

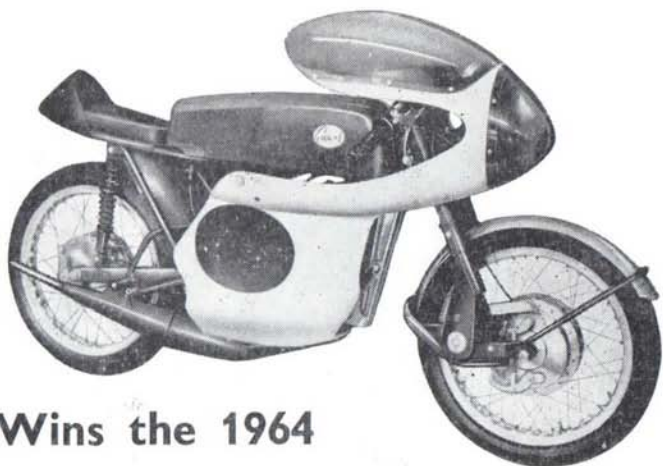
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EDITOR
Jim Swift
JULY 65

Bemsee

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MAKE THE MOST
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MEMBERSHIP

EDITORIAL

For at least this month, there is a change over to letterpress for the magazine as there isn't sufficient time to produce the magazine by hand. This makes sure that you at least get a magazine.

Non Starters! In this present day and age the number of people who have entered and do not attend a meeting is on the increase and the Club expects that, before long, more forceful measures will be adopted to ensure that riders fulfil their obligations to both organisers and public.

It is certainly unfair to expect organisers to put up with the continual lame excuses meeting after meeting especially when other riders are being deprived of a ride as a result of accepting entries from people who don't eventually turn up. The Club knows and realises that, to a certain extent, non-attendance at meetings are inevitable for one reason or another, but this is certainly no excuse for the alarming proportion of the entry who don't fulfil their obligation to ride. At Snetterton on May 23rd no less than 100 competitors out of an entry of around 425 were non-starters for one reason or another. Most of those 100 have informed the Secretary why they did not appear. The others haven't done so to date. It would be unreasonable to suppose that this neglect will go un-noticed!

JOTTING ALONG NORTHAMPTON SPRINT

by Jim Swift

It is regretted that, owing to excavations and general runway work, it will not be possible for the Northampton Club to hold their Sprint Meeting on July 18th.

ALTERATION TO RESULTS

Since the publication of the provisional results for the Norwich Trophy Meeting a number of alterations have been made.

250cc—EVENT 2 4th B. D. Foster not Easter.
1,000cc—EVENT 1 5th H. R. Aldous not G. VYSE.
3rd—350cc class R. Bisbey.
S. Ellis was second.

HUTCHINSON 100

Members are reminded that a race exists for the average International licence holder which is being held over 15 laps. Any members wishing to enter are asked to write for regulations immediately.

REGULATIONS

. . . . for the meeting are enclosed with this magazine. If you haven't received a copy please telephone the office immediately.

R.A.C. AID FOR MOTORISTS TRAVELLING AT NIGHT

Quick-Reference Guide to "All-Night Petrol"

Holiday motorists will welcome the latest R.A.C. publication, "All Night Petrol Stations," which lists nearly 2,000 garages and filling-stations.

Designed to help drivers making long journeys at night, the booklet gives locations where petrol can be obtained when most garages are closed.

In addition to those fill-stations which are open all night, a large number which stay open only until midnight are also listed.

To make them easier to find, the appropriate Ministry of Transport road numbers are given against each entry.

Since the garages listed do not necessarily undertake to carry out repairs or provide any additional service other than the supply of petrol and oil after normal business hours, "All Night Petrol Stations" also includes details of the R.A.C.'s own Rescue Services plus telephone numbers which can be contacted to obtain the Club's 24-Hour Emergency Service.

"All Night Petrol Stations" is available from all R.A.C. offices, free to members.

CHAIRS AT THE BRITISH GRAND PRIX

Going to the British Grand Prix at Silverstone on July 11th? If you are then don't miss the lunch time demonstration given by eight members and their passengers who will take over to show the crowds what side-car racing looks like on the grand prix circuit. Thanks are due to our sponsors Daily Express for this pre-Hutch feature for that is its purpose to entice the four-wheel devotees along to Silverstone for our own international date which is Saturday, 14th August.

GOODBYE SHELSLEY?

For the first time for many years this years Hill Climb at Shelsley Walsh will be sans bikes. Faced with rising costs the organisers were obliged to raise entry fees beyond the limit which the Club felt the hill climbers and sprinters would wish to pay. In the long association with the Midland Automobile Club the absolute hill record was at one time held by George Brown on an earlier edition of his famous Nero and last August he established a new bike record whilst the 350 and 500 bike records fell to Tony Willmot and Robin Fitton. Lets hope that one day it will be possible for us to compete again at this historic event.

WELCOME AT RAMSGATE

With less than a second separating the 500, 750 and 1,000cc solo records at Ramsgate as a result of efforts by Fred Cooper and Charlie Rous on their blown CRS Triumphs in the 500 and 750 capacity range last May the reputation of this popular quarter mile sprint continues to stand high. For those interested in some good old fashioned sprinting where a good time compares more than favourably with the open air-field sprint courses the next meeting is scheduled for Sunday, 26th September. Open to 'Bemsee' members, regulations are available from Dennis Bates, 53 Pickhurst Park, Bromley, Kent. Racing classes are 250, 350, 500, 750 and 1,000 plus 1,300 sidecars.

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THE ULSTER GRAND PRIX

continuing a brief history of the 'Ulster' written for 'Bemsee' by the U.G.P. Supporters' Club.

"Many riders hated this part of the course, particularly the Italians, and Jock West on his B.M.W. was never too happy on it. It required considerable skill to allow for the fact that immediately the back wheel left the road it accelerated considerably and if not checked, landing could be very dangerous.

If you were a spectator along the seven mile straight it was most interesting and thrilling. Starting time drew near, you waited to hear the starter's maroon, a slight lull, then the roar of perhaps fifty motor cycle engines bursting into life. In your mind you follow the progress of this mass making its way down through the "S" bend at Ballyhill, and then straight to Manse Corner, where they curved right along the twisty part, past British, past Aldergrove Aerodrome until Greenmount Corner was reached, this was a sharp right hander, down the narrow road to Rectory Corner, which was a sharp left hander. If you tried to overdo it, there was a very high wall to hit. On down a short stretch to Muckamore Corner and the sweep round to the right and the beginning of the Seven Mile Straight.

You could now begin to hear the roar again, it would come closer and louder, you listened for particular notes amidst this cacophony, perhaps you could pick out Langman on his Scott, which sounded more like an angry bee, than a motor cycle. They come closer, the noise now very much louder, the spectators creep forward to chance a look down the road, the marshals are nearly astray in the head trying to keep spectators back, they shout and gesticulate, the roar is getting louder, the bikes have arrived like lightning, they have shot past like rockets, the spectators surge again to watch this mass of machinery making its way up to Clady Corner. Who is going to be the first to change down? no one seems to give way, are they never going to brake? your heart is in your mouth, how can they all get round that corner, they do, and accelerate back to where they started.

The sound of the 350cc class is now heard coming up the road, again the crowd strain to have a look, again the marshals are frantic, the roar comes closer and another mass of bikes fly past with no apparent difference in speed from the first batch. The 250cc class now comes along and although going very fast, the difference in speed compared with the 500cc batch is more apparent.

A few hectic laps like this, and the field gradually lengthens out. If you are marking your race card now is the time to look out for the very fast 350cc machines which are now mixing with the slower ones in the 500cc class, and likewise the very fast ones in the 250cc class are now mixing with the slower 350cc machines. You will very possibly have memorised the first three in each class, but you must keep a wary eye for any of the wanted numbers being mixed up in a bunch of other machines.

You can now watch little individual duels, perhaps two members of the same club having a friendly duel, or perhaps a more serious duel between members of different clubs striving to achieve honours for their own particular club.

Eventually the race nears the end, and riders are now making their do or die effort. Some of the fallen warriors are now seen wheeling their bikes back to the start or some of the roads leading off the circuit. Some of the wisecracks are now getting ready for home, they have the winners all sewn up. Don't jump to conclusions many a race has been lost on the last lap, mark your card up to the end and you will have indisputable evidence as to who is the winner, you hope so, until you read the results in your newspaper, and you find that the man you thought must be second passed your first man on the way to the finish. You feel it was not worth the trouble, but next year you do the same, because you realise it is pointless watching a swarm of bikes passing you at intervals and you are unable to tell which one is the front and which one is the back.

In 1935 the circuit was honoured by the Grand Prix d'Europe which resulted as follows:—250cc class A. Geiss with his ear splitting D.K.W. at 79.16 m.p.h. 350cc Wal. Handley Velocette at 86.65 and in the 500cc class Jimmy Guthrie Norton at 90.98 m.p.h. This was the only time Jimmy Guthrie ever won an Ulster Grand Prix, he had the additional honour on this occasion of doing the fastest lap at 95.35 m.p.h.

As already mentioned Walter Rusk was the first man to ever lap the course at 100 m.p.h., but since it was done in practice it did not constitute a record. The official record is held by Serafini on a Gilera at 100.03 performed in 1939.

After the second world war the course was altered from a 20½ mile lap to one of 16½ miles. This was brought about by the alteration in the size of the Aldergrove aerodrome, and the creation of another aerodrome at a place called Nutt's Corner. Instead of heading for Manse Corner after leaving Ballyhill, riders turned right along a road known as the Tully straight, this road led them back to the old course in the vicinity of Greenmount, from there to Muckamore Corner and up the Seven Mile Straight, round Clady Corner back to the start.

In 1948 the circuit was again chosen for the Grand Prix d'Europe the result being 250cc Maurice Cann on his Moto Guzzi at 72.47 m.p.h., incidentally Maurice Cann won this class four years in succession on a Moto Guzzi. 350cc Freddie Frith, Velocette at 80.16 m.p.h. 500cc class E. Lorenzetti, Moto Guzzi at 85.55 m.p.h. Lorenzetti also held fastest lap at 88.57 m.p.h.

In 1950 the 125 class was added and in 1951 the race was spread over two days, this enabled Geoff. Duke to win the 350cc class in that year on his Norton at 96.85 m.p.h., and the 500cc class also on a Norton at 95.18 m.p.h. Either the opposition was lacking in the 500cc class or else the weather was bad, for the fastest lap was also done by Duke on his 350cc Norton at 98.40 m.p.h.

As already mentioned the Clady circuit was never used for car racing, the car enthusiasts used the Ards circuit from 1928 up to 1936, when as a result of an accident in which several spectators were killed the Government refused to allow any motor car racing on roads which passed through towns or villages.

The only thing to do was to find another circuit, various ones were used but none of them proved satisfactory, but the Ulsterman is so keen on motor sport that efforts were made to obtain a permanent circuit if possible.

They inspected the roads around the district of Dundrod and selected a course, but improvements both in road width and surface were necessary before it could be used. Again both the Antrim County Council and the Government came to the rescue, the roads were widened and resurfaced with something like granite chips, whatever it was it took terrific toll of tyres on the cars during the time the Tourist Trophy races were resumed in 1952. The circuit was first used for car racing in 1951 when the Ulster Trophy races were held. Farina set up a record lap of 94 m.p.h. on his Alfa Romeo car.

At this stage it became evident that the Antrim County Council, having spent thousands of pounds on the Dundrod circuit were not likely to keep both the Clady circuit and the Dundrod circuit in first class condition just for the benefit of the motor sport, so in 1953 the Ulster Grand Prix was moved from the Clady circuit to the new Dundrod circuit of $7\frac{1}{2}$ miles.

Gone were the days of the seven mile straight, the Tully straight, Muckamore and Clady corners; new names took their place, Leathemstown, the Deer's Leap, Cochranestown, Wheeler's Corner, Tournagrough the Hairpin, Quarry bends etc. Strange names to those who knew every inch of the Clady circuit, strange bends, and no long straights. Some thought this was the end of the Grand Prix, it would never be the same again and therefore could never be a success.

Actually the circuit has many advantages over the old one. You can see the riders more often, the races are shorter and instead of all the races being run simultaneously each class is run at a different time, this enables riders to take part in at least three races in one day. The reason why they cannot ride in them all is because by so doing they would exceed the total mileage permitted by the F.I.M. for one days riding. If the races were shortened any more then they would not be long enough to be eligible for International Championship races, and the status which has been jealously guarded for years would be lost, and it would become just another road race with little or no significance.

The Tourist Trophy car race having been held the previous year meant that public enclosures were made available and for the first time in the history of the Ulster Grand Prix some revenue came from spectators, other than those who used the Grandstand. There were still miles of roads which could be used by spectators free of charge. At least some money came from those who were quite willing to pay 2/6 to use an enclosure and have the benefit of the public address system. Attached to most enclosures were car parks and this also brought in much needed revenue.

The first Grand Prix held on the Dundrod circuit resulted as follows:— 125cc class Haas (N.S.U.) 74.87 m.p.h., 250cc class Armstrong (N.S.U.) 81.76 m.p.h., 350cc class Mudford (Norton) 84.01 m.p.h., 500cc Kavanagh (Norton) 89.81 m.p.h. The fastest lap was jointly held by Duke (Gilera) and Kavanagh (Norton) 91.74 m.p.h.

Duke who won races all over the world never won a race on the Dundrod circuit, but new names began to appear among the winners, Surtees who won five times and held fastest lap seven times, Lomas three wins, fastest lap three times, Redmond four wins and Hailwood three wins and fastest lap four times. Hailwood is the holder of the existing lap record on his M.V. at 101.28 m.p.h.

Dundrod became equally as popular as Clady and to-day it is known throughout the world by motor cycle enthusiasts as the only Grand Prix in the British Isles.

So far the cost of running this great race has not been mentioned, but it is important to bear this in mind that it was the financial end which almost led to the disappearance of the Ulster Grand Prix from the racing calendar. The first Grand Prix run on the Clady circuit in 1922 cost £200 but the last Grand Prix run on the Dundrod circuit in 1964 cost £10,000.

Prior to 1963 it had been the practice for the Northern Ireland Tourist Board to make a grant towards meeting the expenditure on the race, the bulk of the expenditure was met by the sale of programmes, grandstand tickets, advertising round the course, and quite a considerable sum from the pockets of the promoting club.

Primarily the duty of the Tourist Board is to attract tourists to the province, it does this in a number of ways; advertising in the national press, magazines, films and giving grants to schemes which are likely to attract or facilitate tourists. The Board's income comes mainly from grants made to it by local Authorities throughout the country, the seaside resorts not only give grants but expect help in return by the encouraging of sporting promoters to hold their events in or near these resorts. Now the famous North West 200 road race happens to be run over a triangular course embracing two holiday resorts and an inland town, Portstewart, Portrush and Coleraine. The circuit is about sixty miles from Belfast, but served by a good railway service, bus service and for those who wish to travel by road, an excellent road from Belfast.

In 1963 the Tourist Board endeavoured to get the promoters of the Ulster Grand Prix to change from the Dundrod circuit to the North West circuit and if they would do so a substantial grant would be forthcoming, otherwise no grant.

This was a tempting offer, the Club running the 1962 race had lost heavily and was most reluctant to commit themselves to running another one, unless financial help in large quantity was forthcoming from some source. The Ulsterman has been faced with this dilemma before in other spheres, he is a tenacious individual, he will look for the snags when he is confronted with utopian offers. If he left the Dundrod circuit with all its safeguards, which it had under the Act of Parliament, he may not easily return. The North West circuit had not any safeguards, it ran through three towns, if any accident happened to a spectator he visualized a repeat of the Ards decision. "What we have we hold" is an old political war cry in Ulster and it was decided to hold on to Dundrod rather than risk changing to the North West with so many 'ifs' and 'but', even though the financial offer was most tempting.

The Board dug in it's heels, the Ulster Club did likewise, in the first case it was 'Change your course or no grant' and in the second 'No grant, no race.'

Stalemate existed and it looked like the end of the Ulster Grand Prix. Was all the spadework done by Ferguson, Chambers, Palmer and many others in vain? At least there was a handful of unknown followers who thought otherwise. They were not going to sit idle and see years and years of work thrown away. They had no connection with the running of any race, let alone the running of the Grand Prix, but the thought of the Grand Prix disappearing was something they would not tolerate, even if it meant running ordinary bikes round the course to formally stake their claim to Dundrod, and all that Dundrod meant to them.

MUTUAL AID

WANTED

I advertised my Norton/Triumph in the motorcycle press recently which resulted in someone stealing it from my garage early on Wednesday, 26th May.

In the interest of Club members the machine was a Manx cycle complete modified for two-up touring with lights, dual seat, the Manx front brake had the airscopps removed (rain troubles) and the petrol tank had the name "TRINOR" painted on it. The engine was a 1960 TR6 modified to Boneville spec., the gearbox had a machined back bottom lug of Triumph manufacture and a racing clutch assembly. The frame number is 11M76905, the engine number TR6.029666, and the index number 3998 MY. R. Mogge, 39 Greencroft Road, Heston, Middlesex.

One piece racing leathers 5' 11". R. Thirkell, 82 Hyde Road, Sanderstead, Surrey. Telephone: Sanderstead 7370. Also Enfield 5353 Extension 2427 during working hours.

+ .020 Barrel for 150cc 1957 B.S.A. Bantam. G. Ward, 32 Franche Road, Wolverley, Kidderminster, Worcs.

NORWICH TROPHY MEETING

by the Editor

Over 400 men and machines packed the Snetterton paddock for the second of the Club's 1965 road race meetings. Although early showers looked as though they would put an end to what would have proved a very fine day's racing, these cleared away and although blustery, the weather kept remarkably fine and warm throughout. The paddock Clubhouse was an added asset to the meeting, especially now that it was open all day for the use of members. Needless to say it was frequently visited by all!

In an endeavour to make sure that as many members as possible managed to get at least one ride at the meeting an extra race was included in the programme for solos over 250 and not over 1000cc. It was therefore interesting to note that in this race which was the first of the day, Don Elvin brought his 350 A.J.S. into second place in such a convincing style that nobody was near enough to challenge him. Jack Brillard who won the race was never seriously threatened either but his overall time for the five lap race was only 15 secs. quicker than that of Elvin's time.

Ray Watmore won the Production race as expected but an early battle for first place was fought between him and Tony Smith. This was resolved when Smith lost it at the Esses, a feat which put him in hospital much to the concern of the organisers who didn't even know that he had been whipped off until the driver of a returning ambulance reported that he had overheard the fact reported on the short-wave radio. In the end it was found that the ambulance driver who was stationed at the Esses—a reserve one brought in from Attleborough—had taken it into his own head to put Smith in the ambulance and take him to hospital. Result—a twisted neck!

RESULTS

Event 1. 251—1,000cc

1	110	J. N. Brillard.	Norton.	9.29.8—85.61
2	124	D. J. C. Elvin.	A.J.S.	9.45.0—83.38
3	90	D. V. Doyle.	Norton.	9.52.2—82.38
4	107	N. Bungard.	Norton.	10.07.2—80.34
5	96	H. R. Aldous.	B.S.A.	10.15.2—79.30
6	131	G. R. Thomas.	Norton Triumph	10.17.2—79.04
7	123	S. Ellis.	Aermacchi.	10.17.6—78.95
8	113	G. W. Cant.	Norton.	10.18.2—78.91
9	117	R. Bisbey.	Norton.	10.18.6—78.85
10	121	J. Hemming.	Norton.	10.19.6—78.73
11	128	J. C. Judge.	B.S.A.	10.23.4—78.25
12	114	P. Harrison.	B.S.A.	10.30.2—77.41
13	102	D. Pendlebury.	Norton.	10.42.0—75.98
14	126	R. Froome.	B.S.A.	10.49.0—75.16
15	106	R. W. Bryant.	B.S.A.	10.50.6—74.98
16	112	M. J. Getley.	Velocette.	10.51.0—74.93
17	92	D. Purtell.	Ariel Triumph.	11.12.0—72.59
18	115	J. M. Dodsworth.	A.J.S.	11.13.2—72.46
19	93	D. B. Miller.	Norton.	11.16.2—72.14
20	133	J. F. Swinden.	B.S.A.	11.17.8—71.97
21	95	W. A. Hoare.	Trinon.	11.35.0—70.20

Fastest Lap: J. N. Brillard in 1m.50.6s at 88.21 m.p.h.

Class Awards: 1,000cc—Brillard, Doyle, Bungard
350cc—Elvin, Bisbey, Ellis

Event 2. 250cc

1	40	C. Rowe.	Greeves.	10.18.4—78.88
2	33	C. D. Wild.	Aermacchi.	10.23.8—78.19
3	8	T. G. Pallister.	Cotton.	10.23.8—78.19
4	16	B. D. Foster.	Cotton.	10.26.0—77.92
5	25	D. Browning.	Greeves.	10.26.8—77.82
6	1	J. Bacon.	Greeves.	10.33.6—76.99
7	3	C. Wood.	Chipvel.	10.34.2—76.92
8	29	J. K. Fincham.	F.N.S.	10.35.2—76.80
9	30	T. M. Rawsley.	Parilla.	10.42.6—75.91
10	7	J. Dallimore.	Cotton.	10.44.2—75.72
11	26	K. Burns.	Aermacchi.	11.06.0—73.23
12	37	A. E. Staddon.	N.S.U.	11.04.4—73.20
13	6	R. C. H. MacKay.	Greeves.	11.07.4—73.09
14	41	J. A. Issard.	Greeves.	11.09.8—72.83
15	36	J. A. Ridley.	Greeves.	11.12.0—72.59
16	12	P. Dale.	Greeves.	11.15.6—72.21
17	10	S. P. Hitchcock.	Greeves.	11.35.4—70.16
18	18	H. M. Hibberd.	Greeves.	11.37.4—69.96
19	2	R. J. Quick.	Greeves.	11.37.8—69.92
20	20	W. Armstrong.	Greeves.	11.37.8—69.92
21	28	A. W. Prescott.	Cotten.	11.38.8—69.81
22	38	D. J. Habel.	Aermacchi.	11.55.8—68.15
23	11	J. F. Ringwood.	Honda.	12.15.0—66.37

Fastest Lap: P. K. Irons (Cotton Greeves) 1m.57.0s at 83.38 m.p.h.

Event 3. 1,000cc

1	25	D. E. Whapshott. Dewton. 10.48.6—75.21
2	40	G. C. Nash. Norton. 10.55.0—74.47
3	14	R. H. King. Norton. 11.00.0—73.91
4	3	J. Samways. Norton. 11.03.8—73.49
5	41	P. A. Noke. Matchless. 11.09.8—72.83
6	22	G. W. Sharp. Norton. 11.09.8—72.83
7	44	A. Spooner. Norton. 11.11.0—72.70
8	17	H. Chandler. Norton. 11.11.2—72.63
9	45	D. Kirby. Matchless. 11.16.0—72.16
10	28	A. W. Roberts. Triumph Norton. 11.22.4—71.48
11	31	D. Grant. Norton B.S.A. 11.28.0—70.90
12	37	C. Brown. Matchless. 11.28.6—70.84
13	24	R. A. Kemp. Norton Triumph. 11.33.4—70.36
14	9	D. P. May. Norton. 11.46.4—69.03
15	10	D. A. Stevens. Triumph Norton. 11.49.0—68.80
16	15	G. Bunting. Norton. 11.50.2—68.68
17	8	W. Kemp. B.S.A. 11.57.2—67.98
18	4	J. Hughes. B.S.A. 12.00.0—67.75
19	30	P. J. Green. Norton. 12.25.6—65.42
20	36	J. D. Smith. B.S.A. Ariel. 12.25.8—65.41
21	34	P. Daly. B.S.A. 12.36.8—64.45
22	32	P. K. Davies. B.S.A. 12.39.6—64.21

Fastest Lap: Whapshott in 2m.03.2s at 79.19 m.p.h.

Event 4. Sidecar

1	4	D. Harvey. Pass: G. Lovesay. Triumph. 11.03.0—73.57
2	10	J. G. Trustham. Pass: A. Notman. Triumph. 11.03.2—73.55
3	20	D. J. Smith. Pass: L. J. Downham. Herd Spl. 11.04.2—73.44
4	7	J. D. Bamber. Pass: E. C. Bamber. Triumph. 11.04.8—73.38
5	8	A. V. Butler. Pass: G. C. Poore. Brock Triumph. 11.08.6—72.96
6	23	P. B. Scales. Pass: J. L. Ferguson. Brock Triumph. 11.11.6—72.64
7	6	M. Ruocco. Pass: A. Roberts. Vincent. 11.27.0—71.01
8	21	M. F. Charles. Pass: S. G. Emery. B.S.A. 11.27.0—71.01
9	26	D. F. Dickinson. Pass: N. Vann. B.M.W. 11.41.6—69.51
10	19	M. A. Smith. Pass: B. Bellingham. Norton. 12.06.6—67.14

Fastest Lap: D. J. Smith in 2m.05.8s at 77.55 m.p.h.

Event 5. 125cc

1	2	P. J. Buswell. Honda. 10.50.6—74.98
2	40	N. E. Lee. Honda. 11.20.8—71.66
3	14	G. W. Rowbotham. Bultaco. 11.22.6—71.46
4	11	R. Hardy. Montesa. 11.27.4—70.97
5	37	T. Kingham. Bultaco. 11.31.8—70.52
6	24	G. A. Hartley. Bultaco. 11.44.6—69.23
7	45	J. F. Swinden. Bultaco. 11.45.6—69.13
8	25	G. Lund. M.V. Agusta. 11.47.2—68.98
9	32	M. A. Lewis. Bultaco. 11.49.0—68.80
10	3	T. J. Tucker. Bultaco. 12.27.4—65.26
11	15	C. Jenkins. B.S.A. 13.16.8—61.20

Fastest Lap: Buswell in 2m.07.0s at 76.82 m.p.h.

Event 6. 350cc

1	27	M. Jackson.	A.J.S.	9.54.2—82.10
2	24	C. Brown.	Norton.	9.59.2—81.42
3	19	J. A. Issard.	A.J.S.	10.01.0—81.16
4	15	G. W. Sharp.	Norton.	10.04.8—80.65
5	18	T. C. Parker.	Norton.	10.05.0—80.63
6	7	C. A. Floyd.	A.J.S.	10.05.4—80.58
7	25	G. C. Nash.	Norton.	10.13.6—79.50
8	32	B. S. Tingley.	Norton.	10.16.0—79.19
9	8	D. P. May.	Norton.	10.22.4—78.37
10	43	P. R. Richards.	A.J.S.	10.26.4—77.87
11	26	C. V. Wallis.	Velocette.	10.30.2—77.41
12	42	R. Burgess.	Norton.	10.37.0—76.58
13	35	S. Cornes.	Norton.	10.44.8—75.65
14	14	J. W. Jones.	Norton B.S.A.	10.45.0—75.63
15	37	E. Cornes.	A.J.S.	10.51.2—74.91
16	45	B. Franklin.	Norton.	11.02.6—73.62
17	6	D. Walker.	B.S.A.	11.03.0—73.57
18	22	S. Hudson.	A.J.S.	11.08.8—72.94
19	10	D. C. Blackmore.	Norton.	11.10.4—72.77
20	16	B. S. Burton.	A.J.S.	11.15.6—72.21

Fastest Lap: Jackson in 1m.56.2s at 83.95 m.p.h.

Event 7. 250cc

1	70	A. P. Carver.	Greeves.	10.13.6—79.50
2	42	P. J. Busswell.	Bultaco.	10.17.6—78.98
3	43	D. J. Page.	Bultaco.	10.24.6—78.10
4	76	R. A. Mayes.	Aermacchi.	10.26.6—77.85
5	66	T. R. Carter.	Cotton.	10.27.0—77.80
6	45	M. Ing.	Cotton.	10.35.2—76.80
7	75	P. A. Butler.	Greeves.	10.36.2—76.68
8	53	M. Hemmings.	Aermacchi.	10.36.4—76.65
9	69	G. S. Kennell.	Moto Guzzi.	10.36.6—76.63
10	50	H. P. Heward.	Greeves.	10.51.8—74.84
11	64	J. R. Blackwell.	Norton B.S.A.	10.58.6—73.06
12	48	B. A. Stevens.	Greeves.	11.12.6—72.53
13	51	R. J. Saxton.	Parilla.	11.18.4—71.91
14	74	R. Gillatt.	Greeves.	11.37.2—69.98
15	59	K. A. Shortland.	Ducati.	11.55.0—68.22
16	72	R. Burton.	Greeves.	12.06.8—67.12
17	68	P. McDougal.	Royal Enfield.	12.21.4—65.79

Fastest Lap: Carter and Mayes in 1m.59.4s at 81.70 m.p.h.

Event 8. Production

1	3	R. D. Watmore.	Triumph T120R.	9.34.2—84.95
2	10	P. A. Butler.	Triumph T120R.	9.42.6—83.73
3	14	D. V. Doyle.	Norton 650SS.	9.43.0—83.67
4	1	R. MacKay.	Vincent Rapide.	10.03.4—80.18
5	44	B. L. Davison.	Norton 650SS.	10.25.4—78.00
6	21	D. J. Godfrey.	A.J.S. 31CSR.	10.26.0—77.92
7	17	M. J. Nevill.	Triumph T120R.	10.27.2—77.78
8	16	E. W. Webb.	Triumph T120.	10.28.0—77.68
9	18	M. Andrew.	B.S.A.	10.28.8—77.57
10	31	K. Chinnick.	Norton 99.	10.31.0—77.31
11	24	N. J. Ling.	Triumph T120.	10.36.2—76.68
12	22	M. E. Cook.	A.J.S. 31CSR.	10.44.8—75.65
13	30	R. P. Guy.	Triumph T100SS	10.47.4—75.35
14	5	R. A. French.	Triumph T120.	10.50.0—75.05
15	34	M. E. Button.	Norton 88.	11.00.0—73.91
16	38	A. M. Rogers.	Ducati Mk 1.	11.08.4—72.98
17	4	A. D. McGlashan.	Triumph T120R.	11.10.0—72.81
18	36	M. C. Bool.	Ducati Daytona.	11.11.2—72.68
19	26	M. V. Warrington.	Triumph T100SS.	11.15.8—72.19
20	27	C. F. Ringrose.	Velocette Venom.	11.40.2—69.67

Fastest Lap: Watmore and A. J. Smith in 1m.52.0s at 87.11 m.p.h.



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Event 9. 250cc

1	119	D. Jennings. Yamaha. 10.10.0—79.97
2	99	R. D. L. Denny. Yamaha. 10.11.2—79.82
3	85	T. J. Myers. D.M.W. 10.13.2—79.56
4	113	J. N. Brillard. Aermacchi. 10.17.6—78.98
5	84	M. C. Bool. Ducati. 10.41.8—76.00
6	86	W. E. Ray. Greeves. 10.46.0—75.51
7	103	G. Garroway. Parilla. 10.47.4—75.35
8	102	B. L. Lindhurst. Aermacchi. 10.57.0—74.25
9	91	M. J. Bailey. Ariel. 10.59.0—74.02
10	120	S. Hodson. Cotton. 10.59.2—74.00
11	115	R. W. Trimmell. Ariel. 10.59.8—73.93
12	98	K. Lewis. Aermacchi 11.11.2—72.68
13	118	F. R. Baker. Greeves. 11.14.2—72.35
14	94	A. R. Jackson. Ducati. 11.16.2—72.14
15	82	M. W. Shepherd. Ariel. 11.16.6—72.10
16	95	R. G. Crowther. Cotton. 11.25.0—71.21
17	83	R. D. Rippingale. Ariel. 11.31.4—70.56
18	107	K. Fulstow. M.V. Agusta. 11.54.2—68.30
19	87	N. Palmer. Triumph. 11.56.6—68.07
20	109	B. Searle. Greeves. 12.43.0—65.04

Fastest Lap: R. D. L. Denny in 1m.58.2s at 82.54 m.p.h.

Event 10. 1,000cc

1	56	J. A. Rollison. Norton. 9.29.6—85.64
2	81	D. F. Best. Norton. 9.29.8—85.61
3	59	R. M. Mahon. Norton. 9.30.4—85.52
4	71	J. Ward. Matchless. 9.39.0—84.25
5	74	J. Samways. Norton. 9.40.8—83.99
6	54	B. S. Tingley. Triumph Norton. 9.49.4—82.77
7	83	S. T. Hughes. Norton. 9.51.6—82.46
8	67	K. Moyes. Norton. 9.52.0—82.40
9	50	B. A. Ball. Brimac Special. 9.52.2—82.38
10	79	A. T. Cooper. Norton. 9.56.0—81.85
11	47	B. L. Marsh. Triumph Norton. 10.03.0—80.90
12	48	W. Thompson. B.S.A. 10.19.4—78.75
13	64	J. G. Jones. Norton. 10.21.0—78.55
14	73	R. L. Prince. U.S./B.S.A. 10.22.4—78.37
15	60	D. Miller. T.N.S. 10.24.4—78.12
16	62	A. T. Randall. Norton Triumph. 10.28.4—77.63
17	85	J. Samways. Norton Triumph. 11.08.6—72.96
18	70	D. T. Howsie. Norton. 11.10.6—72.75
19	63	B. Johnson. Norton. 11.20.0—71.74
20	68	P. A. Truscott. Norton B.S.A. 11.20.6—71.68
21	75	C. Bill. Triumph Norton. 11.28.8—70.82
22	80	A. G. Hutchings. Shackshuka. 11.29.6—70.74

Fastest Lap: D. F. Best in 1m.49.2s at 89.35 m.p.h.

Event 11. Sidecars

1	46	R. Woodhouse. Pass: D. Woodhouse. Triumph. 10.20.6—78.60
2	42	A. Gray. Pass: W. Cooper. Greenwood Triumph. 10.27.8—77.70
3	52	D. R. Ajax. Pass: M. D. Caley. Norton. 10.34.6—76.87
4	41	R. C. Weller. Pass: J. A. Quinn. Norton. 10.41.0—76.10
5	38	B. Sparshott. Pass: G. Sparshott. G.B.S. Triton. 10.42.2—75.95
6	35	D. Plummer. Pass: M. Brett. E.T.Y. Triumph. 10.52.4—74.77
7	45	E. Wallbank. Pass: E. Barr. Norton. 11.02.4—73.64
8	43	J. Philpott. Pass: R. W. Turrington. Matchless. 11.06.2—73.22
9	48	J. Witherington. Pass: R. Witherington. B.G.B. Triumph. 11.08.2—73.00
10	32	R. K. Eves. Pass: D. P. Eves. Triumph. 11.13.4—73.44
11	39	J. C. Parker. Pass: A. C. Preston. Triumph Norton. 11.20.4—71.70
12	30	B. D. Jones. Pass: C. D. Wallace. Triumph. 11.27.2—70.99
13	50	E. J. Randall. Pass: J. Webb. Norton. 11.31.6—70.54
14	49	J. W. Harlow. Pass: M. J. Craswell. Norton Watsonian. 11.39.4—69.75
15	51	I. Evans. Pass: J. Mathuson. Triumph. 11.44.6—69.23

Fastest Lap: R. Woodhouse in 2m.00.6s at 80.89 m.p.h.

JOHN BACON

The Club regrets to report that John Bacon, who recently smashed the 250 c.c. Club Circuit Lap Record at Silverstone on his ex-Beart/Dunphy Greeves, was killed in Holland on Sunday, 6th June, whilst competing at the Tubbergen International Road Races.

John, who joined the Club in January of 1958, competed at the Chimay road races where he finished twelfth before travelling to Tubbergen where he was entered in both 125 and 250 classes. There are mixed reports as to the cause of his untimely death but it is generally known that another rider touched him and forced him into a post.

John leaves a wife and a fifteen month old daughter at his home in Old Woking, Surrey.

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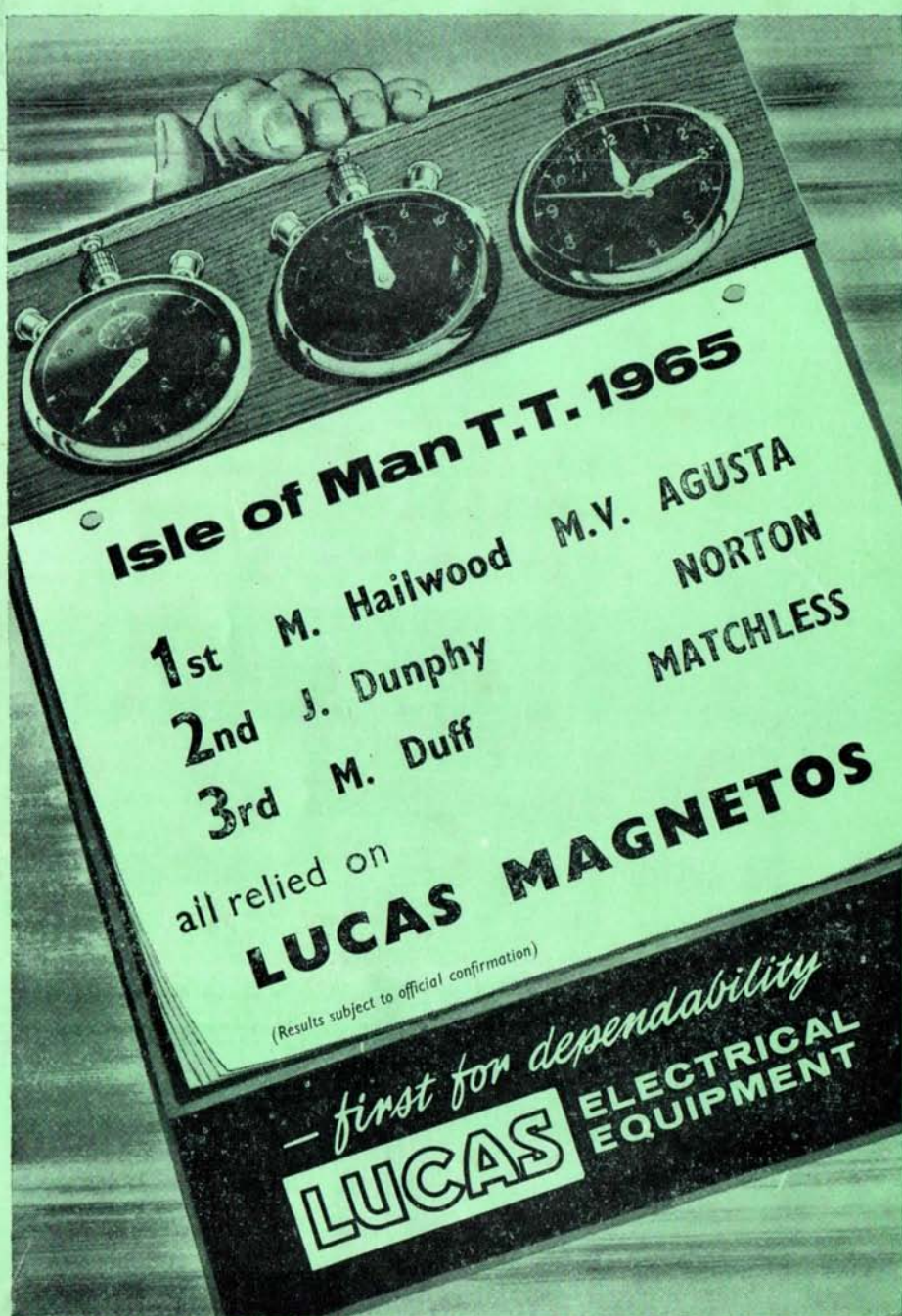
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