

THE SOUTH WESTERN CENTRE GAZETTE

Editor :
GARTH JOTCHAM



MAY, 1963



The South Western Centre Team who put up an excellent performance in the Inter-Centre Team Trial in Yorkshire. From left to right : Ivan Pridham, Pete Bellow, Roger Wooldridge, Vic Ashford and Brian Slee.

Photo by Nick Nicholls

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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:—

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Telephone : BURNHAM-ON-SEA 2698

TORRIDGE & DISTRICT MOTOR CLUB

TROPHY SCRAMBLE

Saturday, 18th May, 1963, at 5.45 p.m.

FOR SOLO MACHINES

PERMIT No. O.E. 653

OFFICIALS: A.C.U. Steward—W. R. Haydon; 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.

VENUE: Crowbeare Farm (¾ mile from Torrington).

START: Clutch start.

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 ¾-inch in metal. Machines must be efficiently silenced.

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

PRACTISING will be allowed between 4.45—5.30 p.m. on the day of meeting only. Each rider must complete one practice lap.

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.

CLASSIFICATION OF RIDERS: As Centre ruling.

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

ENTRIES to be sent to the Secretary, A. E. Cornish, 3 Town Park Estate, Torrington, North Devon, NOT LATER THAN Monday, 13th May, 1963, with an Entry Fee of 5/-. NO ENTRY FEE—NO RIDE.

AWARDS & CLASSES: Event 1—President's Cup, to be held for one year or until the next Torridge Trophy Scramble. (Holder—R. J. Thorn.) Event 3—Reg Sussex Trophy, to be held for one year or until the next Torridge Trophy Scramble. (Holder—B. J. Slec.) Events 3 and 5—Points will be awarded towards the Aggregate Trophy for 1963. (Holder—B. J. Slec.)

Event 1—Junior Riders; Event 2—Up to 350 c.c.; Event 3—Unlimited; Event 4—Experts and Invitation from Event 1; Event 5—Unlimited; Event 6—Experts and Invitation.

	1st	2nd	3rd	4th	5th	6th	7th	8th
Event 1	80/-	50/-	30/-	20/-	15/-	10/-	5/-	5/-
Event 2	80/-	60/-	30/-	20/-	10/-	5/-	5/-	
Event 3	100/-	70/-	50/-	30/-	20/-	10/-	5/-	5/-
Event 4	100/-	70/-	50/-	30/-	20/-	10/-	5/-	5/-
Event 5	100/-	70/-	50/-	30/-	20/-	10/-	5/-	5/-
Event 6	120/-	60/-	40/-	20/-	10/-	5/-		

TORRIDGE TROPHY SCRAMBLE

18th May, 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.

A good entry and brilliant Spring weather made the Chairman's Trophy Trial an enjoyable day's sport. Roger Wooldridge won the Premier Award with a loss of seven marks, being followed closely all the way by Bill Martin, who returned a loss of 12.

The Newlands Trophy Trial, to be held at Broadhembury on the 5th of May, start 1 p.m., will include four new sections, so there will be no excuses (from members who arrive early) that they don't observe because it is always the same sections. Whilst on the subject of Trials, congratulations to our team, which completed the Centre Team Trial intact, but it did seem odd, at the time, that the Centre Trial should have been relegated to second place behind a Closed-to-Club event on the observer card headings!

Our Scramble was run on a fine day, but the rain over the previous few days brought some mud up once the surface had been broken. Nevertheless, there was some keen racing, but the crowd apparently went elsewhere. It appears that some B.D.M.C. posters found their way on to Wiscombe hoardings—over Wiscombe posters. This is possibly not the way to protest about motor cycles on the hill; in fact, it is nearly as bad as removing and turning all the signposts to Buckland St. Mary.

The R.R. Grass Track at Gamlins Farm on Whit Sunday, 2nd June, will, we hope, attract a large crowd and as many Club members as possible will be required for gate and car park marshals. Any members of neighbouring Clubs who would like to assist us with the marshalling, please contact the Club Secretary, Mrs. M. Pike.

The Treasure Hunt to be held on Saturday evening, 11th May, will start from Maiden Down, O.S. 164,090163, at 6.45 p.m. A map would possibly be an advantage, but is not necessary for the trip.

The Annual Dinner-Dance date has been provisionally fixed for Friday, 13th December, and we hope that the arrangements do not cause as much work for our Secretary as they did last year.

A.J.C.

EXMOOR M.C.

After being submerged under a white blanket of snow for a couple of months, we finally managed to have our Annual Dinner and Annual General Meeting, followed by dancing to music by Reg and Mrs. Howard. Our venue this year was the Dorrien Restaurant, Minehead, and for myself found it a most enjoyable evening. A chicken dinner was raffled and won by Mrs. R. C. Nash; several other small prizes were given, spot prizes, etc.

Sunday, 5th May, brings us to our first Scramble of the season. At the time of writing entries are rolling in, in great style; let's hope it continues.

We need lots of help at Stone Down, Exford, on the day of the event. Don't wait to be asked, just turn up and help, please. By the time this is being read Easter will be over for another year and the Land's End, Beggars Roost Trials and various local meetings will be history. I always look forward to Easter-time, when I have the opportunity to look at other people's ironmongery; this year, in particular, I'm looking forward to seeing Bob Collier's latest brain child with gearbox ahead of engine. I've heard of putting the cart before the horse, but this is ridiculous. Another interesting outfit is the Kendall Metisse.

Our Closed-to-Club Trial, scheduled for 7th of April, had to be cancelled, as another Club in the Centre had an Open-to-Centre Trial on the same day. Rather unfortunate, as I don't think our Trial would have made much difference to them; in fact, our riders had a very enjoyable practice session on Onions glory, near Wootton Courtenay.

Congratulations to Peter Bellew and Martin Fry for winning awards in the Centre Team Trial on 17th March, also to John Fry for taking Richard's place in our team at the last moment.

Incidentally, any enterprising garage proprietor wishing to do trade in the form of a 12 volt. battery could try 5 Holloway Street, Minehead. You never know your luck. More next time.

BOB BARROW.

BRIDGWATER & DISTRICT MOTOR CLUB

SPRING CUP TRIAL

Sunday, 19th May, 1963, at 10.30 a.m.

A.C.U. PERMIT No. O.E. 648

OPEN-TO-CENTRE

OFFICIALS: A.C.U. Steward—P. A. Butler; Club Stewards—J. Woodward and R. Jelly; Clerks of the Course—B. Shattock and K. Parkman; Secretary of the Meeting—R. Granville, Hillside Cottage, Chilton Polden, Bridgwater.

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

START: "The Pines," 5 miles from Bridgwater, via Enmore (top of Buncombe Hill). First man's time 10.30 a.m., others at 1 minute intervals.

ROUTE: Marking will be by cards, the onus of finding the correct route rests with the competitor. Route cards will be issued at the start. Marks will be lost as follows: Footing with one foot once only—1 mark lost; Footing more than once—3 marks lost; Stopping or running alongside the machines—5 marks lost. One mark lost for each minute late at start.

TIES: By special test.

NUMBERS will be issued at the start in order of entries received.

TYRES & PROTESTS: In accordance with G.C. Rules.

ENTRIES to be made on standard entry form below, and sent with the correct fee to the Secretary of the Meeting not later than **Thursday, 16th May, 1963**. Entry fee must accompany form. Members of promoting club, 5/-; Other entrants, 7/- (Entry fee includes Personal Accident Insurance).

GENERAL: A Police prosecution arising out of the Trial, or a false declaration will involve exclusion from the Award list.

AWARDS: The Spring Cup and replica for best performance.

Runner-up Award for the next best performance.

First Class Awards up to sixth place irrespective of machine capacity or 10% of finishers whichever is the greater.

Novice Award (if more than 4 entries).

BRIDGWATER TRIAL

19th May, 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

Machinec.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.

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DEVONPORT M.C.C.

Congratulations to our lads in the Centre Team Trial, they were way out above their nearest rivals. Our riders were Ivan Pridham, Brian Slee and Roger Wooldridge, the latter having an exceptional ride, finishing six marks in front of the runner-up to win the Silver City Airways Shield for the best performance. Another to mention is Dick Saunders, who gained a 2nd Class Award. The Trials bods are certainly keeping the Club name in the limelight.

Now to the last event of the season, the Opening Trial, very aptly named, which, after being postponed once, was run on the 24th March. There were eight sections and the 31 riders completed two laps, which started from Cornwall. Brian Slee, the winner, had to push his machine about three miles, after losing sparks. Results:—

Premier—B. J. Slee; runner-up—I. A. Pridham. Novice—K. G. Clench. 1st Class Awards—M. J. Evely, P. Thompson, R. Discombe. 2nd Class Awards—B. R. Trott, A. Stevens, C. N. Bean.

Ivan Pridham, Brian Slee and Roger Wooldridge, who rode for the Centre, also had good rides in the Inter-Centre Team event.

All who attended the carry-on at Lewtrenchard had a very enjoyable time, thanks to Bill Tucker, who organised the evening. We all hope the two new wives, recipients of rolling pins, put them to correct use. Another prize was a cube of meat extract and a match (heat and food), given to Percy Fletcher, in case there is a hard Winter again.

To Alan and Shirley Duke we offer our congratulations on the birth of a daughter, Brenda Gillian; also best wishes to Roger White and wife on the occasion of their marriage.

Do not forget our first Scramble, there is plenty of work to be done, as we will not be able to use the usual car park; therefore, the pits will be in a different position.

E.J.

THE DEVONPORT & DISTRICT MOTOR CYCLE CLUB

THE CLEARBROOK SCRAMBLE

Sunday, 19th May, 1963, at 3.0 p.m.

PERMIT No. O.E. 651

OFFICIALS: A.C.U. Steward—D. H. Jenkin; Club Stewards—R. Smith and C. Harvey; Clerk of the Course and Secretary of the Meeting—H. E. McSweeney, 17 Bickham Road, St. Budeaux, 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 the S.W. Centre Clubs riding solo machines.

VENUE: Clearbrook, nr. Yelverton. Course will be marked from Cadover Bridge, and the A.A. Box on Roborough Down.

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 on each side of the rear wheel, black with 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 p.m. to 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, 12th May, 1963.** The entry will be limited to 60 entries.

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.	80/-	60/-	40/-	20/-	10/-	5/-	5/-	5/-		
2. Over 300 c.c.	100/-	80/-	60/-	40/-	20/-	20/-	10/-	10/-	5/-	5/-
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/-	5/-	5/-		

DEVONPORT SCRAMBLE

19th May, 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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MORETONHAMPSTEAD M.C.

There are two events on which to report this month. The more important was the holding of the Annual General Meeting (twice postponed) on 20th March, with 50 members attending.

The principal officers elected were :—Dr. Howarth, President; Walter Dodd, Chairman; Mrs. Windeat, Hon. Secretary; and Tom Norsworthy, Hon. Treasurer. Congratulations to Walter on his well-earned honour!

The Hon. Secretary and Hon. Treasurer both reported on a very successful year, the balance sheet for the past year being particularly welcome, as it showed a considerable balance on the credit side. Mrs. Windeat also reported a satisfactory increase in the number of paid-up members.

The business of the meeting being promptly concluded, Freddie and Mrs. Hawken presented the awards. The majority of award winners were there to receive their trophies in person.

After the presentation of awards and excellent refreshments (provided by our lady members) we saw some films of Motor Cycling Sport, and then Freddie Hawken showed his film of Geoff Duke testing the Gilera at Monza.

Our very sincere thanks go to the ladies, not only for the refreshments provided at this event, but for all the hard work they have put in during the last twelve months.

The Closed Trial on 31st March went off very satisfactorily, in spite of protests from "The White House." The leader in the Scottish Stakes is now E. A. Dommett (24), with V. J. Ashford (28) and A. Steven (33) very close second and third.

To conclude these notes, I would like to remind all Club members that the Hon. Secretary will be on holiday from 3rd May to 18th May.

F.W.A.

SOMERTON and DISTRICT M.C and L.C.C.

THE STEART SCRAMBLE

Sunday, 26th May, 1963, at 2.30 p.m.

PERMIT No. O.E. 649

OFFICIALS: A.C.U. Steward—R. K. Harvey; Club Stewards—D. H. Jenkin and I. Fisher; Clerk of the Course—B. Lukins; Secretary of Meeting—J. Fisher, Moorhills Berhill, Ashcott, nr. Bridgwater, Somerset.

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: Steart, nr. Sparkford. On main A303 Sparkford—Ilchester Road. Route marked from Ilchester, Sparkford, Podymore.

METHOD OF START: Clutch start. Raise flag or elastic gate.

MACHINES & CLOTHING must comply with A.C.U. Regulations and will be inspected. Machines must be silenced.

INSURANCE: P.A. and Third Party Insurance will be paid by the Promoting Club.

FUEL: Any fuel may be used.

PRACTISING allowed between 1.45 p.m. and 2.15 p.m. All riders must complete at least one practice lap.

ENTRIES: J. Fisher, Moorhills, Berhill, Ashcott, Bridgwater. ON OFFICIAL ENTRY FORM NOT LATER THAN MONDAY, 20th MAY, WITH ENTRY FEE OF 7/6. ENTRIES WILL BE LIMITED.

ABANDONMENT: The Club reserves the right to postpone or cancel this event if circumstances make it necessary.

EVENTS :	1st	2nd	3rd	4th	5th	6th	7th	8th	9th
1. Junior Race	60/-	40/-	30/-	20/-	10/-	10/-	7/6	5/-	5/-
2. Experts and First 6 finishers in Junior Race	140/-	100/-	60/-	50/-	30/-	20/-	10/-	10/-	5/-
3. 350 c.c.—Open	80/-	60/-	35/-	20/-	10/-	7/6	7/6	5/-	5/-
4. Unlimited—Open	90/-	70/-	50/-	25/-	15/-	10/-	7/6	5/-	5/-
5. 350 c.c.—Open	80/-	60/-	35/-	20/-	10/-	7/6	7/6	5/-	5/-
6. Unlimited	90/-	70/-	50/-	25/-	15/-	10/-	7/6	5/-	5/-

EXPERTS WILL NOT COMPETE IN HEATS BUT GO AUTOMATICALLY IN FINALS

SOMERTON SCRAMBLE

26th May, 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.

CENTRE CHAT

CENTRE TEAM TRIAL

First event to cover in this month's notes is the S.W. Centre Inter-Club Team Trial. Cancelled twice previously owing to adverse weather, the event was at last held on Sunday, 17th March. The weather still proves a dominating factor in all our events and has certainly been unpredictable of late.

The Team Trial was in many ways a memorable event, and one to be remembered by all who participated. Conducted by the Otter Vale Club, the course consisted of nine very good sections, all varied and none easy, around the Sidford-Southleigh area. Weather conditions at the start were at their worst, heavy driving rain falling to damp enthusiasm and electricians, continuing throughout the day, to ease off only as the late numbers were signing off. It speaks volumes for the first-class organisation that the Trial was run as a coherent whole under such adverse conditions, and was voted even by the wettest riders, and some really were wet, as not merely a success but an enjoyable event, too.

The results are now history, and need little comment from me. The Team Award went, as many expected, to the Devonport team, for the second year running. I say expected, because the Devonport trio of Pridham, Slee and Wooldridge have shown themselves over the last season to be just about the most potent and consistent team in the Centre. Roger Wooldridge's final score of four, best individual award, was the result of yet another of those polished, precise, controlled rides that made him last year's S.W. Champion, and has netted a fine run of premiers this year towards a repeat performance.

I really think the heroes of the day were the observers, who with admirable stoicism endured a long day's downpour with barely a murmur of complaint. On such a day the whole Trial stands or falls on the conscientious marking of the observers. The ones I saw standing in the dripping woods at Tucker's Twist, the rainswept hillside subs of Up Yer and the swirling muddy waters of Stowford were doing a valiant job under shocking conditions. Acknowledgment should be made, too, of the task at the finish, where Centre officials endeavoured to decipher the limp rain-sodden cards to produce the final score sheet.

WEST MEN GO NORTH

Shortly after these notes appear several contingents will be making the long journey to the Highlands to participate in the Scottish Six Days' Trial. Riders I know of include Bill Martin, Roger Wooldridge, Ivan Pridham and those agile old campaigners, Fred Atkinson and Walter Dodd. I'm hoping to spend a few days in Scotland myself to watch this classic, and hope to wish our riders good luck on the spot.

I hear from Jack Langmead, of Dartmouth, that their course at Morely Parks Farm, Halwell, on the Totnes-Kingsbridge road, should be in good condition for the Centre Championship Scramble on 12th May, providing the Easter monsoon rains have ceased by then. The starting area has been widened to give a good straight run up to the first corner and other improvements carried out. This is a first-class spectators' course, giving excellent views of almost the entire course, so, Club teams and individual riders, get your entries in early to Mrs. P. Trott, Secretary of the Meeting, 3 Leechwell Lane, Totnes, Devon.

Yeo Vale are putting three teams in for the Sunbeam '200' this year, and they mean to win the team prize yet again! How about some other South Western Centre Clubs showing an interest in this long-distance semi-sporting Trial? It starts at Maidenhead (midnight on the Friday) and finishes near Lynton, as usual. The observed sections are being manned by members of the Tiverton, Crediton and South Molton Clubs. Regulations available from Ralph Venables, Tilford, Farnham, Surrey. Closing date: May 20th.

MORETONHAMPSTEAD & DISTRICT MOTOR CLUB

LANGAFORD SCRAMBLE

Sunday, 26th May, 1963, at 3 p.m.

PERMIT No. O.E. 654

OFFICIALS : A.C.U. Steward—E. B. Beach; Club Stewards—F. Maxwell and F. W. Atkinson; Clerk of the Course—R. S. Windeat; Secretary of the Meeting—W. Dodd, 7 King George Terrace, Topsham, Exeter.

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 passing Beator 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, 21st May, 1963**, together with a fee of 5/-. **LATE ENTRIES WILL NOT BE ACCEPTED.** Entries will be limited to 80 riders. The Club reserve 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 reserve 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. 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

26th May, 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.

After reading last month's Letters to the Editor, I feel I must cross swords, or rather pens, with Des May, a well known and experienced member of Tiverton Club. His letter reflects, I feel, a distorted view of the matters in question, and leaves himself wide open for the next sentence, which, though I do not relish writing it, must, in fairness to all concerned, be written. I am not surprised that Mr. May is at a loss to understand decisions made at Centre Board meetings, since I do not think his Club has been represented at the last two. The S.W. Centre Board is not a remote Big Brother, dictating unconsidered edicts to its subjects. The Board represents government of the Clubs by the Clubs themselves, and no one else. Whether they govern wisely time alone will tell. Nevertheless, government is vitally necessary. To allow a free-for-all would rapidly lead to chaos, and eventually breakdown of the network of competitive sport. Some of the smaller Clubs would find survival difficult, and I'm sure I'm not alone in believing that these Clubs make a worthwhile contribution, and the sport would be the poorer for every one that folded up.

CENTRE BOARD MEETING

Which leads to my report on the Centre Board Meeting, held on 9th April at Exeter, attended by delegates from a large number of Clubs in the Centre. Following the officers' reports, the matters arising from minutes of the 1963 A.G.M. brought up the subject of the motion passed on that occasion, restricting the number of gate-paying meetings. The Chairman, Mr. D. Jenkin, ruled that discussion was in order at this point, and contributions from several Clubs pointed to some uneasiness on this motion. General opinion was that this restriction would weigh heavily on Clubs intending to run grass track meetings. Finally, Mr. Frazer proposed that grass track events be excluded. This was seconded by Mr. Andrews, Broadhembury, and received overwhelming support, the motion to come before the July Board Meeting.

The Chairman took the opportunity of welcoming the delegates from the Castle Cary M.C. & L.C.C after their long trip to Exeter and confirmed their affiliation to the S.W. Centre.

The Secretary and Treasurer's report from Mr. Haydon gave a satisfactory picture, despite losses through cancellation of events. He commented on the Centre Dinner, which, after a shaky start, turned out to be a success on all counts. I can personally vouch for the excellence of the occasion, which I'm sure was enjoyed by all who attended.

The London delegates' report was made by Mr. Courtenay, who covered the many subjects discussed at the A.C.U. meeting in London. One interesting point that will affect all Clubs is that the insurance taken out to cover Trials does not in fact hold good when riders are on private property, which means the majority of sections. A small additional premium will have to be paid in future to cover third party risks when on private land, the amount to be notified when details have been settled between Pall Mall and Muir Beddall.

While pointing out the difficulty of making hard and fast rules on silencing at speed events, the A.C.U. urge all promoters to make every effort to reduce noise to the minimum at Scrambles and Grass Tracks. Regarding the latter, some concern was expressed at the number of accidents, particularly those involving sidecar outfits. Mr. F. Vigers outlined some additional safety precautions suggested, which should meet H.Q. approval and reduce risks in this direction, requesting Clubs present to take note.

The venue for the 1963 Inter-Centre Team Scramble has been changed and the event will now be held at Halstead Farm, Lovenhay Hall, Waites Colne, Essex. It was agreed by the Board that the S.W. Centre again send a Centre team to compete.

Finally, the Chairman expressed the meeting's sympathy and deep regret to the Yeo Vale Club on the death of their widely-known and well-liked member, Mr. George Draper, in a road accident on 24th March.

E.E.W.

THE TIVERTON MOTOR CLUB

GRASS TRACK MEETING AT TIVERTON

Saturday, 1st June, 1963, at 6.30 p.m.

PERMIT No. O.E. 660

OFFICIALS : A.C.U. Steward—W. R. Haydon; Club Stewards—J. Bray and D. May; Clerk of the Course—W. Martin; Secretary of the Meeting—L. T. G. Sawyer, Square Close, Stoodleigh, Tiverton, Devon. Phone Oakford 220.

ANNOUNCEMENT & JURISDICTION : Tiverton Motor Club will hold an Open-to-Centre Grass Track Meeting for Solo and Sidecar Motor Cycles on Saturday, 1st June, 1963. This event is open to all paid-up members of all Clubs in the South West 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 14/- Sidecars, not later than **Monday, 27th May, 1963.**

- EVENTS :**
1. Up to 350 c.c. Solo.
 2. Up to 500 c.c. Solo.
 3. Unlimited c.c. Solo.
 4. Sidecar, Unlimited c.c.
 5. Sidecar, Open.
 6. Sidecar, Handicap.
- 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 for Rider and Passenger.

VENUE : Coronation Field, Bolham Road, Tiverton, Devon. Half a mile from Tiverton Town.

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. All 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.

TIVERTON GRASS TRACK

1st June, 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 & DISTRICT MOTOR CLUB

REGIONAL RESTRICTED

GRASS TRACK MEETING

Whit-Sunday, 2nd June, 1963

FIRST RACE 2 p.m.

“GAMLINS,” GREENHAM, Nr. WELLINGTON.

Open to Southern, South Eastern and South Western Centres.

Regulations from

Mrs. G. E. Pike, Quarry View, Burlescombe, Nr. Tiverton, Devon.

Phone Greenham 467.

SOMERTON M.C.

Thank you to Otter Vale for running the Inter-Club Team Trial. Next time, see if you can lay on some better weather. The best team (Devonport) won, but we were more than pleased to finish in 5th position. Of our team, B. Taylor received a 1st Class Award and also the “Howard Coffin” Trophy.

Our own Trial, The Redhills, was a really good Trial, and J. Brain, who was the runner-up, took the trouble to write, thanking us for this excellent Trial. Our sincere thanks to the Chairman of Sturminster Newton Club (E. G. Wells) and his family, who turned up as observers, and then travelled on to a Scramble afterwards. The award winners were:—

Redhills Trophy—M. Hurford, 35 marks lost; runner-up—J. R. Brain, 36. 1st Class Awards—G. Pursey, 40. 2nd Class Award—D. Symes, 58. Novice Award—R. F. Stevens, 75.

Our next Trial is the Novice and Beginners, Corton Denham, Wednesday, 29th May, 6 p.m. This is usually a good laugh, so make a note of the date now.

We had by far the largest number attend the Centre Dinner of any Club, at least half-a-dozen were competitive members, too. All of them enjoyed it, perhaps that was because three of the raffle prizes came back our way, but the real get-together doesn't start until the bar closes.

“Cur” has now acquired through Benny Crew a VX 4/90, and all we hear now at the Club is rev. counters, disc brakes, lovely snogging waggon!

26th May is the Steart Scramble, so please enter early, as last month some Clubs even had to return Expert entries. You will see we have thickened the prize money around the 4th to 6th position and pay down to 9th position.

The first Social Run of 1963 was won by Brian Hooper, navigated by R. Francis. I don't know who was most pleased, Brian doing the driving or Roger doing the navigating. They have already made a note in their diary to be at the dinner to collect their awards. (We hope the Trials riders will do the same.)

12th May is the Centre Scramble, so, to riders and spectators, support your Centre event.

“Mrs. CUR.”

THE LYN & DISTRICT MOTOR CLUB

THE LYN & DISTRICT TRADERS' TROPHY TRIAL

REGIONAL RESTRICTED

Sunday, 2nd June, 1963

OFFICIALS : Stewards of the Meeting, appointed by the S.W. Centre A.C.U.—R. P. Walford; appointed by the Lyn & D.M.C.—E. Stanbury and C. Tyrell; Clerk of the Course—F. Smith; Starter—T. Richards; Machine Examiner—R. Jones; Secretary of the Meeting—R. F. Wood, "Draycote," Maidenford Lane, Barnstaple. Tel. Barnstaple 3078.

ANNOUNCEMENT : The Lyn & District Motor Club will hold a Regional Restricted Trial at Lynton, North Devon, at 11.00 a.m. A.C.U. PERMIT NO. Q 1208.

This Trial is held under the General Competition Rules, the Standing Regulations of the A.C.U. and these Supplementary Regulations.

ELIGIBILITY : To be eligible to enter this Competition drivers must be registered members of Clubs affiliated to the South Midland, South Eastern and South Western Centres of the A.C.U. riding solo machines.

ENTRIES to be made on the correct entry form and sent with the correct entry fee to the Secretary of the Meeting, to arrive not later than **Thursday, 23rd May, 1963.** No entries will be considered after this date. The entry fee will be—Members of the Organising Club, 10/-; and for other entrants, 11/-. These fees include 1/- for Personal Accident Insurance for each driver.

The Organisers reserve the right to limit the number of entries to 150 and to close the list after this number have been received. Entrants will receive acknowledgment of their entries within seven days.

TEAMS—Any number of teams of three drivers already entered individually representing One Club (10/- per team) can be nominated prior to the Start of the Trial by anyone subject to the driver's written permission, but no driver can be nominated for more than one team. A driver can only ride in a team of his declared club.

CHANGE OF DRIVER OR MACHINE : A change of machine or driver must be notified to the Secretary of the Meeting in writing at least forty-eight hours before the Start of the Trial after which no change will be permitted.

AWARDS :

OPEN

- Lyn Traders' Trophy. For the best performance of the day.
- Lyn Publicity Trophy. For the second best performance.
- Lyn Club Cup. For the third best performance.
- Gilson Trophy. For the best performance by a Non-Expert (i.e. one who has not won higher than a Second Class Award in an Open-to-Centre Trial).
- Sandrock Trophy. For the best performance by a Novice (i.e. one who has not won an Open Award).
- White Lady Shield. For the winning team.
The above Trophies, Cup and Shield are to be held for one year together with a Souvenir Award for permanent retention.
- First Class Awards. For next best 10% of Starters.
- Second Class Awards. For next best 10% of Starters following the above.

CLOSED

- The Windsor Trophy. For the best performance by a member of the Lyn & D.M.C. To qualify for this a driver must have been a fully paid up member of the Club for the past six months.
Awards will be allotted in the order listed to the eligible drivers losing fewest marks.

COURSE : The course will be approximately 40 miles in length, and will be marked by cards, flags, and powder. The Start and Finish being at Bottom Meadow Car Park, Lynton. Drivers will be dispatched at half-minute intervals in order of riding numbers, the first one away at 11.00½ hours.

The Start will be a time check and drivers will be required to sign the starter's sheet. Drivers will not be allowed to start before their time and will lose one mark for each complete minute late up to a maximum of 15 minutes, after which they will not be permitted to start. Each driver will be notified of his starting time at least three days before the Trial. Drivers must also sign off at the finish.

Route Cards and riding numbers will be issued at the start. The onus of finding the correct route rests with the Driver. The organisers reserve the right to alter the published route.

SPEED SCHEDULE : The course should be covered at an approximate speed of 15 m.p.h. The only time check will be at the start but any driver being passed by the rear-travelling Marshal (who will start 30 minutes after the last man and travel at 15 m.p.h. between observed sections) will be deemed to have retired. In the event of official delay, the rear-travelling Marshal will make the necessary allowance.

OBSERVED SECTION : The limits of observed sections will be marked with cards and/or powder and each sub-section will be taken separately for marking. Observed sections must be traversed non-stop. Any observed section may be divided into a number of sub-sections and the attempt to traverse them must be made from a standing start at the point indicated by the Marshal in charge at the first sub-section.

A driver must not enter an observed section until signalled to do so by the Marshal. Claims for baulks will not be considered if this rule is not observed.

Drivers must hold themselves in readiness to proceed when called upon by the Marshal.

Marking : Failure—5 marks; Footing more than once in an observed section or sub-section—3 marks; Touching with one foot once only in an observed section or sub-section—1 mark.

A driver missing a sub-section will be excluded.

The boundaries will be defined by flags. Any driver passing outside these boundaries will be excluded.

PRACTISING : A large part of the course will be on private land and practising on these parts before the event will cause trouble. Any driver reported as a nuisance in this respect will be barred from starting. Any driver found practising after the official starting time of 11.00 hours will be excluded.

TIES : Should there be a tie on marks lost, the driver going furthest round the course with the least loss of marks on observation will take precedence. Should there still be a tie, souvenir awards will be duplicated.

ENTRY FORM

THE LYN & DISTRICT TRADERS' TROPHY TRIAL

Held under the General Competition Rules, the Standing Regulations of the A.C.U. and the Supplementary Regulations. PERMIT NO. Q. 1208

Sunday, 2nd June, 1963

I have read the Supplementary Regulations issued for this Meeting and agree to be bound by them and by the General Competition Rules and the Standing Regulations for Trials of the Auto-Cycle Union. In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified the Lyn & District Motor Club, the South West Centre, the South Eastern Centre, and the South Midland Centre of the A.C.U. and the Auto-Cycle Union (including the owners or lessees of any land used for the meeting) and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself or my mechanic(s) howsoever caused arising out of or in connection with my entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

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

Name (BLOCK LETTERS PLEASE)

Address (BLOCK LETTERS PLEASE)

Registered Member..... Club.....

Machine..... c.c.....

Entry fee of enclosed.....

I declare that whilst taking part in this meeting I have an operative policy of insurance as required by the Road Traffic Acts and that I am over 16 years of age.

Date..... Signature..... Novice Yes/No

Signature of Patent or Guardian (if under 21).....

TEAM ENTRY

Name of Team.....

1. Machine..... Name of Driver.....

Driver's Signature.....

2. Machine..... Name of Driver.....

Driver's Signature.....

3. Machine..... Name of Driver.....

Driver's Signature.....

I declare that the above have expressed their desire to be included in the Team.

Team Entry Fees..... Signature.....

No per pro signature can be accepted

Entries to be sent to **R. F. Wood, "Draycote," Maidenford Lane, Barnstaple.**
Closing date **Thursday, 23rd May, 1963.**

Indicate by 'X' if you require a copy of the Standing Regulations of the A.C.U.

(Advertiser's Announcement)

Mike Wood

TALKING SPORT

(The Fifth of a Series)

NOISE.

At last the Scramble season is really swinging and there will be no more quiet week-ends from now on. Talking of quiet, none of the organisers of any of the Scrambles which I have recently attended seem to be very worried about efficient silencing of machines, despite all the talk and warnings that we heard at the beginning of the year. To my ears, Scrambles are no quieter than they were last year and, if one person is allowed to ride without a silencer, everybody should be able to do the same. It is very galling for someone who had spent money on a silencer to find that other riders are not using them, and still being allowed to ride. Why make a rule if it is not going to be enforced? R. & W. Motors Ltd., of 36 South Street, Bridport (telephone 2887) will gladly supply efficient and quiet exhaust systems for those people who like to play the game according to the rules.

ACTIVITY.

I am glad to say that several riders who have their machines supplied and prepared by R. & W. Motors Ltd., of Bridport, are winning a good deal of success. Particularly noticeable amongst these is young Ray Baker, from Honiton; both his Greeves are maintained by 'Ginger' Dunn, of R. & W. Motors Ltd., and see who he is beating. John Foot, now riding the R. & W. Motors B.S.A. Gold Star, is finding his true form, gaining a very good second place at Matchams on Good Friday. This bike is one that John Harris was using up to a few weeks ago. Amongst others really flying are Graham Coombes, from Sturminster, and Graham Foot, from Bridport, both of whose machines are prepared by R. & W. Motors Ltd. If you want to be first over the finishing line, follow their example and come to R. & W. Motors for either your new machine or let Ginger Dunn get more steam out of your present bike.

TRIALS.

There is always a good selection of used Scrambles and Trials bikes at 36 South Street, Bridport, at prices to suit all pockets. For our current stock look in the classified advertisements of "Motor Cycle News" every week. The selection is always changing, but we can, of course, supply any make of new machine. By the way, the Weymouth Club are running a series of Club Trials in the evenings this Summer. Full details from their Secretary.

CORNWALL.

There is always good fun and a friendly atmosphere at Cornish Scramble meetings and R. & W. Motors are sponsoring Bernard Singleton's entry in their series for the W. D. & H. O. Wills Cup for 250 c.c. machines. He will be riding a James 250 c.c., which has already been considerably modified, but will soon have a lot more poke.

VILLIERS TIP No. 5.

When re-fitting a piston to 34A or 36A motors, make sure that the piston is the correct way round, i.e., with the pegs towards the rear. Some pistons are marked which is the front, but always check that this is really the front, because it has been known for pistons to be marked incorrectly by the manufacturers. All Villiers spares can be obtained from R. & W. Motors Ltd., 36 South Street, Bridport, Dorset. (Telephone Bridport 2887.)

THE NORTH DEVON MOTOR CLUB

WHIT-MONDAY SCRAMBLE

Fremington, Barnstaple. Open-to-Centre

Monday, 3rd June, 1963, at 2.30 p.m.

PERMIT No. O.E. 659 TEMPORARY TRACK CERTIFICATE No.

OFFICIALS: A.C.U. Steward—J. T. Courtney; Club Steward—T. V. Franklin and P. Phillips; Clerk of the Course—J. Tyler; Secretary of the Meeting—H. H. Hill, Sunpath, Dracaena Avenue, Oakland Park, Barnstaple, Devon.

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

VENUE: Home Farm, Fremington, Barnstaple. Situate on the left-hand side of main road from Barnstaple to Bideford and about three miles from Barnstaple.

MACHINES: Front number plates, headlamps, mascots and all dangerous projections must be removed. 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 ten inches 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—ackets, or A.C.U. approved jerseys, gloves, breeches and boots.

PRACTISING: Practising will be allowed between 1.30 p.m. and 2.15 p.m. on the day of meeting only and each rider must complete at least one practice lap.

METHOD OF START: Engine running, in neutral gear, left hand on helmet.

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

ENTRIES must be made on the form below to reach the Secretary of the meeting by **not later than Tuesday, 28th May, 1963**, together with fee of 5/-. No late entries will be accepted.

EVENTS & AWARDS:		1st	2nd	3rd	4th	5th	6th	7th
1. Juniors only	...	60/-	40/-	20/-	20/-	15/-	10/-	10/-
2. Experts only	...	80/-	50/-	40/-	20/-	15/-	10/-	10/-
3. Up to 350 c.c.—Open	...	80/-	50/-	30/-	20/-	15/-	10/-	10/-
4. Devonian Scramble	...	100/-	60/-	40/-	30/-	20/-	15/-	10/-
5. Juniors only	...	60/-	40/-	20/-	20/-	15/-	10/-	10/-
6. Experts only	...	80/-	50/-	40/-	20/-	15/-	10/-	10/-

NOTE: The Devonian Trophy will be awarded to the winner of Event 4. To be held for one year.

CLASSIFICATION OF RIDERS: The eligibility of riders for Events 1 and 5 will be decided as by Centre ruling.

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

NORTH DEVON SCRAMBLE

3rd June, 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

Machinec.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..."

CHERRYSONS LTD.

3 Boreham Road, W. Southbourne, Bournemouth. Tel. 44770

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DARTMOUTH M.C.

There are only two events to report this month, that is Two Trials, the first being the S.W. Centre Team Trial. From our Club's point of view, we did better than last year, coming 7th out of 11 teams entered. Also congratulations to John Todd on winning the Non-Expert award in this event, losing only 36 marks. Thanks to our team riders: J. Todd, P. Hancock, B. Trott and G. Trott.

The other Trial was the West of England Good Friday Trial for Non-Experts. Well done our Club! We won the Team award, thanks to B. Trott, runner-up, 14 marks lost (winner lost 12), J. Todd, 17 marks, and G. Trott, 28. Also congratulations to William A. Fisher, who was runner-up in the Standard Machine class, 21 marks. This was his first Trial and is one of our newest members. Our other award winners were C. Hayman, 18; M. Dean, 19; B. Sampson, 22; D. Down, 37; and I managed to scrape in for the last award with 61; not so good.

Congratulations to Brian Jones and Jennifer Lewis on their marriage on 23rd March.

Congratulations to Ronald Lambie and Betty Day on their marriage on 30th March.

Future Events.

Sunday, 5th May. Working Party on Scramble course, 10.30 a.m. onwards.

Friday, 10th May. Working party on Scramble course, 6.30 p.m. onwards.

Saturday, 11th May. Similar working party from 10.30 a.m. onwards. Please come and give a hand at these working parties, as your help will make this event a success.

Sunday, 12th May. **SCRAMBLE DAY! The Centre Championship Scramble** starts at 2.30 p.m., which will mean that practising will start at 1 p.m. So all marshals and gate stewards, etc., should be there by 12 noon. Venue is Morley Parks Farm, Nr. Halwell, off the main Totnes to Kingsbridge road. The route will be marked from Totnes by-pass.

Working parties at the following dates and times for our Whit Monday Scramble: Friday, 31st May, 6.30 p.m.; Saturday, 1st June, 10.30 a.m.; and Whit Sunday, 2 p.m. onwards.

Whit Monday is Scramble Day for our Club (3rd June), starting 3 p.m.; practising starts 1.30 p.m. All helpers should be there by 12.45 p.m. Venue as above.

A. ROSENBERG.

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

STANBOROUGH SCRAMBLE

Monday, 3rd June, 1963. Start 3.0 p.m.

PERMIT No. O.E. 658

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

EVENTS & AWARDS:		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1. Junior Riders only	... ..	80/-	50/-	30/-	20/-	10/-	7/6	5/-	5/-	5/-	5/-
2. Experts only and First 10 in	... ..									
Event 1	... ..	150/-	80/-	60/-	40/-	20/-	10/-	5/-	5/-		
3. Up to 350 c.c.	... ..	80/-	60/-	30/-	20/-	10/-	10/-	5/-	5/-		
4. 300 c.c. and over...	... ..	100/-	80/-	60/-	40/-	20/-	10/-	5/-	5/-		
5. Unlimited—Open	... ..	120/-	80/-	60/-	40/-	20/-	10/-	5/-	5/-		
6. Class Capacity	... ..	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 Clubs riding solo machines.

VENUE: Morley Parks Farm, Halwell, on the 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.

NUMBERS: Each machine must be fitted with three black discs of not less than 10 inches in diameter with numbers painted 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—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 at least.

METHOD OF START: Hand on helmet, engine running.

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, 28th May, 1963**, together with fee of 7/6. Late entries will not be accepted. Entries received without fee will be returned.

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

3rd June, 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.

Small Advertisements

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

FOR SALE

Scramble Body Belts, 19/-, 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.

1962 Works 250 c.c. Dot; square barrel and frame; new barrel, clutch and mains fitted; 18 meetings only (petrol or dope); £155.—M. Body, San Remo, Tarnock, Axbridge, Som. (Phone Edingworth 242.)

CREDITON M.C.

First of all this month I must apologise to members for the non-appearance of notes in last month's "Gazette."

May I, on behalf of all members of the Club, offer my congratulations to Walter Baker on being elected our Hon. Secretary for the 25th year. We would also like to welcome Bert Browne as our new Chairman. Arthur Bowden has resigned after three years in the chair, as having moved to a new district it would be too far to travel to all committee meetings, especially if the weather conditions are anything like last Winter.

On 7th April we held our President's Trophy Trial, starting from the White Horse Filling Station. This Trial attracted an entry of 50 riders. The course was a mixed variety of lots of water, mud and long climbs in the observed sections. The result was in the balance right until the end, with Ivan Pridham just getting the verdict. Awards:—

President's Trophy—I. A. Pridham; runner-up—W. H. Martin; 3rd Best—V. J. Ashford. 1st Class Awards—P. Bellow, R. Wooldridge, E. Short, A. Stevens. 2nd Class Awards—M. G. Fry, E. Dommett, M. Lavercombe, T. J. Street. Non-Expert—B. R. Trott. Novice—B. Sampson.

Our first Scramble of the season takes place on the 16th June; the Regulations appear elsewhere in this "Gazette." A working party will be required at the course before the event, so details will be announced at a later date.

R.H.W.

OTTER VALE M.C.

The first thing to report this month is the Skittle Match, which was held at the Horse and Groom Inn, Sidmouth. This was a return match against the Saddlers Arms team from Lymptone. Whether it was sheer skill on Otter Vale's part, or that I was playing on the opposing side, I am not sure, but the Club won by a few pins. I believe the Saddlers now want a return match, so we are doing our best to arrange this.

The Centre Team Trial, despite the awful weather, was a successful event and the Otter Vale Team put up a good performance and came second. Congratulations to Devonport on their well-deserved win. The Stuart Trophy Trial, which was run at the same time, was won by Bill Martin. But most praise must go to the few who braved the elements and stood out on the sections for several hours that day; they are, of course, the observer, without whose help Trials could not be run.

Good luck to all those who are taking part in the Scottish Six Days' Trial. May the riders from the South West bring back their share of awards.

The Closed-to-Club Bowd Trophy Trial, which should have been held earlier this year, will now be run as an evening Trial on Saturday, 20th July, 1963.

The following riders will represent the Club in the Inter-Club Team Scramble to be held at Halwell, Nr. Totnes: R. Baker, P. Turner, D. Orchard, R. Thorn.

We all wish them the best of luck and a trouble-free ride.

JEANNETTE COURTNEY.

YEO VALE MOTOR CYCLING CLUB

THE SUMMER SCRAMBLE

Sunday, 9th June, 1963, at 2.00 p.m.

TEMPORARY TRACK CERTIFICATE No. 769

PERMIT No. O.E. 656

OFFICIALS: A.C.U. Steward—W. J. Baker; Club Stewards—L. Irwin and P. Peare; Clerks of the Course—P. Butler and D. Sims; Secretary of the Meeting—R. K. Harvey (to whom all entries should be sent), 58 Lakefields, West Coker, nr. Yeovil, Somerset.

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

VENUE: Westbury Farm, Little Norton, Norton-sub-Hamdon, nr. Yeovil, Somerset. All competitors to enter from Norton-sub-Hamdon entrance. The course will be clearly indicated from all main roads.

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

NUMBERS: All machines must be fitted with three black discs 10 inches in diameter with numbers painted white.

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 1.00 and 1.45 p.m. on the day of the meeting only and each rider must complete at least one practice lap.

METHOD OF START: Electric light signals—Red, prepare to proceed, Green to proceed Clutch start.

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

ENTRIES must be made on the form below, to reach the Secretary of the Meeting by not later than **Monday, 3rd June, 1963**, together with fee of 7/6. No late entries will be accepted. Entries will be restricted and will not be accepted unless accompanied by the fee. The Club reserve 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.

EVENTS & AWARDS:		1st	2nd	3rd	4th	5th	6th	7th	8th
1. Junior Riders only ... ..	...	90/-	70/-	50/-	30/-	20/-	10/-	10/-	10/-
2. Experts only ... ..	...	150/-	80/-	60/-	30/-	20/-	10/-	10/-	10/-
3. Up to 350 c.c. ... ..	...	90/-	70/-	50/-	30/-	20/-	10/-	10/-	10/-
4. Summer Scramble ... ..	...	150/-	100/-	60/-	30/-	20/-	10/-	10/-	10/-
5. Junior Riders only ... ..	...	90/-	70/-	50/-	30/-	20/-	10/-	10/-	10/-
6. Experts only ... ..	...	150/-	80/-	60/-	30/-	20/-	10/-	10/-	10/-

NOTE: The Jotcham Trophy will be awarded to the winner of Event No. 4. Event No. 1 is an event in which non-expert Yeo Vale members may win points for the Hack Trophy. The Jotcham Trophy to be held for one year only.

CLASSIFICATION OF RIDERS: The eligibility of riders for Events 1 and 5 will be decided as by Centre ruling.

INSURANCE is compulsory and will be paid by the promoting Club.

YEO VALE SCRAMBLE

9th June, 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

Machinec.c.....Passenger

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

SignatureDatePhone

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.

WEST OF ENGLAND M.C.

We had 56 entries for the Good Friday Non-Experts Trial and 83 for the Easter Monday Scramble. (We long ago lost count of the people who "requested Regs.!") The Scramble was fully subscribed within days of the Regs. being published, and we can only say "Sorry!" to those friends and strangers who have been disappointed. As many readers know, the Haldon course will be affected by the widening of the main Plymouth A 38 road, and this is the last meeting on it in the existing form, the contractors move in next day. It will do another season or two now, but will be much changed by the "Patchquick" on 23rd June.

One of our Scramble teamsters, Jock McAuley, had a nasty-looking toss at Broadhembury on 7th April. His shoulder injury is not serious, but may keep him off the tracks for a while.

Quite a contingent will be in the Scottish Six Days' Trial this year. Vic Ashford, Roger Wooldridge and Ivan Pridham are entered as a team by Devonport, the knotty point as to which Club should enter them having been resolved by getting our Centre President to toss a coin. They should stand a strong chance in the class for Club teams of private riders. Of course, Bill Martin will be there, with new machinery, we hear. And the two intrepid manufacturer/riders of the Dodkin factory, Walter Dodd and Fred Atkinson, will be making their second assault, also with new machinery. To them the very best of luck.

The Hon. Secretary will likewise be away, eating his way round the Scottish, from 3rd to 14th May. For anything urgent, contact R. W. Fraser (Kingskerswell 3285.)

R. P. WALFORD.

EXMOUTH M.C.

This month sees the first edition of our new look news magazine, "Compass." The idea is to give members more news, views and dates, and, who knows, may be a heartache column.

Last month's social event was a battle in skittles with the Exmouth Police, the Club winning a closely-fought match. Many thanks to our Vice-President, Len Tilbrooke, for the use of the alley.

The night run brought 13 starters to the Club's H.Q., but the bitter cold and 30 odd map references dwindled the finishers to eight, some finishing as late as 4 a.m. This was run over Haldon-Kilndown and Chudleigh area. Harold Smith and Alan Bradford turned in the best performance to take the Norma Trophy and the Mini boys took second place.

It's nice to see our membership increasing lately and welcome the new members to the warmth of our Club; also our congratulations to Dave Selway and his young lady on the occasion of their marriage.

Future events include the Social Run on 5th May, 2.30 from the Holly Tree. R.A.C. Rally on 26th May. Details in "Compass."

RON LEACH.

SOUTH MOLTON M.C.

The first thing this month to report, or not to report, was our Scramble, which was cancelled owing to the weather. We had the lot, rain, fog and wind and, unfortunately, we have not had the best of weather at any of our Scrambles; this can be such a lovely sport on a nice Summer's day, and it is so disappointing for all the organisers and the riders when an event has to be cancelled. Our Club would like to thank all the riders for being so very patient and understanding while we were waiting to see if the weather was going to clear. Many thanks to Gordon and Esme for the work they have done without any results.

Cyril organised a Grand National Draw, which turned out very successful and put our funds up a bit.

Congratulations to Arthur and Mary on the arrival of a son, Trevor. Don't know whether a scrambler or a "rabbiter."

S.G.H.

CREDITON & DISTRICT MOTOR CLUB

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

Sunday, 16th June, 1963, at 2.30 p.m.

JURISDICTION: This event will be held under the G.C.R. of the A.C.U. and these Supplementary Regulations. PERMIT NUMBER O.E. 657.

OFFICIALS: A.C.U. Steward—Mrs. M. L. Ramsay; Club Stewards—J. R. Staddon 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 $\frac{3}{4}$ 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, 8th June. Solo entries close first post on Wednesday, 12th June, 1963. Solo entries will be limited, and there must be a minimum of 8 sidecar entries for events 2, 6 and 9 to be run.

CLASS & AWARDS :		1st	2nd	3rd	4th	5th	6th	7th	8th
1. Up to 250 c.c.	... ..	60/-	40/-	30/-	20/-	15/-	10/-	5/-	5/-
2. Sidecar Scratch	... ..	100/-	80/-	60/-	40/-				
3. Unlimited c.c.—Open	... ..	80/-	60/-	40/-	20/-	15/-	10/-	5/-	5/-
4. Junior Riders only	... ..	60/-	40/-	20/-	15/-	10/-	10/-	5/-	5/-
5. Over 300 c.c. only	... ..	80/-	60/-	40/-	20/-	15/-	10/-	5/-	5/-
6. Sidecar Scratch	... ..	100/-	80/-	60/-	40/-				
7. Up to 350 c.c.	... ..	80/-	60/-	40/-	20/-	15/-	10/-	5/-	5/-
8. Unlimited c.c.—Open	... ..	100/-	80/-	60/-	40/-	20/-	10/-	10/-	5/-
9. Sidecar Handicap	... ..	100/-	80/-	60/-	40/-				

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

16th June, 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.

LYN & DISTRICT M.C.

At the last Club meeting, Robbie Wood wished to be relieved of his duties as "News Boy" for the "Gazette," as he was fully and, may I say successfully, occupied as Trials Secretary. On behalf of the Club, Robbie, thank you for your past efforts in this sphere.

The Club held the Lyn Trophy Trial on 31st March, with beautiful weather, an enjoyable course in the Hunters Inn area, but, unfortunately, a very poor entry of just over 20 riders. The results of the Trial were as follows:—

1st, R. J. Wooldridge, 15 marks; 2nd, M. Fry, 24; 3rd, P. Bellew, 43. 1st Class Awards—K. Jeffrey, 56; W. J. Smith, 59. 2nd Class Awards—T. J. Street, 75; C. H. Shopland, 77. Novice Award—G. Richards, 136. Non-Expert—K. Holsgrove, 81.

The Club held an enjoyable Treasure Hunt on 7th April with a fair entry, who found their way around the minor roads of Exmoor, via Cloutsham and Dunkery, finishing with a good tea at Exford. Mr. Saunders was the winner, with Terry Richards taking second place.

There will be a Gymkhana and Barbecue on 16th May at Six Acre Farm, Nr. Lynton, at 7 p.m. We shall be pleased to see all our friends, motor-ing or otherwise, at this event, and hope to make it a successful evening. All volunteers to help with this event will be welcome.

BRIAN O. WINDSOR.

YEO VALE M.C.C.

As briefly mentioned in last month's "Gazette," the Yeo Vale M.C.C., in-
deed the Centre also, are the losers with the tragic death of George Draper on the 25th March last as a result of a collision with his scooter and a lorry at one of Yeovil's black spots on Hendford Hill. His wife, also a very keen member, was injured, but has now been discharged from hospital and is now convalescing, and to her and George's mother we once again extend the profound sympathies of the Yeo Vale M.C. and his many Centre friends.

George had been a most enthusiastic motor cyclist all his life and was a member of the Sudbury-on-Thames Club before settling in the Yeovil area just after the war. He naturally joined the local Club and, with his experience as a civilian driving instructor with the R.A.S.C. at Houndstone Camp, Yeovil, his expert knowledge was appreciated in many circles.

His forceful and outspoken manner, both at Club and Centre level, will be remembered, and sadly missed, for the things he strove for were never for him-
self, but for the mutual benefit of his fellows. An ardent Road Safety represen-
tative for the Club on the Yeovil Accident Prevention Committee brought him into contact with many Road Safety conscious and influential people, and the indirect goodwill extended to us as motor cyclists must ultimately stem from the liaison between them and dedicated representatives like George Draper. We shall miss him for a long time.

Our recent Batten Scramble was a resounding success in every way, no doubt due to the misfortunes of our neighbouring Clubs in having to cancel their events prior to our own, thus depriving the hungry public of their favourite sport. The best in the history of the Club, so the older members proclaim; indeed, if an extra car park had not been made available we should have been in serious trouble with the local constabulary. We are extremely fortunate in having as a landlord such a man as Mr. Henry Radford, for until three days before the event it did seem that he would be faced with serious damage to his land had the wet weather continued.

Our Grass Track Meeting on Easter Monday was fairly well supported and resulted in complete victory for Lew Coffin in the solo classes. Sidecars pro-
vided the crowd with the most thrills, however, and honours were shared between R. Gerring and M. Lane.

Our team at the Centre Team Trial, I understand, finished 5th overall, which, I think, is a creditable performance under the very trying conditions at the time. J. Taylor has at last wrested the XYZ Trophy from the grasp of Michael Carter, who has held this award given by the Club for the best team member's performance for the last nine years. Some record!

G. GILL.

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