

# THE SOUTH WESTERN CENTRE GAZETTE

Editor:  
GARTH JOTCHAM



AUGUST, 1963



Terry Cox (Somerton M.C.) has overcome his temporary setback and is going great guns this season.

*Photo by Gordon Francis*

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SOUTH WESTERN CENTRE

Vol. 15 No. 5 AUGUST, 1963

## GAZETTE

PUBLISHED MONTHLY

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

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

\* \* \*

All items of news, club activities, etc., for insertion, must be sent to the Editor by the 12th of the month preceding publication and must be typewritten.

\* \* \*

The Editor does not necessarily endorse the views expressed by contributors or correspondents.

\* \* \*

Advertising rate will be supplied on application to the Editor:—

G. G. JOTCHAM, 6a Victoria Street, Burnham-on-Sea, Somerset.

Telephone: BURNHAM-ON-SEA 2698

## CREDITON & DISTRICT MOTOR CLUB

Supplementary Regulations for Open-to-Centre Scramble for Solos and Sidecars at  
SMALLBROOK, NEWTON ST. CYRES, EXETER

Sunday, 18th August, 1963, at 2.30 p.m.

TEMPORARY COURSE CERTIFICATE No. 61

**JURISDICTION:** This event will be held under the G.C.R. of the A.C.U. and these Supplementary Regulations. PERMIT NUMBER O.E. 679.

**OFFICIALS:** A.C.U. Steward—D. H. Jenkin; Club Stewards—R. Hooper and R. Melhuish; Clerk of the Course—A. Ridd; Secretary of the Meeting—W. J. Baker, "Lyndbank," Albert Road, Crediton. Phone Crediton 2204.

**VENUE:** The course, which is about  $\frac{1}{2}$  mile in length, is situated just off the main Exeter—Crediton road and the route to same will be marked from Crediton and Cowley Bridge (Exeter).

**ENTRIES** must be made on the form below and they must be sent to the Secretary of the Meeting together with the entry fee of 5/-. Sidecar entries close first post on Saturday, 10th August. Solo entries close first post on Wednesday, 14th August, 1963. Solo entries will be limited, and there must be a minimum of 8 sidecar entries for events 3, 6 and 8 to be run.

CLASSES & AWARDS :	1st	2nd	3rd	4th	5th	6th	7th	8th
1. Up to 300 c.c. ... ..	80/-	40/-	30/-	20/-	15/-	10/-	5/-	5/-
2. Over 300 c.c. ... ..	100/-	60/-	40/-	20/-	15/-	10/-	5/-	5/-
3. Sidecar Scratch ... ..	120/-	80/-	60/-	40/-				
4. Junior Riders only ... ..	80/-	40/-	20/-	15/-	10/-	10/-	5/-	5/-
5. Unlimited c.c.—Open ... ..	100/-	60/-	40/-	20/-	15/-	10/-	5/-	5/-
6. Sidecar Scratch ... ..	120/-	80/-	60/-	40/-				
7. Expert riders plus first 15 in Event 4	100/-	60/-	40/-	20/-	15/-	10/-	5/-	5/-
8. Sidecar Handicap ... ..	120/-	80/-	60/-	40/-				
9. Unlimited c.c.—Open ... ..	120/-	80/-	60/-	40/-	20/-	10/-	10/-	5/-

The classification of riders for Event 4 will be in accordance with the Centre ruling, and the organisers reserve the right to postpone or cancel the whole or part of this Event or amend or merge classes if circumstances make this necessary.

**PRACTISING** will be allowed between 1 and 2 p.m. only and each competitor must complete one practice lap.

**METHOD OF START:** Clutch start, drop flag, left hand on rear mudguard.

**MACHINES** must be fitted with two efficient and independently operated brakes, one to each wheel. Front number plates, mascots, headlamps, etc., must be removed. Self-closing throttles and ball-ended brake and clutch levers (both complying with A.C.U. regulations) are compulsory. All machines must be efficiently silenced.

**NUMBERS** will be issued on receipt of entries and competitors advised by post. Any preference must be stated. Number plates must be fitted, one to the front forks facing forward, and one to either side of the machine at the rear. These plates must not be less than 10 in. x 10 in. A rider may be excluded if these numbers are not in order.

**CLOTHING:** Protective clothing must be worn, and the minimum requirements are breeches, jackboots, gloves, A.C.U. approved crash helmets, and jackets or A.C.U. approved jerseys.

**FUEL & TYRES:** Any type may be used.

### CREDITON SCRAMBLE

18th August, 1963

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.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....

Address.....

.....Club.....

Machine.....c.c.....Passenger.....

Enter me for Events No.....Racing No. preferred.....

Signature.....Date.....Phone.....

Signature of Parent or Guardian (if under 21).....My status is Expert/Junior

Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.

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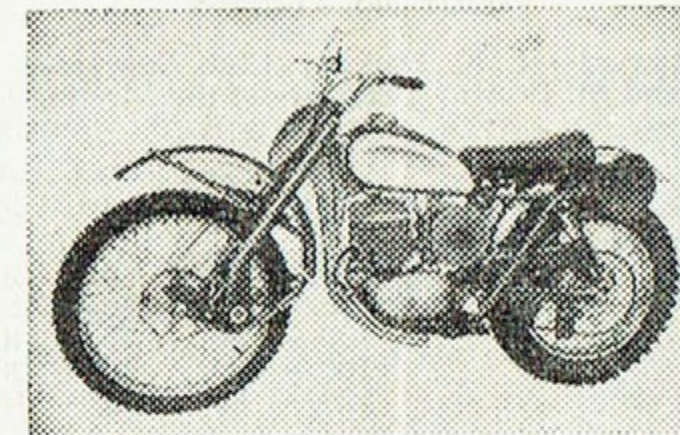
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### CREDITON M.C.

It was with deep regret that I learnt of the death of one of our members, Richard Walford. Richard's familiar face will be sadly missed from the scene of motor cycle events.

Our first Scramble of the season was held on the 16th June. After the news that the Bridport Scramble had been postponed, we had a larger attendance than usual. The major prize-money went to that evergreen, Len Sanders, in the solo events, and to Rufus Rose in the sidecar class. Results:—

Up to 250 c.c.—1, V. Vaughan; 2, R. Baker; 3, D. Paull. Sidecar Scratch—1, R. Rose; 2, W. Turner; 3, J. Turner. Unlimited c.c.—1, L. Sanders; 2, I. Foster; 3, M. McNamara. Junior Riders—1, M. McNamara; 2, P. Hare; 3, D. J. Barnes. Over 300 c.c.—1, L. Sanders; 2, I. Foster; 3, G. Clulee. Sidecar Scratch—1, R. Rose; 2, P. Williams; 3, W. Turner. Up to 350 c.c.—1, F. Heard; 2, R. Ralph; 3, R. Baker. Unlimited c.c.—1, L. Sanders; 2, F. Heard; 3, R. Baker. Sidecar Handicap—1, J. Turner; 2, W. Turner; 3, R. Rose.

Our next Scramble will be held on Sunday, 18th August. Regulations appear elsewhere in this month's "Gazette." Working parties will be required on the course on Friday night before the Scramble, and also on the morning of the event.

Chris Warman has organised a Treasure Hunt; it is to be held on Wednesday, 21st August, and starting from Middlemoor Island at 7 p.m. A course of about 20 odd miles has been laid out and the finish is at a well-known public-house. On 31st August another fishing trip has been organised. It is to start from Exmouth at 6.30 p.m. **prompt.** Anybody arriving late will be left behind. Let's hope that the fish bite better this time than they did the last time out.

### Future Event.

Will other Clubs please note that our Dinner and Dance will be held on Friday, 6th March, 1964, at the George & Dragon, Clyst St. George?

R.H.W.

## OTTER VALE MOTOR CLUB

OPEN-TO-CENTRE SCRAMBLE — WISCOMBE PARK, nr. SOUTHLEIGH, DEVON

Sunday, 25th August, 1963, at 2.30 p.m.

PERMIT No. O.E. 688

**OFFICIALS:** A.C.U. Steward—R. K. Harvey; Club Stewards—A. Tapley and P. Caddick; Clerks of the Course—R. Pyne and M. Brown; Secretary of the Meeting—J. T. Courtney, 5 Highfield, Sidmouth, Devon. (Tel. 410.)

EVENTS & AWARDS:	1st	2nd	3rd	4th	5th	6th	7th	8th
1. Junior Riders only ... ..	60/-	40/-	30/-	20/-	10/-	7/6	5/-	5/-
2. Experts only and first 6 finishers in Junior Race ... ..	150/-	80/-	60/-	40/-	20/-	10 -	7/6	5/-
3. Up to 350 c.c. ... ..	80/-	60/-	30/-	20/-	10/-	10/-	5/-	5/-
4. Over 350 c.c. and first 6 in Event 3 ... ..	100/-	80/-	60/-	40/-	20/-	10/-	5/-	5/-
5. Invitation ... ..	100/-	60/-	40/-	20/-	10/-	10/-	5/-	5/-
6. Unlimited—Open ... ..	120/-	80/-	60/-	40/-	20/-	10/-	5/-	5/-

**Please Note**—Junior Riders will be as per Centre grading and the maximum number the Club can accept for Event 1 is 40.

**JURISDICTION:** Held under the G.C.R. of the A.C.U. and these Supplementary Regulations. Open to all members of S.W. Centre Clubs riding solo machines.

**VENUE:** Wiscombe Park, nr. Southleigh. (Near Three Horse Shoes Inn, Lyme Regis/Sidmouth Road).

**MACHINES:** Self-closing throttles, ball-ended clutch and brake levers and an efficient brake on both wheels are compulsory. Machines must be efficiently silenced.

**NUMBERS:** Each machine must be fitted with three black discs of not less than 10 inches in diameter with numbers painted in white, one facing forward and one on each side of the machine at the rear.

**CLOTHING:** A.C.U. approved helmets and protective clothing must be worn, comprising—ackets or A.C.U. approved jerseys, gloves, breeches and boots.

**PRACTISING** will be allowed between 1.30 p.m. and 2 p.m. on day of meeting only. Each rider must complete one practice lap at least.

**METHOD OF START:** Clutch, hand on helmet. Drop flag.

**POSTPONEMENT:** The Organisers reserve the right to postpone or cancel any class or the meeting itself if circumstances make it necessary.

**ENTRIES** must be made on the form below and reach the Secretary of the Meeting not later than **Tuesday, 20th August, 1963**, together with fee of 8/6. No late entries will be accepted.

**Please Note**—No entries will be accepted unless accompanied by entry fee.

**INSURANCE** is compulsory and will be paid by the promoting club.

**NUMBERS** will be allocated on receipt of entry. Please state a preference on entry form, and, if possible, this will be granted.

### OTTER VALE SCRAMBLE

25th August, 1963

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.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....

Address.....

.....Club.....

Machine.....c.c.....Passenger.....

Enter me for Events No.....Racing No. preferred.....

Signature.....Date.....Phone.....

Signature of Parent or Guardian (if under 21).....My status is Expert/Junior

**Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.**

## Secretaries Please Note!

The services of our Mobile Canteens are available at any distance, at gatherings where good catering at reasonable prices is desired.

The Hon. Secretary of a club in the Southern Centre writes:

“... would like to express our sincere thanks for the magnificent service and quality of your catering... everyone was full of praise and that is the sort of thing that does a club a whole lot of good...”

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### DEVONPORT M.C.

We were all deeply shocked to hear that Richard Walford had passed away. It is indeed a great loss to the West of England Club and to the S.W. Centre and to all motor cyclists. Everybody will miss him, especially at this end of the Centre, as he attended nearly all the events held in this area, and the W. of E. National will not be the same without him.

We certainly have hit trouble with the weather. First, the Sausage Sizzle at Mothecombe was washed out. Next, our Scramble at Clearbrook was cancelled at the last moment, although the day started off just right, cloudy and dry. About mid-day drizzle started to fall, then the wind blew and then fog came down. Time dragged on until it was impossible to wait any longer and it was agreed to abandon the meeting. About ten minutes later it brightened, the rain stopped as though in sympathy, but not for long; down it came again, worse than ever. We are sorry for the inconvenience caused, especially to the riders, many of whom had travelled long distances.

Only other thing to report is the engagement of Geoff Davey and Mary Maddock, and we offer our congratulations, etc.

E.J.

### OTTER VALE M.C.

The June Scramble, like the April one, was preceded by rain, but the course at Wiscombe Park stood up to the weather better, so racing was not spoilt by too slippery conditions. The main tussles were between Brian Slee, Ray Baker and Eddie Trott, and the honours were divided evenly. Sidecars raced on the course for the first time and the drivers and their passengers seemed to enjoy themselves. They even asked to use the same track as the solos for the first race, which included the steep hill.

A Social Run was held on Sunday, 14th July, and this proved to be a most enjoyable event, despite the rain. Many thanks to Des Seward for a well thought-out and interesting run, but it was a shame that so few Committee and Club members took part. The result was as follows:—

Social Cup—M. Thyer (Austin), 103 marks gained. Best Opposite Class—B. Blackmore (650 Triumph), 73. Committee Cup—J. Courtney (Hillman), 88. 1st Class Awards—K. Haydon (Hillman), 100; P. T. Morgan (Morris Mini), 90.

It was with great regret that we heard of the death of Richard Walford, who was always willing to help at our Club's events. He will be sadly missed.

The Annual Dinner and Dance will be held on Friday, 29th November. The hotel will be announced later.

JEANNETTE COURTNEY.

## CHARD MOTOR CLUB

OPEN-TO-CENTRE SCRAMBLE, CHILLINGTON, nr. CHARD

Sunday, 1st September, 1963, at 2.00 p.m.

PERMIT No. O.E. 684

TEMPORARY COURSE CERTIFICATE No. 284

**OFFICIALS:** A.C.U. Steward—W. R. Haydon; Club Stewards—P. Westlake and D. Carslake; Clerk of the Course—C. H. Baulch; Secretary of the Meeting—G. Picketts, 23 Exeter Road, Exmouth. Phones 2292 and 3264.

### EVENTS & AWARDS:

	1st	2nd	3rd	4th	5th	6th	7th	8th
1. Junior Riders only ...	80/-	40/-	20/-	10/-	10/-	5/-	5/-	5/-
2. Expert Riders only ...	150/-	100/-	60/-	30/-	10/-	10/-	5/-	5/-
3. Up to 350 c.c. ...	100/-	80/-	40/-	20/-	10/-	5/-	5/-	5/-
4. Unlimited—Open ...	100/-	60/-	40/-	20/-	10/-	5/-	5/-	5/-
5. Expert Riders only ...	100/-	80/-	40/-	20/-	10/-	10/-	5/-	5/-
6. Junior Riders only ...	80/-	40/-	20/-	10/-	5/-	5/-	5/-	5/-
7. Invitation ...	150/-	80/-	40/-	20/-	10/-	5/-		

**Please Note**—Graded Riders will be as per Centre Lists and the maximum number the Club can accept for this event will be limited to 50.

### SUPPLEMENTARY REGULATIONS

**JURISDICTION:** Held under the G.C.R. of the A.C.U. together with these Supplementary Regulations.

**ELIGIBILITY:** Open to members of all Clubs in the S.W. Centre of the A.C.U.

**PRACTISING:** Allowed from 12.30 p.m. All competitors must complete at least one practice lap.

**ENTRIES** must be made on the form below and sent to the Secretary of the Meeting by not later than **Saturday, 24th August, 1963.** Entry Fee 7/6.

**MACHINES** must be fitted with a number board facing forward and two number boards to the rear, one on either side, measuring not less than 10 inches in diameter. Headlamps, registration plates, mascots, etc., must be removed. Two efficient and independently operated brakes must be fitted—one to each wheel. Self-closing throttles and metal ball-ended clutch and brake levers are compulsory. Machines must be efficiently silenced.

**NUMBERS** will be allocated upon receipt of entry. Please state preference on entry form and, if possible, this will be granted. The regulations regarding the size and legibility of numbers of each machine will be rigidly enforced.

**FUEL & TYRES:** Any fuel and tyres may be used, but no extra aid to wheel-grip, such as studs, spikes, etc., will be allowed.

**CLOTHING:** A.C.U. approved helmets and protective clothing, comprising—A.C.U. approved jerseys or jackets, gloves and breeches must be worn. Also leather knee-boots.

**DUAL ENTRIES:** No two riders will be allowed to ride the same machine in any event.

**VENUE:** Windwhistle, midway between Crewkerne and Chard on main A30.

**ABANDONMENT:** The Club reserves the right to postpone or abandon this meeting or any class in it, if circumstances should make it necessary.

### CHARD SCRAMBLE

1st September, 1963

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.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....

Address.....

.....Club.....

Machine.....c.c.....Passenger.....

Enter me for Events No..... Racing No. preferred.....

Signature.....Date.....Phone.....

Signature of Parent or Guardian (if under 21)..... My status is Expert/Junior

Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.

## FRED WIGGINS

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### EXMOUTH M.C.

We were all sorry to hear of the death of R. Walford. He has done quite a lot to further motor sport in general in the South Western area. His willingness to organise or help in any way he could will make him sadly missed, and it must leave a big gap in the West of England Motor Club, of which he was so actively a part.

Those of you who saw Badger Goss have his first ride on a speedway bike recently will be the first to admit that his performance was very creditable. Hope we see more of you at the County Ground, Badger.

Now Club news. Many thanks to Alan Bradford and all his helpers for organising the Social Run on the 9th June. Alan and his brother filmed the event for us, and we hope it will be shown during the winter social evenings. Eventual winners were: A. Smith, navigated by J. Pengelly, with D. Wilson and G. Foster taking second place.

The Baker trophies, which were awarded to the R.A.C. Rally winners this year, were won by our able Chairman, J. Densham, assisted by K. Catlow. Motor Cycle Cup goes to R. Leach and Betty. A well thought-out route took us in a roundabout tour to finish at Haldon for a picnic tea. After devouring same we set off again for the evening run down to the Club's H.Q., only to discover that two of the 12 starters had retired. A big thank-you to organisers A. Street and his good lady for a very pleasant 80 miles of motoring.

Biggest event for August must be the Scramble at Chaplehayes Farm. All help needed prior to the event and on the day of the Scramble, which is 5th August. Members will be contacted by means of the Club Magazine.

Then on the 10th August the annual Genevieve Trophy Run will take a new twist, for it will be run on a Saturday evening, finishing up with the egg and bacon supper and a glass of you know what!

25th August, the all-day run for the Coronation Cups. This is being organised by "Super" Hooper and Yogi! and if they put on the run as good as they can "yap," then this is one event you must not miss.

Harold Smith and Alan Bradford are in the lead positions for the aggregate cup, both with 106 points. J. Densham and K. Catlow follow with 77 points each.

Date for September:

Driving Test, 18th September. More details next month's edition.

R. LEACH.

## WEST OF ENGLAND MOTOR CLUB

### GRASS TRACK MEETING

Sunday, 1st September, 1963, at 3.0 p.m.

PERMIT No. O.E. 686

**OFFICIALS:** A.C.U. Steward—J. T. Courtney; Club Stewards—L. S. Curtis and G. W. Rushton; Clerk of the Course—S. R. Shepherd; Secretary of the Meeting—R. W. Fraser, 71 Fore Street, Kingskerswell, Newton Abbot, Devon. Phone—Kingskerswell 3285.

**ANNOUNCEMENT & JURISDICTION:** The West of England Motor Club will hold an Open-to-Centre Grass Track Meeting on Sunday, 1st September, 1963. This event is open to fully paid-up members of all Clubs in the South Western Centre, and is held under the G.C.R. of the A.C.U. and these Supplementary Regulations. The event is for solo motor cycles and motor cycles and sidecars.

**ENTRIES** must be made on the official form below and sent to the Secretary of the Meeting by **Tuesday, 27th August, 1963.** Entries will be restricted to 30 solos for each event and 20 sidecars. Entry Fee, 7/6.

- EVENTS:**
1. Up to 250 c.c.—Open.
  2. 351 c.c. to 500 c.c.—Open.
  3. Sidecar—Unlimited.
  4. Up to 350 c.c.—Open.
  5. Sidecar—Unlimited.
  6. 351 c.c. to 500 c.c.—Open.
  7. Sidecar—Unlimited.
  8. Six fastest solo riders.

**AWARDS:** Cash awards will be given on a points basis. 5/- a point in the heats. 1st—3 points; 2nd—2 points; 3rd—1 point; and 10/- per point in finals. 1st—4 points; 2nd—3 points; 3rd—2 points; 4th—1 point.

**Note**—Riders knocking down track markers will be liable to be disqualified.

**VENUE:** Thorns Cross on the main Exeter to Newton Abbot Road, near the A.A. Box.

**MACHINES & CLOTHING** must comply with the A.C.U. Regulations and will be examined by an examiner before the meeting. Self-closing throttles are compulsory. Clutch and brake levers must be ball-ended of not less than  $\frac{3}{4}$  inch diameter. All machines must be efficiently silenced.

**PRACTISING** between 1.30 p.m. and 2.30 p.m. Each competitor must complete one lap.

**POSTPONEMENT:** The Club reserves the right to postpone or cancel all or any part of the event, to refuse entries, and to consolidate events if any circumstances make this necessary. **Speedway Riders** must have their promoter's permission to ride.

**PROTESTS:** In accordance with A.C.U. rules.

### WEST OF ENGLAND GRASS TRACK

1st September, 1963

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.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....

Address.....

..... Club .....

Machine .....c.c..... Passenger .....

Enter me for Events No..... Racing No. preferred.....

Signature ..... Date ..... Phone .....

Signature of Parent or Guardian (if under 21)..... My status is Expert/Junior

**Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.**

# WYVERNS

*Try us for your next*

**MOTOR CYCLE or SCOOTER!**

*We're sure to please!*

**All the best makes in stock for immediate delivery**

**ENQUIRIES WELCOMED AT EITHER BRANCH**

**3 LOCKING ROAD 43 ST. JOHN STREET**

**WESTON-S-MARE BRIDGWATER**

PHONE 524

PHONE 3809

**GOOD CLEAN MOTOR CYCLES WANTED FOR TOP CASH**

**Low H.P. Terms — H.P. Accounts Settled**

### TIVERTON M.C.

The winner of our Car Night Rally was Sid Davey, of Exeter, who finished with a loss of 60 marks (6 minutes late). Another likely winner, Dave Keeling, retired early on with navigator trouble (sickness) and then took a control for us on the wilds of Exmoor—good show.

We hear that Sid is thinking of doing the Liege-Sofia-Liege International Rally. If so, all Tiverton members wish him the very best of luck—to even finish in the "Liege" is quite something. His efforts will be watched with great interest.

For our Scramble on 11th August, at Oakford, we are trying to please everyone. We are putting on more races, giving more money and paying much lower down the field. As we have both solo and sidecar races, a very good day's racing is promised.

I would like to ask every member to please advertise it as well as possible. This also goes for your friends. Thank you.

### WEST OF ENGLAND M.C.

The Club have been asked by the relatives of the late Richard Walford to thank all Clubs and all officials of the Centre and all his motor cycling friends for all the floral tributes and all who attended the funeral.

All our events will be carried out, as usual, and the Grass Track will take place at Thorns Cross, and the following, our Auto Cross, will be held at Hayes Farm, Poltimore, near Exeter.

New Secretary: R. W. Fraser, 71 Fore Street, Kingskerswell, Newton Abbot, Devon. (Phone Kingskerswell 3285.)

R.A.C.-A.C.U. Training Officer: Now W. Dodd, 7 King George Terrace, Topsham.

## LOSS TO THE CENTRE

This last month has seen two very sad events in the Centre which have tended to overshadow the general sporting scene. The loss of Richard Walford, and shortly afterwards of Malcolm Body, leaves the Centre very much the poorer, both in the active competitive field and the no less important level of organisation.

I would like to pay a small personal tribute of appreciation of the work done for the sport by Dick Walford. Widely known in his capacity of A.C.U. Steward, he was always fair, helpful and ready to acknowledge any local difficulties, or any last minute snag, and happy to give credit when due for well-conducted events. Richard will be remembered at every West of England National Open Trial, for this, above all else, was always his annual masterpiece. Without wishing to detract in any way from the sterling work of a great many people towards this event, for many years I have always felt that Richard was the West of England Trial. For months beforehand he literally lived for the "Open," and few will argue that the successful conduct of the Trial and its attraction and enjoyment by riders from all over England was due largely to his efforts. Another aspect of his character was the genuine interest and encouragement he gave to many newcomers to the sport in the South West. I shall miss his cheerful presence for many seasons to come.

That fine Somerset rider, Malcolm Body, died as a result of a tragic accident last month. While he was clearing tree roots with a tractor, it overturned, trapping him underneath, resulting in his death on the way to hospital. Probably at his best in Trials, he was Wessex Centre Champion in '56, '57 and '58, while in '59 and '60 he was runner-up to brother Terry. Malcolm was no mean performer at Scrambles, and his many fine rides on a Dot will be long remembered.

## CENTRE BOARD MEETING

The July Centre Board meeting commenced with a minute's silence being observed in memory of Richard Walford, for so long an outspoken delegate from the West of England Club. Another missing face at the W. of E. table was that of Mrs. Miriam Ramsay, who has been seriously ill. May we all wish her a speedy return to good health and Centre affairs.

The Secretary's report covered a number of items, including the Centre Team Scramble, which, in view of the appalling weather, surprisingly made a small profit, and the Centre Dinner, Dance and Presentation of Awards, which didn't.

Mr. J. Courtney gave the London delegates' report, and arising from this there was considerable discussion on the proposal to make a slight increase in riders' P.A. insurance premium, to give increased benefit, on incapacity or death. Eventually it was agreed to accept the decision of a postal ballot of the Clubs in the Centre, already held by Mr. Haydon. The majority decision had been in favour of the increased premium, to provide increased injury benefit of £5 weekly, death benefit to remain as at present, at £250.

Speaking as a London delegate, Mr. Haydon deplored that the silencing regulations were being observed neither in the spirit nor the letter, nor were likely to be, until the A.C.U. established a standard capable of being enforced. I'm bound to say I have observed at recent Scrambles a growing disregard for any serious attempt at silencing. Early in the season, virtually all riders endeavoured to comply, i.e. "efficiently silenced," but of late an increasing number of machines look and sound to be ignoring this requirement. While it must be difficult for A.C.U. stewards to enforce what is at best a very loosely worded regulation, those riders who do comply may well be at a disadvantage, which seems a poor reward.

Mr. Jenkins next gave the report from the Reading meeting of Scramble Recorders. Despite all efforts, the Cornish Centre had not replied to invitations to join the six Centres now operating the grading scheme. Since grass track riders do not at present come under this scheme, a proposition by Mr. R. Fraser, seconded by Mr. J. Baulch, that a similar scheme be instituted for grass track

riders, was carried. Points to be awarded being 4, 2, 1, upgrading to expert status on attaining 15 points in six months, 25 points in twelve months. Mr. Jenkins will bring this proposition from the S.W. Centre Board forward at the December meeting of Centre Recorders.

Mr. Vigers announced that Mr. B. Lukins had been appointed to the Centre panel of A.C.U. Stewards, following a highly satisfactory period as a Probationary Steward. During A.O.B., Mr. McSweeney raised a query on the method of selection of full stewards from those persons at present acting in a probationary capacity. Being on this latter list himself, Mr. McSweeney felt it fairer that all should be examined by Mr. Vigers first, and then the successful candidates announced together, instead of individually, as at present. Discussion, which bordered on the acrimonious, followed, but since Mr. Baulch and Mr. Picketts, both probationers, declared themselves quite happy with Mr. Vigers' methods, no action was taken in the matter.

Jim Courtney will once again be acting as manager to the S.W. Centre Team for the Inter-Centre Team Scramble. A team of four riders, plus one reserve, will be travelling to this year's venue, at Lovenhay Hall, Waites Colne, Essex.

## BUNGLING BY THE A.C.U.

Mr. Smith, speaking for the Lyn Club, was highly critical of the way in which the A.C.U. handled the issuing of regulations for Regional Restricted events, notably their R.R. Trial. So much support came from other Clubs' delegates that it was immediately obvious that here was a genuine case where Clubs were running R.R. events in spite of, and not with the help of, A.C.U. H.Q. in London.

Mr. Miller, Exmoor, quoted an example, whereby regulations accepted by A.C.U. for a major trial, already held, were copied, on the recommendation of Pall Mall, mark you, and submitted to London. Imagine the consternation of this Club official when these same regs. were thrown out by London as being totally unacceptable! Almost every other Club gave instances of similar action by H.Q. over Open or R.R. events. Overwhelming support from the floor was given to a proposition by Mr. Pyne, Otter Vale, seconded by Mr. Smith, Lyn, that a strongly worded protest be sent to the A.C.U. over their gross mishandling of regulations, causing unnecessary extra work for Club officials trying to run competitive events.

Just how much effect this will have in London is anybody's guess, mine being very little, until the matter be tackled by all Centres similarly treated. I'm bound to say that a great deal of work goes into the running of Trials, and the less time spent in correspondence with London the better. To me a solo motor cyclist is, always has been, and always will be, a rider. Sending back regs. to be re-drafted to describe him as "a driver" savours to me of officialdom running riot!

## LOSS OF SCRAMBLE COURSES

Several Clubs are running into trouble with Scramble courses again. South Molton have lost their Shortacombe course, but, after a final meeting in September, hope to commence work on another track in that area, in preparation for next season. Yeo Vale are none too certain of their continuing on their present ground at Westbury Farm, but have every hope of alternative territory should a move have to be made. Devonport for their September Scramble are hoping to return to a course used once before, a couple of years ago, at Router Farm, Lifton. While requiring a certain amount of work, it offers prospects of a good, fast course, with excellent spectator vision.

My apologies to Yeo Vale and Jim Taylor, for not mentioning his excellent ride in the Scottish, finishing with a 1st class award. May I point out, however, that he had not escaped my notice, but was in fact entered under the Tor M.C.C. in the Official Programme of the Scottish, on page 32. Since my "manor" is, strictly speaking, the S.W. Centre, and its Clubs, that "Tor M.C.C." decided me to mention our own Centre's riders only. Nevertheless, a good ride, Jim, but make sure your Yeo Vale Press Secretary keeps me informed next year, and all other Clubs too, please!

E.E.W.

## BRIDGWATER MOTOR CLUB

Don't forget the GYMKHANAS at EDINGTON, Nr. Bridgwater, on  
17th AUGUST,

and at BURTLE, Nr. Bridgwater, on 23rd AUGUST.

Both Meetings start at 7.0 p.m.

SOLO AND SIDECAR EVENTS.

Surfboard, Pram and Obstacle Races; also the spectacular  
Long Jump.

Anyone wishing to ride should contact

GERRY WHEELER, Langley Cottage, Catcott.

(Phone : Chilton Polden 480.)

### DARTMOUTH M.C.

On 16th June a few of our members went to the Crediton Scramble at Newton St. Cyres. When one of them returned to their motor cycle they found a pair of gauntlet gloves. So if anyone has lost a pair of gloves, they should get in contact with E. Perkins, 99 Westonfields, Totnes.

On Saturday, 22nd June, we held a very enjoyable Treasure Hunt, organised by John Ireland and his wife. As it happened, I got lost somewhere between Newton and Denbury, and had to open the sealed envelope to get to the finish. Quite a number of entrants went wrong somewhere. The results are:—1, R. Manuel, in a Mini; 2, B. R. Trott, A40 van; and 3, R. Hill, in an A35 van. All 13 entrants seemed to enjoy the evening spin.

On Saturday evening, 29th June, a skittles match was held, Ladies v. Gent's. at the Plymouth Inn, Totnes. We had quite a nice crowd, but it would have been better if a few more members had supported this event.

It was with deep regret we heard of the passing of our dear friend, Richard Walford, on the 29th June, in the Devon and Exeter Hospital, after a short illness. He was the Secretary of the West of England Club, and was the main organiser of many of the West of England Trials over the past few years. He was always willing to give help to other Clubs, and nothing seemed too much trouble. I am sure that a lot of Club officials and friends will miss him a great deal and his loss will be felt for a long time.

On Sunday, 7th July, the annual Veterans' Trial, run by the Moretonhampstead Club, went off in very nice weather. We are pleased to say that we had two entrants from our Club. They were Fred Thatcher and Roy Edwards, and both took part for the first time in this event. They put up a very good show and both enjoyed it very much.

We are also sorry to hear of the death of M. Body, the Scrambles rider, who died after an accident at his work on 11th July.

#### Future Events :

10th August (Saturday), 6.30 p.m. Totnes Plains, for trip to New Bridge, on the Moor, for a Sausage Sizzle and the A.C.U. Road Safety Competition. The competition will start at 7.15 p.m. at New Bridge. Even if you can't enter the competition, come and have an evening out on the Moor with the family.

11th August. We are holding a Closed-to-Club Trial. The Regulations will be sent to all riders who are members of the Club. Start and finish will be stated in News Sheet.

A. ROSENBERG.

## EXMOOR MOTOR CLUB

### MOTOR CYCLE TROPHY TRIAL

Sunday, 8th September, 1963

A.C.U. PERMIT No. O.E. 687

OPEN-TO-CENTRE

**OFFICIALS :** A.C.U. Steward—P. A. Butler; Club Stewards—R. C. Nash and C. H. Kemp; Clerks of the Course—S. R. Curtis and H. J. Potter; Secretary—R. E. Miller, 5 Holloway Street, Minehead, Somerset.

**AWARDS :** MOTOR CYCLE TROPHY (to be held for one year) and a replica to be won outright for the best performance of the day.

GOBLET CUP for runner-up.

CLASS AWARD—Up to 250 c.c. (Minimum entry—four.)

CLASS AWARD—Over 250 c.c. (Minimum entry—four.)

1st CLASS AWARD—Next 10%.

2nd CLASS AWARD—Next 10%.

NOVICE AWARD for best Novice. (Minimum entry—four.)

TEAM AWARD. (Minimum number of teams—three.)

No competitor may win more than one award, excluding the Team Award.

**JURISDICTION :** This Event will be held under the G.C.R. of the A.C.U., The Centre Standard Trial Regulations, together with these Supplementary Regulations, and final instructions to be received at the start.

**START & FINISH :** Numbers will be issued at the start in order of entry only. Rendezvous at Webber's Garage, Wheddon Cross, at 11.30 a.m.

**MARKS** will be lost as follows: Dab in any Section or Sub-Section—1 mark; Foot in any Section or Sub-Section—3 marks; Stop in any Section or Sub-Section—5 marks.

**ROUTE** will be 25 miles long. Marking will be by cards and dye. The onus of finding the correct route rests with the competitor. Competitors must pass between markers on all observed sections and must **not** overtake the back marker.

**ENTRIES** should be made on the appended entry form and sent to the Secretary not later than the 6th September, 1963, together with the entry fee. Members of the promoting Club, 5/-; Non-members, 6/- (includes Personal Accident Insurance); Teams—per Team, 6/-. No competitor may be a member of more than one team. The organisers reserve the right to accept or refuse any entry without giving a reason.

**POSTPONEMENT :** The organisers reserve the right to cancel or postpone the meeting should circumstances make this necessary.

**GENERAL :** No form of organised assistance will be allowed. A Police prosecution arising out of the Trial, or a false declaration, or competitors causing annoyance to owners or tenants of private property used in this Trial, may mean exclusion from the Awards list. A back marker will leave the start fifteen minutes behind the last competitor; any competitor falling behind the back marker will be deemed to have retired. Chains and non-skid attachments will not be allowed.

### EXMOOR TRIAL

8th September, 1963

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.

I further declare that I am insured against Third Party risks whilst riding in this competition and that my machine is equipped in all respects to conform with the specified requirements of the Road Traffic Acts.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....

Address.....

.....Club.....

Machine.....c.c.....Passenger.....

Team.....

Signature.....Date.....Phone.....

Signature of Parent or Guardian (if under 21).....Novice Yes/No

Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.



## BROADHEMBURY M.C.

Never before has an event of the B.D.M.C. been so poorly supported as the Sausage Sizzle held on Woodbury Common. Six vehicles and twelve people were all that arrived, which meant that the treasure hunt had to be abandoned and everyone had to eat a dozen sausages. As this lack of interest has been shown towards the last three social events, the committee will have to decide whether it is the type of entertainment that is at fault or the dates, times and venues. From their reports in the "Gazette" other Clubs run very successful treasure hunts, and all it needs for the Broadhembury ones to be a success is more members to come along.

The Scramble on 22nd September will be held on the old Wrangway course and thus, again, there will be brambles and ferns to be cut. Dates for working parties will be decided at the committee meeting on Monday, 12th August (not August Bank Holiday Monday).

## SOUTH MOLTON M.C.

The annual Time Check Run on the 23rd June went off very well with an entry of 16; the organisers made a very good job of it, but it should have been called the three C's, with Cyril, Cyril and Cedric as the organisers. Results:—

1, a tie between three crews: Mr. and Mrs. Bock, Mr. B. Lock and Mr. Picot, Mr. D. Courtney and Mr. G. White; 4, Mr. J. Manning and Mr. E. Phillips.

A treasure hunt on Saturday evening, 6th July, was run by John and Godfrey, and, by what I hear, this was a very good event, with quite a lot of people getting lost or not being able to find the clues. Results:—

1, W. Bond; 2, C. J. Perkins; 3, A. Jury; 4, C. Alford.

We were very sorry to read of the death of a well-known South West Centre official and a very keen supporter of motor sport, and wherever he was he was always lending a helping hand to everyone. He was known to us all as Richard.

S.G.H.

## EXMOOR M.C.

Not much to report on this month. One sad bit of news which has come to us is that one of the best known personalities in the South West Centre has passed away. I mean, of course, Richard Walford, Hon. Secretary of the West of England M.C. His passing will leave a gap that will take a bit of filling. On behalf of the Exmoor Motor Club may I offer our condolences to those left behind.

By the time this is being read we shall have had a Closed Trial, Social Evening and our second Scramble, so there should be more to write about next time.

BOB BARROW.

## MORETONHAMPSTEAD M.C.

It is with very deep regret and a sense of loss that we note the passing of Richard Walford, who, apart from his many activities for the West of England Club, had been an active committee member of the Moretonhampstead Club for many years. He was invariably Club steward at our sporting events, and will be sadly missed for a long time to come.

Our Veterans' Trial, run on 7th July, was won convincingly by Ken Haydon, who seems to have lost none of his old skill, to finish a fairly difficult course with a final debit of only one mark. Freddie Hawken was a good second and Tom Whitton third. In contrast to last year, we had a warm day for this year's event, and spectators, as well as competitors, had a thoroughly enjoyable day out.

We hope to hold a film show in the future, which will include some shots of this year's Veterans' Trial. The date will be announced in next month's "Gazette."

F.W.A.

## THE DEVONPORT & DISTRICT MOTOR CYCLE CLUB

### THE SEPTEMBER SCRAMBLE

for the S.W. Army Command Challenge Cup and the Kings of Oxford Shield

Sunday, 8th September, 1963, at 3.0 p.m.

PERMIT No. O.E. 682

**OFFICIALS:** A.C.U. Steward—W. J. Baker; Club Stewards—C. Harvey and A. Fletcher; Clerk of the Course—H. E. McSweeney; Secretary of the Meeting—I. A. Pridham, 40 Coombe Park Lane, West Park, Plymouth.

**JURISDICTION:** Held under the G.C.R. of the A.C.U. and these Supplementary Regulations. Open to all fully paid-up members of S.W. Centre Clubs riding solo machines.

**VENUE:** To be notified.

**METHOD OF START:** Engine running, left hand on helmet, at the drop of the flag engage gear and off.

**MACHINES:** Any fuel and tyres may be used; Front number plates, mascots, etc., to be removed. Two efficient brakes and self-closing throttles, clutch and brake levers to be fitted with metal ball-ends of not less than 3/4-inch diameter. Each machine must be fitted with number plates not less than 10 inches in diameter, one facing forward and one each side of the rear wheel, black and white numbers as allocated on the acceptance card. Machines must be efficiently silenced.

**CLOTHING:** A.C.U. approved helmets and clothing must be worn.

**PRACTISING** will be permitted from 1.30—2.30 p.m., on the day of the event. Each competitor must complete one lap.

**ENTRIES** must be made on the attached form and sent together with the entry fee of 7/6 (to cover part of insurance) to Secretary of the Meeting not later than **Tuesday, 3rd September, 1963.** The entry will be limited to 45 Juniors and 20 Experts. **No Money—No Ride.**

**ABANDONMENT:** The Club reserves the right to cancel or postpone the event or any class in it if circumstances make it necessary.

EVENTS :	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1. Up to 250 c.c. ... ..	110/-	80/-	50/-	30/-	15/-	10/-	10/-	10/-	5/-	5/-
2. Over 300 c.c. ... ..	130/-	100/-	70/-	50/-	25/-	25/-	15/-	15/-	10/-	10/-
3. Up to 350 c.c. ... ..	90/-	70/-	50/-	30/-	15/-	10/-	5/-	5/-	5/-	
4. Class Capacity ... ..	60/-	40/-	20/-	10/-	(in each capacity).					
5. Non-Winners ... ..	60/-	40/-	20/-	10/-	10/-	5/-	5/-			
6. Open ... ..	70/-	50/-	40/-	20/-	10/-	10/-	10/-	5/-	5/-	

Event 1—Up to 250 c.c. for the Kings of Oxford Shield.

Event 2—Over 300 c.c. for the S.W. Army Command Challenge Cup.

## DEVONPORT SCRAMBLE

8th September, 1963

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.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....

Address.....

..... Club .....

Machine ..... c.c. Passenger .....

Enter me for Events No..... Racing No. preferred.....

Signature ..... Date ..... Phone .....

Signature of Parent or Guardian (if under 21)..... My status is Expert/Junior

Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.

## SOMERTON & DISTRICT M.C. & L.C.C.

# SPRING CUP TRIAL

This Event will now take place on **SATURDAY, 10th AUGUST,** at **6.0 p.m.** Start : Queens Arms, Corton Denham, between Sparkford and Sherborne.

Regulations as February "Gazette" or on application to Secretary of Meeting : Frank Pengelly, "Penznest," Queen Camel, Nr. Yeovil.

### SOMERTON M.C.

Our notes are written with a sad heart this month, as firstly, Richard Walford passed away in the latter part of June. Richard, a stalwart of the West of England, will be missed not only by his Club, but also as an official of the South Western Centre.

On 11th July, W. M. ("Malcolm") Body was killed whilst working with a tractor. Malcolm, a personal friend as well as a Club member, will leave a big gap in the Trials and Scrambles ranks. Besides riding for Somerton teams in Scrambles and Trials, he represented the South Western Centre in many Inter-Centre Team Trials. He was Wessex Trials Champion and could be relied on to give of his best. To his wife and daughter we extend our deepest sympathy.

"Mrs. CUR."

### PLYMOUTH TOURING M.C.

The conducted tour of Lewtrenchard Manor proved to be a great draw for Club members 'old' and new. There were several faces there that I had not seen for at least a year. We had the whole range of Club transport on show, ranging from John Noblet's Arrow to Chairman Dave's newly-acquired Sprite. It was the first time that many had seen the grounds in daylight, and everywhere was explored from the graveyard to the goldfish pond. The tour of the house was most interesting, and at the mention of a genuine 'old Master' somewhere in the house, some of our would-be art thieves took considerably more interest in oil paintings than they had ever done before.

The camping week-end planned for Christchurch was cancelled, due to lack of support, though eight tents were erected at Newquay, and the 18 occupants, including a one-year-old veteran camper, enjoyed a glorious week-end.

At the Skilful Riding Competition, Arthur Ford proved himself to be our champion of the long grass. Despite a very poor entry, the Club Captain provided the contestants with an interesting selection of tests, including three we had not tried before. The slightly long grass made things a little difficult for the observers, especially Graham Butler, who needed a magnetic nose to help him locate lost nuts and bolts on his test.

The barbecue at Mothecombe was a washout, due to the appalling weather, though a handful of determined members put in an appearance and got a fire going. Let's hope that we get better weather for the next one on the 10th of August.

The 30th June saw us once again on the Hoe supporting the Lorry Driver of the Year Contest. As usual, our test was carried out without a hitch, though several of our members observing on the route felt the need for an extra head each to cope with lorries coming from different directions at the same time.

B.C.G.

## DARTMOUTH & DISTRICT MOTOR CYCLE & L.C.C.

### STANBOROUGH SCRAMBLE

Sunday, 15th September, 1963. Start 3.0 p.m.

PERMIT No. O.E. 683

TEMPORARY COURSE CERTIFICATE No. 238

**OFFICIALS :** A.C.U. Steward—R. W. Fraser; Club Stewards—Mr. R. Usher and Mr. J. Langmead; Clerk of the Course—Mr. B. R. Trott; Secretary of the Meeting—Mrs. P. Trott, 3 Leechwell Lane, Totnes.

EVENTS & AWARDS :		1st	2nd	3rd	4th	5th	6th	7th	8th
1. Junior Riders only ... ..	...	70/-	50/-	30/-	20/-	10/-	10/-	5/-	5/-
2. Experts only and First 10 in Event 1 ...	...	120/-	70/-	50/-	30/-	20/-	10/-	5/-	5/-
3. Up to 350 c.c. ... ..	...	70/-	50/-	30/-	20/-	15/-	10/-	5/-	5/-
4. 300 c.c. and Over ... ..	...	90/-	70/-	50/-	40/-	20/-	10/-	5/-	5/-
5. Unlimited—Open ... ..	...	120/-	80/-	60/-	40/-	20/-	10/-	5/-	5/-
6. Capacity Race (Up to 250 c.c. and over 250 c.c.) ...	...	60/-	40/-	20/-	10/-				

**JURISDICTION :** Held under the G.C.R. of the A.C.U. and these Supplementary Regulations. Open to all members of the S.W. Centre riding solo machines.

**VENUE :** Morley Parks, Halwell, on main Totnes—Kingsbridge Road.

**MACHINES :** Self-closing throttles, ball-ended clutch and brake levers and an efficient brake on both wheels are compulsory. Machines must be efficiently silenced. Clarification of numbers is responsibility of riders.

**NUMBERS :** Each machine must be fitted with three black discs of not less than ten inches in diameter with numbers painted white, one facing forward and one on each side of the machine.

**CLOTHING :** A.C.U. approved helmets and protective clothing must be worn, comprising—Jackets or A.C.U. approved jerseys, gloves, breeches and boots.

**PRACTISING** will be allowed between 1.30 p.m. and 2.30 p.m. on the day of the meeting only. Each rider must complete one practice lap.

**METHOD OF START :** Clutch, hand on rear mudguard. Drop flag.

**POSTPONEMENT :** The organisers reserve the right to postpone or cancel any class or the meeting itself if circumstances make it necessary.

**ENTRIES** must be made on the form below, and reach the Secretary of the Meeting not later than **Tuesday, 10th September, 1963**, together with a fee of 7/6. (All entries received without fee will be returned.) Entries strictly limited. No fees will be returned unless cancellation is received three days before the event.

**INSURANCE** is compulsory and will be paid by the promoting club.

**NUMBERS** will be allocated on receipt of entry. State preference on entry form, if possible this will be granted.

### DARTMOUTH SCRAMBLE

15th September, 1963

I have read the Supplementary Regulations issued for this meeting, and agree to be bound by them, and the General Composition 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.

*It should be noted that entry forms for drivers under 21 years of age must be countersigned by the Parent or Guardian signifying consent since the indemnity would not be valid in law signed by a 'minor.'*

Name.....  
 Address.....  
 ..... Club .....  
 Machine ..... c.c. .... Passenger .....  
 Enter me for Events No..... Racing No. preferred.....  
 Signature ..... Date ..... Phone .....  
 Signature of Parent or Guardian (if under 21)..... My status is Expert/Junior

**Competitors may be requested to show proof that they are fully paid-up members of the club stated on their entry form.**

## A.C.U. NOTES

### GRASS TRACKS.

The attention of all Centre and Grass Track promoters is drawn to the following amendments to the General Competition Rules approved by the General Council :—

No. 267. **Auxiliary Wrecking Fence for Sidecars.** On all courses where sidecar races are held, an additional wrecking fence shall be erected 10ft. behind the above wrecking fence. This additional wrecking fence conforming to the above requirements (Para. 3) shall be erected from the apex of any bend in the direction of racing and continued partially along the following straight.

(Approved Competitions Committee 4/4/63—Min. No. 34.)

No. 212. **Chain Guards.** For all grass track races, 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."

(Approved by Competitions Committee 4/4/63—Min. No. 34.)

### SAFETY HELMETS.

A special appeal is being made by the Minister of Transport to encourage the wearing of safety helmets.

The appeal is the basis of a six months' campaign launched by the Minister on 27th May. Its object is to persuade all motor cyclists, scooter riders and their passengers of the need to wear safety helmets at all times.

Some harsh facts were quoted by the Minister in support of the campaign. Head injuries account for 70 per cent. of deaths from motor cycle accidents and last year 1,225 riders and passengers on motor cycles and scooters were killed. On the other hand, studies by the Road Research Laboratory show that the risk of head injuries is reduced by 30 to 40 per cent. if a safety helmet is worn.

Experienced riders recognise that motor cycling has its special hazards and they look upon their helmet as part of the normal riding kit. A well-fitting helmet is comfortable to wear and gives protection where this is most needed. If the rider's head is unprotected, even a minor spill can have serious consequences.

The Minister of Transport has powers to compel motor cyclists to wear safety helmets. However, he hopes that the campaign will be successful and thus rule out the need for compulsion.

### MOTO CROSS.

The following drivers have been selected to represent Great Britain in the Moto Cross des Nations in Sweden on 25th August, 1963, and the 250 c.c. Trophee des Nations in Belgium on 15th September, 1963 :—

#### Moto Cross des Nations.

J. Burton, A. J. Lampkin, D. E. Rickman, D. J. Rickman,  
J. V. Smith.

#### 250 c.c. Trophee des Nations.

D. Bickers, A. Clough, A. J. Lampkin, D. J. Rickman,  
J. V. Smith.

### 1963 FIXTURE LIST.

#### Additional Event.

15th September. Blackmore Vale M.C.C. National Grass Track Meeting.

## SCRAMBLES DRIVERS' STAR

UP TO AND INCLUDING LANCS. GRAND NATIONAL, 19th MAY

250 c.c. Class				500 c.c. Class			
1	B. Goss	...	14 pts.	1	J. V. Smith	...	21 pts.
2	N. Crooks	...	8 "	2	J. Burton	...	11 "
3	C. Horsfield	...	6 "		V. Eastwood	...	11 "
4	A. Clough	...	4 "	3	D. E. Rickman	...	6 "
	M. G. Davis	...	4 "	4	C. Horsfield	...	5½ "
5	E. Greer	...	3 "	5	D. J. Rickman	...	4 "
	D. J. Nicoll	...	3 "				

### LEADING SCRAMBLE DRIVERS

The following Scramble drivers are at 30th June leading the list for the South Western Centre Individual Championship : 1, B. Slee (Torpoint); 2, B. Goss (Yetminster); equal 3, B. Sharp, Parkstone, K. Messenger, Swindon; 4, V. Vaughan, Taunton.

M. Jones, of Warminster, was omitted from list published last month of Scramble drivers up-graded to Expert status.

D. H. JENKIN,

Scramble Drivers' Recorder, S.W. Centre.

## Small Advertisements

2d. per word, minimum 3/- per insertion. Box No. (three words), plus 8d. for post.

### FOR SALE

**Scramble Body Belts**, 20/-; Post 1/-; **Wrist Straps**, 5/-, Post 6d.; and our famous Demco Handlebar Grips for competition machines, 3/6 pair. Post 6d. A.C.U. Approved Jerseys, all sizes and colours; send for list.—Garth Jotcham, Sports Shop, Burnham-on-Sea, Som.

1961 "Hawkstone" **Square-barrel Greeves**; new tyres; £65.—B. Shattock, Pound, Bishop Lydeard, Nr. Taunton.

1961 **250 c.c. Moto-Cotton Scrambler**, square-barrelled engine, in good condition; home-made back-frame (handles well), hence price of £55; or sell engine separately, £40; consider road machine in part exchange.

Second-hand Gold Star Scramble Spares : Duplex frame, crank-cases, oval fly-wheels, mainshafts, gears, etc., 350 c.c. valves (new), wheels (one with new 400 x 19 tyre, Avon), 2 400 x 18 tyres, 10.TT9 carb.; few other bits.

Always Dismantling 197 c.c. Villiers Machines, 6E, 7E and 8E/3/4.

**Mike Fey**, Lannacombe, Bishopsteignton Road, Teignmouth (phone 1212), or No. 63 at most Scrambles.

**Ropes for Spectator Control**, Elastic for Starting Gates; also the latest A.C.U. approved sized Flags (yellow, red, black); also Start, Last Lap and Chequered Flags. Send for List.—Garth Jotcham, Sports Shop, Burnham-on-Sea. (Phone 2698.)

## RICHARD WALFORD

It was with great sorrow we learnt of the death of that great sportsman, Richard Walford, on 29th of June. Dick had been Secretary of the West of England M.C. from December, 1954, with one short break until his death. He had been Clerk of the Course of the West of England National Trial since 1958 and last year was Secretary as well. He had organised all the West of England Trials for many years and had been the organiser of the R.A.C./A.C.U. learner scheme in Exeter for the last nine years. He was an S.W. Centre Steward. He had been a committee member of the Moretonhampstead Club for the last six or seven years. The motor cycle sport will be very much the poorer for his loss and he will be greatly missed by his Club and by so many other Clubs in the Centre, especially in the Trial season, where he was always to be found on a section, no matter what the weather. Those of us who attend the Board meetings will miss his wit and knowledge.

## MALCOLM BODY

The sudden death of William Malcolm Body, aged 25, on 11th July, will long be remembered by many in the South Western Centre. Malcolm rode for us in the Inter-Centre Team Trial, was also a member of a winning Club team in our Inter-Club Team Championship, and by residing in the optional zone he collected many awards in the Wessex Centre, being Trials champion for three years. His prowess in Scrambling and the way he thrilled many thousands at gymkhanas by his spectacular 75ft. leaps over the long jump board will never be forgotten. His far-reaching popularity was shown by the following of nearly 400 to his grave.

The name 'W. M. Body' will live on for many years to come by its appearance on many perpetual trophies in the Trials and Scramble world.

### APPEAL ALLOWED

The appeal against National suspension by Bryan Goss was allowed by the Auto Cycle Union at an inquiry held in London on 25th July.

The only suspension held against Goss is local, in the Wessex Centre only.

### ANNOUNCEMENT

Editor's Phone No. after 6.30 p.m. and Sundays : BURNHAM 2867. Day : 2698 (as before).

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