

# *SOUTHERN CENTRE GAZETTE*



*October, 1964*





present a genuine BIG STAR ENTRY

for their

## CHAMPIONSHIP MOTO-CROSS

meeting which includes the

**SOUTHERN CENTRE SIDECAR  
SCRAMBLE CHAMPIONSHIPS**

**Sunday, 11th October, 1964**

**Padworth Park, Berks.**

(midway Reading/Newbury on A4 Road)



**FIRST RACE 12.30**

(Full details of entries will be in the National Press)

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

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

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

No. 191

OCTOBER, 1964



# Southern Centre Gazette

PUBLISHED ON THE FIRST THURSDAY OF  
MONTH

## BOARD COMMENTARY

COULD it be that the fine weather had tempted delegates away on holiday in September? Because the seating looked a little empty when the President, Joe Caslake, opened the meeting at Romsey, with apologies from Messrs. Bradbury, Sayer, Baines and Hodges, and the Winchester and Petersfield clubs.

After Mrs. Steele had done justice to the Minutes, Les Smith took over the Chair, and welcomed Lovell the Press, as is his wont (whatever that means).

Arising, there was the question of nominations for examiners for the A.-C.U.-R.A.C. training scheme; clubs in the areas concerned had been notified.

Jim Rendell, commenting on the National Rally, said it was time the door was closed to factory riders, and he hoped our delegate to the sub-committee would bear this in mind next year.

When the Roll was called, officers present were Caslake, Allan, Goss, Jones, Lambert, Mason, Rendell, Smith, Ryall and Mrs. Steele. Not strictly correct because Messrs. Allan and Lambert came in just after. Clubs represented: Alton, Aldermaston, Bishops Waltham, Blackmore Vale, Ezzo, Gosport, G.T. Riders Assn., Kiwi, Lymington, North Hants, Portsmouth Racing, Reading Ace, Ringwood, Southampton Vikings, Sturminster Newton, Waterlooville, Velocette Owners, X.H.G. Tigers, and Basingstoke.

Report of the Comps. Committee, held August 17th was read, and accepted without comment.

Correspondence: Alton request for Road Trial to be moved from October 4th to the 11th, was agreed to.

Hanwell Trial wanted to move to November 1st from October 25th; no interference with any clubs in our Centre, so agreed.

A.-C.U. reporting actions of the Benevolent Fund, payments out and monies received. Ringwood cheque not included as yet.

X.H.G. Tigers reporting clothing examiners having difficulties in passing approved clothing, and suggesting that the A.-C.U. list six types, including leather, P.V.C. leathercloth, serge (battledress), approved jersey, trials suit, and another type I missed.

We had an anonymous letter which the Chairman read himself, but said he would not publish until the writer concerned had the guts to forward his name and address. If this was not forthcoming, he would tear it up. ("It doesn't matter what you do, so long as you tear 'em up".)

Arthur Mason read out his Cashbook balance and accounts for payment, to the usual baffled and silent meeting, and got away with it.

Gazette statement: in the absence of Ron Baines, Arthur Lambert said he had, that morning, been co-opted on the Gazette committee; he read out the figures he had been given, and volunteered that he had been instructed to "See all, hear all, and say nowt".

We had a list of applications for National and Restricted Events for 1964 before us for approval. There were one or two

**OUR COVER**—Rising star in the Moto-cross world, Brian Curtis leaps his big Metisse.

Photo: Cecil Bailey.



**BOARD COMMENTARY**—continued  
 "usuals" missing; Jim Rendell pointed out that the form issued listed closing date as September 21st; however, after additions, the whole list was approved for submission to headquarters.

Grass Track Championships: Cyril Browning on his feet to announce modest profit, and the club would not take their share, for which generous gesture the Chairman moved a hearty vote of thanks to Ringwood Club, which was approved unanimously.

St. Paul Trophy: Gosport reporting winner as Ivor England, but many stars not present at our Benevolent effort. Mike Jackson, being present (I can never remember whether it is Southampton or Frome he represents), excused himself; he had already entered another event, and the organisers would not release him (and he couldn't break the G.C.R.'s).

National Grass Track Championships: Jim Rendell announced the teams, who he was sure would give a good account of themselves. Mike Lane had volunteered to go along with his equipment, and give what service he could to the team. Good show!

National Scramble: Arthur Lambert read out the names of the team, which seemed a pretty good one; bacon expected at any moment.

## TRIALS LEAGUE

Following on the good example set by the North Berks in getting their members registered early, several other clubs have done likewise; Bishops Waltham, Portsmouth Racing, Southampton Vikings, Waterlooville, Southampton, Basingstoke and several others in lesser degree have made a good start.

Keep it up, and if your club hasn't done anything about it yet, find out why. Better still, register yourself, on a postcard, giving your name and address, chosen club, sign it, and post it to me:—

C. R. Jones,  
 2 Park Grove, Cosham,  
 Portsmouth.

To give all clubs a chance, last year's registrations will stand up to the end of September, so there is no more time to waste. Now a special request to trials organisers: please send me a results sheet of each League event that you run, and if, like some I have received, your results identify riders by numbers, a list of entries too.

Next meeting of the Board will be at Wimborne Minster, on October 1st, at Drill Hall, Blind Lane.

Under A.O.B., Ron Mitchell outlined the trouble they are having with a local resident in connection with their scramble of August 16th; they had done all possible to meet his complaints, riders had given their co-operation, which was very much appreciated, by pushing their machines to the line with dead engines. The landowner had also been approached and the meeting was asked to endorse an appeal to the A.-C.U. to take up the case on behalf of the club, and the landowner. Agreed unanimously.

Mike Jackson put forward an idea that one event at each scramble, preferably all-comers, should be of at least 20 minutes' duration, to give our riders some training for long-distance races.

Then with Neville Goss giving us information about events being investigated for television screening during the winter months, we came to the end of the business, and the Chairman declared the meeting closed, just in time for the recess.

Needless to say, although a few left at once, the majority did not make a move, except to the bar, until very much later.



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GREEVES ALLOY HUBS	6302	17/3	13/10
GREEVES SHOCK ABSORBER	EE6	11/3	9/-
GREEVES STEEL HUBS	6202	15/-	12/-
B.S.A. WHEEL BEARINGS	RLS7	18/-	14/5
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TRIUMPH CRANKSHAFT	RMS9	26/3	21/-
	CRM8	34/6	27/7
GOLD STAR CRANKSHAFT	6205	18/9	15/-
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## NORTH BERKS MOTOR CYCLE & LIGHT CAR CLUB, TRIAL

25th October

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**

## PORTSMOUTH M.C.R.C., TRIAL

15th November

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**

## NORTH HANTS MOTOR CLUB, SCRAMBLE

22nd November

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. ....

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



SOUTHAMPTON VIKINGS M.C. & L.C.C., TRIAL

25th October

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

KIWI MOTOR CYCLE CLUB, TRIAL

15th November

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/JUNIOR Are you over 16? YES/NO

NOTICE

Will Holders of the LAWSON CUP TRIAL CAPACITY AWARDS please return them to the Gosport and District Motor Cycle Club.

Address:

The Treasurer, Mrs. D. A. Everett, 55a, Forton Road, Gosport, Hants.

CHAPTER X—

GRASS TRACK REGULATIONS.

STANDING REGULATIONS FOR GRASS TRACKS.

The General Competition Rules and these Standing Regulations of the A.C.U. together with the Supplementary Regulations will apply to all National, National Restricted and Regional Restricted Scrambles including Centre Restricted events.

Eligibility.

1001.—For NATIONAL COMPETITIONS, Entrants and Drivers must hold current National Competition Licences issued by any of the following bodies: The A.C.U., the Scottish A.C.U. or the M.C.U. of Ireland. For NATIONAL RESTRICTED, REGIONAL RESTRICTED and CENTRE RESTRICTED COMPETITIONS, no National Competition Licence is required. Details of eligibility will be found in the Supplementary Regulations of the Event.

Entries.

1002.—Entry forms, accompanied by the entry fee and insurance premiums, must be complete in every detail, signed by the Driver and Entrant (if any), and forwarded to the Secretary of the MEETING. In the case of National Competitions, the Entrant's and Driver's current National Competition Licence Numbers must be stated. The statement "Applied for" will not be accepted. Details of entry fees and insurance premiums will be stated in the Supplementary Regulations.

Acceptance or Refusal of Entry.

1003.—Within seven days of the receipt of the completed entry form, the promoter must notify drivers of the definite position with regard to their entry and whether such entry has been accepted, or is being held in abeyance, or has been refused. Drivers whose entries are held in abeyance, or offered reserve positions, may enter another event on the same day provided they have notified, in writing, the promoter concerned, of the withdrawal of their original entry. The closing date of entries, the conditions for return of Entry fees, and any other special requirements will be contained in the Supplementary Regulations.

Change of Machine and/or Driver.

1004.—An entry of a particular make or type of motorcycle and nominated driver having been made and accepted, no change in either will be permitted unless application is made to the Clerk of the Course in writing. Detailed requirements will be stated in the Supplementary Regulations. A sidecar fixed to the right-hand side is not regarded as being of the same type as a sidecar fixed to the left-hand side.

Permission will not be granted for the change of both driver and machine. The same machine must be used throughout any one event, i.e., both in the heat and final unless otherwise provided for in the Supplementary Regulations.

Non-Starters (National Competitions).

1005.—The place of any non-starter shall be taken by a RESERVE driver whose entry has been accepted, and in the order of priority as listed in the Official Programme of the Competition. A SUBSTITUTE driver may be nominated only by the Entrant being the holder of an Entrant's National Competition Licence. Where a driver is his own Entrant, no substitution will be permitted. (See G.C.R. No. 131).



### Specification of Motorcycle.

1006.—Motorcycles must comply with the following requirements:

#### Brakes.

1007.—Motorcycles in Category A(1) and A(2) (Solos) must be equipped with one efficient brake operating on each wheel, and operated independently from the riding position.

Motorcycles in Category B(1) and B(2) (Three-Wheelers) must be equipped with at least two brakes, operating independently, on at least two of the road wheels, each giving complete control.

#### Tyres.

1008.—There is no restriction as to the type of tyres which may be used other than as may be laid down in the Supplementary Regulations but chains and other non-skid devices will not be permitted.

#### Mudguards.

1009.—Category A and B motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must cover at least 35 degrees of the upper rear quadrant of the rear wheel. The Clerk of the Course may permit the removal of the front mudguard if conditions make this desirable.

#### Clutch and Brake Levers.

1010.—Clutch and Brake Levers must be ball ended. The diameter of the ball being not less than  $\frac{3}{4}$ " and either an integral part of the lever, or a permanent fixture.

#### Throttle and Cut-out Switch.

1011.—All machines must be fitted with self-closing throttles. Every motorcycle in Category B must be fitted with a cut-out button or ignition switch mounted on the handlebars and accessible to both the driver and passenger.

#### Primary Chain Guards.

1012.—An adequate chain guard must be fitted over the primary chain, such guard to prevent the chain being accidentally touched at any part of the run not in contact with the sprockets.

#### Protection of Passenger (Category B).

1013.—Protection for the passenger must be provided on three-wheelers, from the rear wheel, the primary and final drive of the motorcycle and from the sidecar wheel.

#### Exhaust Pipes.

1014.—The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork. Exhaust gases must not be discharged so as to raise dust or foul the tyres or brakes, or inconvenience a following driver. Any provision for the discharge of waste or surplus oil must be so made that it does not inconvenience a following driver.

#### Specification of Threewheelers (Category B).

1015.—All Motorcycles in Category B(1) and B(2) shall comply with the following:

- The three road wheels, which may be disposed to give either two or three tracks shall be each of at least 16 inches in diameter measured over the outside of the tyre.
- One of the wheels may be replaced by two wheels provided the distance between the vertical centre lines of these two wheels does not exceed 8 inches.
- The wheel track, or lateral distance between tracks, shall be at least 32 inches.

(d) The minimum ground clearance of the sidecar chassis shall be five inches measured with the driver and passenger in the normal positions. The nose of such chassis shall not touch the ground when the rear wheel of the motorcycle is lifted to a height of 18 inches.

(e) A passenger must be carried in addition to the driver.

#### Footrests and Handlebars.

1016.—The ends of the footrests must be rounded with a radius of not less than 8 m.m. ( $\frac{3}{8}$ ").

The ends of the handlebars on all motorcycles shall be rounded or otherwise protected.

#### Fuel.

1017.—There is no restriction as to the type of fuel which may be used.

#### Number Plates.

1018.—Whenever number plates are required to be carried at an event they will be three in number and must comply with the following requirements. They must be made of a rigid material and solidly constructed, elliptical in shape, measuring 9" x 11" in size. The plates must be flat or slightly curved (not more than one inch from the true plane) and must not be otherwise bent or obscured in any way. One plate must be carried facing forward and not more than 25 degrees from the vertical and the others must be facing outwards and vertical, one on each side of the machine.

They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the driver when he is in the riding position.

The minimum dimensions of the figures must be: height 6", width  $3\frac{1}{2}$ ", width of stroke 1" and the space between any two figures 1".

The figures must be very legible and both figures and ground must be painted in a "matt" (non-shiny) colour.

Colours for particular events will be detailed in the Supplementary Regulations.

Colours to be used for events held in the Southern Centre will be as follows:

250 c.c. class—Green plates with White numbers.

350 c.c. class—Blue plates with White numbers.

Over 350 c.c. class—Yellow plates with Black numbers.

Three-wheel class—Black plates with White numbers.

Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the driver is allowed to start.

#### Scrutiny.

1019.—All motorcycles and protective clothing must be presented to the Scrutineer for examination before the start of any practice to ensure that they are in a safe and sound condition, and comply with the requirements of the Regulations. Any protest against the Scrutineer's decision must be made immediately through the Clerk of the Course to the Stewards of the Meeting. Any motorcycle involved in an accident must be presented to the Scrutineer for re-inspection before being driven again at the meeting. The Scrutineer shall be available at all times during the meeting.

#### Final Examination.

1020.—Every motorcycle finishing in a race must, if so required, be submitted for Final Examination, and any motorcycle may be retained by the promoters for such period as may reasonably be necessary for its examination.

#### Measurement of Engines.

1021.—Where it may be necessary for promoters to verify any fact this shall be done at the cost of the driver. If measured to determine a protest, the party against whom the decision is made shall bear the costs. The motorcycle may, if the engine is found oversize, be retained by the promoters until the costs are paid.



### **Helmets.**

1022.—Helmets bearing the A.C.U. stamp and conforming to the specification of the British Standards Institute in a sound condition and properly fitted, must be worn by all drivers and passengers while practising and racing.

### **Protective Clothing.**

1023.—Protective Clothing consisting of breeches, gloves, knee-length boots without metal studs (or leather boots with a complete extension of leather, or A.C.U. approved substitute, covering to the knee) and long sleeved jersey bearing the A.C.U. stamp, or other garment of material of at least equivalent strength to a new serge battledress blouse, must be worn by all drivers and passengers. Passengers may wear footwear of their own choice.

Goggles and spectacles, if worn, shall be of some non-splinterable material.

### **Method of Starting.**

1024.—The method of starting shall be stated in the Supplementary Regulations.

### **Starter's Orders.**

1025.—Only those drivers in the starting area or on a grid will be deemed to be under Starter's Orders. No other driver is subsequently permitted to start in a Race.

### **Delaying Start.**

1026.—In the event of delay any driver not prepared to start within 2 minutes after being called on by the Starter shall be excluded from the race.

### **False Start.**

1027.—A driver who causes two false starts shall be excluded from the race.

### **Flag Signals.**

1028.—The following code of Flag Signals will be used where appropriate:

National Flag	—	Start
Red	—	Immediate Stop all drivers
Black with Drivers No.	—	That driver to stop
Yellow (waved)	—	Great Danger, be prepared to Stop
Yellow (motionless)	—	Take care, Danger
Green	—	Course Clear
Chequered Black and White	—	Finish

Any additional flag signals will be stated in the Supplementary Regulations.

Only officials are permitted to use these flags.

All the above flags should measure not less than 30" x 24".

### **Finish of Race.**

1029.—The chequered flag will be displayed as the winner crosses the finishing line and will be kept flying thereafter until the last driver finishes that lap.

### **Leaving the Course.**

1030.—A driver who permits any of the wheels of his motorcycle to cross the defined edges of the track will be reported to the Clerk of the Course who will exclude that driver, unless such action was in the interest of safety or due to the action of another driver. Any driver or passenger who displaces the marking flags with either his motorcycle or any part of his person may be excluded.

### **Foul or Dangerous Driving.**

1031.—The Clerk of the Course will exclude any driver who in his opinion is guilty of foul, unfair or dangerous driving.

### **Accident Involving Danger.**

1032.—If an accident has occurred and in the opinion of the Clerk of the Course it would be dangerous for the Race to continue he will stop the race and the Stewards may order it to be re-run. The driver or drivers who is or are the cause of the race being stopped may be excluded.

### **Re-run Races.**

1033.—In the event of the Stewards ordering a race to be re-run the Clerk of the Course may permit any driver who has fallen either as a result of his having been fouled or because he has deliberately "laid down" his motorcycle or has left the course in the interest of safety, to take part in the re-run.

### **Outside Assistance.**

1034.—If during a race a driver receives outside assistance other than the removal, in the interests of safety, of himself or his motorcycle, he shall be excluded.

### **Noise.**

1035.—The running of engines is prohibited except during official practising and actual racing, and for a period not exceeding five minutes prior to the start of each race. A breach of this regulation will involve exclusion from the meeting of the driver of the motorcycle concerned.

### **Alterations to Programme.**

1036.—In the event of a race being cancelled due to insufficient entries, the promoters reserve the right to offer the race time and prizes for a race of similar length for machines of another class or category.

### **Abandonment.**

1037.—The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon any event, or the competition itself, if circumstances should arise which, in their opinion, render such action necessary.

### **Advertisements.**

1038.—No advertisement other than the makers' ordinary transfer shall be carried on any motorcycle during a competition, neither shall any advertisement be displayed on the clothing of a driver or passenger.



### Instructions to Drivers.

1039.—Any instructions to Drivers subsequently issued shall have the same force as these Standing Regulations and the Supplementary Regulations.

### Protests.

1040.—

(a) **Lodging a Protest.** Every protest shall be in writing, signed by the entrant, or driver, making the protest, containing details of the matter protested against, and accompanied by a fee of One Pound if the protest is in connection with a National Competition, or Ten Shillings in all other cases. The protest fee will be returned only if the protest shall be held to be justified or upon a direction by the Stewards of the Meeting or the A.C.U.

(b) **To Whom Addressed.** During a meeting, protests shall be handed to the Clerk of the Course, or his representative, for transmission to the Stewards of the Meeting.

At all other times, protests shall be addressed to the Secretary of the Meeting for transmission to the Stewards of the Meeting.

(c) See also Chapter 10, G.C.R.

### Interpretation.

1041.—The interpretation of these Standing Regulations and the Supplementary Regulations and Instructions to Drivers will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as otherwise provided in the General Competition Rules.

### Disclaimer.

1042.—It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to a motorcycle or its accessories whether by fire, accident, or other causes, nor for the theft of a motorcycle or its accessories, during the meeting.

### Liability for Damage.

1043.—An entrant is liable for any damage caused by himself, his driver or passenger, or any agent, representative or servant acting on their behalf, during the Meeting.

The promoters may act as agents for such persons to agree and pay for any such damage, and entrants shall on demand reimburse the promoters any sum so paid.

### Compliance with Regulations.

1044.—Every Entrant and Driver by entering or being entered or nominated, thereby acknowledges that he is bound by the G.C.R. of the A.C.U. and these Standing Regulations together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit, and moreover renounces any right to have recourse to any arbitration or tribunal not provided for in the said Rules and Regulations.

## LEAGUE REGULATIONS

1045.—All events approved by the Competitions Committee, may be designated as League Events, providing the following regulations are observed:—

1046.—Supplementary Regulations for each event must be published in the Centre Gazette, and the words "League Event" printed in a prominent position at the top of the announcement.

1047.—**Registration:** Every club shall register its riders on the appropriate form, at the commencement of each League Season, which would extend from 1st January to the 31st December. Additional registrations may be made at any time during the season, but points may only be scored by these riders, from the date of registration. Transfers during the season will be allowed, providing the consent of the original Club's secretary is obtained in writing.

1048.—**A completed programme** shall be sent to the League Recorder, as soon as possible after the event.

1049.—**Events on Same Day:** In the event of there being two League Events, of a similar nature, on the same day, the event which is most advantageous to the Club concerned shall count.

1050.—**Points** will be scored as follows, in each eligible class—4 points for a first place, 3 points for a second place, 2 points for third place, in the final; and 1 point for each heat winner not placed in the final. The three best performances at each meeting, by any club's members, only to count.

1051.—**Qualifying Points:** Points will be scored in each eligible class providing there are at least 3 starters for a 1st place to count; 5 starters for 1st and 2nd places to count; and 7 starters for 1st, 2nd and 3rd places to count.

1052.—**Classes** which are eligible to score points are those for:—

- (a) Machines up to 200 c.c. Solo: All Comers.
- (b) Machines up to 500 c.c. Solo: All Comers.
- (c) Machines of up to 1,200 c.c. Sidecars or Three wheelers: All Comers.

### Grading of Drivers.

1053.—International and National licence holders, including registered Speedway riders will be deemed to be an "Expert" driver.

1054.—**A Novice** is any driver who has not been placed either first, second or third, on more than three occasions, in the final of any event held at an O.T.C., Special Restricted, National or International Speed Event, during the last two years. Handicap and Invitation races and Events for machines up to 125 c.c. are excluded from this ruling.



1055.—An **Expert** is any driver who has been placed, either first, second or third, in the finals of any six events held at an O.T.C., Special Restricted, National or International Speed Event, during the last two years. The above six events to include Novice Races, but to exclude 125 c.c., Handicap and Invitation Races.

1056.—**Intermediate Class** shall consist of all those drivers, who are neither Expert nor Novice, under the above rules.

1057.—**Ties:** In the event of there being a tie on the table, at the end of the season, the Club winning the greatest number of "firsts", shall take precedence.

1058.—A list of Drivers entered for a Speed Event in the Southern Centre, on an Open to Southern Centre Permit, must be sent to all Club Secretaries who have members entered in that Club's name, within seven days after the event, preferably two days prior to the event.

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Scramble boots, pull on .....	5	0	0
Cromwell A.C.U. helmets .....	4	2	6
Greeves type alloy guards, pair .....	1	17	6
Fibre glass guards, pair .....	2	10	0
Fibre glass comp. seat .....	3	7	6
Fibre glass number plates, each .....		8	3
Fibre glass petrol/oil tank, blue, white, red .....	10	10	0
Fibre glass petrol tank 1¾ gallon .....	7	0	0
Fibre glass Greeves petrol tank .....	8	12	6
Nylon and alloy quick action twistgrips .....		19	6
Swedish style gloves, rubber ribbed back .....	1	9	11
Scramble handlebars, 5 types, from .....	1	5	0
Body belts .....	2	5	0
Metal base comp. seat .....	2	3	6
Amal alloy adjustable levers, each .....	1	6	3
Helmet peaks, cloth badges (sew or stick on) .....		6	0
Face masks, black or white .....		10	0
Greeves sprockets 60, 62, 64 .....	1	12	6
Dural sprocket blanks, ½ x 5/16—66, 68 teeth .....	2	8	0
Dural sprocket blanks, 5/8 x ¼ or 3/8—58 teeth .....	3	17	6

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PORTSMOUTH M.C.R.C.

**THE "ST. PETER'S TROPHY" TRIAL**

SUNDAY, 15th NOVEMBER, 1964

Open to Southern Centre

Permit No. U.1312

**OFFICIALS****Southern Centre Steward:** H. G. Nash.**Club Stewards:** J. Bussell and H. Merritt.**Clerk of the Course:** T. G. Bussell.**Asst. Clerk of the Course:** C. I. Dimmer.**Secretary of the Meeting:** G. H. Bussell, The Knowle, Stakes Hill Road, Purbrook, Hants.  
Telephone: Waterlooville 2610.**SUPPLEMENTARY REGULATIONS**

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

**2. START AND FINISH:** To be at Oxenbourne Down, Nr. Petersfield, Hants. (Signposted from Hogs Lodge, approx. 4 miles south of Petersfield on the A.3). Course will comprise of two laps of between 15 and 20 miles. Petrol available approx. 1 mile from the start. First man away 10 a.m. Remainder at 1-minute intervals.

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

**4. ENTRIES:** To be made on form provided and sent to the Secretary of the Meeting (opening date 5th October, closing 6th November), together with entry fee of 8/6d. Restricted to first 120 received. Teams may be entered until time of starting, 3/- per team. (Subject to minimum of 5 entries.)

**5. TIES:** Fastest competitor on special test.

**6. AWARDS:** Best Performance—ST. PETER'S TROPHY (to be kept for one year or the next St. Peter's Trophy Trial, whichever may be the sooner) AND REPLICA.

Best Novice—CUP.

Best Intermediate—CUP.

Best up to 250 c.c.—CUP.

Best over 250 c.c.—CUP.

Best P.M.C.R.C.

Next best 10% finishers—1st CLASS AWARDS—PLAQUES.

Next best 10% finishers—2nd CLASS AWARDS—PLAQUES.

Best team of 3—PLAQUES.

**7. BACK MARKER:** Will leave the start 20 minutes after the last competitor. Any rider passed by him will be deemed to have retired.

NORTH BERKS MOTOR CYCLE &amp; LIGHT CAR CLUB

**AUTUMN CUP TRIAL**

SUNDAY, 25th OCTOBER, 1964 at 11 a.m.

Permit No. U.1315

**OFFICIALS****A.-C.U. Steward:** A. E. Belenger.**Club Stewards:** D. C. Williams and J. Barrett.**Clerk of the Course:** D. Cavill.**Secretary of the Meeting:** Mrs. D. Cavill, 83 Broadway, Didcot, Berks.**Starter:** V. Pepper.**Machine Examiner:** J. Pink.**SUPPLEMENTARY REGULATIONS**

**1. JURISDICTION:** Held under the G.C.R.'s, the Standing Regulations of the A.-C.U. for all Trials, Trials League Regulations of the Southern Centre and these Supplementary Regulations.

**2. ELIGIBILITY:** Open to all registered members of clubs affiliated to the Southern Centre A.-C.U. riding solo machines only which must comply with Road Traffic Act.

**3. ENTRIES:** Closing date for entries: 20th October, 1964. Entries to Mrs. D. Cavill, 83 Broadway, Didcot, Berks. Entry Fee: 10/-. Should this event be oversubscribed, entry fees will be returned.

**4. LIMITATION OF ENTRIES:** Maximum number of entries — 100 in order of receipt.

**5. AWARDS:** Best Performance—AUTUMN CUP AND REPLICA.  
Best Time—CUP.  
Best Observation—CUP.  
250, 350 and 500 c.c.—CLASS AWARDS.  
Best Novice—BRIDGE CUP AND REPLICA.  
FIRST AND SECOND CLASS AWARDS in accordance with Centre ruling.

**6. COURSE:** (a) 4 laps of approx. 10 miles per lap of down and woodland.  
(b) Start will be at KINGSTANDING HILL, off the A417, halfway between Blewbury and Streatley, Berks. (last fuel station).  
(c) Riders will be despatched in pairs at minute intervals.  
(d) 10 marks will be lost for every minute late starting.

**7. TIME CARDS** will be issued when signing on.

**8. OBSERVED SECTIONS:** On observation — lose 1, 3, 5.

**9. TIES:** Will be decided by the driver who has proceeded furthest round the course without loss of marks in the best overall time.

**10. GENERAL:** A large number of riders wore helmets last year. Please, in your own interest, may we have a repeat or one day you may be forced to in any trial.

**Warning.**—Any deviation from the set route will mean exclusion, PLUS the Club will lose the use of the land.



## NORTH HANTS MOTOR CLUB

Open-to-Centre

**SOUTHERN SCOTT SCRAMBLE**

to be held at Tweseldown Race Course, Nr. Aldershot, Hants.

on **SUNDAY, 22nd NOVEMBER, 1964** at 11 a.m.

T.T.C. No. 38

A.-C.U. Permit No. U.1317

**OFFICIALS****Centre Steward:** H. Bone.**Club Stewards:** M. Hall and F. N. Pearce.**Clerk of the Course and Secretary of the Meeting:** W. G. Hall, 7 Hunts Common, Hartley Wintney, Hants.**SUPPLEMENTARY REGULATIONS****1. JURISDICTION:** Held under the General Competition Rules and Standing Scramble Regulations of the A.-C.U. and the following Supplementary Regulations.**2. ENTRIES:** Opening date for entries, 15th October (entries received before this date will be returned). To be made on the official form provided and to reach the Hon. Sec. of the Meeting **NOT LATER THAN MONDAY, 2nd NOVEMBER, 1964**, together with an entry fee of 12/6. **ENTRIES WILL BE LIMITED.****3. COURSE:** Approximately one mile circuit over heathland.**4. STARTING:** Clutch start, left hand on rear mudguard.**5. PRACTICE:** Will be controlled between 9.45 a.m. and 10.45 a.m.**6. SILENCERS:** All machines must be fitted with silencers.**7. NOISE:** The running of engines is prohibited except during official practice and actual racing and for a period not exceeding five minutes prior to the start of each race. A breach of this rule will entail exclusion from the meeting of the driver of the motor cycle concerned.**NOTE:** The entrant or his driver is responsible for the conduct of his mechanics.**8. EVENTS AND AWARDS:**

1. JUNIOR DRIVERS UP TO 1,000 c.c.	Heats 3 Laps	6 Laps
1st 60/-; 2nd 40/-; 3rd 20/-; 4th 10/-; 5th 7/6; 6th 5/-.		
2. EXPERT DRIVERS UP TO 250 c.c. Star		6 Laps
1st 70/-; 2nd 40/-; 3rd 20/-; 4th 10/-.		
3. EXPERT DRIVERS 340 c.c. TO 500 c.c. Star		8 Laps
1st 80/-; 2nd 60/-; 3rd 40/-; 4th 20/-.		
4. JUNIOR DRIVERS UP TO 1,000 c.c.	Heats 3 Laps	6 Laps
1st 60/-; 2nd 40/-; 3rd 20/-; 4th 10/-; 5th 7/6; 6th 5/-.		
5. EXPERT DRIVERS UP TO 250 c.c.		6 Laps
1st 70/-; 2nd 40/-; 3rd 20/-; 4th 10/-.		
6. EXPERT DRIVERS 340 c.c. TO 500 c.c.		8 Laps
1st 80/-; 2nd 60/-; 3rd 40/-; 4th 20/-.		
7. HERBERT CHALLENGE TROPHY		12 Laps
(Open to the 10 fastest 250 c.c. and 10 fastest 500 c.c. EXPERTS)		
1st 100/-; 2nd 60/-; 3rd 40/-; 4th 20/-; 5th 10/-.		
The winner of Event 7 will receive the Herbert Challenge Trophy (to be held for one year).		

**9. GENERAL:** No free entry to the Scramble will be permitted unless possessing Club Competitor's Sticker (which is issued with Programme). Please display sticker to help our Officials on the gate. **ONLY VEHICLES CARRYING MACHINES WILL BE ALLOWED IN THE PADDOCK.**

SOUTHAMPTON VIKINGS M.C. &amp; L.C.C.

**WEST TROPHY TRIAL**

SUNDAY, OCTOBER 25th, 1964

11.00 a.m.

Permit No. U.1316

**OFFICIALS****Southern Centre Steward:** E. J. Holliman.**Club Stewards:** K. Hazell, J. W. Gibbons.**Clerk of the Course:** A. J. Bungay.**Secretary of the Meeting:** K. F. Nicholas, 11 Oliver Road, Swaythling, Southampton.**SUPPLEMENTARY REGULATIONS****1. JURISDICTION:** Held under the G.C.R.'s, the Standing Regulations of the A.-C.U. and these Supplementary Regulations.**2. ELIGIBILITY:** Open to all members of the Southern Centre A.-C.U. riding SOLO machines.**3. ENTRIES:** To be sent to the Secretary of the Meeting by the 21st October, accompanied by a fee of 8/-, returnable only in the case of abandonment. Numbers will be issued at the start. Entry fee includes P.A. Insurance.**4. LIMITATION OF ENTRIES:** Entries will be limited to 100 riders. Taken in order of receipt.**5. COURSE AND START:** Will be on private land at Landford, Wilts. (route to start marked from the A.36).**6. AWARDS:** THE WEST TROPHY AND REPLICA for the Best Performance. 250 c.c. and 500 c.c. Awards (providing there are not less than 6 entries in these classes). Other awards as per S.R.936 Rules for League Trials. Team Award (minimum of 4 teams).**7. GENERAL:** Light refreshments will be available at the start. All machines must comply with the Road Traffic Act as per S.R.'s.



## 1964 SCRAMBLE STARS

250 c.c.			
Roger Snoad	...	...	66 points
Brian Goss	...	...	24 "
Don Rickman	...	...	22 "

500 c.c.			
Ivor England	...	...	34 points
Don Rickman	...	...	27 "
Derek Rickman	...	...	22 "
Ken Heanes	...	...	22 "

Sidecar			
Mike Guildford	...	...	32 points
Doug Jones	...	...	18 "
John Turner	...	...	16 "
Roy Edwards	...	...	15 "
Bill Turner	...	...	15 "

## CHANGE OF SECRETARIES

New secretary for Aldermaston Nomads is R. Steele, Boundary Hall, Tadley, nr. Basingstoke, Hants.

New secretary for Triumph Owners M.C.C. is Mr. E. Bishop, 87 Drovers Way, Woodley, Berks.

## CHANGE OF ADDRESS

George Hodges Ltd. new address is 2a Paulsgrove Rd., Copnor, Portsmouth, Hants. Telephone 63816.

## LEN F. SANDERS

It's with heartfelt feeling that I thank all Len's many friends and colleagues who sent such lovely floral tributes and messages of sympathy in my very sad loss.

PAULINE SANDERS.

## PULL OUT SECTION

The eight centre pages of this issue are for insertion in your Centre Rule Book. They represent the complete Grass Track Regulations.

## THANKS—SCRAMBLERS!

The Centre Board wishes to record its appreciation to all those drivers who took part in the Scramble on the 16th August, 1964 at Heckfield, Nr. Basingstoke, and the manner in which they all, without exception, complied with the request of the Centre Secretary regarding the running of engines unnecessarily in the paddock area.

## NOTE! NOTE! NOTE!

Change of address of Centre Treasurer:  
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Address enquiries to:- 3 Boreham Road, West Southbourne, Bournemouth.



Open to Southern Centre

KIWI MOTOR CYCLE CLUB

# LAWTON CUP TRIAL

on SUNDAY, NOVEMBER 15th, 1964

Permit No. U.1313

## OFFICIALS

Southern Centre Steward: J. R. West.

Club Stewards: R. New and A. Aymes.

Clerks of the Course: E. Harvie and M. Guilford.

Secretary of the Meeting: Miss B. Wilkins, 8 Church Street, Collingbourne Ducis, Marlborough, Wilts.

Entry Secretary: C. Harvie, 1 South View, Andover Road, Ludgershall, Wilts.

## SUPPLEMENTARY REGULATIONS

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

2. **ELIGIBILITY:** Open to all members of clubs of the Southern Centre A.-C.U., riding solo machines only.

3. **START:** 10 a.m. from Sidbury Hill, between Tidworth and Collingbourne Ducis on the A.338. Competitors will leave at ½-minute intervals.

4. **COURSE:** Two laps of approximately 15 miles per lap, mainly on W.D. land.

5. **ENTRIES:** To be sent to the Entry Secretary not later than November 9th, 1964, with a fee of 7/6, returnable only in the case of abandonment. Numbers will be issued at the start, limited to the first 120 received.

6. **TIES:** Ties will be decided by the rider who goes furthest round the course clean.

7. **AWARDS:** Premier Award—LAWTON CUP AND REPLICA.  
Class Cups—Up to 250 c.c., over 300 c.c.  
1st and 2nd Class Awards, Intermediate and Novice Awards.

8. **GENERAL:** A back marker will leave the start 15 minutes after the last competitor. Any rider passed by him will be deemed to have retired.  
Refreshments will be available at the start. No petrol.





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