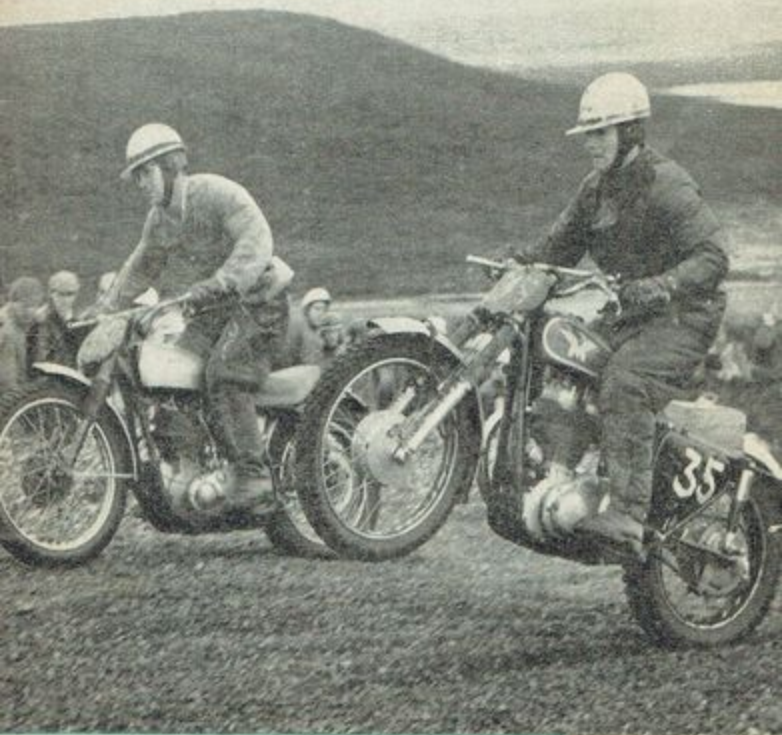
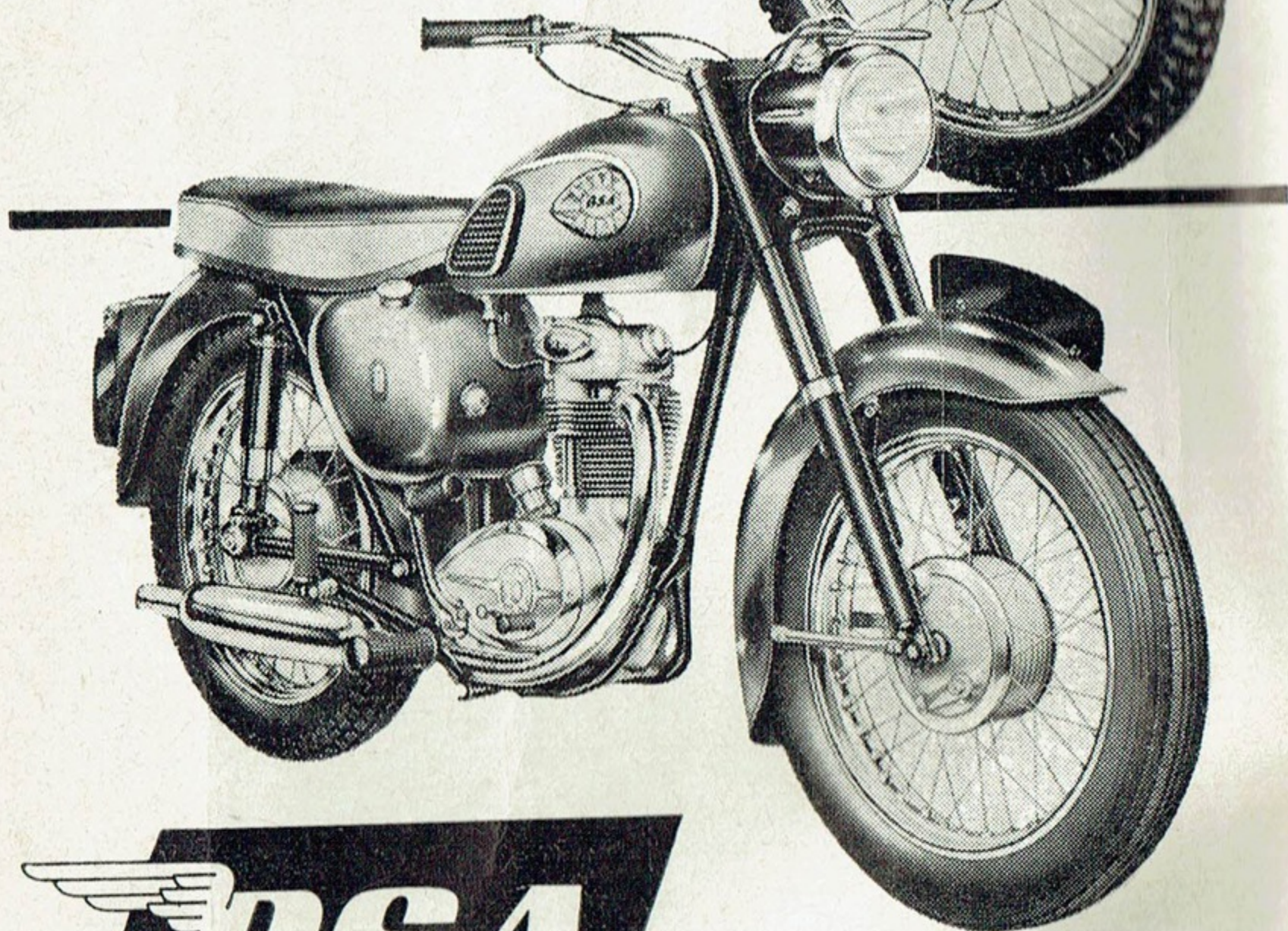
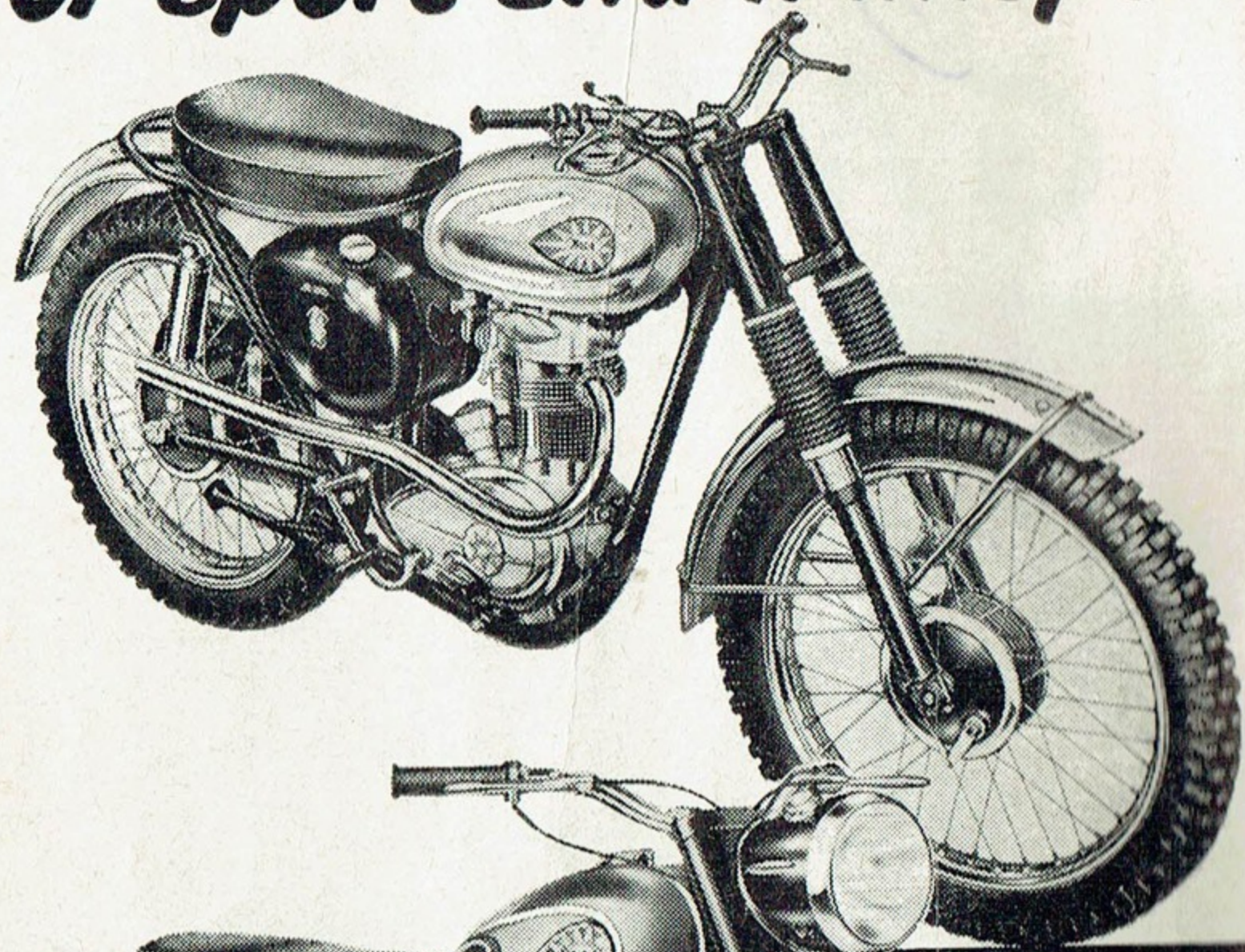


April, 1961

SOUTHERN CENTRE
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GAZETTE



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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.

ALL OUR YESTERDAYS (or the Backslidings of C.R.J.)

With apologies to the T.V. programme of that name, I bring you news of the happenings over the last month, just 25 years ago.

I see Bob Dorey, Centre Secretary, at the March Board at Cadnum, was urging the clubs to hurry up with their affiliation fees, or else. I've heard that before somewhere. Half of the 14 clubs, at that time, would be getting it in the neck, if fees weren't received by March 31st.

As now, speed events paid personal accident insurance on all riders (compulsory in our Centre, 1/- each), but Southampton had pulled a fast one: their Spring Trial(?) was decided on time only—and led a wit to quote:- "There was super-sporting trial, held down Southampton way; it looked more like a scramble, but it was a trial they say. No marks were lost for footing, boys, and you could take all day; the winner was the first man home, it was a trial they say; they took a gate, and money too. By Gum, they made it pay; when next our Club goes scrambling, we'll have a trial that day".

Blackmore Vale have been very proud of the prowess of their "grass cutters", and news was announced that their challenge to take on anyone had been accepted by the Worcester Club, first battle to take place

at Cannfield on April 26th. But the first Grass Meeting of the year will be the Basingstoke & Andover effort at Basingstoke on Good Friday; followed by the Ringwood leg of the Southern Combine, at the Mount, Poulner, on Easter Monday. (Southern Combine—Ringwood, Blackmore Vale and Salisbury).

There is also a boom in dirt-track racing again at Southampton and Portsmouth, in which many Centre riders are taking part.

Itchen Club, Winchester, applied for affiliation and were accepted, bringing our total to 15.

Another important event for April: the Waterlooville Lovedean Cup Trial, with 4 challenge cups (Lovedean, Gale, Horndean, and Denmead), together with 1st, 2nd and 3rd class awards. A good entry is expected, about 30—40.

The Centre Team Trial regulations will be out next month, and a new premier award has been presented by H. F. W. Farquharson, Esq., President of the Centre and Blackmore Vale, in the form of a Silver Cup, to replace the previous cup which has so mysteriously disappeared; it will be put up for the best individual performance.

C.R.J.

OUR COVER—Good Friday and the Hants Grand National meant the first National Scramble in our Centre. Flash-back to last year shows a worried Ken Snell being overtaken by Jeff Smith.

"Motorcycle News" photo. Copyright Gordon Francis.

March Board Commentary

Now this month it was to the hospitable portals of the Southampton Club headquarters that we wended our way to hear a word of welcome from George Allan, who as one of our venerable Vice Presidents, was deputising in the absence of our President.

Then Les Smith took over as Chairman, making, as he put it, his first appearance for 5 months; and, although during his absence, his deputies had amicably looked after things, it had been suggested that the Vice Presidents and Vice Chairmen should be graded in seniority, so that in the absence of the chief "wotsit", the question of who should step into the breach would be automatically settled. Leaving that thought for the moment, it could be raised later in the evening, if the meeting so wished.

Treasurer Arthur Mason presented his report, announcing that we had received an extra grant from the A.-C.U. of another 20% of affiliation fees; accounts for payment were also agreed.

Report on the last Council Meeting of the A.-C.U. was given by Neville Goss, and he touched on the presentation of A.-C.U. Stars to the successful winners; arising from minutes, the grading of Scramble Stars for International Status method was queried; the Union thought 8 weeks insufficient time to organise a T.V. Scramble, the Southern Centre could have done much better; the position of special enclosures at Sunday events: proceedings had been taken against some organisers, recommended that the local police should be consulted first; organisation of the International Six Days Trial was well in hand; sprint and other short-distance records were under consideration: the Aintree and Oulton squabble over clashing dates for Whit Monday, when the Clubmans Races take place at Oulton; also Blackmore Vale Road Races at Thruxton; apparently the Road Racing Rules had gotten themselves a bit bent and twisted; investigation was going on into some type of jersey specification, defining a garment suitable as protective clothing; Blackmore Vale's transfer of venue for the Whit Monday Races was approved; R.A.C. were willing to make concessions to riders of proved ability wanting to take up car racing; Muir Beddall announced, owing to satisfactory claims

experience, a reduction in the cost of personal accident insurance from 7/6 to 7/- per rider; use of dope in scrambles was being considered; National Rally venue was to be Weston-super-Mare; Comps. Committee was concerned that many machines in trials did not conform to the requirements of the Road Traffic Act, contrary to G.C.R.; F.I.M. delegates had been duly appointed; some thought was being given to change the name of the Auto-Cycle Union; several donations to the Benevolent Fund were made at the meeting, George Allan was re-elected as one of the Vice Presidents.

In answer to a question Ron Baines explained it was not the grading of riders for the A.-C.U. Stars that had been objected to, but the grading for the list of leading riders for submission to continental organisers; he pointed out that Rickman had done more than any other British rider on the continent last year, but was placed third on the list. In the 250 class nobody objected to Bickers; these things will take time to put right. Nat. Star and the grading list are two different things. Mike Simpson remarked, "It was a degrading list".

Report of the Centre Team Trial: Final report from the Alton Club, who were congratulated on all sides for a very noble effort under the appalling conditions ruling on the day.

Affiliation Fees: About half the clubs were on the Secretary's list, and they were given until March 31st to put things in order.

T.V. Coverage in the West Area: Suggested by Neville Goss that this item be put on the agenda for the Wimbourne meeting.

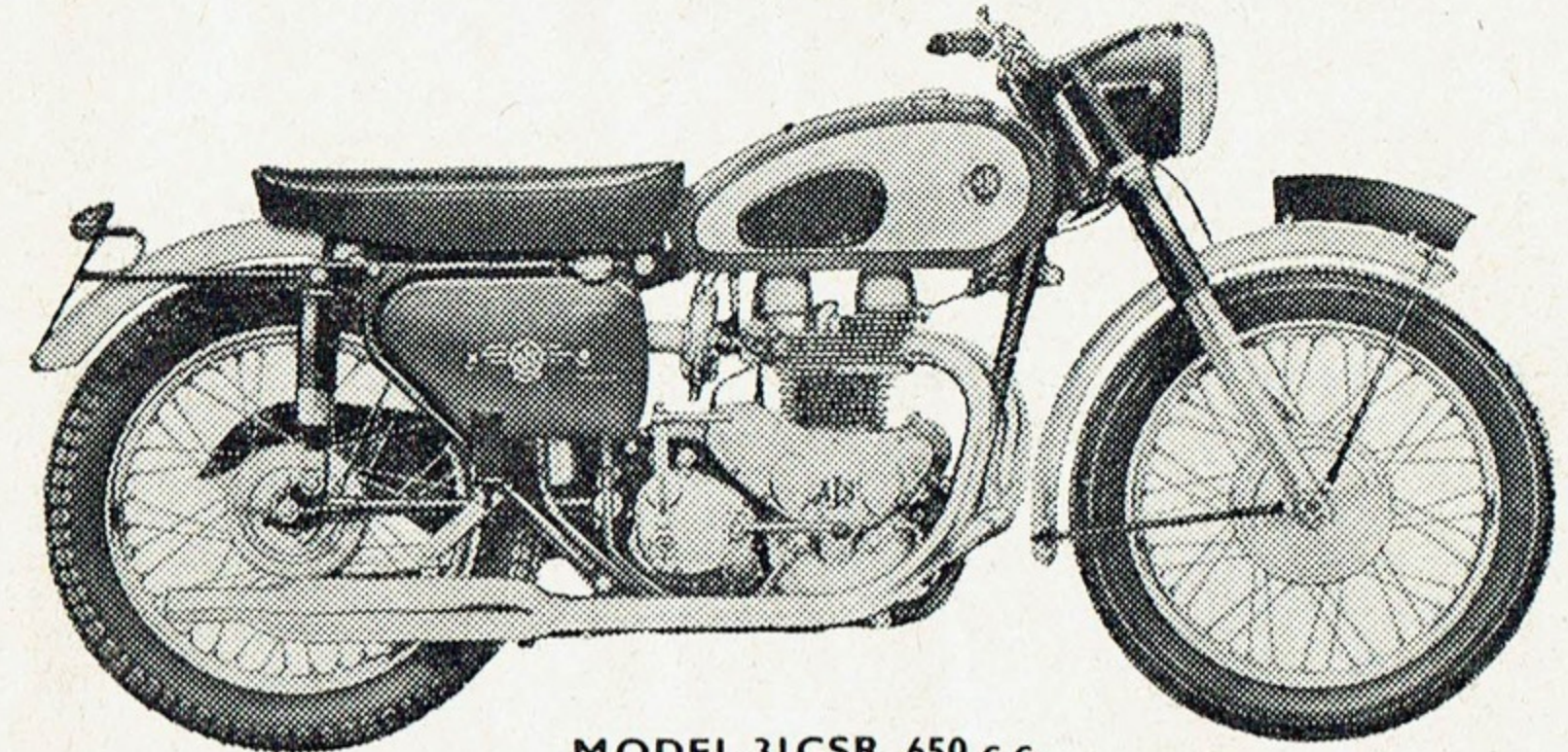
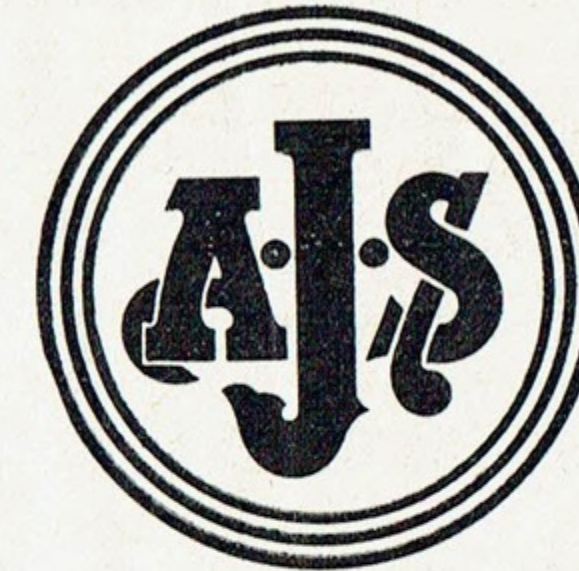
Peter Ryall called attention to his temporary address, would soon be installed at his new address and hoped to be on the phone soon; as a subscriber he was entitled to preference. Incredulous laugh from Ron Mitchell. P.R.: "I know a man". R.M. "I know the workers".

Seniority of Vice Presidents and Chairs was agreed to and left in the hands of the Secretary; Chairman pointed out that seniority was decided by longest unbroken term of service; one year off the list and you were back at the bottom of the class again.

C.R.J.

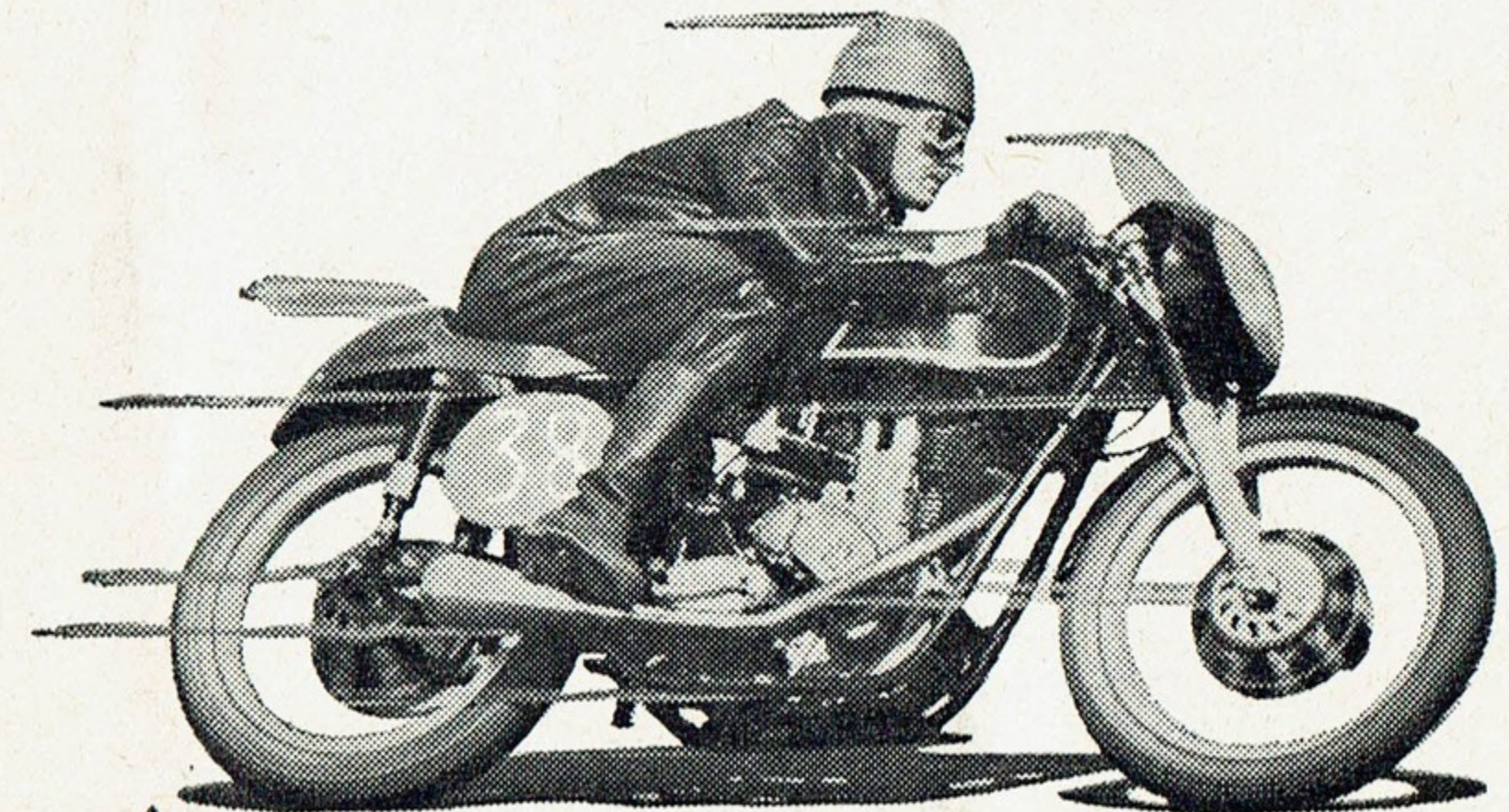
CHANGE OF ADDRESS OF CLUB SECRETARY

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WICKHAM SIDECAR TRIAL

Regulations for our forthcoming sidecars only sporting trial, scheduled for the 21st May under a Regional Restricted permit, will be available shortly on receipt of a stamped addressed envelope from Mr. S. Shand, 93 Merlin Grove, Beckenham, Kent.

SWINDON & DISTRICT SCRAMBLE

The event for April 23rd has been cancelled as permission for use of our territory cannot be obtained from the Wessex Centre.

SOUTHAMPTON VIKINGS NOVICE TRIAL

Due to loss of land the Novice Trial, Sunday, April 29th, has been cancelled. Should a new venue be found it is hoped to put this event on later in the year.

Suspensions

Following a Court of Enquiry arising out of the non-appearance of drivers at the Catterick Road Race Meeting held on 26th June, 1960, the following sentences of National Suspension have been imposed upon the drivers named and for the period indicated.

Mr. K. Martin. Suspended Nationally until 31st December, 1961.
Mr. R. Graham. Suspended Nationally until 31st May, 1961.
Mr. N. Gillard. Suspended Nationally Sine Die.

TRIALS LEAGUE CHATTER

I have again been chased by Mrs. Lowrey, looking after her club's interests, and seeing that they get all that is due to them in the way of points, but it is difficult to keep really up-to-date, as these notes go in about the middle of the month, and some clubs are slow in sending me results sheets.

Just a few extra registrations:- **ALDWICK 100**: R. Budd, G. Miles, A. Martin, M. Thirkettle. **FARNHAM**: R. O. Roberts, G. Adsett, D. Adsett.

Points position, up to 26th February, excluding the South Newbury Trial, on which I await a ruling, E. & O.E. etc.

X.H.G. Tigers 152 points; Southampton Vikings 129; Ringwood 89; Farnham 84; Waterlooville 83; Southampton 78; Bishops Waltham 74; Basingstoke 62; Portsmouth Racing 61; Winchester 59; Andover 55; Alton 37; Henley 33; Blackmore Vale 27; Newbury and Petersfield 25; Sturminster 22; Mortimer 16; Aldwick 100 15; Salisbury 12; South Newbury, Weymouth, and M.G./Riley 5 each; Gosport, Mohawk and Isle of Wight 4 each.

All complaints duly attended to, but the customer isn't always right.

C. R. JONES,

2 Park Grove, Cosham, Portsmouth.

★ ★ ★

National Competition Licences

The Competitions Committee has decided that National Competition Licences will not be granted initially unless the applicant holds a full Group G Driving Licence.

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Engine	98	15	9	Rear Mudguard	2	14	6
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Rear Wheel	12	15	0	Petrol Pipes (Each)		7	6
Front Wheel 23"	9	7	6	Oil Pipe		6	6
Front Wheel 21"	7	15	0	Front Brake Cable (Greeves)		9	5
Tyres 23"	4	15	0	Clutch Cable		8	6
Tyres 21"	3	7	6	Throttle (Greeves)	1	13	0
Tyres 350 x 19	5	19	0	Cable		7	4
M.P. Forks to take up to 21" wheel	11	11	0	Exhaust Pipe	3	5	0
M.P. Forks Comp. to take up to 23" wheel	13	15	0	Foot Rest		15	0
Handle Bars	1	12	6	Foot Swinging	1	10	0
Tank Red with filter 1 tap hole	2	17	6	Lifting Handle		12	6
Seat	3	5	0	Rear Suspension Units	5	16	0
Tank Chrome 1 tap hole	4	17	6	Speedway type bars 7/8"	1	19	6
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LETTERS

PRAISE & PLUG

Dear Ron,

I was interested to see the letter written jointly by Denis Jenkinson and Ray Simons (in the March issue) praising the Ringwood Club's Committee Cup Trial. They said: "We spent the day really motorcycling"—which is exactly what Gordon Jackson always says about the Perce Simon Trial in the same territory. Thirty years ago I decided that motorcycling was far more enjoyable off the road than on it, and I have never had reason to change that opinion. My only regret is that the Ringwood Club do not stage a proper Scott-type trial in what Jenkinson and Simons rightly refer to as an unsurpassed area.

Whilst writing, I would like to draw your readers' attention to the Sunbeam "200" long-distance semi-sporting trial at Whitsun. It is open to the Southern Centre and features many miles of green lanes which are even more fun at night than in the day time! Regulations are available from A. P. Stride, "Jasmine Cottage", Rushmoor, Tilford, Farnham, Surrey. The start (near Basingstoke) is at midnight on the Friday/Saturday, May 19th/20th, and the finish is at lunch-time next day, in Devon.

Yours sincerely,

RALPH VENABLES.

★ ★ ★

CHARLIE BENNETT EXPLAINS . .

To All Riders,

The South Newbury Motor Club wish to say thanks to all who gave back their entry fees to help the above Club over their unfortunate loss at the Liddington Scramble which had to be cancelled, and I, as Secretary, would like to put it right about why it was cancelled. The three days' rain and the ground was impossible on the Sunday morning to even get in the Car Park and Pits, and the farmer told me straight out he wouldn't let it run and spoil the course and fields and also to have to tow out everybody who could get in; so please accept this as the real statement why the Club had to cancel the Scramble. Thanks to all riders again who have helped the Club.

SECRETARY OF
SOUTH NEWBURY MOTOR CLUB.

Dear Ron,

ST. PAUL TROPHY SCRAMBLE

News has reached me to the effect that the Gosport Club will be unable to promote the above Meeting on the Calendar date, 30th April next and it is much too late to restart "hawking" the job around again and in view of the lack of response when offers to put the above meeting on were made from the top of the table during the recent Board Meeting, we must perforce hope for a vacant date later in the year; in the meantime, any offers will be most gratefully received from North, South, East or West.

Will all concerned please note this postponement and, moreover, make every endeavour to ensure that the event is staged somewhere before the end of the season.

It may not be generally known that the profit from the ST. PAUL TROPHY SCRAMBLE provides a very substantial donation from the Centre towards the A.-C.U. Benevolent Fund, our Fund, as far as Club Members are concerned and as I view the matter it becomes the urgent duty of every Official, Club and Centre, to use every endeavour to ensure that a successful event is staged this year, as in the past.

Yours sincerely,

G. R. ALLAN,

Centre Benevolent Officer.



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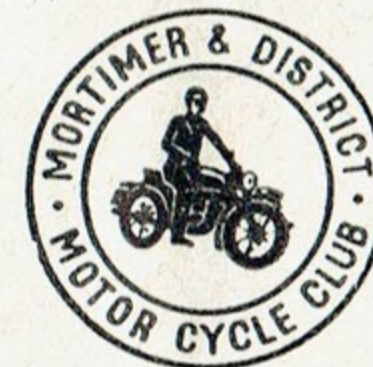
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- ★ JOE JOHNSON
- ★ RON LINDUP
- ★ PRICE BROS.
- ★ ROBERTSONS
- ★ BILL TURNER

WYLYE VALLEY MOTOR CLUB

JIM SHELDON TROPHY TRIAL

SUNDAY, 30th APRIL, 1961 at 11 a.m.

Permit No. U.686

OFFICIALS

Southern Centre Steward: F. Rendell.

Club Stewards: A. Falconer and A. Curtis.

Clerk of the Course: J. J. Escott.

Secretary of the Meeting: Mrs. Sims, "Keppel Gate", Victoria Road, 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 riding solo machines.

2. START AND FINISH: 2 miles from Warminster, off the main Warminster-Frome road. Will be clearly marked with direction cards. First man will leave the start at 11.01 a.m., the remainder at 1-minute intervals.

3. COURSE: Two laps of approximately 9 miles per lap. Course marking will be by direction cards only. Onus of finding correct route rests with competitor.

4. MARKING: 1, 3 and 5; missing a section—5 marks.

5. TIES: To be decided by furthest around cleanest.

6. ENTRIES: To be made on the form provided and sent to the Secretary of the Meeting by Wednesday, 26th April, 1961. Entry fee 6/-.

7. Competitors will be informed of their riding numbers.

8. AWARDS: JIM SHELDON TROPHY—Best Performance. NOVICE CUP—Best Performance by a Novice. CLUB CUP—Best Wylve Valley Club Member. CLASS CUPS—250, 350 and 500 c.c. 1st CLASS AWARDS—Next best 10% starters. 2nd CLASS AWARDS—Next best 10% starters. No rider may win more than one award.

9. BACK MARKER: A back marker will leave the start 30 minutes after the last competitor, and any rider passed by him will be deemed to have retired.

10. GENERAL: Tyres and protests in accordance with G.C. Rules. The Club reserves the right to cancel this event should it be deemed desirable. Refreshments at the start. No petrol available at the start.

11. WARNING: This event is on a Private Estate and held mainly in woodlands. Please be careful with lighted MATCHES and CIGARETTES.

12. SIGNING ON AND OFF: Competitors must sign on at the start of each lap and sign off at the end of the last lap. Failure to do so may result in exclusion from the award list.

mechanic howsoever caused, or arising out of, or in connection with my entry or my riding in this meeting, and whether or not occasioned or contributed to by reason of negligence of the said bodies, officials, representatives, servants or agents.

Parent or Guardian

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

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

Club Machine(s) C.C.

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

WYLYE VALLEY MOTOR CLUB, TRIAL. 30th April

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

PETERSFIELD MOTOR CYCLE CLUB

Open to Centre

RED CROSS TROPHY SCRAMBLE

at Oxenbourne Farm, East Meon, Nr. Petersfield

on SUNDAY, MAY 7th, 1961 at 1 p.m.

T.T.C. No. 152

A.-C.U. Permit No. U.688

OFFICIALS

A.-C.U. Steward: A. Mason.

Club Stewards: J. Davey, D. Longhurst.

Time Keeper: R. Brown.

Clerk of the Course: M. Osman.

Secretary of the Meeting: M. H. Dowdell, Stromness, Sunderton Lane, Clanfield, Hants.

SUPPLEMENTARY REGULATIONS

1. **JURISDICTION:** Open to members of the Southern Centre for Solos and Sidecars. Held under A.-C.U. and Southern Centre G.C.R.'s.

2. **COURSE:** Approx. 1½ miles of downland with long top straight and sharp descents and ascents.

3. **START:** Engines running, left hand on rear mudguard; flag to be raised to signify start.

4. **PRACTICE:** Two laps to be completed by all riders commencing at 12 noon.

5. **CLOTHING:** Riders must wear protective clothing in accordance with A.-C.U. rules.

6. **MACHINES:** Must be fitted with two efficient brakes and self-closing throttle. Levers to be fitted with ball-ends. Suppressors must be fitted.

7. **EVENTS:**
1. Graded riders.
 2. Sidecar Scratch.
 3. Premier Riders.
 4. 250 STAR.
 5. Sidecar Handicap.
 6. SOLO SCRAMBLE STAR.
 7. Graded riders.
 8. Sidecar Scratch.
 9. Premier Riders.

Events 3, 6 and 9 will have 6-Lap heats and 8-Lap Finals. All other events—4-Lap heats and 6-Lap Finals.

8. PRIZE MONEY:	1st	2nd	3rd	4th	5th	6th
Events 1 and 7 ..	60/-	50/-	40/-	30/-	20/-	10/-
Events 3 and 9 ..	100/-	80/-	60/-	40/-	20/-	10/-
Events 2, 5 and 8 ..	80/-	60/-	40/-	20/-	—	—
Event 4 ..	80/-	60/-	50/-	40/-	30/-	15/-
Event 6 ..	120/-	100/-	80/-	60/-	40/-	20/-

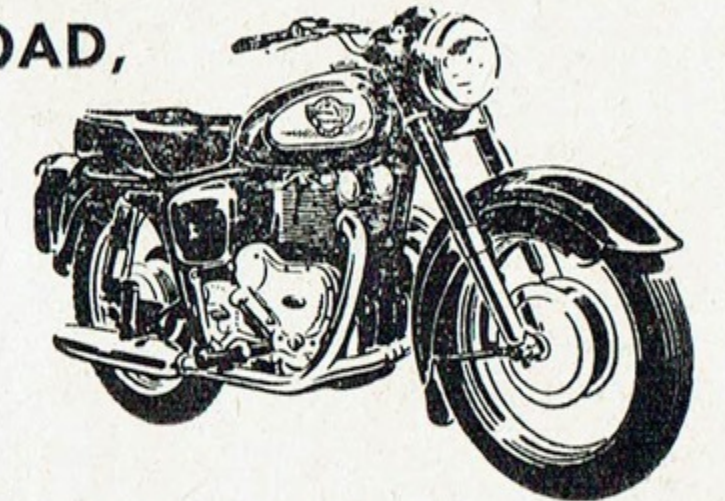
9. **ENTRIES:** To be made on the correct form, duly signed, and to be sent to the Secretary of the Meeting not later than SATURDAY, 22nd APRIL, 1961. Entries will be limited to 50 Graded riders and 40 Premier riders. Sidecars unlimited. An Entry fee of 10/- must accompany the entry form.

10. **GENERAL:** Number plates and mudguards to comply with the regulations.

The club reserves the right to alter or cancel all or any of the events if the Stewards deem it necessary.

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