogs and children. With a roar we turned past the church just as the Vicar was crossing the road. He looked at us in amazement, before making a dash for the safety of the Vicarage. I don't know if the poor chap thought we were a vision from above but his next sermon was full of burning chariots and things unholy! The worst part of the ride was when we passed the village bus on the inside while going over the canal bridge! I don't think the driver saw us because he never reported it.

We scared the cows and the sheep as we crossed the moor and caused the horses from the riding school to bolt. We heard later

that the instructor was thrown and the horse hasn't been the same since. I prayed that the drive gates would be open and sighed with relief when I saw they were. However, Mother forgot the gravel, and when the brakes went on, we came off. Mother was unhurt and the bike was undamaged but I broke my arm when I hit the sundial on the lawn.

From that day on, Mother was a confirmed enthusiast. She cancelled women's magazines and ordered the motor cycling weeklies. Godfrey Winn was replaced by Stanley Woods, and the Panther took pride of place in the greenhouse — where it would keep drier than in the garage. In the months and years that followed, the sight of my mother on her bike became an accepted part of the country scene. She bought full motor cycle kit but always wore a tweed skirt as she thought trousers were unlady-like.

The women's guild have never got used to their lady chairman arriving on a motor cycle at the mayor's annual dinner. But everyone agreed that she soon looked ten years younger.

Trials championship regulations

1 ELIGIBILITY.

This competition is open to all trials drivers resident with in the boundaries of the South Midland Centre and the optional zone during the year 1966. The club team competition is open to all the constituent clubs of the South Midland Centre.

2 QUALIFYING EVENTS.

All open-to-South Midland Centre trials for which copies of the supplementary regulations and entry forms are properly circulated, i.e., sent to all affiliated clubs in the Centre or published in the South Midland Review.

3 ENTRIES.

All eligible drivers and clubs will automatically be entered in the competition immediately they gain points in any qualifying event.

4 MARKING.

The competition will be divided into three sections solo, sidecar and club teams. Points will be allocated as follows: Solos — best performance, 10 points; next best performance, nine points; and so on down to one point. Sidecars—best performance, five points; next best performance, four points; and so on down to one point. Club teams — best performance, five points; next best performance, four points; and so on down to one point.

Points will be allocated to individual drivers irrespective of their eligibility but only eligible drivers can qualify for an award.

Points will be allocated to club teams of three or more eligible drivers in all events for which team entries are accepted, whether or not a team award is presented.

If a club enters more than one team the best performance by any one of those teams only will count. If the other teams entered by the same club qualify for points, the points scored by those teams will neither be credited to that club nor reallocated.

Eligible drivers who are prevented from competing in a particular qualifying event by being called upon to be a member of a South Midland Centre team or by being required to act as an official in an event organised by, or on behalf of, the South Midland Centre will be credited with points equal to his total score at the date of the event divided by the number of qualifying events which have taken place prior to that date, except that when two qualifying events have taken place on the same day they will

count as one event for this purpose. Clubs will not be eligible for these points under any circumstances.

5 TIES.

Drivers losing the same number of marks in a qualifying event will be allocated equal championship points and the next best driver will drop down one or more units. For example: tie for best performance: 10 points each; next best driver qualifies for eight points. The same treatment will be given to club teams should the situation arise.

In the event of two or more drivers or clubs gaining the same total number of points, the driver or club having gained the greater number of premier awards (including, in the case of clubs, the best performance where no actual team award is given) will have the advantage.

If this fails to decide the tie, for individual drivers only, the driver who has competed in the smaller number of events will have the advantage. For this purpose, points credited for Centre representation, as in regulation 4, will count as an event competed in.

6 AWARDS.

Solo champion: Centre trophy and souvenir award
Five next best solo drivers in order of merit-souvenir award. Sidecar champion: Centre trophy and souvenir award. Sidecar champion's passenger-souvenir award. Two next best sidecar drivers-souvenir awards. Champion club: Centre trophy.

Centre trophies remain the property of the South Midland Centre ACU and must be returned to the Centre or its authorised officer when called for.

7 PROTESTS.

The trials championship table will be amended when the recorder receives notification from the organisers of a qualifying event of any amendment of results.

Any objection to the number of points credited in any published interim or final table showing positions in the competitions should be made, in writing, to the recorder as soon as possible after the date of publication.

Any protest against a decision by the recorder should be made to the Centre secretary for consideration by the Centre competitions committee.

Trials championship recorder: P. B. Lazenby, 40 Lewes Road, North Finchley, N12 (HILLside 4204).

Centre officials

ALL EVENTS

Dates requirements: A. Rowsell, 6 Brays Meadows, Hyde Heath, Amersham, Buckinghamshire (Chesham 5125, between 5 p.m. and 6 p.m.), who must be advised immediately of any cancellation and reasons for so doing.

Draft supplementary regulations and permit applications: A. C. Woollard, 42 Rous Road, Buckhurst Hill, Essex (BUCKhurst 1503).

Permits and insurance cover notes: B. T. Rixon, Post Office Stores, Dunsden, Reading, Berks/ire. (Sonning 2114).

SCRAMBLES

Drivers and championship recorder: A. Rowsell, as above, to whom must be sent drivers' registration forms and provisional and final results of all events.

TRIALS

Course recorder: B. Valder, 7 Marygold Walk, Amersham, Buckinghamshire, to whom all courses must be submitted for approval.

Championship recorder: P. B. Lazenby, 40 Lewes Road, North Finchley, London, N12 (HILLside 4204), to whom must be sent provisional and final results of all open-to-Centre sporting trials, results including club teams even if minimum not realised.

OTHERS

ACU benevolent fund representative: Miss D. Clarke, 25 Lower Road, Breachwood Green, near Hitchin, Hertfordshire.

Honorary secretary: J. C. Lowe, 11 Mowbray Road, Edgware, Middlesex (STOnegrove 9063 and EDGware 6806), who deals with all general secretarial matters other than those detailed above.

Assistant honorary secretary: Miss D. Clarke, as above.

Honorary treasurer: R. L. Claxton, 53 Vicarage Road, Leytonstone, London, E10 (LEYtonstone 2892).

South Midland Review. Editorial: J. E. Davis, 26 Manor Way, North Harrow, Middlesex (UNDERhill 1770). Accounts and advertising: Mrs. C. Coleman, 17 Calvert Road, Barnet, Hertfordshire (BARNet 3577). Respective copy must reach Mr. Davis or Mrs. Coleman not later than the 7th of the month preceding publication.

Small advertisements

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