

June, 1960

# SOUTHERN CENTRE GAZETTE



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No. 139

JUNE, 1960



SOUTHERN CENTRE  
GAZETTE

PUBLISHED MONTHLY

Editor: R. W. BAINES : CADLEY : SIMS LANE : MORTIMER : BERKS.

The Centre disclaims all responsibility for the views expressed by contributors to the Gazette.

## More Spectacular T.T. This Year

By KEN SHEPPARD

TRYING to pick winners for the T.T. races is more difficult than picking a winner in the Grand National. And this year, the T.T. races in the Isle of Man in June will be the most open meeting yet.

For it is "Back to the Mountain" T.T., with all five events taking place on the tortuous 37½-mile Mountain Circuit.

And some of the stars who have made their names in recent years in the lightweight and sidecar events on the shorter Clype Circuit have never raced on the Mountain Circuit before.

More riders than ever will be taking part, especially more foreign riders, for one of the outcomes of the back to tradition move is that the number of entries in the lightweight and "chair" events has been raised from 30 to 100. A lot of new youngsters will be trying their skill for the first time in the island.

Some "old stagers" too, who never readily took to the shorter Clype track are expected to make a comeback this year.

For spectators the 1960 races are likely to prove the most thrilling ever staged. Apart from the fact that there will be more vantage points from which to view, the speeds in all races, especially the lightweights and sidecar events, are expected to be well up.

An added ingredient is the expected entry of two Japanese teams. Last year the Honda team took the team prize. This year Suzuki have also intimated they will be competing. It will be on a more equal footing, for they will be battling for honours against such other foreign stars as Provini and Ubbiali, both of whom are new to the Mountain track.

It had been said by a student of the anatomy and the race track that the Japs are physically built to be racing motorcyclists. And there are rumours too, that the Suzuki team have a startling new lightweight machine. So watch out!

The races begin on June 13th with a big splash—the 125 and 250 c.c. events and the "chair" event. The "Junior" has been put back to mid-week and the "Senior" will provide the usual climax on the Friday.

The reason for the re-arrangement of the races is that for some years the greatest foreign attraction, the lightweights and the sidecar events, staged mid-week, have proved expensive propositions for the riders. They have had to "kick their heels" from the time practice finishes on the Saturday until the Wednesday—and their expenses have mounted accordingly. This has deterred some foreign riders in the past.

**OUR COVER**—Now very well-known rider in his own right, Ian Foster son of Bob Foster of T.T. and Scrambling fame, balances thoughtfully on the "Pegs" during the Frome Valley Club's Lulworth Castle Trophy Trial.

Photo—Gordon Francis, "Motorcycle News."

The "Junior" and "Senior" starts have also been arranged to start at a later hour—11.0 a.m.—which will be more popular with both spectators and riders alike. With spectators because it will give them longer to seek their vantage points, and with the riders because there will be less likelihood of postponements due to weather conditions.

One race missing this year is the Formula I, which was introduced only last year. It found little favour with riders or manufacturers, although the event was probably the finest of its kind.

The 1960 races, although more streamlined, will undoubtedly prove to be more spectacular and will not be without controversy. Both the "Junior" and "Senior" races have been cut by one lap, from seven to six, "in the interests of safety."

It had to come. With the increasing speeds attained, the physical and mental fatigue endured in holding a machine at a near 100 m.p.h. average for 264 miles was colossal.

This year the races have been shortened to 226 miles, but they are still longer by some 70 miles or so than any other Grand Prix.

All danger cannot be removed from motorcycle road racing. In fact, if it was, there would be few entries. But even star riders have welcomed the new move.

Although the 125, 250 and sidecar events could be anybody's races this year, John Surtees, the 24-year-old Bromley, Kent, motorcycle dealer, is a favourite for both "Junior" and "Senior". On his red M.V. Agusta, he will lead one of the most powerful teams in the world and will probably add the "hat trick" of "doubles" to his already laurel-crowned head.

Other riders who will be "near the front" at the end, unless they fall or their mounts fail—and more can go wrong with mechanical mounts than with the animal type—are the young Mike Hailwood, a second "Geoff Duke," John Hartle and Bob McIntyre, the "Flying Scotsman."

## May Board Commentary

WELL, it's back in harness again, rotating on our axis, to the Southampton Club's Headquarters, for the May Board Meeting. After the excellent job my deputy, Peter Ryall, has been making of this monthly chore, things will not be so interesting to read for me.

However, our President, Joe Caslake, opened the proceedings by thanking the Southampton Club for their hospitality; and apologies were read from Mr. Steele and the Wylde Valley Club.

Ron Mitchell read the minutes, which were adopted; then our chief host, Neville Goss, arrived, just back from Lunnon.

Les Smith took over the chair and welcomed the, nowadays, rare appearance of Lovell the Press.

Arising from the minutes, of the four clubs "struck off the roll" at the last meeting, Totton, Havant, and Triumph Owners (Portsmouth) had now paid the Affiliation fees and were reinstated.

The argument reported at the last meeting between the Chair, Secretary and Walter Hall, anent the Maidenhead fees, was resolved by a letter from Headquarters, pointing out that fees were paid in advance, and as the Maidenhead club was disbanded last year, no fees were due. I gathered from the satisfied smirk on the face of Peter Ryall that somebody else was in the wrong.

Report of the last Comps. Committee was read and, arising, it was announced that,

a protest having been allowed, the X.H.G. Tigers were now the winning team in the Centre Team Trial.

Roll Call. Officials reporting present:—Messrs. Caslake, Allan, Baines, Goss, Hodges, Jones, Smith, Ryall and Mitchell; which, I venture to think, is a full house (pity the clubs aren't so good).

But the following were represented:—Alton, Andover, Basingstoke, Bishops Waltham, Bridport, Mortimer, Petersfield, Reading Ace, Southampton, Southampton Vikings, South Newbury, Totton, Waterlooville, Weymouth, Winchester, X.H.G. Tigers, and Vincent Owners. Later we were joined by East Berks, Salisbury, Blackmore Vale, Wilton, Lulworth, and Gosport and these, with Triumph Owners (Bournemouth) later to be affiliated, made our numbers 51 from 24 clubs, with 9 officials, a level 60.

Secretary Ryall announced the strength of the Centre at 51 clubs, with 4,241 registered members, an average of 83 per club.

Ron Baines mentioned the comments made at the Comps. Meeting re Television events, and the feeling of the Sturminster Newton club against snap decisions at Board Meetings, and thought it was up to our T.V. King, Neville Goss, to notify the Secretary, who would get in touch with clubs having events on the day of the broadcast. A special committee would go into the pros and cons.

(continued on page 6)



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**BOARD COMMENTARY**—continued

The report of the Court of Enquiry, held on April 25th to consider a number of irregular entries, was read; but as it is published elsewhere in this issue, no more comment here. George Allan complimented Peter Ryall on the excellent manner in which the cases were prepared.

Affiliation of the Triumph Owners (Bournemouth) was now dealt with and their acceptance was moved by Arthur Lambert. Ringwood delegates understood that the club were running a rally in the Forest area, and warned them that they would be courting trouble if they deviated from the public highways without permission. It was pointed out that Ringwood were not objecting, but just issuing a warning, they hoped, in good time.

At this point the late Arthur Mason arrived, announced his cash book balance and the state of the Bert Collins Fund at £23-8-10½, and the "committee" (Arthur and I) would now get going. One small account for Scram. Star Rec.'s exes was agreed to.

Ron Baines announced the position of the Gazette, which was approved, with no comments.

The proposed revision of G.C.R.'s. I to VIII, and appendices A, D and E, had been circulated and formally approved; George Allan said a precis of the main revisions could be printed in the Gazette; Ron Baines said they will be.

Reading Ace reported on the progress of the St. Paul Trophy Scramble, and George Allan hoped all clubs would rally round and give their full support. Ron Baines asked all clubs holding events in the near future to give publicity to the Scramble, even a ¼-page, ½-page or 2-page advert in their programmes.

Grass Track Championships. No offer forthcoming from the East Area; it was now up to the Grass Track Committee; there was a tentative offer from Basingstoke, who would have to give up one of their own dates to put it on. Jim Rendell says "not

to worry," there will probably be four offers within the month and there is plenty of time.

Next Meeting, at British Legion Club, Wimbourne, on June 2nd was confirmed.

Correspondence. Letter from A.-C.U. on the subject of Footpaths and Bridleways, asking for information regarding misleading road signs.

Letter from Gosport, asking that the A.-C.U. should take up the case of the broadcast on B.B.C. a few weeks back about coffee-bar cowboys, as it gave a false impression of motorcycling sport; and that they should ask the B.B.C. for an opportunity to put forward the official view. Arthur Mason said he was disgusted and we must challenge it; George Allan pointed out that as the manufacturers did not appear to resent it, why should we? It was stated that 6 deaths a week on Northern highways were due to the activities of this class of rider, Ron Baines commenting that this was one way of reducing their numbers.

Meeting was in danger of ending and still only 9 p.m., so the Chairman declared the recess for refreshments, on which there was quite a rush.

On resumption, Any Other Business, Peter Ryall informing clubs concerning non-payment of the 2½% levy; 28 days' grace would be given for payment, then default would mean that all permits issued for future events would be null and void (who are they?).

Neville Goss apologised, on behalf of our hosts, that the refreshments had run out before their guests' appetites were satisfied.

Then, unable to keep things going any longer, the Chairman closed the proceedings at 9.30 p.m.

Discussions went on for some time, groups gradually breaking away and making for home, and as it was a short trip for us, I arrived home at 10.45 p.m. to be greeted by an enquiry as to whether I was "all right."

C.R.J.

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First Race: 1 p.m.

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(A.4 Reading to Newbury Road, 5 miles from Newbury)

**ADMISSION FREE**

**PROGRAMMES 1/-**

**REFRESHMENTS AVAILABLE**

Car Park 5/- - Motor Cycles 2/6 - Cycles 6d.

Leading Riders have promised to attend. 22 Thrilling Races.

*Come along early. Plenty of room. New Car Parking Facilities*

## Insurance – What we Get

A BRIAN INGLE FINCH INQUIRY

ONE of our members who regularly does his stuff at Scrambles as a marshal once asked what happened if he was injured while carrying out his duties. Well . . . everyone thought so but no one was sure.

Now after each Scramble we send off a cheque to the A.-C.U.'s insurance brokers for something like £30, which goes towards a Promoter's, Entrant's and Driver's Liability Policy. Enquiries revealed that no one had ever seen the policy and thus had anything but the sketchiest idea what is covered. So your Hon. Sec. got to work and the company concerned sent us a copy of the master policy, a seven-page document beginning "Whereas" and ending "In Witness whereof we have set hereunto our hands." All very legal, but quite incomprehensible at first sight. But after two hours of quiet study, the bones of the animal lay bare, and this is what we get for our money.

Just one point—what follows is a precis of the policy, so if you have cause to claim, you really should ask for the original. (Thanks to those enterprising engineers, Hunt & Co. Ltd., we have a photostat of it).

Like all good legal documents you cannot shorten it without slight inaccuracies. And, incidentally, the same policy applies to car events run under R.A.C. permit.

The Policy covers **A**—

The A.-C.U. (or R.A.C.) and the promoting Club

(and for an extra premium, the landowner or government department concerned, or a non-affiliated club if the A.-C.U. agrees) against claims resulting from—

1. Death or injury.
2. Loss or damage to property\* (but not property in the control of the promoters, i.e., equipment used to lay out the course).
3. Loss or damage to any vehicle\* or accessory thereon, and any animal or thing left in or about a vehicle parked in a car park at the event.

\* including promoters' and officials' property and vehicles, provided the car park tickets bear the words "Vehicles are taken into this park on condition that the club shall not be liable for loss of or damage to the vehicle or of to any part or accessory thereof or to any animal left in or about such vehicle in whatever way or by whatever means such loss or damage may be caused."

and **B**—Competitors:

They are covered against claims from anyone, except someone acting on their behalf or riding on their car or motorcycle, for injury or loss or damage to property caused while actually competing. Loss or damage to the competitor's own property, the promoting club's property, or property being carried on his car or motorcycle is not covered, nor is, of course, liability to another competitor.

Now the policy does not give cover in these cases:

1. Paid officials (except in the case of the landowners paid employees, or employees of a government department concerned).
2. Rallies, trials, etc., where the Road Traffic Acts normally apply are excluded from cover in this section of the policy, it being assumed that each competitor has his own insurance policy giving cover under the Acts.
3. In case of war, invasion, insurrection, rebellion, revolution, etc., as usual in this sort of policy. It is a point that no mention is made of "storm and tempest," so it would appear that if an irate spectator got bogged down after unusually heavy rain, and chose to claim for consequent damage to his car, then he might claim under the policy.
4. Where an existing policy covers the circumstances of the claim.

Damages are covered up to a limit of £100,000 for any one accident, but where a rally or trial is concerned, £50,000.

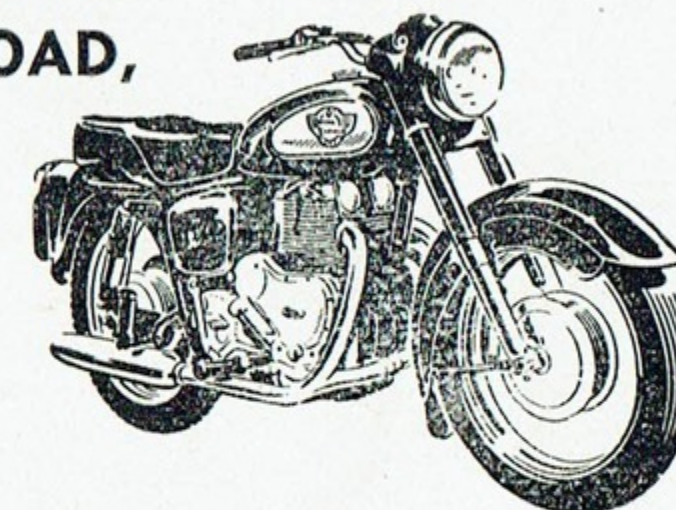
The Conditions of the policy are:

1. Muir Beddall, the A.-C.U.'s insurance brokers, must be notified of any claim as soon as reasonably possible, and in any case within 14 days.
2. Liability must not be admitted.
3. All regulations of the A.-C.U. and R.A.C. must be complied with.
4. Everyone concerned must exercise all reasonable care that the "ways machinery plant and appliances" used in connection with the meeting are kept in a proper state of repair. If a defect is discovered, they must cause additional precautions to be taken and shall cease to use the equipment until the defects are made good.
5. The Club Secretary must complete the A.-C.U. declaration form within 7 days and send it to the Centre Secretary.
6. Special conditions apply on Crown land where the Crown requires to be protected from any claim against it.

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A.-C.U. Approved Helmets—all sizes ..... £3 7 6

Special FUELS, A.M.I. etc. .... 8/- gallon

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• We are also a GIRLING Suspension Unit Depot as well and can supply all these parts from stock: BUSHES, COVERS, SPRINGS AND DAMPER UNITS.

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• Our Workshops are fully equipped to do major engine overhauls, rebore, fitting and re-truing big-end assemblies and rebuilding steel or alloy wheel rims.

• When ordering parts by phone or letter please state Year of Machine, Capacity and Engine or Frame No. It helps us to get the parts on their way to you much quicker.

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## GRASS TRACK RACING

ANSTY, SALISBURY

(10 miles from Salisbury on main Shaftesbury Rd., A.30)

**SUNDAY, JUNE 19th, 1960, 2 p.m.**

SOLOS AND SIDECARS

Usual charge for parking

*Make a note of this Event —*

## The Polecat Scramble

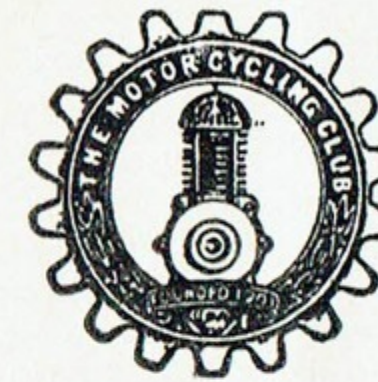
**SUNDAY, JULY 10th, 1960**

HEYSHOTT DOWN, Nr. MIDHURST, SUSSEX



Start 1.00

Top Riders



## THE MOTOR CYCLING CLUB LTD. FORTY-THIRD INTER-CLUB TEAM TRIAL

to be held in the Cheltenham Area

**SATURDAY, JULY 16th, 1960**

"The Championship of the Clubs"

For "The Motor Cycle" Perpetual Challenge Trophy

Permit No. Q.664

### OFFICIALS

**Stewards of the Meeting:** J. E. Sutton (Auto-Cycle Union); H. W. Louis (appointed by the donors of the Trophy); V. L. Freeman (appointed by The Motor Cycling Club).

**Timekeeper:** F. A. Lowe (A.-C.U. Certified Grade B.).

**Clerk of the Course:** H. W. Tucker Peake.

**Assistant Clerk of the Course:** G. W. Woolcott.

**Chief Marshal:** H. R. Mawson.

**Secretary of the Trial:** J. A. Masters, 22 Norland Square, Kensington, London, W.11.

### REGULATIONS FOR THE 1960 COMPETITION

A competition for teams of drivers nominated by recognised clubs held under the General Competition Rules of the A.-C.U. and the following Supplementary Regulations:—

**Note:—As the A.-C.U. has granted this Trial a permit as a restricted Competition (permit No. Q.664) it is not necessary for any member of a team, or a reserve, to have an A.-C.U. national competition licence.**

1. The event is a competition between teams of drivers who are members of and nominated by recognised automobile and motor cycle clubs. In case of doubt whether any entrant is a recognised club, the Committee of The Motor Cycling Club shall adjudicate. No Club may enter more than one team.

2. The Premier Award is a perpetual Challenge Trophy entitled "The Motor Cycle" Challenge Cup, of which The Motor Cycling Club, Ltd., are trustees and administrators.

3. Subject to compliance with the regulations, the winners of the Trophy will be the team with the greatest number of finishers who lose the fewest number of marks (see 7(f) re ties).

The M.C.C. will present souvenir awards to the individual drivers in the teams finishing first, second and third in accordance with this marking.

4. Each team shall consist of FIVE drivers, **all of whom must drive solo machines.** No other type of vehicle is eligible to compete. A driver may only drive for any one team. Each team must provide two additional drivers (with machines) to act as observers, who shall be at the disposal of The Motor Cycling Club during the progress of the competition. **NO TEAM WILL BE PERMITTED TO START UNLESS THIS CONDITION HAS BEEN SATISFIED.**

The Committee reserve the right to limit the number of entries to 45 Teams should the exigencies of the course make this desirable. In this case entries will be accepted in order of receipt of entry.

5. (a) The route will total approximately 50 miles, and it may consist of two circuits in which there will be observed non-stop sections which may be sub-divided. The route will be indicated by Cards and/or Powder. Marshals will also be on duty to direct drivers. The onus of following the correct route, however, will rest entirely with the driver. Route cards will be issued to drivers when signing on at the start.

(b) Any driver making a prior inspection of any observed section at any time before he starts in the Trial, shall be excluded.

(c) Only tyres which conform to the A.-C.U. Specification and are included in the list of 'approved' tyres may be used or permitted. The tread must not be cut or altered in any way. All machines must conform to the requirements of the Road Traffic Act in every respect.

6. Any driver falling behind a back marker, who will follow the last numbered driver at a 30-minute interval (and who will make allowance for any official delays) will be deemed to have retired.

The back marker's average speed will not exceed 15 m.p.h.

7. MARKING :

Penalty

- (a) Missing or not attempting a non-stop section or sub-section unless so directed by an official .. .. . 10 marks lost
- (b) Stopping or dismounting in a non-stop or sub-section .. .. . 5 marks lost  
(Stopping is defined as the cessation of forward movement of the vehicle in relation to the road in the direction of the course).
- (c) Footing more than once in a non-stop section or sub-section .. .. . 3 marks lost
- (d) Footing once in a non-stop section or sub-section .. .. . 1 mark lost

("Footing" means touching the ground with either or both feet)

- (e) The start will be a Time Check for lateness only. Any driver not ready to start at his due time will be penalized 1 mark for every complete minute late. **Any driver more than 30 minutes late at the start will be excluded.**
- (f) **SPECIAL TEST for TIES on marking.**

There will be a "special test" for all drivers but the results will be used only for deciding ties between teams. Details will be given in the final instructions.

8. Drivers must display numbers which will be provided by the M.C.C. at the start of the event. They must be handed in by drivers as they sign off at the finish of the competition.

- 9. (a) The competition will start at 12 noon near Cheltenham.
- (b) Teams must report at the starting point not later than one hour before their programme starting time, but their two observers (see rule 4) must report not later than 10.30 a.m. Any team desiring a late starting time will be accommodated as far as possible.
- (c) Any changes in drivers or machines from those published in the official programme must be reported to the Clerk of the Course at the Starting Point not later than 11.30 a.m.

10. The entry fee is £3 per team.

- 11. (a) Clubs must send the entry form, duly filled in, together with the entrance fee to J. A. Masters, 22 Norland Square, London, W.11. **All cheques to be made payable to The Motor Cycling Club, Ltd.**
- (b) Entries close Thursday, June 23rd, 1960.
- (c) The order of starting of teams will be decided by ballot, subject to Regulation 9. Drivers will start individually at half-minute intervals. Team members will have consecutive numbers.

12. The Committee reserve the right to postpone or abandon the event should they deem such a course to be desirable. Entry fees are not returnable after the date of entries closing. If a postponement (for more than 24 hours) or abandonment before the start occurs from any cause, the Committee may in their discretion return part or all of the entry fee.

13. The Motor Cycling Club reserves the right to refuse any entry without assigning any reason.

14. **No organised assistance except that provided by the Club on the circuit or otherwise will be permitted.**

15. Neither the promoting Club, nor the R.A.C., nor the A.-C.U., will hold itself responsible for any damage or loss to drivers' vehicles or their appurtenances, either by fire, theft or accident, during any part of the Trial, or while they are in the charge of the Club officials. A driver is personally responsible for any civil or criminal proceedings which may be taken against him. It is a condition of entry that each driver should have in force an Insurance Policy covering Third Party risks whilst taking part in Reliability Trials, and Cover Note (or Certificate) must be produced on request. Every driver will be required to sign an indemnification similar to that included on the entry form. This will be done when every driver signs the signature sheet at the Start.

- 16. (a) Any driver convicted under the Road Traffic Act for an offence committed during the period from midnight preceding to midnight following the competition, may exclude himself, and his team from receiving any award.

N.B.—Drivers are specially reminded that the police authorities are likely to take notice of (1) Noise; (2) Observance of HALT Signs; (3) Too rapid cornering; (4) Omission of audible warning of approach; and also of excessive speed or inconsiderate driving to and from the scene of the competition proper. Observations may be made by the Club officials on these points.

Drivers must exercise every care during the progress of the trial to avoid any action which might be considered prejudicial to the conduct of the Trial or to the interests of motor sport in general. Officials will be empowered to report any breach of this Regulation.

17. Infringement of any of these Regulations may exclude the driver and his team from receiving any award. Interpretation of Regulations shall rest entirely with the Stewards of the Trial. If any dispute arises in connection with the Trial, the decision of the Stewards shall be final and binding, subject to the provisions of the A.-C.U. General Competition Rules.

ENTRY FORM

THE MOTOR CYCLING CLUB, LTD.

**FORTY-THIRD INTER-CLUB TEAM TRIAL—Saturday, July 16th.**

Permit No. Q.664

ENTRY FORM

This is a Restricted Competition held under the General Competition Rules of the A.-C.U. (Permit No. Q.664) together with Supplementary Regulations circulated with this form.

To: J. A. MASTERS, 22 Norland Square, Kensington, London, W.11.

I desire to enter a Team of FIVE drivers for this Event representing the .....

.....Club, and enclose Entry Fee, **Three Pounds**, herewith.

DETAILS OF ENTRY

	Name (BLOCK CAPITALS)	Make of Machine	Engine Capacity
1.	.....	.....	.....
2.	.....	.....	.....
3.	.....	.....	.....
4.	.....	.....	.....
5.	.....	.....	.....

I declare that the above are members of the ..... Club and that each driver has in force an Insurance Policy covering Third Party Risks whilst taking part in Reliability Trials, and Cover Note (or Certificate) will be produced on request. Further, I and the above-mentioned entrants have read the conditions regulating the Trial, and agree to be bound by them and by the General Competition Rules of the A.-C.U. In consideration of the acceptance of this my entry, I hereby agree to save harmless and keep indemnified the Motor Cycling Club Ltd., 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 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 any members of the above team, or their mechanics, or assistants, howsoever caused, or arising out of, or in connection with my entry or my team taking part in this Trial, and whether or not occasioned or contributed to by reason of the negligence of the said bodies, officials, representatives or agents.

Signed ..... (Date) .....

Address (Block Capitals) .....

Official capacity .....

Name of Club .....

A.-C.U. Centre to which affiliated or if Non-Territorial Club .....

**ENTRIES CLOSE 23rd JUNE, 1960.**

**BASINGSTOKE M.C. & L.C.C., GRASS TRACK RACING.**

**10th July**

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.....

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

Passenger's Name .....

**Our letter page grows with each issue. Keep it going!**  
**Your opinions are always interesting.**

MOHAWK MOTOR CYCLE CLUB

TRY OUR

**Navigation Trial**

*THE ROAD TRIAL THAT'S DIFFERENT*

**SUNDAY, JULY 24th, 1960**

REGULATIONS IN JULY GAZETTE

Secretary of Meeting: P. A. EDGAR, 26 Kenilworth Road, Fleet, Hants.

**NORTH BERKS M.C. & L.C.C., TRIAL.**

**26th June**

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.....

Passenger's Name .....

Class: SOLO/SIDECAR, CAR or THREE-WHEELER.

**LYNDHURST AND DISTRICT M.C. & L.C.C., TRIAL.**

**26th June**

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



GOSPORT AND DISTRICT M.C.C.

# SCRAMBLE

at Trafalgar Farm, Portsdown Hill  
on SUNDAY, 3rd JULY, 1960

FIRST RACE 1.30 p.m.

Open to Southern Centre

Permit No. U.528

T.T.C. No. 476

## OFFICIALS

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

**Club Stewards:** A. Smith and R. Farmer.

**Clerk of the Course:** D. Bridgen.

**Secretary of the Meeting:** R. H. Everett, 55A Forton Road, Gosport, Hants.

## SUPPLEMENTARY REGULATIONS

**1. ANNOUNCEMENT:** The Gosport and D.M.C.C. will hold a scramble for solo motorcycles and sidecars at Trafalgar Farm, Portsdown Hill, open to all members of clubs affiliated to the Southern Centre of the Auto-Cycle Union.

**2. JURISDICTION:** This event will be organised under Permit No. U.528 of the Southern Centre A.-C.U. and in accordance with the General Competition Rules of the A.-C.U. and these Supplementary Regulations.

**3. COURSE:** Open country on the northern slopes of Portsdown Hill, approximately  $\frac{3}{4}$ -mile in a clockwise direction, with short sharp ascents and descents.

**4. START:** The start will be with dead engines—drivers astride machines. Kick start, or one pusher will be allowed, but must remain 10 yards behind the machine until the start is indicated by the starter.

**5. CLOTHING:** Protective clothing will be worn by all drivers in both practice and racing—comprising field boots, gloves, breeches and top covering in accordance with A.-C.U. ruling. Crash helmets must be in sound condition in accordance with B.S.S. 1869/52 and bearing the "A.-C.U. approved" stamp.

**6. MACHINES:** All machines must have two efficient brakes, self-closing throttle and ball-ended levers. Riding numbers must be prominently displayed, one facing forward and one on each side of the rear wheel.

**7. PROTESTS:** In accordance with G.C.R.'s.

**8. ENTRIES:** Entries must be made on the form provided, signed by the driver (and in the case of drivers under 21, countersigned by a Parent or Guardian), and accompanied by a fee of 6/-, sent to the Secretary of the Meeting (address above). **OPENING DATE** for entries, June 13th. **CLOSING DATE** for entries, 25th JUNE. Entries received before the 13th June will go to the bottom of the pile. Cheques and Postal Orders to be made payable to the Gosport and D.M.C.C.

**9. PRACTICE:** Practice will be controlled between 12.15 and 1.15 p.m.

**Note:** All drivers must sign on before practice.

- |                    |                   |                        |
|--------------------|-------------------|------------------------|
| <b>10. EVENTS:</b> | 1. Novice only.   | 5. Solo Scramble Star. |
|                    | 2. 250 Star.      | 6. Experts Barred.     |
|                    | 3. Novice Barred. | 7. Sidecar Handicap.   |
|                    | 4. Sidecar Star.  | 8. Experts only.       |

**11. AWARDS:** Events 1, 2 and 6:—  
1st 60/-, 2nd 30/-, 3rd 20/-, 4th 15/-, 5th 10/-, 6th 5/-.

Events 3, 5 and 8:—  
1st 80/-, 2nd 60/-, 3rd 40/-, 4th 20/-, 5th 10/-, 6th 5/-.

Events 4 and 7:—  
1st 60/-, 2nd 40/-, 3rd 20/-, 1st Sidecar Passenger 20/-, 2nd Sidecar Passenger 10/-.

**12. INSURANCE:** All drivers will be insured by the Club against personal and third party accidents. Speedway riders must produce written permission from their promoters to ride.

**13. ABANDONMENT:** The organisers reserve the right to cancel or alter any part or the whole of the meeting if, in the opinion of the stewards, circumstances render such a course desirable.

## RINGWOOD M.C. & L.C.C., GRASS TRACK RACING.

26th June

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.....

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

Passenger's Name .....

**BOROUGH PRESS (SWINDON) LIMITED**

EASTCOTT HILL, SWINDON. Telephone 4022.3.4

*Printers in many processes*

BASINGSTOKE MOTOR CYCLE AND LIGHT CAR CLUB

SOLO AND SIDECAR

GRASS TRACK RACING

at Houndsmills Field, Kingsclere Road, Basingstoke  
(1 mile from Town Centre on A.339 Basingstoke—Kingsclere Road)

on SUNDAY, JULY 10th, 1960

FIRST RACE 2.0 p.m.

Permit No. U.529

OFFICIALS

Southern Centre Steward: C. Bennett.

Club Stewards: R. F. Mitchell and H. Holdaway.

Clerk of the Course: D. F. Hall.

Secretary of the Meeting: L. Hopgood, 143 Kempshott Lane, Basingstoke.

SUPPLEMENTARY REGULATIONS

1. JURISDICTION: Held under the G.C.R.'s. of the A.-C.U. and these Supplementary Regulations. Open to registered members of clubs affiliated to the Southern Centre A.-C.U.

2. COURSE: Grass circuit containing left and right hand bends, approx. 800 yards long. All races, solo and sidecar, run anti-clockwise.

3. PRACTICE: Controlled between 12.45—1.45 p.m.

4. NUMBERS: Regulation number plates to be fitted to all machines.

5. CLOTHING: Drivers and passengers must wear, in practice and racing, protective clothing, including boots, stamped helmets and gloves.

6. MACHINES: Must be fitted with self-closing throttle, two efficient brakes and ball-ended control levers as A.-C.U. ruling.

- 7. EVENTS: 1. Up to 250 c.c. Solo.
- 2. Up to 350 c.c. Solo.
- 3. Sidecar Unlimited.
- 4. 360—1000 c.c. Solo.
- 5. Up to 1000 c.c. Novice Solo.
- 6. Sidecar Handicap.
- 7. 340—1000 c.c. Solo.
- 8. Sidecar Pursuit.
- 9. Novice Barred Solo.

All Heats and Finals 4 laps, except Event 8.

8. ENTRIES: To be made on the form provided and sent with fee of 7/6 to Secretary of Meeting to arrive not later than Wednesday, 29th June. Novice entries will be open on June 6th. If more entries than places available, a ballot will be held on that date.

Riders under 21 must have parent's or guardian's signature on entry form.

9. AWARDS: £3, £2, £1, 10/- in all finals. Heat winners 10/-, if unplaced in finals.

10. STARTING: Clutch start. Riders false—starting or cutting corners on the course will risk disqualification.

11. SPEEDWAY RIDERS: Must obtain the written permission of their managements to enter this meeting.

12. ABANDONMENT: The Club reserves the right to abandon the meeting with the approval of the Stewards, if conditions arise that make abandonment desirable.

EX FISHERMEN RACERS  
PHOTOGRAPHERS OR TOURISTS

WHY NOT TURN THOSE SURPLUS ITEMS INTO CASH  
START THEM ON THEIR WAY BY SENDING A—

SOUTHERN GAZETTE SMALL ADS. ORDER

Please insert the following Small Advertisement in the next issue of the Gazette.

(Block Letters please)

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Name .....

Address .....

I enclose Cheque/Postal Order value.....  
being the cost of..... words including my name and  
address at 1½d. per word.

Send to:  
R. W. BAINES, CADLEY, SIMS LANE, MORTIMER, Berks.  
Advertisements received before the 14th of the month will be included in  
the next issue.

CASH WITH ORDER

NORTH BERKS. M.C. & L.C.C.

## "WELLBOURNE CUP" ROAD TRIAL

SUNDAY, 26th JUNE, 1960

Start: Didcot Motors, The Broadway, Didcot, 1 o'clock

Open to Centre

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

### OFFICIALS

Southern Centre Steward: A. Hodge.

Club Stewards: L. Oxley and A. N. Other.

Clerk of the Course: D. Williams.

Secretary of the Meeting: Mrs. Cavill, 83 Broadway, Didcot.

### SUPPLEMENTARY REGULATIONS

**1. JURISDICTION:** Held under the G.C.R. of the A.-C.U. and these Supplementary Regulations. Open to members of the Southern Centre Clubs, driving scooters, motorcycles (solos or sidecar), three-wheelers and cars, limited to the first 20.

**2. START:** First man away at 1 o'clock, thereafter at one-minute intervals; all drivers must sign on at the start and off at the finish. Petrol and refreshments will be available at the start and finish.

**3. COURSE:** Will be on major and minor roads in the Southern Centre and will be a circular route of approx. 100 miles, including a compulsory rest period of approx. 30 minutes. Refreshments will be available. All roads will be in general use and of a non-machine-damaging nature. The trial will be by route card with timed checks; overall speed will not exceed 25 miles per hour. Numbers will be issued as entries are received; the onus of following the correct course rests with the driver and navigator.

**4. MARKING:** Penalty of one mark for each minute or part thereof early or late at control or secret checks. Stopping within sight of a check will entail a loss of 30 points. Missing a check point, 30 points.

**5. TIES:** In the event of a tie the competitor furthest around the course with least loss of marks will be declared the winner of the trial.

**6. ENTRIES:** On the entry form provided, accompanied by a fee of 6/- per driver, to be sent to the Secretary of the Meeting not later than Saturday, 18th June, 1960.

**7. AWARDS:** THE WELLBOURNE CHALLENGE CUP and REPLICA for best performance (to be held for one year).

Runner Up: Solos and Scooters.

Runner Up: Three-wheelers and sidecars.

Runner Up: Cars.

First Class Awards to next best 10% of finishers.

Second Class Awards to next best 10% of finishers.

Freebourne Cup and Replica for the best North Berks member.

**8. ABANDONMENT:** The Club reserves the right to abandon this trial should circumstances make it necessary.

WYLYE VALLEY MOTOR CLUB

## SUMMER RALLY

on SUNDAY, 3rd JULY, 1960 at 10.0 a.m.

Open to Centre

A.-C.U./R.A.C. Permit Applied for

### OFFICIALS

Southern Centre Steward: To be appointed.

Club Stewards: N. P. Barton and A. C. Curtis.

Clerk of the Course: Miss J. Sheldon.

Secretary of the Meeting: G. G. Curtis, 59 Pound Street, Warminster, Wilts.

### SUPPLEMENTARY REGULATIONS

**1. JURISDICTION:** Held under the G.C.R.'s. of the A.-C.U. and these Supplementary Regulations. Open to members of Southern Centre Clubs driving Scooters, Solo Motorcycles, Sidecars, Three-wheelers and Cars.

**2. ENTRIES:** To be made on the form provided and sent to the Secretary of the Meeting by Wednesday, 29th June. Entry fee 10/-; Wyllye Valley Club Members 7/6d.; Team entries 7/6d. Team entries accepted at the start.

**3. TEAMS:** 3 drivers of any combination of 3 vehicles. No driver may enter more than one team.

**4. ROUTE:** Will consist of approximately 100 miles over main and secondary roads. There will be a break of 1½ hours where refreshments will be available.

**5. ROUTE CARD AND NUMBERS:** Route card will be of descriptive type; further details will be sent on receipt of entry, with competitor's number. The onus of interpreting the route card correctly rests with the navigator. Route cards will be available 30 mins. before individual starting times.

**6. START AND FINISH:** Regent Filling Station, Bath Road (A.36), Warminster. First man will leave the start 10.01 a.m., the remainder at 1-minute intervals.

**7. TIES:** To be decided by furthest round cleanest.

**8. CHECK POINTS:** Open and secret checks will be in operation.

**9. MARKING:** Full details on receipt of entry.

**10. OBSERVED SECTION:** Marks will be lost for careless or inconsiderate driving through this section.

**11. AWARDS:** W. T. Wall Cup—Best performance.

Class Cups—Scooters, Sidecars and Three-wheelers, Solo Motorcycles, Cars.

Club Cup—Best performance by Wyllye Valley member.

Lady Navigator's Award—Best Lady Navigator.

1st Class Awards—Next best 10% starters.

2nd Class Awards—Next best 10% starters.

Team awards—For each driver in the best team.

No competitor may win more than one award except the team award. Awards subject to 6 entries in each class.

**12. LADY NAVIGATORS:** Names accepted at the start.

**13. GENERAL:** No change of drivers will be permitted during the rally.

Average speed will not exceed 20 m.p.h.

Protests in accordance with G.C. Rules.

The Club reserves the right to curtail the entry or cancel this event should it be deemed desirable.

Refreshments will be available at the start.

## RINGWOOD MOTOR CYCLE &amp; LIGHT CAR CLUB

**GRASS TRACK RACING**

at The Mount, Poulner, Ringwood  
on SUNDAY, JUNE 26th, 1960

START 2.15 p.m.

Permit No. U.527

**OFFICIALS****Southern Centre Steward A.-C.U.:** S. C. Dowding.**Club Stewards:** Messrs. E. A. Howard and P. Deacon.**Clerk of the Course:** H. W. Shutler.**Secretary of the Meeting:** K. Debben, 26 Christchurch Road, Ringwood, Hants.**SUPPLEMENTARY REGULATIONS**

**1. ANNOUNCEMENT:** The Ringwood M.C. and L.C.C. will hold an Open-to-Centre Grass Track Meeting at the Mount, Poulner, Ringwood, Hants, on Sunday, 26th June, 1960 at 2.15 p.m.

**2. JURISDICTION:** Open to registered members of clubs affiliated to the Southern Centre A.-C.U., organised under Permit No. U.527 of the Southern Centre and subject to the General Competition Rules of the A.-C.U., the Southern Centre Speed Regulations and the Supplementary Regulations.

**3. COURSE:** Grass Track Circuit, incorporating an "S" bend; approximately 500 yards in length. Solos to run anti-clockwise; Sidecars to run clockwise.

**4. LAPS:** Solo and Sidecar events. Four laps to all Heats and Finals.

**5. PRACTICE:** Controlled practice to take place between 1 p.m. and 2 p.m.; no other practice allowed; at least one lap must be done to qualify.

**6. NUMBERS:** Riding numbers must be prominently displayed.

**7. PROTECTIVE CLOTHING:** Including boots, stamped helmet and gloves must be worn.

**8. MACHINES:** Must be fitted with self-closing throttles, two efficient brakes and ball-ended levers as A.-C.U. ruling.

**9. WARNINGS:** Any rider not appearing on the starting line within 2 minutes of his number being called will be excluded from the race.

**10. PERMISSION:** Speedway riders must produce written permission from their promoters to ride.

- 11. EVENTS:**
1. Unlimited—Novice.
  2. Up to 350 c.c.—Open.
  3. From 201 to 1,000 c.c.—Open.
  4. From 201 to 1,000 c.c.—Experts Barred.
  5. From 201 to 1,000 c.c.—Novice Barred.
  6. Up to 1,000 c.c.—Sidecar Scratch Race.
  7. Up to 1,000 c.c.—Sidecar Handicap Race.
  8. Up to 1,000 c.c.—Sidecar Handicap Race.

- 12. AWARDS:** Event 1—1st £3, 2nd £2, 3rd £1, 4th 10/-.  
Events 2, 3, 4, 5—1st £4, 2nd £3, 3rd £2, 4th £1.  
Events 6, 7 and 8—1st £4, 2nd £3, 3rd 30/-.

In the event of four entries only being received in the sidecar classes, third place will not be paid. Ten shillings to all heat winners if unplaced in finals.

**13. MAXIMUM AND MINIMUM NUMBERS OF ENTRIES:** Entries are limited to the first 16 sidecar drivers and the first 48 solo class. The minimum number of entries for the sidecar events will be four.

**14. DEFINITION OF RIDER'S STATUS:** As of Centre ruling.

**15. ENTRIES:** Must be made on the Standard Entry Form provided, signed by the competitor and sent to the Secretary of the Meeting to arrive not later than first post FRIDAY, 17th June, 1960, accompanied by a fee of 5/- (Five Shillings). No LATE ENTRIES will be accepted.

**16. GENERAL:** The Club reserves the right to abandon the meeting if circumstances arise which, in the opinion of the Club, render abandonment desirable.

## LYNDHURST AND DISTRICT M.C. &amp; L.C.C.

**O.T.C. NOVICE TRIAL**

SUNDAY, JUNE 26th, 1960

SOLOS ONLY

Permit No. U.531

**OFFICIALS****Centre Steward:** C. Phippen.**Club Steward:** L. F. Sheath.**Clerk of the Course:** D. Lee.**Secretary of the Meeting:** T. B. J. Sheath, "Cosy Nook," White Hart Lane, Cadnam.**SUPPLEMENTARY REGULATIONS**

**1. JURISDICTION:** Held under the General Competition Rules of the A.-C.U. and these Supplementary Regulations.

**2. COURSE:** Two or three laps of a short course on private property near Rufus Stone, Canterton, Hants. The course will be marked with arrows and direction signs.

**3. START:** Will be near Rufus Stone, Canterton, Hants., first competitor starts at one p.m.

**4. MARKING:** 1, 3, 5.

**5. NUMBERS:** Will be issued at the start.

**6. ENTRIES:** Must be made on the standard entry form and be sent to the Secretary of the Meeting not later than June 22nd. Teams will be accepted at the start. 7/6 a team. Individual entry 6/-.

**7. TYRES, PROTESTS, INTERMEDIATES AND NOVICES:** In accordance with Southern Centre ruling.

**8. AWARDS:** Novice Cup for the best performance by any rider (to be held for one year, replica given). Ladies award for the best performance by a Lady (subject to three or more starters). First Class awards to the next 10% of the finishers. Second Class awards to the next 10% of the finishers.

**9.** The Club reserve the right to cancel this event if, in their opinion, circumstances render such course desirable. NO PRACTICE WILL BE ALLOWED BEFORE OR AFTER THIS EVENT. ANY RIDER FOUND PRACTISING WILL BE REMOVED FROM THE AWARDS LIST. The onus of finding the correct course rests with the rider.

# LETTERS

Dear Mr. Boyles.

As far as I know a reliability trial is a test of machine and rider over cross-country terrain with as many natural obstacles as possible.

I think Mr. Offord, like myself, prefers natural hazards to be something we can "have a go at," not the type of section we so often get today—about five lengths of a machine and it's all over. I myself do not think a fast flat-out section is wanted by anyone, but certainly a long section, subdivided, where one can have a chance of picking up lost marks. Who wants to ride in trials won on a foot or even a dab?

Give us plenty of mud, rocks, hills and streams, Mr. Boyles; unfortunately, not many clubs have these ingredients—certainly not Lyndhurst (well, you have a stream, I seem to remember!) I think the best of your trials must be the novice trial, as the venue is superb, but hardly the place for a hundred or more keen trials-types all raring to go. Don't worry, Mr. Boyles, I've sat in some of the hold-ups but, like many more, prefer not to worry you with our complaints but to ride elsewhere on your day and leave it to the people who so obviously enjoy your type of Trial.

Regards,

M. SIMPSON.

2 Park Lane,  
Cowplain, Hants.

Dear Mr. Baines,

"Oh! What a shout because the Police made a small (?) error in their letter about Trials." And why not indeed?

Incidentally, the error was not about Trials, but about the **Law** as it affects motorists; and since it might have led to Police intervention in later trials and possible summonses, it was really a matter of some importance.

Even now the Superintendent's "correction" is incorrect. He says his letter was written on the assumption "that the machines were partially stripped of lighting equipment." Even so, he was wrong, for not only may machines be ridden on the road **without** lighting equipment, they may also be ridden with lamps **which "cannot be readily put to use,"** e.g., **no wiring, etc.** Thus the very example he quotes as justifying his

exposition of the Law, viz., a machine partially stripped of lighting equipment, is expressly excluded from the provisions of the regulations.

One does expect something better than this from a Superintendent of Police — after all, it is his job.

I have written to him again regarding the letter which appears in the current issue—I had a similar reply to my first letter to him—and he writes today in reply:

"You are, of course, quite right. I am taking steps to see that the error is corrected."

So you will get yet another letter of amendment from him. This time I hope it **will** be right. If so, the shouting and the tumult will cease.

Yours truly,

F. D. FORSTER.

## THE NOGGIN TURNS UP

Dear Mr. Baines,

In order to maintain our Club room in a civilised state whilst we planned our Barge-pole and Jackpot Scrambles, we have kept quiet the fact that Mortimer are currently holding the Noggin Trophy. Invaders to collect are now welcome. Any Thursday evening at "The Turners Arms," Mortimer. A good thirst and a steady darts arm will help.

Riders in our Clubs get lots of competition with each other, but what about the ropes and stakes gangs? They also are jolly important, so let us have a duel between the course "Putter-uppers." Anyone for tug-o-war? The Mortimer crowd will put any other Club party for "a gallon." Tug-o-war organisers (motorcycle type) contact me and we will get down to details.

Yours sincerely,

MARGARET SEARL,

Social Sec. M. & D.M.C.C.

130 Chatham Street,  
Reading, Berks.

Tel.: 53643.

## SMALL ADS $1\frac{1}{2}$ d. per word Cash with Order

**GREEVES SPARES**—Trials Conversion complete, Wheels, Tyres (new), Flywheel, Carb., Chain, Head, Barrel, Piston, Exhaust Pipe, Silencer, Footrests, Saddle, Speedo, etc.; £24 the lot. 227 Clare Road, Stanwell, Nr. Staines, Middx.

**WANTED**—Scrambles Sidecar in road trim to fit Royal Enfield 1956 500 Twin, 36 Eveleigh Road, Farlington, Portsmouth.

## SOUTHERN CENTRE A.-C.U. COURT OF ENQUIRY

The Court of Enquiry appointed by the Centre Competitions Committee to investigate charges against certain persons for "Conduct prejudicial to the interests of motorcycle sport" within the meaning of G.C.R. 281 (Ninth Edition), met last night at Bishops Waltham and considered the cases of the nine accused under G.C.R. 141 (Irregular Entries and Absentees) in that they entered two meetings in the Southern Centre on the same day.

The findings of the Court were as follows:

- D. TILLER—2 months' local suspension—expires 6th May, 1960.
- L. PICKWORTH—2 months' local suspension—expires 6th May, 1960.
- I. PICKWORTH—2 months' local suspension—expires 6th May, 1960.
- D. PICKWORTH—2 months' local suspension—expires 6th May, 1960.
- D. HENWOOD—2 months' local suspension—expires 6th May, 1960.
- R. RAND—2 months' local suspension—expires 13th May, 1960.
- D. NEAVE—2 months' local suspension—expires 13th May, 1960.
- M. INGRAM—3 months' local suspension—expires 6th June, 1960.
- N. BURDEN—3 months' local suspension—expires 6th June, 1960.

The implication of the sentence imposed is that the above named Drivers are not eligible

to enter competitions in the Southern Centre until the day after the date quoted above.

PETER B. RYALL,  
Centre Secretary, Southern Centre,  
Auto-Cycle Union.

## RIDER EXCLUDED FROM MEETING

### Centre Comps. Endorse Action of Steward

Scrambler John Hall was excluded from the Bishops Waltham meeting on 13th March. There were bitter complaints from the landowner that a number of paddock racers were using land beyond the area granted for the event. The incidents came to a climax when a member of the party accompanying Hall was asked not to use the particular piece of ground. The reply given by this individual was not conciliatory; in fact, his conduct placed in jeopardy all future promotions on the circuit.

Firm action was needed to deal with a situation which was obviously not in the best interests of our sport. Our Centre Steward ruled that a driver bringing friends into the paddock with him was responsible for their conduct at all times during the meeting. This decision was followed by the exclusion of Hall for the remainder of the meeting.

The Centre Competitions Committee endorsed the action taken by the Steward and considered that the incident should be brought to the notice of Competitors.

## Secretaries Please Note

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..."

**CHERRYSONS Ltd.** 3 Boreham Rd., W. Southbourne, Bournemouth. Tel. 44770  
18 Summerlands, Yeovil. Tel: 905

## SOUTHERN CENTRE SCRAMBLERS

Gradings as at May 12th, 1960

### EXPERTS

Allen, G.	Cremer, P.	King, I.	Sheehan, J.
Allen, N. G.	Cook, C.	Lamper, P.	Snell, K.
Abbott, R.	Dunn, R. J.	Leask, B.	Stillo, R.
Avery, J.	Everett, C.	Lee, A.	Stirland, P.
Archer, L.	England, I.	Leon, K.	Stone, M.
Beamish, G.	Evans, D.	Lewis, D.	Stroud, E.
Bell, D.	Farrow, S.	Lindur, R.	Sanders, L.
Bateman, E.	Foster, I.	Lindfield, K.	Smith, M.
Bussell, J.	Freemantle, D.	Marsh, R.	Stilgoe, J.
Betty, A. J.	Green, C.	Messenger, K.	Scott, J.
Bornebusch, A.	Gibbes, A.	Mayze, A.	Stone, M.
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Argrave, J.	Dean, B.	Green, C.	Kelly, S.
Baker, F.	Donner, P.	Goswell, T.	Knight, A.
Barnard, M.	Dormer, D.	Giddens, J.	Lanham, P.
Bryant, A.	Ely, P.	Hellier, G.	Long, D.
Body, R.	Erskine, G. R.	Holloway, T.	Lynch, A.
Book, C.	Elliott, J.	Hack, N.	Lomer, P.
Budd, D.	Extance, C.	Hoult, P.	McCarthy, B.
Brown, D.	Eastwood, V.	Hallett, I.	Morgan, J.
Baker, F.	Eastman, M.	Holmes, W.	Miles, D. G.
Bennett, P.	Ewans, J.	Horsfield, C.	Matcham, B.
Carter, M.	Fox, A.	Harris, J.	Mitchell, R.
Coffin, L.	Freemantle, D.	Hyde, C.	Napper, G.
Cotman, A.	Fry, W.	Helyar, D.	Newcombe, L.
Chapman, C.	Fuller, F.	Hyland, V.	Nutt, N. E.
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Peterham, R.	Small, D.	Weeks, S. E.	Wheeler, B.
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