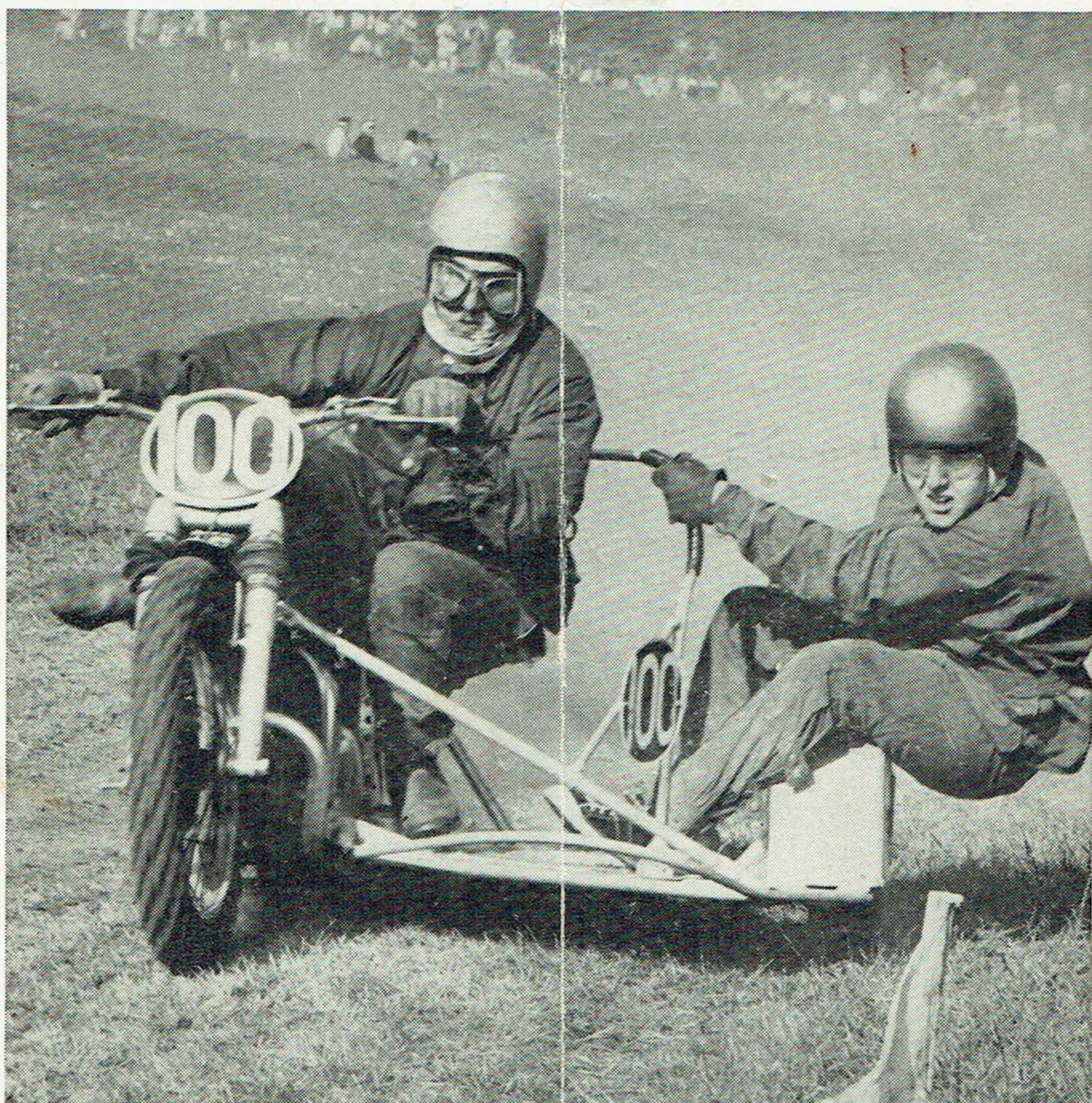


THE SOUTH WESTERN CENTRE GAZETTE

Editor:
GARTH JOTCHAM



JULY, 1963



Yeo Vale Clubmen, Gordon Gill and Mike David, both Trials riders in the winter, form a successful sidecar grass track crew in the summer. Seen here at the Broadhembury Club's Regional Restricted Grass Track Meeting on Whit Sunday.

Photograph by Gordon Francis

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SOUTH WESTERN CENTRE

Vol. 15 No. 4

JULY, 1963

GAZETTE

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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:—

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

STANBOROUGH SCRAMBLE

Sunday, 21st July, 1963. Start 3.0 p.m.

PERMIT No. OE 671

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, 16th July, 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

21st July, 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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SOMERTON M.C.

What an excellent entry for our Scramble. The course was in first-class condition and many riders said how much they enjoyed riding there.

We were very pleased to see Mr. Eric Wanklyn, the Centre Press officer, and his wife, at the "Stearth." Many people say what an excellent job he is doing. Keep up the good work, Eric.

Our thanks to the very many people who assisted at the working parties, especially a word to all Junior Scramblers, and indeed Experts, such as Terry Cox and Badger Cox, who assisted. Thanks, too, to B. Lukins and J. Fisher, who were clerk of the course and secretary of the meeting respectively.

The Novice and Beginners' Trial was the usual hilarious "do." For a full report try to get hold of a Somerton News Rag, the June edition. Awards are as follows:—

Best Performance : Novice and Beginners' Trophy—D. Wood, 250 Greeves (2). Club Trophy : Best Novice—A. Goss, 250 Greeves (5). Club Trophy : Best Beginner—T. Higgins, 197 Dot (8). 1st Class Award : Novice—C. Pattison, 250 Dot (8). 2nd Class Award : Novice—D. Pengelly, 197 Dot (9). 1st Class Award : Beginner—R. Mitchell, 250 Dot (10). 2nd Class Award : Beginner—M. Davis, 250 Greeves (13).

We are grateful to Mike Wood, of R. & W. Motors, Bridport, for the loan of his 250 Greeves. This was the model on show at Blackpool. I wonder if he will ever bring another machine to a Somerton "do" after seeing the illustrious "Cur's" performance on it? It could have been worse—Tim Wells could have rode it!

By the time these notes are read most people will have heard a little of the Bryan Goss affair. The whips have not finished cracking yet, and perhaps, next month, we shall be able to say a little more.

Congratulations to David and Grace Pengelly on the birth of a son; mother and son doing well.

"Mrs. CUR."

EXMOOR MOTOR CLUB

EXMOOR SCRAMBLE

Sunday, 28th July, 1963, at 2.30 p.m.

A.C.U. PERMIT No. OE 676

TEMPORARY COURSE CERTIFICATE No. 37

OFFICIALS : A.C.U. Steward—R. K. Harvey; Club Stewards—C. H. Kemp and R. C. Nash; Clerk of the Course—D. Parsons; Secretary of the Meeting—R. E. Miller, 5 Holloway Street, Minehead.

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

VENUE : Stone Down, Exford, Somerset.

METHOD OF START : Clutch, mass start.

MACHINES : Front number plates and lamps must be removed. Two efficient brakes, one on each wheel, are compulsory. Self-closing throttles and ball-ended clutch and brake levers are also compulsory. Machines must be efficiently silenced.

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, comprising—jackets, gloves, breeches and boots, must be worn.

PRACTISING will be allowed between 1.30 p.m. and 2.15 p.m. on the day of the meeting only. Each rider must complete one practice lap.

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

POSTPONEMENT : The organisers reserve the right to postpone or cancel any class or the Meeting itself, if circumstances make this necessary.

EVENTS :

	1st	2nd	3rd	4th	5th	6th	7th	8th
1. Juniors only (Unlimited)	70/-	50/-	30/-	20/-	15/-	10/-		
2. 1st Unlimited (Open)... ..	100/-	80/-	60/-	40/-	20/-	10/-		
3. Up to 250 c.c. (Open)	60/-	40/-	30/-	20/-	10/-	10/-	5/-	5/-
4. Exmoor Unlimited for Sweetland Trophy ...	100/-	80/-	60/-	40/-	20/-	10/-		
5. Up to 350 c.c. (Open)	80/-	60/-	40/-	20/-	10/-	10/-		
6. Experts and Invitation	150/-	80/-	60/-	40/-	20/-	10/-		

PROTESTS in accordance with A.C.U. Rules.

EXMOOR SCRAMBLE

28th July, 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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OTTER VALE M.C.

The Easton Motors Trophy Trial was held on Sunday, 26th May, in the Gittisham and Ottery St. Mary district. An entry of 35 started in this Closed-to-Club event, and they rode such sections as Gittisham Mud (which proved to be as sticky as ever), Jim's Joke and Raspberry Ripple. Crink-um and Crank-um were also used, the organisers trying to use a new piece for the latter. This, however, proved to be far too difficult in its present state, but after a few alterations could be a very good section. The result was as follows:—

Easton Motors Trophy—E. A. Dommett (14); runner-up—I. A. Pridham (15-S.T.). 1st Class Awards—E. H. J. Short (15-S.T.); A. Stevens (18); R. Rowse (19). 2nd Class Awards—C. Dommett (20); A. J. Barbary (23); M. Lavercombe (28); P. Bellew (28). Non Expert—M. Thyer (31). Novice—B. Galton (73).

The Club entered a team in the Lyn Regional Restricted Trial on Whit Sunday and they came second to Devonport. The team consisted of E. A. Dommett and two Cornish members: C. Dommett and A. J. Barbary.

We ran another Closed Trial on Saturday, 15th June. This was held during the evening on Gay's Farm, Branscombe. The result was as follows:—

Richard Brown Trophy—I. A. Pridham, 250 James, Devonport (10 marks lost). Runner-up—V. J. Ashford, 250 B.S.A., Denbury (14). 1st Class Awards—R. Baker, 250 Greeves, Honiton (19); J. Poate, 250 Royal Enfield, Dorchester (22); E. A. Dommett, 199 Triumph, Denbury (22); P. Bellew, 199 Triumph, Bideford (23). 2nd Class Awards—M. Lavercombe, 250 Greeves, Exeter (29); A. Stevens, 199 Triumph, Newton Abbot (29); G. C. Norton, 199 Triumph (39). Non-Expert—W. R. Smale, 199 Triumph, Torrington (43). Novice Award—D. Barter, 250 Greeves (93).

We will be running another evening Trial in July.

JEANNETTE COURTNEY.

SOUTH MOLTON & DISTRICT MOTOR CLUB

GRASS TRACK MEETING AT SOUTH MOLTON

Saturday, 3rd August, 1963, at 6.30 p.m.

PERMIT NO. OE 670

OFFICIALS : A.C.U. Steward—W. R. Haydon; Club Stewards—J. Phillips and A. Shubrook; Clerk of the Course—S. Hobbs; Secretary of the Meeting—G. White, Penswell Cottage, North Molton, N. Devon.

ANNOUNCEMENT & JURISDICTION : South Molton & District Motor Club will hold an Open-to-Centre Grass Track Meeting for Solo and Sidecar Motor Cycles on Saturday, 3rd August, 1963. This event is open to all paid-up members of all Clubs in the South Western Centre A.C.U. and is held under the G.C.R. of the A.C.U. and the following Supplementary Regulations.

ENTRIES must be made on the entry form below and sent to the Secretary of the Meeting, with entry fee of 7/6, Solos and Sidecars, not later than **Monday, 29th July, 1963.**

- EVENTS :**
1. Up to 250 c.c.—Solo.
 2. Sidecar—Unlimited c.c.
 3. Up to 500 c.c.—Solo.
 4. Sidecar—Unlimited c.c.
 5. Unlimited c.c.—Solo.
 6. Sidecar—Handicap.
 7. Eight Fastest Riders—Solo.

AWARDS : Cash Awards will be given on a Points basis, 5/- a point. 3 points a win, 2 points a 2nd and 1 point a 3rd in all heats. 4 points a win, 3 points a 2nd, 2 points a 3rd and 1 point a 4th in all finals. Sidecars 5/- per point each rider and passenger.

VENUE : Tree Field, Old Alswear Road, $\frac{1}{2}$ mile from South Molton.

MACHINES & CLOTHING : These must comply with the A.C.U. Regulations and will be inspected by the Machine Examiner before the start. Self-closing throttles are compulsory. Clutch and brake levers must be metal ball-ended, not less than three-quarter inch diameter. Machines must be efficiently silenced.

PRACTISING will be allowed between 5.30 p.m. and 6.15 p.m. on the day. Competitors must complete one lap.

POSTPONEMENT : The Organisers reserve the right to cancel or postpone any class or the Meeting itself if circumstances arise, which in their opinion, renders this action desirable, subject to the approval of the Steward. Only in the event of the abandonment of the meeting will entry fees be returned. The Promoters reserve the right of refusing any entry without giving reason, subject to the Competition Rules concerned.

Speedway riders must have their Promoter's permission.

Solos ride Anti-clockwise and Sidecars Clockwise.

SOUTH MOLTON GRASS TRACK

3rd 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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CHARD M.C.

This is, I think, the first time that we have contributed to the “ Gazette ” and the reason for this effort is to say a very belated “ Thank you ” to all the members of the various Clubs who came to our March Scramble and gave their valuable assistance. This was our postponed meeting, arranged at very short notice, and proved to be the best meeting we have run.

Our next Scramble is on Bank Holiday, Sunday, August 4th, when we are again staging solos and sidecars. Five solo and three sidecar events are planned, and it looks as though we are going to have a very good line-up of riders.

All members are asked to get in touch with the Secretary and let him know when they can help with ground work beforehand. Practically each week-end will see someone on the course, and if you can only come for a couple of hours it will help.

To all the many friends who helped us, “ Thank you, ” and we hope to have the pleasure in seeing you again.

J.W.C.

MORETONHAMPSTEAD M.C.

Sunday, 7th July, is the date of our second Annual Invitation Trial for veterans. Anyone who has not won an award during the last four years, and who is over forty, is invited to come along to the Scramble course at Langaford and “ have a go. ”

The Scramble held on 6th June was run under ideal weather conditions, and produced some very keen racing. Particularly noteworthy was the performance of our own John Harvey, who was placed in the first four in every race but one. Unfortunately, one or two riders overdid things a bit, resulting in a couple of minor accidents. The casualties, however, should all be completely fit by the time you read these notes.

There will be a working party at the Scramble course at 2 p.m. on Saturday, 6th July, and again on the Saturday before the next Scramble on 4th August.

I have just heard that Richard Walford has been carried off to The Royal Devon and Exeter Hospital. I am sure we all wish him “ all the best ” for a speedy and complete return to health.

Our Annual General Meeting and Presentation of Awards is to be on the second Wednesday in February, 1964, and will take the same form as last year, with a Social Evening and Film Show. The films booked include “ Scottish Six Days, 1962 ” and “ Six of the Best. ” The latter is one of the best films on Motor Cycle Sport that I have ever seen.

F.W.A.

MORETONHAMPSTEAD & DISTRICT MOTOR CLUB

LANGAFORD SCRAMBLE

Sunday, 4th August, 1963, at 3 p.m.

PERMIT NO. OE 672

TEMPORARY COURSE CERTIFICATE No. 264

OFFICIALS: A.C.U. Steward—Mrs. M. L. Ramsay; Club Stewards—G. Annaly and D. P. Cheesbrough; Clerk of the Course—R. S. Windeat; Secretary of the Meeting—W. Dodd, 7 King George's Terrace, Topsham, Devon.

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

VENUE: Langaford, off the B3212 Princetown to Moretonhampstead Road, approximately four miles from Moretonhampstead. First turning to the right after the Beetor Cross Filling Station.

METHOD OF START: Hand on helmet.

MACHINES must be efficiently silenced, if this rule is not complied with, the rider will be excluded from racing. Each machine must be fitted with three black discs, not less than ten inches in diameter with numbers painted white, one facing forward and one on each side of the machine. Two efficient brakes, one on each wheel, self-closing throttles, ball-ended brake and clutch levers are compulsory.

CLOTHING must comply with A.C.U. Regulations.

PRACTISING will be allowed between 2 p.m. and 2.30 p.m. on the day of the meeting only. Each machine limited to four laps, and no engines to be started up before 1.45 p.m. Each rider must complete one lap.

ENTRIES must be made on the form below and sent to the Secretary of the Meeting not later than **Tuesday, 30th July, 1963**, together with a fee of 5/-. **Late entries will not be accepted.** Entries will be limited to 80 riders. The Club reserves the right to refuse any entry without giving a stated reason. Competitors and Mechanics will only be admitted free with Official Pass provided by the Club.

ABANDONMENT: The Club reserves the right to cancel, postpone or alter part or the whole of this meeting if circumstances make it necessary.

PROTESTS: In accordance with the A.C.U. Rules.

FUEL: Any fuel may be used.

AWARDS & EVENTS:

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th
1. Unlimited—Juniors	60/-	40/-	20/-	10/-	10/-	10/-	10/-	5/-	5/-
2. The Hawken Cup Race—Unlimited Experts and Invitation	100/-	80/-	60/-	40/-	20/-	10/-	10/-	5/-	5/-
3. Up to 250 c.c.—Open	80/-	60/-	40/-	20/-	10/-	10/-	10/-	5/-	5/-
4. Over 300 c.c.—Open	80/-	60/-	40/-	20/-	15/-	15/-	10/-	5/-	5/-
5. Up to 250 c.c.—Juniors	60/-	40/-	20/-	10/-	10/-	10/-	10/-	5/-	5/-
6. Free for All	60/-	40/-	20/-	10/-	10/-	10/-	10/-	5/-	5/-

MORETONHAMPSTEAD SCRAMBLE

4th 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.

YEO VALE M.C.C.

Our June Scramble was, contrary to the usual June events, quite successful, so it seems that the attendance of the March event does really mean that a lot more people are following motor cycling events. Badger Goss didn't have quite all his own way, as is usual, when he appears at Little Norton, Geoff King being the main stumbling block, with Vicky Vaughan putting up a really gallant show, trying all the time.

Our team in the 'Sunbeam 200' nearly had the Team Award by a street and a half, but for an early misfortune concerning Tony Johnson and Dave Fletcher, when they collided in the dark, the result of which was a broken plug for Dave, which put him behind on time somewhat. The results showed that, had he had better luck on time, the observation results would have given us victory; as it was, Ivan Rose, with Sandy Syms on the pillion, were the only ones with a 1st Class Award.

Once again the Pillion Trial is with us and once again the Yeo Vale are the sole organisers of this type of trial in the S.W. Centre. Lady passengers are required, and two courses and two classes will be mapped out for standard and competition machines. The venue will be at Church Farm, Podymore, near Ilchester, Yeovil, by very kind permission of Mr. Eric Loder, on the 27th July, at 5.30 p.m.

Les Thomas has been bitten pretty quickly again after his "retirement" and has now acquired a 'rorty' HT5 for next winter. You can't keep 'em down for long.

Once again the Eastern end of the S.W. Centre is forgotten when it comes to handing around of congratulations. This time it concerns last month's "Gazette" mention of the Scottish Six Days' awards winners, when no mention was made of our Jim Taylor's 1st Class Award. Congratulations from us, Jim, anyway.

Finally, make a note of the Yeo Vale M.C.C. Annual Dinner and Dance on the 17th January, 1964, at the Manor Hotel, Yeovil. It's on a Friday night.

(Sack your Press officer for not passing Taylor's performance on for publication in the "Gazette."—Ed.)

SOUTH MOLTON M.C.

This month we have had a very good event in our Scramble with the biggest crowd ever, but we are still hoping for a bigger one. We had some very exciting racing throughout the afternoon, both in the solo and sidecar races. The course was in very good shape and racing went on at a very fast pace. We had two spills, one of them being P. K. Tizzard, who really sailed through the air, but the landing was not quite so soft and he had slight concussion. Results:—

Juniors—1, E. Burroughs; 2, C. Cook; 3, D. Wick. Unlimited—1, K. Messenger; 2, D. T. Cox; 3, B. Curtis. Second Unlimited—1, K. Messenger; 2, T. Cox; 3, B. Curtis. 350 c.c.—1, K. Messenger; 2, F. Heard; 3, V. Vaughan. Experts Only—1, T. Cox; 2, B. Curtis; 3, F. Heard. Sidecars, Unlimited—1, R. Rose; 2, M. Guildford; 3, R. Maughfling. Second Sidecars—1, M. Guildford; 2, R. Rose; 3, R. Maughfling. Third Sidecars—1, R. Rose; 2, M. Guildford; 3, R. Maughfling.

We had a very good Treasure Hunt on Saturday evening, the 8th June. Godfrey and Doug the organisers, made an excellent job of it, and one item could not be found by anyone. At one of the clues my son came running out with the whole tin full, much to the delight of the other competitors still trying to find it. The results were:—1, J. Cockram; 2, J. Manning; 3, J. Mogford.

We have a Night Rally on the 13th-14th July and a Grass Track Meeting, followed by a dance, on 3rd August.

S.G.H.

CENTRE CHAT

SUPPORT AT BOARD MEETINGS

I'll begin this month's notes with a reminder to all clubs of the Centre Board Meeting on 9th July at the Countess Wear Hotel, Exeter. While these meetings are generally quite well attended by a number of clubs, several are frequently not represented. I realise there are a great many alternative ways of employing a summer evening, but the quarterly Board Meetings are a vital part of administering our sport in the South West, and as such are the intimate concern of every affiliated club. Only by getting the widest cross-section of views, opinions and complaints can the Centre be what each club would wish it. Maybe you're not really concerned with the sporting side, but, whether you're a scooter or touring club, if you're on two wheels with an engine, we're all interested in much the same thing—freedom to enjoy our own form of sport without interference from anyone, official or otherwise. Make no mistake, the enemies of motor cycling don't differentiate between us, and the frequent attacks on motor cycle sport from many quarters are, if successful, a prelude to further and wider action against every aspect of motor cycling.

Let's see delegates from every club in the Centre, if possible; we may not move a mountain, but unity of interest gives us a considerable strength. After all, if you're not represented, your members can hardly complain if decisions are taken with which you disagree. You may be out on your own in your views, but our Chairman, Dave Jenkin, will guarantee every minority a hearing, and, anyway, rare is the proposition that cannot be improved with searching criticism and discussion. I look forward to seeing some of the less familiar faces among the delegates at Exeter.

CRASH HELMETS FOR ALL

The ways of the Minister of Transport are devious, occasionally very peculiar, and frequently plain stupid. The present campaign to increase the use of safety helmets is a mixture of all three, laid on by a hand whose velvet glove scarcely disguises the iron of anti-motor cycle bias in official quarters. We are told to wear helmets, like good boys, or Big Brother Marples will make us. I personally think they're an essential part of the sensible rider's equipment, but I cannot see this campaign, such as it is, will ever get through to the class of riders who are far more likely to need one to save them from the consequences of their own folly. Whether trials riders will voluntarily adopt them remains to be seen, although I doubt it. Most will, I fancy, enjoy the freedom to choose their own headgear while they still may. As one well-known Centre rider remarked, "I don't mind wearing a helmet, but I don't like being told I've got to!" I fear that Mr. Marples has already made up his mind, and that in due course legislation will make safety helmets compulsory. Just where the line will be drawn will probably be the only matter in doubt, since with the advent of some remarkably rapid 50's on the market, it will be difficult not to include everything that is propelled on two wheels by an internal combustion engine! I suppose it will provide yet another stick for the authorities with which to beat the motor cycling fraternity.

SCRAMBLES ON T.V.

The A.C.U. decision to give the B.B.C. exclusive rights to televise Saturday scrambles to the exclusion of I.T.V. has sparked off a king size row, particularly among the clubs in the North of England. At the moment, this issue does not directly affect the South West Centre, but inevitably decisions of this sort will have repercussions on all clubs. There is no doubt that the I.T.V. companies took the initiative in popularising scrambling as a T.V. sport, and by so doing have done motor cycling a good turn of a high order. It appears to me that B.B.C.'s Grand Stand only jumped on the bandwagon when many races filmed by I.T.V. provided some of the best and cleanest sport seen on the small screen.

If this A.C.U. decision means that we shall see no more of the Northern meetings, I think it a great pity. To be fair, the meetings screened by B.B.C. last winter were on top line scale with all star entries, covering the whole country, and raised widespread interest among people who had previously only regarded motor cycles as noisy, dangerous nuisances. Down here, in the S.W. Centre, we get a very good coverage on sound radio with Max King's excellent broadcasts, but have been virtually ignored by the B.B.C. T.V. On the other channel of Westward T.V., Sports Editor David Vine has covered a very fair number of our clubs' bigger and better scrambles with his film cameras, and again has aroused a real interest in the sport among viewers, many having since become paying spectators at our meetings. The Northern clubs do not appear to be prepared to let the matter rest, and it would seem fairer to let both networks share evenly, but, of course, we do not know the whole background to this decision. The main thing is that both us, the clubs, the sport and the manufacturers can well do with the income and favourable publicity from T.V. sponsored scrambles.

Another T.T. week has come and gone, and once again what might have appeared in prospect to be a dull series of foregone conclusions, have been set alight by some magnificent racing and riding. Geoff Duke has done yet another great service to motor cycling by getting the Gileras back into the fray in the 500 and 350 classes. In Friday's race, I doubt if anyone could have held Mike Hailwood after his searing 106 m.p.h. standing start lap. What a swan song if this should prove to be his last T.T. before changing to racing on four wheels! The only sad note to me was the final and complete annihilation of British machinery in every class. While providing rides for the bulk of the entry, we can no longer make any claim to make competitive road racing motor cycles, and the falling sales of British machines in the world market is no mere coincidence.

No one doubts that racing is just about the most expensive form of advertising, but no amount of money can buy the reputation that success brings. Why else would Fords of Detroit want to buy Ferrari! Even in moto-cross, it seems, we can no longer supply our riders, who are the equal of any, with machines that will stay screwed together long enough to win. What a sad, indeed deplorable state of British motor cycle design and construction! With the thought that a certain mark of one's age will soon be to remark that "I can remember when a British bike was world champion," I close this month's Centre Chat. See you at Exeter on 9th July!

E.E.W.

FRED WIGGINS

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EXMOUTH MOTOR CLUB

OPEN-TO-CENTRE SCRAMBLE — LUPPIT COMMON

Monday, 5th August, 1963, at 2 p.m.

PERMIT NO. OE 673

TEMPORARY COURSE CERTIFICATE NO. 368

OFFICIALS : A.C.U. Steward—W. J. Baker; Club Stewards—R. Leach and H. Smith;
Clerk of the Course—A. Smith; Secretary of Meeting—D. Rouse, 16 Midway, Littleham, Exmouth.

EVENTS :

	1st	2nd	3rd	4th	5th	6th	7th
1. Junior Riders only ...	60/-	40/-	20/-	15/-	10/-	7/6	5/-
2. Experts only and first 7 of Event 1	150/-	80/-	60/-	40/-	20/-	10/-	5/-
3. Up to 350 c.c. ...	120/-	80/-	60/-	30/-	20/-	10/-	5/-
4. Up to 500 c.c. ...	140/-	80/-	60/-	40/-	20/-	10/-	5/-
5. Unlimited (Open) ...	120/-	100/-	60/-	30/-	20/-	10/-	5/-
6. Invitation ...	150/-	100/-	60/-	30/-	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 **Tuesday, 30th July, 1963.** Entry Fee, 7/6.

MACHINES must be fitted with a number board facing forward and two number boards to the rear, one 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 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 knee-boots in leather.

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

VENUE : Chapel Hayes Farm, Luppit Common, Uptontery. Adjacent Smeatharp disused Airfield.

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

EXMOUTH SCRAMBLE

5th 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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Triumph

or any other bike for that matter

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EXMOUTH M.C.

Our Wednesday evening run this month was a treasure hunt with a skittles match—Ladies v. Gents—at the Cannon Hotel, Newton Poppleford.

Vernon, in the original "Z. Victor 1," was the organiser, and the list of treasures he set us all to find varied from a golf tee to a lady's suspender with or without blushes or explanations.

The winners, by hook or crook, were the "Beery Boys" with 25 points. Chairman, John Densham, in his Ford "Special," was a close second. Many thanked Vernon for an enjoyable evening.

The annual Dolforgan Trophy, run under R.A.C. rulings, only brought eight competitors to the start at the Club's H.Q. on May 26th; very disappointing for organiser, Mr. John Densham, as the amount of work he put into it was worth more support. Still, I understand the finishers enjoyed themselves, although I am given to believe some roads were "Z Class."

The 80 miles covered during the afternoon and evening were through the areas of Yettington, Sidbury, Honiton, over Luppit Common, and the tea was disposed of promptly at Dunkeswell Aerodrome. Eventual winners, need you ask, were A. Smith and A. Bradford, with Mr. Wilson and Mr. Hutchinson taking second place.

Quite a large crowd watched the Go-Kart racing last Wednesday evening at Exmouth. It was spills and thrills galore. A few of our own members were competing and Ken Le Page won the final of the non-winners' race, whereas Ron Jelfs was a worthy second in the "Gear Box" final to national driver, John Brock. Good racing, good crowd, so let's have more Karting at Exmouth, please.

It's nice to see Miss Sandra Biggs and Mr. John Dean out and about again after their sessions in hospital. Sandra badly cut her thumb on a bacon machine, whereas John had better keep to dry land in future.

Dates for your notebook :—

July 7th—R.A.C. Rally. Baker Trophy.

August 5th—Scramble.

August 25th—All-day run. Coronation Cups.

TORRIDGE & DISTRICT MOTOR CLUB

CROWBEARE SCRAMBLE

Monday, 5th August, 1963, at 3 p.m.

FOR SOLO MACHINES

PERMIT No. OE 674

TEMPORARY COURSE CERTIFICATE No. 76

OFFICIALS: A.C.U. Steward—J. T. Courtney; Club Stewards—J. Lock and A. V. Hodgkins; Clerk of the Course—P. Jenkinson; Secretary of the Meeting—A. E. Cornish.

JURISDICTION: This event is held under the G.C.R. of the A.C.U. and these Supplementary Regulations. Open to all S.W. Centre Club members riding solo machines.

MACHINES: Front number plates, lamps and mascots, etc., must be removed. Machines must have two efficient brakes fitted, one to each wheel. Self-closing throttles are compulsory. Clutch and brake levers must be ball-ended, diameter of ball not to be less than $\frac{3}{4}$ -inch in metal. Machines must be efficiently silenced.

CLOTHING: A.C.U. approved helmets, jackets, or A.C.U. approved jerseys, also breeches, knee boots and leather gloves must be worn.

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

PROTESTS must be made in accordance with the A.C.U. and addressed to the Steward through the Secretary.

VENUE: Crowbeare Farm ($\frac{3}{4}$ mile from Torrington).

START: Clutch start.

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

CLASSIFICATION OF RIDERS: As Centre ruling.

INSURANCE: Riders insurance will be paid by the Promoting Club.

ENTRIES to be sent to the Competition Secretary, E. V. Pratley, 1 Town Park, Torrington, North Devon, not later than **Monday, 29th July, 1963**, with an Entry Fee of 5/-. **NO ENTRY FEE—NO RIDE.**

CLASSES:

Event		1st	2nd	3rd	4th	5th	6th	7th	8th
1	Junior Riders	100/-	60/-	40/-	20/-	10/-	10/-	5/-	5/-
2	Up to 350 c.c.	100/-	60/-	40/-	20/-	10/-	10/-	5/-	5/-
3	Unlimited	140/-	90/-	50/-	30/-	20/-	10/-	10/-	5/-
4	351 c.c. and over	100/-	60/-	40/-	20/-	10/-	5/-	5/-	5/-
5	Unlimited	140/-	90/-	50/-	30/-	20/-	10/-	5/-	5/-
6	Invitation	100/-	60/-	40/-	20/-	20/-	10/-	5/-	5/-

CROWBEARE SCRAMBLE

5th 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.

BROADHEMBURY M.C.

Without blowing our own trumpet too soon, firstly, the B.D.M.C. would like to thank all members of other Clubs in the Centre for their invaluable assistance at the R.R. Grass Track Meeting at Gamlins on Whit Sunday. This must be one of the finest speed events that the S.W. Centre has ever seen and even exceeded the committee's expectations. Racing on a 660 yard kidney-shaped circuit, solos and sidecars provided speed and thrills to hold the crowd until the very last race. Unfortunately, the suppliers of the public address system caused some chaos by forgetting a microphone, and we must therefore apologise for the lack of clarity when the results were announced.

The Solo "Championship" Trophy was retained by Lew Coffin, with Don and Derek Rickman 2nd and 3rd, whilst K. Norcutt won the Sidecar Trophy, followed home closely by R. Gerring and G. Nunn.

A hitch on the starting line sent the St. John's stretcher party in pursuit of a sidecar driver to the pits, to find him sat on a box beating his broken (artificial) leg back straight with a mallet!

Application will be made for a National Permit for the same day next year, which would really put grass track racing back on its feet in the S.W. Centre.

The annual Sausage Sizzle is a little earlier this year and will be held on Saturday evening, July 13th, on Woodbury Common (O.S. 176 : 034.874), starting any time after 6.0. The spot will be marked from the Halfway Inn on A 35. A treasure hunt will ultimately take us back to see Jack Thorne at Broadhembury.

A.J.C.

DEVONPORT M.C.C.

Only event to report this month is our first Scramble this year, for which we had a good crowd on a dry but cold day. Brian Slee had things nearly all his own way until the last race, when, closely followed by Brian Sharp, was passed by Sharp, who held the lead for two laps, but was overtaken again by Slee; at the finish half a length separated the two riders. Many thanks to all who gave a hand to make the event a success, and to the gang organising the catering, which was well run, and sold everything they brought. Results:—

250 c.c.—1, B. J. Slee; 2, B. Sharp; 3, J. Harvey. Over 300 c.c.—1, B. J. Slee; 2, D. Orchard; 3, T. W. J. Hobbs. 350 c.c.—1, B. J. Slee; 2, B. Sharp; 3, J. Harvey. Class Capacity: Over 301 c.c.—1, B. J. Slee; 2, J. Scott; 3, D. Orchard. Up to 300 c.c.—1, B. Sharp; 2, J. Harvey; 3, M. C. Martin. Non-Winners—1, R. J. Thorne; 2, M. McNamara; 3, I. Beard. Open—B. J. Slee; 2, B. Sharp; 3, D. Orchard.

Our next Scramble will be held again at Clearbrook, and we hope to have a good entry so as to provide first-class racing.

E.J.

TIVERTON M.C.

The Club held a Grass Track at Tiverton on Whit Saturday; a very large entry was received and some excellent racing was seen by a moderate-size crowd. Lew Coffin was again unbeatable in the solo events; the sidecar races proved to be very competitive.

The Club feels that it is exceptionally fortunate in having Mr. George Picketts as Secretary of the meeting for its next Scramble at Oakford on 11th August. We are putting on both solo and sidecar events.

Des May would like to thank all the marshals who took controls on his car rally—without their help rallies as we know them would not be possible. The next Rally, by the way, will be 14th-15th September.

We are sorry for the delay regarding the 1962 Rally awards, but every effort is being made to get delivery as soon as possible.

THE TIVERTON MOTOR CLUB

GRAND TROPHY SCRAMBLE (for Solos and Sidecars)

NETHERCOTT FARM, OAKFORD

Sunday, 11th August, at 3 p.m.

OPEN-TO-S.W.-CENTRE PERMIT No. OE 675 TEMPORARY COURSE CERTIFICATE No. 162

OFFICIALS: A.C.U. Steward—R. P. Walford; Club Stewards—W. Martin and D. May; Clerk of the Course—J. Leigh; Secretary of the Meeting—G. Picketts, 23 Exeter Road, Exmouth. Phones 2292 and 3264.

JURISDICTION: This event will be held under the G.C.R. of the A.C.U. and these Supplementary Regulations.

VENUE: Nethercott Farm, Oakford, nr. Tiverton.

Entries must be made on form below and sent to Secretary with Entry Fee before Saturday, 27th July, 1963. Solo, 8/6; Sidecars, 12/6. This includes part Insurance. Junior entries limited to 50.

START: Elastic method. Hand on helmet.

PRACTISING will be allowed between 1.30 and 2.30 p.m.; each competitor must complete one practice lap.

EVENTS & AWARDS:

	1st	2nd	3rd	4th	5th	6th	7th	8th
1. Junior Riders ...	60/-	30/-	20/-	10/-	10/-	5/-	5/-	5/-
2. Unlimited (Open) ...	100/-	60/-	40/-	20/-	10/-	5/-	5/-	5/-
3. Sidecar (Open) ...	80/-	40/-	20/-	10/-				
4. Up to 350 c.c. ...	80/-	40/-	30/-	20/-	10/-	10/-	5/-	5/-
5. Sidecars (Open) ...	100/-	60/-	30/-	10/-				
6. Unlimited (Open) ...	100/-	60/-	40/-	20/-	10/-	5/-	5/-	5/-
7. Sidecar (Handicap) ...	120/-	80/-	40/-	20/-	10/-			
8. Experts and Invitation ...	150/-	100/-	60/-	40/-	20/-	10/-		

JOHN LEIGH TROPHY for best solo rider of the day; B. STONEMAN TROPHY for winner sidecar handicap (to be held for one year).

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.

TIVERTON SCRAMBLE

11th August, 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.

BRISTOL RIDER AGENTS AND ENTHUSIASTS FOR

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LYN M.C.

The Club's attempt at a Gymkhana and Barbecue on 16th May was a roaring success with well over 500 people in attendance; everyone seemed to enjoy the events and made short work of a 100 chicken and countless numbers of 'hot dogs' and sandwiches.

Many thanks to Ted Stanbury for the loan of the field and all those stalwarts who gave their assistance so willingly to make the evening a success.

Our Regional Restricted Trial (Lyn & District Traders' Trophy Trial) was run from Lynton on 2nd June. The weather was ideal and we were blessed with over 100 entries. The course seemed popular (except for a very sticky section at Drybridges) and the Trial was completed without many major setbacks. The Club extends its thanks to all the observers and helpers, without whom the success of the Trial would be impossible. I have just received the results of the Trial, and, for the benefit of those who have not received a result sheet, the following are the principal award winners:—

Lyn Traders' Trophy—1, M. Dismore (14 marks lost); 2, P. Bellew (18, on special test); 3, M. Fry (18). Non-Expert Award—W. R. Smale (41). Novice Award—J. Renton (50). Team Award (White Ladies' Shield)—Devonport 'A' (Rouse, Pridham, Prowse) (70). 1st Class Awards—I. Pridham, R. Rouse, A. Barbary, D. Radford, A. Povey, R. White, C. Dommett, M. Lavercombe, D. Prowse. 2nd Class Awards—E. Dommett, C. Lambert, G. Pursey, V. Ashford, A. Stevens, J. Johns, P. Valentine, J. Poate. Award for Best Lyn Club Member—K. Holsgrove.

About 150 people attended the Club Dance on the 1st June prior to the Trial, with quite a few chaps in attendance from various London Clubs. Many thanks to the ladies of the Club for organising the dance and making it a social success.

BRIAN O. WINDSOR.

Advertiser's Announcement

Mike Wood

TALKING SPORT

(Seventh in a Series)

EXPANSION CHAMBERS

R. & W. Motors Ltd. are always in the forefront of scramble machine development, especially that of two-strokes. We are pleased to be able to supply the latest modification to enable you to get more power and speed for your two-stroke scrambler. I am referring, of course, to the Mayfield expansion chamber—that remarkable device—so simple yet so effective. These are produced to bolt straight onto the Greeves MDS, but they can be modified to fit any stroker. The price is £6 15s. 0d. When an expansion chamber is fitted, it is very important to put a larger size main jet in the carburettor, otherwise a hole will quickly appear in the top of the piston. The expansion chamber causes the engine to work much more efficiently, and, if the existing main jet is retained, the mixture will be far too lean and cause overheating and consequent melting of the piston! These expansion chambers are obtainable from R. & W. Motors Ltd., 36 South Street, Bridport. Telephone 2887.

R. & W. SPECIAL

The R. & W. Special that Ray Baker has been riding so successfully in South Western Centre scrambles events was built by Ginger Dunn at R. & W. Motors Ltd., Bridport. The frame was originally Greeves MDS with the alloy beam removed and twin down tubes fitted in its place. Ginger had modified it ready for the Starmaker motor. When the Starmaker motor proved to be such a flop he cancelled his order with Villiers and fitted a unit construction Triumph 5TA engine. This went into the frame with surprisingly little bother and gave a bike that was both light and powerful with excellent handling. We all wish Ray continuing success with it.

BIKES

If you are thinking of changing your trials or scrambles bike, or getting a new one, a visit to R. & W. Motors Ltd., of 36 South Street, Bridport (telephone 2887), would be well worth your while. There is always a wide selection of 2 and 4-strokes to suit all tastes and pockets. In the trials line for instance, at the time of writing there was an HT Ariel with alloy tank and rim at £65, a 1963 trials Cub at £160, a Royal Enfield 350 c.c. trials at £45, a 1963 trials Dot at £145, a 1962 trials Dot at £125; in the scrambles line a new Greeves MDS at list price of £260, a 1961 Greeves MCS with MDS barrel at £125, a Greeves Hawkstone with Marcelle barrel and fibre-glass tank at £100. Our stock is changing all the time, so watch "Motor Cycle News" each week for our advertisement in the classified section. We can supply any make of new machine, but only Cotton or Dot in kit form. Other useful items stocked at R. & W. Motors Ltd. include things like plastic and rubber competition handlebar grips, various types of handlebar from straight trials to Greeves half and full lift, remould quality scrambles and trials tyres, nylon twist-grips, both quick action and trials type, ball-ended levers, fibre-glass tanks, scrambles jerseys, body belts, goggles, eye-shields, helmet peaks and helmets with A.C.U. approved stamp. Ring Bridport 2887 or call at 36 South Street, Bridport.

VILLIERS TIP No. 7

If you wish to take the end of the gearbox off on 9E, 34A, 36A, etc., without removing the internals and clutch to replace, for instance, a gearchange pawl, assuming you have removed the flywheel mag cover and the gearbox is exposed, lay the bike on its side. Put the box into top with the gearchange lever, do not remove the dipstick, as this will help to keep the gear cluster in place, remove the small nuts holding the end of the gearbox and lift it off. To replace the cover, make sure that the gearchange spindle is turned as far as possible in a clockwise direction and the quadrant should mesh correctly. Before tightening the nuts, make sure that you can select four gears: Since the bike was tipped one side, the oil will still be in the gearbox and you will be quickly back in the race. Get your Villiers spares from R. & W. Motors Ltd., at 36 South Street, Bridport, Dorset. Telephone Bridport 2887.

CENTRE RECORDER'S REPORT

Brief report of the Sixth Conference of Recorders held at Reading on Sunday, 9th June.

Mr. J. Parkin, Chairman of the Wessex Centre, was elected Chairman for the Conference, and expressed his pleasure on how well the grading scheme was working, ironing out many problems which before had affected both riders and officials.

Six Centres—South Western, Southern, South Eastern, South Midland, Eastern and Wessex—forwarded grading lists to the Central Recorder, Mr. K. Blampied, and from these lists 19 riders were upgraded. Of these regular competitors in the South Western Centre were E. Burroughs, M. Hicken, R. Jordan, R. Thorn and S. Wiggins.

Several names of International licence holders were added to the Experts' List, whilst several names of Experts who were deemed to have retired were removed. Names familiar to the South Western Centre are Allan Bell, P. and N. Jarman and John Tribble.

It was agreed that holders of International licences, irrespective of where they are issued, should be classed as Experts.

Two applications were received for down grading; both were granted.

Names to be added to the Experts' List published in January are as follow:—

Burroughs, E., New Milton.
Deeley, E. T., Aylesbury.
Devereux, B., Mill Hill.
Green, B. G., Oxford.
Gower, G. H., Welling.
Gollner, Waterlooville.
Godding, H., Braintree.
Hicken, M., Warminster.
Howard, D. E., Norwich.
Jordan, R., Newbury.

Lee, G., Bishop Waltham.
Larkin, B. G., Cambridge.
Molloy, D., Worcester Park.
Neve, L. H., Brixton.
Porter, D. A., Mitcham.
Thorn, R., Bradninch.
Taylor, R., Bruton.
Thick, I., Reading.
Wiggins, S., Bradford-on-Avon.

These do not include names of the International licence holders, but, if any Secretary of a Meeting has any query regarding any entry, contact me, and you will have an immediate reply.

D. H. JENKIN,

Centre Recorder, S.W. Centre.

DARTMOUTH M.C.C.

There is only one event to report this month, that is our Scramble held on Whit Monday. Once again we were let down by the weather, when it started to rain just before practising was due to start, and, as it was rather heavy, practising did not start until about 2.15 p.m. This evidently kept some of the expected crowd away. Racing started a bit late, but, as the weather improved, the racing was of quite high standard, especially with the few late entries we had due to the cancellation of the North Devon Scramble. Financially, we went quite a bit downhill. The results are as follows:—

Event 1: Junior Riders Only—1, C. Anning; 2, R. Thorn; 3, D. Barnes; 4, P. Tizzard. Event 2: Experts Only and first ten in Event 1—1, B. J. Slee; 2, F. Heard; 3, D. Orchard; 4, C. Anning. Event 3: Up to 350 c.c.—1, B. J. Slee; 2, F. Heard; 3, R. J. Thorn; 4, R. Baker. Event 4: 300 c.c. and Over—1, B. J. Slee; 2, R. Baker; 3, A. Brotherton; 4, R. Sandford. Event 5: Unlimited, Open—1, B. J. Slee; 2, R. Baker; 3, D. Helyar; 4, F. Heard. Event 6: Class Capacity, 250 c.c.—1, D. Helyar; 2, R. Thorn; 3, D. Fennell; 4, R. J. Thorn. 350 c.c.—1, F. Heard; 2, T. W. Hobbs; 3, C. Anning; 4, B. Huddy. 500 c.c.—1, B. J. Slee; 2, M. J. Fey; 3, A. Brotherton; 4, D. Orchard.

Future Event.

August 10th (Saturday), 6.30 p.m., Totnes Plains, for a 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. Please come and support this event.

A. ROSENBERG.

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.

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Brand New All-alloy Ajax 250 c.c. Barrel, Head and Piston for 6E, 7E and 8E Villiers. Bargain, £9.

Brand New Garelli 4 h.p. Jet Outboard Motor; built-in starter, lighting coils, etc. List, £79. Our price, shop soiled only, £50.

Tons of Remould Trials and Scrambles Tyres in stock, Sprockets, etc; 1 only B32 350 c.c. Dope Piston, new, 12/6.

Ron Lake, North Road, Bideford. Phone 788.

Notes on A.C.U. Matters

REDUCTION OF NOISE

At the request of the General Council, the Competitions Committee prepared a Rule to limit the amount of engine running which may take place at all Scrambles and Grass Tracks.

The Rule, which is to apply nationally and for any day of the week as from 1st September, 1963, is as follows:—

“At all Grass Track Meetings and Scrambles the running of engines is prohibited except during official practising and actual racing, and for a period not exceeding five minutes prior to the start of each race, or such lesser period as may be stated in the Supplementary Regulations. A breach of this rule will entail exclusion from the meeting of the driver of the motor cycle concerned.”

TELEVISION & MOTO CROSS

The Television Sub-Committee is continuing its examination of the future arrangements for the televising of this section of the sport. Certain negotiations are in progress with both Television Channels, but, in view of the comments which have appeared in the Press recently, the sub-committee would point out that such reports are, in their view, premature and ahead of the actual decisions. The sub-committee hope to be able to release full details at an early date.

REVISION OF WORDING FOR DISCLAIMER ON ENTRY FORMS FOR COMPETITIONS

At the request of our Insurers, the Indemnification Clause included on the entry form for Competitions is being slightly amended.

The date of operation has been agreed for 1st September, 1963. Examples of all types of entry forms with revised wording will be available shortly for distribution.

NAMES AND ADDRESSES OF CLUB SECRETARIES (SOUTH WESTERN CENTRE)

- BRIDGWATER. K. Parkman, 11 Galmington Close, Taunton.
BROADHEMBURY. Mrs. M. Pike, Quarry View, Burlescombe, Tiverton, Devon. (Phone Greenham 467.)
CASTLE CARY. K. W. White, 30 Victoria Park, Castle Cary, Somerset.
CHARD. P. Stanley, Pandown, Tytherleigh, Nr. Axminster, Devon. (Phone Chard 445.)
CREDITON. W. J. Baker, “Lyudbank,” Albert Road, Crediton, Devon. (Phone 2204.)
DARTMOUTH. Mrs. P. M. Trott, 3 Leechwell Lane, Totnes, Devon.
DEVONPORT. H. E. McSweeney, 17 Bickham Road, St. Budeaux, Plymouth.
EXETER VIKINGS. T. A. Souther, 14 Haldon Road, Exeter.
EXMOOR. R. E. Miller, 5 Holloway Street, Minehead, Somerset.
EXMOUTH. D. Rouse, 16 Midway, Littleham, Exmouth, Devon.
ILFRACOMBE. Mrs. A. Street, 17 Oxford Grove, Ilfracombe, N. Devon.
LYN. F. C. Smith, 2 Longmead, Lynton, N. Devon.
MORETONHAMPSTEAD. Mrs. M. B. Windeat, New Mill Cottage, North Bovey, Newton Abbot. (Phone Moretonhampstead 250.)
N. DEVON. M. J. Wadey, “Trevean,” Mount Raleigh Avenue, Bideford, N. Devon.
OTTER VALE. P. Caddick, 91 Withycombe Village Road, Exmouth. (Phone 2654.)
PLYMOUTH TOURING. A. Ford, 57 The Mead, Woodford, Plympton, S. Devon.
SOMERTON. Mrs. I. M. Fisher, Moorhills, Berhill, Ashcott, Nr. Bridgwater.
SOUTH DEVON VESPA. Mrs. N. Battershall, 64 Fore Street, Bovey Tracey, Devon.
SOUTH MOLTON. G. J. White, Penswell Cottage, North Molton, N. Devon.
TAUNTON. R. Coles, 67 Addison Grove, Taunton. (Phone 7848.)
C.S.M.A. (TAUNTON). S. Levy, 10 Statham Grove, Taunton.
TIVERTON. L. T. Sawyer, Square Close, Stoodleigh, Tiverton. (Phone Oakford 220.)
TORBAY & NEWTON ABBOT VESPA. G. Alford, 2 Fisher Road, Newton Abbot.
TORRIDGE. A. E. Cornish, 3 Town Park, Torrington, N. Devon.
TRIUMPH OWNERS (BRIDGWATER). R. L. Biddle, 21 Brook Street, Cannington, Nr. Bridgwater.
WEST OF ENGLAND. R. P. Walford, Clovelly House, Bovey Tracey, Devon. (Phone 3271.)
YEO VALE. P. A. Butler, 7 Watercombe Lane, Yeovil, Somerset. (Phone 243.)

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