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EDITOR

Jim Swift

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**Bemsee**

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COMMENT

The Editor

Much speculation has now flared up in recent weeks upon the question of the three-wheelers. Most seem to be agreed that it is unfair competition. But haven't they decided that a little too late? Of course it all started a long way back with Cyril Hales 998 c.c. Halec (which is still a present day goer) and, later, Mick Wolfe's MPHW special entered through M.P.H.W. Sales. Nobody took these seriously so there wasn't much point in trying to look into the future—at the time!

Now, of course, things have changed. It had to come sooner or later, and Cwen Greenwood was the first to realise the possibilities of a machine which was rather a piece of history than a futuristic project. But why leave it so long to say anything about such a machine. Was it again a case of not taking it seriously—until it started winning?

Money! What this word does for most people! Owen Greenwood won the Mallory Sidecar Race of the Year from which he pocketed quite a tidy sum which would have gone to the more conventional chairs should his machine not have been eligible. It would be quite easy to cut out Owen's machine by reducing the capacity limitations, but what of Chris Vincent's B.M.W.? If you can't beat them, join them!

So the stir has started and the F.I.M. have been given the problem to sort out. Major Goode's article may have caused some raised eyebrows because the Secretary General of the F.I.M. so seldom breaks out into print on any subject and it takes a braver man than I to predict a decision by such elegant gentlemen as the International Sporting Commission consists of. Now everyone waits for the answer. Will they or will they not be allowed to compete, for with the advent of a Vincent three-wheeler, the promoters and organisers of world classics must be biting their nails with anticipation. Never before have they been faced with a certain monopoly, other, of course, than from the Germans.

But the British scene is a little less easy to predict. The A.C.U. are obviously awaiting a decision from Geneva before they themselves act. Perhaps they don't really mind anyway!

As far as a personal opinion is concerned, I would rather they were restricted to motor racing than to motor cycle racing. Nothing can get around the fact that they are cars rather than motor cycles but are not some conventional sidecars being produced these days with car engines? With an almost total absence of suitable engines, special builders must turn to other sources for engines over 650 c.c. What more natural than a car engine. It is not much of another stride before the 'car' is reached, so where do you draw the line which separates the two?

## RESULTS

### CLUB DAY — Silverstone — 4th April

#### Event 1. Sidecar.

1	12	J. G. Trustham. Pass: A. Notman. Vincent.	20.39.8—65.36
2	15	R. J. Beales. Pass: Mrs. J. Beales. Triumph.	20.42.8—65.20
3	2	M. L. Harris. Pass: R. Gooch. Norton.	21.32.6—62.70
4	8	J. W. Harlow. Pass: M. J. Craswell. Norton.	22.04.2—61.20
5	19	T. Duffy. B.S.A.	21.59.6. 13 Laps

Fastest Lap: J. G. Trustham in 1 min. 24.8 secs. at 68.26 m.p.h.

#### Event 2. 1,000 c.c.

1	69	A. J. Barnett. Matchless.	20.37.0—65.51
2	88	R. Prince. Norton.	21.20.4—63.29
3	48	L. A. C. Haynes. Norton.	21.36.0—62.53
4	81	J. R. Strijbis. B.S.A.	21.51.4—61.80
5	62	K. G. Hampton. Norton.	21.57.4—61.51
6	59	R. C. Davies. Matchless.	22.11.2—60.88
7	65	B. Moses. Norton B.S.A.	20.47.4. 13 Laps
8	87	D. R. Menzies. Norton.	20.56.4
9	80	D. J. Habel. Triumph Matchless.	21.41.2
10	82	T. Kingham. Norton.	21.45.8
11	83	C. P. Wall. B.S.A.	20.45.8. 12 Laps
12	66	J. R. Golling. Norton.	20.50.2
13	76	D. Gregory. Norton.	20.52.4

Fastest Lap: A. J. Barnett in 1 min. 26.2 secs. at 67.15 m.p.h.

#### Event 3. 250 c.c. All further races cut to ten laps.

1	68	W. H. Day. Greeves.	14.41.0—65.70
2	79	M. A. Stirk. Bultaco.	14.41.6—65.66
3	88	S. R. M. Wood. Ducati.	14.51.6—64.92
4	55	K. G. Tilley. Aermacchi.	15.17.6—63.09
5	53	B. C. Parry. Greeves.	15.18.4—63.01
6	87	R. G. Farmer. Aermacchi.	15.51.0—60.87
7	85	D. J. Palmer. Greeves.	15.56.0—60.54
8	62	M. Ing. Cotton.	15.59.0—60.34
9	75	J. R. Cooper. Bultaco.	15.59.4—60.34
10	73	D. J. Taylor. Greeves.	14.42.4. 9 Laps
11	76	M. D. Beames. Greeves.	15.12.8
12	86	J. D. Button. Ducati.	15.12.8
13	65	A. D. Hughes. Ducati.	15.15.6
14	47	P. E. Davis. Cotton.	15.19.0
15	74	P. R. Collins. Cotton.	15.23.6
16	46	R. D. Rippingale. Greeves.	15.33.6
17	60	R. Mitchell. Greeves.	15.57.0

Fastest Lap: W. H. Day in 1 min. 23.6 secs. at 69.23 m.p.h.

**Event 4. Production.**

1	12	J. M. Hedger.	Triumph.	14.23.4—67.04.	(1st 1,000).
2	7	P. Newman.	Norton.	14.30.6—66.49.	(2nd 1,000).
3	15	D. Vallis.	Norton.	14.31.8—66.39.	(3rd 1,000).
4	4	B. L. Davison.	Norton.	14.33.0—66.31	
5	10	C. M. Hopes.	Triumph.	14.37.0—66.00	
6	1	R. C. H. MacKay.	Vincent.	14.42.0—65.63	
7	11	D. V. Doyle.	Norton.	14.43.4—65.53	
8	44	G. F. Green.	Triumph.	15.04.4—64.01.	(1st 500).
9	34	M. Andrew.	Triumph.	15.11.6—63.50.	(2nd 500).
10	29	C. P. Wall.	B.S.A.	15.15.8—63.25.	(3rd 500).
11	36	R. Guy.	Triumph.	15.16.4—63.17	
12	35	M. J. Nevill.	Triumph.	15.16.8—63.14	
13	39	A. M. Rogers.	Ducati.	15.22.4—62.75.	(1st 250).
14	9	A. L. Antulis.	Triumph.	14.26.2.	9 Laps
15	45	S. R. M. Wood.	Yamaha.	14.28.0.	(2nd 250).
16	24	W. G. Penny.	Honda.	14.31.2	
17	14	R. L. Knight.	Triumph.	14.46.0	
18	33	M. V. Warrington.	Triumph.	15.00.0	
19	32	R. Harrington.	B.S.A.	15.00.2	
20	40	S. V. Woods.	Ducati.	15.02.0.	(3rd 250).
21	18	M. Orange.	Triumph.	15.13.8	
22	31	R. D. Bowler.	Norton.	15.15.0	
23	19	C. Hutton.	Matchless.	15.15.6	
24	43	J. Poulson.	A.J.S.	15.22.4	
25	3	L. A. Reed.	B.S.A.	15.54.6	

Fastest Lap: J. M. Hedger in 1 min. 22.2 secs. at 70.42 m.p.h.

**Event 5. 350 c.c.**

1	2	A. J. Monk.	B.S.A.	14.10.2—68.08	
2	44	G. W. Sharp.	Norton.	14.21.6—67.18	
3	8	C. Brown.	Norton.	14.42.8—65.57	
4	15	J. Denty.	A.J.S.	14.46.6—65.29	
5	25	G. Pantall.	A.J.S.	14.48.0—65.18	
6	39	J. D. Burgess.	Norton.	15.01.6—64.23	
7	4	G. Hunter.	Norstar.	15.03.0—64.09	
8	17	D. Walker.	B.S.A.	15.13.6—63.36	
9	18	T. C. Parker.	Norton.	15.33.0—62.05	
10	31	S. Cornes.	Norton.	15.41.6—61.48	
11	29	R. F. Roberts.	A.J.S.	14.18.0.	9 Laps
12	7	B. E. Hilton.	Norton.	14.26.6	
13	43	M. J. Turner.	Norton.	14.27.0	
14	10	C. L. Patrick.	B.S.A.	14.29.0	
15	42	R. Burgess.	Norton.	14.31.6	
16	20	G. A. Kennedy.	A.J.S.	14.32.4	
17	38	D. W. Hunt.	B.S.A.	14.43.8	
18	41	L. S. Capon.	Velocette.	14.52.2	
19	30	C. Povey.	Norstar.	15.04.4	
20	9	I. Thompson.	Norton.	15.04.6	
21	11	T. R. Miles.	A.J.S.	15.06.6	
22	37	B. S. Tingley.	Norstar.	15.46.4	
23	19	P. J. Green.	Norton.	15.51.6	

Fastest Lap: W. I. McLean (Norton) in 1 min. 19.8 secs. at 72.54 m.p.h.

**Event 6. Sidecar.**

1	23	N. H. Lewis.	Pass: N. A. Boret.	B.S.A.	16.02.0—60.17	
2	24	A. G. Betts.	Pass: J. G. Betts.	Norton.	16.07.6—59.83	
3	31	E. Wallbank.	Pass: P. Guenigault.	Norton.	16.41.0—57.84	
4	28	E. M. Elliott.	Pass: S. Barnett.	Elbar Triton.	17.24.8—55.40	
5	39	R. F. G. Powell.	Pass: J. R. Bent.	Triumph.	17.01.8.	9 Laps
6	32	A. E. Huggett.	Pass: B. West.	Triumph.	16.36.4.	8 Laps

Fastest Lap: A. J. Sansum (Triumph) in 1 min. 26.0 secs. at 67.31 m.p.h.

**Event 7. 125 c.c.**

1	19	V. D. Chatterton.	Honda.	15.07.2—63.81
2	34	F. K. Armstrong.	Honda.	15.09.4—63.67
3	38	A. Randle.	Bultaco.	15.21.0—62.86
4	27	M. A. Lewis.	Bultaco.	16.06.4—59.90
5	37	L. J. Iles.	Bultaco.	16.20.0—59.07
6	22	J. D. Carpenter.	Bultaco.	16.21.6—58.98
7	20	R. M. Glover.	Bultaco.	16.22.0—58.95
8	30	R. A. Minster.	Bultaco.	16.39.8—57.90
9	32	R. W. Bryant.	Bultaco.	15.13.6. 9 Laps
10	26	G. G. Milton.	Bultaco.	15.20.4
11	44	J. Goodwin.	Montesa.	15.22.4
12	42	A. G. Hutchings.	Bultaco.	15.26.4
13	6	T. J. Tucker.	Parilla.	15.41.2
14	16	C. J. Hall.	Bultaco.	15.45.2
15	39	S. Crabbe.	Honda.	15.59.0

Fastest Lap: V. D. Chatterton in 1 min. 28.2 secs. at 65.63 m.p.h.

**Event 8. 1,000 c.c.**

1	28	G. W. Sharp.	Norton.	13.52.8—69.50
2	1	J. Samways.	Norton.	13.52.8—69.50
3	9	D. E. Whapshott.	Matchless.	13.58.0—69.07
4	18	S. Morin.	Norton.	14.20.8—67.24
5	37	P. A. Noke.	Matchless.	14.31.8—66.39
6	12	D. V. Doyle.	Taraton.	14.35.8—66.09
7	10	J. Denty.	Norton.	14.43.6—65.51
8	45	R. M. Mahon.	Norton.	14.56.0—64.10
9	35	A. E. Rogers.	Norton.	15.23.4—62.69
10	7	D. J. Bayle.	Norton.	15.23.8—62.68
11	39	G. Hockham.	B.S.A.	14.00.6. 9 Laps
12	15	B. L. Marsh.	Norton.	14.04.8
13	11	G. R. Thomas.	Norton Triumph.	14.09.0
14	20	C. Brown.	Norton.	14.25.4
15	21	R. W. Lovell.	Norton.	14.26.6
16	40	B. Daly.	Norton.	14.36.0
17	38	A. J. Stuart.	Triumph Norton.	14.41.2

Fastest Lap: J. Samways in 1 min. 19.8 secs. at 72.54 m.p.h.



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**Event 9. 250 c.c.**

1	2	D. J. Page.	Bultaco.	14.24.4—66.96
2	21	C. M. Fenton.	Aermacchi.	14.27.0—66.77
3	20	G. G. Milton.	Bultaco.	14.44.6—65.44
4	14	R. D. L. Denny.	Yamaha.	15.02.6—64.16
5	29	C. S. Mortimer.	Greeves.	15.07.0—63.86
6	33	G. R. Bunting.	Ducati.	15.08.0—63.75
7	37	K. M. Scarf.	Royal Enfield.	15.23.2—62.69
8	3	M. J. Bailey.	Yamaha.	15.27.0—62.47
9	40	R. G. Crowther.	Cotton.	15.46.2—61.19
10	7	G. Lund.	Greeves.	15.49.8—60.95
11	30	J. R. Aldworth.	Greeves.	14.28.0. 9 Laps
12	24	M. Baker.	Greeves.	14.47.2
13	10	M. Ryall.	Cotton.	14.58.8
14	39	R. W. Ball.	Parilla.	15.02.4
15	5	R. J. Quick.	Greeves.	15.58.0

Fastest Lap: C. M. Fenton in 1 min. 24.0 secs. at 68.91 m.p.h.

**Event 10. 1,000 c.c.**

1	126	R. V. Bowring.	RVB Triumph.	13.35.8—70.95
2	124	M. G. Dickson.	Norton B.S.A.	14.21.6—67.18
3	111	D. P. May.	Norton.	14.53.6—64.77
4	122	C. M. Thompson.	Norton.	13.37.6. 9 Laps
5	132	J. Spiros.	Norton.	13.46.0
6	118	D. M. Grant.	Norton.	13.46.6
7	105	M. J. Nugent.	Triton.	13.59.0
8	141	A. P. Dancer.	Norton.	14.00.4
9	139	P. Myall.	Norton.	14.06.2
10	138	C. D. Thomas.	P.H. Special.	14.26.8
11	140	A. Jackson.	B.S.A.	14.37.6
12	125	W. Richardson.	Norton.	14.52.8
13	113	N. C. G. Morgan.	Norton.	14.57.6
14	123	D. G. Hobday.	Norton.	15.02.4
15	102	K. H. Kollhoff.	Norton.	15.02.6
16		I. E. Robinson.	Matchless.	15.10.6

Fastest Lap: R. V. Bowring in 1 min. 20.2 secs. at 72.18 m.p.h.

**A DUPLICATED ENTRY****by the Editor**

In this present day and age, the number of road race meetings being organised for the same day is greatly on the increase. As a result, riders or entrants, who haven't the time or inclination to compile and keep a diary, are becoming more and more the offenders of duplicated entries, that is, having two entries for different meetings on the same day.

Quite obviously, this is not only putting organisers to considerable inconvenience but also deprives another rider of a much needed ride. At the same time, it also strictly contravenes the Rules, for which severe penalties exist, and can quite easily entail suspension. Excuses are all very well, but they do not alter the initial fact that, through negligence or mal-intent, one of the organisers will be a place short on the day; a place which could be put to a far better use than wasting it on irresponsible riders.

### **Rule 141—General Competition Rules**

“Any driver who has entered or who has been nominated for a competition and does not drive therein, but drives or has been nominated to drive in another competition or another meeting on the same day shall be dealt with in accordance with the provisions of Chapter IX of these rules.

Any driver who has entered or has been nominated for a competition and does not present himself at the start shall be dealt with in accordance with the provisions of Chapter IX of the Rules unless he can justify his absence, etc. . . .”

From the above, it will be quite clear what is implied. Chapter IX deals solely with penalties which vary from a reprimand to disqualification. It is interesting to note that the act of disqualification prohibits the participation in any motor cycle, automobile, motor-aquatic or aeronautic competition and is the most complete penalty of all and can only be lifted by the F.I.M.

This particular rule is having more attention paid to it these days than, perhaps, many others of a similar nature. It is correct to assume that, although disqualification would not be introduced for a first offence, suspension could easily apply, depending upon the circumstances under issue. “Sorry c——-stable, I forgot!” is no defence in law and neither is the fact that you ‘mis-understood’ the regulations, or ‘didn’t realise’ what you had done, in this particular case. It is the most difficult thing to differentiate between a person who is telling the truth and one who is endeavouring to cover up for deliberately evading the rule.

### **S.R.3—Standing Regulations**

“Within seven days of receipt of the completed entry form, the promoter must notify drivers of the definite position with regard to their entry and whether such entry has been accepted, or is being held in abeyance, or has been refused. Drivers whose entry has been held in abeyance, or offered reserve positions, may enter another event on the same day provided they have notified, in writing, the promoter concerned, of the withdrawal of their original entry. Etc. . . .”

From personal experience the above ruling is the main source of all the trouble; not, that is, the rule itself but more the interpretation of it by those who have taken the trouble even to read it! To me it is quite self explanatory. It beholds every driver who has been held in abeyance or accepted as a reserve, to write to the organiser withdrawing his entry **before** applying for another meeting on the same day.

The fact that so many people play one organiser against the other is a condition of the times, but not excusable. Those who get caught at it are in for the high-jump. One sees occasionally, variations on the ruling which are quite unfair. Some apply conditions on the rider which are, in themselves, unnecessary. I know of one that gave a rider seven days to make up his mind after receiving a ‘held in abeyance’ card, if he wanted to enter for another meeting!

The term ‘held in abeyance’ is one which can be used for most things and gets around the reason for the origination of the ruling, that of advising the driver the exact position of his entry. This ruling is only



basic and any organiser can go to greater lengths to explain to the driver what the position is, unless he wishes to dodge the issue entirely from personal motivations. Members of 'Bemsee' will have doubtless read the full explanations on their advice cards which apply to any meeting the Club runs, from a Closed-to-Club event to a full scale International. Should there be other reasons, a duplicated letter will suffice. However, all this is by the way.

How to avoid the situation is the main theme behind this article as well as to point out the serious nature of such a breach of the regulations. There is no excuse for making the initial mistake of entering for two meetings on the same day. Once having done this, many riders realise their mistake and believe that they can get out of it by being a non-starter at one of the meetings. This is not the case, as a re-reading of regulation 141 will explain.

Get a Diary! Pencil in those meetings you have entered, and ink in those you have been accepted for as and when they come up. BUT, pencil them in before you send them off! This way you will immediately see which other meeting you have entered for on that particular day and so avoid the duplication. There can be only one loser if you don't do something to tidy up your own administration!

## RESULTS

### EASTER TROPHY MEETING — Snetterton — 11th April

#### Event 1. Sidecar.

1	19	R. Cass. Pass: R. A. Fenwick. Triumph. 15.38.6—72.74
2	4	R. L. Ayres. Pass: R. Housego. ETY Triumph. 15.40.6—72.60
3	26	R. Wilson. Pass: D. Young. B.S.A. 15.45.2—72.25
4	10	A. J. Sansum. Pass: R. King. SK Triumph. 15.49.2—71.95
5	20	J. Chapman. Pass: C. Allen. B.S.A. 16.10.0—70.40
6	23	N. Vann. Pass: G. Hayhoe. Velocette. 16.40.8—68.23
7	11	J. C. Fagence. Pass: P. Dore. Norton Triumph. 16.48.8—67.69
8	6	J. Douglas. Pass: C. Tuffs. Triumph. 17.26.6—65.25
9	14	M. Wortley. Pass: K. Whitley. W & W Triumph. 6 Laps
10	9	G. Bye. Pass: B. Spriggs. ETY Triumph.

#### Event 2. 1,000 c.c.

1	118	H. R. Aldous. B.S.A. 15.35.2—73.04
2	125	D. Grant. Norton B.S.A. 15.35.8—72.98
3	119	J. Strijbis. B.S.A. 15.39.2—72.71
4	110	B. Bryant. B.S.A. 15.43.0—72.42
5	109	K. G. Hampton. Norton. 15.43.2—72.41
6	133	M. Morgan. Norton. 16.05.0—70.77
7	112	P. Russell. B.S.A. 16.07.8—70.56
8	120	B. James. Velocette. 16.08.2—70.53
9	101	I. Ratcliffe. Triumph Norton. 16.10.0—70.40
10	140	A. Sykes. B.S.A. 16.43.0—68.08
11	114	P. Wade. Norton. 16.50.6—67.57
12	139	D. Gregory. Norton. 17.05.2—66.61
13	104	J. Hatfield. Matchless. 17.08.4—66.41
14	111	R. Robinson. Triumph Matchless. 17.10.0—66.30
15	121	C. Ford. Triumph Matchless. 17.20.2—65.65
		A. Kendrick. Norton. 18.00.0—63.24
		R. Gilson. Norton. 17.55.4—63.51
		A. Kepp. Norton. 17.37.8—64.55
		J. Field. B.S.A. 17.36.8—64.62
		J. Hawker. B.S.A. 17.26.4—65.26
	123	20
	132	19
	131	18
	131	18
	106	17
	135	16

**Event 3. 250 c.c.**

1	58	W. H. Day.	Greeves.	15.19.0—74.31
2	46	R. Crowther.	Cotton.	15.56.0—71.51
3	52	M. Stirk.	Bultaco.	16.00.2—71.11
4	84	A. Gardiner.	Yamaha.	16.04.2—70.83
5	61	T. Irvine.	Greeves.	16.05.0—70.77
6	82	R. Mitchell.	Greeves.	16.08.4—70.52
7	59	A. Hughes.	Ducati.	16.13.8—70.13
8	87	K. Tilley.	Aermacchi.	16.16.4—69.94
9	56	J. Cooper.	Bultaco.	16.18.2—69.81
10	90	B. Judd.	Bultaco.	16.46.8—67.83
11	81	J. Strijbis.	Honda.	16.47.8—67.76
12	51	R. Ford.	Cotton.	17.11.2—66.23
13	80	B. Finch.	Ducati.	17.17.0—65.86
14	68	R. Symmons.	Greeves.	17.19.0—65.73
15	86	C. Wright.	Honda.	17.20.8—65.62
16	64	M. Walker.	Ducati.	17.37.8—64.55
17	60	P. Willoughby.	Triumph.	17.43.8—64.20
18	65	J. Hill.	Greeves.	17.44.2—64.17
19	78	R. Notley.	Greeves.	6 Laps
20	67	J. Maws.	Ariel.	
21	73	R. Wilkinson.	Ariel.	
22	57	S. Turner.	Honda.	
23	55	R. Norrington.	Greeves.	

**Event 4. Production.**

1	42	A. J. Smith.	B.S.A.	14.20.6—79.36. (1st 1,000).
2	23	P. A. Butler.	Triumph.	14.21.8—79.25. (2nd 1,000).
3	46	C. Hopes.	Triumph.	14.35.0—78.05. (3rd 1,000).
4	12	B. Davidson.	Norton.	14.45.5—77.15
5	2	D. Vallis.	Norton.	14.46.6—77.03
6	8	D. J. Nixon.	Triumph.	14.51.8—76.58
7	5	J. M. Hedger.	Triumph.	14.58.0—76.05
8	22	R. L. Knight.	Triumph.	15.00.8—75.81
9	31	G. Green.	Triumph.	15.25.4—73.80. (1st 500).
10	45	P. Bailey.	Norton.	15.33.0—73.20. (2nd 500).
11	19	K. Moyes.	B.S.A.	15.34.8—73.06
12	35	M. Nevill.	Triumph.	15.36.6—72.91. (3rd 500).
13	3	L. W. Mansfield.	B.S.A.	15.45.2—72.25
14	7	J. Simpson.	Triumph.	15.47.0—72.11
15	24	W. G. Penny.	Honda.	15.48.0—72.04
16	15	K. Smith.	Norton.	15.50.0—71.87
17	20	M. J. Ellison.	Triumph.	15.52.4—71.70
18	33	M. Andrew.	Triumph.	15.55.0—71.51
19	32	B. James.	Velocette.	15.56.4—71.40
20	27	C. Wall.	B.S.A.	15.59.8—71.14
21	34	M. V. Warrington.	Triumph.	16.16.0—69.97
22	11	A. Antulis.	Triumph.	16.18.8—69.77
23	28	E. Bushell.	Velocette.	6 Laps
24	36	M. Love.	Triumph.	
25	37	K. T. Durham.	B.M.W.	
26	40	S. V. Woods.	Ducati.	(1st 250).
27	39	M. Wordsall.	Yamaha.	(2nd 250).
28	38	A. M. Rogers.	Ducati.	(3rd 250).
29	30	E. Reading.	B.S.A.	
30	4	L. Reed.	B.S.A.	
31	29	A. Monnery.	Triumph.	

**Event 8. 1,000 c.c.**

1	53	H. Chandler.	Norton.	14.41.0—77.51
2	83	D. May.	Norton.	15.11.6—74.91
3	69	R. Downing.	Norton B.S.A.	15.18.4—74.36
4	85	D. Menzies.	Norton.	15.22.0—74.07
5	77	K. Smith.	Ariel.	15.36.0—72.96
6	49	M. Nugent.	Triton.	15.37.0—72.88
7	54	G. Rawlings.	Norton.	15.38.8—72.74
8	59	L. Haynes.	Norton.	15.44.2—72.33
9	66	C. Owens.	Norton.	16.09.0—70.48
10	74	K. G. Buckmaster.	Norton.	16.10.0—70.40
11	88	E. Wilson.	Triumph Norton.	16.11.4—70.30
12	48	C. Wall.	B.S.A.	16.20.8—69.62
13	65	C. Bell.	B.S.A.	16.30.8—68.92
14	79	T. Upton.	Norton.	16.38.0—68.42
15	75	F. Ward.	Triumph Norton.	6 Laps
16	58	A. Russell.	Triumph Norton.	
17	62	C. R. Chester-Jones.	CRC-J.	
18	50	B. Brewin.	B.S.A.	
19	84	M. Sears.	Triumph Norton.	
20	56	P. A. Coughlin.	Triumph Norton.	
21		J. Allen.	Norton.	
22	82	R. Thirkell.	Norton.	

**Event 9. 250 c.c.**

1	22	P. K. Irons.	Cotton.	15.31.2—73.34
2	34	D. Palmer.	Greeves.	15.36.4—72.93
3	5	J. Dallimore.	Cotton.	15.58.6—71.24
4	42	D. Heseltine.	Greeves.	16.08.6—70.49
5	28	B. C. Pardy.	Greeves.	16.09.4—70.45
6	18	R. D. Rippingale.	Greeves.	16.12.8—70.20
7	35	G. Bunting.	Ducati.	16.14.2—70.10
8	32	M. Cox.	Yamaha.	16.21.8—69.55
9	43	A. Melody.	Bultaco.	16.22.4—69.51
10	7	G. S. Kennell.	Moto Guzzi.	16.31.2—68.89
11	3	D. J. Habel.	Aermacchi.	16.34.6—68.65
12	30	N. Palmer.	Cotton Greeves.	16.35.6—68.58
13	2	P. Dale.	Greeves.	16.40.8—68.23
14	33	P. Davis.	Cotton.	16.43.0—68.08
15	31	M. Ryall.	Cotton.	16.44.2—68.00
16	21	J. R. Aldworth.	Greeves.	17.00.0—66.95
17	17	G. Lund.	Greeves.	17.00.8—66.90
18	8	J. Ridley.	Greeves.	17.51.4—63.74
19	20	P. Broad.	Ariel.	6 Laps
20	38	S. Hardy.	Vale Onslow Spl.	
21	15	D. C. McMillan.	Ducati.	
22	45	A. G. Aylott.	Greeves.	
23	29	R. Chambers.	Ducati.	

**Event 10. 1,000 c.c.**

1	20	M. J. Eglington.	Norton.	14.35.6—78.00
2	36	J. Willers.	Triton.	14.36.2—77.94
3	25	R. L. Knight.	Hughes Triumph.	14.44.6—77.20
4	22	D. E. Whapshott.	Matchless.	14.48.6—76.86
5	39	A. Rogers.	Norton.	14.59.0—75.96

**Event 5. 350 c.c.**

1	1	B. J. Davis.	A.J.S.	14.58.0—76.05
2	36	J. D. Burgess.	Norton.	15.06.6—75.33
3	19	R. Roberts.	A.J.S.	15.22.4—74.04
4	7	W. Scott.	A.J.S.	15.25.0—73.83
5	34	S. Cornes.	Norton.	15.39.2—72.71
6	44	G. Barry.	Norton.	15.40.0—72.65
7	39	C. V. Wallis.	Velocette.	15.41.0—72.57
8	20	A. Dancer.	Norton.	15.55.8—71.44
9	33	E. Cornes.	Norton.	16.02.2—70.97
10	24	M. Love.	Hughes Triumph.	16.17.2—69.88
11	17	P. Green.	Norton.	16.17.8—69.84
12	26	D. Foxley.	Triumph.	16.35.6—68.58
13	10	D. Hobday.	Norton.	16.36.8—68.50
14	30	J. Dawson.	Honda.	16.38.0—68.42
15	41	R. Burgess.	Norton.	16.39.0—68.35
16	31	M. Bland.	Norton.	16.42.6—68.11
17	18	D. Robinson.	B.S.A.	16.53.6—67.37
18	35	M. Broom.	Gumgo Manxman.	17.02.0—66.81
19	3	A. M. Boyes.	A.J.S.	17.02.8—66.77
20	37	J. Jones.	Norton.	6 Laps
21	15	A. M. Stirling.	B.S.A.	
22	43	H. J. Preece.	B.S.A.	
23	14	V. Burton.	Norton.	
24	21	C. Brazier.	A.J.S.	
25	8	D. Rogers.	Velocette.	

**Event 6. Sidecar.**

1	34	J. Harlow.	Pass: M. J. Craswell.	Norton.	16.29.8—68.99
2	46	V. G. McFarlane.	Pass: J. Whaite.	ETY B.S.A.	16.37.8—68.43
3	29	C. C. Storey.	Pass: J. Marriott.	Norton.	16.38.2—68.40
4	35	A. G. Betts.	Pass: J. G. Betts.	Norton.	16.49.2—67.67
5	31	D. Partridge.	Pass: D. Bradley.	DRJP.	17.11.4—66.21
6	47	K. Vogl.	Pass: D. Noon.	Triumph.	17.38.8—64.49
7	40	D. Jarvis.	Pass: J. McGee.	Triumph.	18.02.6—64.01
8	52	L. D. Crisp.	Pass: C. Dudley.	Norton.	18.20.8—62.04
9	50	D. Bishop.	Pass: M. Bishop.	DBS Triumph.	18.35.0—61.25

**Event 7. 125 c.c.**

1	29	F. K. Armstrong.	Honda.	16.45.4—67.92
2	15	J. Hughes.	Honda.	16.49.0—67.68
3	19	R. Hardy.	Bultaco.	16.50.0—67.61
4	3	A. T. Campbell.	Bultaco.	16.51.2—67.53
5	4	S. Nicholson.	Bultaco.	17.05.4—66.60
6	11	J. Carpenter.	Bultaco.	17.12.8—66.12
7	21	R. Glover.	Bultaco.	17.30.0—65.04
8	25	W. Pollard.	Bultaco.	17.43.0—64.24
9	7	P. Coleby.	Bultaco.	17.59.2—63.28
10	17	S. Kempster.	Bultaco.	18.55.2
11	32	B. Gleed.	M.V. Augusta.	18.56.4
12	10	M. Smith.	B.S.A.	19.20.4
13	6	R. Blake.	Bultaco.	6 Laps
14	30	L. Judkins.	Special.	

6	40	K. Herbert.	Triumph Norton.	15.04.2—75.53
7	11	R. M. Mahon.	Norton.	15.04.6—75.49
8	14	D. J. Bayle.	Norton.	15.06.2—75.36
9	31	B. S. Tingley.	Triumph Norton.	15.13.0—74.79
10	12	D. Davidson.	Norton.	15.20.2—74.21
11	37	E. P. Gasper.	Norton.	15.36.0—72.96
12	3	C. P. McDonnell.	CMS.	15.39.6—72.68
13	8	A. Roberts.	JA Triton.	15.46.2—72.18
14	45	R. Rawlingson.	Southwell Triton.	15.51.0—71.81
15	19	R. C. H. Mackay.	Vincent.	15.55.4—71.47
16	27	P. Sershall.	Norton.	15.56.2—71.41
17	6	G. Hockham.	B.S.A.	16.00.0—71.13
18	33	R. Lovell.	Norton.	16.00.8—71.08
19	7	W. Scott.	Matchless.	16.04.0—70.84
20	32	A. Stuart.	Triumph Norton.	
21	10	C. J. Bolton.	Norton.	6 Laps
22	38	J. Pearce.	Triumph.	
23	44	G. Tranter.	Matchless.	
24	29	G. R. Thomas.	Triumph Norton.	

**Event 11. 175—350 c.c.**

1	132	J. Smith.	A.J.S.	15.02.2—75.70
2	119	P. K. Irons.	Cotton.	15.03.8—75.56
3	135	A. Melody.	Norton.	15.12.0—74.87
4	118	P. Smart.	Cotton.	15.18.2—74.37
5	137	T. Newell.	A.J.S.	15.22.2—74.06
6	126	D. Heseltine.	A.J.S.	15.52.0—71.74
7	130	B. S. Tingley.	Norton B.S.A.	16.10.8—70.34
8	129	J. Hemming.	Norton.	16.16.4—69.94
9	108	P. Collins.	Cotton.	16.31.2—68.89
10	124	J. Munn.	Yamaha.	16.35.4—68.60
11	113	R. Rupes.	Bultaco.	16.40.0—68.29
12	110	K. Burns.	Aermacchi.	16.49.8—67.63
13	128	C. East.	A.J.S.	16.55.6—67.24
14	116	R. Dalloway.	M.V. Agusta.	17.07.0—66.50
15	114	S. P. Hitchcock.	Bultaco.	6 Laps
16	121	A. Stanley.	Greeves.	
17	123	R. Perry.	Greeves.	
18	136	E. Monohan.	Norton.	
19	122	K. Koster.	D.M.W.	

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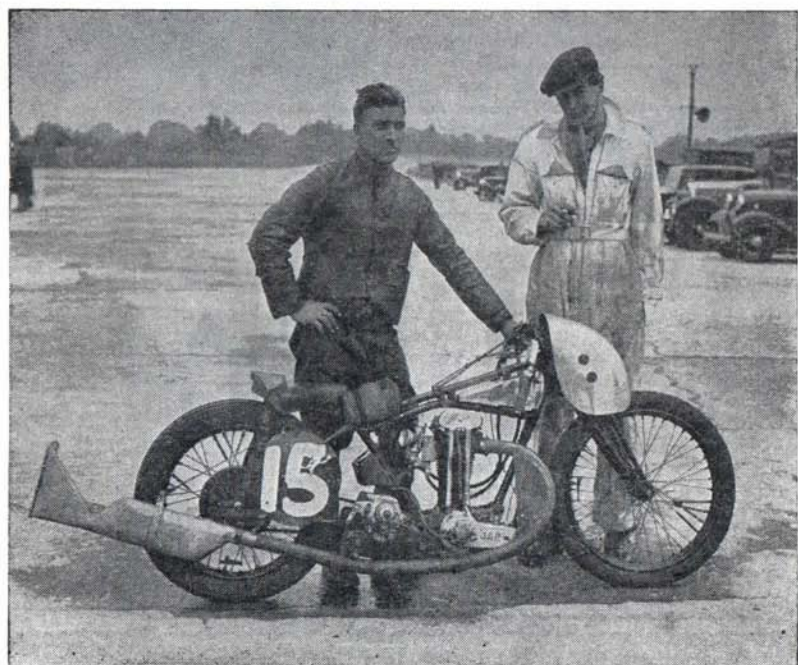
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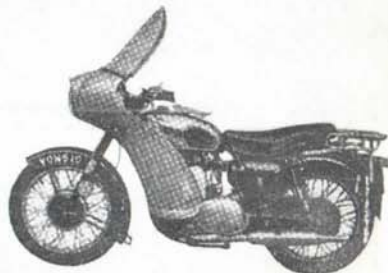
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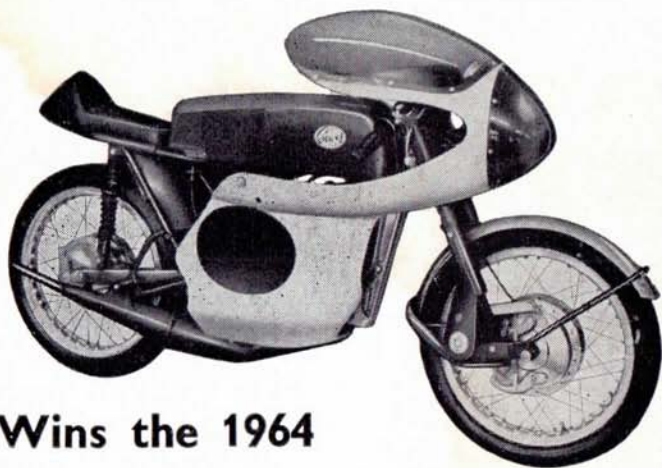
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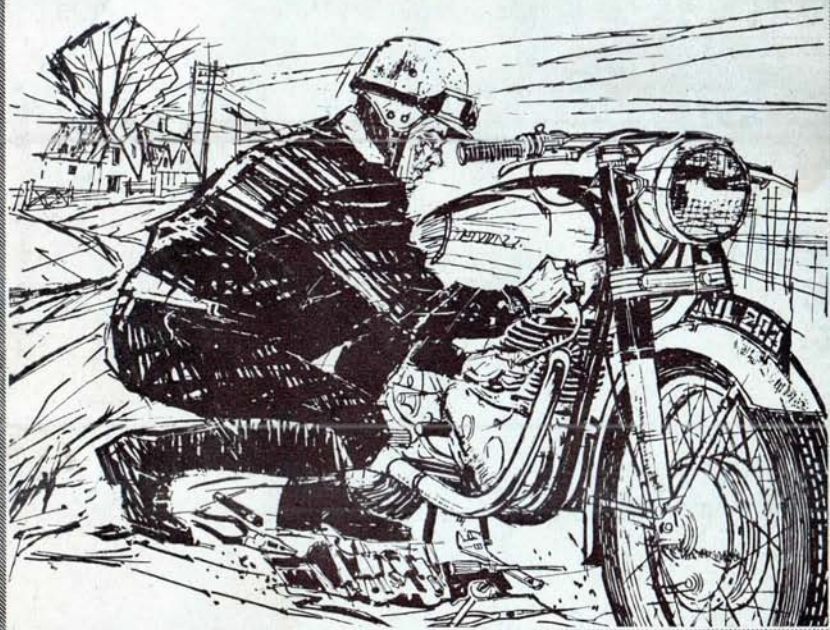
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