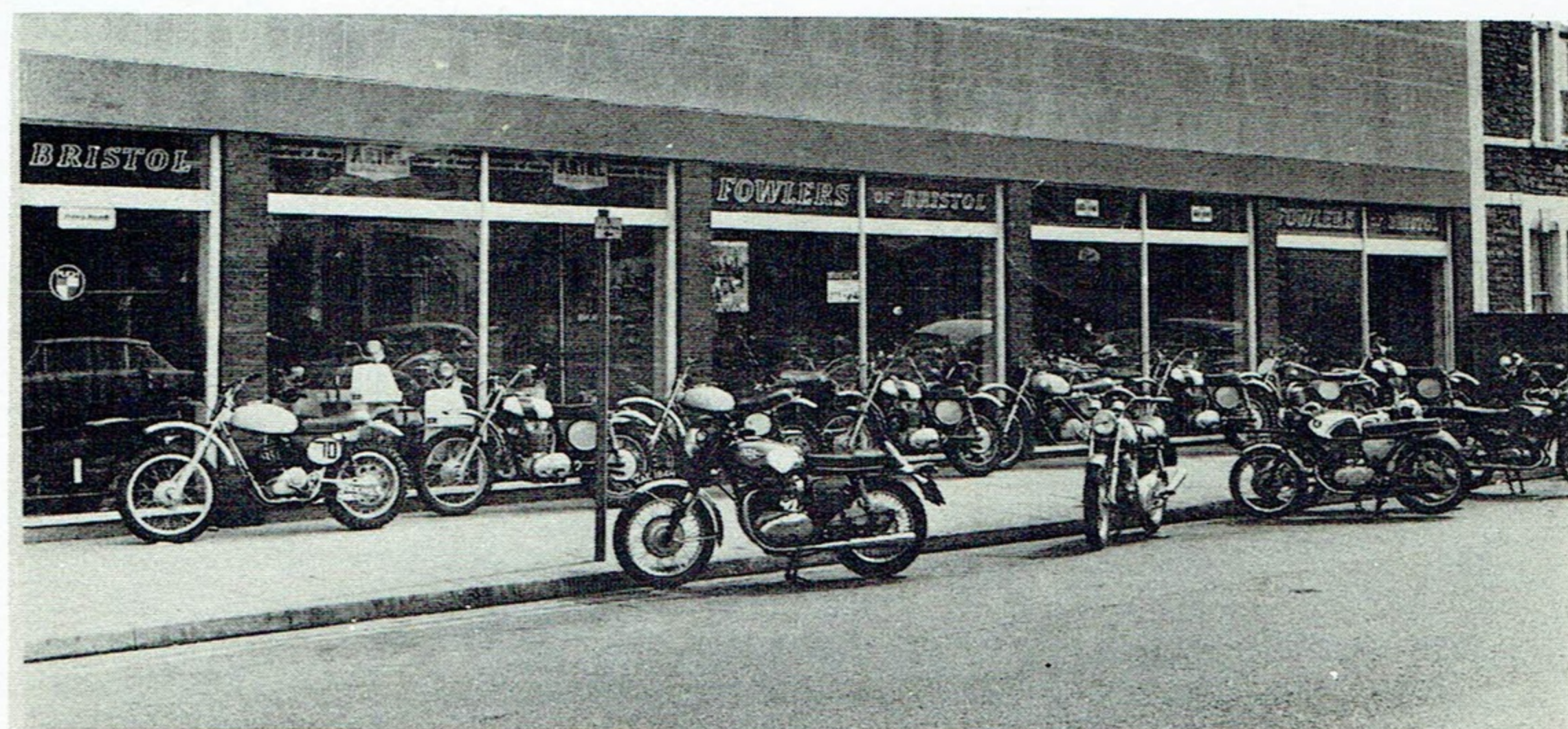




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GAZETTE**

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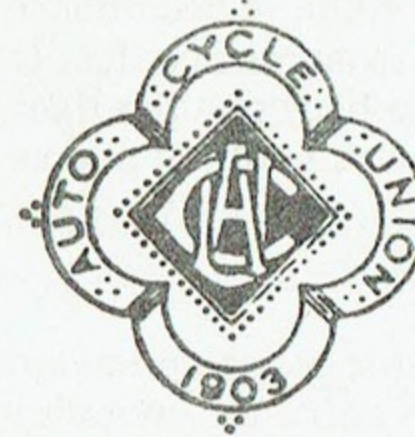
WESSEX CENTRE

## GAZETTE

JULY 1974

No. 409

PUBLISHED MONTHLY



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 upon application to the Editor.

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

### REPORT ON THE BOARD MEETING HELD ON TUESDAY 14th MAY 1974 AT THE PORTER BUTT, BATH.

**League Trials.** Increased Insurance fees and the introduction of the entry levy, combined with the greatly increased cost of awards, made it necessary to increase the Entry fee for the next series. All surplus after paying the costs of organisation would be allocated to the purchase of awards.

The method of calculating the marks for the B and C class riders could lead to unfairness — riders losing 39 and 40 marks respectively on observation would each be given the same handicap score (13 if they were C class) and the tie resolved by Special Test time could give precedence to the rider with the greatest loss of marks on observation. In the next series, if there is a tie on Handicap score precedence would be given to the rider who had the lowest observed score and if there was still a tie the rider with the lowest Special Test time would take precedence.

**Grass Track.** It was reported that riders were dissatisfied with the rule calling for full cases over the primary chain and clutch, claiming that they were dangerous because they fouled the ground as the bike was laid over. The Board were surprised at the opposition to this rule which had been introduced at National level at the request of the A.C.U. G.T. Sub-Committee on which every Centre was represented. Until the Rule was changed riders would have to comply.

Sidecar outfits were required to be fitted with a cut-out device which operated if the driver fell off and some competitors were not complying. Scrutineers should check the cut-outs as there could be serious repercussions if there was an accident caused by a runaway outfit. Cut-outs were necessary because there had been several cases of self closing throttles failing to close when the engine was on full power.

### INTER CENTRE TEAM TRIAL

The Wessex team had finished around mid position. The course had been a good one but it was felt that the paperwork side could be improved. Individual riders had not received notification of their numbers or a

**TOR MOTOR CYCLE & CAR CLUB****GUY FAWKES SCRAMBLE**

Experts and invited juniors

Regional Restricted

On November 3rd at Knowle Hill, Yarley, Wells. Som. 1st race 12.30 p.m.

To be held under the A.C.U. Standing Regulations for scrambles and the following supplementary regulations, open to members of the Wessex Western & Southern Centres, solo motor cycles only.

PERMIT No. M619

T.C.C. 93

1. OFFICIALS. Wessex Steward Tor Steward-F;C.Wood. Clerk of the course - G.Brown, P.Culliford. Scrutineer-R.Wood. Secretary of the Meeting-Mrs. M. Wood, 4, Portland Road, Street, Som. BA16 9PX. Phone No. Street 2821.

2. EVENTS & AWARDS.	1st	2nd	3rd	4th	5th	6th	7th	8th
1. Unlimited Junior	£5	£4	£3	£2	£1			
2. Open 250cc	£8	£6	£4	£3	£2	£1		
3. Over 350cc	£8	£6	£4	£3	£2	£1		
4. Workers race	£5	£4	£3	£2	£1			
5. Allcomers unlimited	£10	£8	£6	£4	£2	£1		
6. Guy Fawkes (EX)	£20	£15	£10	£5	£4	£3	£2	£1

Event five is a star round counting towards the Wessex Centre Championship.

3. COURSE. Is approx. ¾ mile long, signposted from Wells.
4. START. Clutch start with flag or gate.
5. PRACTISE. Under control between 11.00 a.m. and 12 noon.
6. ENTRIES. Open on September 9th on Gazette forms only with entry fee of £1-25. S.A.E. please. Entries will close on October 10th. Entry fee returnable only if meeting cancelled. Invited juniors only.
7. INSURANCE. Will be paid by the club.
8. NOISE. All machines must comply with the control of noise regulations.
9. ADMISSION. Free admission to driver, all others must pay.

**ENTRY FORM****GUY FAWKES SCRAMBLE**

Sunday 3rd November 1974. Regional Restricted to Wessex Western, Southern Centres.

Drivers Name (Block Letters) .....

Drivers Address .....

Registered member .....club. Riding No. preferred .....

Make of machine ..... cc.....Expert/junior .....

Entry fee enclosed .....

**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 Tor Motor Cycle Car 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 I am over 16 years of age. Date .....

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

programme before the trial and results were only sent to the team manager and not to the riders.

#### **WESSEX SCRAMBLE**

Racing had been good and the crowd reasonable. The Tor Club, in accordance with its usual practise charged every one but the riders an admission fee. It was felt that at future Centre events such as this one or perhaps two per rider should be admitted without charge. Clubs running O/C events could of course make their own arrangements.

#### **BRITISH CHAMPIONSHIP MOTO CROSS**

The A.C.U. proposed that in 1975 there would be six events counting toward the title. These events would have big prize money with entry by invitation from International Licence holders, and would be allocated to "established" events. A Sub Committee was appointed to consider offers to organise one of these rounds by a Wessex Centre Club.

#### **DATES.**

30th June	The North Somerset O/C event would be a Grass Track.
4th August	Frome O/C Novice Trial
13th July	West Wilts Charity Moto Ball
15th March 1975	It was agreed that Bristol M.C. & L.C.C. could apply to organise the British round of the European Trials Championship.

#### **REPORT ON THE BOARD MEETING HELD ON TUESDAY 11th JUNE 1974, AT THE PORTER BUTT, BATH.**

**CENTRE RULES.** These were to be brought up to date and published as soon as possible.

Clubs were reminded that the Supplementary Regulations for all events must be submitted to the Permit Secretary for his approval, in the case of Restricted to Centre events, not later than six weeks before the event and for Closed to Club events not later than three weeks before the event. The Permit Secretary would return the Regs. to the Club and should not be expected to forward them to the Gazette for publication or be responsible for any Gazette Fees enclosed.

Some Clubs were not using the correct Indemnity Clauses in their Entry Forms — copies of the correct ones will be published in the Gazette.

**ACCOUNTS** totalling £49-90 were agreed for payment.

**WESSEX SCRAMBLE 1974.** An Admission Fee to all except the riders had been made and some delegates felt that at an event of this status, when there

were a large number of "Trade Supported" riders, each rider should be allowed one mechanic free. The Tor Club reported that charging for all except the riders was their normal practise.

The matter would be borne in mind at future Centre events. Clubs could of course make their own arrangements for their Restricted to Centre or Closed to Club events.

**A.C.U. GENERAL COUNCIL 17th MAY 1974.** The new British Championship Moto Cross plans had been approved.

After the statements early in the year that the Union's finances were in a serious position, which led to the introduction of the 5p Rider's Levy, the Delegates were surprised to hear that the Union had made a healthy profit.

The Benevolent Fund finances were sound. The Union was forming a youth Division. The Comps Committee recommended that a rule should be introduced calling for the appointment of a panel of Scrutineers. Further information was to be sought.

**1974 CENTRE DINNER.** The cost of putting this on had risen and it was inevitable that tickets would cost much more than last year when the Centre subsidised the Dinner by about £230 since it was the 50th Jubilee of the Centre.

**GRASS TRACK RACING.** The A.C.U. G.T. Sub-Committee had decided to suspend the Rules calling for primary chaincases and cut-outs following representations from riders.

**5p LEVY.** It was noted that this should be paid on the starters, not the total number of entries. The Permit Secretary asked Clubs to pay the Levy to the Centre Steward with the Insurance at the end of all speed events. A single cheque for the total amount would be satisfactory.

**LEVY PAYMENTS (5p and 3%).** Clubs were reminded that these must be paid promptly and the Centre would not be so lenient with defaulters as it had been in the past. Failure to pay levies or insurances would lead to withdrawal of permits.

**DATES APPLICATIONS.** Bristol G.R.C. were granted permission to organise Schoolboy G.T. events on 13th July, 17th August and 21st September (all Saturdays).

**CANCELLATIONS.** Bristol M.C. & L.C.C. Speed Events planned for 13th and 14th July would not be held as the ground was not available.

**1975 DATES.** The meeting to decide these would be held at The Porter Butt, Bath on Tuesday, 3rd September 1974.

Competitions Committee Meeting at 7.30 p.m. followed by the Dates Meeting attended by one delegate from each Club at 8.30 p.m.

#### **FUTURE MEETINGS AT THE PORTER BUTT, BATH at 8 p.m.**

Competitions Committees    Tuesday 2nd July  
Board                            Tuesday 9th July

#### **OFFICIAL ANNOUNCEMENT**

##### **1975 DATES.**

A meeting to arrange the dates of events in the Wessex Centre in 1975 will be held at The Porter Butt, Bath at 8.30 p.m. on Tuesday, 3rd September 1974.

Each Club should send one Delegate to this meeting **WITH POWER TO ACT**

Not later than Tuesday, 20th August 1974, Clubs should send a list of all restricted to Centre, Closed to Club, Propaganda, Regional Restricted and National Events they wish to run in 1975, to A.C. Fedden, 52 Smithcourt Drive, Little Stoke, Bristol.

The 1975 Wessex Scramble has been allocated to the Frome Club (date yet to be decided) but offers to run the Wessex Inter-Club Team Scramble and four League Trials are required.

Failure to make an application for dates or to be represented at the Dates Meeting may lead to a Club having to lose what it considers its traditional date.

#### **GRASS TRACK GRADING**

In line with the Grading rules as applied by the Eastern, Southern, Wessex, South Eastern.

South Western and Cornwall centres the following Grass Track competitors will be upgraded to Expert, 'A' Status as from 1st July, 1974, each rider having gained in excess of 15 points and shown the necessary ability within the first four months of the current season.

SOLOS	John Taylor	— Bristol
	John Parker	— Yeovil
	Rodney Hawkins	— Bristol
	Dave Threadingham	— Bristol

K. Melksham.  
Wessex Grass Track Recorder.

## **Club Notes**

#### **BATH & WEST OF ENGLAND M.C.**

Club members were shocked to hear, just before these notes went to Press, that their long standing and popular Secretary, Cyril Gilson, had been rushed into St. Martins Hospital, Bath, with suspected heart trouble. At the time of writing he was still not permitted visitors, other than his family, but is showing signs of improvement. The best wishes for his speedy recovery to health go to him and his wife Brenda from all Bath members and everyone else who came into contact with him.

As a temporary measure, Chris Harding of 33 Devonshire Buildings, Wellsway, Bath (Tel. 25480) is taking over the Secretary's duties and all Club correspondence should go to him until further notice.

#### **BRISTOL MOTOR CYCLE CLUB**

First of all a belated congratulations on the birth of a daughter Emma Mary to Ann and Phil Smith on Wednesday 15th May—Mother and baby doing fine — Father suffering from stress. I'm not going to say any of the well worn old cliché's about another observer for the Centre, or another trials rider for the club or even a typist for the results, — I'm not even going to mention it, all I am going to say is congratulations from everyone in the club, I am sure we wish them all the very best. The same also goes for Alan and Pam Sharples on the birth of their 2nd daughter in the beginning of May.

Working parties for the 500 Moto Cross on the 7th July are well under way at Dodington, we will be pleased to see anybody who can give us a hand — EXCEPT Phil Smith who has to wash nappies — unless he can get out of it. There will be someone on the course every night of the week and even one hour's help would be appreciated, and if you can come along on the Saturday practice 6th July and or Sunday meeting 7th July I am sure we can find a job for you. Don't be shy in offering to marshall, any official will direct you to the chief marshall tent to pick up your arm band and flag. Entrance money of course will be refunded if you do help. So come along and get a ringside position free in return for a few hours work.

The Spring Bank Holiday weekend saw parties off in two directions, one for a camping weekend in Wales which I understand was very successful for everyone except Neil, whose Bultaco broke down—AGAIN, the other event was the Lyn National trial at Lynton, in which Chris Watts and myself rode, and not without troubles — Chris with a puncture, and me minus two foot rests and a broken set of points, still we both managed to finish even though I had a three mile walk back to sign off. Chris won a special 1st Class Award.

One of the best kept secrets for a long time came out recently and that was the marriage of Tom (T.I.Y.) Jones to Margaret on June 6th, in fact it was so secret that the Bride and Groom only just heard about it in time. I think we managed to get our own back at Martin Palmer's house warming party when we showered them with confetti. Many congratulations Tom and Margaret from everyone in the club.

*Mike Naish.*

## BRISTOL MOTOR CYCLE & LIGHT CAR CLUB

On referring to your Wessex Centre Fixture list, you will note two dates in July and August scheduled for a weekend Scramble. In spite of much research and a special visit to the Bath and West Show, for further negotiations we are unable to offer a course suitable for a public meeting on these dates and since it is the public who subsidise these promotions we must of necessity cancel both July and August dates. We are most upset, having to take this action but as only a few members answered the questionnaire in our Driving Mirror, we had to assume the majority of you did not agree with the proposal of a self financed meeting with only a nominal prize money. As the Tor club pointed out in their notes last month, it would still take approximately £250-£300 to put on. We have however, already started discussions regarding next year's promotions and hope that we shall be able to offer you our proposals by September. However it all revolves around land availability and the price we have to pay for its use, as this increases each year you will appreciate that the general cost of events rises, which has to be offset by increasing charges to competitors and public alike. Twenty years ago the public entry fee to a speed meeting was in the order of 5/- (25p), since wages have risen by four times and many clubs still only charge 40p for admission, our directors feel it wouldn't be asking too much to raise the entrance fee to £1-00 (on a par with cinema charges) and for an International when one can see all the best riders from all over the world, even more should be charged. It cost me £1.50 to see Harvey Smith and Alan Oliver the other day and that lasted only ¼ hour!

On an entirely different note, we are still waiting for the BSSA (Wessex) to decide if they are going to take up our offer of a sidecar class in our Timed Trial in September. As regs have to go in next month's Gazette, we shall need a reply within the next two weeks.

We suggest two periods of 30 minutes per period or one of 45 minutes. Your recommendations please BSSA.

It is suggested the solo class have two periods of 60 minutes as in previous years, but if you feel you cannot stand up to that punishment then we can modify it to two periods of 45 minutes. PLEASE LET ME KNOW. We shall of course have a small self observed trial in the morning prior to the Timed trial in the afternoon, from 10-12 noon, four laps of a 10 sub course.

*A. W. Cullimore.*

## THE BRISTOL GRASS RACING COMBINE.

The Wessex Centre has never before enjoyed so much success in the Grass Track world, the Bristol lads supported by Adrian Moss of Stonehouse are really putting in some fine performances this season. The Three Musketeers John Taylor, Rodney Hawkins and Dave Threadingham are cleaning up the Junior races between them wherever they go with I think R.H. taking the lions share at the moment and even when these failed at Minety Vale (with

breakdowns and injuries), Tony George and Crasher Clarke were first and third, even the influx of new riders are quickly making names for themselves. Jim McAlinden already making finals after about three outings.

Richard Evans is really flying this year, he has gone to several tracks, and cleaned up the majority of classes on the day. The only person to moan about it has been Frank who ends up paying to fill the cups up. You should have heard him sigh when at Swindon Richard only picked up one cup, the other was a great big wooden trophy which would not hold any cider.

Another convert to the grass has been ex Newport Speedway Rider Ian Gills, yet another Bristol rider. His first comments were, "I didn't know it was so hard". We shall have to think up some nicknames for these new riders, as **EVERYONE** knows all the B.G.R.C. riders have them mostly based on facts not fiction.

I hope the Minety Vale Club came out of their grasstrack O.K. It was a good meeting and the track was reasonable, the only comments I heard were that one bend was too tight and later in the day it got a bit long winded between the races (not bad for the first time in ten years). The following week however, the Swindon track was a shocker, the less said the better. It's nice to see the N.S.M.S.C. at last putting on a grasstrack. We hope they do well, with a little bit of luck going these clubs way it could be that the Wessex Centre might have two grasstracks or more each month and more happier faces at the Board.

Long live the J.A.P. and Jawa. Anyone know where we can put on an Ice Meeting?

## FROME

Our third trial in the summer series will be over when you read these notes, so I will have to give you the final result next month. Regulations for the Novice trial to be held on the 4th August are elsewhere in this issue, and we have included a class for Schoolboys. If we receive good support for this class we shall include them at all our future closed-to-club trials. So if you know of a lad who is keen to have a go please pass on to them, the address of the Secretary-of-the-Meeting, or give them Jim's telephone number: Chapmanslade 204.

Entries are coming in well for the Rob Walker, and with 3 weeks to go before closing date we already have Rob Taylor, Ivan Miller, Malcolm Davis, Terry Dyer, Keith Baker, Andy Nurden, Jim Connor, Les Lloyd, Graham Noyce, Bob Wright, Andy Ainsworth, Mike Church. Mose of the sidecar aces have already entered, so all we need now is your help to prepare the course. Working parties will be out on Sunday 14th and 21st, and each evening during the week from the 22nd. We are planning to have a tramps supper on the Saturday evening, starting at 8.30 p.m. There will be a small charge of 15p for the grub.

Our next social event will be the fancy dress dance in October. Tickets will be available in a few weeks.

## NORTH SOMERSET

The Scars Wood Time/Trial 18th May, was a very close thing between Alan Evans and Richard Leney, who was on form after a lapse of many months. In fact they both lost the same number of marks, 24 each with Alan Evans pipping him for first place by being furthest clean. Another interesting point was that with all his machines Terry Phillips only had his son's Yamaha 100cc schoolboy scrambler available, and he decided to place all 20 stone of his large frame upon it, just for a laugh. He won the Scramble Premier, How about that. Perhaps Gary Bowden will turn out on one next. The Novice Award went to our country lad Jim Elmes, — drink thee cider Jim.

Bruce Winstanley had a fourth in the Somerton Scramble 19.5.74. in the second Junior and Andy Wyatt third in the second leg.

Bruce again had a sixth at Bleadon in the Junior and Neil Hudson had a second and two thirds in the Expert Races. He also had a fifth in the first leg at the Maybug.

Tony Coleman picked up a second class Award in the Heath Cup T/T Marathon, 2 hours and 1 hour to FINISH, and Ivan finished second to Martin Strang in the Tor Time Trial June 8th.

Regulations for the Bass Charrington Scramble August 26th appear in this Gazette. Juniors please note the opening date.

Next Time Trial July 27th at 7.0 p.m. Sign on 6.30 p.m. at Stanton Wick Lane, Pensford. Working Party Friday 26th, 6.30 p.m.

## MENDIP VALE M.C.C.

Well the Roman Trophy Scramble has come and gone for another year, everything went quite well although we would be the first to admit there was room for improvement. The same old problem, too much work to do and not enough people to do it. Most of the riders said that they had enjoyed their dan's sport. Badger Goss and Rowley Owen disappeared into the undergrowth at the bottom of the course and didn't re-appear for about ten minutes, checking for green-fly I think! Rob Taylor again took the main events with Andy White being the best Mendip Vale runner.

Malcolm Latty said he enjoyed his tour of Scotland coming back with a First Class Award although his steed looked very second-hand. John Hambrook seized on the second day on his baby Montesa.

Four of us rode in the National Lyn Traders, a real man's trial. Chairman scraping a second-class on a 'foreign' bike.

Roy Burgess, who has fully recovered from a recent eye operation, is away marshalling on the tour of Britain Milk Cycle Race, with a Norton Commando to ride and some of the best Hotels in England to stay at for a fortnight. Can't be bad.

Jed Lampert's Closed to Club Trials have got off to a good start, with the first in the series run on the 12th at Adlems, best man here was Dave Fisher, followed by Martin Strang and Geoff Parken. Next in the series is on June 2nd. Must congratulate Geoff on his fine Victory win, with the chance of new machinery coming from sponsor Sam, his future looks bright.

June 29th is the date set for the Time Trial. Clerk of the Course will again be John Young and Butch Ward Secretary of the meeting.

Jed Lampert had been given a 22ft long caravan, which we aim to cut down and tidy up. Should be very good for Trials etc., could even make a Skittle Alley as long as Frome don't come. Talking of Skittles, the May 18th date has been taken over by Frome as North Somerset can't make it, results next month.

Martin Strang's debut on the rough this season starts at Aller with the Junior event on the 19th. He's praying for rain and understandably scared stiff in case he bends it. Can't blame him!

One casualty from our Scramble was the Sugg tractor, on preliminary diagnosis we think the flywheel has sheared its bolts, but with Hobb producing both spare flywheel and crank from the boot of the Zodiac we think we should be fixed up by September our next Scrambling date.

## FUTURE EVENTS

### JULY

- |    |  |
|----|--|
| 6  | Tor Timed Trial at Yarley C.   |
| 7  | 500cc BRITISH MOTO-CROSS GRAND PRIX AT DODINGTON. WORLD CHAMPIONSHIP.                                    |
| 13 | West Wilts Moto Ball   |
| 13 | B.G.R.C. Schoolboy Grass Track at Hanham   |
| 14 | B.S.S.A. Sidecar Timed Trial at Lulsgate C.  |
| 20 | Mendip Vale Trial C.<br>Wilts Border Trial C.  |
| 27 | North Somerset Timed Trial C<br>Bristol M.C.C. Rally C   |
| 28 | FROME. CASTROL ROB WALKER SCRAMBLE NATIONAL. THIRD ROUND OF THE BRITISH SIDECAR MOTO-CROSS CHAMPIONSHIP. |

### AUGUST

- |   |   |
|---|---|
| 3 | West Wilts Trial C                      |
| 4 | Bristol G.R.C. Grass Track C.           |
| 4 | Frome Novice & Schoolboys Trial. O.T.C. |

BRISTOL GRASS RACING COMBINE

B.G.R.C. present a Restricted to Centre Grass Track event. (Incorporating FINAL round of Wessex Championships) on Sunday 8th September at 2.00 p.m. To be held at Redhill Farm, Elberton, Nr. Bristol (on B.4461)

Permit No. M593

Restricted to members of the Wessex Centre driving Solo and Sidecar Machines, held under the G.C.Rs. of the A.C.U. and these supplementary regulations.

1. OFFICIALS. Steward Wessex — M.Ayres. Club - M.Shortman, D.Jefferies. Secretary of Meeting - K.Melksham, 7 Hilltop View St. George, Bristol 5.

2. ENTRIES. Fees - Solo £1-25. Sidecar £1-70.

NOTE. Stamped Addressed envelope please. Entries close August 23rd 1974. Drivers third party and all competitors personal accident insurance will be paid by the promoting club.

3. EVENTS
- |    |                        |
|----|------------------------|
| 1. | Up to 250 Championship |
| 2. | 251-350 Championship   |
| 3. | 351-500 Championship   |
| 4. | Unlimited Solo         |
| 5. | Fastest 12 Solo        |
| 6. | Sidecar Championship   |
| 7. | Sidecar Open           |
| 8. | Sidecar Open           |

4. AWARDS.

	1st	2nd	3rd	4th	5th	6th
Events 1,2,3,4,7 and 8	£8	£5	£4	£2	£1	50p
Events 5 and 6	1st	2nd	3rd	4th	5th	6th
	£12	£8	£5	£3	£2	£1

5. PRACTICE. Between 11.30 and 1.30 p.m. all competitors must complete two laps.

6. COURSE. Grassland 600 yards minimum. Solo Anti clockwise, Sidecar clockwise.

7. START. Mechanical Gate. Clutch Start.

ENTRY FORM

BRISTOL GRASS RACING COMBINE

September 8th 1974

INDEMNIFICATION

I have read the supplementary regulations issued for this meeting and agree to be bound by these and the General Competition Rules of the A.C.U. in consideration of acceptance of this, my entry, I hereby agree to save harmless and keep indemnified the Bristol Grass Racing Combine, the Centre of the A.C.U. and the A.C.U. (including the Owners or lessees of the land used for the meeting and their officials, representatives, servants and agents and each and every one of them from and against all actions, costs, expenses, claims and demands in respect of injury, fatal or otherwise, loss or damage to the person or property of myself or of my passenger, or my mechanic howsoever caused or arising out of or in connection with my entry or my taking part in this meeting, and whether or not occasioned or contributed to by reason or negligence of the said bodies, officials, servants or agents.

NAME & ADDRESS (block letters).....

PASSENGER'S NAME ..... Machine .....C.C.....

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

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

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

Club .....

Parent or Guardian must countersign if the Driver, Passenger, or Entrant is under 18 years of age.

Signed .....Parent/Guardian.

June 1974

Points gained by Juniors who are now upgraded to Experts Status from 1st July 1974

B. Argent	Kingston Vale	45	points
S. Breaker	New Milton	20	"
J. Cottrell	Tiverton	29	"
P. Davis	Chippenham	25	"
P. Drescher	Frome	19	"
D. Elwell	West Malling	15	"
P. Evans	Box	34	"
S. Hathaway	Sutton Coldfield	29	"
M. Harris	Henfield	24	"
N. Reville	Verwood	51	"
P. Richards	Yeovil	18	"
J. Richardson	Yateley	22	"
N. Stananought	Liverpool	18	"
C. Scriven	Loxwood	17	"
B. Winter	Rugely	18	"
J. Young	Basinstoke	31	"

Removed from Experts List due to retirement, or Scoring no points during the last three years as an Expert

A. Adcock	Alrewas	I. Lloyd	Llandyssul
G. Bowden	Birmingham	R.F. Mansell	Sutton Coldfield
D. Brown	Putney	R. Mitchell	Cheltenham
D. Brown	Bracknell	P. Ormesher	Gorton
G. Burgess	Solihull	J. Parker	Crediton
K. Chandlers	Newbury	N. Perrins	Stourbridge
J.E. Clavton	Guildford	J. Powell	Wolverhampton
A.T. Cracker	Deal	A.G. Sharp	Broughton
R.J. Dyos	Enfield Green	I. Sheehan	Bracknell
W.E. Fry	Coventry	T. Silvester	Huddersfield
T. Haines	Plymouth	H. Skidmore	Cieobury Mortimer
C. Hearn	Birmingham	P. Spain	Ramsgate
K. W. Hickman	Oxford	A. Stratton	Corfe Mullen
J. Hill	Castle Bromwich	B. Sykes	Reading
A.J. Lampkin	Silsden	B. Walker	Merthyr Tydfil
A.R.C. Lampkin	Silsden	M.R. Winwood	Studley
D. Lane	Gillingham	M. Woodward	Cheltenham

M.R. Winwood



To the Editor.

52 Gregory's Tynning,  
Paulton,  
Bristol BS18 5PP

Dear Mr. Webb,

First of all may I own up to being No 119 mentioned in the June Gazette by Mrs. Woods!

Secondly, could I perhaps make clear some points on which I was trying to get at?

The £1.50 entry fee itself I don't object to, this I know is normal but £1.50 for 2 x 3 lap races on a short course is what many (most?) riders were offered. Yes I did read the regulations, but it said nothing about very short races did they? Keep the workers race by all means, but surely 3 heats plus a six lap final for club members would have been time better used at the end of the day for a non-finalists event?

Two weeks later the Shepton Mallet Club held a junior scramble, their entry fee slightly cheaper but offered all riders 3 events. Admittedly no prize money (do most juniors worry about that anyway?) but I presume they also had all the other expenses the Tor Club did, the same as all other organisers, plus of course they could not spread some of those costs over to the scramble the next day. Also if the regulations had mentioned the 'Club Workers race' was open to non club members a few more would have turned up to help, (myself included) I'm sure.

I believe, Mrs Woods has taken too personally the comments I made but hope this is not so, as I'm sure there must be a vast amount of work as secretary to a scramble, and without one there would be no scramble. Surely however, a little more racing time could have been given to the non club 'also rans' like myself?

Yours sincerely,

A. H. Fuller.

#### KINGSWOOD M.C.C.

By the time you read this the Scottish will seem like history but I must add a postscript — John Winton finished the Trial O.K. and so collected his award and hard earned as it was, I am sure he felt very pleased with himself. Three other centre members also collected awards, Malcolm Latty despite knocking a large chunk off his motor at Glen Nevis sections, Dennis Thomas, despite a tumble early in the week which cut his face and bruised a shoulder, and Martin Widman despite strong opposition from other colleagues got the award for best performances by a serviceman.

Spring Bank Holiday weekend saw riders and observers along to our friends the Broodies trial at Draycott, Mike Fear beating Roger Painter for first place on the tie decider, both having lost 20 marks, thus Mike keeps his lead in the series, others competing being the Budd boys, Roy Andrews and John Winton with the observer crowd, Ruby, Helen, the two Chris's, Mum Ayres and Pete.

The next day the Iris Ayres gang of Gate Marshals were in action at the Maybug Scramble, the main hazard here was sunburn. I was amazed at the increase in the number of road going bikes which seemed to attend the meeting, the most eye catching being a Rickman Honda 4 and a single cylinder B.M.W. with "mature" lady and gent aboard both in matching black leather suits, all absolutely immaculate.

Having a chat to my friends from Marshfield, I learn that Mike Church is pleased with the performance of his latest Fowler Susuki, and I did see him giving one of the big names a run for his money for several laps till something dropped off. Martin Davis has changed to a 460 Husky similar to brother Philip who has been picking up points rapidly towards expert status. Philip was going well at this meeting having come second in all of the supporting races but I did not find out until the following day that we had come a right purler and broken some bones in his next race, however at a chance meeting later in the week he assures me it will soon be as good as new, we sincerely hope so.

Saturday evening 8th June, saw the usual crowd out to Foxham, again with the Broodies, for yet another enjoyable trial. I remember seeing the whole Winton family taking part, Mum, John and Garry with pencils and Observer cards and Dad riding the little Montesa to such good effect that it earned him 3rd place in the results, all this after a drive from Scotland that day starting at 4 a.m. Keen types the R.A.F. call it.

Club meetings for July on the 3rd, 17th and 31st, at Coddington Arms, North Road, Yate, 8.30 p.m.

T.T.

#### NORTH SOMERSET BRISTOL MOTOR SPORTS CLUB BASS CHARRINGTON TROPHY SCRAMBLE

Permit M597.

T.C.C. No. Applied for.

#### A WESSEX CENTRE 'STAR' EVENT on MONDAY 26th AUGUST 1974 at 2 p.m.

An open to Wessex Centre competition for members driving solo motor cycles and held under the A.C.U. standing Regulations (1966 edition), and these Supplementary Regulations.

1. OFFICIALS. Steward, Wessex Centre - K.Blampied, Club - D.Plaster, T.Bunn, Clerk of the course — M.Bracey, Scrutineer - I.Shiner, Secretary of the meeting - Mrs. B.Winstanley, c/o Wynnes Motor Cycles 398 Stapleton Road Bristol, telephone 556745, any time.
2. COURSE. At Knowle Farm Compton Dando or Dundry, Nr. Bristol. One mile in length and racing in a clockwise direction.
3. PRACTICE. All drivers must complete one practice lap between 12 p.m. and 1 p.m.

4. ENTRIES. Open forthwith for Experts. 20th July for Juniors, and must be on the attached form, and sent with the fee of £1.25 solo, and SAE to Secretary of the Meeting. Definitely close 14th August. Any received before opening date will be held in abeyance until all first day entries have been considered.

5. EVENTS AND AWARDS.

1. Junior unlimited cc's.
2. Up to 250 cc's.
3. Experts and invited juniors unlimited cc's Bass Charrington.
4. First team race.
5. Second team race.
6. Over 300 cc's. Allcomers.
7. Club workers race.
8. Experts and invited juniors unlimited cc's.

To qualify for event 7, club members must assist with preparing the course before the meeting. Heats will be run where necessary. The winner of event 3 will hold the Bass Charrington Trophy for 1 year.

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

6. STARTING. Clutch start by lights, gate or Union Jack.

7. INSURANCE. Will be paid for by the promoting club. Events 4 and 5 as Team Race supplementary regulations First £16, 2nd £12, 3rd £8, resident team £4.

ENTRY FORM

North Somerset M.S.C.

26th August 1974

INDEMNIFICATION.

I have read the Supplementary Regulations issued for this meeting and agree to be bound by them and the General Competition Rules and the Standing Regulations of the A.C.U. In consideration of the acceptance of this, my entry I agree to save harmless and keep indemnified the North Somerset Bristol Motor Sports Club, 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 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 .....

ADDRESS .....

PASSENGERS NAME .....MACHINE(S) ..... cc .....

SOLO/SIDECAR ..... EXPERT/NOVICE .....I wish to enter events .....

Entry Fee Enclosed ..... Riding No. preferred ..... Club Sub 50p.

Signed ..... Parent/Guardian

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

SELWOOD NOVICE TRIAL

on SUNDAY 4th AUGUST, 1974.

Restricted to members of clubs affiliated to Wessex Centre A.C.U. riding solo machines only. Held under the G.C.R's of the A.C.U. together with the following Supplementary Regulations.

1. Officials. Steward - Centre, R.Wood. Club - J.Webb, Clerk of Course - R.Painter. Secretary of Meeting - Mrs. S.Jupp, 2, Woodmarsh, North Bradley, Trowbridge, Wilts BA14 OSB. Machine Examiner - P.Aven.
2. Entry. Open to Novice Drivers only with a class for School Boys. Entries to be sent to the Secretary of the Meeting by 27th July, 1974. Club Members 55p, others 65p. School Boys 25p. Fee returned only if trial is cancelled.
3. Awards. Premier Selwood Trophy and Replica Special Award to 2nd, 3rd and 4th Best and First Class Awards to 20% of starters. No driver may win more than one award, cups to be held for one year, replicas retained. Awards to 25% of School Boy entry.
4. Start. At Leighton Scramble Course, Nr. Frome, Somerset on A361, at 10.30 a.m. Ties, If there is a tie the winner will be the farthest round the course clean, if there is still a tie then the greatest number of cleans.
6. Course. Approximately 10 miles of one or two laps (to be decided before the start) entirely on private land.
7. Protests. To be in accordance with G.C.Rs. of the A.C.U.

SELWOOD NOVICE TRIAL

SUNDAY 4th AUGUST 1974.

DRIVER'S NAME (block letters) .....

ADDRESS .....

REGISTERED MEMBER ..... CLUB

MAKE OF MOTOR-CYCLE .....c.c. ....Solo

ENTRY FEE ENCLOSED .....

PLEASE STATE AGE IF UNDER 16 YEARS .....

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 Frome M.C., 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.

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

## SWINDON M.C.C.

Once again I must apologise for the lack of notes last month. I had intended to write them after the Baydon Moto-Cross but I was feeling rather under the weather having been carted off to Hospital following a bad fall in the first race, still I only broke my 'leaner' not my 'lifter'. They tell me that we had a good days racing. Terry Good and his new outfit won the main sidecar race even if he did flip it a couple of times. One noticeable absentee was Ked Ferris who has retired. Now for someone making his debut. Our Social Secretary Eric Mulraney is now passengering for Mike Camden. Best of luck Eric.

Our social events still seem well supported. The Duckhams Film Show in April played to a full house of 120 members and friends. Mike Brown, the No.2 in the Duckhams Comps Department travelled up from Kent for the evening. He gave us an interesting talk and showed us a good range of Duckhams Products. Three films were also shown.

In May we travelled to Bristol to play the B.G.R.C. 'experts' at Skittles. Having noticed several comments in previous Gazettes, mostly from North Somerset Clubs, we supplied our own scorer. We managed to win the Match by a few pins but nobody could match Eric Haskins when it came to chat after the Skittles. We shall probably have a return match later in the year.

Coming almost up to date, 30 members and friends attended a mediaval Banquet at Clearwall Castle in the Forest of Dean on 1st June. A good time was had by all who attended.

On the sporting side it is good to see most of our Scramblers having a good season. Roger Hoare seems to be getting on very well with his big husky, having sold his BSA. Paul Stratford is riding his new Bultaco very well and has picked up some points towards experts status. Although I shall not be competing for a little while Andy Nurden will keep the four strokes to the fore, he is at present leading the M.C.N. 4 stroke Trophy Championship. Andy's brother Ian is also going very fast at the moment and could make the grade very soon.

Dave Main is beginning to get the hand of his Grasser and is thinking of getting a 250 to go with the big one.

A report of our first Grass Track will appear next month providing I still have a right arm with which to hold a pen.

---

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SWINDON & DISTRICT MOTOR CYCLE CLUB. GRASS TRACK MEETING  
WESSEX CHAMPIONSHIP ROUND, 11th August 1974.

Permit No. M596

First Race 2-00 p.m.

Officials :Wessex Centre Steward-H.Ayres. Club Stewards-J.Croston, E.Butlin, Clerk of the Course-M.Camden. Secretary of the Meeting-R.Wheeler, 5a, Greatfield, Wootton Bassett, Wilts.

1. The Swindon & District Motor Cycle Club will hold an Open to Centre Grass Track Meeting on Sunday August 11th, 1974, near Wootton Bassett, Wilts, on the A420, 1 mile West of Junction 16, M4 Motorway.
2. Held under the General Competition Rules and the Standing Regulations for Grass Tracks, of the ACU, and these Supplementary Regulations. Open to members of Clubs affiliated to the Wessex Centre ACU, riding solo or sidecar machines.

3. ENTRIES. Must be sent to the Secretary of the Meeting not later than 21st July. Entry fees: £1.25 Solo: £1.50 Sidecar, these include Insurance. Please send SAE for reply. Please make cheques payable to S & D DMCC.
4. COURSE. Grassland approx. 600 yards. Solo anti-clockwise, sidecar clockwise. Start by elastic gate, clutch start.
5. EVENTS & AWARDS.
- |                   | 1st. | 2nd. | 3rd. | 4th. | 5th.  |
|-------------------|------|------|------|------|-------|
| Junior Unlimited  | £4   | £3   | £2   | £1   | £0.50 |
| 250 Champs        | £8   | £5   | £3   | £2   | £1    |
| 350 Champs        | £8   | £5   | £3   | £2   | £1    |
| 500 Champs        | £10  | £8   | £5   | £3   | £1    |
| Experts Unlimited | £10  | £8   | £5   | £3   | £1    |
| S/C Champs        | £12  | £9   | £7   | £4   | £2    |
| S/C1              | £8   | £6   | £4   | £2   | £1    |
| S/C2              | £8   | £6   | £4   | £2   | £1    |
6. PRACTISE. Sidecars 12-00 to 12.30 p.m. Solo 12.30 to 1.00 p.m.
7. GENERAL. No Scramble type machines will be allowed to start. Drivers must present ALL machines for scrutineering at the same time. The rules regarding primary chain guards and sidecar cut-outs will be strictly enforced. The capacity limits shown must be observed. No machines will be started before 12 noon.

**ENTRY FORM  
GRASS TRACK**

**SWINDON & DISTRICT M.C.C.**

**11th AUGUST 1974**

**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 Swindon M.C.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 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 .....CLUB.....

ADDRESS .....

PASSENGERS NAME ..... MACHINE(S) ..... c.c.

SOLO/SIDECAR EXPERT/NOVICE - I wish to enter events .....

Entry Fee Enclosed ..... Riding No. Preferred .....

Signed ..... Driver.. Date .....

To be countersigned by the Parent/Guardian if the driver is under 18 years old.

Signed ..... Parent/Guardian.

**WILTS BORDER**

Getting on to the social events to start with, the social evening mentioned in the May notes is to be held at St. Michael's Hall, Melksham on the 28th September. Tickets available shortly from any committee member. The price is yet to be determined but I would think it will be in the region of £1-00 per head including a buffet type nosh.

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**STRONGBOW 74 MOTO CROSS CHAMPIONSHIP.**

The Southern Round of the Strongbow Moto Cross Championship sponsored by H. P. Bulmer Ltd. will be held in the Wessex Centre and will be organised by the Swindon and District Motor Cycle Club on Sunday, September 15th, at East Leaze Farm, Baydon.

The Southern Round is open to Solo Drivers resident in the Wessex, South Western Cornwall and Southern Centres who are not International Licence holders. The meeting will incorporate the Final Round of the Swindon Club's Sidecar Aggregate Competition.

Entry Forms, Supplementary Regulations and the General Conditions for the Championship are available from Brian Freegard, 7, Glevum Close, Purton, Swindon, Wilts. Tel. Purton 770178 or the Secretary of the Meeting, Mick Stratford, 5, Highnam Close, Stratton St. Margaret, Swindon, Wilts.

We should greatly appreciate a S.A.E. with any enquiries.

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The treasure hunt which we ran recently was won jointly by Team Huzzatt (Liz and Judy) and Team Lovelock (Graham and Mum). Everybody who took part thoroughly enjoyed it with a good old chin wag and minor booze up after in the Horse and Groom. Thanks to Dick and Malcolm for organizing it all.

That was the good part. The bad part was the number of people who bothered to turn up. Seven cars managed to make it. After such enthusiasm was shown a couple of club nights previous to the event I did expect, at the very least, twelve cars and going by the bread and cheese left over at the pub so did the landlord.

The club trial, the 2nd of the summer series, was run on the 25th May at Draycott, this being won by Mick Fear with Roger Painter 2nd and Stuart Wiggins 3rd. This event ended rather dramatically with the little Bantam blazing rapidly and some observers scurrying for cover. Happily no one was injured and the Bantam was soon back in riding trim after a tyre and wire transplant.

The 3rd trial of the summer series was run yesterday (8th June) at Peglars Farm, Foxham. This was our first trial (other than the timed trial) on this land. A fair few hours slog by Brian Newbury and Eddie Hatt paid off well with a very good trial. All sections were rideable and nothing too frightening. The rain which fell before and during the event made some sections very slippery and caught quite a few out.

It's encouraging to see so many riders and spectators turn up.

The next club trial is on the 20th July.

By the time these notes are read we will have run our evening grass track at Bristol Road, Chippenham, an event included in the Chippenham At Home Week. Let's hope the weather is better than last year.

I think that's plenty from me this month and anyway the dinner's ready!

S. G. H.

#### WEST WILTS MOTOR CLUB.

Social activities started the month with a skittle match against the Bristol Club and although the alley and surround was the smallest I have ever seen we managed to beat them by two legs to one. When we played for the money Terry Phelps came into his own and cleaned up with Clive from Bristol taking the lolly in the second game. I must record the fact that Bristol were down on numbers so most of them had to throw twice but even after all the practice one of their members recorded a fantastic number of ducks — didn't you June!!

Help for the Maybug course preparation was pretty good and the weather was certainly on our side, in fact one Sunday afternoon it was too

hot — of course more hands would have made lighter work — one can always wish. I notice that Tor had 23 riders in their workers race — looking back if we had run one there would have been three participants and only before the day!! Still we expect a rush when you all hear about the fantastic food organised by Barbara and the rest of the ladies after the evening working parties — this ranged from sausages, beans and mash to soup, hamburgers and bread pudding and all for 18p a time. It certainly rounded off the evening and the new shed made a cozy eating house especially when Maurice provided a gas stove to keep us warm — rumours that we are going into the bed and breakfast business are definitely not true. The Maybug itself was run in marvellous weather and provided some fine racing for championship points which Vic Allen seized with both hands. I am sorry more of the star names didn't take part in the Maybug races but it seems to be an increasingly common story these days. Our congratulations to club members Peter Evans and John Zebedee for their performance in winning and being runner up in the R. U. Holloway Trophy Event. Thanks also to all of you and Joan Evans who gave us great assistance in lending everything from a tractor to a tin opener and then entertained us all to supper on the last clearing up evening.

The first Treasure Hunt of the year was organised by Ivan and Joan Petty and attracted seven entries, the route never strayed far from Melksham and was most enjoyable with everyone completing the course within the time limit. In the final reckoning, taking handicap into consideration, Buster and I came first, with Ken, Barbara, Olive and Pat second and Hilary, Kay and Barry third. How nice to see Dick and Joy Green taking part, we hope to see you again at the Gymkhana.

I see Brian Shuttleworth has changed to an Ossa and seems to like it very much as he won the Kingswood and Frome Trials — keep it going Brian as we want to give Shepton a run for their money in the next League Trial Series. Brian's other recent acquisition is a puppy — several of us wish he would start by feeding it a bit more often — it is the fastest thing on four legs when it comes to pinching grub!!

I notice that Vic Eastwood is retiring from Grand Prix racing after this year and I am sure you will agree he has been a great ambassador for our sport abroad, it is good news to hear that he intends to help on the other side of the sport and our congratulations to him on being co-opted onto the Moto Cross Committee — a riders point of view will be invaluable.

Reading one of the books the other day I noticed that riders were issued with hair nets at one meeting to comply with the new regulations — the mind boggles — we shall have to arrange for a hairdresser at our next meeting. Still we did have a young female Doctor at our last Scramble and that certainly made one rider, who hurt himself in an awkward place, get up a bit smartish when he heard she was on her way to treat him.

Have just come back from the first closed to club trial in which Brian Shuttleworth leads the A Class, Alan Cook the B class, David Fletcher the C class and Brian Peeling the sidecars. Some of the younger members put up some good performances with David Fletcher beating Dad by three marks and Bruce Watts only losing 55. Bruce was telling me that he hoped to go to Malcolm Rathmell's training school so we shall look forward to further improvement. Dates for the third and fourth events are 13th July at Potterne Woods and 3rd August at Naish Hill.

## "MONTHLY MUTTERINGS" by Mick Perry.

I'll start by congratulating the Minety Vale club on their re-entry into the grass track scene by way of an excellent meeting near Purton recently. It was a great pity that leaden skies gave way to rain near the interval, but the standard of racing throughout the afternoon was maintained, and I would think that 90% of the crowd stayed until the end and I'm sure that many ardent followers were pleased to be asked if they would like to purchase a programme by teenagers of both sexes instead of having to cause delay at the gate, or wander to a central point to get one. Of course the Minety club are no strangers to the grass track game as in the years immediately after the war they ran some excellent meetings at Long Newton near Tetbury. I well remember as a young lad living at that time in a small village near Bristol, saving several weeks pocket money so that I could club together with half a dozen others of my own age towards the cost of a private hire car, which was about fifteen bob in those days, mind you I think we were subsidised by the proprietor who was an ardent follower himself, but to us it was a real red-letter day to be able to get to Long Newton to see such aces as Graham Parry, Bonny Good, Dink Philpotts, Reg Lambourne, Dick Bradley do battle I also seem to remember going to Farleigh Castle, oh yes, Doultling near Shepton Mallet was another big draw in those days, and there is a hint that the boom of the late forties and early fifties is returning. Owing to the high cost of machinery, and the added cost of maintaining it, many scramblers are taking to the grass where costs are somewhat lower. Bryan Goss has built himself a bike and he'll be competing in a few local events later in the season, but after watching him cause a dozen or so false starts at Yeo-Vale on Good Friday I advise organisers to order some stronger elastic. I was pleased to see the Minety club officials take a tough line with one well known ace who should have known better than to lay his bike on the track in protest to what he thought was a bad start. Even if he were right his actions were wrong and he was rightly told to pack his bags. A few weeks earlier another well known competitor rode his machine at a start line official at a Bristol Grass racing combine meeting. As club official and Wessex team manager Ken Melksham explained "we have a job now to get enough marshalls, and if we allow this type of incident to go unpunished we won't have any meetings" so chaps don't take the law into your own hands even if you are disgruntled by the actions of others. You have machinery for protests although I stick by my earlier statements that I feel the ACU steward should be in sole charge of the proceedings, at speed events, and then as in speedway, action can be taken immediately.

Well it looks as though we will have a new look Moto-X championship next season which has been blue printed by the "top brains" and ably abetted by several well seasoned Moto-X men, but seemingly they have forgotten, or ignored the ones who make any sport possible — the fans. Lets face it, during the past few years the ardent follower has been given the opportunity of attending five 250 cc championship rounds and an equal number of 500cc events, next year the number will be reduced to six, and as a result of these lucrative meetings taking place many clubs will lose their long standing National dates, and again the fan will suffer. The powers that be will argue that the top men in the country are bound to ride at these half

dozen events, but lets not be too hasty they do now, but what happens after the title races, at any one meeting are completed. Are they going to do what most of them did at the recent Maybug scramble in Wiltshire, leave early for home, or for the next days event in another part of the country, I really think that to be fair to the organisers and the Moto-X fans in this country the time has come for riders to toe the line, and unless they have a very valid reason or injury, they should be compelled to compete in all eligible events in the programme. Lets face it most National events are well paid now, and the fan is also paying more, and he isn't going to come again if the stars compete in the big money races and then pack up.

After covering many of the leading meetings this season I am at a loss as to what many of our top Moto-X men regard as a "good course". It seems that they don't want it too fast, it mustn't be too rough, unless it is generally wet, a bit of mud is taboo, so to my way of thinking the "Ideal" circuit is about half mile in length preferably on the side of a hill, with lots of wide bends — maybe the TOR clubs new course in the North Wootton area will fill the bill in years to come. As I sit typing, my seven year old is reading a report of the 1958 Cotswold scramble in "Motor Cycling" which is aptly captioned Forty slithering miles, Curtis, Smith and Bickers take the main races, fans flock to see duels in the mud. A few years later Bickers became European champion, and Smith went on to become World Champion, thanks mainly to the more arduous events at home in that era there must be a moral somewhere as today's courses are easier, but where are our World Champs? Apart from Vic Allan pulling off a surprise in the 250cc class, we seem to have "had it" again this year, and with many of our top liners getting rather near the top of the hill there aren't many youngsters on the horizon, Terry Dyer seems the most likely to succeed in the immediate future, and I like the forceful style of Graham Noyce, and Neil Hudson, and I think that in a year or so young Paul Drescher will be giving the stars plenty of anxious moments. It was a great pity that junior rider Phil Davis fell at the Maybug and broke an arm. The incident couldn't have happened at a worse time for Phil was showing his paces in no uncertain terms, and another promising star Mike Humphrey is on the sicklist with wrist, rib, and shoulder injuries after crashing in a Welsh event, and Swindon clubman Mike Stratford is out of action after crashing, in his own club's event of all places, to them all we say is get well soon.

A focal point at the moment is Vic Allan's proposed withdrawal from the ISDT. After talking to Vic and also Cliff King who has been associated with the event for a good many years there are good reasons on both sides. On Allan's side Bultaco obviously want him to contest the remaining World Championship rounds now that he is doing well in the series, and he rightly feels that he might well let the team down as he hasn't had the time to concentrate on the six day marathon. Against, should he have put his name forward at the start of the season knowing that he is firstly a Moto-X man, and that he had a fifty fifty chance of doing well in the Home and World Championships, the latter of which involves a heck of a lot of travelling. Remembering a similar incident involving Malcolm Rathmell last year, I don't think that the ACU will let Vic off the hook lightly. But is it wise to have an unhappy rider in the line up, when there are others who are equally as good as Allan, and more experienced, like Dave Jeremiah for instance.

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