

OCTOBER, 1960



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EDITOR: VIC ANSTICE, Westgate Buildings, Bath. Phone 60373

All communications must be addressed to the Editor. The closing date for Editorial and advertising matter is the 20th of each month, but clubs are recommended to book space for regulations by the 10th of each month, for the following month.

Advertising Rates will be supplied upon application to the Editor. The Centre disclaims all responsibility for the views expressed by contributors to the "Gazette".

CASTLE COMBE SUB-COMMITTEE

Report of meeting held at Bath, Tuesday, 30th August, 7.30 p.m.

Present: Messrs. Bailey, Bracher, Cohu, Fellowes, Powles, Parkin and Anstice.

A general discussion took place on the meetings held during 1960, on 23rd April and 16th July.

The accounts were considered, and the financial position showed a considerable improvement over the past two or three years. The April meeting showing the best results. The final figures were not quite ready, there being several outstanding accounts, but these should be cleared in the very near future.

Rates. Letters were read from the owner of the circuit and her solicitors relating to use by other organisations of the circuit, it was noted that she had now agreed to collect a portion of these from the two concerned, a Driving School, who would use the Paddock and part of the course for six months, and the Bath Karting Club.

The amount being £8 10s. from the Driving School and £5 from the Karting Club for 1960. The full amount of £20 would be due from them for any future year. It had been pointed out to the owner, that any increase of rating brought about by the use of the circuit on more days than the two allotted to the Wessex Centre, must be considered the liability of those using the circuit or paddock.

1961 Dates. It was decided to ask the Centre to apply for the following dates for 1961. 22nd April and the 15th July.

Condition of Course. It was decided that before the 1961 season, parts of the circuit must receive attention if racing was to continue. It was decided that a sum, not exceeding approximately £300 should be spent on this. Messrs. Bailey and Anstice to meet the contractors who had submitted an estimate to decide final details.

1961 Meetings. A discussion took place on various items which had been mentioned, both by the Committee, the Centre, and others, to improve the meetings, and at the same time the Committee on behalf of the Centre thanked all those who had given so much time and effort to the running of the 1960 events in such a successful manner.

Gate Assistants. It was decided that for future meetings these should be handled by club members in an effort to save the cost of gatemen.

Armllets. It was decided that Armllets should be supplied to main officials, and an attempt made to obtain the return of these after each meeting.

It was decided to offer the 1961 catering and other rights to those who had helped in 1960.

Many other items of organisation were considered, all of which should help to make the 1961 events even more successful.



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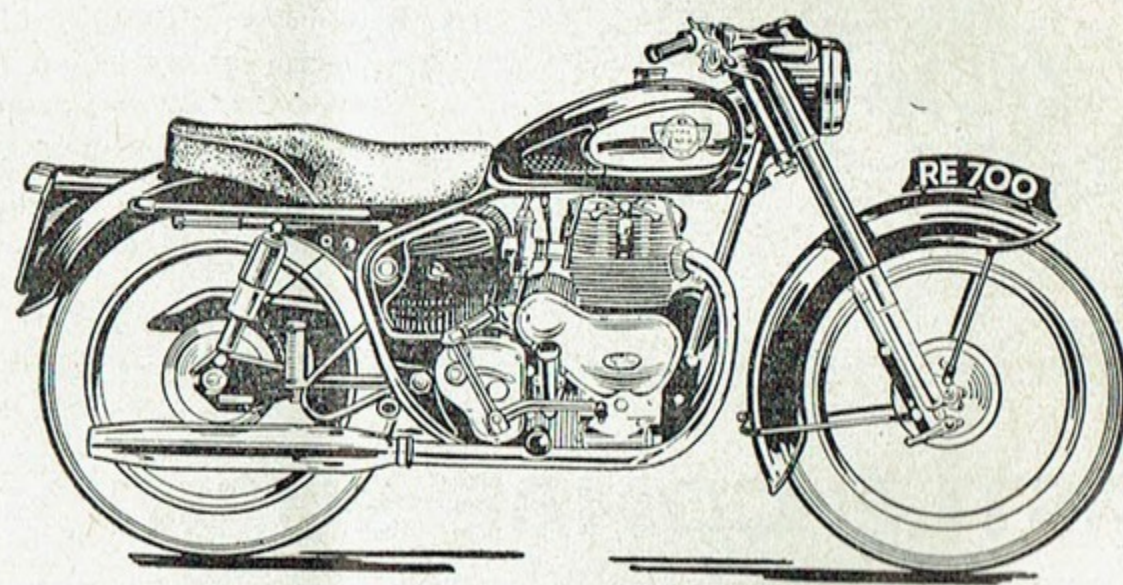
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THE WESSEX CENTRE A.C.U.

Notice is hereby given that an Extra-Ordinary General Meeting will be held on Wednesday, 12th October, 1960, at the Windsor Castle Inn, Bath, for the purpose of adopting the dates proposed for the 1961 Calendar. Clubs are requested to send in their requirements to the Centre Secretary not later than Saturday, 8th October, stating clearly whether speed, trial or joint permit required and whether Closed-to-Club or Open-to-Centre; Clubs need not apply for gymkhana dates as these can be applied for as and when required.

The members of the Centre Competitions Committee will attend at 7.30 p.m. to view the proposed calendar and clubs are invited to send one delegate with **power to act** at 8.30 p.m., when the Extra-Ordinary General Meeting will start.

This is in the nature of a reminder, official notices have been sent to all club officials concerned.

H. C. CROFT,
Hon. Secretary.

“How to Pass the Ten-Plus”

R.A.C. Publishes New Booklet

Owners of vehicles which will be subject to the Ministry of Transport's scheme for the "Ten-Plus" Test (it comes into effect on 12th September) will welcome the publication of a new R.A.C. booklet, *Vehicle Testing*—out today.

Roadworthiness tests on vehicles ten years old or more will be carried out at some 12,000 officially-appointed garages throughout the country and about two million cars, motor cycles and other vehicles are expected to be involved.

Vehicle Testing compiled by the engineering experts of the R.A.C., explains the scope and requirements of the scheme and states clearly what the examiners will look for when testing under the three main categories—brakes, lighting and steering. It also tells how these tests will be conducted.

Other aspects of vehicle testing such as fees, documentation, repairs, appeals and liability in the event of damage are also covered.

Vehicle Testing is free to members and may be obtained from R.A.C. offices everywhere.

CENTRE DINNER, 6th DECEMBER

An entirely new venue for this hoary old annual has been decided upon for this year. The lovely old suite of rooms at the Pump Room, Bath, has been booked; a first class orchestra will play for dancing. Several motor cycling celebrities have promised to attend and the cost of the ticket is being subsidised by the Centre and is a bargain at 15s.

There is every indication that this years' function will show a big revival in interest and tickets are limited to 180. Club Secretaries and Centre Officials have an allocation of tickets, so do not delay. In case of difficulty apply to Mrs. P. Croft, Knowle Hill Garage, Bawdrip, near Bridgwater, Somt. Phone: Puritan 203.

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CLUB NOTES

SOUTH BRISTOL M.C.C.

We are sorry to say that Brian Edmonds, who has done so much service as Secretary these last two years, has had to resign, due to his varying hours of his new occupation. We of the club would now like to thank him for his interest and work while he was in office. His position in the club has been taken by L. J. Huish of 80 York Road, Bedminster, Bristol 3, so will other club secretaries please address their communications to him. As the winter season will soon be upon us there will, no doubt, be some of you who will like to challenge us at some indoor sport, or maybe require some assistance at trials.

Our evening at the Mendip Vale social was a jolly one and was enjoyed by all, we are looking forward to the near future when we can return the compliment but "Flash" will have to get a Loud Hailer when next we visit them, the singing was rather off key, but who cares when the company is so cheerful.

Unfortunately our second scramble was rather marred by the weather but the skies cleared sufficiently to enable us to clear the ground before dark, with the assistance of some of the Dundry folk, after which we adjourned to the British Legion Club and proceeded to get just as wet inside as we had been outside for most of the day.

Our Concours de Elegance of Tramps at the Annual St. Giles Fair, held at the Dundry Vicarage caused much amusement to all those attending, the first prize being taken by Dennis Wade and partner, they certainly deserved their win. Perhaps next year members from other clubs would like to enter this competition, so please let us know if you wish to compete.

We are holding our Christmas social on 3rd December, so please come along and join us at the Cumberland Hotel, we hope to have an extension of hours and we are going all out to make this a really enjoyable evening.

BATH AND WEST OF ENGLAND M.C.

The Shield Trophy Trial attracted an entry of some 45 riders from the Bath and Bristol Clubs and the competition, especially man v. elements, was severe, the event being from start to finish in heavy rain, varied by occasional thunder and heavier rain.

The result was a win for Bath but had Mike Harding's bike kept the water on its outside the result would have been very close indeed. Still, we have the privilege of cleaning the shield for another year and our congratulations must be accorded to the riders and thanks extended to those brave folk who stuck to their observers' posts.

Another successful event was the Tramp Supper at Colerne, when we were assisted in our revelry by the Clerk of the Weather, providing a fine, dry evening. A pretty authentic selection of broken-down-looking swede-bashers were in attendance but there seemed to be little agreement on what should constitute the apparel of a "Trampess". The evening was made by the "Kingswood Follies" electric-guitar party to whom we extend our thanks, as also to the long-suffering farmer who gave us the hospitality of his paddock and unlimited supplies of timber. This social event, like so many others, was run by Phyl Croft, to whom we say a big "Thank You".

We have discovered that there is an almost total lack of knowledge of first-aid in the club and have arranged for a St. John Ambulance Brigade Instructor to come along and talk to us on our club nights on the 7th and 14th November, so even if you get bored to tears with our usual club business meeting, please come along and find out a little about how to do the minimum at least, for anyone who hurts himself on club activities.

NOTE: Knut Trophy Trial, 27th November. Clerk of the Course: R. A. Green, 5 Ainslie's Belvedere, Lansdown, Bath. Secretary of the Meeting: Mrs. P. Croft, Knowle Hill Garage, Bawdrip, near Bridgwater, Somerset. Tel. Puriton 203.

SHEPTON MALLET M.C.

Apologies for the absence of our notes last month but yours truly regrets that pressure of business relating to our final scramble of the season. The Championship Meeting used up all the midnight oil. Congratulations to our new Senior and Junior Champ.—Frank Underwood. Frank set the pace with keen competition from several famous Midland and Southern aces, and to Joe Johnson the Lightweight winner on his remarkable Greeves. It may interest both scramblers and supporters to know that we have been investigating the possibilities of a new circuit on Pennard Hill at Park Farm, Pilton, near Shepton Mallet and promising developments may be expected for next season, this does not necessarily mean that Lynchcombe will be abandoned. The Club Captain, Len Sanders, Gold Star mounted, with moral support from the Centre Chairman, a few club officials and yours truly spent an evening prospecting and decided upon the layout of the new track. Dusk fell all too soon and with our ace scrambler feeling that the inner man needed more lubrication than his "Beeza" a retreat was made to the nearby local until landlord Ken Hardacre shouted the well-known phrase "Time Gentlemen".

Autumn Cup Trial, 23rd October, this closed event is usually a reminder of the approaching trials season, it is hoped to utilise the popular sharp course, starting from the Mendip Service Station, Gurney Slade at 10.30 a.m. Regulations will be available to all interested and offers of assistance observing will be welcomed.

A further stock of Club Badges is now available to all requiring them.

FROME AND DISTRICT UNITED M.C. AND L.C.C.

Our Scramble held on the 21st August must have been the best yet seen at Leighton and we will have to work hard next year to keep up such a high standard. Our Secretary, Jim Webb, would like to pass on his thanks to all who helped make this event so successful. The R. R. C. Walker Cup is even better than the last, and will be on show soon.

We must now begin to think of what improvements to make on the course and if any one has ideas come along and we can try and keep Leighton one of the most popular tracks again next year.

The Third League Trial will be over when you read this and it was a pity that one of our team failed to turn up.

We already have a few entries for our trial to be held on 16th October, and there is still plenty of work to do preparing the route and please turn up early on the day of the trial.

Seats are available on the bus to the Motor Cycle Show in November, and please let the Secretary have your names as soon as possible. The Club Dinner will be held this year on the 2nd December, at the George Hotel. Club night for October, Tuesday, 18th, the Lamb Hotel, 8 p.m.

BRISTOL SPEEDWAY M.C.C.

There is nothing much to report on last month's activities, since many people were on holiday.

Two skittle matches are booked at the Blue Bowl, Bath Road, on 5th and 26th October. Opponents as yet unknown.

We have a 41 seater coach booked for the Motor Cycle Show on 12th November, seats are going fast so book early to make sure of yours. Price 17s. each, 2s. deposit per seat, and Neil will even give a receipt if asked.

Preparations are well in hand for our President's Trophy Trial to be held on 30th November, and Regulations will be available shortly. The Secretary of the Meeting: N. A. Micklefield, 48 Lulworth Crescent, Downend, Bristol.

TOR M.C. AND C.C.

Last minute news of the Inter-Centre Team Scramble Championship, which is being held on our course at Higher Farm, Wick, is that entries have been received from no less than 15 Centre teams—an all time record for this event. The preparation of the course is well under way at the time of writing these notes, and now it all depends on the weather (and the crowds) to make this another success for the Centre. One thing is certain, wet or dry, Higher Farm can guarantee spectacular riding of the best sort.

Next, some news of our mud pluggers. Ian Lenton won the Yeo Vale Trial a couple of weeks ago, with Andrew Carter as runner-up. The following week at Exmoor, Ian and Andrew came home with First Class Awards, and Ashley Middleton, riding his highly modified 250 c.c. B.S.A. Star, collected a Second Class. The present position in the Jim Alves Trophy (after the 1st and 2nd trials) is that John Phelps is first with 19 points, David Wells second with 23 and Ashley Middleton third with 34 points.

In the John Douglas Trial we shall have two teams; Malcolm and Terry Body and Ian Lenton is one and Andrew Carter, Mike Palfrey and Ashley Middleton in the second. Will it be our year this year?

MENDIP VALE M.C. AND L.C.C.

I apologise for the absence of notes in last month's Gazette.

Unfortunately we had to cancel our scramble scheduled for 25th September, due to difficulties over the land. It has now become necessary to find a new and more permanent course for next year and our scouts have already been following up one or two likely leads but if any of you have any ideas please let the committee know.

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By this time most of you who were not present will have heard of Henry Body's record breaking long jump at the Gymkhana which we organised at Hewish Harvest Home. The jump was 72 ft. 6 in. and I hope his wrist has now recovered from the effects of it. This Gymkhana proved a most entertaining evening and I hope our photographers will have some good evidence to show the riders why we laughed so much. The "prams" are, I believe, being kept in readiness for next year.

We were very pleased to welcome so many of the South Bristol Club to our Beetle Drive in August, which, thanks to them turned out a riotous evening. We hope to join them for some more social functions during the winter evenings.

By the time you read these notes we shall have returned from our trip to the B.S.A. factory, so please let me know where you would like to go next so that arrangements can be made, if possible for a weekend trip so that more members can go.

Our first trial of the season which is Closed-to-Club is on Sunday, 30th October, so observers please get your pencils sharpened up and your gum boots out!

MINETY VALE M.C.

Start of the Fourth League Trial, Sunday, 9th October, Old Inn, Minety, near Malmsbury. Secretary of the Meeting: Mrs. Curnock, 125 Cricklade Road, Swindon, Wilts. Tel. 3733.

KINGSWOOD M.C.C.

We would like to congratulate Maurice Hawthorn (better known as Boris) on his great determination to finish in the Manx Grand Prix. Unfortunately his bike was giving trouble and on the second lap he had to pull into the pits for repairs. After a quarter of an hour he started off again only to fall off at Waterworks. Nevertheless he carried on despite a cut hand, but had to retire on the fourth lap with a badly slipping clutch. Well done Boris.

We are having our usual Autumn Dance on 8th October at the Hospital Hall, Hawksbury. Tickets available from Ken Avery or any club member, price 2s. 6d.

We are always pleased to welcome new members to our club which is held every other Wednesday at the Lamb and Lark, Burchells Green Road, Kingswood. The dates for October being the 5th and 19th.

Thanks to the kind invitation of the Bath Club, members of our club had a very enjoyable evening at the Tramps Dinner held by them on Saturday, 10th September.

Thanks also to the A.M.C. Owners Club for the invitation to their Barbecue at the Griffin Inn, Bridgegate on Saturday, 17th September.

That is all the club and social news for the month, so cheerio until next.

BRISTOL M.C.C.

After hours of hard work by John Parker and the Social Committee, it was a great disappointment, when through the lack of interest, the Treasure Hunt on the 21st August had to be cancelled. But if only four people can work up enough enthusiasm, it doesn't seem to be worth all the trouble of mapping out a course and checking all the clues, etc., perhaps everybody decided to go to the Frome Scramble? If they did, then they saw the best Centre Scramble to be run this year. For with all the top flight names doing battle, our own club members really had to "stoke" it all on. Charlie Lewis "overstoked" straight into Frome Hospital for a minor leg injury.

The weather for the Lansdown Inter-Club Trial, (Bristol v. Bath), was strangely reminiscent of the Timed Trial in December. As on that day, it rained and rained and only when everything was finished did it stop. The result was the same as it has been for the last three years, we lost! This time by 31 marks. But even so, we didn't hear one grumble throughout the whole afternoon, not even from the observers, who had to just stand out in the open and take all that was coming down. I know all the drivers will take this chance to thank the stalwarts who though wet through stuck it out to the end. There was one unfortunate accident to one of our new members, G. A. Ford, who

received a badly lacerated leg and had to go to Bath Hospital, all the club wish him a speedy recovery, and hope it won't put him out of action for long. For the benefit of trials drivers, there have been discussions between the insurers of motor cycling events and the Wessex Centre, the outcome of which is that for an additional payment of 1s. per event, which would be included in the trial entry fee, drivers would receive £4 per week for 52 weeks, excluding the first three days. I will keep you informed of further developments as I think you will agree this is a long needed want. The Bath Club are arranging a first aid post at the start of their trials, and the chief marshal of each hill will then fetch the trained personnel to the aid of a driver who has been injured.

The Minety Vale Club thanked the members of our club who went to help out at different places at the National Grass Track meeting on the 4th September. Thrilling from start to finish and blessed with a fine day and a large crowd to help swell the coffers of the A.C.U. Benevolent Fund, the meeting was marred by the fatal accident.

The following Thursday saw some of our members competing etc. in a Gymkhana at Hewish. The funniest pram race that has been run for years around here, thrilled a large crowd, because the ground was not a cricket pitch and the cows had only recently been taken in to milk! The highlight of the evening was the long jump. Henry Body endeavoured to beat his previous nights' jump of 67 feet, succeeding with 72 ft. 6 in. and a broken wrist! I swear there was 20 feet of twilight under his bike! All competitors were done proud after the meeting with a firkin and cheese.

The following evening Colin Weeks and Glen Bull were presented with plaques and good wishes on their journey home to New Zealand, which they start on the 6th October. Being that this took place at the New Passage Hotel at Pilning, everybody no doubt enjoyed themselves. I was up the Speedway for the West of England Scrambles Cup, new style. Local scramble aces, and not so local, watched the meeting proper with bated breath, for they were to do six laps, heats and finals, without practice! Len Sanders was unfortunate to be in the first heat with Lew Coffin on a grass bike, who although giving a half lap start was at a great advantage and went past Len on the last bend like the proverbial dose of salts! Roy Bradley in the following heat, rode in tearaway style on his Kingsway single to come in first spot from Dick Wagland, and heat three saw "Stan

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Tearlett" riding in good speedway style to be fastest "tiddler". Who was this mysterious driver from Winterbourne on a DOT No. 87? The final showed the advantage of a grass bike, Coffin still giving a half lap lead, just beating Roy and Eddie Owens to the line. The new style cup in the shape of a canteen of cutlery was presented by Barbara Cullimore who is looking for mad trials drivers who may be interested in having a go on their trials bikes. Already she has the names of half a dozen. This seems to be a full sporting week, for besides a working party on the "John Douglas" course (three people versus a mile of undergrowth) we had Roy Miller and Cliff Bartlett's Autumn Rally, and I am pleased to see that after all their trials in the past the Army has proved superior to the Fire Brigade navigated by Wally Flew who got lost! The speed schedule must have been too slow for this type of vehicle; Martin Palmer did well up to the half-way stage navigating the "Cub" very expertly. We shall have to report the Scramble and League Trial next month. All I can say at the moment the League Trial was exceedingly "National", ask Arthur Tankins, he'd lost two stone at half distance.

FORTHCOMING ATTRACTIONS:

October 8th—National John Douglas Trophy Trial—Help! Help! Help!—Winford, 8.30 - 9.00 a.m. **October 12th**—Film Show, Full Moon, 8 p.m. Coach Trip to Blackpool for illuminations. See Social Committee. **November 12th**—Coach Trip to Motor Cycle Show at Earls Court. See Social Committee.

A.C.U. BULLETIN

ACCIDENTS AT SPEED EVENTS

The Competitions Committee considers it advisable that promoters of all speed events should be asked to take steps to ensure that when an injured driver is removed to hospital his crash helmet and protective clothing be sent to the hospital at the same time, and promoters are requested to make the necessary arrangements with the Medical Officer and ambulance officials.

In issuing this directive, the Competitions Committee is guided by a report that at a recent road race meeting a driver was discharged from hospital after treatment but subsequently another hospital diagnosed a head injury. It is felt that had the driver's damaged helmet been sent to the hospital at the time of the accident, the need for an examination of his head would no doubt have been apparent, even though there were no outward signs of injury.

GRASS TRACKS

The Competitions Committee reminds promoters of Grass Track Races that the public safety precautions must be as laid down in the General Competition Rules and also that attention should be paid to the examination of machines.

SUSPENSION

The Competitions Committee has received notification of a sentence of Local Suspension for one year from 25th August, 1960, imposed upon Mr. E. Thornber by the North Western Centre for a false declaration on an entry form in that the driver declared himself to be a registered member of a club when in fact he was not.

The attention of all drivers is drawn to the provisions of G.C.R. No. 171 and the Competitions Committee warns all drivers that a serious view will be taken of any further cases of a similar nature.

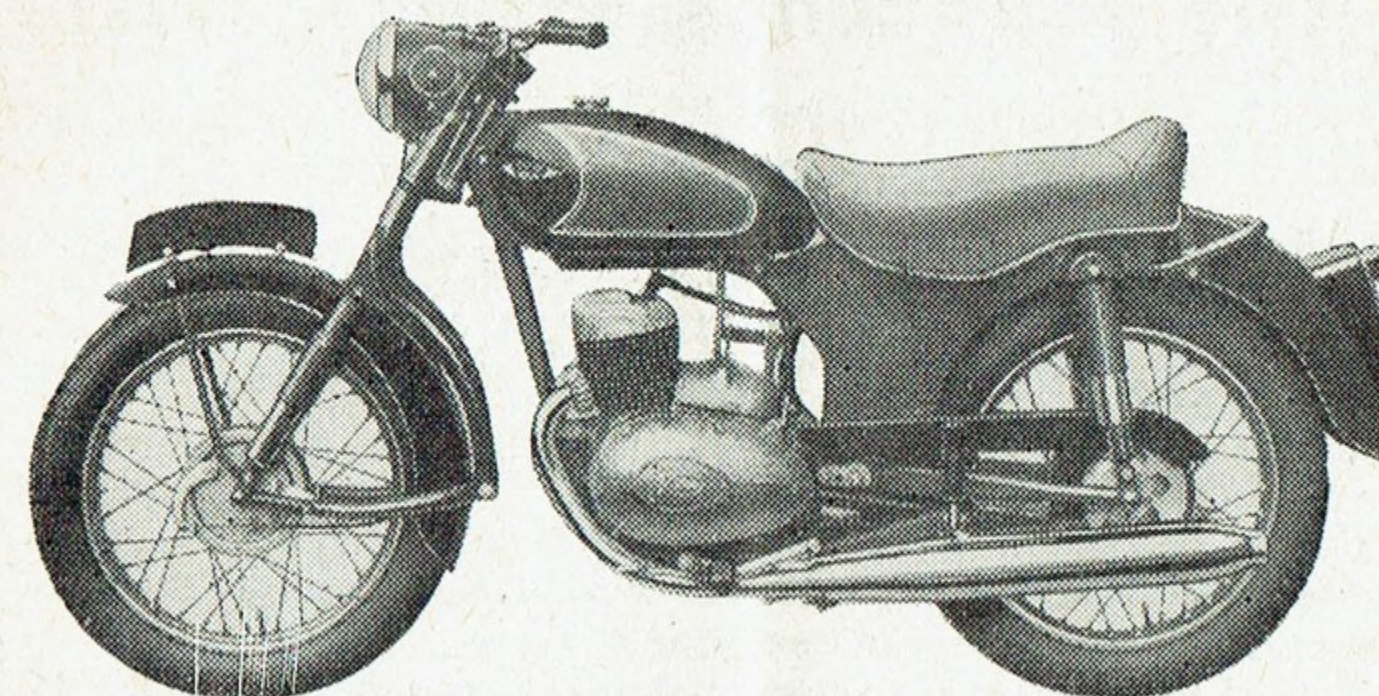
ADMISSION TICKETS AND OFFICIAL PASSES (SPEED EVENTS)

Clubs are reminded that the words "For conditions see over" must appear on the front of admission tickets and official passes when the "disclaimer" is printed on the reverse side.

WESSEX CENTRE CLUB SECRETARIES

- WESSEX CENTRE SECRETARY:** H. C. CROFT, Knowle Hill Garage, Bawdrip, Nr. Bridgwater. Phone Puriton 203.
- ARIEL OWNERS M.C.C. (BRISTOL SECTION):** J. W. Seaman, 67 Tweeny Lane, North Common, Warmley, Nr. Bristol.
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- SWINDON AND DISTRICT M.C.C.:** F. C. Parsons, 41 Morris Street, Swindon, Wilts.
- THE FORCES M.C.:** D. Probert, 13 Melrose Place, Clifton, Bristol 8.
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1. OFFICIALS

Stewards of the Meeting: W. A. Stone (A.C.U.—South Western Centre);
W. Wilson and W. Blackmore (Club).
Timekeeper: H. Holman (South Western Centre Subsidiary).
Scrutineer: W. Martin. Clerk of the Course: J. Courtney.
Deputy Clerks of the Course: D. Seward and A. Tapley.
Secretary of the Meeting: P. Caddick, 1 Grange Cottages, Withycombe, Exmouth,
Devon. (Tel. Exmouth 2654).

2. ANNOUNCEMENT AND JURISDICTION. The Otter Vale Motor Club, as Promoters, will hold the President's Trophy Trial on Sunday, 23rd October, 1960, for SOLO machines. The Trial is open to registered members of any affiliated club in the South Western Centre, Wessex and Western Centres of the A.C.U. and will be held under the G.C.R. of the A.C.U. together with these Supplementary Regulations and any final instructions to be issued (such final instructions to have the same force as these Supplementary Regulations).

3. ENTRIES. These will be accepted forthwith and must be sent on the printed entry form provided, accompanied by the correct fee, to the Secretary of the Meeting, not later than **Saturday, 15th October, 1960. Late entries will not be accepted.** The promoters reserve the right of refusing any entry without giving a reason.

Entry Fee shall be:

- 1. Entrants 7s. 6d.
- 2. Club Team fee (each team to consist of three drivers) 7s. 6d.

Team nominations will be accepted up to half an hour before the Start of the Trial. Each member must sign the entry form in the space provided signifying his consent. No substitution or change of driver is allowed once entries have closed, nor is any change of make or capacity permitted, except under exceptional circumstances, such circumstances to be submitted to the Clerk of the Course, or his Deputy, before 11.30 a.m. on the day of the Trial.

Entry fees will only be refunded if the Trial is cancelled or postponed for more than 24 hours.

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4. START. At the Hare and Hounds Inn, situated on the A.375 Honiton - Sidmouth, at 11.30 a.m. First man away at 11.31 a.m. and thereafter at intervals of one minute in their running order. Drivers must sign on at the Start at least 30 minutes before their starting time, and must be ready to start upon that time (penalty for late starting, one mark). Any driver not ready to start within 15 minutes after his scheduled time will be deemed a non-starter. Any driver who has not been recorded as passing through any Observed Section, Test or Check will be regarded as a non-finisher. A Back Marker will follow 15 minutes after the last man's time and will make allowance for official delays. Any driver passed by him will be deemed to have retired. Drivers will be notified of their starting numbers as entries are received to enable them to calculate their starting time. Two and a half hours will be allowed for completing the Course.

5. FINISH. At Hare and Hounds Inn.

6. COURSE. This will be of a sporting nature, consisting of approximately 30 miles. The Route Card will give all particulars. Route Cards and Numbers will be issued at the Start. The Route will be marked with cards and/or powder, but the onus of finding the correct route rests entirely with the driver, and no protests can be entertained on this score.

7. OBSERVED SECTIONS will be indicated on the Route Card. The beginning and end of each will be marked by a large card, and each sub-section by a numbered card. Drivers will be started on a given line as directed by the Marshal in charge.

Marks will be lost as follows, per sub-section:

| | |
|--|---|
| Clean passage | 0 |
| Touching ground once only with any part of body | 1 |
| Touching ground more than once | 3 |
| Stop | 5 |
| Driver not ready to enter Section when called, or Start or Pass through a Check | 1 |

“Stop” means machine failing to maintain forward progress under its own power relative to the direction of the course; or receiving outside assistance; or driver dismounted. After a stop, a driver must restart in a forward direction in the same sub-section in which he stopped. A machine will be considered in, or out, of a Section or Sub-section when the front wheel spindle passes in, or out, of it.

Any driver claiming a baulk must do so immediately, and must not proceed into another Sub-section. He will then re-start on the instruction of the Observer. Any driver not complying, forfeits all claims of a baulk.

8. **SPECIAL TEST.** This will be used to decide ties, and will consist of the following: Two lines will be marked across a road. Line “A” will be at the top of a down gradient and Line “B” will be marked at a suitable distance up a rising gradient. The driver shall place his machine with the front wheel at rest on Line “A”, engine dead, gears in neutral. When signalled he shall allow his machine to roll forward without assistance other than gravity. He may, however, push off once with one foot only, the other being clear of the ground. He must not touch the ground again until his machine ceases to maintain forward motion, and must remain astride the machine throughout the test. The furthest distance attained beyond Line “B” will constitute best performance.

If a tie should occur on the Special Test, this will be decided by the driver who travels furthest around the course clean.

9. **DRIVERS AND MACHINES**

- 1. Machines will be examined at the Start, and must comply with the legal requirements for motor cycles on the public roads, and will not be allowed to proceed otherwise.
- 2. Only tyres which conform to the A.C.U. specification and are listed in the “approved” list of tyres published by the A.C.U. will be permitted. The treads must not be cut or altered in any way.
- 3. Chains and other non-skid devices will not be allowed.
- 4. The promoters reserve the right to require any driver to remove such parts as may be necessary to verify the c.c. of his machine.
- 5. Numbers supplied by the Club must be displayed in prominent positions front and rear throughout the Trial, clear and unobstructed.

10. **AWARDS.** All awards will be subject to a minimum of six entries in each capacity class. No driver shall qualify for an award unless he has signed the starting and finishing sheets and has completed the appropriate course in accordance with the conditions laid down. No driver may win more than one award, except Team Award. In the event of there being less than six entries in any capacity class it will be merged with the next highest.

OPEN:

- 1. *President’s Trophy* (to be held for one year) and *Replica*—for the best performance of the day.
- 2. { Best performance by member of the two other Centres, other than Centre
- 3. { winning Premier Award—Club Trophies.
- 4. Best performance on a machine up to 250 c.c.—Club Trophy.
- 5. Best performance on a machine over 250 c.c. and not over 350 c.c.—Club Trophy.
- 6. Best performance on a machine over 350 c.c.—Club Trophy.
- 7. Next best 10 per cent of starters (other than Award Winners)—First Class Awards.
- 8. Next best 10 per cent of starters (other than Award Winners)—Second Class Awards.
- 9. Members of Winning Club Team—Individual Awards.

CLOSED:

- 1. *Exeter Motor Exchange Trophy* (to be held for one year) and *Replica*—best performance by a member of the Otter Vale M.C.
- 2. *Leighton Steer Trophy* (to be held for one year) and *Replica*—best performance by a member of the Otter Vale M.C. (residing within 15 miles of the headquarters of the club).

The Promoters reserve the right to adjudicate on all claims to eligibility for Closed Awards.

11. **PROTESTS** to be made in accordance with the provision of the G.C.R.

12. **Drivers may be requested to show proof that they are registered members of the club stated on their entry form.**

THE OTTER VALE MOTOR CLUB

The President’s Trophy Trial

REGIONAL RESTRICTED

SUNDAY, 23rd OCTOBER, 1960

ENTRY FORM

Entries will close on **Saturday, 15th October, 1960.** No late entries will be accepted. Entries to be sent to P. Caddick, 1 Grange Cottages, Withycombe, Exmouth, Devon. In the case of the Club Teams, each member of the team must sign the entry form as well as the Club Secretary.

IDEMNIFICATION: I have read the Supplementary Regulations issued for this Trial and agree to be bound by them and the G.C.R. of the A.C.U. In consideration of acceptance of this my entry I hereby agree to save harmless and keep indemnified the above mentioned organising club, the South Western, Wessex and Western Centres of the A.C.U., and any owner or lessee of land used for this meeting, their officials, servants, representatives, 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 of, or damage, to the person or property or myself, or of my mechanic(s) howsoever caused and whether or not arising out of or in connection with my entry or my taking part in this Trial and whether or not occasioned by or contributed to by reason of negligence of the said bodies, officials, servants, representatives or agents. I further declare that I am insured whilst riding in this Trial against Third Party Risks in accordance with the provisions of the Road Traffic Acts, 1930 to 1946.

NAME: (Block letters).....

ADDRESS: (Block letters).....

CLUB:..... Machine..... c.c.....

Date..... Entry fee of..... enclosed

Signed.....

Signature of Parent or Guardian if under 21 years of age.....

Please enter the following as the Club Team

1. Signed.....

2. Signed.....

3. Signed.....

Date..... Entry fee of..... enclosed

Signed..... (Club Secretary)

Drivers may be requested to show proof that they are registered members of the club stated on their entry form.

T.G. MEETEN TROPHY

Full regulations are printed below, but briefly, this silver trophy was presented by our founder to be awarded annually for the best performance during the year by a rider (or team of riders), driving a British made Two-stroke(s).

It can be won in any sphere of motorcycling—scrambling, trials, racing, rallies, etc.—the main stipulation being that the machine is British made throughout.

The year starts from 1st October and ends the following 30th September, so that the claims can be judged and the award presented at the Club's Annual Dinner.

The Selection Committee consists of the Donor, two members of the technical press and two members of the B.T.S.C. and all claims should be made not later than 31st October to: B. E. Brooks, 4 Nice View, Leeds 8.

REGULATIONS FOR THE "T.G." MEETEN TROPHY

1. The trophy will be known as the T.G. Meeten Trophy and will be awarded annually; to be held for one year with suitable memento for the retention of the winner.
2. The trophy will be awarded to the rider, or team of riders who, in the opinion of the Selection Committee, puts up the best performance during or throughout the year in any phase or sphere of motorcycling driving a British made two-stroke(s).
3. The complete machine, with all accessories and components, must be made throughout in the United Kingdom.
4. The Selection Committee shall consist of the Donor, (or his nominee), two members of the Technical Press and two members of the British Two-stroke Club.
5. The year will extend from 1st October to the following 30th September. Claims to be made to the British Two-stroke Club not later than 31st October and the presentation to be made at the Club's Annual Dinner.
6. The decisions of the Selection Committee are final.

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ST. DAVID'S TRIAL

Manufacturers Team Prize

VICTORY TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize

HURST CUP TRIAL

Manufacturers Team Prize

COTSWOLD CUPS TRIAL

Best Sidecar Performance
Manufacturers Team Prize

BEMROSE TROPHY TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize

HUTCHINSON '100' (Silverstone)

Senior—1st
350 c.c.—1st, 3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
3-Wheeler—3rd

SWISS 250 c.c. MOTO CROSS

Winner

TRADERS CUP TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize

HANTS GRAND NATIONAL

500 c.c.—1st
250 c.c.—1st

OULTON PARK RACES (April 18th)

Junior—1st, 3rd
Senior—2nd, 3rd
Lightweight—1st, 2nd
Ultra Lightweight—2nd, 3rd

SCOTTISH 6-DAYS TRIAL

Best Solo Performance
Best Sidecar Performance
Manufacturers Team Prize
34 out of 38 Special First
Class Awards

NORTH-WEST '200'

350 c.c.—1st, 2nd, 3rd
250 c.c.—2nd, 3rd
500 c.c.—3rd

FRENCH GRAND PRIX

Sidecar—1st, 2nd

SILVERSTONE RACES (May 28th)

350 c.c.—3rd
250 c.c.—2nd, 3rd
125 c.c.—3rd
Sidecar—1st, 3rd

POLISH 250 c.c. MOTO CROSS

Winner

BLANDFORD ROAD RACES

Senior—1st, 2nd
Junior—1st, 2nd
Sidecar—1st
Lightweight—2nd
Ultra Lightweight—2nd

T.T. RACES

Sidecar—1st, 2nd, 3rd
Junior—3rd

FINNISH 250 c.c. MOTO CROSS

Winner

ITALIAN MOTO CROSS

Winner

COTSWOLD SCRAMBLE

Senior—1st
Junior—1st
Lightweight—1st
Ultra Lightweight—1st

DUTCH T.T.

Sidecar—1st, 2nd, 3rd

W. GERMAN MOTO CROSS

Winner

LUXEMBOURG 250 c.c.

MOTO CROSS

Winner

BELGIAN GRAND PRIX

Sidecar—1st, 2nd

BRITISH MOTO CROSS

Runner-up

EXPERTS GRAND NATIONAL

Winner
Senior—1st
Junior—1st
Lightweight—1st

BRANDS HATCH RACES

Sidecar—1st, 2nd
Junior—2nd, 3rd
Lightweight—2nd, 3rd

BRITISH 250 c.c. MOTO CROSS

Winner

GERMAN GRAND PRIX

Sidecar—1st, 3rd

SHRUBLAND PARK SCRAMBLE

Grand National—1st
Senior—1st
Junior—1st
Lightweight—1st

OULTON PARK RACES

(Aug. 1st)

500 c.c.—1st, 3rd
350 c.c.—1st, 2nd
250 c.c.—2nd, 3rd
125 c.c.—3rd
Sidecar—2nd, 3rd

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