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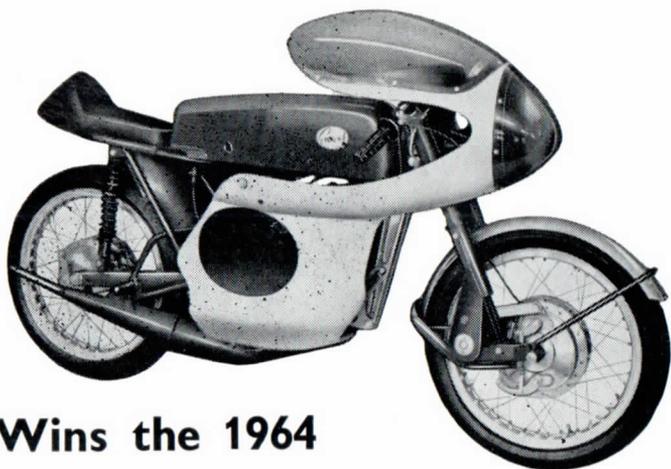


***Bemsee***  
NOVEMBER



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THE JOURNAL OF THE  
BRITISH MOTOR CYCLE RACING CLUB



**EDITOR**  
**Jim Swift**

**Registered Office :**  
P.O. Box 75, 33a London Road,  
Kingston-on-Thames, Surrey.



**Bemsee**

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## THE CLUB

**President :** Air Marshal Sir Geoffrey Tuttle, K.B.E., C.B., D.F.C., F.R.Ae.S.  
**Vice Presidents :** H. L. Daniell, G. E. Duke, O.B.E., J. Surtees, M.B.E., and G. Brown

## EDITORIAL

Reports in last months technical press to the effect that Silverstone is no more as a motor cycling circuit were, to some extent, exaggerated. The circuit has not been made available to the Club for 1967 due to a number of reasons which the Club does not necessarily accept but which BRDC consider to be justified. Negotiations progress for 1968, dates for which the Club will be submitting to BRDC before the end of the current year. It will remain to be seen whether or not the Club is successful in its application for dates.

One must remember that, with the loss of Aintree, BARC moved into Silverstone. Then BARC lost Goodwood this year so it may therefore be assumed that it is they that have taken over the spare venues which have resulted from the Club not being offered dates for 1967. To date we have not seen the calendar, so we can but surmise.

A fully comprehensive season is therefore being negotiated for 1968 but in the meantime to offset the loss of Silverstone, 1967 will see three Club meetings run at Brands Hatch. The balance of the Club's programme will be run at Snetterton with Crystal Palace providing the one National event.

Now that the season has ended and everyone is getting down to the task of overhauling their machines prior to 1967, it might well be an opportune moment to mention some of the points which have arisen during the course of the season.

No-one, least of all the riders, believe that organising a seasons racing is an easy task but from time to time and from meeting to meeting the irksome thing happens and something goes wrong which affects all of us in exactly the same way. What is at the root of the problem we know, how to get round it we don't.

One of the biggest problems these days is finding voluntary officials to get up at the crack of dawn and put in a hard day's work for nothing. We had hopes of sorting out the difficulty for this year by arranging to double-up on officials but unfortunately cold mornings and wet meetings soon put paid to newly found enthusiasm. It took us completely by surprise on October 2nd to find that half the scrutineers didn't turn up and those that did arrived late. This obviously set everything off to a bad start and caused delay upon delay for which the riders were justly annoyed. We are not proud that this sort of thing happens because it makes the Club look idiots especially as it has, for the past fifty seven years, been acclaimed as the finest Club in the country for its organising ability. This organising ability is now collapsing through insufficient manual support on race day. Not that the problem is particular to Bemsee alone; most other Clubs are suffering from it and we are no exception. It is only through the stalwart support of a handful of officials that the meetings continue. Perhaps it would be a different story if the Club was localised and could draw on local enthusiasm. As it is its meetings are so widespread that officials have to travel as many miles as the riders without the advantage of getting some material enjoyment from their efforts.

Quite frankly, the magazine is now becoming a load of old rubbish. Why?—for roughly the same reason. We have appealed in the past for contributors to its pages but none come forth except one certain gentleman who sits at home and writes the most outrageous attacks on everything we're working for and expects them to be printed. The first we printed, the rest are just a repetition so why he's a member I don't know! But the fact remains that these letters are the only contribution to the pages of the magazine except for the excellent cartoons from Pete Butler. What we need is a live-wire editor who has the time and enthusiasm to run a single-handed magazine. Otherwise we're all doomed to read the tripe that I knock out in one afternoon flat.

At Silverstone on September 24th I had a deputation from solo riders to sort out the oil on the course which had been dropped by the previous sidecar races. The marshals had done everything possible to get rid of it but the surface remained slippery. I was even asked to run both sidecar races as the last events of the day. Perhaps some of the riders would like to fill the pages of the magazine and comment upon this angle?

Whereas many Clubs and organisers throughout the Country stick to heats and finals, Bemsee believe that this form of race organisation benefits only those that are quick enough to attain the final. Likewise all races are of a reasonable length even though not more than one race for the set number of riders is run. Time is an ugly problem which affects us all. It is quicker to run more races than fewer races twice—if you see what I mean! With the vast number of people entering Club meetings it is more beneficial to all to provide for at least one ride per member rather than two rides for some and none for many. The addition of heats and finals would mean shorter heats and the time taken for a final would mean that forty other members would not get a ride. More races could be run at a meeting providing one didn't have timekeepers which

brings us to the question—"do riders want times and speeds or are they prepared to do without them for possibly more rides?" Over to you!

The questionnaire included in last month's magazine didn't prove as popular as anticipated. It proved nothing other than the fact that there are a few average members who were sufficiently enthusiastic to fill it in and drop it through a letter box. If there are any members who were going to send it in please do so. To others I will add that we can't help you if you can't help yourself! When we have received sufficient returns to make it possible, an analysis of the answers will be printed along with our arrangements for the future.

## MUTUAL AID

### FOR SALE

1955 7R. Fast, reliable. Kirby type fairing, sprockets etc.—£150 o.n.o.  
L. M. Orchard, 7 Poole Road, Moreton, Swindon, Wilts.

TRIUMPH NORTON unregistered, 9-stud, Hartley balanced Bonneville motor and Manx gearbox in chrome and re-stove enamelled cycle parts. Oldani front brake, racing tyres etc. Immaculate in Manx colours—£320 o.n.o.

B. K. West, 173 Prince George Avenue, London, N.14.

GOLD STARS—350 c.c. and 500 c.c. Fully prepared, recent complete overhaul, reconditioned mag., new tyres, Ferodo linings etc., clean, fast and reliable. 350—£125. 500—£140. Delivery could be arranged. No offers.

D. Walker, 38 High Street, Desborough, Near Kettering, Northants.

GOLD STAR — 350 c.c. in racing trim complete with fairing, rev. counter, sprockets etc. Very reliable. Ideal for beginner. £125 cash.

W. Parker, 72 Welford Gardens, Abingdon, Berks.

### WANTED URGENTLY

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One pair of size 12 racing boots. Were collected and held by someone but we've forgotten who it was!!!! Please return them c/o P.O. Box 75, 33a London Road, Kingston upon Thames, Surrey.

## GUINNESS TROPHY MEETING

So it's been done at last. Brian Davis has been the undisputed Club 'champion' for a season or two and has at last been beaten, firstly by Alan Rutter at the Ace of Clubs meeting and now by Paul Smart on a 246 Greeves! This is by no means disrespectful for Brian's undoubted skill but it does mean that we must see some fireworks next year to liven things up a bit. The only trouble is that to do so we should have to make a 175—350 c.c. class a permanent classic. Unless Paul will ride his 301 c.c. as he did quite recently. The Production class too is becoming quite a thrill to watch. Television viewers must still be talking over the scrap which livened up their Saturday boredom, between John Hedger and Pete Butler, and the scraps which go on further down the field at all meetings make a mockery of the so-called International events where one expects but never really sees true competition for the sports sake.

The Guinness Trophy eventually went to Paul Smart but only just. He was closer to the lap record by a mere one hundredth of a mile an hour than was Grant Gibson to the 125 lap record. Great stuff! It would be pointless to write a report on the meeting—everyone was too busy to watch the racing—and justice could never be done to those riders who battled it out in their private duels. It's just a great pity that the public haven't been educated enough into the arts of Club racing. To Nigel Morgan we send our best wishes for a speedy recovery.

## RESULTS

### GUINNESS TROPHY MEETING

Snetterton — 2nd October, 1966

#### Event 1. Sidecar.

1	12	J. G. Trustham. Pass: A. Notman. Vincent. 11.09.8—72.83
2	10	R. F. G. Powell. Pass: J. R. Bent. Triumph. 11.10.0—72.81
3	8	J. W. Harlow. Pass: M. J. Crasswell. Norton. 11.10.8—72.73
4	2	R. L. Ayres. Pass: R. Housego. E.T.Y. Triumph. 11.27.0—71.01
5	9	M. Potter. Pass: D. Wright. Triumph. 11.28.0—70.90
6	19	G. R. L. Boret. Pass: P. J. Kennard. Vincent. 11.30.0—70.70
7	4	A. G. Betts. Pass: J. G. Betts. Norton. 11.33.2—70.38
8	14	A. Bambrick. Pass: J. Coupland. Triumph Norton. 11.37.8—69.92
9	1	M. L. Harris. Pass: R. G. Gooch. Norton. 11.38.2—69.87
10	11	J. C. Parker. Pass: C. D. Wallace. Triumph. 11.41.6—69.53
11	3	N. Vann. Pass: G. F. Hayhoe. Velocette. 11.42.0—69.49
12	15	R. J. Beales. Pass: Mrs. J. R. Beales. Triumph. 11.45.4—69.15
13	7	G. A. Bye. Pass: B. Spriggs. E.T.Y. Triumph. 11.46.8—69.01
Fastest Lap: R. F. G. Powell and J. R. Bent in 2.07.4s. at 76.58 m.p.h.		

#### Event 2. 350 c.c.—1,000 c.c.

1	125	D. J. Nixon. Triumph. 11.12.4—72.55
2	136	P. Bailey. Norton. 11.32.8—70.42
3	116	D. P. May. Norton. 11.35.8—70.12
4	102	R. P. Connolly. Alcon Norton. 11.49.8—68.72
5	133	J. P. Wickett. Triton. 11.51.6—68.64



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24	117	R. Anderson.	Greeves.	11.59.0—67.84
25	115	J. A. Champion.	Aermacchi.	12.09.0—66.91
26	111	K. Parkins.	B.S.A.	10.42.4—4 Laps
27	102	B. Edward.	Aermacchi.	10.58.8
28	114	T. Collinson.	Norton.	13.07.4

Fastest Lap: B. J. Davis in 1.59.8s. at 81.43 m.p.h.

### Trophies

Guinness Trophy	—	P. A. Smart	12.51 m.p.h.
Hector Dugdale Trophy	—	B. J. Davis	82.82 m.p.h.
Lambretta Trophy	—	Jointly G. Gibson, J. A. Iszard	72.05 m.p.h.
McTomkinson Trophy	—	R. F. G. Powell	76.58 m.p.h.

As a result of the loss of Silverstone, the Club will continue to promote racing at different circuits and next year will move the three Silverstone meetings to Brands Hatch. The only difference being that both practice and racing must be run on a Saturday afternoon although the paddock will be available for scrutineering. It is to be decided in which direction the races will be run. The dates for these three meetings are: June 3rd, June 17th and August 5th. The provisional 1967 calendar therefore reads:—

March 27th	—	Snetterton
May 21st	—	Snetterton
June 3rd	—	Brands Hatch
June 17th	—	Brands Hatch
July 23rd	—	Snetterton
August 5th	—	Brands Hatch
August 13th	—	Brands Hatch (Hutch)
August 28th	—	Crystal Palace
September 3rd	—	Snetterton
October 22nd	—	Snetterton

In appreciation of the efforts put into their task, the Club will be organising an evenings buffet for selected marshals during the week of the motor cycle show at Earls Court. I say selected, because not all marshals show interest for Club events and tend to pick out the cream of the meetings. Therefore only those with at least six meetings to their credit will be invited to attend. Exceptions will only be at the descretion of the Board of Directors. Invited too will be all senior race officials so it should be quite an evening!

With Christmas only around the proverbial corner, don't forget Club Insignia as a suitable present. Prices are:—

	£	s.	d.
Blazer Badges ... ..	2	5	0
Badges (for leathers etc.) ... ..		5	6
Ties ... ..	1	0	0
Car Badges ... ..	1	0	0
Transfers:			
Large ... ..		1	6
Small ... ..		1	9
Lapel Badges (state brooch or pin fixing)		7	6

## SATAN'S FIRE AT BRIGHTON

You can lay your smooth sprint and drag strips all over the place but for sheer he-man sprinting Brighton wants some beating. Like another famous bumpy seaside course in Kent, the surface causes groans but never lacks for entries, nor ever fails to provide thrills. Brighton doesn't rank amongst the fastest kilos so that only ten men can lay claim to a 100 m.p.h. average; a man who achieves it is surely a sprinter! Such was the triumph of Ian Ashwell in the 1966 Brighton Speed Trials held on Saturday, 17th September. Unlike last year the sun shone all day from a cloudless sky and thousands lined the main road overlooking the course to watch a procession of cars of all shapes, sizes and capacities tackle the course in pairs.

As always the evergreen Bentley's—WO fame, of course—showed how well they still perform, cracking down in anything up to 29 seconds, and raising memories of a bygone era. Eyes naturally were upon the car course record holder Chris Summers whose 1962 record still held good. He caused no disappointment by knocking the time for six with a single run of 20.70 (terminal 160 m.p.h.)—the first occasion on which a car has got below 21 seconds at Brighton!

Meanwhile in the motor cycle paddock, somewhat intruded upon by people who used it as a transport park, machinery was being sorted out ready for the two runs after lunch. Basil Keys was finding the Norton JAP rather truculent over the matter of firing, Ron May had a spot of flooding. Nevertheless the Brighton atmosphere was capturing everyone especially since the starting method and methods of marshalling were known to be a vast improvement over years gone by. Albeit the demise of the Loughborough-Hayes timing apparatus was mourned by some since there was always a sporting element in the start procedure when both riders were compelled to start together as the clocks began immediately the green light came on. Nowadays a distinctly modern, soulless electronic system allows each man to start in his own time after a two-inch run in. Progress!

Amongst the 350's were Basil Keys using a 246 Yamaha in a special sprint frame. He admitted to a rather hurried mating together of the parts and only managed a 30.49 sec.; the other 250 was Bert Snashall's very famous Blackburne-engined Rex Acme with its traditional jockey, Chris Percival adroitly operating the hand change and returning 34.67. This must have been a good run because he could only squeeze a saving on time of 0.15 sec. for the second trip. However in the matter of consistency Allan Robinson on a borrowed 444 Honda had a variance of a mere 1/100th sec. Brighton regulars included Alec Charalambos (344 JAP Special) Hadyn Williams (348 Velo/Norton) and Ron May (348 RSM Triumph). Round one gave a finishing order of May, Williams and Charalambos; Alec, unhappy at his performance tried everything to find the source of the retarding influence after a 28.36 sec. run. The plug was last to be checked and turned out to be a soft one!! Next time,

over 2 seconds off, and second berth behind Ron May resulted after a front wheel airborne start in the seaward lane. Torquemada — Phil Manzano's Triumph engined 'blown' sprint job — turned up trumps with a new 500 record (5/100th sec. below Jack Terry's 1962 time of 25.07) but as luck would have it John Cambi gave him short thrift; following Manzano barely a minute later he wrested the title, carving away a 2.44 sec. slice. Then retired to the bar to celebrate, wisely deciding that to raise the gearing one tooth would take too long and matters were best left as they stood. He proved himself right in a sense, because the record held even though Manzano turned over to a more potent brew for the Torquemada. It gave him 25.08, and a bonus third run (for the fun of it) failed to improve matters.

Several attempts to start Basil Keys Norton JAP culminated in success, but produced failure when the motor cut as he changed into third. Very impressive runs came from Richard Ansell (649 Triumph) and Bob Marshall (648 B.S.A.). One of the last to run was Ian Ashwell but the performance was masterly. The time was slow in coming through since it needed verifying. When it came there was jubilation—the bikes had got f.t.d. since any cars yet to run were hopelessly outclassed.

Came the turn of the chairs: Brierley got off the line well, but fluffed the change into second although the time was good—25.01. Vic Phillips supercharged Imp-engined Fraser outfit was beautifully prepared (complete with IMP Van suitably inscribed) and sounded magnificent. The power delivery to the rear wheel was more than sufficient to spin it wildly on take off, but Phillips had to have two bites at getting it to work hard in bottom gear and this cost valuable time. The only other sidecar runner, Neville Barham, had a good departure but ended up third fastest.

In the paddock a confident Ian Ashwell decided that the bike was in fine fettle for the second run. Basil Keys worked on the Norton JAP.

For the final run of the 1,000 class, Richard Ansell improved by nearly 4 seconds to clinch second place ahead of Bob Marshall; spluttering somewhat, the Brough Superior of Dick Knight tramped down in fine style recording a best ever run at Brighton of 25.79 (the first was done in 25.84) marking the first excursion of the marque in his hands to get below 26 seconds. In true championship fashion Ian blasted Satan, wandering slightly over the dividing line—both he and John Cambi chose the landward lane for their successful runs—but there was no doubt that the run was a good 'un. Time 19.34 (terminal 158 m.p.h.) and the distinction of being the only other man in the 19 second bracket at Madeira Drive. Maurice Brierley's threat to consign the Methamon to the Montague Motor Museum if it re-created its clutch bother could mean that the intrepid Maurice is thinking of retiring. It is to be hoped that he will be around for many years, even though the outfit took an eternity of 38 seconds on the final run. Maurice already has his name no less than seven times on the Dolphin Trophy for best sidecar—certainly a trophy for the 'greats' Fernihough, Beart, Rous, Oliver and Brierley!

With such a fine record by the sprinters it is fitting that the achievements of all 100 m.p.h. average men be recorded, for they are a major part of the history of this famous event.

### Brighton Speed Trials 100 m.p.h. Average

			Time	Average	
1955	Roy Charlton	998 Vincent Spl.	22.27s.	100.03	Record
1958	Basil Keys	996 Norton JAP	22.23s.	100.60	
	Charlie Rous	998 Vincent	22.05s.	101.50	Record
1959	Basil Keys	996 Norton JAP	21.59s.	103.60	Record
	Charlie Rous	998 Moto-Vincent	21.80s.	102.63	
	George Brown	998 Vincent Spl.	21.90s.	102.17	
1960	Charlie Rous	998 Moto-Vincent	21.67s.	103.25	
	George Brown	998 Vincent Spl.	22.30s.	100.24	
1961	Ernie Woods	996 Norton JAP	21.62s.	103.49	
	George Brown	996 Vincent Spl.	21.82s.	102.54	
1962	George Brown	998 Vincent Spl.	20.99s.	107.004	Record
	Chris Summers	5630 Cooper Chev.	21.69s.	103.06	Record
	Tony Marsh	2485 BRM	21.77s.	102.63	
	Neville Higgins	998 Vincent Spl.	21.87s.	102.21	
	Ernie Woods	996 Norton JAP Spl.	22.06s.	101.35	
1963	Neville Higgins	998 Jindivik	20.51s.	108.99	Record*
	George Brown	998 Vincent Spl.	19.39s.	115.37	Record
		and	19.29s.	115.96	Record†
	Neville Higgins	998 Jindivik	20.30s.	109.504	
1964	Ian Ashwell	998 Vincent Satan	21.07s.	106.09	
	Dante Duce	4727 Moonbeam	21.95s.	101.84	
1965	Chris Summers	5360 Cooper Chev.	21.56s.	103.68	Record
1966	Ian Ashwell	998 Vincent Satan	19.47s.	114.81	
		and	19.34s.	115.59	
	Chris Summers	5360 Cooper Chev.	20.70s.	107.99	Record‡

† Existing Absolute Course Record.

‡ Car Course Record.

\* Higgins went first to take record, then Brown.

6	114	B. Toleman. Triton. 11.56.4—68.09
7	129	B. A. Stenning. Matchless. 12.07.4—67.07
8	135	I. Hackman. Triject. 12.10.8—66.75
9	108	J. F. Hawker. B.S.A. 12.15.8—66.30
10	131	A. L. Antulis. Triton. 12.52.6—63.14
11	124	R. C. Dale. Triumph. 13.07.8—61.92
12	112	G. Hockham. B.S.A. 13.13.0—61.51
13	115	A. Keep. Norton. 13.18.0—61.13
14	117	V. Young. Triton. 13.19.2—61.04
15	132	B. R. Brewin. Norton. 13.26.2—60.51
16	122	J. C. Truscott. Triumph. 11.31.6—4 Laps
17	126	R. W. Bryant. B.S.A. 11.44.6
18	103	J. Dunton. Matchless/Triumph. 11.53.6

Fastest Lap: D. J. Nixon in 2.07.6s. at 76.46 m.p.h

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

1	92	J. S. Graham. Aermacchi. 12.18.2—66.08
2	64	R. E. Notley. Greeves. 12.19.0—66.01
3	56	K. M. Scarf. Royal Enfield. 12.26.2—65.37
4	75	K. Burns. Aermacchi. 12.36.8—64.45
5	80	M. J. Sharpe. Cotton. 12.38.2—64.34
6	72	M. Campbell. Ducati. 12.39.6—64.21
7	61	P. Kimberley. Greeves. 12.40.0—64.18
8	90	R. C. Chambers. Ducati. 12.42.4—63.98
9	67	G. J. Oldfield. Honda. 13.00.4—62.51
10	88	G. A. Bacon. Bultaco. 13.00.4—62.51
11	52	I. Coates. Greeves. 13.03.0—62.30
12	71	R. H. Wilson. Honda. 13.11.8—61.61
13	87	J. Bellingham. Husqvana. 13.12.4—61.56
14	58	R. J. Payne. Ducati. 13.13.4—61.48
15	50	R. W. Miller. Greeves. 13.29.4—60.27
16	55	A. Stanley. Greeves. 13.30.2—60.21
17	76	J. Clift. Moto Guzzi. 14.02.2—57.92
18	51	M. R. Herrington. N.S.U. 12.49.4—4 Laps

Fastest Lap: T. A. Irvine in 2.18.4s. at 70.49 m.p.h.

**Event 4. 175 c.c.—1,000 c.c.**

1	6	J. M. Hedger. Triumph T120. 11.03.0—73.57
2	47	D. J. Nixon. Triumph T120. 11.08.0—73.02
3	46	R. L. Knight. Triumph T120. 11.12.2—72.57
4	11	B. J. Davis. Triumph Thruxton. 11.13.0—72.48
5	10	C. M. Hopes. Triumph T120. 11.23.0—71.42
6	24	P. Bailey. Norton 99. 11.24.8—71.24
7	5	P. A. Butler. Triumph T120. 11.42.0—69.49
8	23	D. Graves. Norton 99. 11.56.2—68.11
9	27	D. V. Doyle. Norton 88SS. 12.01.2—67.64
10	21	A. Oswin. Norton 99. 12.04.4—67.34
11	44	P. J. Hitchcox. B.S.A. A65L. 12.12.4—66.61
12	33	M. J. Nevill. Triumph T100SS. 12.17.0—66.19
13	20	H. M. Robinson. B.S.A. R.G.S. 12.28.4—65.18
14	7	R. A. Maskell. B.S.A. A10. 12.29.0—65.13
15	14	K. G. Buckmaster. Triumph T120. 12.33.6—64.72
16	26	A. B. Monnery. Triumph T120. 12.35.2—64.59
17	30	M. V. Warrington. Triumph T100SS. 12.36.4—64.49
18	22	C. English. Norton 99SS. 12.39.0—64.27
19	36	C. P. Thompsett. Ducati Mach 1. 12.42.6—63.96
20	37	A. M. Rogers. Ducati Mach 1. 12.46.2—63.67
21	32	G. F. Green. Triumph T100SS. 12.46.8—63.61
22	18	K. J. Smith. Norton 650SS. 13.02.2—62.37
23	35	C. Haynes. Suzuki T20. 13.04.4—62.19
24	2	M. F. Winter. Vincent Rapide. 13.17.0—61.21
25	1	M. Malandain. Vincent Rapide. 13.18.8—61.06
26	25	J. C. Allen. Velocette Thruxton. 13.22.4—60.79
27	45	D. E. Porter. Triumph T120R. 13.30.2—60.21

28	17	H. Robertson. B.S.A. R.G.S. 13.31.6—60.08
29	42	K. T. Durham. B.M.W. R69S. 11.03.4—4 Laps
30	40	P. M. Thorne. Suzuki T20. 11.03.6
31	15	G. G. King. Triumph T120. 11.08.0
32	4	B. Smith. B.S.A. Spitfire. 11.18.4
33	3	L. A. Reed. B.S.A. A65. 11.22.6
34	41	S. A. Turner. Aermacchi Ala V'de. 12.45.2

Fastest Lap: J. M. Hedger in 2.06.2s. at 77.30 m.p.h.

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

1	6	B. J. Davis. A.J.S. 10.59.4—73.98
2	19	J. C. Parker. Norton. 11.12.2—72.57
3	21	S. Ellis. Norton. 11.14.4—72.33
4	5	W. Scott. A.J.S. 11.26.0—71.11
5	9	D. Filler. A.J.S. 11.31.8—70.52
6	7	J. Denty. A.J.S. 11.38.6—69.83
7	10	M. Carter. Norton B.S.A. 11.47.6—68.94
8	26	T. H. Newell. A.J.S. 11.48.2—68.88
9	3	D. W. Lamb. Norton. 11.55.4—68.19
10	25	J. Hemming. Norton. 11.58.8—67.86
11	1	R. G. Underwood. Norton. 11.59.2—67.82
12	45	R. M. Mahon. Norton. 12.00.0—67.75
13	32	R. J. Quick. Greeves Oval. 12.06.8—67.12
14	31	S. J. Purves. B.S.A. 12.23.6—65.60
15	46	J. M. Rice. A.J.S. 12.27.8—65.23
16	40	A. E. Moule. Norton. 12.30.2—65.02
17	2	D. Walker. D.W. B.S.A. 12.50.4—63.32
18	44	J. S. Graham. Aermacchi. 12.54.4—63.01
19	12	L. S. Capon. Velocette Spl. 12.54.6—62.99
20	27	W. A. Roberts. Norton. 13.02.6—62.34
21	30	E. Monohan. Norton. 13.02.8—62.32
22	4	A. P. Dancer. Norton. 13.03.0—62.30
23	22	B. Clancy. A.J.S. 13.06.6—62.01
24	18	A. Fryer. Norstar. 13.18.4—61.05
25	38	A. Mercier. Velocette. 13.26.0—60.53
26	8	P. M. Collis. B.S.A. 13.31.6—60.08
27	33	J. Spiros. Norton. 11.50.8—4 Laps

Fastest Lap: B. J. Davis in 2.08.4s. at 75.98 m.p.h.

**Event 6. Sidecar.**

1	32	E. Wallbank. Pass: P. Guenigault. D. & D. Norton. 11.45.6—69.13
2	51	S. Digby. Pass: M. Williams. B.S.A. 11.47.4—68.96
3	39	R. K. Eves. Pass: R. J. Ford. R.G.M. Triumph. 11.49.6—68.74
4	49	J. R. Simper. Pass: R. Cunningham. Triumph. 12.08.8—66.93
5	31	S. Downes. Pass: G. Whitcomb. Triumph. 12.12.0—66.64
6	43	D. M. A. Evans. Pass: A. J. Bull. E.B. Triumph. 12.38.6—64.30
7	33	I. Evans. Pass: J. Mathuson. Norton. 12.39.4—64.23
8	40	D. R. Partridge. Pass: R. A. Currie. Velocette. 12.43.0—63.93
9	50	D. W. Henley. Pass: F. J. Harris. B.S.A. 12.48.6—63.46
10	42	W. Mason. Pass: R. A. Bullen. Norton. 12.51.8—63.20
11	37	E. L. Vant. Pass: D. V. Doyle. Tara Triumph. 13.25.6—60.58
12	52	R. W. Derry. Pass: R. A. Cox. Triumph. 13.26.0—60.53

Fastest Lap: E. Wallbank and S. Digby in 2.16.4s. at 71.52 m.p.h.

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

1	2	G. Gibson. Bultaco. 11.32.6—70.44
2	31	J. A. Iszard. Bultaco. 11.32.8—70.42
3	15	P. A. Smart. Honda. 11.40.4—69.65
4	6	B. A. Ball. Honda. 11.51.8—68.53
5	21	C. S. Mortimer. Bultaco. 11.57.6—67.98
6	26	M. A. Lewis. Bultaco. 12.01.4—67.62
7	16	P. B. Dunwell. Bultaco. 12.16.6—66.23
8	12	J. Hughes. Honda. 12.20.6—65.87

9	17	B. R. Tomlins. Montesa. 12.24.0—65.56
10	23	R. W. Bryant. Bultaco. 12.40.0—64.18
11	14	R. W. Blake. Bultaco. 12.41.4—64.07
12	28	G. Long. Bultaco. 12.45.2—63.75
13	1	R. F. Hardy. Bultaco. 13.00.4—62.51
14	25	S. R. L. Nicholson. Bultaco. 13.22.0—60.82
15	22	P. J. Walsh. M.V. Agusta. 13.26.2—60.51
16	33	M. J. Smith. B.S.A. 13.38.0—59.63
17	10	B. Beal. B.S.A. 13.50.0—58.77
18	9	F. A. Bloomfield. Honda. 13.53.0—58.56
19	5	P. M. Collis. B.S.A. 14.00.2—58.10
20	3	M. Potter. Montesa. 11.55.6—4 Laps

Fastest Lap: G. Gibson in 2.15.4s. at 72.05 m.p.h.

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

1	89	E. Monohan. Norton. 11.10.2—72.79
2	76	C. M. Owen. Norton. 11.16.2—72.14
3	68	A. Oswin. Triumph Matchless. 11.20.0—71.74
4	75	P. Daly. Norton. 11.41.6—69.53
5	88	J. R. Golling. Norton. 11.42.2—69.47
6	82	K. Buckmaster. Norton. 11.43.0—69.39
7	86	D. Pearce. Triumph Norton. 11.47.2—68.98
8	62	R. Tiller. Triumph Norton. 11.48.6—68.84
9	56	P. Heartfield. Triumph. 11.51.8—68.53
10	73	M. Kenny. K.D. Spl. 11.54.6—68.26
11	59	R. R. Palmer. Triton. 11.55.0—68.22
12	77	J. Culley. B.S.A. 12.03.8—67.40
13	72	K. B. Scuffil. Norton. 12.07.2—67.08
14	52	D. Garland. Triton. 12.07.8—67.03
15	81	D. R. Gladwin. Triumph. 12.08.2—66.99
16	60	K. H. Kollhoff. Norton. 12.18.4—66.07
17	55	J. Hatfield. Matchless. 12.19.4—65.98
18	61	M. Steward. B.S.A. 12.21.4—65.79
19	53	J. Pearce. Triumph Norton. 12.24.2—65.55
20	87	J. D. Smith. B.S.A. Ariel. 12.27.2—65.28
21	83	K. Herbert. Triumph Norton. 12.32.8—64.80
22	58	N. J. Piddell. Triumph Norton. 12.40.2—64.17
23	54	I. M. Thomas. Triumph G.P. 12.46.0—63.68
24	66	J. Strutt. B.S.A. 12.52.0—63.19
25	67	A. Archer. Triumph. 12.53.2—63.09
26	79	P. J. Bryant. Norton. 12.54.6—62.97
27	84	D. O. Saunders. Triton. 13.02.4—62.35
28	71	D. Hartley. Velocette. 13.23.2—60.73
29	80	M. L. Eyre. Matchless. 13.40.0—59.49

Fastest Lap: C. M. Owen in 2.09.8s. at 75.16 m.p.h.

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

1	26	P. A. Smart. Greeves. 10.50.4—75.00
2	29	C. S. Mortimer. Greeves. 10.58.0—74.13
3	22	A. Melody. Bultaco. 10.58.4—74.09
4	35	G. R. Bunting. Ducati. 11.01.8—73.71
5	4	D. Vallis. Bultaco. 11.05.4—73.31
6	18	P. Humber. D.M.W. 11.11.6—72.64
7	8	T. R. Carter. D.M.W. 11.16.6—72.10
8	19	K. Tilley. Aermacchi. 11.16.8—72.08
9	10	B. A. Smith. Yamaha. 11.18.0—71.95
10	15	J. R. Aldworth. Greeves. 11.26.4—71.07
11	21	J. Ward. Royal Enfield. 11.33.0—70.40
12	28	G. A. Kennedy. Greeves. 11.36.4—70.06
13	25	A. Kirkcaldy. Greeves. 11.43.4—69.35
14	24	J. G. Williams. Greeves. 11.45.6—69.13
15	23	R. D. Rippingale. Greeves. 11.48.8—68.82
16	1	C. P. Thompsett. Ducati. 11.49.0—68.18

17	11	B. Lee. Aermacchi. 12.01.6—67.60
18	41	M. J. Cashmore. Greeves. 12.07.2—67.08
19	31	A. E. Moule. Aermacchi. 12.09.6—66.86
20	27	M. D. Beames. Greeves. 12.22.0—65.74
21	38	J. Denny. N.S.U. 12.22.6—65.69
22	32	P. J. Walsh. Aermacchi. 12.32.0—64.87
23	43	J. Hill. Greeves. 12.32.6—64.81
24	6	B. McMillan. Ducati. 13.11.8—61.58
25	39	L. H. Casey. Cotton. 13.17.4—61.18
26	3	B. Beale. Cotton. 11.58.8—4 Laps

Fastest Lap: C. S. Mortimer in 2.04.6s. at 78.29 m.p.h.

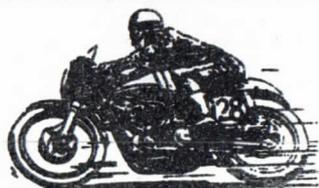
**Event 10. 1,000 c.c.**

1	7	B. J. Davis. Matchless. 10.07.4—80.31
2	17	B. A. Ball. Norton. 10.23.8—78.19
3	25	R. V. Bowring. R.V. Triumph. 10.26.6—77.85
4	20	D. V. Doyle. Taraton. 10.27.0—77.80
5	12	D. E. Whapshott. Matchless. 10.38.2—76.44
6	9	J. Denty. Norton. 10.42.6—75.91
7	18	A. T. Cooper. Norton. 10.47.8—75.30
8	38	D. A. Stevens. Norton Triumph. 10.48.8—75.18
9	40	P. A. Noke. Matchless. 11.04.6—73.40
10	30	R. L. Knight. Hughes Triumph. 11.05.8—73.07
11	21	P. Newman. Dresda Triumph. 11.09.6—72.85
12	35	R. N. Mahon. B.S.A. 11.10.6—72.75
13	37	N. Bungard. Norton. 11.11.4—72.66
14	5	K. Wetherall. D.K.B. Triton. 11.13.0—72.48
15	15	A. J. Ford. A.J.F. Triton. 11.20.6—71.68
16	36	D. R. Menzies. Norton. 11.35.0—70.20
17	19	J. R. Strijbis. Norton. 11.38.8—69.81
18	23	S. Eldridge. Triumph Norton. 11.43.0—69.39
19	32	W. A. Roberts. Norton. 11.47.0—69.00
20	39	A. E. Moule. Norton. 12.10.2—66.80
21	24	J. M. Field. B.S.A. 12.10.8—66.75
22	28	A. J. Sykes. Trimanx. 12.15.2—66.35
23	34	J. M. Rice. Matchless. 12.27.2—65.28
24	14	J. G. Jones. Norton. 10.36.6—4 Laps

Fastest Lap: B. J. Davis in 1.57.8s. at 82.82 m.p.h.

**Event 11. 175 c.c.—350 c.c.**

1	26	P. A. Smart. Greeves. 10.21.4—78.50 (250)
2	6	B. J. Davis. A.J.S. 10.21.6—78.47
3	19	J. C. Parker. Norton. 10.23.6—78.22
4	5	W. Scott. A.J.S. 10.43.4—75.82
5	35	G. R. Bunting. Ducati. 10.44.2—75.72 (250)
6	101	R. G. Duffy. Petty Norton. 10.50.2—75.02
7	9	D. Filler. A.J.S. 10.53.6—74.63
8	10	B. A. Smith. Yamaha. 10.54.0—74.59 (250)
9	29	C. S. Mortimer. Greeves. 10.56.2—74.34
10	107	D. Miller. Norton. 10.56.4—74.32
11	22	A. Melody. Bultaco. 10.59.0—74.02 (250)
12	4	D. Vallis. Bultaco. 11.05.0—73.35 (250)
13	113	J. C. Smith. A.J.S. 11.07.2—73.11
14	26	T. H. Newell. A.J.S. 11.10.2—72.79
15	7	J. Denty. A.J.S. 11.12.2—72.57
16	110	R. F. Roberts. A.J.S. 11.12.8—72.51
17	3	D. W. Lamb. Norton. 11.16.0—72.16
18	105	D. P. May. Norton. 11.16.8—72.08
19	112	M. J. Bland. Norton. 11.17.8—71.97
20	92	J. S. Graham. Aermacchi. 11.18.2—71.93
21	56	K. M. Scarf. Royal Enfield. 11.34.0—70.30
22	119	P. Collins. Cotton. 11.34.2—70.28
23	64	R. E. Notley. Greeves. 11.37.8—69.92



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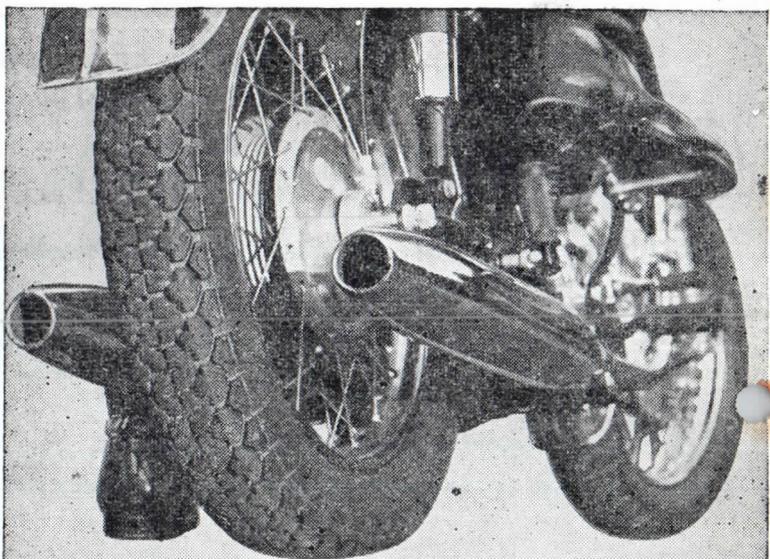
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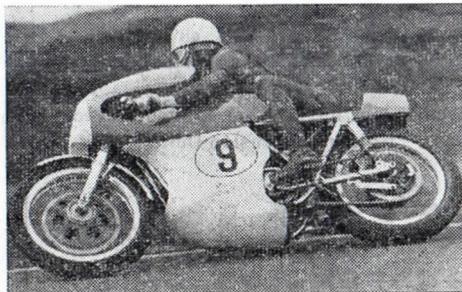
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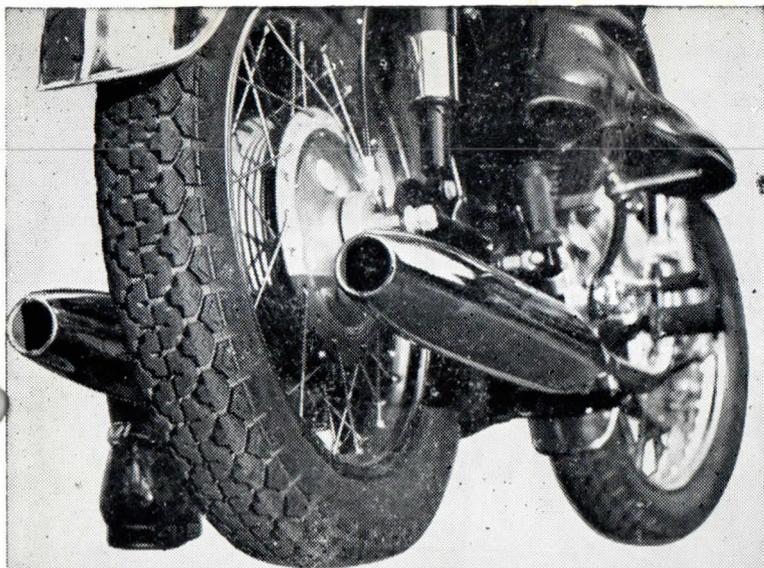
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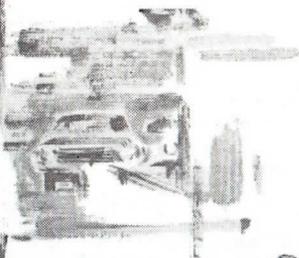
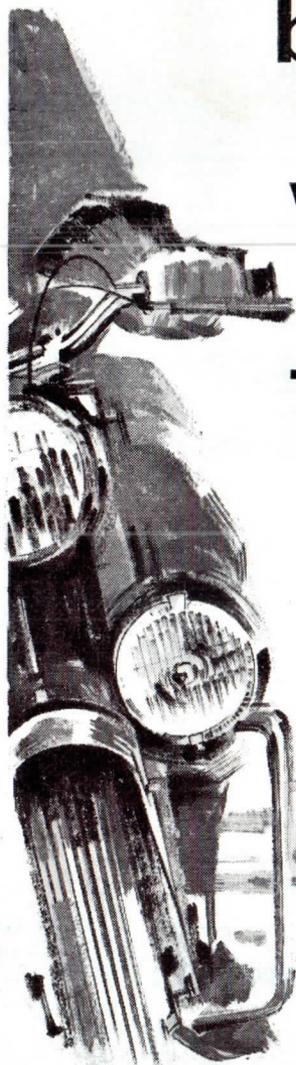
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