

BEMISEE 67

MAY



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IST In Senior, Junior, 250 c.c., 125 c.c.
and sidecar events in 1962 T.T.

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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee

EDITORIAL

NOT WORTH WATCHING!

I suppose Sean Woods comment in a recent report on the Snetterton event on March 26th about a race not being worth watching is, in this present day and age, a worthy observation to make about an inferior event. In this case it was attached to the sidecar event. It could easily be attached to any race at any meeting — even the Senior Championship race at last year's Hutch which fizzled out bit by bit. It is only a personal opinion by someone who is watching with the eyes of a spectator. (Having just written that I see that one of our members Les Judkins, has already written a reply in MCN).

But aren't too many races these days becoming just another race with dwindling competitive spirit? Not for the Club boys who throw everything they've got (and haven't got) into the spirit of enterprise. They work, sweat and toil over their machinery and then, more often than not, fight for an entry. Only to find that their home-brewed machine packs up even before it starts. No, the spectator for events such as these must be an after-thought, and, although there are obvious exceptions, you still see the finest racing at them.

RETIRED FROM ACTIVE RACING?
Then how about offering your services
as a Scrutineer?

'DODDERING OLD GIT'

I have recently had a very vitriolic letter attacking the scrutineers at the Easter Trophy Meeting for their ill-handling of the scrutineering. I have written on this subject before but it may not be out of place to comment upon it further, especially as it would appear to be a situation which is only common to "Bemsee," or so some riders would have us believe. Perhaps Ernie Woods will even go so far as to continue the subject in next month's magazine.

Scene—A wet and wintry morning (any time of year) but particularly a Bemsee meeting day.

A struggling scrutineer is in bed, sound asleep, having worked late the previous evening on a project which he cannot touch over the weekend for obvious reasons.

Time — 3.30 a.m. Alarm goes off.

"Blast (not quite the normal words) the thing"

He sits up dejectedly and stares with half-closed eyes through the window. He can't see out because it's plastered with rain. In any case it's pitch dark. He rubs his eyes with an attitude of complete despair for it has suddenly dawned on him that he's got to get up.

He doesn't quite realise the reason for it until he's struggled out of his pyjama jacket and stuck his head into a sink of cold water—he'd forgotten to leave the immersion heater on of course. Naturally his wife is awake and so is the dog. She curses, the dog howls. A fine start to a day.

"All right, I'll shut the door quietly, Belt up Jet!"

Not the day for the 'bike, he pulls the car out of the garage by its bumper. After a few fruitless jabs at the starter he's away on a 130 mile hike. He knows full well what he will get when he reaches his destination. A few hello's from people whose time is taken up with other occupations, disinterested nods and, beyond all else an armband, a stamp and some coloured tape plus his share of the "en emy."

"Of course I done it up b—— well will I didn't know sod you b—— minded—doddering old git."

"Why do I bother, it just isn't worth the effort."

A journey home, uncomfortable in wet clothes, to a nice warm fire, a sympathetic wife, a steaming cup of coffee—and a dog that wants to be taken for a walk.

"It just isn't worth it!"

Time taken — 18½ hours. £6 out of pocket.

You will have either sniggered, not read it, or be having second thoughts by now about the job of a scrutineer. He does this for not one meeting but all of them. He doesn't get anything material from his day's work except the knowledge that his presence may have saved someone's life. The Club does not employ anyone who has not himself raced.

Systems fold up when one's anticipated number of scrutineers are either late or don't turn up at all. Out of the seven expected for Easter only three arrived. You can't blame them and neither can we—we too

would have preferred a nice quiet holiday at home or somewhere else without the traffic and the toil.

But you can all help by sticking to the time schedule and not letting anyone else creep up. You'll all get your practice and race.

COMMENT

One reads in the technical press that the Italians snubbed two of our finest riders—great headlines for great riders for, make no mistake about it, both Read and Ivy are the finest we will have left after Mike has packed up; and that, he says, isn't so very far off. But to read the articles again, doesn't it make you think that, perhaps, there was something more behind the story than can be made out from the written words?

We sympathise with riders who are hard done by—perhaps both Bill and Phil were in this case—but hasn't any organiser the right to refuse an entry if he doesn't want it, at any price! Too much, these days, hangs on the start-money tag. If an organiser finds that he has reached his budget limit then surely he has the ultimate right to say 'No' to anyone whom he considers too expensive for his means or unnecessary to the success of his meeting.

Having made that rather obvious noose for myself let me add that I support the aims of the riders to provide for equality amongst themselves providing that it is done fairly and without the risk of personalities creeping into the system, but for this sort of snobbery and one-sided reaction from the British Press I only have open disgust. True, they only reported what the riders said, but if the World Championship Riders' Association are to be successful, they should be a little more informative in their reports so as not to give an unduly biased opinion. Fortunately this was not at a world championship meeting. Perhaps if it had been we might have seen the new democracy at work. But there again, if it had been, then the organisers would have had no choice but to accept their entries.

Did Phil and Bill try to enter on the day, I wonder!

**Members whose Regulations arrive late
should keep the Envelope and return it
to the Secretary with their complaint
It is impossible to get satisfaction from the G.P.O.
when there is no proof of inadequate postal services**

**WITH THIS MAGAZINE YOU WILL FIND
REGULATIONS FOR TWO MEETINGS
Make sure you note that one of them
has an opening date!**

MUTUAL AID

FOR SALE

NSU Road Racer. Built 1961 by Ray McCulloch, very smart, fast and reliable, c/w fairing, girling units, long distance tank, a few spares—worth over £100 but will accept nearest offer to £50. Delivered anywhere in England free. Photographs available.

Slightly dented alloy rim $3\frac{1}{4}$ x 18—40 hole Dunlop—15/-s. Ducati roadster dualseat—£3. Mudguard—10/-s. front or rear. Pair U.S. overalls slim build—15/-s. used once. All prices included postage and packing.

C. B. White, 39 Testbourne Road, Totton, Hampshire.

Genuine 1964 Thruxton T100SS f/w high performance parts. Very fast. Award winner. Immaculate—£190 o.n.o. H.P. arranged.

Full width Triumph 19" front wheel c/w brake T & T.—£5. 19" rear wheel—£3. 3.25 x 18" Avon Speedmaster Mk II, 3.50 x 18" S.M. Mk II, 900 miles only—£2 10s. each.

M. V. Warrington, 35 River Walk, Walton on Thames, Surrey.

1964 Greeves Silverstone—2 1/s, modified clutch, fast and reliable—£230 o.n.o. cash or H.P.

Bob Grimson, 242 St. Pauls Road, London, N.1 (evenings).

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THE T.T. — 60 GLORIOUS YEARS

“Every self respecting motor cyclist past or present in this country will strive to visit the Isle of Man in June this year. Every true hearted motor cyclist throughout the world will wish to be there.

“And why all this?

“Because the world's most important road races are being held there, and the famous races are celebrating their Diamond Jubilee on 12th, 14th, and 16th June—six World Championship races over the toughest of road racing circuits, plus a new Production Machine race for 250 c.c., 500 c.c., and 750 c.c. classes.

“All this adds up to a terribly exciting meeting without equal anywhere else in the world. The international ‘stars’ of Great Britain, the Commonwealth, and many foreign countries will all be there contending for World Championship honours.

“Last year at the closing date for entries, a record of 492 had been received. This was only slightly reduced (496) due to the postponement because of the seamen's strike, and I expect that this year the final figure will be around the 500 mark.

“It seems that for the riders the challenge of this gruelling race, unequalled in the world, is akin to that of Everest for the mountaineer.

“The 60 years history of the T.T. is filled with stories of the courage, the stoicism, the determination, and the absolute refusal to accept defeat, of countless riders.”

With these words, Mr. Norman E. Dixon, O.B.E., Chairman for 20 years of the Auto Cycle Union T.T. Committee, launched the Diamond Jubilee of the T.T. at a London Press Conference attended by 60 journalists from Britain and overseas.

As is befitting for such an historic event, plans are being made for a week which will be remembered as a sporting occasion without parallel in the world of motor cycling, or of any other pursuit.

The celebrations will begin at 5 p.m. on Saturday, June 10th, when the Governor of the Isle of Man, Sir Peter H. G. Stallard, with the President of the F.I.M., Sinor Rodil del Valle, and the Chairman of the A.C.U. will preside at a saluting base at the Grandstand.

Following the National Anthem, there will be a parade led by a band; then the police outriders; the standards of the Diamond Jubilee, and representatives carrying furled flags of all the competing nations.

The parade will march past the base and take up positions facing the Grandstand.

The Jubilee flag will then arrive, borne by four motor cyclists. It will slowly be hoisted, and as it reaches the peak of the pole international flags will be broken, trumpeters will play a fanfare and maroons will sound as a prelude to a message from the President of the F.I.M., and another parade, this time headed by vintage and modern motor cycles.

The whole will be colourful pageantry, to provide a wonderful memory for all followers of the sport who are lucky enough to be present.

PRACTICE SCHEDULE

(Subject to alteration in the light of entries received).

MORNING (04.45 hrs. — 06.45 hrs.)	AFTERNOON (14.30 — 16.45)	EVENING (18.30 — 20.15)
Thursday, 1st June Intl. Solos (ex. 50 c.c.)		Intl. Solos (ex. 50 c.c.)
Friday, 2nd June Intl. Solos (ex. 50 c.c.)		Intl. 50, 125, 250 c.c.
Saturday, 3rd June Intl. Solos (ex. 50 c.c.)		
Monday, 5th June Intl. 50, 125, 250 c.c.		Production Machines
Tuesday, 6th June Intl. 350, 500 c.c.		Intl. 50, 125, 250 c.c.
Wednesday, 7th June Production Machines		Sidecars
Thursday, 8th June Intl. 50, 125, 250 c.c.	Intl. 250, 350, 500 c.c. Sidecars	
Friday, 9th June Intl. 250, 350, 500 c.c. Sidecars		Production Machines
Saturday, 10th June Intl. 250, 350, 500 c.c. Sidecars		

ON GETTING THERE

Motor cyclists are asked to buy their tickets in advance from the Isle of Man Steam Packet Company, Motor Cycle Bookings, P.O. Box 5, Imperial Buildings, Douglas, Isle of Man, stating the date and time they wish to return to Liverpool after the races, or to Ardrossan (on the 15.00 hour sailing) on Saturday, June 17th.

To guarantee accommodation for vehicles, permits are issued regulating the number on each boat and early application is essential.

Passenger fares are: Liverpool 67s. 6d.; Ardrossan 75s.; Combination 70s., and Solos 35s.

Petrol supplies should be kept low on nearing Port of Embarkation, as tanks are emptied (free of charge) before machines are embarked.

60 YEARS IN PICTURES

A unique collection of 150 photographs spanning the 60 years of the T.T. from 1907, will be staged free of charge, at the Villa Marina, Douglas, from June 9th to 17th. The organisers, Ilford Ltd., claim that there is no collection of photographs on the T.T. anywhere in the world, which is more comprehensive, and that every picture, no matter its age, is sharp and clear.

Further, the company will provide a valuable advice service, with experts explaining how to get good pictures of the competitors at high speed, or in any other situation. **SO DON'T FORGET TO TAKE YOUR CAMERA.**

AMENDMENTS TO G.C.R.s.

G.C.R. 175 Official Programme

Delete in para. (d) " with their licence numbers, if applicable."

As it is no longer a requirement that Competition Licence Numbers of entrants and drivers be included in Official Programmes, to ensure that they hold the appropriate licences, it will be necessary to implement rigidly G.C.R. 166.

" For a national competition, any entry that does not state the entrant's and driver's national licence numbers shall be null and void."

Drivers will, therefore, be required to produce their competition licences when signing on. Any driver unable to produce his licence shall be reported by the Clerk of the Course to the Stewards of the Meeting. It shall then be up to the Stewards to decide whether the driver shall be permitted to start. A list of names of those drivers who are unable to produce their licences shall be forwarded with the Stewards' Report to the A.C.U. and if it is found that any driver on the list is not the holder of a current licence, disciplinary action will follow.

This procedure also means that it will no longer be necessary to submit a list of entries with Licence Numbers to the A.C.U. for checking purposes prior to the event.

G.C.R. 36. Motor Cycle and G.C.R. 192 Categories.

A mechanically propelled vehicle having less than four wheels, all of which are normally in contact with the ground, Motor Cycles are divided into Categories.

CATEGORY A(1) MOTOR-BICYCLE (SOLO)

A one track vehicle with two road wheels.

CATEGORY A(2) SCOOTERS (SOLO). (See G.C.R. No. 194)

A one track vehicle with two road wheels.

CATEGORY B(1) MOTOR-BICYCLE WITH SIDECAR

A vehicle making two tracks, comprising a solo motor cycle making one track and a detachable sidecar chassis and body making the other track.

CATEGORY B(2) MOTOR-BICYCLE AND SIDECAR

A vehicle making two tracks, comprising a solo motor cycle making one track with a sidecar permanently attached making the other track.

CATEGORY B(3) CYCLECAR

A vehicle making three tracks and consisting of a complete and integral unit.

CATEGORY B(4) SCOOTER WITH SIDECAR

A scooter conforming to the requirements of G.C.R. 194 making one track and a detachable sidecar making the other track.

DON'T FORGET—The Annual General Meeting
Charing Cross Hotel, W.C.2
MAY 19th 8.00 p.m.

Each Category is divided into certain classes each class having a minimum and a maximum cylinder volume, and each class is described by its maximum cylinder volume (see Chapter VI).

It should be noted Standing Regulation for Road Races No. 19 is amended as far as the first paragraph only is concerned.

The Competitions Committee have agreed that in view of the doubts expressed by drivers concerning the complete segregation of sidecars and three wheelers in competitions it should be made clear that promoters may hold events for any or all of the vehicles in Category B. Further that at least one year's notice of any alteration to the above Categories should be given and that in any case no further amendment to the regulation will be considered before 1st January, 1968.

Explanation and advice from the Engineering and Technical Department of the Royal Automobile Club

The brand names of petrols marketed do not always give a comparative indication of the quality of petrol, particularly in respect of octane number or anti-knock value, and in an effort to remove the confusion which seems to exist in the minds of some motorists, the British Standards Institution has compiled a specification for the marketing of petrol for motor vehicles.

Under this scheme four groups of petrol, each with a small range of octane numbers, are covered and designation by stars will be used as follows:—

5 star	...	...	100	3 star	...	...	94
4 star	...	...	97	2 star	...	...	90

Note. All these are the minimum octane rating (research method).

In addition to the octane rating the British Standard also specifies certain other important factors, such as the evaporation temperatures, sulphur, gum and lead content, oxidation stability and copper corrosion.

The octane rating is one of the most important properties of petrol and basically denotes its 'anti-knock' quality. On engines of high compression ratio petrol of suitably high octane rating has to be used to avoid 'pinking'. Pinking is a metallic tapping noise audible from the engine, particularly when accelerating hard under load, if a too low grade of fuel is used.

The octane requirement of an engine can be influenced not only by the compression ratio but also by factors such as the engine design, carburettor and ignition settings, the running temperature of the engine, carbon deposit and the amount of wear present.

The octane numbers of petrol marketed by an oil company are normally reflected in the prices of the various brands they offer. Some car manufacturers now give an indication of the grade of petrol which is likely to give the best performance on their engines. The motorist, by trying out two or three grades of petrol, can quickly ascertain for himself the grade of fuel which gives the best and most economical results on his vehicle.

Taking both the technical and the cost factors into account, experience has shown that the lowest grade of petrol on which the engine runs satisfactorily without any signs of "pinking" is the most suitable fuel to use.

POSTBAG

The following two appreciations arrived too late to be included in the March tribute to Harold Daniell

I well remember first reading of Harold in the early thirties when he was already one of the stars I admired and I was just a beginner on the grass tracks. I little knew that one day, I would be honoured to know him personally and to discover what a great personality he was.

As a rider he was second to none and his dry wit was a tonic to everyone. Since his retirement he has worked untiringly behind the scenes for the good of the sport in general and will be sadly missed by all.

ARTHUR WHEELER, Epsom.

Having known Harold Daniell for many years I feel fortunate and, indeed, honoured to have been considered one of his friends amongst the many he made during his career as a top flight rider and motor cycle trader—always willing to help the younger generation and those not so fortunate, with advice from his vast experience and without any thought of reward.

His good humoured criticisms and wit very rarely failed to be taken the wrong way.

BMCRC, the sport, and the community at large are the poorer for the loss of Harold Daniell.

GEORGE BROWN, Stevenage.

Dear Sir,—I should like to congratulate you on the booklet on the late Harold Daniell. He will be sadly missed by all of us.

You mention Harold's ride at Silverstone in 1950 on a machine borrowed from Ted Frost. I am afraid it does not seem generally known that Ted died of cancer on the Tuesday after Christmas.

Members of the Sidcup Club are justly proud that Harold joined the Club in 1928 or 1929 and first rode for the Club at the Middle Park Farm grass track meeting in 1929.

Harold did a lot for the Sidcup Club and was a Vice-President for many years, and I do not think it is appreciated that he was a grass tracker of no mean ability, being one of the earliest riders at Brands Hatch. At one time he held a five lap 600 c.c. record at Layham's Farm. In 1933, on June 18th, he set up a 600 c.c. 8-lap record at Brands Hatch of 51.94 m.p.h. This he later pushed up to 52.08 m.p.h. with Jock West and Blacklocks close behind.

ROBIN LAW, Bromley, Kent.

Dear Sir,—I was surprised to read John Webb's statement in the Press some time back that he—"was unaware of the concern over the lack of meetings catering for the 750 c.c. class." I myself had written to Grovewood circuits on this subject. Could it be that John Hartle and I were the only people to do so?

If enough effort was put in by the promoters of National meetings, the 750 c.c. class would surely become the most interesting, but they can't do everything. The riders of those machines must support the National meetings if we are to make 750's an accepted class of racing machine.

On another subject, the article on shooting in February's magazine was most enjoyable. Whatever happened to those hares that used to run across the track at Silverstone?

Yours etc., P. HARRISON, Redditch.

Dear Sir,—I thought I would drop you a line to mention how much I enjoyed the Easter Trophy Meeting at Snetterton. As a completely raw beginner in the game I must say that road racing is a lot safer than I thought. I didn't have one second of worry.

Although I didn't put up a commendable performance in the 250 class (second race) I suppose I just went along for the fun of riding a 'bike for the first time for four years. I only wish now that I had taken it up ten years ago instead of riding on the road.

I'm getting old now—all of 28!—but the fun of riding is still there. I only hope the Club's policy doesn't just run for the fast men as I know that I'll never get that far, but also exists for the chaps like me who ride in a race for the sheer enjoyment.

Yours, etc., G. MATTHEWS, Stanwell, Middx.

Dear Sir,—I would like to say how much I enjoyed attending the "Bemsee" meeting at Snetterton on Easter Monday as a competitor in the sidecar class. It was my first ever meeting as a competitor and I really did enjoy it. I would like to thank the 'management' too, even the scrutineers who picked holes in my 'bike!

Yours, etc., MICHAEL FISHER, London, N.9.

Dear Sir,—I would like to offer my thanks to all officials for a very enjoyable meeting at Snetterton on Easter Monday. From scrutineering, practice and racing, it was a pleasure to find everything so well organised and officials, especially the scrutineers, doing the job with apparent enthusiasm.

It is regretted that this meeting was marred by a few unfortunate accidents and I wish those involved a speedy recovery. I feel I may be expressing the feelings of all riders when I say thanks a million and how much I'm pleased to be a member of "Bemsee."

Yours, etc., MIKE POMFRET, Stoke on Trent, Staffs.

Dear Sir,—For many years I raced with your Club and have now retired from active racing.

Could you please advertise that I am willing to give a lift to any competitor to Mallory Park, Brands Hatch, Lydden, Castle Combe and Snetterton. I have a Bedford van so am able to carry one or two 'bikes and am free nearly every weekend.

Yours, etc., M. BOOL, 5 Old House Gardens, Park Road,
Twickenham, Middx.

Well, after being chased like this:—



Wouldn't you run away!



EASTER TROPHY MEETING

27th March, 1967

RESULTS

(Further results in June Magazine)

Event 1. Three-Wheelers.

1	2	C. Storey.	Norton.	15.10.0—75.04	
2	15	M. D. Wortley.	M.D.W. Triumph.	15.20.8—74.16	
3	1	M. Harris.	Norton.	15.37.2—72.87	
4	7	N. R. Vann.	Velocette.	16.01.2	
5	24	P. J. Wright.	Norton.	16.05.8	
6	19	A. E. Huggett.	Matchless.	16.39.8	
7	3	R. Gooch.	Triton.	17.26.2	
8	21	A. Surtees.	N.T.F Triumph.	6 Laps	

Event 2. 1,000 c.c.

1	27	R. P. Connolly.	Norton.	13.30.8—84.23	
2	42	R. Wittish.	Norton.	13.32.2—84.08	
3	21	D. J. Nixon.	Triumph Special.	13.38.0—83.49	
4	32	R. L. Knight.	Hughes Triumph.	13.38.6	
5	28	K. H. Hampton.	Norton Triumph.	14.00.8	
6	1	R. A. Maskell.	B.S.A.	14.02.8	
7	34	P. B. Newman.	Dresda Triton.	14.07.0	
8	6	J. K. Simpson.	Triton.	14.07.4	
9	15	J. C. Judge.	R.G.M. Triumph.	14.13.4	
10	41	D. M. Grant.	Norton.	14.14.2	
11	4	D. F. Best.	Norton.	14.16.2	
12	35	A. W. Roberts.	Dresda Metisse.	14.20.4	
13	24	G. R. Thomas.	Norton Triumph.	14.21.2	
14	23	P. Clews.	Triton.	14.23.6	
15	5	D. J. Habel.	Norton.	14.25.0	
16	36	R. W. Bryant.	B.S.A.	14.30.0	
17	22	K. Tilley.	Triumph.	14.33.2	
18	31	A. J. Sykes.	Tri-Norton.	14.41.6	
19	44	H. R. Aldous.	B.S.A.	14.45.4	
20	26	T. A. Upton.	Norton.	14.48.2	
21	39	R. C. Buckwell.	Norton.	15.18.0	
22	11	I. M. Grant.	Tri-Norton.	15.29.4	
23	17	R. P. Wales.	Norton.	15.30.8	
24	28	K. H. Hampton.	Norton Triumph.	6 Laps	
25	19	R. J. Nicholas.	Dresda Metisse.	6 Laps	

Event 3. 250 c.c.

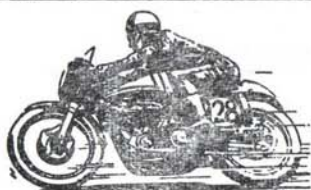
1	24	W. H. Day.	Greeves.	14.10.2—80.32	
2	4	B. A. Smith.	Yamaha.	14.19.0—79.50	
3	1	R. D. Rippingale.	Greeves.	14.21.4—79.28	
4	5	S. P. Hitchcock.	Bultaco.	14.33.8—78.16	
5	17	W. Stevenson.	Cotton.	14.39.4—77.66	
6	18	M. J. Pomfret.	Yamaha.	14.51.6—76.65	
7	36	C. E. Baker.	Cotton.	15.04.6—76.60	
8	34	D. Hall.	Bultaco.	15.05.2—75.49	
9	32	R. D. Kemp.	Greeves.	15.10.6—75.45	
10	10	M. Worsdall.	Yamaha.	15.16.4—75.00	
11	15	M. J. Cashmore.	Greeves.	15.42.2—74.52	
12	11	M. Nicoll.	Cotton.	15.49.0—72.47	
13	19	V. S. Burton.	Greeves.	15.49.0—71.96	
14	29	M. Campbell.	Ducati.	15.51.0—71.81	
15	39	A. B. Hughes.	Ducati.	15.53.4—71.63	
16	26	G. J. Oldfield.	Honda.	14.15.4—6 Laps	
17	28	I. L. Humphrys.	M.V. Merlin.	14.58.2—6 Laps	

Event 4. Production Solos.

1	15	J. M. Hedger.	Triumph T120.	13.18.2—85.56
2	14	C. M. Hopes.	Triumph T120.	13.19.4—85.43
3	7	P. A. Butier.	Triumph T120.	13.20.0—85.37
4	6	D. J. Nixon.	Triumph Bonneville.	13.26.4—84.69
5	16	H. M. Robinson.	Triumph T120.	13.55.2—81.77
6	10	K. G. Buckmaster.	Triumph T120.	14.02.8—81.03
7	3	C. P. Wall.	B.S.A. Spitfire II.	14.39.4—77.66
8	19	D. Lecoq.	Triumph T120.	14.40.6—77.55
9	5	D. W. Jones.	Triumph T120.	14.45.0—77.16
10	2	B. M. Smith.	B.S.A. Spitfire II.	14.47.2—76.98
11	17	J. Davey.	Triumph T120.	14.52.6—76.51
12	37	C. P. Thompson.	Ducati Mach. 1.	15.00.0—75.89
13	34	A. M. Rogers.	Ducati.	15.05.4—75.43
14	45	P. Alexander.	A.J.S.	15.11.2—74.95
15	8	K. J. Rawlinson.	Norton.	15.14.6—74.67
16	22	G. F. Green.	Triumph.	15.22.4—74.04
17	4	L. A. Reed.	B.S.A.	13.30.8—6 Laps
18	38	L. S. Porter.	Suzuki.	13.34.2—6 Laps
19	42	G. Carter.	Triumph.	13.35.0—6 Laps
20	12	M. Orange.	Triumph.	13.41.2—6 Laps
21	43	A. V. Tucker.	Triumph.	14.19.4—6 Laps
22	21	H. A. Robertson.	Velocette.	14.19.6—6 Laps
23	44	M. A. Burgess.	B.S.A.	14.20.0—6 Laps
24	33	P. Thorne.	B.S.A.	14.20.6—6 Laps
25	32	G. Sparshott.	Triumph.	14.34.0—6 Laps
26	41	J. Jackson.	Yamaha.	14.30.6—6 Laps
27	40	R. J. Perry.	Suzuki.	
28	28	D. L. Rogers.	Vincent.	
29	30	R. A. Saulsbury.	Triumph.	

Event 5. 350 c.c.

1	20	D. P. May.	Norton.	13.52.0—82.08
2	21	M. J. Jackson.	A.J.S.	14.03.6—80.95
3	16	J. Dawson.	Honda.	14.16.0—79.78
4	4	D. J. Habel.	Norton.	14.16.4—79.74
5	18	B. Stenning.	A.J.S.	14.20.0—79.41
6	31	P. J. Green.	Norton.	14.35.0—78.05
7	6	K. J. Smith.	Norton.	14.35.6—78.00



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9	24	W. Stevenson.	Cotton.	14.39.8—77.62
10	1	D. W. Lamb.	Norton.	14.48.0—76.91
11	9	J. Wade.	Norton.	14.50.0—76.73
12	38	R. G. Crowther.	A.J.S.	14.50.2—76.71
13	15	A. Benfield.	Aermacchi.	14.53.0—76.48
14	28	M. A. Carter.	Norton B.S.A.	14.53.6—76.43
15	25	N. Winter.	A.J.S.	15.02.0—75.71
16	8	C. V. Wallis.	Velocette.	15.03.2—75.61
17	26	C. East.	A.J.S.	15.09.6—75.07
18	34	M. W. Love.	Hughes Triumph.	15.43.4—72.39
19	11	P. G. Brayne.	Norton.	16.07.2—70.61
20	36	R. J. Quick.	Special.	13.52.4—6 Laps
21	7	G. J. Jones.	Honda.	14.25.4—6 Laps
22	35	D. Jarvis.	Norton.	14.31.2—67.18
23	10	A. S. Fryer.	Norton B.S.A.	15.09.2—64.39
Event 6. Three-Wheelers.				
1	51	S. A. Clapham.	Triumph.	15.13.8—74.73
2	53	M. D. Wilson.	Triumph.	15.18.6—74.34
3	45	D. Chapman.	Triton.	15.41.0—72.57
4	39	M. F. Ward.	Triumph.	15.44.8—72.29
5	43	I. J. McGhee.	Triumph.	16.08.0—70.55
6	40	C. E. Daynes.	Royal Enfield.	16.27.0—69.19
7	48	B. J. Shipton.	Vincent.	16.53.0—67.42
8	32	B. Offer.	Triumph.	16.53.2—67.40
9	50	T. Tremble.	G.G.M. Triumph.	16.08.2—6 Laps
10	35	J. W. Smith.	Triumph.	16.27.4—6 Laps
11	47	M. C. Fisher.	Tri-Norton.	17.05.4—6 Laps
Event 7. 125 c.c.				
1	6	T. Hughes.	Honda.	15.11.6—74.91
2	18	M. J. Pomfret.	Honda.	15.29.2—73.59
3	17	R. W. Bryant.	Bultaco.	15.43.6—72.37
4	12	P. J. Brayne.	Bultaco.	16.07.6—70.61
5	2	S. R. Nicholson.	Bultaco.	16.11.8—70.58
6	32	G. Corbett.	Bultaco.	16.24.0—70.27



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9	22	W. P. Pollard.	Bultaco.	17.07.4—66.47
10	16	K. J. Hack.	Montessa.	17.08.6—66.40
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12	4	I. L. Humphrys.	M.V.	17.31.6—64.95
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Event 8. 1,000 c.c.				
1	88	R. W. Corbett.	Domiracer.	13.48.2—82.46
2	51	B. Hussey.	Matchless.	13.48.8—82.40
3	94	G. Penny.	Honda.	13.58.6—81.44
4	65	M. A. Hunt.	Triton.	14.16.6—79.72
5	57	D. Garland.	Triton.	14.29.2—78.57
6	93	M. J. Broad.	Matchless.	14.33.0—78.23
7	54	T. E. Collingwood.	Davies Triton.	14.53.4—76.45
8	75	B. Timson.	Norton.	15.54.4—76.36
9	64	D. Potter.	Norton.	15.19.6—74.26
10	85	R. C. Date.	Norton Triumph.	15.25.2—73.82
11	60	D. W. Roberts.	B.S.A.	15.30.8—73.37
12	89	J. Scrivener.	Norton.	15.37.8—72.82
13	70	D. Pearce.	Norton.	15.40.6—72.60
14	87	J. G. Kew.	H.N.T. Spl.	15.51.8—71.75
15	59	P. J. Bryant.	Norton.	15.54.0—71.58
16	90	D. A. May.	Velocette.	15.59.8—71.14
17	79	R. A. French.	Triton.	13.50.0—6 Laps
18	80	D. Walker.	Matchless.	13.54.2—6 Laps
19	61	W. Hodgkins.	Norton.	13.58.6—6 Laps

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22	91	A. Keep.	Norton.	14.16.2—68.36
23	81	J. P. Tucker.	Snacksauka.	14.18.8—6 Laps
24	82	I. Gray.	Norton.	14.25.0—6 Laps
25	68	P. Jones.	Elbee Triton.	
26	77	D. Hartley.	Velocette.	
27	76	K. Farmer.	B.S.A.	
28	73	P. Kley.	Norton.	

Event 9. 250 c.c.

1	79	J. Ward.	Royal Enfield.	14.31.0—78.41
2	68	S. V. Wood.	Ducati.	15.15.0—74.64
3	50	B. I. Lee.	Aermacchi.	15.36.2—72.95
4	83	C. Filler.	Greeves.	15.43.2—72.41
5	53	P. H. Joanson.	Greeves.	15.48.4—72.01
6	61	M. Dearling.	Montessa.	15.58.8—71.22
7	76	T. J. Byrne.	Ducati.	16.11.0—70.33
8	67	R. Mitchell.	Greeves.	16.34.8—68.64
9	86	R. J. Perry.	Suzuki.	16.50.0—67.61
10	71	M. Jones.	Ducati.	14.31.2—6 Laps
11	51	J. R. Haw.	Greeves.	14.39.8—6 Laps
12	52	R. Edwards.	Greeves.	14.43.4—6 Laps
13	56	J. Brown.	Ducati.	15.26.0—6 Laps
14	75	A. Sycamore.	Honda.	15.27.8—6 Laps
15	85	M. P. Dignton.	Royal Enfield.	15.29.0—6 Laps
16	69	L. F. Judkins.	Moto Guzzi.	16.09.8—6 Laps
17	64	G. Matthews.	Royal Enfield.	17.04.0—6 Laps

Event 10.

1	103	A. E. Rogers.	Norton.	13.49.0—82.38
2	114	C. R. Hutton.	Matchless.	13.59.0—81.40
3	143	A. D. Donnell.	Triton.	14.01.6—81.15
4	119	K. G. Buckmaster.	Triumph.	14.07.2—80.61
5	109	G. Hockham.	B.S.A.	14.58.6—76.03
6	115	J. W. Shadbolt.	Triton.	15.08.8—75.15
7	129	R. Gollings.	Triton.	15.11.4—74.93
8	106	R. Allen.	B.S.A.	15.11.6—74.91
9	136	J. F. Bentman.	Triton.	15.11.6—74.91
10	139	R. H. Guy.	Norton.	15.14.2—74.70
11	130	D. J. Wain.	Norton.	15.14.5—74.67
12	102	D. M. Williams.	Triton.	15.18.2—74.37

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