

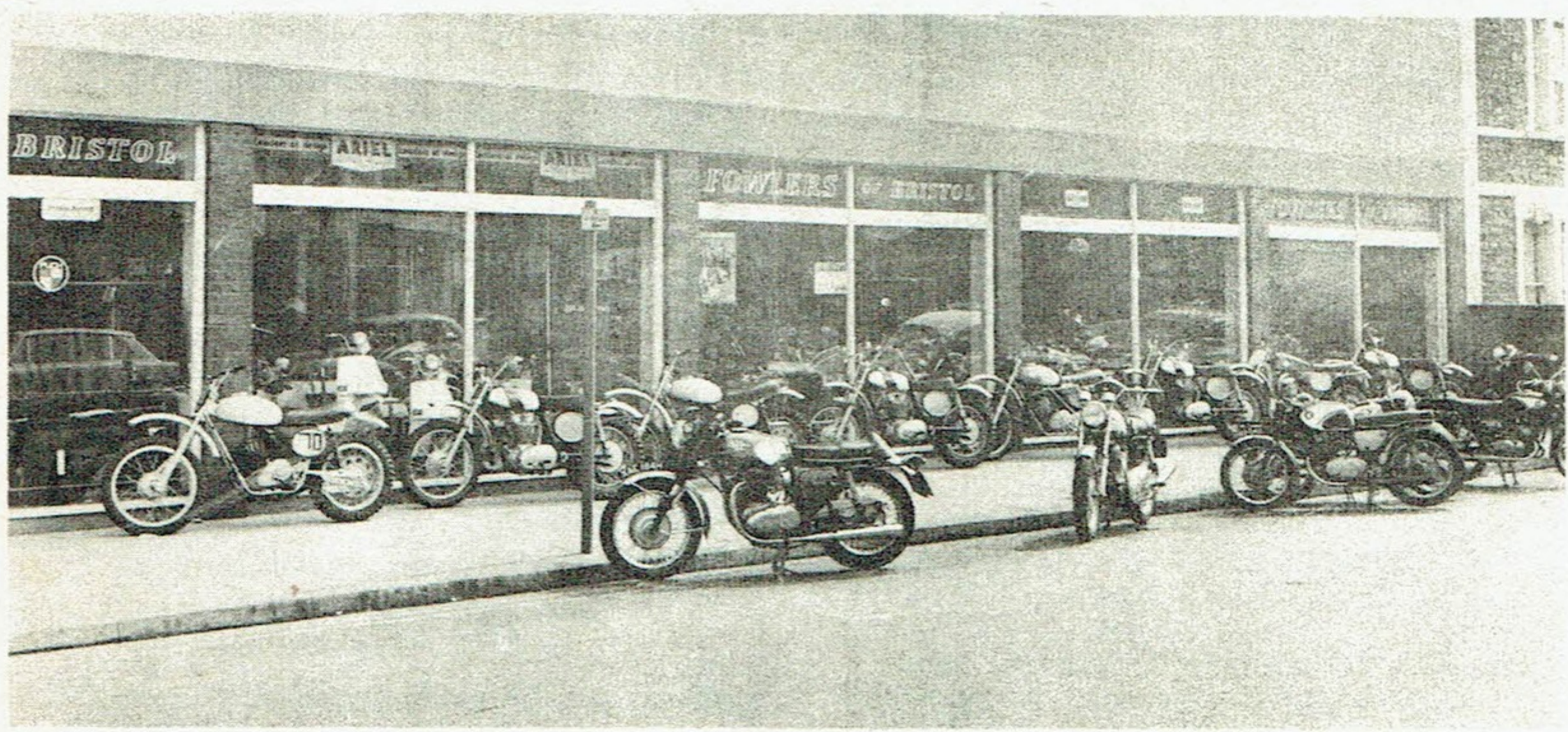


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GAZETTE

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WESSEX CENTRE

GAZETTE

AUG. 1973.

No. 398

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Editor.

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

Report on the Board Meeting

1974 DATES

A meeting will be held at 8.30 p.m. on Tuesday 4th September, 1973, at the
Porter Butt Hotel, Bath, to decide the calendar of events for 1974.

Not later than Monday 27th August 1973, clubs should submit a list of all
the events they wish to run in 1974 to the Centre Secretary, giving their first
choice date and an alternative. All types of event must be included, whether
they are national, regional restricted, restricted to Centre, closed to Club, or
propaganda status.

Clubs should send one delegate **WITH POWER TO ACT** to the meeting, and
it is in their own interest to ensure that they are represented.

Offers to organise the following 1974 Wessex Centre Events are invited and
the organisers will be appointed at the Dates Meeting:—

Wessex Scramble (National)
Centre Inter-Club Team Scramble
League Trials (four)

Please make sure that you are using a 1974 calendar when choosing your
dates.

The Bank holidays next year are April 15th, May 27th and August 26th.

ACU NEWS

The following teams have been selected to represent Great Britain
in the 1973 I.S.D.T. which is to be held in the United States, 17 – 22
September:—

WORLD TROPHY

A.K.Browning (504 Triumph)
A.R.C.Lampkin (500 Triumph)
E.Page (125 Rickman)
J.Pease (504 Triumph)
M.Rathmell (500 Triumph)
J.A.Sandiford (125 Rickman)

Team Manager : K.Heanes

Silver Vase A

F.Fayers (124 Dalesman)
E.Thompson (124 Dalesman)
T.Walker (124 Dalesman)
G.Webb (97 Dalesman)

Reserve: K.Ablewhite (124
Dalesman)

Team Manager: Capt. S.Johnstone

Silver Vase B

M.J.Andrews (504 Triumph)
M.Bowers (125 Rickman)
H.Lampkin (125 Rickman)
D.Smith (125 Rickman)

Reserve: G.Chandler (125 Rickman)

Team Manager: I.Driver.

The organisers of the 48th I.S.D.T. — the American Motorcycle Association — have selected territory in New England for this year's event, with the headquarters of the trial at Dalton, Massachusetts.

* HELMETS IN TRIALS

A recommendation by the Competitions Committee that helmets conforming to the minimum requirements of BS 2001 shall be worn in all trials and rallies has been referred to Centres for discussion, with a view to the General Council making a decision at its meeting in November.

HELMET PAINTING

It has been brought to our attention that some of the new materials used in the manufacture of helmets can be attacked by certain solvents. We are informed that reputable manufacturers now insert in all their helmets a note to comply with international standards stating that the helmet should not be altered structurally nor must it be painted. Owners wishing to paint a helmet are strongly advised to refer to the manufacturer before doing so.

HELMET TRANSFERS

For the assistance of drivers the ACU has appointed two additional agents who are authorised to carry out helmet stamping. They are:—

Mr.E.A.Woods, 22 Townsend Lane, Kingsbury, London NW9

Mr.W.G.Boddice, 161 Alverchurch Road, West Heath, Birmingham 31.

Transfers may be affixed only by the agents who are equipped to deal with personal callers at the standard fee of 27½p (including VAT).

The other appointed agent is —

Allan Jefferies Motor-cycles, 206 Saltaire Road, Shipley, Yorks.

Helmets which are to be mailed for approval and stamping should be sent to the Auto Cycle Union, 31 Belgrave Square, London SW1X 8QQ, together with the stamping fee of 27½p plus 37p to cover return post and packing charges.

BRITISH GRASS TRACK CHAMPIONSHIPS

The Competitions Committee has decided not to substitute another event in the Qualifying Rounds to replace the Astra Club's meeting at Lydden Hill which was cancelled due to bad weather early in May. It was felt that with such a small number of qualifying rounds a driver with prior commitments which precluded his entering a new round would be under a severe handicap. The four qualifying rounds are:—

29 April	Auto 66 Club
13 May	Blackmore Vale
1 July	Hunts Falcon MC & CC
19 August	Navenby MC & LCC

The Final round organised by Braintree & D.M.C. will be held on 23 September. Earlier in the season some disquiet was evident amongst grass track drivers as it was felt that certain competitors were not conforming to regulation engine capacities. The Competitions Committee has confirmed that an Official Measurer will be appointed for the Final Round.

FUEL AT GRASS TRACKS

There is evidence that a large number of Grass Track drivers are still not aware of the fuel regulations. They permit only commercial petrol or methanol **without any additive** except in the case of two stroke machines where oil may be added.

GRASS TRACK SIDECARS

An amendment to Standing Regulation 17F has been approved and will be effective forthwith. The amended regulation confirms that all sidecars must be on the left hand side but consideration will be given to applications for dispensation for races confined to sidecars affixed to the right hand side of the motorcycle.

* CONTROL OF EXHAUST NOISE

A new procedure for noise testing has been approved by the Competitions Committee and it becomes effective on the 1 August 1973. The new procedure involves a static test of machines which are found in racing or practising to have a noise rating in excess of 100 dB. The static test which will be carried out in the presence of the driver, will be conclusive and one warning only will be given and will be followed by 28 days automatic suspension for a second offence.

The established conditions for the static test are detailed below:—

1. The machine for test shall be placed between two markers (flags or stakes) 2.5m (8'2") apart the exhaust system being on the side nearest the microphone, which shall be sited directly facing and at a distance of 12.0m (39'4") from the machine at a height of 1.2m (3'11") from the ground.
2. The engine to be started by the driver after which the machine examiner shall fully open the throttle and close it without delay four times during which time readings will be taken. The driver may stand by the meter operator in order to observe results.
3. If the average noise level reading exceeds the permitted limit a

warning in writing will be issued on the spot.

Note: The test should be conducted on a grass surface in open terrain and away from vehicles and other "sound reflecting" obstacles and as far as possible away from other sources of noise.

NATIONAL SUSPENSION

A National Suspension of 28 days has been imposed on A. BURDETT of 347 Victoria Road, Laindon, Basildon, Essex, for a breach of SR 16A (Control of Exhaust Noise) at a recent meeting at Lydden. The suspension is effective from 15 July until 14 August.

* RIDING IN THE PADDOCK

Once again attention is drawn to the serious consequences which could arise following an accident caused by unauthorised riding in the Paddock. All too frequently at meetings children are allowed to ride machines in the mistaken belief that because a race paddock is on private property and outside the jurisdiction of the Road Traffic Act, no insurance is necessary. It cannot be stressed too strongly that the **LIABILITY FOR A SUBSTANTIAL CLAIM COULD REST WITH THE OWNERS OF THE VEHICLE AND THE DRIVER (OR THE PARENTS IN THE CASE OF A MINOR)**. The Union's insurers will quite legitimately repudiate any claim on them for damages arising out of an accident caused by an unauthorised driver.

A notice to this effect must in future be printed in Race Programmes.

SIDECAR IGNITION CUT-OUTS

From the 1 January 1974 the FIM code will require that sidecar machines in all speed events must be fitted with a form of cut-out that will cause the engine to stop when the driver or passenger leaves the machine. No indication is given as to how this is to be achieved. The new rule applies internationally only - no decision to implement it nationally has yet been taken by ACU.

SPECIFICATION OF 350 cc AND 500 CC G.P. MACHINES

Another new rule for introduction in 1974 and which is due for confirmation at the FIM Congress at Madrid in October concerns motorcycles of the 350 cc and 500 cc classes taking part in the road racing Grands Prix. It is proposed that in future machines may have a maximum of four cylinders and six gears only. This limitation will not apply to machines which have been homologated for Formula 750 (i.e. at least 200 units having been manufactured).

STOP PRESS.

Could all contributors please endeavour to get their material to the Editor four or five days earlier for the September issue, in order to ensure its entry.

FUTURE EVENTS

August

- 5 Bristol G.R.C. WESSEX CENTRE GRASS TRACK CHAMPIONSHIP O AT ELBURTON, Nr. THE SEVERN BRIDGE.
West Wilts. Trial C.
- 11 Bristol G.R.C. Grass Track C.
Shepton Mallet Timed Trial O.
- 12 Swindon & District Scramble O
- 18 Tor Timed Trial C
- 19 Bristol M.C. & L.C. Grass Track C
West Wilts Scramble
Mendip Vale Trial C.
- 27 BANK HOLIDAY, North Somerset. WESSEX CENTRE INTER CLUB TEAM SCRAMBLE O at COMPTON DANDO.

September

- 2 Shepton Mallet Scramble O.
- 8 Mendip Vale Trial C
Bristol G.R.C. Grass Track C.
- 9 Tor Scramble O
Swindon Grass Track O
Minety Vale Timed Trial O
Kingswood Trial C.

1973 WESSEX CENTRE DINNER

There have been several references to the above in recent issues of the Gazette and readers have a good excuse for being confused over the date.

Contrary to what our readers may by now believe the Centre Secretary and the Editor are not plotting to confuse the readers and here is one more shot at getting it right:-

The 1973 Wessex Centre Dinner will be on Friday 30th November 1973, at the Dragonara Hotel, Redcliffe, Bristol.

Secretaries Please Note.

Jack Parkin who has now moved to Bath is now on the telephone
BATH 65155.

The Centre Permin Secretary informs us that he will be on holiday from 18th August to 2nd September, so Clubs please let him have your Regualtions well before this date.

Club Notes

BATH

The notes for an August issue are always notoriously difficult to write since there is not much to anticipate and very little to report upon.

However, June 23rd saw the debut of Martin Widman as clerk of course for the Peace Trophy trial which he ran in the Radford group (by courtesy of Mr. Holbrook). His experience with the R.A.F.M.S.A. stood him in good stead here as riders circulated in triplicate, two marking one.

Thus the observer problem was circumvented, those of us who attended saw some spirited riding of territory of which winter conditions would preclude use, so that from a rider's standpoint there is good reason to have a go at these Summer events if only to exercise their skills over new ground.

Once again by courtesy of Mr. R. Simms, we ran the control for the National Rally at Georgian Motors and it seems to have made a better impact with the club since we had a rota system well filled so that people were not left to man the check for six or eight hours unrelieved. Riders in the event were heard to say nice things about the direction signs being well sited and clear — well done Dave Roberts.

Doug and Nipper (Baker and Allen) participated visiting thirty four checks which was believed to be the maximum to judge from the reaction of other riders to Nipper's comment "Well, come on Doug or we won't get those thirty five in". They had a good ride except that Doug suffered two punctures.

On reflection on the event. How much quieter the modern oriental multi-cylindered machines are through built-up areas — approaching and leaving controls than the home brewed big bangers of only four or five years ago.

This, combined with the absence of huge numbers on the machines, means that the event does not obtrude nearly as much on the general public which must be a good thing.

On the same theme it is saddening to read in the local rag that our neighbouring car club seems to be in dispute with the local police over this very issue, obtrusiveness and noise pollution which has been vociferously resented by those members of the general public who have every right to do so. Such feeling takes year to eradicate, so all that can be said is that we should do all possible to be considerate and not subject others to treatment in any way at variance to that which we should ourselves not find objectionable. Of course there are wide variations in the amount of movement, noise etc. which people find as worthy of objection.

THE BRISTOL GRASS RACING COMBINE

The result of our last 'Speedway' meeting was yet another win for the sensational, dynamic, overpowering Bristol Combine who beat the 'Bucks' by 80 points to 70, the margin was 20 points at one time but after the 'Bucks were passed' they substituted Julian Wigg twice and Mike Garrad once to close the gap down to 10 points. Individual scores were for Bristol:—

Lew Coffin - 14, Dave Purchase and Adrian Moss - 13, John Taylor, Clifford Elliott and Robert Evans - 7, Eric Haskins - 6, Roger Clarke Keith Lewis - 5, Rodney Hawkins - 2, Tony Usher - 1.

Scores for 'Bucks' were:—

Julian Wigg - 21, (7 rides), Mike Garrad - 16 (6 rides), Mike Baker - 10, Dave Welch and Mike Golder 7, Alan Drewitt - 5, Ken Baker and Terry Golder - 2, Steve Garrad and Tony Baker - 0.

The racing was once again very fast and close and was terrific entertainment even though we did not have much of a crowd to please. Julian Wigg was unbeaten even after a thriller of a first race of the day with Lew Coffin, but then came the open event and Julian's Mate! Mike Garrad beat him. After that Julian beat Adrian Moss in a challenge race and then got his revenge by beating Mike in another one.

The Workers Race was won by (Tankslapper) John Hodgeson who had a very stylish ride without even one twitch.

And now for the complaints and moans without getting personal.

To the Midland Centre:— Some of the tracks we have seen this year have the outside of the track marked level with or only a foot away from the first safety rope, most dangerous to the sliders who like to use all the Track.

To the Flag Marshals who use the Flags at the wrong time and when they do use them they stand about 20 feet into the infield so that no one can see them. To the first aid crews (mostly British Red Cross ones) who drive their blood waggons into the line of approaching riders before racing has been stopped.

TO THE WESSEX CENTRE:— TO ALL THE CLUBS WHO APPLY AND GET SPEED EVENT DATES AND NEVER USE THEM!

This club has lost money on two Saturday events recently whereas if they were on a Sunday the club would have been OK. The Club members feel that a £5 levy to the A.C.U. Benevolent Funds should be made on request for a date, to be refunded to the Club if the event is put on or cancelled because of the loss of land. This we feel would help to stem this practice and not leave riders at the last moment without a ride and too late to enter another event. What has the Board got to say?

FROME

Congratulations go this month to the Westlake Brothers who not only kept the Club flag flying in the National Rally but also made the awards. Although we only had half the number of riders through this year there was plenty of help to man the check.

The Time Trial at Witham Park once again saw our local lads in action. Mike Aven taking 3rd spot, and Roger Painter 4th. Big Brother took the Novice Award but poor old Andrew found the going too tough, as did Chairman Dowell. Club Captain Jupp nearly made it and is going on a toughening up course before the Shepton event in August. Thanks to all who helped especially the Kingswood members, and Mick.

New members are always welcome but this month we give a special one to Herby and son Phillip Evemy, who is Grandson of Club Vice President Mr. Bill Evemy. We shall be watching your progress with a special interest Phillip.

1. Supplementary regulations of the Time Trial open to drivers of solo machines who are members of clubs affiliated to the Wessex Centre A.C.U. held under the G.C.R's of the A.C.U. together with the following supplementary regulations.
2. Officials: Stewards Wessex Centre—A.Mellors, Club—C.H.Telling. Clerk of the course: D.Farrington. Secretary of Meeting: M.L.Parker, 36 Duchess Way, Queensfield, Swindon, Wilts. Telephone 25547. Machine Examiner: G.Fletcher, Timekeeper—R.Sutton.
3. Entries to the secretary of the meeting not later than Tuesday, 4th September, together with 60p current fee 40p to club members (club subscription 75p). Entry form must be from the Wessex Gazette and the one for this trial only.
4. Awards.
Castle Trophy — Best performance on time and observation.
Cup — Best performance on observation.
Cup — Best performance on time.
First class awards next 15 per cent finishers.
5. Start Bicknoll Farm, Bicknoll. The road leading to the start is opposite The Sally Pussey Public House on the A420 between junction 16 off the M4 on the Coped Hall roundabout M.R. of the start 157, E108, N798. First men. 10.30 rest at 10 second intervals in pairs.
6. Course. The course will be about 1 mile per lap with 10 sections per lap. No practise will be allowed. Number of laps to be decided at the start. Drivers will be flagged off 15 minutes after first finishers. (Average speed not to exceed 20 m.p.h.)
7. Marking 0-1-3-5 plus 1 mark per minute or part of after finishing time.
8. **Protective Clothing** and helmets must be worn whilst competing.

Note. Practising before or after the event will mean exclusion, this rule will be strictly adhered to.

DRIVER'S NAME (block letters)

ADDRESS

PASSENGER'S NAME (block letters)

ADDRESS

REGISTERED MEMBER**CLUB.** **NOVICE** Yes/No

MAKE OF MOTOR-CYCLE**c.c.**Solo/Sidecar

ENTRY FEE ENCLOSED **Total**

INDEMNIFICATION.

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 of the Auto-Cycle Union. In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified the Minety Vale M.C., the Wessex Centre of the ACU and the Auto-Cycle Union (including the owners or lessees of any land used for this 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 passenger(s) or Mechanic(s) (as the case may be) 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.

I declare that I have reached the age specified in the ACU Regulations at which I am permitted under those regulations to take part in this class of event.

I declare that I am over 16 years of age.

Date Signed.....Driver

.....Parent/Guardian

If an entrant/driver/passenger, is under 18 years of age the form must be countersigned by the Parent or Guardian.

The first League trial of the 1973 – 1974 series is on September 30th, please send your entries when you receive them to the club captain Graham Jupp, 2, Woodmarsh, North Bradley, Nr.Trowbridge,Wilts. This year the best three in the first trial will get a free entry in the 2nd, and so on for the series.

KINGSWOOD M.C.C.

This month it should be too easy to write the notes and get them to the Editor in good time, the beginning of my Holiday, more or less coincides with the dead line for print, but with all the various jobs, I am actually writing the notes on the 12th, shall have to deliver in person tonight to make sure of getting into print.

Sunday the 17th June saw the Harold Taylor Memorial Scramble at Doddington, the ladies of the club called Chris and Chris respectively along with other stalwarts of the Iris Ayres Gang of Gate Marshals were seen to be collecting the dues at the main gate. I have discovered its all part of a slimming campaign, because there is very little time for a midday snack – a meal is definitely out when one is collecting the lolly. I know for a fact that one lady from Frome, called Vera, who's husband shall be nameless, was dumped at the gate at the Maybug Scramble to help with the money at about 10.30 am husband saying "be back with the lunch later" – who thought he meant 6.30 pm. not our Vee. So onto the racing with Malcolm Davis making no bones about winning the main races to take the Memorial Trophy. Who won the supporting races in fine style, none other than Marshfield Mike Church, three races, 1st place each time on the Fowler 410 AJS, can't be bad. Right back to form is Mike. The Riders of Yesteryear race – well it was a grand gesture from the sporting Past-masters of the Scrambles game in support of a very fine cause but the course seemed far too tough for them and with the high mortality rate, I wonder how many could be persuaded into a repeat performance.

Week-end 23 June saw us having a picnic tea on Frome's Time Trial course along with the Rudloe Rangers (the Ayres family) before assisting with the observing, amongst those performing well was Mike Wellman without the support of his usual third wheel, he looked as though he could be quite a menace to the solo Trialers should he permanently loose the sidecar.

Sunday 8th July saw a minor exodus of Kingswoodites over the bridge to Pontypool for a trial, Roy Andrews, Mike Fear, Brian Newbury riding along with the supporting cast of Ruby, Chris and Pete Lark. Pete's car looked well loaded with most of them inside and two bikes being trailed behind, its all to do with someone getting pinched for speeding with a trailer – now the theory is to load up until the vehicle is incapable of more than 50 mph – I think!

As a foot note (pardon the pun) I heard that Marshfield Mike riding a Susuki for the first time last Sunday had the misfortune to injure a foot at Newbury Scramble, allowed home after a brief visit to Hospital I understand, hope its better by time this is in print. Congrats to two members of the Stroud Crowd, during the past month I remember seeing Rob Taylor and Doug Nolan in the 1st Class awards in a Western Centre event.

NORTH SOMERSET

We must start these notes by adding yet again to the Beggars Roost report where Alan Evans gained a second class award. At the Tor timed trial 9th June Trevor Jordan excelled himself by diving headfirst down the famous Yarley hill in much the same way as John Noble did a few years ago, when he dislocated his shoulder, but luckily he found a soft landing in way of a cow dab, while he was cleaning out his eyes, Ivan scraped into third place, and Hoppy and Dave Walters continued their battle in the scramble class.

The Harold Taylor memorial scramble was very entertaining, but it would have been nice to see all the stars completing on machinery similar to the ones which made them famous. None the less any one who missed this once in a lifetime spectacular have much to be envious of.

At the Frome O.T.C. time trial Ivan must have had his best ride to date taking the premier from Martin Strange by 32 marks, 69 to 101. The following day in our own Dundry T/T he repeated the performance but winning only by 1 mark from Tony Coleman with Roger Painter relegated to the first class wards. Pop Plaster was still consistent with a first class followed by John Noble and Richard Ward. The scramble premier yet again went to Gary Bowden on his super tuned Greeves, followed by Norman Colin on his CZ 360 and Tony Jones on his Victor ISDT model. Bruce Britton the converted 4 stroke rider managed to scrape in on his Westbury Husky. The novice went to E. Bennet.

At Stanton Wick on July 7th Roger Painter again took another trials premier with 20 marks lost with Bob Parsons runner up with 25 1st class awards to Ivan 27, A. Evans, John Noble and Richard Ward. The scramble premier went yet again to Gary Bowden with a loss of only 29 marks next Brian Hudson 86, Bruce Winstanley and Colin Marsh, and the Novice going to N. Cornish who no doubt will be collecting his 'cornet' at the Dinner Dance the first Friday in November.

We are running the Wessex Centre Team Scramble on the HIGHER Course at Compton Dando on Aug. 27th, Bank Holiday Monday, and would welcome any assistance from Clubs entering teams on lap scoring for this actual event. The club will provide separate lap scorers for the Bass Charington Trophy race and supporting races, offers of help as course marshalls etc., would be welcome. Ian Shinner and Martin Brucey will be taking names.

Working parties will commence Friday Aug. 17th 6.30 onwards we will have a break for the weekend but will commence on Monday 20th and every evening including all day Saturday 25th Sunday 26th, up to the scramble day and every evening after until its cleared up.

Next Timed trial at Compton Dando on the scramble course Sept. 22nd 6.00 sign on, 6.30 pm. start.

In the scramble world Bruce Winstanley and Colin Marsh went to the junior scramble at Newbury. Bruce had a second in one race and Colin had a second and a fifth. Merv Adams had a 5th in the expert race at Broadhembury. Bruce won the junior scramble at Abercavenny, the following Sunday Colin Marsh fell off in the heat, on the finishing line. Merv Adams bent his suspension units on the jump and the mechanic was unable to repair the damage in time.

SHEPTON MALLET

Firstly this month, apologies for the mistake in Regs. for the September Len Sanders Scramble, the opening date for entries should have read July 1st not August 1st. I hope to correct this in the weeklys in time to induce some interesting riders as the prize money this year should give good incentive to some close racing.

The course will be a little different than previous meetings, as we will be altering the start area, this means that nasty little hump will now be avoided.

Things are well in hand for the Time Trial to be held at Warminster on Saturday August 11th. Clerk of the Course, John Young has plotted the route and some clearing work has been done in the wooded sections. This event will count towards the Southern Counties Time Trial Championship, so a fair entry is expected.

Trials ace, Marty Strang has purchased a 400cc Maico but his scrambling future will in no way come first over his trials commitments. We hope to see him at our September meeting. Another rider to join the club and boosting the trials team is Street man, Ashley Middleton, welcome to the fray, Ashley!

I know it was mentioned in last months news but I will bring to notice the Tramps Supper etc., at Worminster Farm on August 11th, in the evening after the Time Trial. If other clubs can organise themselves into a team we can promise some fun and games around the fire at this popular event. If Brian Francis still fancies his Boat race team, he would be advised to do some practising as the boys we have chosen for our team are real aces! Dress up well tramp, as two awards are presented for the best turn out.

Ron Davey has made all arrangements for the Club run to Devon later in the year, only hope he manages to make it himself, as his services as Referee for the Moto Ball surely makes his chances slim! Rough game this Moto Ball, if the report in the weekly news is anything to go on.

One of our Junior scramblers has sent a report to me stating how much he enjoyed the way all Juniors were treated at a recent meeting at Beenham. He was full of praise at the way things were run at this Southern Centre Meeting. Its nice to hear, Thank you Beenham!

Don't forget August 11th North Wootton. Time Trial and Tramps Supper.

SWINDON & DIST. M.C.C.

It is now three months since we last appeared in print, mainly due to over-work, and having to work on a Scramble and a Grass Track.

For the Scramble we were blessed once again with fine weather which brought out a very good crowd. Their support was rewarded with some very fine racing, both solo and sidecar. It certainly seems that the sidecars bring in the crowds if you can't attract the top solo names. We were lucky enough to get all the top sidecar boys and they certainly gave us and the crowd a good spectacle.

SWINDON & DISTRICT MOTOR CYCLE CLUB

GRASS TRACK MEETING SEPT. 9th 1973.

Permit No. M483

2.15 p.m.

OFFICIALS: Wessex Centre Steward—M.Ayres. Club Stewards—J.Croston, R.Jennings; Clerk of the Course—R.Farmer. Secretary of the Meeting—John Stallworthy, 1 White Lion Park, Malmesbury, Wilts.

Supplementary Regulations

1. The Swindon & District Motor Cycle Club will hold an Open to Centre Grass Track meeting on Sunday, September 9th, 1973 at Bincknell, near Wootton Bassett, Wilts. (A420 Swindon/Wootton Bassett, 2 miles from M4 Junction 16).
2. Held under the General Competition Rules and the Standing Regulations for all Grass Tracks, of the Auto-Cycle Union and these Supplementary Regulations. Open to members of Clubs affiliated to the Wessex Centre, Auto-Cycle Union.
3. ENTRIES: Must be sent to the Secretary of the Meeting no later than 21st August accompanied by a SAE and the Entry Fees of — SOLO £1.25; SIDECAR £1.50. Insurance will be paid by the Club.
4. COURSE: Flat grassland approx. 600 yds. oval. Solos Anti-clockwise, sidecars clockwise with left and right hand bends.
5. START: Mechanical Gate, Clutch start.
6. EVENTS:

1. Notice Solo, Unlimited.	7. Open, over 325cc.
2. Open, up to 250cc. Solo	8. Sidecar Open.
3. Open, up to 350cc. Solo	9. Invitation, Solo.
4. Sidecar Open.	
5. Experts Solo, unlimited.	
6. Sidecar Open.	

7. AWARDS:	1st	2nd	3rd	4th	5th
Events 1, 2, 3	£4.00	£2.00	£1.50	£1.00	50p
Events 4, 5, 6	£7.00	£4.00	£2.00	£1.00	50p
Events 7, 8, 9	£7.00	£4.00	£3.00	£2.00	£1.00

Heat/Semi-final winners unplaced in the Finals — 50p. All prize money will be paid by cheque 7 days after the event.

8. PRACTICE: Will be sidecar 12.30 to 1.00 p.m. Solo 1.00 to 1.30 p.m.
9. GENERAL: No Scramble type machines will be allowed to start. Drivers entering on more than one machine must present all machines to the machine examiner at the same time.
No Driver will be allowed to ride a machine in any event if the Cubic Capacity is above or below the limits specified.
The Club reserve the right to limit entries for any event.

SWINDON & DIST. M.C.C.

GRASS TRACK MEETING SEPT. 9th 1973

Entry Form.

INDEMNIFICATION

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 Grass Tracks of the Auto-Cycle Union. In consideration of the acceptance of this, my entry, I agree to save harmless and keep indemnified the promoting Club, the Wessex Centre of the A.C.U. and the Auto-Cycle Union (including the owners or lessees of any land used for this meeting) and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself or my passenger 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.

NAME AND ADDRESS

PASSENGER'S NAME MACHINEcc.

SOLO/SIDECAR. EXPERT/NOVICE. I wish to enter Events No.

I am over/under 16. Preferred riding no. Date

I am a member of theClub.

Signed To be countersigned by the Parent/Guardian.

If the Driver is under 18 years of ageParent/Guardian.

The Grass Track also ran in sunshine and cloudless skies. Although we had a good entry, some of the drivers were rather slow in entering, sadly enough, mainly the Wessex Centre residents. At one stage we were on the point of cancellation due to lack of entries.

Out next event is a Junior and Sidecar Scramble to be run on 12th Aug. At the time of going to print entries were coming in steadily so we are hoping for a fine day once more and a good crowd.

Having visited both the West Wilts and Newbury Internationals we were pleased to see Ked Ferris having some good rides. He had a good day at Doddington with a 5th, 4th and a second in the supporting races. At Newbury he rode well in the first race and retired in the second with mechanical trouble which also prevented him riding in the last leg.

Although the Trials season is some way off, we hear that Roger Hoare is busy preparing something with three wheels. Maybe he intends to challenge Mick Wellman for some Championship points.

Our checkpoint for the National Rally was again well supported, by helpers and competitors. We gave our new(?) lap scorers bus an airing as a mobile control point and we carried out a few mods. to it while business was slack.

Socially we have plans for a Treasure Hunt for the fourwheeled members in the near future. There have also been rumours of a Magical Mystery Tour one Thursday before we take all the seats out of the bus.

TOR

July has been a quiet month for the Tor Club but soon it will be time to prepare the course for the Avalon Scramble. Working parties for this meeting will start on Saturday 26th August but the main working party, when we would like to see at least 20 club members out at Wick will be on Saturday the 1st September 2.00 pm please. There will be a club workers race for all club members who help and you do not have to be a junior to take part in this race. Experts can qualify by attending a working party and giving a hand towards the clearing up after the meeting. At the time of writing (July 10th) there has been 135 junior entries for 80 places in the Avalon scramble, this means that 55 junior entries have had to be returned. Riders, please address your envelopes correctly, the address for Tor club scrambles is Street, Somerset. So many of you are forgetting to put Somerset and your entries go to Strete in Devon or Street nr. Manchester, by the time it gets to Street, Somerset its much too late to get in a scramble. There were at least twenty envelopes on which the Post Office had written "try Somerset".

Our skittle match on July 7th was well attended, though there were a lot of latecomers, I wonder why, the only activity that starts on time in this club is a scramble. The Chairman's team beat the Secretary's team by 11 pins. Congratulations to Heather and Ken on the birth of a son, Jeffery Ian, as Ken said "we are doing our best to help the future working parties". Jeffery Ian is quite likely to be a scrambler if dad and uncle Richards have their way. Next club meeting Tuesday, August 7th, Street Inn.

"Monthly Mutterings"

by

Mick Perry.

Judging from comments in some clubs notes recently it certainly seems that club life in some quarters is at a low ebb. Going back a few years when I was a member of the now defunct Douglas club it was quite the opposite. Attendances were high, and new club members were coming in all the time. But what is so different these days? After talking to quite a few clubmen from a variety of clubs it does seem that a lot of club meetings follow the same line of getting the business over as quick as possible, and then "bending the elbow" and nattering until closing time, however, some clubs I am glad to say, do hold the odd treasure hunt, driving test, or what have you. A number indulge in skittle matches even in summer, when they could challenge their rivals to cricket, tennis, or netball.

I suppose that the motor car, television, clubs, strip tease shows, etc., are serious rivals to Motor Cycle clubs, and therefore, to gain support organisers must offer a more varied programme, and the opportunity to gain new members must also be taken. Prospective clubmen must not be taken for a ride as were a couple of young lads at a scramble that I attended recently. During the Interval they asked the secretary of the club, which shall remain nameless, if they could join. "Well, I can't really be bothered now, write to me in a few days", he said. I wonder if those lads really did write to the secretary. My guess is that they did, it bother, and who could blame them.

The other day I asked a "feet up" enthusiast, who can be found at most trials with a card and pencil in his hand why he didn't observe in the Kickham this year his reply was "I rarely get a chance to observe in a Sunday National in the area, so why should I take time off from work to offer my services on a Saturday", and I am inclined to agree with him. I think that wherever possible National trials, whether championship or not, should take place on Sundays. Then, I feel sure,

there would be no shortage of marshalls. Some years ago many National scrambles took place on Saturdays, gradually support waned, and seeing the red light organisers saved their face by switching to Sundays, and trials organisers might be faced with the same problem in the not too distant future, not perhaps from shortage of competitors but observers.

Obviously it isn't only scrambles and trials who are hit by the "Saturday slump" ask the Bristol Grass racing combine who have run a number of speedway style meetings during the last couple of months. Although weather and conditions were nigh perfect at Stoke Gifford, and at Hanham spectators were few, and the club were faced with financial losses on both occasions and believe me both meetings were really excellent, and I for one feel that the speedway style grass track meeting will gradually take the place of the more conventional meeting. With four riders in a race, racing is closer provided that the track is not too long, and that is what spectators really want these days, and I hope that the grass racing combine will persevere with these meetings. How about a Southern counties versus Merseyside solo match starring the Baybutts, Chris Pusey, Julian Wigg, Peter Collins, etc., but this would have to be a Sunday contest as some of the stars that I have mentioned ride on the cinders on Saturdays, or in the sidecar classes we could have a west of England versus Yorkshire clash. Do you fancy seeing Geoff Rawlings and Peter Robson taking on Dennis Teasdale and Ken Smith? I certainly do.

Going back to the Hanham meeting for a moment. Thanks to the sponsor of the two man match races, and to the Bristol team who I believe rode for nothing, instead the prize money was given to a fund for one of the clubs ardent enthusiasts Peter Tolerfield who is still in a Bristol hospital with injuries sustained in a car crash some time ago, although he was the Innocent party, we wish him a speedy recovery.

Very soon now Moto-X team manager Ken Lywood and his fellow team selectors will be getting down to the unenviable job of picking the British teams for the

250cc and 500cc contests. Whoever they pick they certainly won't please everyone, but who will they choose. In the heavyweight class John Banks, Bryan Wade and Andy Robertson might well be automatic choices but how about the other two places, will the selectors plump for the experienced Vic Eastwood? Will Rob Taylor get a chance? Has the forceful Bob Wright enough experience to command a place? Will Terry Challinot get his first cap? send in an all correct forecast to the editor for a free biro (offer closes before teams are announced in the press). I think that the selectors problems are somewhat easier in the 250cc contest, but they are capable of springing surprises.

I gather from the Shepton Mallet clubs notes that the victorious TOR trails team may be contesting the next league trails series under another banner, so after several years in the doldrums the "Babysham" club are going to make a better effort than of late. But beware Mr. Male all is not yet won for the sponsored Invaders from the South West are ready to pounce.

Before I sign off have YOU contacted your club secretary about tickets for the centre's annual dinner and dance at the Dragonara Hotel, Bristol, in December. Remember its a Golden Jubilee occasion so take my advice - book now.

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Secretaries Please Note

The services of our Mobile Canteens are available at any distance at Trials & Scrambles gatherings where good catering at reasonable prices is desired. The Hon. Secretary of a club in the Southern Centre writes:

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

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