

YOUTH Moto Sport



FREE ISSUE



IN THE SADDLE

RINGWOOD THEN AND . . .

by AUDREY LEYFIELD

This report of early days with the Ringwood Schoolboy Scramble was given to Y.M.S. by Ralph Pidgely, president of both the B.S.M.A. and Ringwood. What many of today's riders do not know is that although Ralph has devoted fifteen years to schoolboy scrambling and is known and respected by past and present riders alike, he has never had a boy riding himself.

The Ringwood club held its first scramble in 1967. Twenty-four riders mostly on B.S.A. Bantams, some costing as little as £5, were all keyed up and eager to get their first thrill of scrambling. With an entry fee of 5/- (25p) - and only 3 groups - then known as A (Senior), B (Intermediate) and C (Junior) a rider could expect as many as ten rides per meeting.

The club had three tracks in regular use; St Ives, Boundary Lane and Woolsbridge Farm, all in the Ringwood area, for which they paid the farmer £5 a meeting. Later they were able to use Matchems Park for a fee of £10.

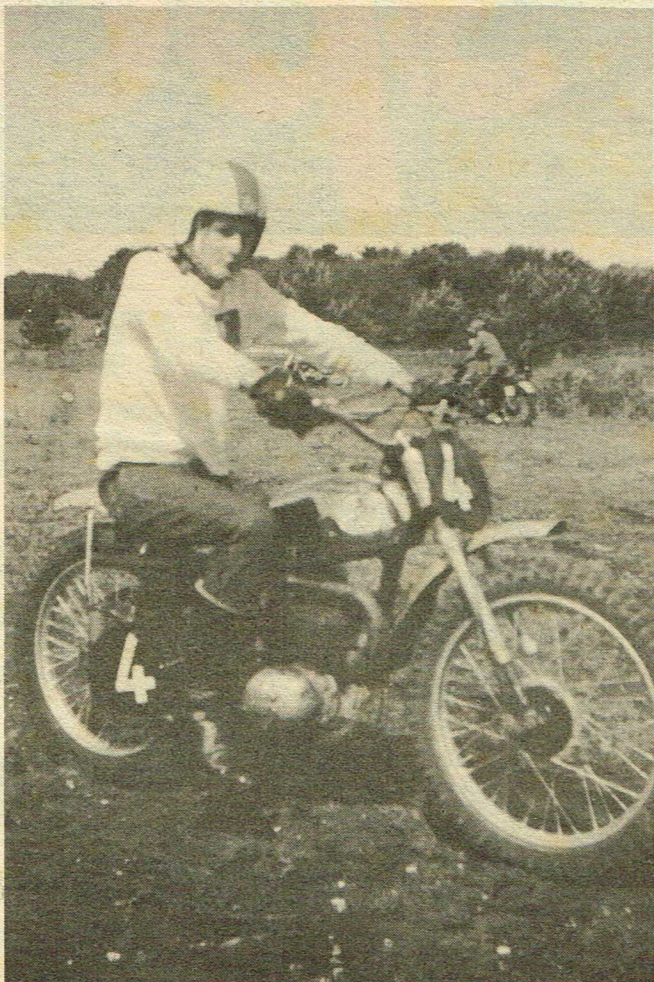
TROPHIES

Trophy meetings were usually held 4 times a year; at Easter, Whitsun, August Bank Holiday and Christmas with trophies going to the first three places, and of course a club championship. Then, as now, safety was top priority, with ambulances and first aid personnel standing by.

FRIENDLY

Meetings were held fortnightly with riders travelling to Corsham and Horsham on alternate Sundays. In 1967 there were no vans full of spares and goodies standing by. If a rider had a breakdown, some friendly rival could be found with just the right spares you needed - the important thing was to keep the boys riding.

My two sons have enjoyed many pleasant scrambles as visitors of the Ringwood club. Martyn, in those early days, on a Bantam and Shaun on one of today's modern machines. I would like to thank Ralph for his help in compiling this report and hope that his health continues to improve.



Back to the pits



Ringwood Line Up 1971

NOW

Fixture List 1982

February 28th Somerley
March 14th cc Bere Regis
March 28th Somerley
April 18th cc
May 16th Bere Regis
May 30/31st cc Okeford Fitzpaine
June 6th cc Buckland Newton
June 27th cc East Stour
July 10/11th Southern National
July 25th cc Okeford Fitzpaine
August 8th Shaftsbury
August 29/30th Cult Mill (Sturminster Newton)
September 5th Buckland Newton
September 12th cc Hamer Warren
October 3rd cc Bishops Caundle
October 24th East Stour
October 31st

Entries should be submitted to your racing secretary **Brian Leen**, as early as possible. Address: 25 Douglas Close, Upton Poole. Tel: Lytchett Minster 622750.

NOVEMBER OPENER

The S.S.S.C. was founded during the 1976 season, in order that boys in Somerset would get rides nearer home.

CLASH

The original committee included: I. Quant, R. Solway, R. Peaster and Mrs E. Salter. The first meeting of the Somerset club was held in November 1976 at Aisholt, and in the following season the South West Association was formed. This organised both clubs and events, so that meetings did not clash. When the Somerset club first started riding it used local farmers' fields for the tracks, until more suitable venues could be found. The club now boasts the use of

some excellent ground, for example; Corfe, Enmore and Smearthorpe. Towards the end of the 1977 season, and the beginning of 1978, the East Cornwall Club was formed - so, offering rides to boys at six clubs altogether.

CHOICE

Since then, the Association has organised meetings so that the clubs furthest apart ie the far reaches of Cornwall and Somerset, have meetings on the same day. This gives riders the choice of competing at the nearest venue, if they so wish. In 1978 all the south-west clubs joined the B.S.M.A. as a group, each club fielding one representative.

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MAGNIFICENT SEVERN

In 1972 it was felt that a new schoolboy scramble club was needed to cover the Gloucestershire area. So, on Friday 27 October, that year, an Extraordinary General Meeting was held at the Dog Inn, Over, Gloucestershire - and the Severn Valley Club was created. Among the founder members were; Mr Tony Williams, Mr Ted Bubb, Mr & Mrs Elwyn Davies and Mr Geoff Tomms.

PROFIT

With very little money in the kitty, a Boxing Day scramble was held, at Maisemore, to raise funds. A profit of £8.40 was made, however, the club decided to make this amount up to £10 and donate it to the Maisemore Church Restoration fund.

B.S.M.A.

At the start of 1973 the club became affiliated to the B.S.M.A. Tracks were costing £5 per meeting, the membership fee was £1 per year and there was an entry fee of 40p per meeting. The Horsham

club lent a hand by donating their bus to transport equipment and for use as a lap-scoring vehicle. However, at this stage, a ladies 'loo' was still desperately needed!

OPPORTUNITY

With its base in Gloucestershire, Severn Valley were able to offer riders from Corsham and Cotswold the opportunity to race locally, as well as further afield. Among these early riders were Paul Hunt and David Thorpe, who are both now making names for themselves in adult scrambling.

PRESTIGIOUS

In July 1974 the first ever British Championship was held at Maisemore, since then, it has continued to give riders from all over England, as well as overseas, the chance to ride together at one of the most prestigious events in the scramble calendar. From the profits of the first meeting the club was able to make

donations to the St John's Ambulance Brigade, the Red Cross and Save the Children Fund.

DELUGE

In August 1974 an Inter-club meeting was scheduled for Maisemore, but the happy band of campers, who had sat around a camp fire the night before, awoke to a deluge of rain. Riders and parents alike were forced to take shelter for most of the morning. Racing finally got under way at 12.30 and the day ended with the sun shining for the presentation. This was made by the Sherriff of Gloucester.

SEVERN VALLEY

So many people have helped to make Severn Valley the club it is today, apart from those already mentioned, some of these are; Mr & Mrs Ron Bedford, Mr & Mrs Derek Thompson and Mr Tony Wheeler.

**YOUTH
Moto Sport**

YOUR OWN SPORTS PAPER - HERE AT LAST

RIDERS PARENTS CLUBS

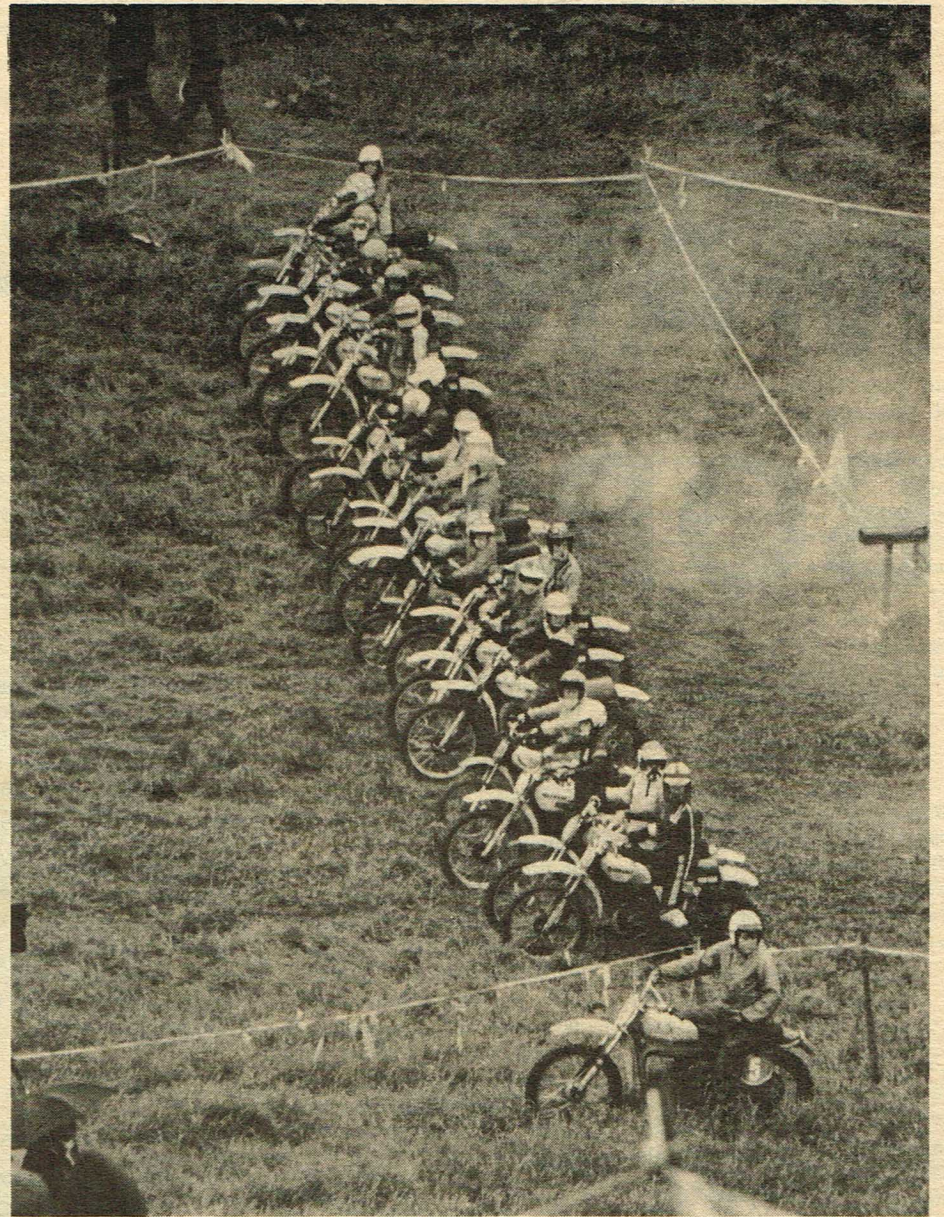
This is the first copy of **YOUTH MOTO SPORT**. The first sport newspaper for under 17 year olds only. We hope to make it essentially your newspaper, with your views, comments, complaints or inquiries. The organisers have felt that, for a long time, more space was needed for youth sport. So, now is your chance. Let us have your results, letters and photographs and we will do the rest.

To start the ball rolling, we have acquired information on how the first clubs started - this should be quite an 'eye-opener' for young people buying their first bike today.

A weekly feature will be our Personality Page, which, in this issue features 'The Racing Pecks'.

How about sending your story and photographs?

Be sure to place an order for our next issue, which will feature a competition (you can all join in) offering super prizes - meanwhile, **HAPPY SCRAMBLING!**



Under starters orders

LEN PAVES THE WAY

The Mid-Wilts as it is known now, was formed through the efforts of Len Shears from Clane, a well known stalwart of motor cycle schoolboy/girls sport.

He called a public meeting through the columns of T&M News - the meeting to be held at Swindon. This was in May 1980, his reason, another club in the area had changed its policy and had become an 'open club' and consequently a number of local boy/girl riders were unable to get regular rides on Sundays - naturally this caused much dissatisfaction.

before the Sunday - after this, the secretary was empowered to fill up with visitors. Having no funds, the committee 'begged, borrowed and used the ways and means' act, they sought help from friend and foe alike, and were never refused. It is difficult to start a club from scratch in the middle of a season, with no members, no money and no gear, but under the chairmanship of John Foxwell, and the watchful eye of the president, the club made it through the season, to a successful championship presentation at the Malmesbury Town Hall on 13 December 1980, where the guest of honour was Mr Roger Harvey.

VOLUNTEERS

Mr Shears chaired the meeting and after discussion it was evident that another club was sorely needed. He called for volunteers to form a committee, this was quickly achieved, with Mr John Foxwell as chairman. The first act of the committee, 'on the spot' was to elect Mr Len Shears as Club President.

STRENGTH TO STRENGTH

Mid-Wilts is now firmly established as a B.S.M.A. club and is going from strength to strength. At the first Annual General Meeting in January 1981, the members from the floor insisted that the same committee continue in office through 1981 to consolidate the work they had begun. All committee members readily agreed, and so ended the first six months life of the new club. 1981 proved equally successful and the club firmly believes that 1983 will see the Mid-Wilts hosting a 'National'.

PROVISO

The first committee meeting was held at Abbey Barn Inn at Doulling, near Shepton Mallet. It was decided that the first event, a scramble, would be held at Spirithill, near Foxham, on Sunday 29 June 1980. The membership filled up almost immediately but the committee decided that 35 riders only should race in each group, this way, all the members were assured of a ride. The only proviso being that they booked in by the Wednesday

CLASSIFIEDS

NOTE!

All Coupons to be received **7 DAYS**

PRIOR TO PUBLICATION

Copy arriving later will be held over

YOUTH Moto Sport

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TO THE MANOR BORN

One of the oldest clubs in the North East was founded in 1905 and is still going from strength to strength, with membership increasing yearly. In the early days the majority of events comprised speed and rally competitions for wheeled vehicles, but soon took in motor-cycles, which nowadays have taken over the majority of sporting events. The Youth Division was formed in 1978 and during that year held four Junior trials, run in conjunction with 'pre-65', events. Due to the popularity of these trials and the enthusiastic support of many parents, the Youth Division became affiliated to the A.C.U. Youth Division in 1979. The club boasted a membership of 180 in 1981 and a total of 13 events were held, including an A & B class National (Non-Championship) and a C & D National. This year the club has been entrusted to run the last round of the National Championship A & B class.

In addition to running trials each summer, the club holds 'trials schools' with tutors like Rob Edwards and Jack Galloway — these sessions have become very successful and popular. A further innovation this year has been the introduction of beginners conducted courses which are run in conjunction with each closed to club trial. This provides absolute beginners with the opportunity of riding nursery sections, and enables them to gain confidence and some experience prior to competing in trials proper.

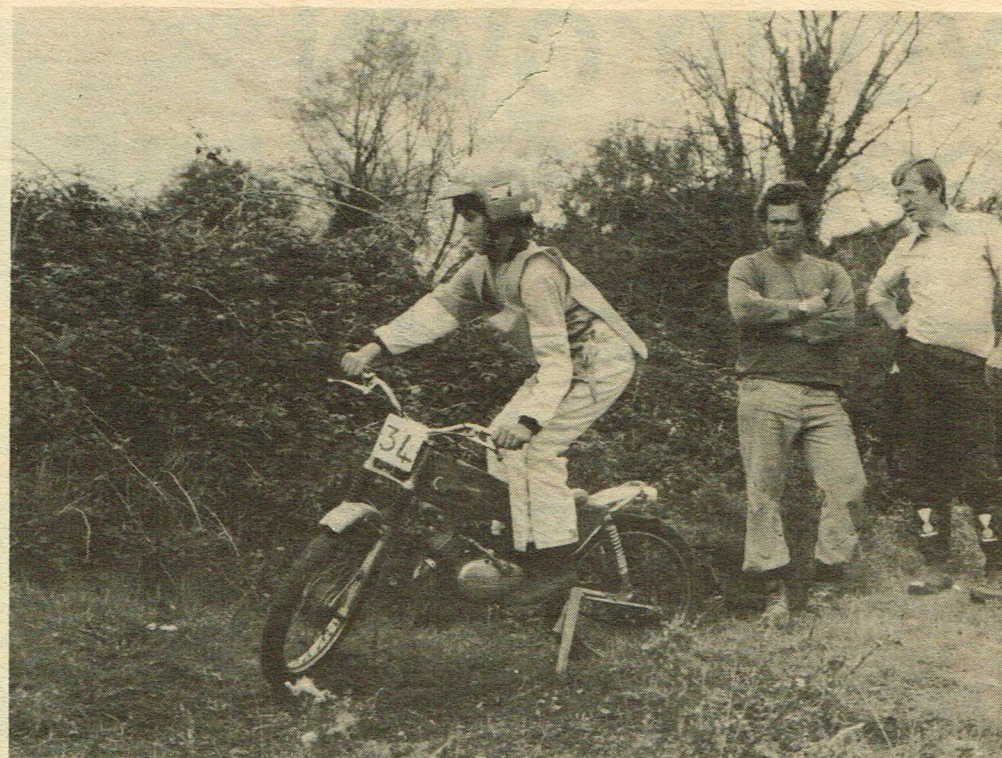
HONOURS

The East Yorks Centre to which the club is affiliated, also award annual Championship trophies for all classes. Each affiliated club staging one round, 1981 saw Middlesbrough members taking major honours in classes A, B, & C.

The club headquarters at Colsby Manor is a converted Manor residence in its own grounds. It comprises; two bars, billiard and snooker rooms, lounges and meeting rooms, which are all looked after by a full-time resident steward. Work has just commenced to convert two coach/outhouses into Junior members' headquarters, with gamesroom, meeting rooms, and soft drinks bar.

RESULTS

Class A Best Performance: Alan Williams (240 Clarke Fantic) 13.
First Class Awards: Mark Gaskin (200 Fantic) 28, Paul Howard (175 Rob Edwards Montesa) 54, David Bullen (200 Majesty) 62, Stuart Tate (175 Yamaha) 65.
Class B Best Performance: Gareth Hinton (175 Majesty) 75.
First Class Awards: Colin Chapman (175 Yamaha) 76, Nev Pybus (175 Whitehawk) 89.
Class C Best Performance: Michael Lanigan (75 Clarke Fantic) 25.
First Class Awards: Roger Pinder (100 Italjet) 29, Robert Church (80 Yamaha) 49.
Class B Best Performance: Alan Brown (80 Whitehawk) 58.
Mike Pounder Trophy: Alan Williams.



Nina shows them how

EASY RIDERS

The Moredon Trials Club was started about six years ago by a dedicated group of scramble club parents, who wished their boys to have rides during the winter months. In these early days they were lucky to get a dozen riders at a meeting, but last year, 150 boys joined the Moredon Trials Club.

The club holds meetings in the summer and winter months, with three or four trophy trials in between. The land used is mainly in the Wiltshire/Avon area, but the committee is always on the look out for new ground.

Any older boys, new to trials are encouraged to join the cadet riders for a few meetings until they get the feel of things. The boys then move into their appropriate classes. Moredon do not believe in 'chucking you in at the deep end'.

Moredon can be described as a sociable easy going club who love to see new members, and spectators. The meetings are usually the last Sunday of each month.

WELLIES

Twice a year the Award nights are held, and a good time is had by all, in fact, it is a treat to see everyone without their wellies! It is a sad moment when boys have to leave the club when they reach the age of seventeen, but they are always welcome back as guest riders, and many appreciate this.

SCARCE

The cadet riders seem to be getting scarce these days so any six to ten year olds wanting to ride in trials are always more than welcome. Moredon has a separate course for these younger riders, enabling them to go round at their own pace.

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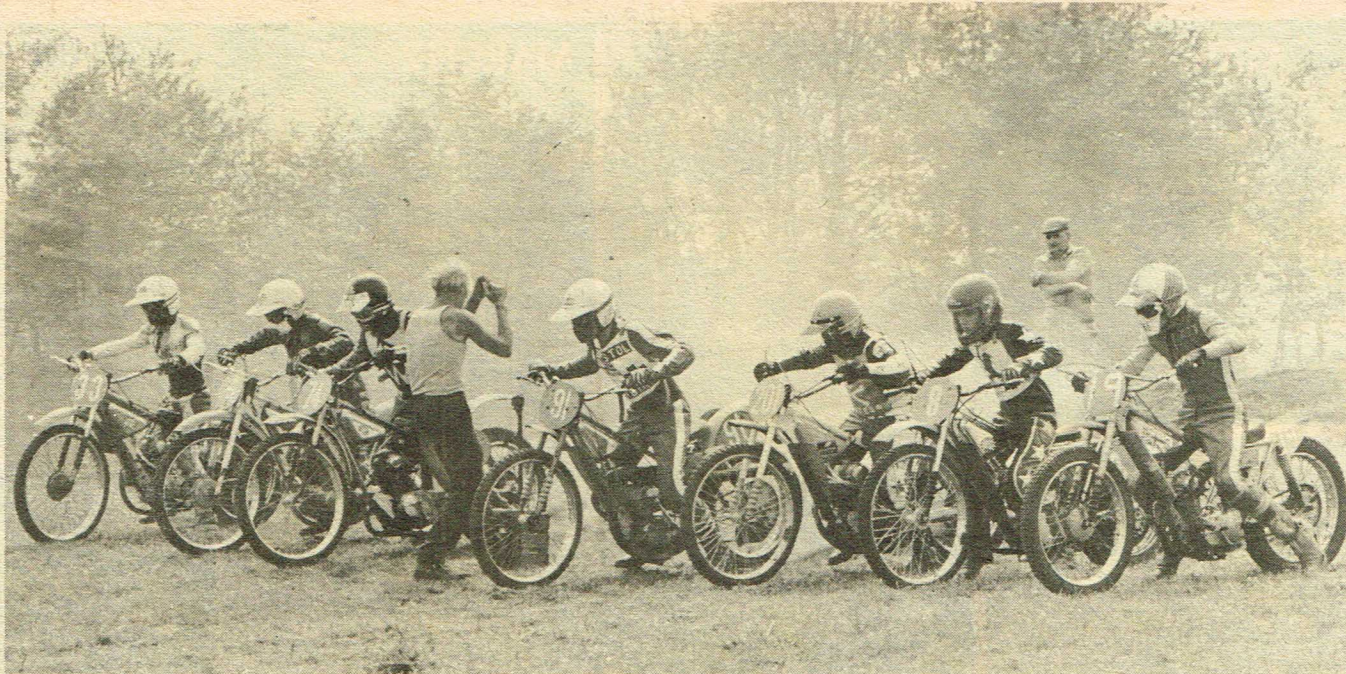


ROY PARKER IN ACTION



SOME DO IT ON GRASS

YOUTH Moto Sport



Racing is very competitive and no quarter is asked for, or given. But, the racing over, competitors are friends again, and assist one another to get bikes ready for the next race.

CUT AND THRUST

Machines will sometimes be lent to get others back on the track for the following event - for the next 'cut and thrust'. Safety reports on every event are compiled and forwarded to the A.C.U. who will, on occasions, send officials to vet all aspects of the sport from an organisation and safety point of view to club events in order to maintain a high degree of efficiency, with safety the chief priority.

The average race lasts only one and a half minutes and the competitors will compete in at least six races in any event. Although the race time is short a high degree of fitness and skill is required to control the machines due to their sliding characteristics. Accidents are rare but, just in case, the St John's Ambulance Brigade are always in attendance, with all the necessary equipment.

AWARDS

The Bristol Grass Racing Combine organise events every 14 days and like other clubs run a club championship for annual awards which are presented at the end of the season.

CHAMPIONS

The A.C.U. also organise a National Championship for all competitors who wish to enter - riders reach the final through qualifying rounds. Many of the top Speedway and adult Grass Track competitors have come through the schoolboy ranks, riders such as British Champion Simon Wigg and European champion Neil Furnish. Also other top competitors like Clayton Williams, Alan Gardiner, Sean Wilmot, Neil Eviatts, and many others all over the country.

Youth Grass Track takes place throughout the country every weekend from late March to late October. The vast majority of Youth Clubs are affiliated to the Auto Cycle Union whose headquarters are at Rugby. The rules and regulations of the sport are governed by the Youth Division Committee, who have laid down very strict rules for the safety of competitors and spectators.

The grouping of competitors is by age - this also governs the cubic capacity of the machines allowed.

- 1) Cadet Class ages 6-8 years max 50cc
- 2) Junior ages 8-11 years max 100cc
- 3) Intermediate ages 11-14 years 150cc
- 4) Senior 'A' ages 14-16 years 200cc
- 5) Senior 'A' ages 16-17 years 250cc

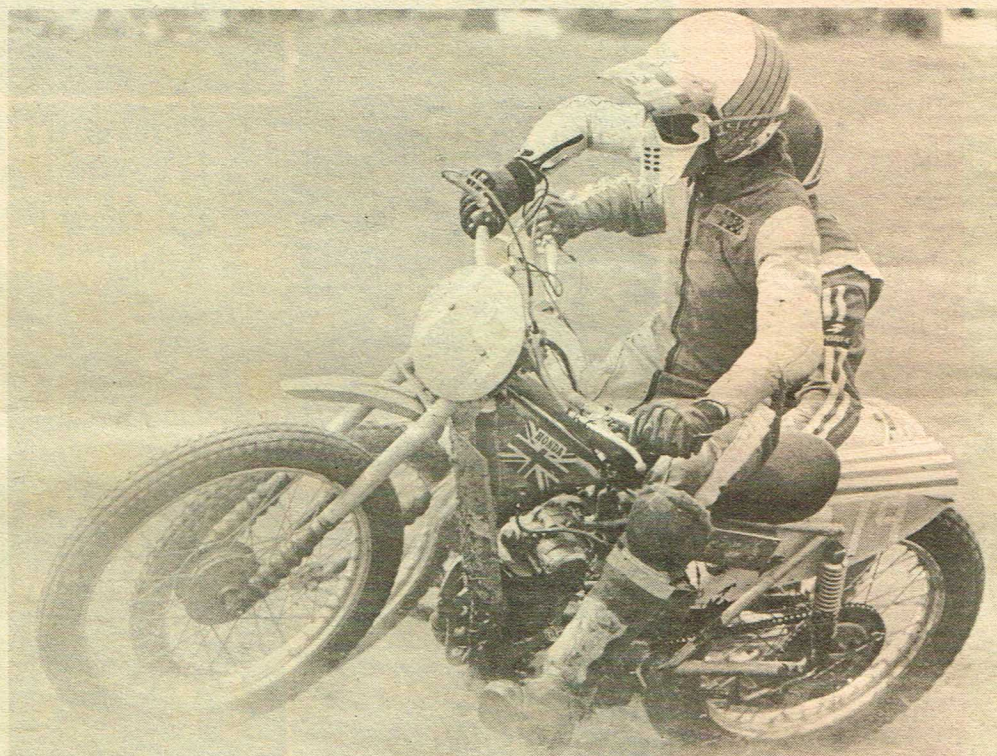
SAFETY

The machines used are suitable only for the sport because of design characteristics, using engines of two or four stroke design. All competitors must wear the appropriate safety clothing ie A.C.U. approved leathers, helmets, boots and gloves. The machines are checked for servcability before every event by official club scrutineers.

PERMIT

A.C.U. youth events are issued a permit to run each event, this gives adequate insurance for competitors and officials. Racing is carried out on flat grassland on an oval circuit, the circuit not to exceed 400 yards, with a maximum to the start-line of ten in any one race.

Ready for the off!



Neck and Neck

FAMILIES

The average club meeting attracts approximately 50 competitors to each event, and approximately 1,000 youths compete throughout the country. The average families become very involved in running events, and are expected to help erect tracks, assist during the meeting, and raise funds for the sport in general.

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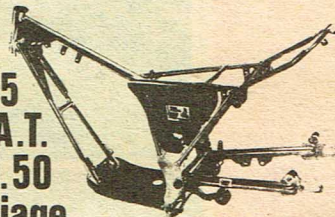


TY 175 YAMAHA OWNERS!



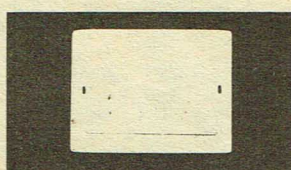
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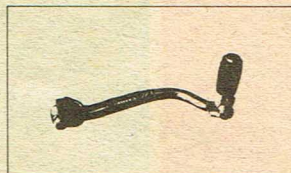
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MARCH 7 TRIALS C & D CLASSES GWENT S.T.C	MARCH 14	MARCH 20 / 21 TRIALS A & B CLASSES OTTER VALE NON CHAMP ALL CLASSES MOREDON S.T.C.	MARCH 28
APRIL 18	APRIL 25 TRIALS A & B CLASSES N.E LONDON.	MAY 2	MAY 3 BANK HOLIDAY MONDAY
MAY 31 BANK HOLIDAY MONDAY	JUNE 6 Y.D.C. LAST QUALIFYING ROUND TRIALS C+D CLASSES ROCHDALE	JUNE 13 CORSHAM NATIONAL TRIALS A & B CLASSES BRADFORD	JUNE 21 GOODYEAR NATIONAL ACU SEMIFINAL 2ND LEG
JULY 25	JULY 31 / BRITISH TWO DAY TRIALS A+B CLASSES SHEFFIELD HALLAMSHIRE	AUGUST 1	AUGUST 8 ACU FINALS
SEPTEMBER 5 B.S.M.A. TEAM EVENT	SEPTEMBER 12 TRIALS A+B CLASSES WETHERBY	SEPTEMBER 19	SEPTEMBER 26
OCTOBER 31	NOVEMBER 7	NOVEMBER 14	NOVEMBER 21

Calendar

<p>APRIL 4</p>	<p>APRIL 9/10</p> <p>EASTER GOOD FRIDAY</p>	<p>APRIL 11/12</p> <p>SHOTO NATIONAL TRIALS A&B CLASSES BOLTON M.C.C.</p>	<p>BSMA</p>
<p>MAY 9</p>	<p>MAY 16</p> <p>TRIALS C & D CLASSES SCARBOROUGH</p>	<p>MAY 23</p>	<p>MAY 30/31</p> <p>ACU SOUTHERN CHAMPIONSHIP</p>
<p>JUNE 28</p> <p>ACU SEMI-FINAL 2ND LEG</p>	<p>JULY 4</p> <p>TRIALS A+B CLASSES WEST LEED MCC</p>	<p>JUNE 11</p> <p>SOUTHERN NATIONAL</p>	<p>JULY 18</p> <p>B.S.M.A QUALIFYING ROUND GRASS TRACK SEMIFINALS</p>
<p>AUGUST 15</p> <p>LOCTITE NATIONAL GRASSTRACK FINALS</p>	<p>AUGUST 22</p> <p>B.S.M.A. FINAL NON CHAMP EVENT TRIALS A+B ONLY RICHMOND</p>	<p>AUGUST 29</p> <p>ACU FINALS TRIALS C+D CLASSES KENT Y.T.C.</p>	<p>AUGUST 30</p> <p>BANK HOLIDAY MONDAY</p>
<p>OCTOBER 3</p>	<p>OCTOBER 10</p> <p>TRIALS NON CHAMP EVENT ALL CLASSES SPEN VALLEY</p>	<p>OCTOBER 17</p> <p>TRIALS A+B CLASSES MIDDLESBROUGH</p>	<p>OCTOBER 24</p>
<p>NOVEMBER 28</p>			

ACTION MAN BILL

The Salisbury Y.S.C. is a section of the Salisbury M.C. & C.C.C. Adult Club. Salisbury Y.S.C. started during the winter of 1979, and held three practice meetings at Chalke Pit Hill, Tidworth, with 80 riders taking part. At this stage, the course was under snow, and the chalk based ground made it too hard to put in the stakes. The course had to be marked with traffic cones - courtesy of the Wiltshire Constabulary.

HONOURED

Bill Woods started the club, as secretary and still holds this office today. The present committee is honoured to include among its members, ex-international rider Don Rickman, and ex-international Trials rider Bryan Cowshall - the latter designs all the club tracks. The Salisbury Y.S.C. is an A.C.U. club and is affiliated to the Southern Centre.

IMPORTANT

The most important event the Salisbury Y.S.C. has organised was the National A.C.U. first southern semi-final on the international track at the Fox and Hounds circuit, at Newbury. Here, last season, two club riders won their classes; Kevin Froud, in the 'Experts' and Jonathan Wildman in the 'intermediates'.

'LOO'

The first club meeting was held at Longford, where the only casualty was the club 'loo' - the committee did not dig a large enough hole. This season, the club has started off with a brand new 'loo caravan', so all should be well.

MEMBERS

For 1982 the club is organising twelve meetings, starting on 4 April and if any new members wish to join the club, would they please contact

Mr Bill Woods. Telephone
Salisbury 22810.

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NOTE!

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FROM SMALL BEGINNINGS

The following is a report by Mr John Hewlett, about the early days, with Moredon.

The year is 1973. Picture the scene, a dozen or so boys, a piece of wasteland and some very keen fathers, maybe wishing they were boys again.

When we joined, the club was just coming together. My son Martin had a moped which cost £5 - and to ride on the track we had to pay £7 for a helmet. On our first practice meetings he literally pedalled up the hills. A 100cc Suzuki-M.O.T. failure, costing £40 soon followed.

The committee soon started to meet and get the club formed on an official basis. At the end of 1973 we held practice meetings and on Boxing Day we had our first Trophy meeting - there were four or five on the line in each group and a great time was had by all - we were racing!

There was a variety of bikes in the first year, mostly road bikes converted. Two favourites were the T.S. 90 and 100, also Yamaha 100s and Bantams - we even had a Greeves with a 250 Villiers engine.

Because the derelict, almost dried up canal ran beside the river, we also had a ready-made trials course for the winter months. The club held very modest trials and with evening meetings in Moredon Community Centre, the M.S.S.C. progressed.

In 1974 most members joined the Corsham Schoolboy Scramble Club, so it was necessary to raise the standard of the machines to remain competitive. This not only improved the standard of Moredons' racing, but helped the club develop. We were running eight or ten on the line and three groups; Juniors, Intermediates and Seniors, also holding meetings on alternate Sundays, with Corsham meetings.

VOLUNTEERS

Moredon Club were lucky to have a piece of common land available to practice on, without annoying the public, so while it was a small club there was no problem of cost. However, the club expanded and a larger course had to be found. Helping to run the club was a great team of volunteers, mums and dads, etc, and through their enthusiasm the club had a good start. There were strict rules, but everybody had a lot of fun. When schoolboy moto cross machines started to become popular, the cost of riding rose, causing the club to grow to its present size.



Concentration

Personality Page

About nine years ago a young lad came home to tell his father that he had cancelled his weekly comic, and was replacing it with the Motor Cycle News. Little was it known, at the time, that this new reading matter would change the family's life style for the next ten years! Within two weeks, this new literary influence had the young man in question and his father travelling down to Bristol to buy his first scrambler.

The boy mentioned in the above paragraph is Richard Peck and he is a member of the Peck family. The Peck family are well known to most people who have ridden in the West of England. Two weeks after buying Richard's first bike, father had to buy one for younger brother John. This was at a time when bikes were specially built frames, with tuned up moped engines. A lot of time was spent lovingly building these bikes into racing machines. An 'out of the crate' machine was unheard of for anyone under the age of ten. In the Senior group most of the competitors rode T.M. Suzukis or Rickman framed Zundapps.

The first ever meeting that Richard and John took part in was disastrous. It was held at Bradenstoke and the ground was extremely inhospitable. John took one look at the track and elected not to ride. Richard attempted half a lap, fell off and hurt his leg - which prevented him riding for the rest of the day. As that was the last meeting of the season, there were no more races that

year - however, much of the time was spent practising in a local forest.

The first meeting of the next season went quite well with both of the brothers completing with only a few crashes. The rest of the season was spent learning the basics of motocross. Three groups made up the classes; Junior, Intermediate and Senior. Many of the riders racing in the schoolboy ranks then, are well known names now; such as Graham Noyce, Dave Thorpe and Neil Hudson, also Chris Bryan, Nigel Fox, Pip Peasgood and Andy Sugg. With only three groups it was quite common to get at least eight rides in a day. The following season was to be different for the Peck Brothers, with John having a new Italjet 50. Richard, riding an 80 Yamaha moved into the Intermediate group. John had a very successful year on the Italjet, but Richard, in what proved to be a very hard group, spent most of the time at the back of the pack. The Expert group came into being at this time due to the huge number of 125cc riders.

The next year John had a new

Aspes, a huge Italian 50cc bike, with very high revs, and a terrible reliability record. Richard continued to ride his Yamaha 80. Until then, the brothers had only ridden occasionally, because their father was building a garage. Now the garage was finished and, simultaneously, a new club called Moredon SSC had just been formed. The boys rode every week for a year. The Moredon club only rode in a small field near Swindon, with a membership of about 30, but, as the club grew larger, it started using other tracks.

Richard had a hard season in the Intermediates as he was riding a Yamaha 80 against 100cc machines, consequently he only scored decent results when it rained! At the beginning of the next season Richard had a new Suzuki R.M. 100A, whilst John continued to ride the Aspes, which nearly won him the Moredon Club Championship. He was just beaten by Kevin Butcher. Richard spent most of the season learning to ride a much bigger and more powerful bike.

The start of the following season saw Richard riding well at the first meeting at Duncombe. He held second place in the club championship, with first place going to Tim Wheeler. Richard held this position for the next couple of meetings until his bike started giving him trouble - it took two weeks to get this problem sorted out, and then the family headed for Foxham, for a meeting run by the Moredon

club. Richard rode well in the first race, finishing fourth. In the second race he was again fourth, when riding round a difficult bend he collided with a post, was thrown back over the handle bars and broke his collar bone. This kept Richard away from the track for two months and it took him a while to achieve his old form. John was now riding one of the new R.M. 80s and was experiencing some success at the front of the pack.

Richard had to go into the Seniors at the start of the next season, but as he wasn't very tall he rode his 100cc for half the season. In the summer his father bought a new 100 Yamaha for John and Richard had a 125cc Suzuki - on which he tried to keep up with the other 125cc's. The following season was not a very good one for Richard, but John had more success, with some good wins. By now, John had become something of a 'flashy' rider - due to this reputation he experienced some hard rides at the back of the pack.

The Corsham two-day at Witham Friary saw the youngest member of the Peck family, Matthew, wanting to ride. Previous rides around the garden since the age of three, had given him the scramble 'bug'. Matthew finished fourth overall in his first meeting, meaning father had to buy him a bike with gears. Matthew's first bike took the form of an Italjet 50. Although he had a new bike, Matthew only rode in a few meetings for the rest of the season.

The 1980 season began with John on yet another Yamaha, however, Richard was prevented from 'getting a new bike, as the result of a bad school report. Two months later Richard was finally able to stay loyal to Suzuki in the form of a new R.M. 125. This season was to be a notable one for Richard and John if not for Matthew, who broke his wrist when he was unseated in a cadet race. As soon as his injury was healed, Matthew was back again, winning the cadet championship at Mid-Wilts. Richard's bike had gearbox trouble all year, he eventually broke two second gears and the mainshaft - fortunately these were replaced, free of charge, by Heron Suzuki.

If it had not been for these breakdowns Richard would have possibly won the Mid-Wilts Championship Expert

group, as it was, he only came second. John rode in his usual extravagant fashion to finish high in the Mid-Wilts and Moredon end of season results. 1981 was Richard's last season of schoolboy competition - father bought him a new Suzuki water-cooled machine and Matthew had a new 50cc Yamaha. John, being short of stature, had to ride his 100cc in the Seniors. 1981 was not a happy year for Matthew and he did not continue to ride for the whole season. Father had to go into hospital in the middle of the season which spoilt the championship result. Exciting riding by John earned him the nick-name Johnny 'Magoo' Peck.

At the end of 1981 Richard had to temporarily retire, as he was too old for schoolboy scrambling and could not afford to go into 'mens' ... this is his ambition for next year.

Racing Pecks



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ZEBEDEE SPRINGS INTO ACTION

In April 1967 a handful of fathers gathered together to organise the first schoolboy scramble club in Wiltshire. This club became known as the Schoolboy Scramble Club — Southern & Western. It accepted riders between the ages of four and sixteen years. The older members rode mostly B.S.A. Bantams, and the younger ones, on 'made to measure' machines, built by dad. The entry fee was 5/- (25p) per rider with 1/- (5p) per rider for the ambulance.

Atworth, near Bath, one of the earliest tracks, always attracted a crowd of passers-by. Duncombe, another popular track, is still in use today. Amongst other venues were Highway and Monkton Deverill.

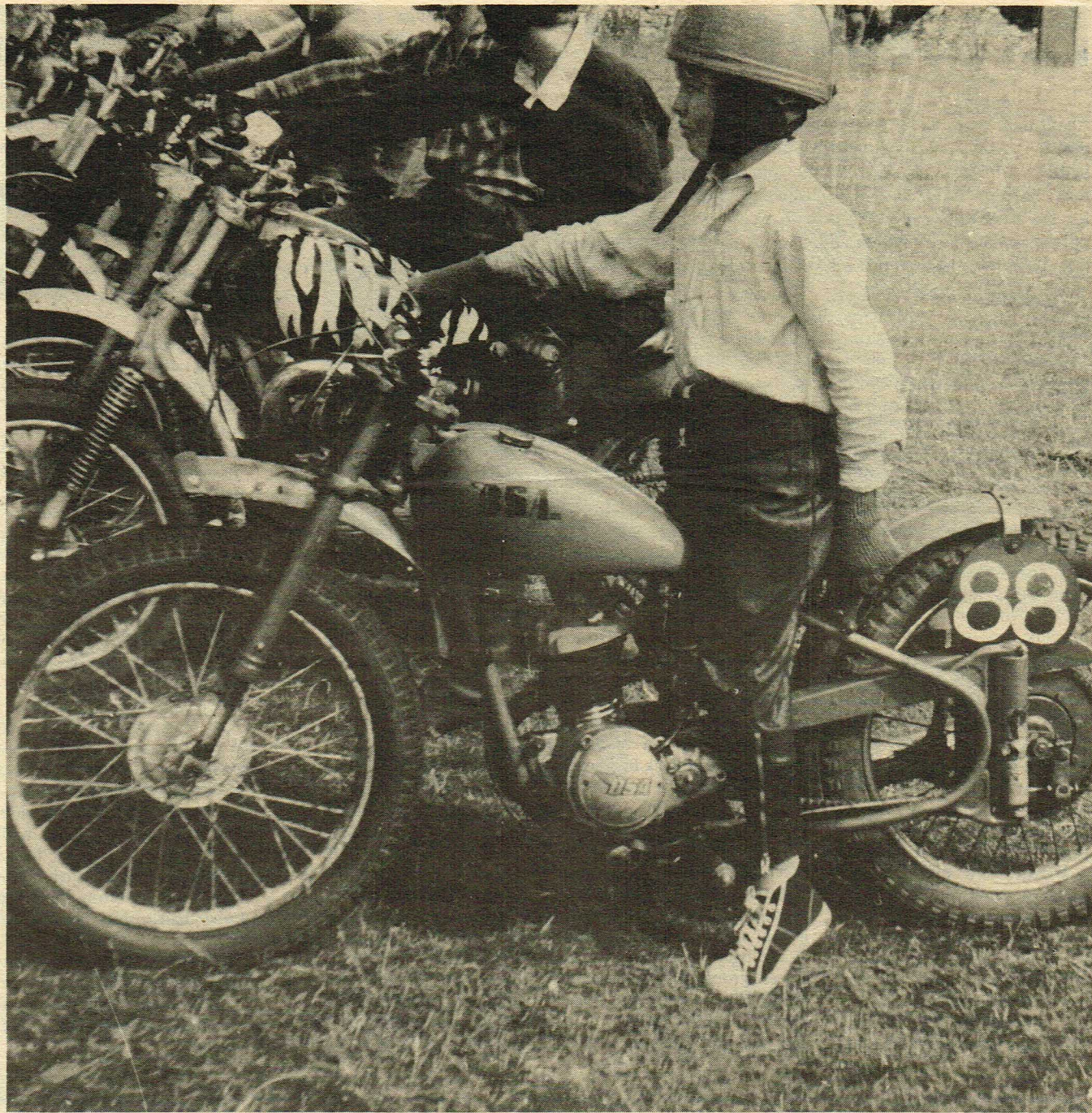
CONTROLLED

On Sunday 10 November 1968 the first Annual General Meeting was held and a committee duly elected, with Mr Fred Zebedee of Calne, as Chairman. At this time the club was renamed Corsham Schoolboy Scramble Club. A membership fee of 10/- (50p) per year was introduced, and parents were asked to help lay out tracks, and with marshalling duties. A fixture list of twenty meetings was arranged with a club championship and four trophy meetings a year, a note was also made that 'riding in the pits' must be controlled. The first of a series of fund raising events was held in aid of Calne Carnival, later the club organised events to help Devizes, Trowbridge, Malmesbury and Marlborough carnivals. Over the years the club has contributed to various

charities — to mention just two; in 1975 a sponsored event raised £900 towards the purchase of an ambulance for the St John's Brigade, and in 1977, at Witham Friary, another sponsored event raised the staggering sum of £1,865! This was in aid of Cancer Research at the Royal United Hospital in Bath.

In February 1973 Corsham Schoolboy Scramble Club were invited to run a scramble for television. The venue for this event was the historic scramble course at Nympsfield — situated on the Cotswolds, near Stroud in Gloucestershire. With a team from the BBC's Outside Broadcast department in attendance, the youngsters demonstrated the skills and thrills of scrambling. The weather was atrocious, with snow, sleet and rain for the riders to contend with — but they were not deterred.

Many of these riders have gone on to greater glory in Adult scrambling. And so the years have passed, with new committees and new riders, but always the same aim, a good day's racing on varied tracks.



Corsham 1969

RIDE TO VICTORY WITH VIC

You have come in from practice, hopefully you finished, you might even be pleased with your bike and your practice laps. Now wipe away the mud, dust and/or perspiration from your brow and check over your bike, yes, even after practice. Out with your spanners and work from back to front methodically:

Check 1: Is the chain the correct tension, is it rubbing somewhere, your chain will tell you. **Check 2:** Is your rear wheel in line, if not, is it because the chain has become slack? This can happen as the surplus grease is squeezed out from the link bearings. Take appropriate action. **Check 3:** Look at the brake action, this usually wants adjusting if you have taken slack up in the chain, or re-aligning your rear wheel. **Check 4:** Next, give the carburettor a quick look, if it is still there! Is the throttle slide seating? Turn the handle bars from side to side and see that the cable runs freely, if not, re-arrange the run so it does. **Check 5:** Go all round the basic nuts and bolts ie engine, tank, exhaust pipe, making sure they are all still in position. Put a spanner on them to check they are tight. **Check 6:** On a hard track, or any track, check the spokes for correct tension, you don't want a wheel to collapse do you? I know you did this when preparing the bike for the meeting, but do it again. While you are doing this, take a look at your tyres in turn, check you have no splits or thorns. Should you have a split it is your decision to change or leave if its not, in your opinion dangerous. If you are in any doubt, consult a knowledgeable mechanic.

Check 7: See that the handle bars are good and tight and also your hand grips. Do not take the risk of one coming off in mid-air, over a jump. **Check 8:** Next, the levers. Does the front brake need tightening up? Or is little more play needed on the clutch? These are personal choices, but see to it! **Check 9:** Last but by no means least, check your coolant level and top up the fuel tank. Did you put any oil in? I expect you did. All the above points must be considered after each race, no matter how shattered you are, SEE TO IT, always remember (even though you hardly know what day it is, or whether its bored or countersunk) YOU MUST FINISH TO WIN!

To be continued ...

Victoire

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FATHERS

FIX

IT!

In 1977, three enthusiastic schoolboy fathers felt there was a need for a B.S.M.A. club to serve the southern Berkshire and northern Hampshire area. Thus the Berks and Hants S.S.C. was born. The funds to start the club came out of the pockets of the three fathers, they bought an old caravan for lap scoring and designed and built themselves a flyaway electrically operated starting gate, which, five years later is still going strong. In 1979, a fourth father joined the committee. He designed and built a foldaway lap scoring hut and a large trailer for carrying the equipment to the track.



Visitors taking a rest

BAD START

The club got off to a very bad start. After advertising in the national motor cycle press and getting a full entry, the weather took a turn for the worse - freezing very hard. The meeting had to be cancelled. When the weather improved, the club tried again at Padworth - again the entry was good, but that day the heavens opened and turned the track into a quagmire.

SUCCESS

One of the committee was a farmer, so the club was fortunate to have a ready made track at Silchester. During the first year this, and Kingsclere were the mainstay of the club. Other tracks were subsequently found in the area, but Kingsclere remained a firm favourite. It was at Kingsclere that the very successful Goodyear Two Day National was held. The club unfortunately lost Silchester after the second season due to council rulings. The club, from the beginning was blessed with a friendly and loyal membership. Due to limited entries, which is a policy of the club, there were financial restrictions, but the members rallied round and donations came flooding in. So, the club was able to give every member who had completed a club championship race, a trophy.

SUPPORT

Recently the new committee wished to purchase a Land Rover to tow the trailer and again the members gave their support donating enough money to buy a vehicle. In 1980 the original committee stepped down. The new committee has continued with limiting the entries and the club continues to be one of the most popular in the area.

May 30: Caithness MCC. Second round SAGU Schoolpersons championship scramble at Inverbrora, Brora, Sutherland. 12.15pm - Ann Tait, 7 Seaview Cottage Dunnet, Thurso, Caithness. Tel: 084 785 206 - CLOSE MAY 16. S.A.E. PLEASE.

May 30: Coventry Schoolboy. Closed to club, Castrol club championship, schoolboy motocross at Edge Hill near Banbury. 9am - Mrs Rhoda Hackett. Tel: 0203 457740

May 31: Northampton SMXC. Club championship, third ACU qualifier, scramble including seniors A & B at Sibertoft. Scrut. 8.30am - Mrs A. Burley. Tel: 0536 710843 - CLOSE MAY 25

May 31: Aveley MC. Closed to club, Birthday Trophy solo schoolboy motocross at Aveley (A13). Scrut. 8.30am - Phyllis Bloomfield, Minters Hatch, 30A Branscombe Close, Stanford-Le-Hope, Essex. Tel: Stanford-Le-Hope 6817 - CLOSE MAY 22 entry limit 36 per line.

June 2: Strathclyde MXC. Closed to club, solo adult and schoolboy motocross at Caldcoats, Newton Mearns, 6.30pm - Alistair Henderson, 22 Raith Road, Fenwick, Ayrshire. Tel: 05606 451 - CLOSE AT START.

June 6: Coventry schoolboy. Closed to club, Castrol club championship, schoolboy scramble at Fir Tree Farm, Edge Hill. 9am - Mrs Rhoda Hackett. Tel: 0203 457740

June 13: Reading SCC. Woodley Carnival scramble. Scrut. 8.30am - Mrs Pam Harris, 1 Cartmel Drive, Woodley. Tel: Reading 696295 - CLOSE WHEN FULL.

What's on

June 12/13: Corsham SSC. Corsham National two day solo schoolboy, open to B.S.M.A., ACU, YMSA, scramble at Creech Hill, Milton Clevedon, Somerset (near Shepton Mallet). Scrut. 8.30-9.45am - John Scriven, Arcadia, West Pennard, Glastonbury, Somerset. Tel: 0458 31153 - S.A.E. FOR REGS.

June 20: Kensworth and DSSC. Open Trophy meeting schoolboy scramble at Bozeat. Scrut. 8.30-9.30am - Mrs P. Bird, 'Penter', Mill Hill, Keysoe, Bedford. Tel: 0234 863 313 - CLOSE JUNE 15.

June 27: Kensworth and DSSC. Open Trophy meeting, schoolboy scramble at Manor Farm. Gt. Staughton. Scrut. 8.30-9.30am - Mrs P. Bird, 'Penter', Mill Hill, Keysoe, Bedford. Tel: 0234 863 313. CLOSE JUNE 22.

July 3/4: Torbay SSC. Two day scramble (Sunday, club championship points) solo trophies and points. Venue to be announced - Lyn Hayward. Tel: Bovey Tracey 832265.

July 11: Kensworth & DSSC Club championship, schoolboy scramble at Elsworth Motor Park. Scrut. 8.30-9.30am - Mrs P. Bird, 'Penter', Mill Hill, Keysoe, Bedford. Tel: 0234 863 313. CLOSE JULY 6.

August 1: Torbay SSC. Solo trophy scramble. Venue to be announced - Lyn Hayward. Tel: Bovey Tracey 832265.

September 12: Torbay SSC. Club championship points, solo scramble. Venue to be announced - Lyn Hayward. Tel: Bovey Tracey 832265.

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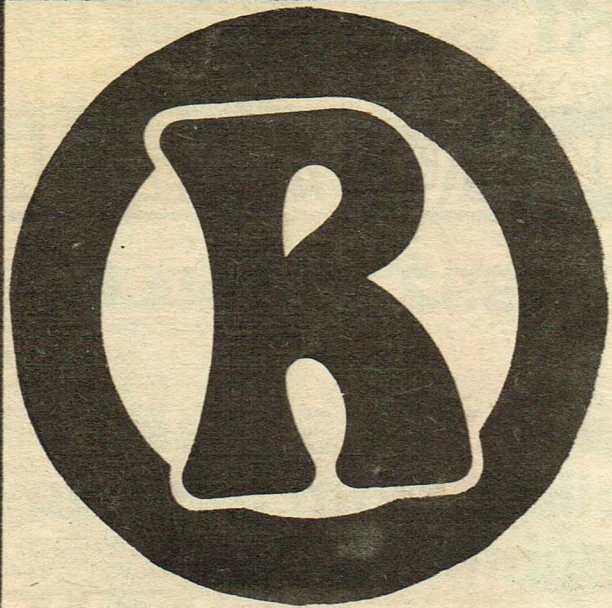
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