



THE SOUTH WEST
CENTRE A.C.U.

GAZETTE

DECEMBER 1985

THE OFFICIAL JOURNAL OF THE SOUTH WEST CENTRE A.C.U.

Season's
Greetings



from the Centre

On behalf of the centre officials, stewards, comps committee and everyone else connected with the smooth running of our centre, we wish all our riders, supporters and organisers the compliments of the season.

The coming year is a new start, whatever you did not achieve in 1985 you may yet fulfil in the coming year. Let's hope we all continue to get as much fun and enjoyment out of motor cycling in the year to come.





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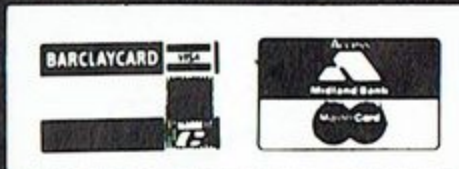


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CENTRE CHAT

COMPILED BY

IAN WATERHOUSE

television personnel, dragged screaming away from their beloved football, horse racing and boxing by the welcome newcomers Channel 4 Sport and Sky Channel, have been forced into new diversity by a combination of rival sports coverage and the childish bickering over the televising of the Great God Soccer.

Should the off-road motorcycle bodies push their sports forward to try and grab some of the limelight? This requires a strong hand, and I'm not so sure that we've got one. It would be so easy to let the cameras in, watch them pick the sport clean of its entertainment value, raise the costs through the roof by luring works teams into mega-buck operations, and then move on for more novelty value in another field.

The point is, can we trust the BBC and LWT people to televise and not travestise? "Kickstart" is an example of the latter, I would suggest, whilst white-water canoeing has suffered similar "hamming up" for the cameras. We have a World Motocross Champion and several other top riders to be proud of in this country—let's make sure that

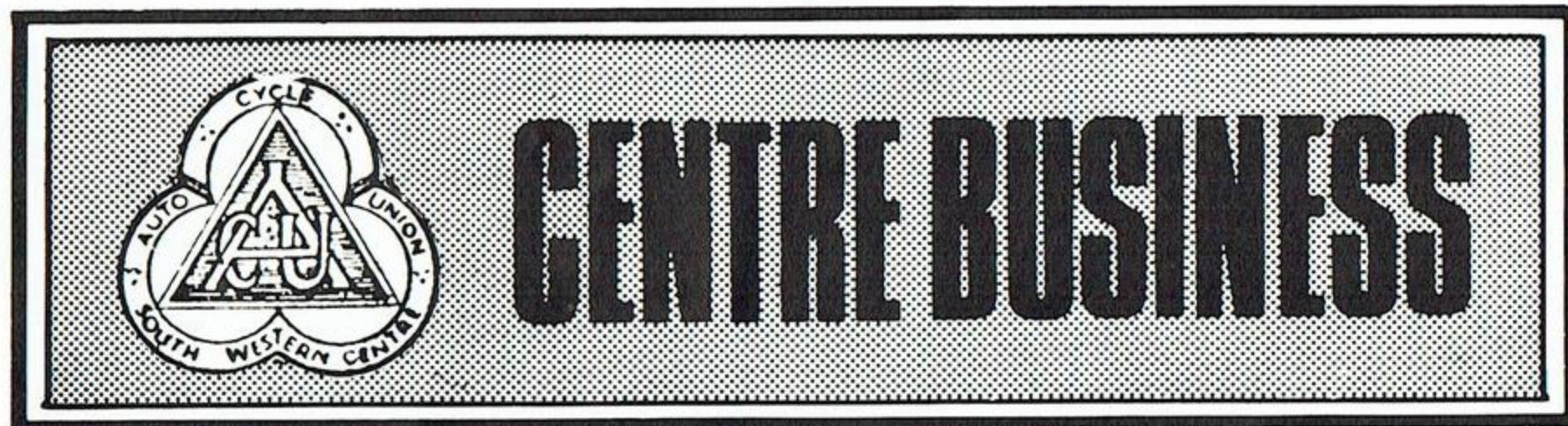
Several developments in the field of broadcasting recently have brought the wandering eyes of the Sports Editors to our two-wheeled corner of the world. Hungry

they can be seen shining in their proper sport, and not some circus-inspired jamboree. The only way to play with the TV companies is for the ACU and AMCA to keep the upper hand—but will they? Will they copy the good example of the International Ski Federation, maintaining a degree of control, or are we to witness Jeux Sans Frontiere on Two Wheels?

Season's Greetings to all readers—might see several of you up on Exmoor for the Southern Experts Trial, but if not, a Happy Christmas and New Year.

Ian R. Waterhouse
Centre Press Officer
(Tel.: Taunton 70536)

**THANK YOU TO
ALL OUR
ADVERTISERS
FOR SUPPORTING
THE GAZETTE IN
1985
FROM THE
EDITOR AND
CENTRE OFFICIALS**



1986 South Western Centre A.C.U. GAZETTE ORDER FORM

TO DECEMBER 1986

The Gazette will be mailed to you direct.

To obtain your copy, post the Application Form below, together with £9.00 (which includes first class postage) for the supply of one Gazette each month until December 1986.

All Open to Centre events appear in the Gazette, and entries must be made on the standard Entry Form that appears with the Regulations.

NO OTHER ENTRY FORM WILL BE ACCEPTED.

GAZETTE ORDER FORM FOR 1986

PLEASE SUPPLY one copy of the Gazette each month by First Class Mail until December 1986 for which I enclose Cash/Cheque/Postal Order to the value of £9.00

(Please use BLOCK Letters)

Please complete **all** questions

Name

Address

Post Code

Do you hold an A.C.U. competition licence YES NO
tick as appropriate

Do you compete in MX G/TRACK TRIALS ENDUROS
tick as appropriate

Which is your resident club

RENEWAL NEW APPLICATION tick as appropriate

Please send to: Mrs. Betty Baker, Lyndbank, Albert Road, Crediton, Devon.
EX17 2BZ

INSURANCE PREMIUMS

We would remind Club secretaries that Insurance premiums must be paid within 14 days of the event being held. Cheques made payable to C. T. Bowring should be sent to the permit secretary Mrs. Betty Baker.

PERMIT APPLICATIONS

Once again a reminder that Clubs are still leaving it far too late to send in their permit applications. This causes much extra work for everyone concerned and one day the permit will not be issued! Please allow time for the application to get to the permit secretary, who must have three (3) weeks' notice in order to deal effectively with the paper work and pass it on to the editor for printing in the gazette.

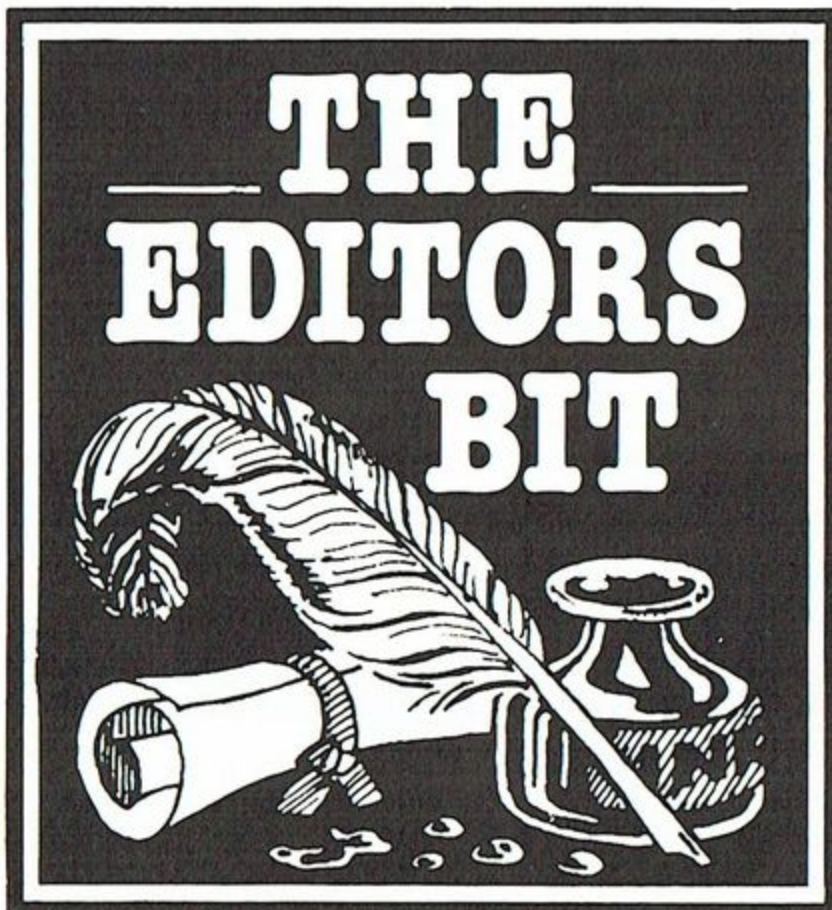
JUNIOR TEAM LEAGUE

A meeting was held at The George, Uffculme, on November 6th 1985. It was nice to see all the team managers and Mr. Wells our Chairman thanked everyone for attending. He thanked all the clubs for running a round of Junior League and also the riders.

It was also decided that all four riders points would count next season.

I would just like to say Well Done to the team riders from last season and Good Luck to the riders of next season.

Sylvia



SHOWTIME AT THE N.E.C.

A case of Cautious optimism?

Once again it was my privilege to have a ticket to Trade day at the bike show held this year at the N.E.C. I arrived at 10.45 a.m. just 15 minutes ahead of the bikes headed by the Mayor of Birmingham who officially opened the show. This brave gentleman agreed to travel to the exhibition centre in the sidecar of a motorcycle combination, it was particularly cold but no doubt the hastily borrowed Belstaff albeit a couple of sizes too small kept out the worst of the biting wind.

As last year, the show combined street market and off road together with road racing but in contrast to the '85 shambles held at Earls Court all bikes were in the same hall. This was a great benefit to everyone and the organisers Phil Beach Ltd. are to be congratulated in learning from their previous mistakes.

Trials bikes were thin on the ground, no doubt the smaller European manufacturers preferring to travel North to the specialised Dirt Bike show in December, but motocross and enduro bikes from Japan and Austria were much in evidence.

Trail bikes, pseudo enduro mounts, and Paris-Dakar lookalikes were to be seen on several stands and the videos shown by almost every manufacturer now, were equally divided between road racing and all other off road pursuits.

Last year I criticised manufacturers for hoisting their machines anything up to 6 feet in the air where all you could glimpse was the under crank finning or the now obligatory belly pan, well this year it was much more down to earth. I can take no credit for this, preferring instead to accept that it reflects a downturn in terms of expenditure on stands, in what has been yet another appalling year for sales of two wheeled machines, at least in the street market.

Suzuki for example had a large flat area, brightly lit with machines simply parked in serried ranks, an open invitation to "come and try" similarly with Yamaka. Kawasaki had the odd magic roundabout and Honda as befits the market leader had two stands and most machines within easy reach.

The Italian presence was much more in evidence this year represented by Three Cross Motorcycles from Dorset showing the full range Moto Guzzi and Laverda machines together with the latest Harley Davidsons which seem to get larger and heavier every year.

The ebullient Badger Goss made a good showing with KTM and M. Robert gear, deep in conversation whenever I passed by he is without doubt every bit as good a businessman as he was a rider and that's saying something. Another West Country company represented was Les Harris Racing with a brace of Triumphs, now made in deepest Newton Abbot. I read in the papers that production is now up to 20 machines per week mostly for export markets, no doubt this is good for the local economy but I must administer a rap over the knuckles for stand production at the show. Disappointing is the politest way of putting it, four bikes parked side by side on a drab site that lacked the sparkle, promise and effort made by everyone else. No doubt I will get poison pen letters for saying it but isn't this symptomatic of the decline of our industry in the sixties and seventies "there it is take it or leave it" seemed to be the message. Sorry but I'll leave it. I looked closely at the bikes and tried hard to 'want' one but in the end I was seduced away by the Honda XBR 500 and the, in some ways, even nicer 600cc Yamaha single beautifully finished in metallic silver. Time moves on even for Triumph.

East and West Germany were almost united at the N.E.C. with BMW being just about opposite MZ, both stands were top rate and much interest was caused by the new

K75S which arrives here next Spring. Also making a Spring debut will be the MZ125 learner legal, and for around £500 on the road it is attractive enough both in terms of style and price to get more youngsters interested in bikes.

The BMF, ACU, AMCA, TRF, RAC and AA were all in attendance as were the West Midlands' Motorcycle Patrol Constabulary with their Norton rotary engined bikes causing much interest and comment and it was good to see the "boys in blue" wandering around and trying the different bikes as they moved from stand to stand as interested in what was on offer as any other enthusiast.

All too soon I had to leave, sadly without seeing the displays in the National Motorcycle Museum which is on an adjacent site, it would have made an interesting comparison.

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GUESS THE RIDER COMPETITION

Guess the Rider November

As we closed for press no correct entries had been received but I expect there will be some in the next week or so.



A great picture this month which we're confident will bring in a big post bag. Seeing as it is Christmas I will donate a crisp £5 for the correct entry.

1. Who are the 3 riders?
2. What are their respective machines?
3. What was the event and year?
4. Which Club won?
5. What was peculiar about the signing on arrangements?

Answers to the Editor by January 1st. Results in February Gazette

OPEN TO CENTRE ONLY Otter Vale Motor Club 40th STUART TROPHY TRIAL

This event will count towards the 1986 S.W. Centre Trials Championship

Sunday 5th January 1986

Permit No.: EO1388

10.30 a.m. Start

OFFICIALS: ACU Steward—V. Ashford; Club Stewards—J. T. Courtney and W. Surridge; Clerk of the Course—P. Blackmore; Assistant—D. Cummings; Scrutineer—D. Massam; Secretary of the Meeting—Mrs. B. Pulman, 1 Manor Crescent, Honiton, Devon. Tel.: Honiton 41821

JURISDICTION: This event will be run under the GCR's and Standing Trials Regulations of the S.W. Centre ACU, these Supplementary Regulations and any final instructions which may be issued on the day, and is open to all paid up members of Clubs in the S.W. Centre ACU.

VENUE: Allington, Ottery St. Mary, Devon (B3177 Honiton—Ottery St. Mary road)

ENTRIES: To be made on the form below and sent to the Secretary of the Meeting by 29th December, 1985, together with entry fee, Solo £2.50, Sidecar £3.00

NON-STARTERS: Anyone who enters for this event and does not compete must send a satisfactory reason for absence, IN WRITING, to the Secretary within seven days after the event, verbal excuses will not be accepted.

AWARDS—Solos

1. Stuart Trophy and souvenir for best performance
2. Margaret Picketts Cup to Runner-up
3. Committee Cup to best Otter Vale MC member
4. Pike Trophy to best Otter Vale MC member residing within 15 miles of start
5. Newt Cup to best Otter Vale MC Non-Expert
6. First Class Awards to next best ten per cent of starters
7. Second Class Awards to next best ten per cent of starters
8. Award to best Non-Expert
9. Award to best Novice
10. Runner-up Novice, if 10 or more Novice starters

Sidecars

1. Club Award for best performance—driver and passenger
2. Awards for next best performance to twenty per cent of starters—drivers and passengers

Pre '65 Machines

1. Club Award for best performance
2. Awards to next best twenty per cent of starters

Perpetual Trophies to be held for one year

Otter Vale Motor Club

Permit No. EO1388

January, 5th 1986

I have read the supplementary regulations issued for this meeting and agree to be bound by them and the General Competition Rules of the ACU. In consequence of the acceptance of this my entry I hereby agree to save harmless and keep indemnified the Club, the Centre of the ACU, and the ACU (including 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.

It should be noted that entry forms for drivers under 18 years of age must be counter-signed by a parent or guardian signifying consent, since the indemnity would not be valid in law if signed by a minor.

I declare that the exhaust system fitted to my motor cycle(s) will conform to the requirements of Standing Regulation No. 16a.

I am insured for trials.

Furthermore, in respect of any parts of this event on ground where Third Party Insurance is not required by Law, this agreement in addition to the parties named above shall extend to all and any other drivers or passengers and their servants or agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s).

Further and additionally I acknowledge that it will be my sole responsibility to ensure that my motorcycle complies in every respect with the Road Traffic Acts 1972 and 1974 and the Motor Vehicle (Construction and Use) Regulations, 1978 or any statutory modifications or re-enactments thereof for the time being in force.

I declare I have attained the age at which I am legally entitled to drive a motor vehicle.

I declare that whilst taking part in this meeting I have an operative policy covering me in respect of Road Traffic Act Liabilities.

Name Licence No.

Address

Club Machine CC

Solo or Sidecar Passenger's Name

Passenger's address Pass. Sig.

Signature Date Phone No.

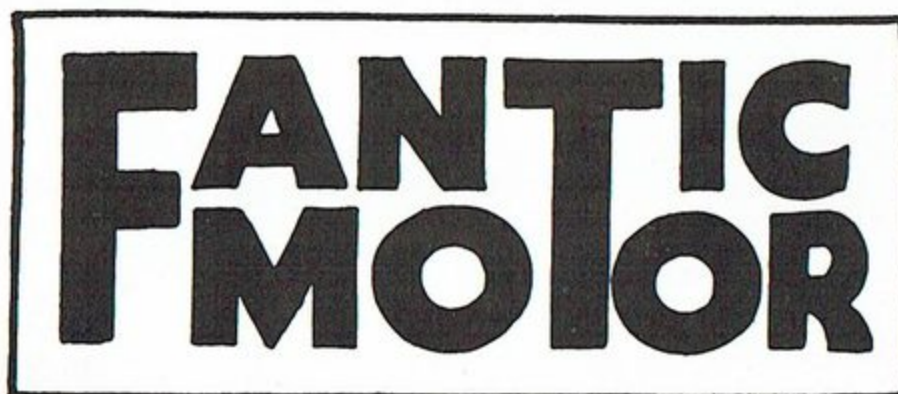
Signature of Parent/Guardian (if under 18) Non-expert/
Expert/Novice/Schoolboy/Senior

Competitors will be required to show proof that they are fully paid-up members of the club stated on their entry form and hold a current Competition Licence.

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THE EDWARDS TROPHY TRIAL

This event will count towards the 1986 S.W. Centre Trials Championship

Wednesday 1st January 1986

Permit No.: EO1389

11.00 a.m. Start

OFFICIALS: ACU Steward—R. Norman; Club Stewards—D. Williams and J. Hartnell; Clerk of the Course—D. C. Chick; Secretary of the Meeting—W. Hartnell, Castlebrook, Enmore, Bridgwater, Somerset. Tel.: Spaxton 591.

JURISDICTION: The Taunton Motor Cycle Club Ltd. will hold a sporting reliability Trial for Solo motorcycles only on Wednesday, January 1st, 1986. Open to paid up members of the South West Centre Clubs and held under the GCR's and Standing Trials Regulations of the S.W. Centre ACU, these Supplementary Regulations and any final instructions which may be issued on the day.

START: Near Raleighs Cross, Brendon Hill, Somerset off the B3190, Bampton to Watchet road at Grid Ref 027336 Sheet 181. Start time for the first man at 11.01, others at minute intervals. The start will be a time check. One mark per minute will be debited for late starting. The onus of attending the start at the correct time rests entirely with the competitor.

MARKS AND TIES: As usual Centre practice. A time schedule for this event will be imposed and details will be issued on the day.

ENTRIES: To be made on the form below and sent to the Secretary of the Meeting by Wednesday, 25th December, 1985, together with entry fee £2.50 plus 2 stamped addressed envelopes. Teams £1.00. The entry will be limited to 80 riders.

POSTPONEMENT: The organisers reserve the right to alter, cancel or postpone the event should conditions deem this necessary.

NON STARTERS: Anyone who enters for this event and does not compete must send a satisfactory reason for absence, IN WRITING, to the Secretary within seven days after the event. Verbal excuses will not be accepted.

ROUTE: The whole trial will be held on private land and the course will be of a number of laps.

AWARDS

1. The Edwards Trophy for best performance
2. Runner-up Cup for next best performance
3. Club Cup for best Taunton M.C.C. Ltd. Club Member
4. The Famous James Cup for the best performance on a machine not exceeding 200 cc capacity
5. The Chas. Allen Cup for best performance on a machine not exceeding 250 cc capacity
6. First Class Awards to next best 10%
7. Second Class Awards to next best 10%
8. Award to best Non Expert
9. Award to best Novice
10. Team Award—The Somerset Gazette Challenge Cup

NOTE: No rider may win more than one award. Awards 4, 5, 8, 9 and 10 are subject to five qualifying entries.

GENERAL: Please note, petrol is not available at the start

RIDERS NUMBERS: These will be allocated in reverse order of receipt, i.e., early entry—late number.

Taunton Motor Cycle Club Ltd.

Permit No. EO1389

January, 1st 1986

I have read the supplementary regulations issued for this meeting and agree to be bound by them and the General Competition Rules of the ACU. In consequence of the acceptance of this my entry I hereby agree to save harmless and keep indemnified the Club, the Centre of the ACU, and the ACU (including 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.

It should be noted that entry forms for drivers under 18 years of age must be counter-signed by a parent or guardian signifying consent, since the indemnity would not be valid in law if signed by a minor.

I declare that the exhaust system fitted to my motor cycle(s) will conform to the requirements of Standing Regulation No. 16a.

I am insured for trials.

Furthermore, in respect of any parts of this event on ground where Third Party Insurance is not required by Law, this agreement in addition to the parties named above shall extend to all and any other drivers or passengers and their servants or agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanic(s).

Further and additionally I acknowledge that it will be my sole responsibility to ensure that my motorcycle complies in every respect with the Road Traffic Acts 1972 and 1974 and the Motor Vehicle (Construction and Use) Regulations, 1978 or any statutory modifications or enactments thereof for the time being in force.

I declare I have attained the age at which I am legally entitled to drive a motor vehicle.

I declare that whilst taking part in this meeting I have an operative policy covering me in respect of Road Traffic Act Liabilities.

Name Licence No.

Address

Club Machine CC

Solo or Sidecar Passenger's Name

Passenger's address Pass. Sig.

Signature Date Phone No.

Signature of Parent/Guardian (if under 18) Non-expert/
Expert/Novice/Pre '65

Competitors will be required to show proof that they are fully paid-up members of the club stated on their entry form and hold a current Competition Licence.



SWISS MOTOCROSS 500cc GRAND PRIX 1985

In contrast to the rather dated and somewhat plodding approach of the previous video the Swiss Grand Prix featuring Dave Thorpe is quite excellent. The production quality is well up to BBC or ITV television coverage standard and as such makes much better viewing even for non enthusiasts. The opening sequences set the scene with bikes and riders arriving, general views of the scenic location and sensible interviews all help the build up to the first of the two race format.

With cameras always at strategic points around the course the viewer misses nothing of the excitement, spills and all out action, and the producer has made sensible use of slow motion replays which allow us to see what exactly happened in a given situation. Techniques in filming have improved tremendously in the past five years and the Swiss GP simply highlights the fact. You'll see what I mean if you hire both films previewed here. Running time 64 minutes.

All films are in VHS format only, obtainable from Brian Higgins to purchase or on rental at £1.50 per day. Full list of titles is available from Brian.

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Who says we don't move with the times? With 30% of the population now having access to a video machine and the explosion of motorcycle videos available, I am starting a monthly review column.

Brian Higgins has kindly offered to loan the Gazette a couple of tapes each month for me to view and comment on in the same way as we do with the popular Bookends feature. All the tapes will be available from Brian on hire or outright sale and I hope will cover a wide cross section of the motorcycle video market. Let me know what you think.

OFF ROAD ACTION

A three film compilation covering sidecar motocross, trials and beach racing. Sidecar cross is a sport we don't get the opportunity to see a great deal of in this Centre and although in real life depending on the track it can sometimes be processionary, in this short clip with good editing the action is maintained throughout.

The trials section if you will forgive the pun, is a one day event for the superstars held on the Yorkshire moors and although quite dated is none the less entertaining.

Beach racing has really taken off following the exposure given to Le Touquet where this Yamaha sponsored film was made. Nicely edited and quite a good commentary the action is well captured despite the atrocious weather conditions. Running time 60 minutes.

FORTHCOMING CLOSED EVENTS

Club: DEVONPORT & DISTRICT MOTOR CYCLE CLUB

Date: Sunday, 1st December, 1986

Type: Closed to Club Trial

Classes: Adult and Schoolboys only

Venue: Stowford Grange Farm, Lewdown. Signposted from Tavistock, and on the Launceston/Okehampton road

Start time: 11.00 a.m.

Secretary: Mrs. K. Swann, 8 Townswell Close, Trematon, Saltash, Cornwall.

Telephone: Saltash 4886

Club: CREDITON MOTOR CLUB LTD.

Date: Sunday, 22nd December, 1985

Type: Christmas Cracker Trial

Classes: Solo and Schoolboy (Senior and Intermediate)

Venue: Higher Westcott Farm, Docombe. B3212 Exeter to Moretonhampstead road

Start time: 10.30 a.m.

Secretary: Mr. R. Mackie *Telephone:* Crediton 2660

Club: YEO VALE MOTOR CYCLING CLUB LIMITED

Date: Thursday, 26th December, 1985 (Boxing Day)

Type: Closed St. John's Trial

Classes: Expert, Non-Expert, Novice, Schoolboy

Venue: Ham Hill, between Higher Odcombe and Stoke-sub-Hamdon

Start time: 9.30 a.m. sharp, close at 1.00 p.m. sharp

Secretary: R. K. Harvey *Telephone:* West Coker (093 586) 3372

Club: WEST OF ENGLAND MOTOR CLUB

Date: Sunday, 29th December, 1985

Type: Trial

Classes: Adults and Schoolboy trial and Pre '65 British Trials Bike

Venue: Levaton Farm, Denbury, Newton Abbot

Start time: 11.00 a.m.

Secretary: Sheila Thomas *Telephone:* Torquay 24910

A DAY WITH THE JCM 323 MONOPRO

When is a big bike not a big bike? Well, these days you cannot go by the engine size. Some 250's handle like they've been drinking too many pints of the hard stuff, and to prove that the opposite holds true, you only have to climb aboard the distinctive 323 JCM 'Monopro': you would never guess it was anything more than a lightweight 250, until you got into trouble on a steep hill — then that smooth Tau motor would chime in and propel you to the top with little more than a flex of its muscles.

ENGINE

The power unit is an electronic-ignition, 4-port two-stroke made by the Tau company in Italy. The design of the engine is very much to JCM's own dictates, and they have got it right first time. The motors come in two sizes, either 237 or 317 cc, each with SIX gear ratios, and with the tractable nature of the engine, there is no chance of running into problems with gear choice for a given section.

The selector mechanism provides a good example of what this French manufacturer is about: I drive a French car (for no good reason!), and it seems to become a challenge for the Gallic motor industry to "design" their creations in as awkward a way as possible — "Vive la difference" as they say. If they can make an upside-down, left-handed spark plug, that's what they will do. Not so Joel Corroy: the gifted creator of the JCM has no time for such pig-headedness. In fact, the original Monopro was a bit of a pig to knock out of gear, but almost before the first dozen had reached this country the selectors were altered, and now you can click it into neutral at will. The same goes for the fuel tank covers — early fibreglass now being replaced by more durable plastic, so that they can take the everyday knocks of a Dartmoor Clubman!

SUSPENSION

This is the area where Corroy and his aerospace-trained technicians have blended convention with bold innovation: the hard-to-beat Marzocchi front forks are used below

the top yoke, but softening the blows to the rear swing-arm is a direct-pivot oleo-pneumatic shock absorber. No sign of a spring anywhere — the air does that job, whilst the oil dampens the shocks. What's more, the rebound rate is far quicker than conventional dampers, putting the bike up to proper ride-height in far less time when compared with a Honda or Yamaha mono. The JCM has such a simple geometry, with no bellcranks, links or tie-rods to push up the unsprung weight, and yet it works like a charm. Local dealer Pete Neale has been so impressed with the smooth ride of his Monopro that he has taken out an agency for the Fournales shock-absorbers, from which Joel Corroy has originated his JCM units. That means all the other makes of trials bike will be able to ride on air and oil!

GENERAL

With all that space saved on the rear linkage, there is room for a large double-element air filter under the seat, and that breathes in through a "periscope" tube running up to the steering-head. You would have to spoon-feed it with mud to get this filter choked up!



Pick a gear and point the JCM at the steepest hill and the motor hardly notices it

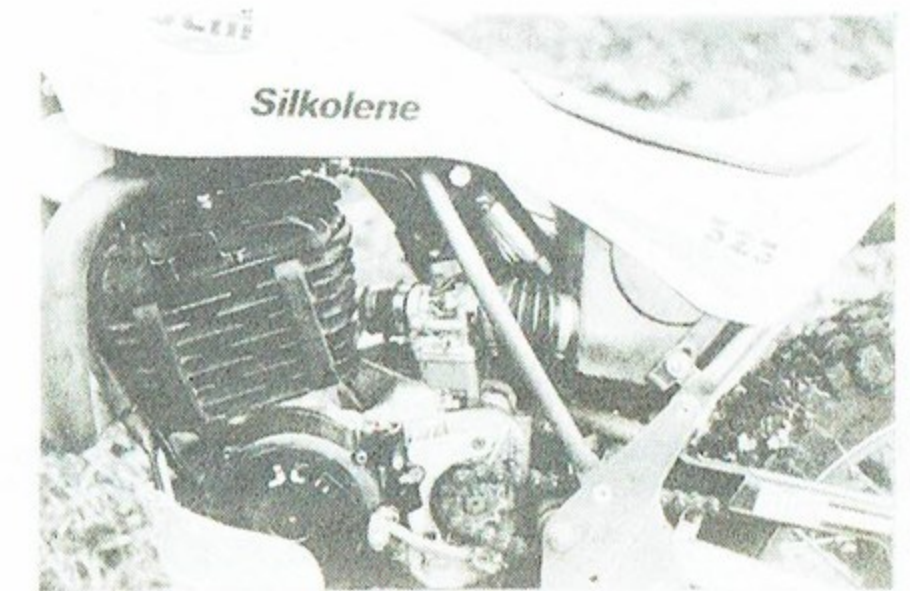
The engineering of the chassis in general is top class, with details like "inboard" snail cam chain adjusters, sturdy footrest mounting and that super-quick detachable rear frame all betraying the hand-made pedigree of this serious challenger on the trials market. The frame is well up to coping with any stresses transmitted through the multi-adjustable single shock absorber, which is the feature that wins over anyone test riding the bike. In short the JCM is the sort of bike that Armstrong should have built to beat off the Yamaha sales boom — a powerful motor in a delightful chassis which you can 'flick' about and steer exactly where you desire, with strong welding and tube construction which will stand up to all the punishment. If it **WAS** British, there would already be hoards of them in the start fields of our club trials, but for the moment, it is



Peter Neale supports Bristol teenager Kevin Nicholas on a 323 Monopro, and some highly impressive results have come their way

almost a 'secret weapon' giving the likes of John Reynolds and Kevin Nicholas an extra boost in their efforts to beat off the Japanese and Italian throng.

If you are contemplating buying a different machine soon, it would be a mistake not to sample this neat French exercise.



Under the seat lies the shining telescopic damper unit, which offers an endless number of "spring" rates simply by changing the air pressure through a valve. The large air filter box is impregnable

MECHANICAL SPECIFICATION

- Carburettor** : Dellorto 26 mm
- Filter** : Twin Air
- Ignition** : Electronic
- Clutch** : Wet multi-plate, primary kickstarting
- Gearbox** : 6 speed
- Frame** : Single top tube, leading to duplex tubing in front of engine, and alloy sump shield.
- Suspension front** : Marzocchi front forks
- Suspension rear** : Monoshock with 8,5" travel, adjustable oleo-pneumatique system
- Wheelbase** : 323 : 1 305 mm 51 ³/₈"
240 : 1 300 mm 51 ³/₁₆"
- Seat height** : 785 mm
- Tank** : Thermoplastic 1 Gallon
- Weight** : 323 : 202 lb 91.5 kg
240 : 197 lb 85.5 kg

FIXTURE LIST

DECEMBER		JANUARY	
1 TIVERTON Youth Pre 65 S/C Champ	Trial C	26 YEO VALE	Trial C
DEVONPORT Youth	Trial C	29 W. OF ENGLAND Youth Pre 65	Trial C
8 TORRIDGE	Trial RR	1 TORRIDGE	Hare & Hounds Enduro C
W. of England Classic Road	Trial C	TAUNTON (Champ.)	Trial OTC
EXMOOR	Trial Inv.	5 OTTER VALE (Champ.)	Trial OTC
15 DARTMOUTH (Champ.)	Trial OTC		
22 TAUNTON	Trial RR		
CREDITON Youth Pre 65 S/C	Trial C		

LEE TRIALS SPORT



AGENTS FOR THE SOUTH WEST

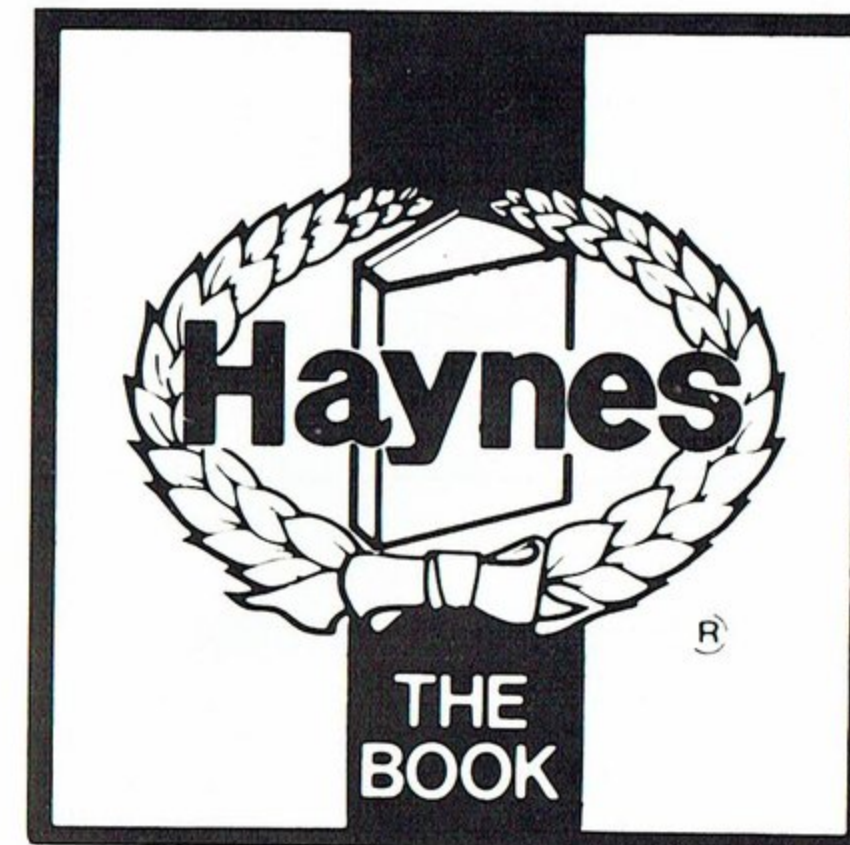


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4STROKE



Dave Tomasik (600 KTM) wins Haynes Title for the third time

HAT TRICK FOR TOMASIK

Dave Tomasik made the Haynes Trophy his own when he clinched the title for the third time in a row at the Launchery circuit last month.

The KTM rider had one or two anxious moments in the opening race from season-long adversary Steve How, but the Armstrong man collected a flat tyre and saw his chances of the title disappear.

Final Championship Positions

D. Tomasik 527 points, Steve How 475, A. Clewes 212, C. Hacking 204, S. Wyse 158, N. Abbott 153, K. Hanson 141.

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YOUR LETTERS

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Dear Mr. Compton,

May I through the Gazette thank all of the riders who have helped my son Mark get started riding in Trials, especially John "Jess" Yates of Somerton. As a reinstated observer of the late fifties and early sixties how I agree with R.S.W. of the Moretonhampstead Club about the "trick cyclist antics" and the need for more positive ruling to help observers. (November Issue 1985). Nevertheless I am still enjoying being roped in occasionally but might change my mind when it starts to get wet and cold!

In closing, I would like to thank all officials in the S.W. Centre for all the hard work they put into the sport to say it is really appreciated, also thanks to Des and the Committee at Somerton—sorry we are losing some of you.

Yours sincerely,

Rex Bowditch

DINNER TIME AGAIN

We are now in the season of Club dinners, if you want a little publicity, £4.00 will buy you a 1/4 page advert to publicise the event and help with the sale of tickets.

When you have held your dinner, why not send us a photograph and tell us all about it. We'll do our best to oblige.

SOUTH WEST MASTERS SERIES

Although the 1985 rounds were plagued by the inclement weather; either too much dust or drowned by the rain, plans are already well advanced for a bigger and better series in 1986.

There is no doubt that this year's event attracted much interest and the prize money certainly drew a good entry, the Series organisers are to be congratulated on their efforts.

A 10 round Series is planned for next year which could really put the South West on the Motocross map and we look forward with interest as their plans unfold.

Editor

RON RETIRES

After 21 years popular KTM man Ron Kallaway has hung up his boots. Ron completed a unique double by winning the 250 cc and Open Cornish Championships and decided that after celebrating his fortieth birthday it was time to slow down.

He joined the Broadhembury Motor Club in 1965 and has remained a member ever since and at the Club's recent Dinner was presented with a giant framed photo of himself in colourful action. Ron's story, spanning 21 years will be serialised in coming issues of the Gazette—look out for some nostalgic photographs.



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WILL JAMES GETS THE VOTES

Cornish farmer 17 year old Will James has been voted G.R.A.S.A. solo rider of the year.

Young Will really set the grasstrack world alight this year with some sparking performances up and down the country and it is great to see he has been given the recognition of his efforts by lifting this prestigious award.

Top in the Sidecar poll were British Masters Roger Measer and Dave Hopes.

ERRATUM!

Last month's story on the Arbuthnot carried the wrong telephone number for 'Stibbs'. The correct number is Wiveliscombe (0984) 23956. Sorry.

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CLUB NOTES

BROADHEMBURY & DISTRICT MOTOR CLUB

I will start this month by thanking all those who observed for us at our Trial on October 27th. This must have been the best response to appeals for help we have had for a very long time. The entry for the event was very small but of good quality. It seems that many riders preferred to watch the Beach Race, which was, unfortunately on the same day.

I do, however, have one moan. This is about the late entries from competitors. Some time ago a Centre ruling was made, that entries for Trials must close on the Saturday of the week previous. On the Saturday previous to our event we had only received nine entries. This really is not good enough, because if we had stuck to this rule there would not have been a Trial at all. It is a bad job if trials riders cannot decide more than a few days before whether or not they wish to ride in a particular event. I wonder if other Clubs have the same problem. Maybe all Clubs should start refusing late entries, perhaps this would wake the riders up. After all the events are put on for their benefit and it is a big worry if the entries are not there by closing date. It is most unfair on club officials and is a very selfish attitude.

The Dinner and Dance on November 9th was a very enjoyable evening. Although our numbers were down, all those who did come enjoyed a good meal and some very good music.

Thinking a long way ahead, July 1986 is when the ACU/BMF National Rally will be run. Roland Steele is interested in setting up a checkpoint in this area, and is wondering if any other Club would be interested in doing the same thing in their area. It would seem that to make it worthwhile for competitors to come to the South West we need several checkpoints. Roland would be pleased to hear from any interested parties so please give him a ring on Tiverton 820981.

Last but not least may I wish all Club Members and Friends a very Merry Christmas and a Happy New year.

Greta

CREDITON CLUB

Our A.G.M. is on Wednesday, 29th January, 1986 at 8.00 p.m. at Flair's in Crediton. We look forward to seeing as many as possible.

We also have a skittles match at Flair's on 11th December, 8.00 p.m. Our last skittles match at Newton St. Cyres was a very enjoyable evening and it was nice to see so many there. Let us hope we have such a good turn out on December 11th.

Our Christmas Trial is on 22nd December at Westcott Farm, Doccombe. Start 10.30 a.m. Solos and Senior and intermediate Schoolboys.

Our last Trial proved to be a difficult track but everyone seemed to enjoy the challenge. Winner—I. Baker, 55 points; Runner-up—T. Martin, 61 points; 1st Class—K. Farwell, 88 points; N. Champion, 88 points; M. Strang, 117 points; D. Birch, 123 points; H. Ashford, 127 points. 2nd Class—A. Loud, 140 points; C. Berry, 141 points; K. Grundy, 141 points; K. Bushing, 152 points; J. Parker, 155 points. Non-Experts—D. Fisher, 183 points. Novice Winner—I. Killey, 133 points. Schoolboy—A. Kendal, 77 points. Sidecar—C. Shoplin and N. Simpson, 29 points. Many thanks to all those who helped on the day and also to the landowners.

Congratulations to Steve Folland on winning the Dartmoor Railway Cup and on becoming expert. Good luck for next season Steve.

It just remains for me to wish everyone a Very Happy Christmas.

Sylvia

DARTMOUTH & DISTRICT MOTOR CYCLE & LIGHT CAR CLUB

Congratulations to Gordon and Louise Hobbs on the birth of their daughter Ann-Marie a sister for Emma.

Don't forget our Open to Centre Trial on December 15th, start 10.30 a.m.

I would like to wish all Club Members and Friends in the Centre a Very Happy Christmas—please drive carefully.

Pat

DEVONPORT & DISTRICT MOTOR CYCLE CLUB LTD

Our Report this month consists mainly of our Closed to Club Trial held at Durance Farm on November 3rd. We would firstly like to apologise for the inconvenience of making you all telephone me to find out where it was—maybe though I like talking to you all. We would also like to thank Len Mudge and Merv Williams for setting out a nice sensible Club Trial, after all those unspeakable ones you

have all been suffering during the past couple of months.

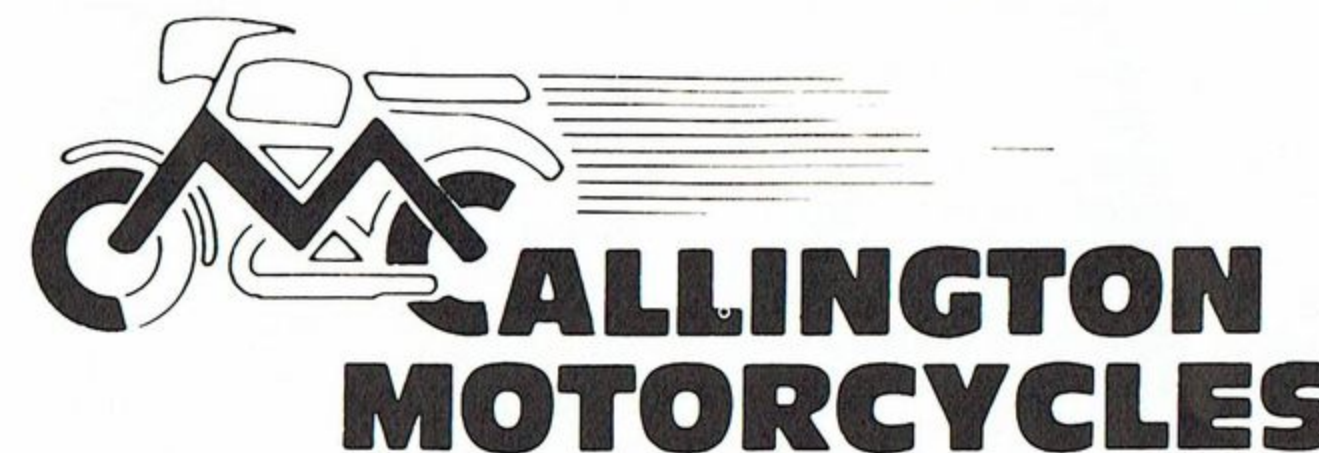
Winner on the day was Chris Berry—15, and Runner-up Brian Marshall—19. There was a 1st Class Award to Chris Shorey also on 19, and 2nd Class Awards to Andrew Cundy and Merv Williams both on 27. Non-Expert Winner was the recently upgraded Jocelyn Lindley, who although having taken a short break from competing, still only lost 39, and Runner-up was Colin Rossiter—41. Novice Winner was Chris Sydenham on 46 and Runner-up John Sabotig—79.

We did have some new faces, and hope that they enjoyed it as much as everyone else, but as you will see, there were no Schoolboys at all.

We hope that everyone who ventured to Jersey, and especially Pat and Ivan who went early and came back late, had a good time with the Jersey hospitality flowing as usual.

Our next Trial is on Sunday, December 1st at Lewdown, and we hope to see you all there.

Kay Swann



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OTTER VALE MOTOR CLUB

I have a correction to make from my notes of last month, the V neck pullovers with the club badge in one corner are priced at £9.50 and not £7.50 as stated. Anyone wishing to have one contact any committee member.

We have two members on the committee Ann Mitchell who handles the secretarial side of our Scrambles and Barbara Pullman who deals with the Open to Centre and Closed Trials, both have done an excellent job throughout the year and we thank them very much, hoping it will be the same in 1986.

The Annual Dinner will be over by the time these notes are read, more of this in the next issue.

Our next event to start the New Year is the Stuart Open to Centre Trial this is on Sunday, 5th January, 1986. The venue once again will be at Bill Hill's farm at Alington, Nr. Ottery St. Mary.

The Annual General Meeting will be held in January, the exact date I will inform you in the January notes.

In my last notes I mentioned that Robert Sartin was riding in the British Experts Trial on Saturday 9th, I am sorry to say he did not finish the Trial. Several weeks ago he damaged his leg playing rugby, for which he was receiving treatment, anyway when attacking one of the big hills he came to grief and the bike fell on this leg and that meant retiring and back to hospital for more treatment, get well soon Rob.

Two other riders took part in this Trial Ian Baker from Lyn our South West Champion and Tim Martyn from Cornwall, who I think rides more in the South West Centre than he does in Cornwall, both these riders finished but with an awful amount of marks lost. This you can imagine when the winner Steve Saunders lost 84, and the runner-up Tony Scarlett lost 123. I should imagine the course was very difficult. Anyway it was nice to think that three riders and all young were taking part. Who knows in a few years to come?

Jim Courtney

TAUNTON MOTOR CYCLE CLUB LTD

Well done Chris Payne! He went to battle on the Weston Beaches and through some generous sponsorship for that event of events, lap by lap Chris wound up the bank balance ready for a big thank you to the local Taunton Branch of the St. John Ambulance. I understand that he will be pleased to hand over in excess of £200 at the Club's Jubilee Dinner on 15th November. We are very grateful to the St. John for all the support they give us and in particular to all Chris's sponsors.

Our first Committee Meeting in the Taunton Police Station went well! Of particular interest was the Norton Police Patrol bike fitted with a rotary engine. Nice one! I won't repeat how fast Patrolman Gordon Kemp says it will go! It's down for evaluation and Nortons have apparently made 300 for the Police and the Forces. What about some for the lads in civvy street then?

Plans are well advanced for the Southern Experts Trial on 22nd December. We will be using some fantastic land for this event and with Geoff Hawkin's help from the Exmoor Club, we hope to have 40 sections for both the Solos and the Sidecars. We will need lots of help on the day with observing and would like firm commitments please. Ian Waterhouse would like to hear from you—telephone Taunton 70536.

Ten days after this we have the first Championship Event of the year—The Edwards' Trophy Trial, and this will be at the usual place, all on closed ground near Raleighs Cross. New Year's Day is on a Wednesday this year so come along for a mid-week ride at this great venue. The sections will be good for the Clubmen.

D.C.

TIVERTON MOTORCYCLE CLUB

The Pre '65 Trial on 13th October was run at Upcott Farm, Oakford and we thank Mr. & Mrs. Summers for the use of the land, Trevor for organising and all helpers and observers. Unfortunately 5 riders turned up without a Licence and were given the opportunity of either paying the one day fee or no ride. I understand that the following week, not one licence was checked by a leading club in the Centre! Isn't it about time that all clubs checked these? We wouldn't be faced with this problem each time.

The skittles match took place on 28th November at the Rose and Crown, Calverleigh with two teams—one to represent the scramblers and one the trialists.

If you get your Gazette on time on 1st December we have a trial for all classes at Rifton Barton, Stoodleigh (nr. the Royal Oak, Gibbert starting at 11.00 a.m., Observers required please.

Tickets are available from Colin Stone-man on Tiverton 256824 for the Christmas Dance on 20th December at Green Headlands, Sampford Peverell at £3.50 per head to include food. We have a great band called Wright Angle, two players of which were professionals for a few years. Hope you can come.

Christmas Greetings and Best Wishes to everyone.

Fred Tarr

TORRIDGE & DISTRICT MOTOR CYCLE CLUB

For those of you who spotted the deliberate mistake last month, the Club's Dinner and Dance will be held on the usual week-end, Saturday, 7th December. So anyone wanting to go, pick up the phone and book yourself in with a Committee Member—do it NOW!

There will be no Club Meeting in December as the social calendar tends to be rather full around this part of the year. The A.G.M. however is scheduled for the 2nd THURSDAY in January (16th) ordinary Club Meeting at 7.30 p.m. followed by the A.G.M. at 8.00 p.m.

We had an enquiry at our last Club Meeting by someone interested in trike racing, perhaps incorporated into a normal motocross meeting. The Club's feeling is that if enough interest is raised we would put on races to accommodate the three wheelers. To try to get some feedback on this subject would any Club interested in running races or riders racing in such events ring either Dave or myself on Milton Damerel 257 where we can monitor the response (if any!).

Finally may I wish you all the Season's Greetings.

HIL

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Not too much news this month after a week's drying out we got our sodden scramble gear packed away, there was even a wry smile on our treasurer's face. The Fantic troops under Cpt. Mike Hann set sail for foreign parts again this year I doubt whether the outcome will be printable but we will see next month.

Secretary Claude has asked me to print our usual plea for the return of trophies to John Scott, 10 Holly Tree Walk, Yeovil, and to tell one and all that our 41st Dinner and Dance will be on January 24th, 1986, at East Coker Village Hall, 7.00 for 7.30 p.m. Tickets at £7.50 from Mr. C. Butler, 68 North Street, Crewkerne, telephone 73813.

Time again to thank all our helpers throughout the year and to say Happy Christmas and a Prosperous New Year to all.

Ken Wheadon

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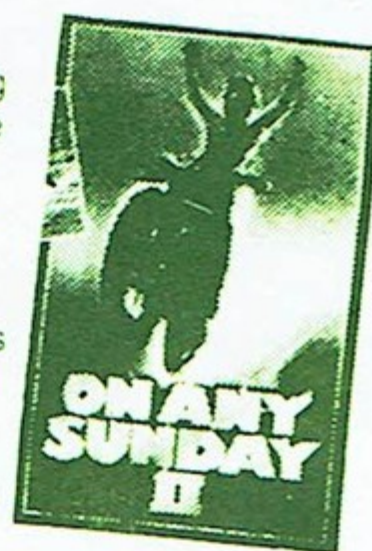
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