

AUGUST 1975



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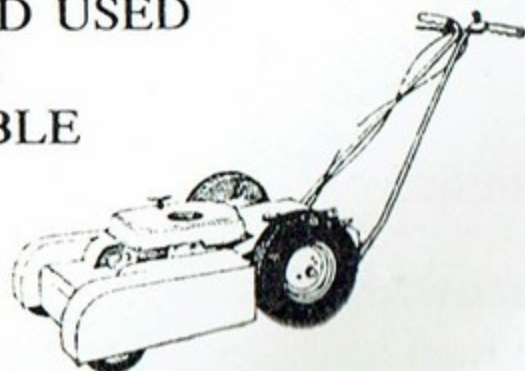
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**EDITOR: J. E. WEBB, 1 Whitbourne Farm, Corsley,
nr. Warminster, Wilts BA12 7QJ. Chapmanslade 204**

All communications must be addressed to the Editor. The closing date for Editorial and advertising matter is the 12th of each month, but clubs are recommended to book space for regulations by the 10th of each month, for the following month.

All copy typed if possible please at the request of the Printer. Advertising Rates will be supplied on application to Editor. The Centre disclaims all responsibility for the views expressed by contributors to the "Gazette".

FUTURE EVENTS

August

- 2 West Wilts Trial C
- 3 Bristol Grass Racing Combine Grass Track. R.R. QUALIFYING ROUND FOR BRITISH CHAMPIONSHIP. At Elburton.
Frome Novice and Schoolboy Trial at Witham Friary O
- 10 Swindon Grass Track O
West Wilts CASTLE TROPHY SCRAMBLE O at Pickwick Lodge Farm, Corsham
- 16 Mendip Vale Trial C
Tor Timed Trial C
- 24 Bristol M.C.C. Junior Scramble O
- 25 BANK HOLIDAY. North Somerset Scramble O at Compton Dando
Minety Vale Timed Trial O

1975/76 LEAGUE TRIAL SERIES

The first trial will be on Sunday, 28th September, 1975. It had been hoped to publish the Regulations and Entry Form for this event in the August Gazette, but due to a late change in organisers they will not appear until the September issue.

Will clubs and individuals intending to enter this trial please note that the organising club must receive the entries by Saturday, 20th September, 1975, and also please note that all entries must be made by the Club and not by individual drivers.

In the last series club entries were often late and the organising club would be within their rights if they refused to accept any which arrive late.

SUSPENSIONS

The following driver has been suspended Nationally until 7th April, 1977, for riding in trials whilst disqualified.

S. Palmer, 3 Sheridan Close, Swanley, Kent.

The following rider has been suspended Nationally for 28 days with effect from 14th July, for breach of Standing Regulation No. 16A (Noise Limit).

R. Bygrave, 7 Trinity Road, Stotfold, Hitchin, Herts.

Would you please note that the sentence of National Suspension imposed on the following driver for non-payment of fine has now been lifted as the fine has been paid.

D. Slythe, 5 Warpole Close, East Malling, Kent.

The Road Racing Committee considered an application from the following driver for remission of the remaining portion of his suspension not due to expire until 31st December, 1975, and they have agreed that his licence should be returned forthwith.

T. Smith, 25a College Street, Leicester.

FOR YOUR INFORMATION

The following are extracts from A.C.U. Bulletin 75/2 dated June 1975.

Trials Machines and Lighting

The recently introduced Road Vehicles (use of lights during daytime) Regulations 1975, have started up a flurry of enquiries from club members who have been worried about the application of the new Regulations to trials machines. It may be helpful to outline briefly the important points to bear in mind should members run into difficulty in this matter:—

Regulation 38 of the Motor Vehicles (Construction and Use) Regulations 1973 requires that a motor vehicle shall be equipped at all times with the side-lights, rear lights and reflectors that must be used during the hours of darkness. However, an exemption applies to a vehicle which is not provided with any front lamp or rear lamp, the effect of which is to permit a trials machine, which is not fitted with a lighting set, to be used on a road during the hours of daylight.

Subsequently, law was brought into operation requiring that most motor vehicles should be fitted with headlamps. Regulations 14(i) of the Road Vehicles Lighting Regulations 1971 refers to the types of motor vehicle for which headlamps are required. The trials machine by virtue of the fact that it does not have an electrically operated sidelight is removed from the headlamp category and, again, may be used in daylight without one.

The last stage is the new law as to use of lights during daytime in conditions of poor visibility. The trials machine is not embraced by any of the requirements of these regulations as they refer to a vehicle "which carries the obligatory lamps".

Silencing

The Moto Cross Committee has accepted a Technical Committee recommendation that "any form of silencing must be visible and permanently attached to the exhaust system of the machine". The new rule will be included in the 1976 Standing Regulations.

Exempt Events

The list of events for which Competition Licences would not be required, published in the February edition of A.C.U. News, was not approved by General Council and following a reference back to the Committee an amended list has been approved as follows:—

- A.C.U. National Rally
- Youth Division Events
- Youth Classes in joint adult/youth events
- The Press Trial
- Road Safety Rallies
- Moto Ball
- Propaganda Trials or Rallies (limited to one per club in any year).

The Committee felt that it was desirable to provide some guidance on the issue of propaganda permits and the following addition to the General Competition Rules has been approved:—

"A Club may organise for the purpose of membership recruitment or in the interests of publicity for the sport of motor-cycling ONE closed non-speed event (Trial or Rally) per annum for which entries in addition may be accepted from unattached drivers. Such a competition shall be known as a PROPAGANDA EVENT and, providing the unattached drivers taking part are normally resident within the boundaries of the Local Centre the necessary Permit shall be issued by that Centre, but otherwise the Permit shall be issued by the A.C.U. All drivers in such an event shall not be required to be licensed by the A.C.U."

Trailers in Trials

There has been a growing practice amongst some trials riders to travel on the road between sections by means other than the machine they were riding in the event, often using a trailer. This practice causes congestion on narrow roads at the approach to sections and may well result in the loss of permission due to the antagonising of local residents and farmers. The attention of organisers is drawn to the fact that this practice is in any case contrary to Standing Regulations for Trials (SR 20). It is our view that this does not invalidate the automa-

tic authorisation of qualifying trials under section 5(b) of the Motor Vehicle (Competitions and Trials) Regulations 1969.

Not so glorious Mud!

There has recently been a rush of claims from ordinary road users for personal injury or damage to property arising from accidents brought about by mud deposited on the public highway by competitors in motor-cycle trials. If this increase in the number of claims continues it will not be long before an increase in the promoters' liability insurance premium becomes inevitable.

Where a club creates a situation where competitors in a trial are leaving a muddy track and turning on to the public highway, it is reasonably foreseeable that mud will be deposited on the highway with detrimental effect to someone lawfully using the road. Clubs have a definite responsibility under such circumstances to take all reasonable steps to remove the mud quickly to prevent it becoming a public danger.

Landowners Indemnity

It has been pointed out that the failure to make Landowners Indemnity cover mandatory for trials was a potentially serious omission. In view of the heavy losses in which landowners could be involved as a result of co-operation in allowing the use of their land for trials and the low premium for such insurance cover, the Trials and Rallies Committee recommended that Landowners Indemnity for trials be made mandatory. General Council has accepted this recommendation which comes into force for 1976.

NOTE: Clubs would be well advised to take out this cover now without waiting for 1976. The Permit Secretary will advise on the procedure.

Youth Division Trials—Maximum Age

It has been generally appreciated that the ban on 16-year-olds riding machines other than mopeds on the highway severely limits the adult events in which boys in 16-17 year age group can compete. The Youth Division Committee and the Trials and Rallies Committee have agreed therefore that maximum age limit for Youth Division Trials shall be raised to the 17th birthday and that those in the 16-17 years of age group shall be permitted to ride in both youth and adult events. This means that the part of Youth Division Regulation No. 12 which states a youth having reached his sixteenth birthday may not revert to youth competitions if he has competed as an adult, is now rescinded for trials only. This important change in the regulations will give the boys in the "in between" group a fair chance of a regular ride whereas under the present rule they could be put in the position of having little chance to compete in events held on private land.

It has also been decided that Youth Division Regulation No. 10 be amended to remove the necessity for youths taking part in Centre Restricted joint youth/adult trials having to be members of the promoting club.

A third amendment to the Youth Division Regulations introduces organising permits for restricted events in addition to Closed to Club and National Competitions.

All of these changes will come into effect at once and the Regulations will be amended when published in next year's Handbook.

International Six Days Trial

Course Marshals for the I.S.D.T. in the Isle of Man are still required and volunteers with their own transport, motor cycles preferably, are asked to write to the Secretary General, A.C.U., 31 Belgrave Square, London SW1X 8 QQ, as soon as possible. Help for the preliminaries on the Saturday and Sunday (11th/12th October) before the Trial is also wanted. at this event.

BRISTOL MOTOR CYCLE & LIGHT CARS LTD.

I wish to thank all those people who came to both ride and assist with our S.C.T.T.C. at Goblin Combe, the other Sunday—we were sorely pressed for marshals but by a little persuasion managed to man 9 sections throughout the day.

After a close tussle in the sidecar class Ivan Manning/Martin Bracey came out winners over Alan Brown/Vic Watts who suffered a slipping clutch for one lap, losing them the advantage gained in fast lapping. This is the second year they have lost out, last year the petrol tank was too small!

NORTH SOMERSET (BRISTOL) MOTOR SPORTS CLUB

Bass-Charrington Trophy Scramble **Monday, 25th August, 1975**

at Compton Dando or Dundry. 2 p.m. start.

STAR EVENT. Permit No. M751.

An Open to Wessex Centre competition for members driving Solo Motorcycles and held under A.C.U. Standing Regulations and these supplementary regulations.

1. OFFICIALS. Wessex Steward: Mr. J. Webb. Club Stewards: Mr. D. Plaster, Mr. I. K. Manning. Clerk of the Course: Mr. M. Bracey. Assistant: I. Shinner. Scrutineer: Mr. N. Rumbold. Secretary of the Meeting: Mr. T. Bunn, 14 Lyndhurst Road, Keynsham, Bristol.
2. COURSE. One mile in length and racing in a clockwise direction.
3. PRACTICE. All drivers must complete one practice lap, 12 - 1 p.m.
4. ENTRIES. Open 5th August, and must be made on the attached form, sent with entry fee of £1.50. S.A.E. to the Secretary of the Meeting. Close 14th Aug.
5. EVENTS AND AWARDS.

(1) Junior Unlimited	(4) Bass-Charrington Trophy
(2) Up to 250 c.c.	(5) Over 300 c.c. Allcomers
(3) Experts and invited Juniors Unlimited	(6) Club workers invitation
	(7) Experts and invited Juniors Unlimited

Heats will be run where necessary.

Awards	1st	2nd	3rd	4th	5th	6th	7th	8th
Event 1	£4	£3	£2	£1.50	£1	50p		
Events 2 & 5	£6	£4	£2	£1.50	£1	50p		
Event 4	£10	£7	£5	£3	£2	£1	75p	50p
Event 6	£3	£2	£1.50	£1	75p	50p		
Events 3 & 7	£7	£5	£4	£3	£2	£1.50	£1	50p

6. START. Clutch start by Lights, Gate or Union Jack.
7. INSURANCE. Will be paid by the promoting club.
8. A.C.U. Licence must be produced at start.

ENTRY FORM

Bass-Charrington Trophy Scramble **Monday, 25th August, 1975**

Promoted by North Somerset (Bristol) Motor Sports Club

DRIVER'S NAME (block letters)

ADDRESS.....

PASSENGER'S NAME..... Machine..... c.c.....

Solo/Sidecar..... Expert/Junior..... Please

Enter me for Events No..... Riding No. preferred..... Entry fee.....

Exhaust system No..... Date..... Signed.....

CLUB..... A.C.U. LICENCE No.....

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 Scrambles 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, representative or agents.

I declare that I am over 16 years of age. Date

Signed Driver Signed..... Parent/Guardian

Entry form must be countersigned by parent or Guardian if rider is under 18 years old.

In the solo class Geof Chandler swept the opposition aside on his new cantilever framed OSSA and it was obvious from the handling that it was much different to all the other machines including OSSAs which were in the majority

In 1½ hours the winner dropped only 2 dabs and put up FTD into the bargain. Messrs. Monk-Rickman and Miller were best in that order.

The impressive point of S.H.M.'s machine was the quiet way it moved—most unobtrusive and since I believe it will market pounds under its rivals, will no doubt be a force to be reckoned with.

We have been disappointed over the past 3 years with the lack of entries for this event—we have always lost money in its promotion and this year was no exception. We thought the junior scramble fraternity might turn up but only one started in that class so we decided to offer him a memento of the event for being game enough to ride for 1½ hours with no hope of qualifying for an award.

If you have entered or are thinking of entering our September 7th Scramble, please advise if you wish to compete in Event 1, which is the MCN 4 Stroke Championship, many of you have failed to state which events you qualify for or what machines you are driving so if you get left out of the championships *DON'T BLAME THE ORGANISERS*, PLEASE LET THEM KNOW BEFORE THE COST OF POSTAGE GOES UP TO 8½p!

The non expert scramble on Saturday, 6th September, is fast filling up and because our General Secretary is being married on that day we need assistance in marshalling as some of our members have been invited to the wedding.

If you have an afternoon spare to help either Saturday or Sunday, please let me know when I can send you on passes for yourself and family.

Jim Cullimore.

SHEPTON MALLET MOTOR CLUB

We start this month with a report on our very successful President's Timed Trial. Being a round of the Southern Counties T.T. event, we had many top riders present. The result being a tie between Sammy Miller and Geoff Monk with Don Rickman a close 3rd. Martin Strang finished in the awards, but Geoff Parkin, not riding, was almost flattened in one section by his boss rider whilst trying to take photographs. The sidecar trophy (Mike Wellman Trophy) was won in a hair-raising performance by Alan Brown, who was without an engine in the frame at 4 p.m. The trial was followed by a get-together at the Crown Inn, Pilton, organised by Sally; it was well supported by B.S.S.A. members and their wives who enjoyed skittles; the top scorers being Vic Watts and Bett Male.

The next day many club members went to Dundry Hill for the Inter-Team Scramble, but the club didn't figure in the results, although John Young and Mike Moon kept going in both legs which just proves that expensive bikes doesn't necessarily mean better riders. Richard Szmanski was very unlucky in both legs with his bike seizing when very well placed for the club, hard luck lad! Younger managed to finish 5th in the junior final after being in 18th place at the first bend, not bad for a newly-wed man!

Good to see Benny Rowsell getting an award at Mendip Vale trial.

Members who attended the B.M.C. and L.C.C. novice trial were astonished to find sections which were up to National level, perhaps there are good novices in the north of the centre?

The 31st August will see our Len Sanders Trophy Scramble, hope to have a good Expert entry but once again we clash with a Southern Centre International, but we will have the pleasure of entertaining two lads from the States, also the boss of Yamaha will be at the meeting, looking forward to a good crowd that day and also a good attendance at our working parties!

With club membership increasing by leaps and bounds, how about a few more members attending club meetings, every third Wednesday in the month at Bell Inn, Shepton Mallet, at 8 p.m.

Local club member Kevin Marshal, now on the ex-Rob Taylor Maico, had a good day at Yeo Vale, winning 2 heats and the over 300cc final so after three meetings it looks as though he is benefiting from a change of machine.

Rumours are getting around amongst club secretaries that B.S.S.A. members are going to send entries in on time!

Next club meeting, August 20th, 8 p.m.

Butch.

THE FROME & DISTRICT UNITED M.C. & L.C.C. JUNIOR SCRAMBLE

Witham Park Farm, Nr. Maiden Bradley, Wilts. 21st September, 1975, at 1.00 p.m.
T.C.C. 529. Permit No. M757.

OFFICIALS. Wessex Centre Steward: R. James. Club: L. Dowell. Clerk of the Course: J. Webb. Scrutineer: P. Aven. Secretary of the Meeting: Mr. L. Dowell, 28 Whitehorse Way, Westbury, Wilts.

1. ANNOUNCEMENT. The Frome & District M.C. will hold an Open to Centre (Solo) Junior Only Scramble at Witham Park Farm, on Sunday, 21st September, 1975, at 1.00 p.m.
 2. JURISDICTION. Open to paid-up members of clubs affiliated to the Wessex Centre. To be held under the G.C.R.'s of the A.C.U. The Standing Regulations for Scrambles together with the following Supplementary Regulations.
 3. EVENTS AND AWARDS.
 1. 4 Stroke Machines only 10 mins. + 1 lap. 3 Legs. 35 will be accepted.
 2. 2 Stroke Machines up to 300 cc. 10 mins. + 1 lap. 35 will be accepted.
 3. 2 Stroke Machines over 300 cc. 10 mins. + 1 lap. 3 legs. 60 will be accepted.
 4. Open to both 4 and 2 Stroke Machines. This event will be open to the Best 10 Drivers Overall and has finished in his three legs of the above. 15 mins. + 2 laps.
- | Awards | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Events 1, 2 & 3 | £3 | £2 | £1 | £1 | 50p | 50p | | |
| Event 4 | £5 | £3 | £2 | £1 | £1 | £1 | 50p | 50p |
4. ENTRIES. To be made on attached form and sent to the Secretary of the Meeting not later than 13th September, 1975. Entries open forthwith. Fee: £1.75 with entry. ALL PAY. Drivers are restricted to one Driver one machine. S.A.E. please.
 5. COURSE. Approximately 1 mile open grassland with ascents and descents.
 6. PRACTICE. Between 11.30 a.m. and 12.30 p.m. All Drivers to complete at least one lap.
 7. SCRUTINEERING. Numbers, clothing, machines and silencers to A.C.U. ruling.

ENTRY FORM

Junior Scramble 21st September, 1975
Promoted by Frome M.C. and L.C.C.

DRIVER'S NAME (block letters)

ADDRESS.....

PASSENGER'S NAME (block letters)

ADDRESS.....

Solo/Sidecar..... Expert/Novice..... Please

Enter me for Event Nos..... Riding No. preferred..... Entry Fee.....

Exhaust system No..... Date..... Signed.....

CLUB..... A.C.U. LICENCE No.....

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 Scrambles 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, representative or agents.

I declare that I am over 16 years of age. Date

Signed Driver Signed..... Parent/Guardian

Entry form must be countersigned by parent or Guardian if rider is under 18 years old.

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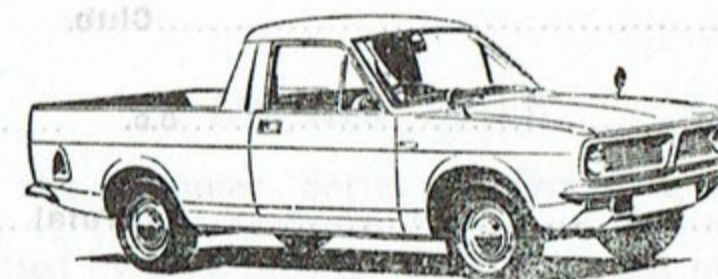
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MINETY VALE M.C. CASTLE TROPHY TRIAL

31st August, 1975

Timed Trial

A round of the Southern Counties Championship

Permit No. M735.

- 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.
- OFFICIALS.** Stewards—Wessex Centre: K. Lywood; Club: K. Godwin. Clerk of the Course: E. Parker. Secretary of the Meeting: M. L. Parker, 11 Oakleaze, Minety, Wilts. Tel.: Minety 611. Machine Examiner: D. Mosley. Timekeeper: R. Sutton.
- ENTRIES** to the Secretary of the Meeting not later than Tuesday, 26th August, together with £1.00. Entry fee 75p to Club members (Club subscription £1.00). Entry form must be from the *Wessex Gazette* and the one for this trial only.
- AWARDS.**
Best performance on time and observation—Castle Trophy.
2nd best performance on time and observation—Cup.
3rd best performance on time and observation—Cup.
First Class Awards next 15% starters.
- 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.
- COURSE.** The course will be about 1 mile per lap with 10 sections per lap. No practice will be allowed. Duration: 1 hour plus 2 laps. Drivers will be flagged off 15 minutes after first finishers. (Average speed not to exceed 20 m.p.h.)
- MARKING:** 0-1-3-5 plus 1 mark per minute or part of after finishing time.
- 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.

ENTRY FORM

31st August, 1975

Timed Trial

Promoted by Minety Vale M.C.

DRIVER'S NAME (block letters)

ADDRESS

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

MAKE OF MOTORCYCLE.....c.c.Solo

ENTRY FEE ENCLOSED..... **Total**.....

A.C.U. LICENCE No.....

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 Trials 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. I declare that whilst taking part in this meeting I have an operative Policy of Insurance covering me against Third Party Risks including Road Traffic Act cover.

I declare that I am over 16 years of age. Date

Signed Driver Signed Parent/Guardian

Signed Passenger A.C.U. Licence No.....

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

B.S.S.A.

Memories of the Welsh Two-Day Trial are still fresh in the minds (and other places) of our riders. The Elan Valley seems to be coming a hunting ground for charioteers! Press Reports indicated that it was a bit of a farce for chairs and this was confirmed by those who rode and spectated. An event of this nature, international and all that jazz, should surely be a bit more flexible if the first day turns out to be such a disaster. The list of riders allowed to start the second day contained just two names! A third was added, the eventual winner, and only then because of a protest. Due to a "misunderstanding" it appeared that other riders could also have protested, but they were not informed of this at the time. One mountain pass (which even had the solos struggling) was impossible for chairs. The only way through was by means of a team of 6 spectators, led by Malcolm Harvey, and a long rope. Every credit to Malcolm who spent the whole day in the rain pulling every outfit through. For those who managed to finish the day they had little reward for their 11 hours (less 20 minutes lunch) in the saddle. Alan Brown broke a crank shaft, Knocker was out of time by the lunch interval, and only Geoff Rawlings with Malcolm Hearle in the chair of the 850 Norton Wasp managed it to the end of the day, but like most of the other riders they were "out of time". The second day was spent treating tired and bruised limbs with a special embrocation prescribed by the local witch doctor. It was difficult to read his medical certificates, but it looked like "Worthington E—to be taken every 5 minutes in doses of not less than 20 fluid ounces". Gerald Avery, riding solo, had a good first day and looked to be in the bronze position but mechanical trouble killed his hopes on the second day.

On the grass track scene Geoff Rawlings and Pete Robson are having some good results and now that the latter has got his "mini-concorde" going there will be no holding him.

The Shepton Timed Trial was pretty hard going, the baked ground being no help to riders or machinery. The large cracks around the course did come in handy though for those who were not having a good day—they just crawled into them—Martin Hearle set standard time but Alan Brown sneaked into first place by, believe it or not, being best on observation (sorry Alan). Brian Jenkins and his passenger had a different approach, after the first lap Brian broke his handlebars in half and said to Ken "See if you can steer it from the chair" (or something like that). In the Skittles match which followed, the men showed their usual chauvinistic qualities by beating the ladies.

The Bristol M.C. and L.C.C. Timed Trial was another "fun" affair—Ivan and Martin took the Premier. Gerald Avery with Micky Morgan in the chair showed their thanks to Dick Flowers for the use of his outfit by giving it back minus the chair wheel. Mike Cornish and Harvey Rolls decided to retire and wanting to part on the best of terms, they broke the outfit in half and shared it out.

Get well soon wishes go to Brian Bell for a speedy recovery following his broken leg. Word is now out that Harry and Carol Foster have built an immaculate outfit for next season and if it goes as well as it looks they will be my tip for the top.

MENDIP VALE

The first Trial of the Summer Series at Draycott, on 28th June, 1975, attracted an entry of 42 riders. Malcolm Latty was best expert, losing 11 marks on a good course plotted by Roy Burgess. S. Tracey best non-expert and A. Lloyd best novice.

A fine third place (second in the Wessex Centre) for our "squad" in the team scramble at Dundry on 29th June, a great effort. Chris Butler had a great day with two good rides in the team races and a fifth in the over 250cc race. Andy White rode his new 360cc Bultaco consistently well all day backed up by the rest of the team, comprised of Leo Smith, Bob Rutherford, Pete Dodd and Ken and Steve Mower. The meeting itself was dominated by young Neil Hudson, who apart from his obvious natural ability has the right approach towards the sport and must surely I think go right to the top.

Our Social on July 4th, at the Caveman, Cheddar, was a really good night; food was good, Disco was moving and the beer wasn't bad either! Ruby organised it all and has a trip to Rickmans at New Milton lined up for 27th September, details later.

K.W.B.

BRISTOL MOTORCYCLE CLUB

Junior Scramble **Sunday, 24th August, 1975**
 at Widden Hill Farm, Horton, Chipping Sodbury.
 Start 2.00 p.m. Permit No. M748. T.C.C. applied for.

Held under G.C.R.'s of the A.C.U. (10th Edition) and these supplementary regulations. Open to all Junior, paid-up members of clubs in the Wessex Centre, riding solo motorcycles.

1. OFFICIALS. Wessex Steward: B. Francis. Club Stewards: J. Awford and S. Worner. Clerk of the Course: A. Mountstevens. Machine Examiner: S. Mead. Secretary of the Meeting: Mrs. G. Mountstevens, 18 Bedford Crescent, Horfield, Bristol, BS7 9PP.
2. EVENTS AND AWARDS.

(a) Unlimited	£4	£3	£2.50	£2	£1.50	£1
(b) Up to 250 cc.	£3	£2	£1.50	£1	£0.50	£0.50
(c) Over 300 cc.	£3	£2	£1.50	£1	£0.50	£0.50
(d) Up to 250 cc.	£3	£2	£1.50	£1	£0.50	£0.50
(e) Over 300 cc.	£3	£2	£1.50	£1	£0.50	£0.50
(f) Unlimited	£4	£3	£2.50	£2	£1.50	£1

The winner of Event (f) will receive *The Evening Post* Trophy (to be retained for one year).
3. COURSE. Approximately 1,000 yards, racing in a clockwise direction.
4. START. By non-mechanical means.
5. PRACTICE. Will be between 11.30 a.m. and 12.30 p.m. All Drivers must complete at least one lap.
6. ENTRIES must be made on the form below and accompanied by the entry fee of £2.00, sent to the Secretary of the Meeting at the above address. Entries open 5th August and close 12th August. A stamped addressed envelope would be appreciated.
7. INSURANCE will be paid by the Club.
8. NOISE. All machines must be adequately silenced and comply with regulation 16A.
9. ADMISSION FREE TO DRIVER AND ONE OTHER ADULT. ALL OTHERS MUST PAY.

ENTRY FORM

Promoted by Bristol M.C.C.

Junior Scramble **Sunday, 24th August, 1975**

DRIVER'S NAME (block letters)

ADDRESS

PASSENGER'S NAME..... **Machines**.....**o.o.**

Solo/Sidecar..... **Expert/Novice****Please**

Riding No. preferred..... **Entry fee**.....**Enter me for Events No.**.....

Exhaust system No...... **Date**..... **Signed**.....

CLUB..... **A.C.U. Licence No.**.....

INDEMNIFICATION
 I have read the Supplementary Regulations issued for this meeting, and agree to be bound by them, and the G.C.R.'s 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 and 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 declare that the exhaust system fitted to my motor cycle(s) will conform to the requirements of Standing Regulation No. 15(a) and as detailed in this entry form.

Are you over 16. Yes/No Date

Signed..... Signed..... Parent/Guardian

Entry form must be countersigned by Parent or Guardian if rider is under 18 years old.

BRISTOL GRASS RACING COMBINE

After the somewhat undulating track at Swindon, some of our boys took what might have been an early morning leisurely drive down to Cornwall for the BSSA's meeting at St. Erth—leisurely drive, I said—after leaving the Portbury Services area at 6 a.m. we were having breakfast in Looe (Cornwall) at 9 a.m.

Rich Hodgson, being the "Ram Rod" of the drive, must qualify for the all-time record from Bristol to Looe in the shortest possible time.

But this was only the beginning. On arriving at Looe we encountered a very liverish Cornish constable who seemed hell bent on sending us back to Bristol in an equally fast time, but that old stalwart Reg Hodgson was not having this and, like a true ambassador, matched this constable's argument with eloquent vocabulary, even under the threats of this demon police officer of being cast into a deep Cornish dungeon and set upon by wild, vicious pasties.

But at the end of the day we all had a good time and made a sizable dent in the meeting's prize money.

The Western Winner, some good, some poor—let's mention the good. The riding of Pete Collins, Phil Crump and Don Godden, sheer poetry in motion—but the big stars did not take all the limelight. On display was the new Moto Vite "cantilever" with all its private parts cleverly concealed beneath fairings, being exposed only once for the enquiring eye of the *Motorcycle News* camera. The other glory-grabber was our "Golden Oldie" Pete Robson on his new beautifully prepared Kawasaki 900 outfit that went as well as its looks—to hear the big "Kwaker" in full song was like music, especially when leading British champion Ted Scott.

Congratulations to Roger Clark on winning the Junior Trophy, but unfortunately two of our lads suffered injuries—Dave Threadingham, eye injury, and Richard Evans, ankle and leg injuries. We wish them a swift recovery.

Finally, our next meeting, August 3rd, is the Championship Round, and we need marshals. If anyone wishes to marshal, or knows of anyone who would like to marshal, please contact Ken Melksham or any committee member, who will see they receive a complimentary ticket.

BATH & WEST OF ENGLAND M.C.

One of the things which makes life still worthwhile is to receive a pleasant letter and the club meeting which heard a rider's letter of thanks commending the award which the club had given was one of the best for a long time.

Some of our up and coming "C" grade riders got a bit of practice in one Saturday and then rode in the Peace Trophy Trial on 5th July, which ran concurrently with the R.A.F. Motor Sports Association area event at which it was a pleasurable thing to meet a few old pals like Ted Thompson. The fact that the sun shone vigorously also added to the pleasure.

Anyway, as far as the Bath Cub was concerned, the Peace Trophy went to Martin Widman with 17 marks lost on open marking; the Toni Cup to Colin Noad (Olde Original Lansdown Harrier!) with 18, and the Lee Cup, this time for an Under 21 on graded marking, to young D. Harding who is now saving up for his dinner tickets. It did not pass notice that the Sub-Treasurer retired early under the affluence of inkahol and unaccustomed perspiration!

On the R.A.F.M.S.A. side of things, Ted Thompson went berserk and only forfeited 3 over the four laps, and it was pleasurable to hear the observers thanked by the riders as they had an unofficial trundle on each other's bikes after. All in all, a pleasant day worthy of repetition by another closed to club event in September. All thanks to Helen Winton for her efforts with the course.

It is not too early to prophesy that the Windsor Trophy Trial will be on the 21st September, starting from the Tucker's Grave Inn (which is either midway between Faulkland and Norton St. Philip or between Norton St. Philip and Faulkland) whichever Brian Allen, who will again be Clerk of Course, said. Rules and regulations will appear in the September *Gazette*, but book the date and the 10 a.m. start now, please.

No doubt the Club will soon be applying thought to the form which it will want the next Annual Dinner, Dance and Presentation to take. I have already received a tentative reservation for tickets from way back east in Wiltshire so, if you have anything to say, please pipe up *now* (and pipe down soon after). Then over to Notty.

THE FROME & DISTRICT UNITED M.C. & L.C.C.

Timed Trial

Saturday, 27th September, 1975

Start 4 p.m.

Permit No. M756.

Supplementary Regulations. Open to Drivers of solo machines only who are members of clubs in the Wessex Centre A.C.U., and held under the G.C.R's of the Wessex Centre Standing Trials Rules and Standing Trials Rules of the A.C.U.

1. OFFICIALS. Centre Steward: R. Rutherford. Club Steward: D. Taylor. Clerk of the Course: B. Francis. Secretary of the Meeting: J. E. Webb, Whitbourne Farm, Corsley, Warminster, Wilts BA12 7QJ. Machine Examiner: P. Aven.
2. AWARDS. For best performance, Jim and Vee Shield; awards for Second and Third Best Performance; 1st Class Awards to the next best 15% starters. Novice Award to the best "C" Driver.
3. ENTRY FEES. £1, to reach the Secretary of the Meeting not later than Thursday, 25th September.
4. START. At Witham Park Farm, Gare Hill, Nr. Frome, Somerset. The course will be signposted off the Frome - Maiden Bradley road.
5. COURSE. The trial will be run over a number of laps to be decided at the start. Drivers will be allowed 1 hour to complete the course, after which they will be penalised 1 mark for each 30 seconds late. Each lap will include observed sections where 3 marks will be lost for footing, and 5 for failure.
6. FINISH. All drivers will be allowed a further 15 minutes to complete the course, after which they will be flagged off.
7. MACHINES must be fitted with trials tyres, and crash helmets are compulsory.

ENTRY FORM

Promoted by The Frome and District United M.C. and L.C.C.

Timed Trial

Saturday, 27th September, 1975

DRIVER'S NAME (block letters)

ADDRESS.....

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

MAKE OF MOTORCYCLE.....c.c. Solo

ENTRY FEE ENCLOSED..... **Total**.....

A.C.U. LICENCE No...... **Must be produced at start**

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 Scrambles 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, representative or agents.

I declare that I am over 16 years of age. Date

Signed Driver Signed..... Parent/Guardian

Entry form must be countersigned by parent or Guardian if rider is under 18 years old.

TOR M.C. & C.C.

Registrations for the closed to club Autumn Scramble at Knowle Hill, Yarley, on Sunday, October 5th, are now available. If you have not received regs. with the July newsletter send a S.A.E. to the secretary of the meeting: Mrs. M. Wood, 4 Portland Road, Street, Somerset, and regs. will be posted to you. Condition of entry for this meeting is that all riders must be fully paid up members of the Tor club. Each junior and expert will get three rides, more if they qualify for the finals plus an extra race of 5-6 laps if they have helped out at the working parties. Working parties will be on Saturday afternoons, September 20th, 27th and October 4th, plus Sundays if you can come.

The Guy Fawkes Scramble will be held at Launcherley this year, and the regs. for this meeting will be in next month's Gazette; it's a regional restricted scramble and junior entries will be by invitation and limited.

Our third closed to club timed trial was held at Yarley on July 5th. The course was dry and dusty and most riders finished inside the time limited. Twenty-five riders entered and the winner was M. Strang/Ossa with no marks lost, second R. Painter/Montessa six marks; third A. Lloyd/Bultaco 19 marks; fourth D. Comer/Ossa 36 marks; fifth A. Clarke/Ossa 37 marks; sixth J. Simmons/Ossa with 39 marks. Joint leaders in the series so far are P. Scriven and R. Painter with R. Westlake a close third, and T. Jordan, M. Strang and D. Comer all in fourth place. The next trial in this series will be at Launcherley, on Saturday, August 16th, starting 6.30 p.m.

Dates for your diary: Monday, August 11th—Club Meeting, Street Inn, 8 p.m. Friday, August 15th—Skittles Match, Albert Inn, Street, 8 p.m. Saturday, August 16th—Timed Trial, Launcherley, 6.30 p.m.

WEST WILTS MOTOR CLUB

The first two closed club summer series trials have taken place and the leaders so far are Brian Shuttleworth followed by John Miller in the A Class, Bob Williams and Ernie Worthington in the B Class and David Fletcher and A. Lloyd in the C Class. Competition is very close and with two trials to go it is still anybody's guess as to the winners. Especial thanks to Pete Fell who organised the first event and Brian Shuttleworth for doing the second and to Rosemary for looking after the clerical side. I would make an appeal for more observers for the next events—we were very short what with holidays and suchlike.

I was in such a hurry last month I forgot to congratulate Dennis Thomas on his award in the Scottish—many congratulations Dennis—you know the old saying if at first! Congratulations are also due to another member namely Bill Aldridge who put up a most commendable performance in the supporting races at the 500cc British Grand Prix—I am sure it will not be long before he is competing in the Grand Prix proper. Stephen Beamish is another to watch—he has just been upgraded after one season in the senior ranks.

More congratulations, this time to our Team Manager, Mick Ayres and his team of Andy and Ian Nurden, Mike Church and Martin Coleman who carried off the Residents Trophy at the Wessex Team event and also finished runners-up in the Open event.

Times must be changing—it took three days after the opening date for us to get the "house full" number for the Junior Scramble. However, we look forward to a fine day's sport and bags of help before and after. Our next moto cross event is the Castle Trophy, which will be run at Pickwick with Barbara Gigli doing the paperwork and Ken Lywood looking after the course—as always, may I appeal to you to check with the Newsletter for working party dates and try and come along to give a hand even if it is only on one day.

Buster's car production trial which was postponed because of lack of entries has been re-arranged for the 30th August, so please make a note of the date. It is being held at Pickwick and I can assure you that any family car can compete without risk of damage (otherwise he wouldn't let me take part!)

Must close with sending our best wishes for the future to Barry and Kay, who are tying the knot on August 2nd—hope you still have time to help us when you have got the house straight.

FROME & DISTRICT M.C. & L.C.C.

On the 6th July we held our final round of summer trials at Leighton, on an excellent course, marked out by Graham Jupp and Robin Strange. With Geoff Parker a non-starter, the series was wide open and Southern Centre star Trevor Ring, riding his 250 Montessa decided to add another summer series to his collection. Trevor managed to hold off a challenge from Pete Anker, Les Hacker and Chris Warren, to win the trial on only four marks lost. Ted Lampert won the Non-Expert Class with ease and Bob Williams took the Novice Class from Brian Watts and Steve Martin. Dick Comer has given a cup to the club for the Schoolboy Class, which has been won this year by John Kick. Many thanks, Dick.

From trials to the Scramble members, we entered a team under the advice of Bill Meaden, in the Wessex Inter-Club Scramble at the North Somerset Club's event on June 29th. The team was Richard Goddard, Ben Ledbury, Graham Lovell and Ray Wilson. At the end of the first leg, we were in sixth place, but we failed to finish in the second encounter, but the club members put up an excellent show, many thanks lads, let's hope you all have some success on July 27th. Congratulations this month to Richard Goddard who has been upgraded to Expert status in Scrambles, maybe in this column next month. John Meaden may be mentioned now he has settled down on his new 400 Maico.

By the time these notes are read the Rob Walker Scramble will be over, let's hope we have had another successful day. Full report next month. Thought for the month: Old age, when your children ask you who the Beatles were.

Now available—Tickets for Dinner/Dance and Presentation of Awards, October 3rd, at Warminster, £2.50.

Dance for the Worker, 14th November, 75p. Workers free.

NORTH SOMERSET MOTOR SPORTS CLUB

We begin these notes with congratulations to Richard Ward and his good lady, who presented him with a baby girl, weighing in at 8lb. plus!!! and completing the team was Chris Adams and his good lady with a boy.

The Wessex Centre Team Scramble went off without any hitches except that the local press gave it very poor coverage, and *Motor-cycle* News forgot to print our advert!—subsequently cancelled several copies within the club, the last straw after price rises, and other poor coverage.

We moved the date forward to June to enable our editor to put in a better Expert team, but the only ones who gained was ourselves, with a Team Maico win by Badger Goss, Neil Hudson, Roger Neale, Roscoe Sheppard, and reserve, Ron Kellaway. Our resident team finished fourth which was a very good event for Merv Adams, Mike Curley, Colin Marsh and Andy Wyatt.

The Wadsworth Trophy was won by Neil Hudson and Merv Adams the "Workers" race; the next race he will win will be to the altar, as he is being coached by Sue. The last time trial at Chelwood was won by Roger Painter from Tony Clarke. Neil Hudson set standard time and won the Scramble Premier, and the Novice, David Newman. Our next event is the Bass Charrington Scramble, we hope at Compton Dando. Failing this, at Dundry. We would like to thank all helpers at the Wadsworth Scramble, at Dundry, and hope they will attend at our August meeting. Working parties most nights before and after the event.

The next time trial, August 30th, at Compton Dando, 6.30 p.m. 6 p.m. sign on.

Our Dinner and Dance next year is to be at The Salutation, 20th February, 1976, so other clubs be warned not to clash on this date.

Not wishing to harp too much on the Wessex Team Scramble, but the Maico team were very unhappy at not being able to see the trophy on the day, let alone receive it. Perhaps West Wilts were confident of winning it again. As Ivan Manning has not ridden well enough on his solo Montessa to get a mention in these notes, he has decided to stick to three wheels, any offers of—washing machines, trials irons, scramblers, boats, caravans, etc. in part exchange, up to a value of £600 plus, should be made to Lulsgate 2551.

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