

STREATHAM

NORTH

versus

**SOUTH
SCRAMBLE**

JULY 10th

Regs. inside

The
**SOUTH EASTERN
CENTRE**



GAZETTE

Editor:

JACK SUTTON

"The Tyles," Datchet, Bucks.

A.J.S.

ARIEL

B.S.A.

ENFIELD

NORTON

SUNBEAM

TRIUMPH

WATSONIAN SIDECARS

VELOCETTE

Heath Bros.

(FARNHAM) LTD.

We can offer immediate delivery of some models

83—84 EAST STREET, FARNHAM, SURREY

Telephone: 6477—6478

THE OUTDOOR CATERERS

Have you booked up for 1949?

Do so now and avoid disappointment

R.H. CATERING CO.

Write or phone for advice

56, CARTER LANE, LONDON, E.C.4.

Phone: City 6885

THE MOTOR CYCLE SPECIALIST and
EVERYTHING FOR THE MOTORCYCLIST

ANGUS MOTOR CYCLES

A. S. HERBERT, A.M.I.M.I.

SERVICE
ACCESSORIES
REPAIRS
INSURANCE

STATION PARADE
Phone SEVENOAKS 3338
KENT

PART
USED MACHINES
EXCHANGED
H.P. TERMS

Main Agent and Spares Stockist for all the Leading Makes

ANGUS HERBERT offers all enthusiasts, expert advice based on his
25 years experience of Racing and Competitions

Fully equipped workshops able to undertake all classes of repairs and to
prepare machines for any event

FOR RELIABLE CATERING . .

LARGE OR SMALL EVENTS
ADEQUATELY CATERED FOR

The All Sports Outdoor Catering Service

Telephones: Battersea 6089 & 3713

Book up now for 1949
and ensure satisfaction

Best prices paid
for catering rights

157 NIGHTINGALE LANE - WANDSWORTH COMMON - S.W.12

THE SOUTH EASTERN CENTRE

GAZETTE

No. 170

JUNE, 1949

PUBLISHED MONTHLY



SOUTH EASTERN CENTRE AUTO-CYCLE UNION

Hon. Centre Secretary and Treasurer:
F. DOWTY, Alderbury, Cuckoo Hill Road, Pinner, (Middx.)

OFFICIAL INTELLIGENCE

SOUTHERN TRIAL: The organisation of this event, which is a Trade Supported Trial, will again be in the hands of the Thames Valley Trials Combine and will be in similar country to last year's event

GRASS TRACK CHAMPIONSHIP: This event will be held on the Brands Hatch Track and will be organised by the Greenwich M & M.C.C.

CENTRE TEAM TRIAL: I have not yet received an offer for the organisation of this event. Will any Club or Group willing to undertake this, please let me know as soon as possible.

PROGRAMMES & RESULTS SHEETS: There are been many instances where organising clubs have failed to send programmes or results sheets of O/C events to Club Secretaries. Please note that these must be sent to all clubs concerned and also to Mr. G. A. White, 58 Whitford Gardens, Mitcham, Surrey, so as to enable him to keep the records for Centre Competition purposes.

F. DOWTY, Hon. Sec. & Treasurer.

CLASSIFICATION OF RIDERS IN SCRAMBLES:

On and from the 1st June 1949 the existing scheme of classification will be abolished and the following method of classification of riders, will come into force:—

There will be two grades only—JUNIOR AND SENIOR. To qualify for the Senior grade a rider must have been placed (1, 2 or 3) in the finals of 3 O/C Scrambles since 1st January, 1947. All other riders will be in the Junior grade. Entry forms for scrambles will embody the clause "Have you been placed in the finals of 3 O/C Scrambles since 1st January 1947 ?..... Organisers will then classify the entry from the replies received.

Down grading, e.g. from Senior to Junior grade, will be accomplished by altering the qualifying period on the entry forms each year.

The South Eastern Centre Gazette is published on the first day of each month and is available to all Centre Clubs for issue to their members. Supplies not ordered by the 19th of the month for the following month cannot be guaranteed. Orders must be sent with remittance on the order forms provided, to the Editor and not to the Printers.

Editor:

J. E. SUTTON
"The Tyles"
Datchet, Bucks.
Tel. Datchet, 128.

Honorary Contributors:

R. G. V. VENABLES
Tilford, Farnham,
Surrey.

G. B. NEWBERY
Roundwood Cottage
Rucklers Lane,
Kings Langley, Herts

MRS. M. H. EVANS
39 Well Road,
Otford, Kent.

W. T. BULT
33 Sayes Court,
ADDLESTONE, Surrey.

All communications regarding supplies, advertising and general policy must be addressed to the Editor, but readers are invited to write direct to contributors on matters arising from their articles.

The closing date for editorial and advertising matter is the 19th of each month, but Clubs are recommended to book space for regulations by the 7th of each month for the following month.

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



HERE and THERE

I find I somehow missed mentioning Hugh Viney's win in the TRAVERS TRIAL (when the Clerk of the Course said "We've got everything taped" he wasn't kidding!), but in any case this was completely overshadowed by his tremendous performance in the SCOTTISH SIX DAYS—a three-years-in-succession victory which must put Viney's name in the history books even if he never won another trial. So much has been said and written about the deep river-crossing on the Thursday that this hardly calls for further comment, particularly from one who wasn't there (Mr. Mash, please note!), but despite this, and the occasional long delay, it was by all accounts a rattling good trial and an education to all those who had never been before—and maybe even to a few of those who had.

To say that I don't always see eye to eye with Cyril Quantrell would be something of an understatement, but in the March 24 *Sports Gossip* he wrote a few lines with which I found myself in strong accord. Commenting on the importance of avoiding annoyance to the public, he said "It would probably be a good move if more clubs explored the possibility of running their trials on pocket-handkerchief courses, with the entire event—from start to finish—taking place on private land." That is exactly what we have always tried to do with the SUNBEAM SOLO TRIAL, and last month's event proved that you can fit in plenty of stiff sections in a very short distance. Actually, we had 34 sub-sections in 4 miles, and several competitors lost over 100 marks. To the winner, Tich Hankins (633 side-valve Norton), I extend heartiest congratulations for completing the course with a loss of only 3 marks, and likewise congratulations to class cup winners Len Talbot, Jack Lilley and Tom Arter.

The "Solo" was on May 1, and a week later there were two excellent Group trials on the Surrey/Hants borders—the WINDLESHAM STAR GROUP TRIAL and the RAVENSBURY T.V.T.C. TRIAL.

The former, perhaps on account of its "1-3-5" system of marking, attracted exactly twice the entry received for the latter, and I am told that the course—as Pirbright courses go—was exceptionally good. I gather that Mick Bonson and Frank Wilkins were the solo and sidecar winners respectively, though at the time of writing I have received no official results. The Ravensbury MCC selected Liphook as their focal point, and included some choice new territory around Milland. Jumbo Jack Botting made best performance—a most popular victory, and the Weyburn trio (Gaymer, Berry and Mellers) made reasonably certain of the team prize by finishing second, third and fourth!

I went down to Devonshire five days later with Graham Beamish for the open DARTMOOR SCRAMBLE, and watched Jimmy Alves and Eric Cheney win the 350 and 500 races in great style. Nobby Emery was best 250, but there was a sad paucity of S.E. riders for this enjoyable event. On the following day, Mark Prudence (497 Ariel), Graham Beamish (348 BSA) and Jack Stocker (498 Enfield-JAP) had things more or less their own way in the ALDERSHOT SCRAMBLE, with Stocker thrusting his way through from scratch to first place in the handicap race—only to retire with engine trouble when nicely established for a win. Messrs. Wylde and Hyde then scrapped for the honours, Hyde getting ahead on the last lap. Wimpy Davis (who seems to have made a clean sweep down at the Newport Scramble recently) was third.

Had a very pleasant trip to Hereford for the open WYE VALLEY TRIAL, wherein Gus Collins lent much weight to the suspicion that he is among the very finest trials riders in the country. He won with a loss of 11 marks, 10 less than runner-up Peter Hammond (who took the 350 cup), and best sidecar was Jack Humphries. His score of 47 will illustrate the severity of this trial for charioteers. The following day's STAMFORD BRIDGE SCRAMBLE at Longmoor resulted in two very convincing victories for Ron Hankins (348 Ariel) and single wins for Harris (347 Matchless), Tapp (249 Velo), Mayo (348 BSA) and Beamish (348 BSA). Apart from Hankins' obvious superiority, the most impressive aspect of the day's activity, to my mind, was the steady way in which Les Archer worked through the field to finish second in the 350 Experts race (on, be it noted, a two-fifty). It will indeed be interesting to see him on a machine of twice the power.

RALPH VENABLES

THE SOUTHERN SPORTING M.C.C. wish to announce that THE REICHSTAG FIRE TRIAL

has absolutely nothing to with their forthcoming Third
INTER CLUB TEAM TRIAL

which will take place on June 26th in the Buckinghamshire hills over an entirely fresh course.

This event, which is open to the Southern, Eastern, South Eastern and South Midland Centres A.C., will provide varied going without interminable tape, mud, delays or impossible sidecar sections, while refreshments will be available at the start. Regulations will be sent to your own club secretaries to whom you may apply for full details.

REMEMBER JUNE 26th — FOR A GOOD DAY'S SPORT!

KNOCK OUT HILL CLIMB

SATURDAY - AUGUST 20th

READERCOTT, KNATTS VALLEY

Nr. FARNINGHAM, Kent. Commencing 2.30 p.m.

Organised by

BROMLEY M.C. and SIDCUP & D. M.C.C. — Regulations in July Issue

GRASS TRACK RACING

on the

FOLKESTONE HEIGHTS

SUNDAY, JUNE 2nd - 2 p.m.

FREE ADMISSION

Secretary of Meeting: Mrs. W. J. KEEL, 1 EAST CLIFF GARDENS

SOUTH READING MOTOR CYCLE CLUB

RELIABILITY ROAD NIGHT TRIAL

SATURDAY-SUNDAY 25-26th JUNE, 1949.

A.C.U. Permit No. P149

R.A.C. Permit No. B/93

The trial will be held under the G.C. Rules of the R.A.C. and A.C.U. and the Standard Trials Regulations of the S.E. Centre and these Supplementary Regulations and will be open to members of the constituent clubs of the S.E. Centre at the date of the trial competing on motor cycles, motor cycles with sidecars, threewheelers and four wheeled cars.

ENTRIES: The entry fee will be 4/- for solos, sidecars and three wheelers and 5/- for four wheeler cars. Team entry fee will be 2/6 per team of three vehicles. No competitor may be a member of more than one team. Entries must be made on the proper form and sent to the Secretary of the Meeting to arrive not later than last post on the 18th JUNE, 1949. CAR COMPETITORS are reminded that they must have a National Competition Licence.

MARKINGS: The schedule speed will be 24 miles per hour. Minutes and half minutes early or late at the checks, which will be taken at the places and mileage stated on the route card will be registered as errors. The winner will be the competitor with the least number of errors at the end of the trial. Secret checks may be used for the purpose of deciding ties. Competitors must keep moving forward when in sight of checks and must halt in front of checker.

DRIVERS & PASSENGERS: No change of driver is allowed in any class. Pillion passengers will be allowed.

GENERAL: Light refreshments, petrol and oil will be available at The Halfway Garage near the start. A stop for refreshments will be made during the night, but no further supply of petrol will be available. Arrangements have been made for breakfast at Burts Corner House, High Street, Swanage at 2/6 per head, payable with entry fee.

Solos, sidecars and three wheelers are considered as opposite classes to cars.

AWARDS: Best performance by any vehicle. "Kelly" Cup.
Best opposite class. "Wonnacott" Cup.
(Subject to ten or more entries).
First class awards to next best 10% of starters.
Second class awards to next best 5% of starters.
A suitable team award will only be awarded if there are at least six teams entered.

OFFICIALS.

Stewards: One to be appointed by S. E. Centre A.C.U. E. R. Rackley and A. Pocock.

Clerk of Course: W. Wonnacott.

Secretary of Meeting: J. W. Carter, 20 Hemdean Hill, Caversham, Reading, Berks. (Telephone No. Reading 72847).

DESCRIPTION: The trial will start at Tower Cafe, Bath Road, Padworth, Berks, at midnight 25th June. Competitors must sign starting sheet at least 30 minutes before their starting time. The finish will be at The Car Park, Swanage, Dorset. Any competitor being 30 minutes late at any check will be deemed to have retired. The total distance will be about 90 miles and will be marked with Direction Cards from Corfe Castle to finish.

SOUTH READING MOTOR CYCLE CLUB

Entry Form

Main Road Night Trial

25-26th June, 1949

A.C.U. Permit No. P.149

R.A.C. Permit No. B/93

I declare that I am a registered member of the undermentioned club, that I have read the regulations for this Competition and agree to be bound by them and by the G.C.R.'s of the R.A.C. or A.C.U. and that I am insured against third party risks in accordance with the provisions of the Road Traffic Acts 1930-1946 whilst participating in this trial.

In consideration of the acceptance of my entry I agree to save harmless and keep indemnified the South Reading M.C.C. the S.E. Centre of the A.C.U. the A.C.U. and the R.A.C. and their officials, representatives and agents and each and every one of them from and against all action, proceedings, costs and expenses, damages, claims and demands in respect of damage, loss and injury to the person or property of myself, my passengers, the said bodies, officials, representatives or agents, howsoever caused out of or in connection with my entry in this competition and whether or not occasioned by, or contributed to, by reason of negligence of the said bodies, officials, representatives or agents.

Signed.....

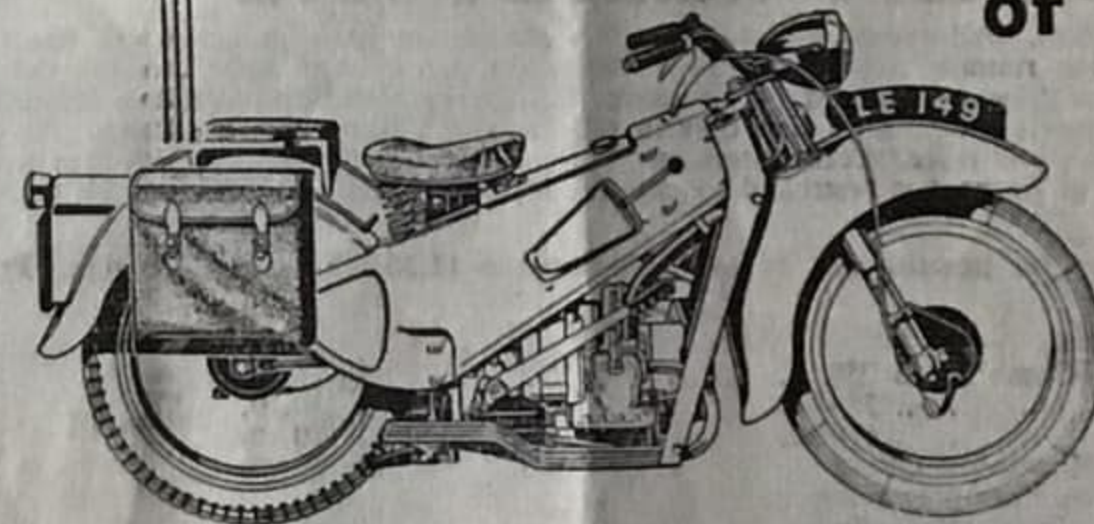
NAME.....
(BLOCK LETTERS)

ADDRESS.....

VEHICLE.....

Centre Competitions Register No.

Send to: J. W. Carter, 20 Hemdean Hill, Caversham, Reading.

Reserve breakfast for persons.
(Remittance must be included with entry fee).**The Most Brilliant Light Machine of the Year****THE NEW VELOCETTE MODEL L.E.****C. Hayward & Son**
ESTABLISHED 1899Call, Write or Telephone 334
for Full Details

VELOCETTE DISTRIBUTORS • ASHFORD • KENT

CARSHALTON MOTOR CYCLE CLUB
(S.E. Centre A.C.U.)

SPEED HILL CLIMB
SUNDAY, JULY 3rd, 1949 - at 1 p.m.

Permit No. P148.

SUPPLEMENTARY REGULATIONS

OFFICIALS.

Stewards: F. Dodridge and one to be appointed by S.E.C. A.C.U.

Clerk of the Course: J. R. Skelton.

Hon. Secretary of Meeting: R. Hewetson, 52, Park Hill Road, Wallington, Surrey.

- ANNOUNCEMENT.** The Carshalton Motor Cycle Club (hereinafter called "the Club") will hold a Speed Hill Climb for solo motor cycles only for cups and/or other awards (See Reg. 10).
- JURISDICTION.** The Hill Climb will be held under the G.C.R.'s of the A.C.U. and Appendix M, and these Supplementary regulations, and is open to all registered members of Clubs affiliated to the South Eastern Centre A.C.U. under Permit No. P.148 granted by the S.E. Centre A.C.U.
- COURSE.** Smooth field grass course comprising approximately 25 yards of 1 in 5 downhill leading to 200 yards of approximately 1 in 4 uphill on private property at Woldingham, Surrey.
- ENTRIES.** To R. Hewetson, 52, Park Hill Road, Wallington, Surrey not later than first post on Monday June 20th, 1949.
Entry Fees: One class event and event 4, .. 8/6d.
Additional Events .. 1/6d. per event.
Teams (Event 5) .. 3/-d.
Entry fees include P.A. Insurance 3/6d. and Third Party 1/3d.
The Club reserves the right to limit the number of entries if this should be necessary.
- TRIM.** Machines may be ridden in either racing or touring trim. Front registration plates must be removed. No fitting or accessory must protrude above the handlebars. Rope, spikes or other non-skid appliances are barred. Machines must be fitted with two independent and efficient brakes and a primary chain-guard that will prevent contact of the rider's foot with the chain. Otherwise to Machine Examiner's approval.
- NUMBERS.** Will be indicated on Official Receipt for Entry fee. Requested numbers allocated where possible. Each competing machine must be fitted with three stiff black discs, oval in shape and measuring 1 1/4 x 8 1/2 ins. One to be securely fixed to the front of the machine, clear of obstructions, and two to be fixed on either side of the machine clear of obstructions. Riding numbers measuring 6 1/2 ins. in height must be painted in white on a black background.
- CLOTHING.** Regulation A.C.U. Approved Helmet must be worn together with field boots and protective clothing during racing and practising. It is recommended that gloves be worn.
- METHOD OF RUNNING.** All events will be run on a knock-out basis in heats and finals from a standing start with engine running. Competitors will draw for sides. Any rider crossing the lines of white marker pennants will be disqualified. If machines fail to reach the finishing line, highest up the Hill is adjudged the winner. Riders may ride only in the heats in which they are drawn. No machine may be used by more than one rider. Competitors may ride only in the events for which they have made an official entry. Entry in Event 4 is restricted to entrants in Class Events. Heats may be consolidated at Stewards' discretion.
- PRACTISING.** Facilities for practice will be available between 11.30 a.m. and 12.30 p.m. Practice is not compulsory.
- EVENTS AND AWARDS.**

Event No. 1 Knock-out Climb up to 250c.c.	..	£3	£1. 10. 0.
" No. 2 " " " " 350c.c.	..	£3	£1. 10. 0.
" No. 3 " " " " 650c.c.	..	£3	£1. 10. 0.
" No. 4 Handicap Knock-out Climb	..	£3	£1. 10. 0.

Handicaps on times during meeting.
Event No. 5 Inter Club Team relay climb.
3 Riders per team any c.c. .. £3 .. £1. 10. 0.
Any number of teams per club. Riders must be members of entering Club.
(One reserve rider may be nominated who may ride in any team entered by the nominating club. Riders may be nominated up to opening time of the Meeting.)
Events drawing less than 8 entries will be merged in the next higher class.
Fastest time during meeting .. Club Cup.
The cash prizes detailed above are subject to increase at Organisers discretion after all expenses have been defrayed.
- PROTESTS.** In accordance with Appendix M.
- GENERAL.** The Club reserves the right to abandon any event or the Meeting itself, if circumstances arise which in their opinion renders such a course desirable, in which case entry fees will be returned.

! ENTRIES CLOSE JUNE 20TH !

SEND YOURS IN EARLY

CARSHALTON MOTOR CYCLE CLUB

Entry Form

HILL CLIMB

Sunday, July 3rd, 1949 at 1.0 p.m.

Permit No. P148

Entries close 20th June

To:—R. Hewetson, 52 Park Hill Road, Wallington, Surrey.

INDEMNIFICATION: I have read the Supplementary Regulations for this meeting and agree to be bound by them and the G.C.R. of the A.C.U. including in particular the racing regulations in Appendix 'M.' In consideration of the acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Carshalton Motor Cycle Club, the S.E. Centre A.C.U. and the A.C.U. 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 myself or of 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 the negligence of the said bodies, officials represent-

Signed

Date

Name

Address

Club

Comp. Reg. No. Riding No.

Machine(s) c.c.

I wish to enter events 1 2 3 4 5

(Cross out those not applicable.)

for which I enclose fee

CENTRE SPEED SHIELD

Rider	Clubs	Register							Total to Date	
		No.	A	B	C	D	E	F		
Seymour, P. A.	Leatherhead	124	5		4			6	5	20
Taylor, L. C.	Witley & Leatherh'd	192	4		4			2	2	12
Butler, H. J.	Owls	327	3					2	5	10
Whitebread, D. E.	Sidcup & Sunbeam	265	3					6	6	15
Richardson, J.	Folkestone & Barham	39		8		6				14
Spain, D.	Ashford Kent	519	2	3		4		4		13
Blay, K. J.	Twickenh'm & L'ther'd	519			9		2			11
Orpin, G.	Tentenden	220		3		3		3		9
Pearce, H. A.	Weyburn & Ravensb'y	123	3					3	3	9
Turk, A. C.	Tenterden.	628		3		3		3		9

Key:—A—Greenwich 10th April;
C—Leatherhead 18th April;
E—Surrey Hills 24th April;
F—Rochester 24th April;

B—Folkestone 17th April;
D—Tenterden 18th April;
F—Rochester 24th April;
G—Gravesend 8th May.

N.B. No programme or Results received for Ashford Kent 8th May.

KENT



JOTTINGS

Details of Tenterden's Grass Track meeting on Easter Monday were not received in time for inclusion last month, but their novel plan to hand cheques to winning competitors as they left after the meeting is worthy of note. The prompt pay-out was so unusual that several competitors went away without collecting their "gold" and Secretary A. B. N. Taylor was complaining about unnecessary postages! In addition entry fees were returned to starters and the Club claim a satisfactory profit for their labours. Holding their meetings on Bank Holidays Tenterden are not worried by the Lord's Day Observance Society who are so active in that part of Kent just now.

Ashford came up against this Society and ran their meeting on May 8th without a paying gate, relying upon the spectators to give generously for their programmes; details have not reached me yet regarding the financial results. The enlargement of this track gave easier bends and longer straights and, as far as I could gather, competitors appreciated the change. Fifty-three races had been arranged for the 56 competitors and in the early stages of the meeting co-ordination between paddock and starting line was not too good, the programme lagging a little in consequence. Some riders appeared unused to the mechanical flag used at this track and thus added to delays but once riders became accustomed to this method some good starts were obtained. Realising the meeting would run late an increased effort appeared to be made by the officials which resulted in a rapid speed-up and the long programme was completed soon after 7 o'clock. Outstanding performances were made by D. Spain, winner of the Unlimited and that newcomer Tom Turk who won the 350c.c. and the Silver Wings races.

The first hill climb of the season organised by Carshalton on May 15th attracted

an entry of 75 competitors, all of whom appeared to get great enjoyment from the run. The short sharp downhill start calls for more skill than is usual in a hill climb and, run on a knock-out basis, both the 350 and 650c.c. classes were won by C. G. Clisby who equalled last year's record time of 9.8 secs., while P. Fuhr won the 250c.c. class, both were riding "C.G.C. Specials." Cyril Clisby's name has long been associated with L. W. E. Hartley but I understand Cyril is now responsible for the preparation and tuning of these machines himself. The handicap races, on time, were not very satisfactory because the average times for the whole climb were only 10—11 secs. I heard a suggestion for a distance handicap instead and I think this arrangement might prove more balanced and enjoyable for competitors. The proceedings closed with a knockout team race which was won by Surrey Hills.

I have attended two of the three meetings held at Brands since my last article when I criticised the uphill push to the paddock for competitors with broken-down machines and am glad to report that this difficulty has been overcome by the use of a sidecar outfit, complete with team and towrope, which goes to the assistance of competitors in trouble and undoubtedly does a good job of work.

The outstanding feature of the meeting on April 24th was the sidecar races which were some of the best seen at this track for many a day. On May 22nd, with the largest entry this season, the programme was fuller than of late. Harry Pearce, on his extremely fast little 250c.c. machine, repeated his performance of earlier meetings and won the race for that class with no real opposition, while in the 350c.c. class Tom Turk was again the undisputed winner. The 650c.c. event proved exciting when a tremendous battle developed between Cyril Roger and Don Whitebread; with less than a machine's length between them for most of the four laps it reminded me of the Schweiso-Lock duels — Roger was the ultimate winner by a very small margin. The second half of the programme was, as usual, devoted to the handicap races when I always look forward to the performances of the scratch men as they weave through the field showing their greater skill to best advantage. With seventy odd competitors it is undoubtedly extremely difficult for the handicapper to assess on times and known performances in order to achieve the hoped for "blanket" finishes, but I thought it was disappointing to see the scratch men finish unplaced on several occasions after really outstanding efforts. From my own calculations the times made by some of these men were truly remarkable; for instance Cyril Roger, finishing third in his two-lap heat, appeared to have clocked about 2 mins. 6 secs. after weaving through a field of twelve men whereas the best time for the day was his own 4 lap scratch race time of 4 mins. 24 secs!

MADGE EVANS.

SOUTH COAST GROUP AND COASTAL NEWS

May's Group event was the Brighton & Dist. Club's Spring Cup Trial, over a four mile downland course. The weather was hot and the dry ground made finding sections difficult, but the organisers managed to find seventeen quite tricky ones. Support was poor, partly due to the commencement of the racing season, but nevertheless disappointing for the organisers. It is to be hoped that future events will receive much better support. Provisional Results. Premier, S. A. Elliot, 38 marks. 1st Class, L. Humphrey, 41. 2nd Class, E. G. Brewin, 45. Novice, R. Fox, 54.

Harking back to the Inter-Group Trial, the S.C.G. was, as expected, last, but can feel proud that every available rider, including several novices, rallied round to enable the Group to be one of the only four to field teams. Top scorers in order of merit were, Stan Elliott, whose 32 marks lost was a very creditable show, Graham Beamish, Cliff Johnson, Reg Waggoner and George Russell.

Information is slow in reaching me, but members of Clubs down here have been doing quite well in Opens and O/C's recently. 2nd Class Awards went to Geoff Brewin — Whitley Mill, George Russell — Langmaid, Stan Elliott — Norwood Cup, and L. C. Harvey and Paddy O'Flynn — Half Crown. C. C. Bailey, a Southern Observers member, won 1st Class Awards in Whitley Mill, Half Crown, Western Trophy and Collier Cup, up to which he stood fifth in the Centre Trials Shield.

Coming to Easter, at Blandford Road Races Basil Keys, of Worthing Eagle Club, finished 3rd in the 250 Class on his 249 Norton. I hear he was not far behind Maurice Cann's flying Guzzi after a fine ride. On Good Friday, Graham Beamish retired when a very close fourth in the 350 of the Open Wessex Scramble. On the Monday he won both his heats and was 2nd in the 350 final at Leatherhead Grass Track.

At the Wylde Valley, Warminster Road road races on 8th May Basil Keys was 3rd again in the 250 race. In the Open Dartmoor Scramble, Beamish finished 3rd in the 350 race and won the "B" race at the Aldershot Scramble the following day.

June event is a main road trial organised by the Southern Observers. Entry forms from M. J. Shepherd, 3, Powis Road, Brighton.

M. A. CLEMENT-SMITH.

ALONG THE THAMES

The Ravens lived up to their good name as organisers for the Raven Trophy Trial held on May 8th in the Weavers Down area. Entries were not up to the usual number, 65 being received, all solo. The course consisted of 24 sections sub-divided into 40 sub-sections, and was fairly stiff going. Jack Botting was the winner with a loss of 14 marks. These Premiers are going around well this season.

Provisional Results. Raven Cup: J. Botting, 14 marks lost. 1st Class Awards: A. F. Gaymer, 19; G. M. Berry, 25; P. J. Mellers, 27; W. Conway, 30; E. G. Redford, 33; H. R. Kemp, 37. 2nd Class: J. T. Ballett, 40; R. C. May, 42; C. C. Bailey, 44; E. McCutcheon, 47; J. Lilley, 47; P. Richards, 50; L. F. Rogers, 50; G. Millin, 51; F. K. Mathews, 54. Team Award: Weyburn A—Gaymer, Berry, Mellers. Novice Award: J. J. Porter, 73.

Bert Gaymer and Josh Berry who rode in the Scottish Six Days which finished on Saturday May 7th must have got a move on to have got down here to ride in this trial. The trial on June 12th is being organised by the South Reading Club. Regs. appeared in the May issue of the Gazette. No details have yet been received from Leatherhead regarding the July 10th trial.

Our clubs are being active in other spheres than trials. Witley are running their first 1949 Grass meeting at Woolgars Farm, West Horsley on 19th June. Witley say that the track and its amenities have been greatly improved and they hope to see many of their T.V.T.C. friends both riding and spectating. On the same day Weyburn are running their June scramble which will be in the Hankley Common area.

Whit Monday June 6th will see the Ravens and Weybridge busy at Bagshot with the Whitsun Scramble and Leatherhead also have their Grass meeting on the same day.

Sunbury have a great interest in the T.T. Races this year. No fewer than four of their members are riding, they are F. W. Fry, Ray Petty, Mick Carter and J. C. Purnell, quite a crowd of Sunbury people are going over to support their stout lads.

Will all clubs who change their officials keep the Combine Sec. notified, and also keep the Record Keeper—Mr. P. Church, 6 Chalcott House, Ditton Hill Road, Long Ditton, Surrey—posted with Regs., Programmes and Result Sheets, and any changes in Result Sheets due to protests. This is essential to keep the Combine League and Aggregate positions up to date.

G. T. BISHOP.

SURREY HILLS M.C.C.

Supplementary Rules and Regulations for a

GRASS TRACK MEETING

to be held at

PLEYSTOWE FARM near CAPEL, SURREY. JUNE 26th. 1949.

A.C.U. Permit No. P. 146

Open to Clubs within the S. E. Centre Only.

Stewards: T. J. Smyth, H. Hiscock, A. C. U. Steward, W. F. Jones.

Paddock Marshal: R. H. Mitchell.

Judge: E. Arthur.

Timekeepers: W. Hudson, E. Watling.

Machine Examiner: R. Knight.

Starter: R. Kingsley.

Chief Marshal: R. Canning

Clerk of the Course: R. J. Dunkeld.

Secretary of the Meeting: R. J. Dunkeld, 24 The Mount, COULSDON, Surrey.

JURISDICTION: The meeting will be held under the general competition rules of the A.C.U., with the following supplementary regulations and Standard S.E. Centre Regulations.**COURSE:** Will consist of approx. $\frac{1}{2}$ mile circuit and all races will be run in an anti-clockwise direction.**ENTRIES:** Must be sent to the Sec. of the Meeting to reach him not later than THURSDAY, JUNE 9th 1949, accompanied by the correct remittance.**ENTRY FEE.** 5/- for one event. 7/6 for 2 or more events. (No fee is required for Non-Winners event). This includes insurance for Third Party and Personal Accident.**START:** Will be at 2.00 p.m. Any Competitor not absolutely ready when required will forfeit his run. Warning will be given prior to commencement of each event by the Paddock Marshal.**PRACTISING:** Will be allowed between 12.00 p.m. and 1.30 p.m. on the day of the meeting. 3 practice laps will be allowed.**EVENTS:**

	Heat	Final	1st	2nd	3rd
1. Solo scratch race up to 250 c.c.	4 laps	6 laps	£3	£2	£1
2. Solo scratch race up to 350 c.c.	4 laps	6 laps	£3	£2	£1
3. Solo scratch race up to 650 c.c.	4 laps	6 laps	£3	£2	£1
4. Non-Prize winners Race	4 laps	4 laps	£3	£2	£1
5. Six Fastest Riders Race		6 laps	£3	£2	£1

10/- will be paid to Heat Winners in events 1. 2. 3. only.

NUMBERS: In accordance with the Competitions Register of the S.E. Centre A.C.U. Each competitor's machine must be equipped with three steel discs, oval in shape and measuring $11\frac{1}{2}$ inches x $8\frac{1}{2}$ inches, one to be fitted on the front of machine, and one on either side of machine, clear of all obstructions. Riding Numbers measuring $6\frac{1}{2}$ inches in height must be PAINTED in WHITE with a BLACK background.**CLOTHING:** Regulation A.C.U. crash helmet. Full protective clothing including field boots and gloves.**PROTESTS:** In accordance with Appendix "M." G. C. R. of the A.C.U.**MACHINES:** Front Registration plates must be removed. No fittings or accessory may protrude above the handlebars. Ropes, spikes or other non-skid appliances are barred. Machines must be fitted with two independently operated and efficient brakes. All footrests must be adequately shielded with rubbers. Any machine with faulty essential fittings will not be allowed to compete.**ABANDONMENT.** The Organisers reserve the right to postpone or abandon any Class, or the meeting itself if circumstances arise, which, in their opinion render such a course desirable. Such alterations if any, will be passed to each competitor before the start. If the Meeting is abandoned all entry fees will be returned.**NO MACHINE MAY BE RIDDEN OR STARTED IN THE PADDOCK!!
A SEPARATE TESTING GROUND WILL BE PROVIDED.**

Entry Form

Sunday 10th July, 1949.

North v South Championship Scramble.

Sunday 10th July 1949.

INDEMNIFICATION.

I have read the Provisional Supplementary Regulations issued for this meeting, and agree to be bound by them, and by the G.C.R. of the A.C.U., including in particular the Racing Regulations in Appendix "M." In consideration of the acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Streatham and District M.C.C., the S.E. Centre of the A.C.U., and the A.C.U. 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 myself or of my mechanic, howsoever caused or arising out of or in connection with my entry, or with my taking part in this meeting, and whether or not occasioned or contributed to by reason of the negligence of the said bodies, officials, representatives or agents.

Date.....

Signed.....

NAME.....

ADDRESS.....

Machine..... C.C.....

Club.....

I wish to enter for event No. 1 and enclose entry fee:—

I wish to enter as a nomination for the NORTH and/or SOUTH team:—

Send to:—L. R. Oldfield, 40, Shirley Way, Shirley, Surrey.

A.A. R.A.C.

O'NEILL BROS.

HENDON 8629

MOTOR CYCLES — Agents for ARIEL, MATCHLESS, VELOCETTE, SIDECARS — Watsonian EXCELSIOR, etc.**SPARE PARTS** — Very Large Stock to call from. Most Makes.**REBORING & RESLEEVEING** — Latest Equipment. Precision Standards**PISTONS** — All Makes in Stock and also High Compression.**CLOTHING** — A.C.U. Standard Crash Helmets and Water Proof Coats**CLUB MACHINE BADGES** — High Class Badges Manufactured, etc.

C.O.D. SERVICE

*We Cater for everybody who ride Motorcycles***184-190 WEST HENDON BROADWAY - LONDON - N.W.9****LEINSTER "200"**

1949 WINNER — FASTEST LAP 350c.c. CLASS
@ 80.06 m.p.h. — R. ARMSTRONG RIDING OUR
49/7R A.J.S.

Buy from the Leading
A.J.S. Agents. 100%
Service Backed by
100% Spares



Machines Supplied &
Prepared for Trials &
all Classes of Racing

ARTER BROS. LTD. BARHAM 339 KENT

WITLEY & DISTRICT MOTOR CYCLE CLUB
Supplementary Regulations for a Solos Only.

GRASS TRACK MEETING

to be held at
WOOLGARS FARM, HORSLEY, SURREY
SUNDAY, JUNE 19th 1949.
Starting at 2 p.m.

Open to all members of Affiliated Clubs in the South Eastern Centre
ENTRIES CLOSE FIRST POST Sat. June 11th, 1949. S.E. A.C.U. Permit No. P.152

OFFICIALS.

Stewards: H. C. Wake Esq. and one other to be appointed by the A.C.U.
Secretary of the Meeting: A. J. Whistler Esq. "Lawnside," Milford, Surrey.
Clerk of the Course: — do. —
Starter: A. Boniface Esq.
Judge: G. D. Brown, Esq.
Machine Examiner: C. G. Fincken, Esq.

Chief Timekeeper: W. Holland, Esq.

JURISDICTION: The Meeting will be run under the General Competition Rules of the A.C.U. and the standard S.E. Centre Grass Track Regulations.

THE COURSE: This consists of a smooth grass $\frac{1}{2}$ mile circuit. Races will be run in an anti-clockwise direction.

ENTRIES. These must be sent to the Secretary of the Meeting and must reach him not later than the First Post Saturday, June 11th 1949.

ENTRY FEES. 5/- for the first event and 2/6 for each subsequent race. (Maximum 10/-). These fees include Premiums for Compulsory Personal Accident and 3rd. Party Insurance amounting to 4/3.

Entry fee must be paid to the Secretary when the Entry Form is completed. No fee for events 4 and 5.

ABANDONMENT OR POSTPONEMENT: The organisers reserve the right to postpone or abandon the meeting if circumstances arise, which in their opinion render such a course desirable.

PROTESTS: These must be made in accordance with rule No. 186 of Appendix "M" of the G.C.R.'s of the A.C.U. The Interpretation of these Regulations rests entirely with the Stewards of the Meeting.

Event	EVENTS		AWARDS		
	4 lap Heats.	6 lap Finals.	1st	2nd	3rd
1.	SCRATCH RACE FOR SOLOS up to 250 c.c.		£3	£2	£1
2.	SCRATCH RACE FOR SOLOS up to 350 c.c.		£3	£2	£1
3.	SCRATCH RACE FOR SOLOS up to 600 c.c.		£3	£2	£1
4.	WINNERS HANDICAP		£4	£2 10	£1 5
5.	SPECIAL NON-WINNERS RACE		£3	£2	£1

* This will be based upon "Devil Take The Hindmost." The last rider on the completion of each lap will be flagged off. Full details will be given in the Programme. Heat winners will receive the sum of 10/- if not placed in Final.

WITLEY & DISTRICT MOTOR CYCLE CLUB
Sunday, June 19th 1949 - - - at Woolgars Farm, W. Horsley.

Entry Form

Permit No. P.152.

No Entry will be accepted unless accompanied by a remittance of Entry Fee to:— A. J. WHISTLER, "Lawnside," Milford, Godalming, Surrey.
Event Nos. 1 2 3
(Strike out numbers not applicable.)

I am a Member of the Club and enclose herewith Fees for each event entered. I have read any Supplementary Regulations issued for this Meeting and agree to be bound by them, and by the General Competition Rules of the Auto-Cycle Union including in particular the Racing Regulations in Appendix "M." In consideration of the acceptance of this, my entry, I hereby agree to save, keep harmless, and keep indemnified, the Witley & District Motor Cycle Club, the South Eastern Centre of the A.C.U. and the A.C.U. 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, property of myself, 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 the said bodies, officials, representatives or agents.

Signed.....

Name.....

Address.....

Centre Competitions Register Racing Number.....

Make of Machine..... c.c.....

Please state whether Cash or Cups preferred.....

ENTRIES CLOSE 11th JUNE, 1949.

COMPETITIONS COMMITTEE

Those of you who follow this fascinating serial will recall that in our last instalment, Messrs. Jones, Walby and Mellers were co-opted on to this Committee. It now appears that Mellers has unfortunately had to decline the seat owing to business reasons and his place will be taken by one Simcocks.

No less than 12 good Stewards' reports (or Stewards' good reports if you are sensitive) were considered, from which the following points of general interest arose.

1. If the Result Sheet contains names not in the programme, questions are sure to be asked.

2. Programmes of G.T. events should be sent to Club secretaries interested before the event.

Mr. Holloway, (who, you recall, is Chairman of the Union Comps. Committee) then disclosed that he would be Clerk of the Course in the International Motocross at Brands Hatch in August, and that the event from the point of view of riders and officials would be of particular interest to this Centre.

The T.V.T.C. and the Greenwich Club were entrusted with organising the South-

ern Trial, and Centre G. T. Championship respectively. There were no offers for the Centre Team Trial, and a method of peaceful persuasion is to be tried.

The prospect of an Inter Centre Grass Track competition in 1950 were forecast and "dicers" will be interested to know that the proposed standardised track arrangements follows closely our own.

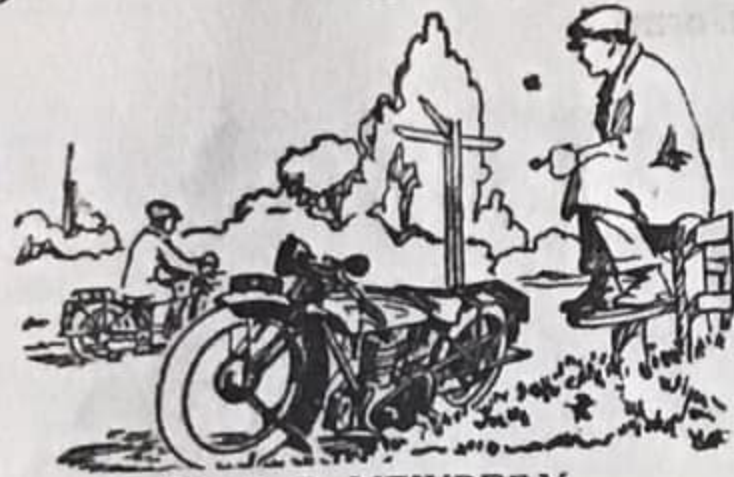
Following the useful discussion by the Centre Board on Scramble Classifications, the Committee considered that nothing but good would come from a similar "natter" on May 23rd on the Competitions Register.

A circular letter from the Sidcup Club on the subject of Brands Hatch is also due to come before the Board with an indication of the Committee's disapproval. ("Livid" is what we was!)

An intimation that in future all closed trials in which cars take part will require a separate R.A.C. permit, and approval of the date, together with competitions licences for car drivers, was received with dismay. One hopes that Clubs will make a virtue of necessity, but in view of the Englishman's genius for finding loopholes in regulations etc., one may, perhaps be permitted to express some doubts.

W.T.B.

Just Paragraphs . .



by G. B. NEWBERY

IT is an everlasting pleasure to look over the old time machines each year on the Pioneer Run day. Most of them have been restored really beautifully, and apart from the cunning and ingenuity put into the fabrication of replacement parts and other miracles of making do, it is nice to see how accurately many owners have re-created the maker's original colour schemes. There seems to me to be a real object in letting the old stagers have an outing once a year, as well as the interest created from year to year as new discoveries are unearthed. A friend of mine has just acquired an old four cylinder Wilkinson, believed to be a 1910 specimen. It will require an enormous amount of work spent upon it before taking to the road, but the new owner is obviously going to enjoy the work thoroughly, and already talks about his chances of getting a Plaque in next year's run.

On the other hand, I find it very hard to understand the other band of enthusiasts who belong to the Vintage group. They are no less numerous than the Pioneer types and are certainly just as keen. I have been riding long enough to remember with pleasure the days of the early 1920's, and can remember how each successive bike owned seemed to be more marvellous than the previous one. I remember thinking that the very last word in performance and luxury had been reached when I became the proud possessor of a Triumph Ricardo in 1926. Although there is a certain amount of interest in seeing these so called vintage machines still going strong, and very often being used by young riders who are unable to afford the inflated prices asked for more modern second-hands, I

simply cannot see the point of view of those who spend upwards of £60 and a tremendous amount of patient work in restoring an ancient Triumph, Sunbeam, A.J.S. or what you will. Certainly many of these famous makes were the last word in their particular class at the time they were produced, but surely by the lowest of modern standards these bikes can only be described as horrible! Perhaps there is something lacking in my make-up in thinking the Vintage cult is pointless, for there are hundreds of enthusiasts who really enjoy being shaken to death on tiny tyres and semi-rigid forks, coping with modern traffic conditions with brakes that vary from belt rim to the earliest internal expanding "dry weather" pattern and controlling a bike that is quite often pretty fast, from a high seat clipped to a long and whippy frame. However, what really leaves me speechless are the several fanatics who insist that their vintage mounts are far superior to anything produced to-day!

A recent report on road accidents, stated that one of the most frequent causes of trouble was the vehicle that turned to the right without warning. Since reading about this, I have been keeping a look out for such tactics to see how often the crime was committed. It was quite surprising to note how many motorists were observed to make a dive down a side turning without any signal at all. In two cases during the last week, accidents were only avoided by very prompt action on the part of following traffic. Both cyclists and motor cyclists were persistent offenders in this manoeuvre, for at least one in every three were observed to make a right turn without looking round to see whether the road was clear and many of these obviously relied upon a hasty signal to protect them from the rear.

Being in the Henley-on-Thames area over the Easter holiday, we thought it would be interesting to have a look at that one time terror, Alms Hill. We had considerable difficulty in finding it, for we tried to get to the top first and two of us found that our memories were not so good as we thought they were after an interval of sixteen years or so. However, it was most enjoyable cruising around the pleasant Berkshire lanes, and we were rewarded in the end. The hill is not actually closed by fencing as it was some years ago, but is marked as a bridle path. Unless our memories were further at fault, the chalky surface seemed much less rutted and bumpy than of yore. The "canons" — a pair of large iron pipes — were still in position on each side of the 1 in 3 section. Any good novice could climb it with ease, but I am sure it could still be a beast when wet.

SMALL ADS.

THREE HALF-PENCE PER WORD PER ISSUE

PLEASE SEND CASH WITH ADVERT. AND WRITE YOUR INSERTION ON A SEPARATE SHEET OF PAPER. DON'T COUNT 'C.C.' OR HOUSE NUMBER

CONWAY MOTORS — The Vincent H.R.D. distributors and specialists, offer you prompt service and personal attention at all times. Special self financed Hire Purchase terms and exchanges. Order your New Amazing "Rapid" immediately for earliest possible delivery, from London's original Vincent distributors, **CONWAY MOTORS, (LONDON) LTD.**, 301/7 Goldhawk Rd., Shepherd's Bush.

TAYLOR MATTERSON, LTD. for NORTON SPARES. Trade and retail supplied. Parts sent C.O.D. Comprehensive stock carried. It is unusual for us to be unable to meet requirements. 81-83 Bedford Hill, Balham, S.W.12. Phone: Balham 4201/2.

JACK BLACKWELL for all repairs. We guarantee results. Machines prepared for all Competitions, at a price you can afford to pay. London Rd., BLACKWATER, near Camberley. (Tel. Camberley 1651).

WE DO NOT just REBORE and hand you a boxed piston. Every bore is super-finished and adjusted to piston clearance, with rings gapped and gudgeon fitted ready for assembly. Large and varied stock of pistons; special flanged liners for racing jobs etc. Bring your cylinder trouble to us. Malvern Garage, Lyndhurst Road, Thornton Heath 1742.

MUNDAYS of Brixton. (W. H. J. Peacock), for Competition Tyres. Brand new Avon Gripsters 4.00 x 19" £3.10.1d., 3.25 x 19" £2.7.4d., 3.00 x 21" £2.3.2d., 2.75 x 21" £1.17.6d. Most sizes Standard Tyres in stock. 124, Dalberg Road, Brixton, S.W.2. Bri. 5365.

RAFUDO DUPLICATING SERVICE for accurate and quick Result sheets. Guaranteed 24/36 hour service . . . Yes, we will mail your envelopes as well. 33, Wendover Rd., Staines. (Tel. 2867).

CONWAY & Lilley for your repairs and overhauls. Spare parts and accessories. You will have our personal attention at: 101 Staines Road West, Sunbury-on-Thames, Middx.

BLAY'S OF TWICKENHAM. 192 Heath Road, Twickenham. High compression Racing Pistons for 350 Ariel, compression ratio 12-1, std. and all oversizes, £2.5.0 each. High Compression Racing Pistons for 350c.c. single cylinder Triumph, compression ratio 9-1, £2.5.0 each, Std. and all oversizes. Racing 250c.c. J.A.P. piston 12-1 ratio, Std. size only, £2. All standard types of Pistons available from stock. Competition and Standard Tyres. All makes and sizes from stock. **BLAY'S OF TWICKENHAM.** Popesgrove 2103.

RACING LEATHERS, Crash hat size 7, boots 8. All in excellent condition. £10-10-0 the lot, not sold separately. Brunger, 11 London Rd., Dover, Phone 86.

1947 1/2 Trials Norton Comb. 500c.c. Engine recently overhauled. 9,000 miles. £140. G. Heppelthwaite, Highlands, South Rd., Forest Hill, S.E.23.

CLUB BADGES — In aluminium alloy. Raised lettering etc. Quotations given for badges to your design and specification. Write manufacturers — **SOUTHEX TRADING Co.**, 66 VICTORIA STREET, LONDON, S.W.1.

497 C.C. Grass Red Hunter. Fast motor, L/w. assembly prepared by Hartley, sound throughout, also spares. £70 or reas. offer. Martin, 120 Barr Rd., Chalk, Kent.

COTTON — Rudge 250c.c. T.T. Mag., Carb. and cams. H. W. Burman. Martlet piston and spares. 85 m.p.h. Holds 7 grass track records. £75 or offer. Also B.S.A. B.32 Racing cams, dope piston and Downswept pipe, £4.10.0. 1/4 h.p. Electric motor, £2.0.0. 15 Fairmead, Tolworth, Surrey.

SEVERAL Electric Check Meter 110 volt A.C. . . 1 slot Meter and numerous 110 volt lamps. Offers to the Engineer, The Convent, Clewer, near Windsor.

1947 350c.c. Panther, oleomatic, small mileage, many extras, including tools, maps, taxed, petrol unused; owner going abroad, £105. Write, Ford, 71 Fitz-Johns avenue, Barnet, Herts.

NEW FLAGS and Bunting for sale, cost £20, offers. O'Neill, 39 Victoria Rd., Kilburn, London, N.W.6.

1911 F.N. 4 Cyl. Shaft drive motor-cycle. Completely stripped and o/hauled prior to recent Pioneer run. All original enamel. New tyres. £35. **LYNCH,** 63 Baker Street, WEYBRIDGE.

500 C.C. T.T. Rep. Rudge, 1934, twin float carb., good cond., very fast, £70 or reasonable offer. Apply, Hunt, 2a, Linkfield Corner, Redhill, Surrey, Tel. Redhill 2070.

1947 Zundapp 600c.c. combination, o.h.v. transverse twin, shaft drive, spares, mileage 4,000. An enthusiasts machine. 1948 Swallow child/adult sidecar, immaculate, £250. 30 Merton Way, W. Molesey, Surrey.

250 C.C. genuine Hartley built racing Ariel. Used twice only. fastest 250 grass or road, special forks, T.T. carb., racing mag., log book etc., etc. £140 or offer. Write, Brown, 6 Alexandra Road, Bedford Park, Chiswick, W.4.

250 C.C. O.K. J.A.P. built last year; Matchless teles., dope motor, T.T. Amal, cut away tank, Rear springing 3" movement, knobbles, chrome rims 21" front, 19" rear. Many new and used spares. £70. J. Lumsden, 54 Lots Rd., Chelsea.

KEEP IT in the family, said the Editor. Fellow Clubman and enthusiast offers his services for all printed requirements—Posters, Programmes, etc., with details correct to the last c.c. or subsection. Quick service; personal delivery. For all requirements for Clubs and Traders contact A. P. Garrad, The Agah Press, 85, Park Road, Colliers Wood, S.W.19. LIBerty 6998.

BRAND new Dunlop Universal 3.00 x 21 tyre and tube 35/-. Dunlop ribbed ditto 30/-. pair leather breeches (small man) 30/-. Cord ditto 20/-. Flying suit, unused 30/- 5'9". Ladies Stormguard 20/-. Crash hat 6 1/2" 10/-. also small car trailer equipped for carrying camping gear £6-10-0. 47 Marins Rd., Balham, S.W.17.

DISPOSAL, Amal T.T.10. Carburettor 1 1/32 bore. Clip fitting. Lucas Dynamo Model EM3D, Type A.Y. No reasonable offers refused. J. Gibbons, 157 Bishopsford Rd., Morden, Surrey.

SALE 37,500 B.S.A. S/P Cyl. head Barrel, Rocker S box, F/wheel assy. Liney, 18, Hormead, Rd., Paddington, W.9.

LEATHER Sheepskin Irvin for sale £3.10.0 or exchange Matchless Dynamo, cash adjustment — 152, Gipsy Road, Weiling, Kent.

SCRAMBLE Triumph. 350c.c. ex-W.D. Tele. forks. B.T.H. Mag., tuned for Methanol. Raced twice only. Reason for selling, owner buying Speedway machine. £75. H. L. Plyer, c/o Heath Bros., 83 East Street, FARNHAM, Surrey.

SMALL ADS.

WANTED — Crash Helmet size 7 (A.C.U. tested)
Quiggin, 44, The Alders, Heston, Middx.

125 C.C. ENFIELD, Nov. 1946. Teles., one owner,
suitable trials, £47. Patrick, 1 Parkside Way,
North Harrow, (Harrow 1665.)

1948 B.34. B.S.A. 500c.c. Competition Model.
As new, 1,000 miles only. £150. 13 Hillside,
Horsham, Sussex.

WANTED Pair Cams (36 teeth) and followers
250c.c. Grand Prix New Imperial. Rear hub or
wheel 1935 M.A.C. Velocette. Gear box end cover
and some gears 1936 M.S.S. Velocette. L. F. Hatch,
8, The Drive, Orpington, Kent.

FOR Disposal. Triumph 350 forks, wheel, brake,
tyre, tube, etc. Offers, Egan, 108, Airedale Ave.,
Chis. 1184.

250 trials Triumph Tiger 70. Excellent condition
throughout, recently fitted 1948 Matchless
teles. and competition front wheel at cost of £30.
Many other features. Numerous spares including
magdyno, full electrical equipment, w/r gears and
high compression piston. £110 the lot. S.A.E. please.
Simpson, 70 Locket Road, Wealdstone, Middx.

BLACK knee-length boots, good quality, as new.
Size 9, £3. Also khaki breeches, £2. Shaw, C-6,
Marine Gate, Brighton, 7.

M.G. MAGNETTE N. Type 12 h.p. 2 seater.
In very good condition, Engine overhauled.
Bills shown, £275. Or would exchange for 4 seater.
J. Lilley, 80 Vicarage Road, Sunbury.

1947 B.S.A. B.32. 8,000 miles, lights, pillion,
winner of many awards. One owner. £100.
D. A. Townsend, 215, Godinton Rd., Ashford, Kent.

FOR SALE 250c.c. A.J.S. In first class condition
with spares for conversion to trials iron. Any
tests. £55.0.0. Apply F. E. Woodward, 6 Stapleton
Gdns., Waddon, Croydon, Surrey.

What the Clubs are Doing

SOUTHERN SPORTING.

With due respect to other clubs,
For none must say we lack in grace.
We really think our unique team trial
Is more than worthy of a place
In your list of fixtures set for June.
Immediately is not too soon
To see your Sec. (the regs he's got)
And form a team to sally forth
On June twenty-sixth to hunt a pot.
A course quite new and enjoyable too,
Just find four solos and a chair
For our **INTER CLUB TEAM TRIAL.**
Don't forget to be there!

SANDERSTEAD D.M. & M.C.C.

It was decided at the recent A.G.M. that the newly
presented "Loughborough Cup" shall stand as the
Premier award in the proposed annual O/C trial to
be organised by the Club.

Will Club Secretaries please note that all corres-
pondence should now be addressed to the new Sec-
retary: Tony Brunson, 12 Portnalls Rise, Coulsdon,
Surrey. (Tel. No. Downland 4036.)

WITLEY.

SEE YOU ON THE 19th?

WHERE? Why "Woolgars Farm," West Horsley
of course!! WHY? The opening meeting of the 1949
series, starts at 2 p.m. IS IT GOOD?

I'll say it is, a really quick course; ideal for spec-
tators too, beautiful spot!!

RIGHTO! I'LL BE THERE!

LEATHERHEAD.

At a Special General Meeting on 17th May Mr.
H. C. Shorto was elected Chairman vice Mr. B. G.
Payne who has moved from the district.
Another Grass Track Meeting will be held at
Track has been shortened to a third of a mile to
Randals Park on Whit Monday start 1.30. The
improve the course for riders and spectators.
Entry 2/-, Car Park Free.

SUNBEAM

Sunbeam won team prize in open Wye Valley Trial
and have team in T.T. Novice Trial has received
good entry and takes place at Deer's Hut, Liphook,
on June 12. All supporting clubs are asked to report
by eleven o'clock.

WIMBLEDON.

As from Monday 23rd May, 1949, our new H/O
will be at the Lawrence Weaver Institute, Green
Lane, Morden (near St. Helier Station). Club night,
Mondays 7.45 to 10 p.m. Billiards, Table Tennis
and Darts available.



ASHFORD KENT MOTOR CLUB

(Affiliated to the S.E. Centre A.C.U.)

SUPPLEMENTARY RULES AND REGULATIONS for a

GRASS TRACK MEETING

to be held at
BLIND LANE, MERSHAM, ASHFORD, KENT
on
SUNDAY, JULY 10th, 1949, at 2 p.m.

Open to all members of Affiliated Clubs in the S.E. Centre A.C.U. Permit No. P/164
Entries (limited) must be received not later than first post, Tuesday, June 28th, 1949

OFFICIALS

Stewards: J. R. Kempe Roberts and G. Tappenden and one appointed by the A.C.U.
Timekeepers: G. Swaffer and C. S. Samuels.
Judge: L. Hildyard. **Paddock Marshals:** C. Graves and members of the Club
Announcer: J. Hanson. **Clerk of the Course:** G. F. Hayward.
Starter: J. Martin. **Machine Examiner:** O. Parrett.
Secretary of the Meeting: R. E. Bowles, 72 Essela Road, Ashford, Kent.

JURISDICTION: The Meeting will be held under the General Competition Rules of
the A.C.U. with the following Supplementary Regulations:

THE COURSE consisting of a **HALF MILE** circuit is a smooth surface of grass,
oval in shape, and races will be run in an anti-clockwise direction, two laps to the mile.

ENTRIES must be sent to the Secretary of the Meeting to reach him not later than
first post June 28th, 1949. Entries will not be accepted unless the correct remittance
is enclosed, and the organisers reserve the right to refuse entries or to close the entry
list before the date stated.

ENTRY FEES: 3/6 first event, 2/6 for each additional event. These fees include
cover for Third Party and Personal Accident Insurance.

START: The Start will be at 2 p.m. Entrants must be in the Paddock at least
30 minutes before starting time. It will be strictly enforced that any competitor not
ready to face the Starter when called upon to do so will be considered a non-starter.

PRACTISING will be allowed between 1 p.m. and 1.45 p.m. on day of Meeting.

GENERAL: The Standard Grass Track Regulations of the S.E. Centre A.C.U.
will apply to the Meeting.

EVENTS

Event	Heat		Final			Awards		
	Laps	Laps	1st	2nd	3rd	1st	2nd	3rd
1. SCRATCH RACE, (Solos up to 250 c.c.)	2	4	£2	30/-	15/-			
2. SCRATCH RACE, Class B. (Solos up to 500 c.c.)	2	4	£2/10	40/-	20/-			
3. SCRATCH RACE, (Solos up to 350 c.c.)	2	4	£3	40/-	20/-			
4. SCRATCH RACE (Unlimited)	2	4	£3	40/-	20/-			
5. HANDICAP RACE (Solos Unlimited, Ashford Kent Members only)	2	4	£3	40/-	20/-			
6. SILVER WINGS (Solos Unlimited)	4	8	£5	60/-	40/-			

All Winners of Heats and Semi-Finals will receive 10/-.

NOTE:—Class 'B' riders are riders who have not gained a place in a Final of a Speed
Event during 1948 and 1949.

ASHFORD KENT MOTOR CLUB
GRASS TRACK MEETING

ENTRY FORM
Sunday, July 10th, 1949

At Blind Lane, Mersham
To: R. E. BOWLES, 72 Essella Road, Ashford, Kent. A.C.U. Permit No. P/164

Please enter me for Events (numbers)
at the above meeting (where two machines are entered please specify which machine for each event.)

I have read the Regulations and agree to be bound by them.

I declare that I am a fully-paid member for 1949 of the undermentioned club.

INDEMNIFICATION: Neither the organising Club, the S.E. Centre, A.C.U. nor the A.C.U. will be responsible for any damage to or loss of any competing vehicle, its parts or accessories, or for any damage caused by any competitor by entering or driving, and a passenger taking part shall waive any right of action at law against the said bodies for any damage sustained by him or in consequence of any act or omission on the part of the said bodies or of the officials or agents, with respect to these regulations, or to the competition or any matter arising therefrom.

I declare that I am not suffering from any disability (due to previous accident) for which I am receiving medical treatment.

Competitors are reminded that this entry is accepted on the understanding that in taking part in this competition they comply with the restrictions in force concerning the use of Motor Fuels.

Crash Helmets are not available.

Entries definitely Close on Tuesday June 28th, and MUST BE SENT THROUGH THE POST TO THE SECRETARY OF THE MEETING.

REPEAT ENTRY FORM

JUNE SCRAMBLE

Solos only

Entries Close 9th June, 1949

INDEMNIFICATION: 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. including in particular Appendix "M." In consideration of the acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Weyburn M.C.C., the S.E. Centre of the A.-C.U. and the A.-C.U. and their officials, representatives and agents, and each and every one of them from and against all action, costs, expenses, claims and demands in respect of any injury, fatal or otherwise, loss or damage to person or property of myself or 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 the negligence of the said bodies, officials, representatives or agents.

DATE.....

SIGNED.....

Entries definitely Close on Thursday, 9th June, and MUST BE SENT THROUGH THE POST TO THE SECRETARY OF THE MEETING.

I enclose Remittance

Entrant's Signature

Date

Entrant's Name.....

(BLOCK LETTERS)

Club.....

Address

Machine..... c.c.....

Competitor's Reg. No.....

Type

if extra insurance is required, please add in multiples

of 3/-.....

I/we declare that I/we do not suffer from any disability (due to a previous accident) for which I/we received medical treatment.

Signature of driver (if different from entrants).....

.....

Address

.....

.....

Class "A" — "B"

Date

WEYBURN M.C.C.

19th JUNE, 1949

Open to Centre Permit No. P.124

NAME.....

(BLOCK LETTERS)

ADDRESS

.....

Competitions Register Number.....

Grade (Junior or Senior. See Regulation 5)

Club.....

Machine..... c.c.....

.....

I wish to enter events numbers.....

.....

for which I enclose remittance of.....



By THE EDITOR
BITS & PIECES

You may remember in last month's issue, a letter was published from the Norwood Club, showing their disapproval over the wording of R.G.V.V.'s remarks on the Norwood Cup Trial. The Norwood Club state that "the Officials of this Club, had no complaints from landowners or residents on the day of the event, or since, and also the permission was obtained or authority granted in every case, where complaints may have arisen." However, R.G.V. has replied as follows:

Tilford, Sy.

13/5/49

Dear Mr. Sutton,

Undoubtedly I owe an apology to the Norwood Motor Club, whose letter appeared in last month's Gazette.

Their Hon. Sec., Mr. W. E. Mash, reports that his club viewed with great concern my remarks on the recent Norwood Cup Trial, so perhaps we had better examine the offending remarks before dispelling what seems to have been something of a misconception on the part of the Norwood members.

What I wrote was this: "I gather than an otherwise perfect event was marred only by the rapidly growing fury of the local land-owners. We really must keep well clear of the Thursley area for a considerable time, or the whole business seems likely to blow up with a loud explosion."

The misunderstanding of those remarks must, I conclude, have originated by my rather ill-chosen use of the expression "land-owners." Nothing was further from my mind than to imply that the arch-organisers of the Norwood M.C. had failed to obtain the necessary consent before using private ground, and it would obviously have been better had I referred to "local residents."

Mr. Mash complains that these remarks should not have been made by one who was not present at the event, but he overlooks the fact that I commenced by saying "I gather that . . ." And he overlooks the fact that I live within a couple of miles of the area in question — and that one of the most popular topics of conversation in Thursley is "them dratted motor-bikes!"

In recent months, the columns of several local newspapers have carried some very disturbing criticisms of trials around the Thursley area. If Mr. Mash doubts this, I would refer him to Charlie Wake, Len Heath, Fred Walker, Lt. Cmdr. F. A. MacNab and many other people who have been keeping an uneasy eye on these developments.

My remarks were intended as no direct criticism of the always meticulous Norwood organisation, merely as a statement of fact. And that fact is that the Norwood Cup Trial came at a time when the patience of Thursley residents was nearly exhausted. I say again, this unfortunate aspect of the affair was the only thing which marred an otherwise perfect trial.

Yours sincerely,
R. G. V. VENABLES.

A serious note and a strong suggestion for all promoters. The Borough Press have compiled a very detailed and comprehensive lap scoring sheet which can be used for either Scrambles or Grass Tracks. It really is a super affair, and was first used by the Sunbeam Club in their recent Point to Point. There is no doubt but what Ralph Venables has been the chief plotter behind all this, and I would suggest that Leslie Newman is approached on the matter. I have shown a copy to several people who are interested in running these types of event, and they have been most enthusiastic. I understand that the Borough Press are keeping the type "set up," so Clubs will be able to order quite a limitless number at a low cost. It is well worth investigating.

I have just finished reading Geoff Davison's latest publication "The Story of the Ulster." It is a jolly good book, and a "write-up" will follow later. Obtainable now from the T.T. Special, 106 Bristol Road, BIRMINGHAM, 5 — price 9/6, plus postage about 6d.

Also by the same author "The Story of the T.T." 9/6; "The Story of the Manx" 8/6; "Racing Reminiscences" 9/6.

Your bookshelf should also include Les Higgins' "The Private Owner," obtainable from G. T. Foulis Ltd., 7 Milford Lane, W.C.2. price 8/6 plus postage.

For those of you who are interested in Gymkhanas, the Metropolitan Police Driving School are holding a rather super affair on Sunday, June 12th, at Hendon, and they have extended a special welcome to all Club members in this Centre.

Amongst the many attractions there will be competitive events, Trick riding, a special driving contest between the Bentley boys and the "cops," and numerous other events.

The show commences at 1.30; there will be seats for the first 4,000, and the admission is by programme, price 1/-. They can be obtained from the Secretary of the Gymkhana, at the Motor Driving School, Hendon, and it tends to be a really good show.

By the way, the car parks are free and there is fully licenced catering the whole day.

Congratulations to Hugh Viney for his win in the "Scottish" for the third time in succession. His performance really was magnificent, and I am sure that everyone in this Centre does admire his skill. Congratulations also to Jack Blackwell for winning the 500c.c. Cup and also to Alan Taylor (Tenterden) who put up a very fine ride indeed to get a First class. My apologies to the others who rode so well and haven't got a mention.

Contemporaries.

The Editor has pleasure in acknowledging receipt of the following journals. He would point out that he doesn't just glance at them; they are read through and finally despatched to Canada.

The New Zealand Motor World, the New Zealand "Motorcyclist," South Midland Review, Wessex Centre Gazette, "Loudspeaker" (Sunbury), "Sentinal" (Sittingbourne), Bromley News, "The Backfire" (Rochester-Chatham), Eltham Review, "The Clubman" (Sidcup), "The Hub" (West London), "Border Lines" (Border M.C.C.), "Backfires" (Norwood), "Contact" (Southern Sporting), Sunbeam Club News, "Big End" (Weybridge), "Talmag" (Territorial Army), Windlesham Bulletin, Southern Observers Newsheet, Leatherhead Notes and News, Horsham Bulletin, "The Ace" (Bayswater) "The Draughtboard" (Bermondsey).

It may interest readers to know that each month Gazettes are mailed to New Zealand, Canada, Southern Rhodesia, Belgium, Sweden, and America. The circulation is now the highest ever, and last month's issue was the largest ever.

J.E.S.

Repeat Entry Form

SOUTH READING M.C.C.

OPEN TO T.V.T.C. ONLY

SUNDAY, 12th JUNE

Closing Date: Saturday, 4th June, 1949

Permit No. P.127

Send to: J. W. Carter, 20, Hemdean Hill, Caversham, Reading.

I have read any Supplementary Regulations issued for this Event and agree to be bound by them and by the General Competition Rules of the Auto-Cycle Union, including in particular, those relating to Trials. In consideration of the acceptance of this my entry, I hereby agree to save harmless and keep indemnified the above mentioned organising club, the S.E. Centre of the A.-C.U. and the A.-C.U., and their officials, representatives and agents, 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 mechanic howsoever caused or arising out of or in connection with my entry or my taking part in this Event, and whether or not occasioned or contributed to by reason of the negligence of the said bodies, officials, representatives or agents.

I hereby declare that I am insured against third party risks whilst riding in the trial.

NAME.....
 (BLOCK LETTERS)
 ADDRESS.....

 Solo or Sidecar.....
 Machine..... c.c.....
 Club.....
 Centre Comp. Reg No.
 Team Names 1.....
 2..... 3.....
 I enclose Entry Fee.....
 Are you a Novice.....
 (MUST BE STATED)



B. W. HALL

Winner of many important events at home and abroad during the 1948 Season with his 498 c.c. MATCHLESS

Photo: "The Motor Cycle"

World Famous For
QUALITY and RELIABILITY

MATCHLESS

G3/L 347 c.c. O.H.V. *Clubman* C.80 498 c.c. O.H.V.

MATCHLESS MOTOR CYCLES : PLUMSTEAD ROAD : LONDON S.E.18



Joe Francis Motors

Largest Official A.J.S. Matchless Spares & Stockists in the Country

OFFICIAL
AMAL
STOCKIST



OFFICIAL
BURMAN
STOCKIST



OFFICIAL
HEPOLITE
STOCKIST



OFFICIAL
SPECIALLOID
STOCKIST



OFFICIAL
WELLWORTHY
STOCKIST

Have your machine repaired by A.J.S. and Matchless Specialists

- We **GUARANTEE** to have the Spares in Stock
We collect, repair & deliver — Distance no object
Write, call or phone: we have a prompt C.O.D. Service

Every known Big-End and Liner Shaft made to pattern

Head Office and Showroom:

340 FOOTSCRAY ROAD, NEW ELTHAM, S.E.9

Phone: ELT 1373

New Branch to be opened shortly at —

211 High St., Orpington, Kent, to be known as "Motor Cycle House"

New Branch Opened—

140 LOWFIELD STREET, DARTFORD, KENT

DURAL MUDGUARDS

DOME SECTION (Wired) 4 inch Front 17/6 5 inch Rear 22/6

Postage and Packing 1/6 or C.O.D. Special Trade Discount
Phones: Dartford 2781 - ELT 1373.