

PROGRAMME

**SCOTTISH
SIX
DAYS
TRIAL**

1-6 May 1967



ORGANISED BY
THE EDINBURGH
& DISTRICT
MOTOR CLUB LTD

***Motor
Cycle***

THE RIDER'S
MAGAZINE

Thursday 1s. 3d.

SCOTTISH SIX DAYS

LAST YEAR'S TOP SIX



1st. Alan Lampkin 2nd. Sammy Miller 3rd. Mick Andrews 4th. Arthur Lampkin 5th. Scott Ellis 6th. Bill Wilkinson



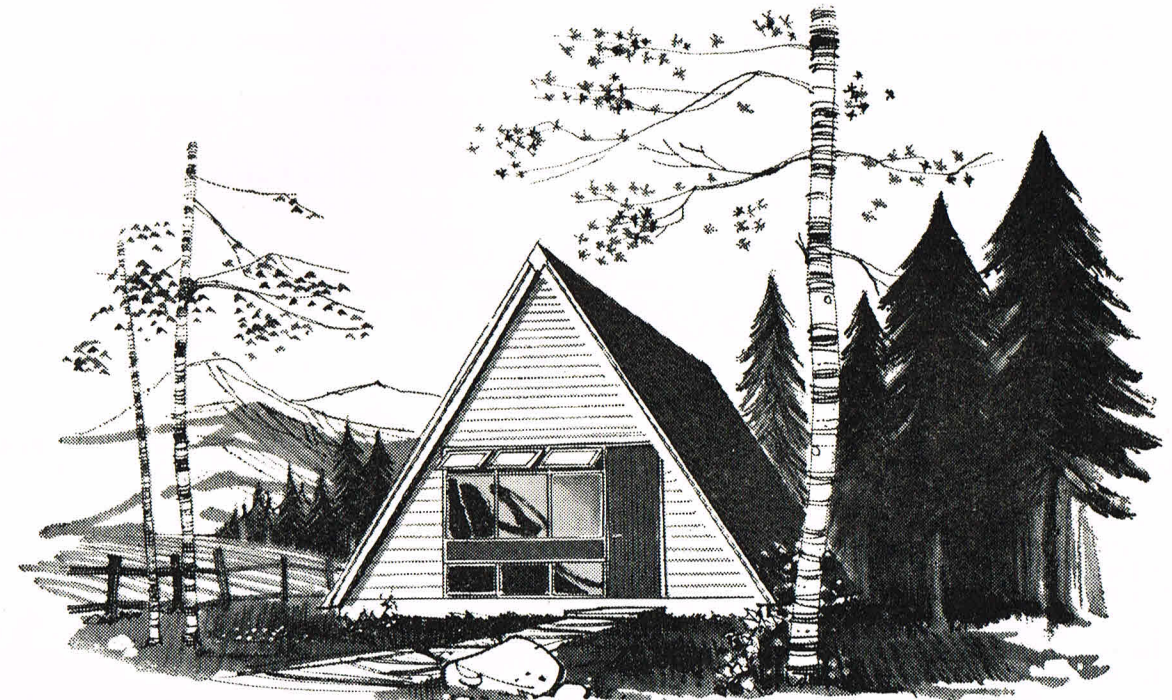
WHO'LL WIN THIS YEAR?

- | | |
|----------------------------------|--------------------------------|
| 1947 Hugh Viney (AJS) | 1957 John Brittain (R-Enfield) |
| 1948 Hugh Viney (AJS) | 1958 Gordon Jackson (AJS) |
| 1949 Hugh Viney (AJS) | 1959 Roy Peplow (Triumph) |
| 1950 Artie Ratcliffe (Matchless) | 1960 Gordon Jackson (AJS) |
| 1951 John Draper (BSA) | 1961 Gordon Jackson (AJS) |
| 1952 John Brittain (R-Enfield) | 1962 Sammy Miller (Ariel) |
| 1953 Hugh Viney (AJS) | 1963 Arthur Lampkin (BSA) |
| 1954 Artie Ratcliffe (Matchless) | 1964 Sammy Miller (Ariel) |
| 1955 Jeff Smith (BSA) | 1965 Sammy Miller (Bultaco) |
| 1956 Gordon Jackson (AJS) | 1966 Alan Lampkin |

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PROGRAMME

OF THE SCOTTISH SIX DAYS MOTOR CYCLE TRIAL

Held under the International Sporting Code of the F.I.M. and the General Competition Rules of the S.A.C.U.

This Programme is published by the Edinburgh & District Motor Club, Ltd., which has organised the Trial yearly (except for periods of war) since 1909.

THANKS TO LANDOWNERS

The Committee wish to express their thanks to the following Landowners and Tenants who have kindly given permission for the Trial to pass through their property:—

The British Aluminium Co. Ltd., Inverlochy and Kinlochleven; The Forestry Commission, Aberdeen, Inverness and Glasgow; Captain J. B. Coutts, Blackmount Estate; The County Council of Argyll; Messrs. J. & H. Mitchell; Dunan Estate; Mr Campbell, Lochearnhead; Mr Kennedy, Glenogle, Lochearnhead; Mr W. Burton, Tyndrum; The Burgh Council of Culross; Mr MacDonald, Callart Cottage, By Onich; Mr Ewen Cameron, Lochearnhead; Mr Macdonald, Convinth; Mr J. B. Segrott, Dochgarroch; Mr Noble, Glenlyon; The Town Council, Fort William; The Police Forces of Inverness Burgh and County, Perthshire, Fife and Dunfermline; Mr L. I. Biggs, Fort Augustus; Vicomte de Spoelberch, Kinlochbeg; Mr A. Brooks, Mamore Lodge; Mr Forbes, Foyers Farm; Mr R. H. Black, Caolasnacuan; Mrs K. Menzies, Salen; D. MacAulay, Dalilea; Mrs Cameron-Head, Inverailort Castle; J. P. S. Hunter, West Highland Estates; Miss E. Weir, Annat; The Department of Agriculture and Fisheries for Scotland; Mr MacLachlan, Corriechoillie Lodge Farm; Mr Sutherland, Loch Treig Farm; Mr Campbell, Melgarve Farm; Maj. Gen. R. N. Stewart, Edinburgh; Inverness County Council, Highland District Council; Major de Sales la Terriere, Dunalister.

The Committee express their sincere thanks to **Messrs. B.S.A. Motor Cycles Ltd., Comerfords Ltd., Greeves Motor Cycles and Triumph Engineering Co. Ltd.** for the loan of motor cycles;

Edinburgh Corporation, who have made available the Cattle Market at Slateford for use as the Official Garage, and the Blackford Hill for the finish of the Trial.

Sydney Latimer for the loan of specially tested watches by the Official Timekeepers.

The Royal Automobile Club for the signs erected throughout Edinburgh before the Trial.

The City of Edinburgh Police for their co-operation in arranging routes in and out of Edinburgh.

The Fort William Police for their co-operation during the week of the Trial.

The British Aluminium Co. Ltd. for supplying aluminium for number plates.

Shell Mex & B.P. Ltd. and the **Dunlop Co. Ltd.** for pennants and markers used in marking the route.

Castrol Limited for supplying the armbands worn by officials.

SPECIAL NOTICES TO COMPETITORS

Attention is again drawn to Rule 63 which deprecates the use of excessive speed by certain riders.

Due allowance is given between checks which makes it quite unnecessary for competitors to exceed the speed limit through built-up areas.

The Committee hope that competitors will respect their wishes on this matter which will facilitate the running of this and future trials.

As the lambing season is at its height during the week of the trial extra caution should be exercised by riders on all roads and tracks.

Will Competitors please ensure before entering their Hotels at the end of each days run that they remove all their motor cycling outer clothing and boots

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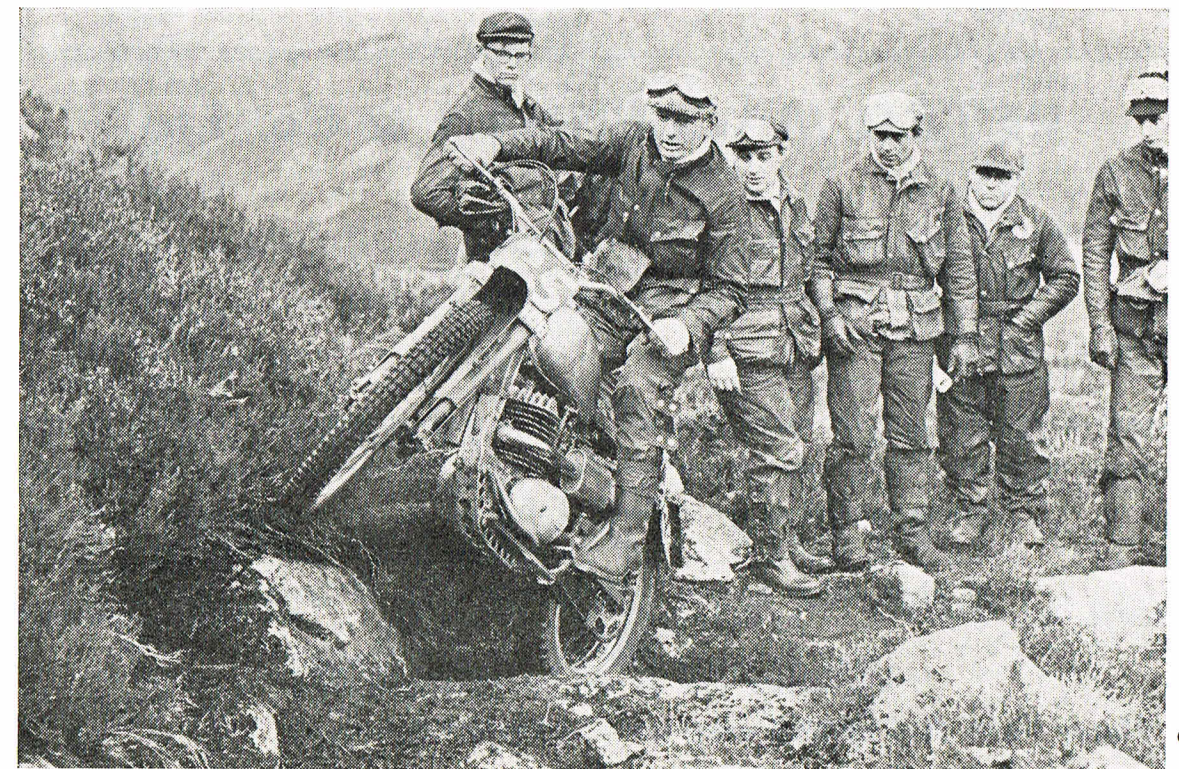
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D. CRANFIELD of Comerfords clips the heather on the now "Lost to the Scottish" Creag-an-Eilein
(Photo by Courtesy of Motor Cycle News)

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FOREWORD FOR SCOTTISH SIX DAYS PROGRAMME 1967

by **Bob McGregor**

IT was after the Clan battle against the Colquhouns in Glen Fruin that the MacGregors were outlawed hounded to the mountains and thereafter called "The Children of the Mist". Now after forty-three years in a journalistic wilderness I have been asked to write the Foreword for this year's Scottish Six Days.

Time has tarnished the memory a little but I shall do my simple best to recall those happy days I had riding in the Six Days.

In the early days I well remember my past battles with the Officials of the Trial. Now in a way I feel that I have "tholed my assizes" and been accepted into the Hall of Fame.

My most vivid recollection of the early twenties was the enthusiasm for Motor Cycling especially with the Club Lads and the public but I feel that a change has gradually taken place particularly since the last war.

There has been a noticeable decline in popularity caused I am sure by bad publicity but it gives me great pleasure to see that the "Scottish" with its yearly FULL HOUSE ENTRY still riding on the crest. It is obvious that snow and water ski-ing are attracting many of our young out-door types. Watching them on the Ski Slopes and on Loch Earn: what a grand lot they are.

My long association with the "Scottish" lasted from 1924 until 1950 and as I write memories come flooding back what happy days they were; Jimmy Alexander and Peter Bradley with the "Merry Dans" George McIntosh supplying the music with Nobby Clark in the leading role Ian McIntyre from Mallaig advising the lads from the South that the easiest way to catch a fish was with a net. Alan Jeffries & Co. up to some prank with 90% of the entry and officials taking part in the evening's fun and as Burns wrote—

"The night drave on wi song and clatter
And aye the ale was growing better."

Thank goodness there was no question of Breathalyzer Tests in those days. An 8 a.m. check would have made the word RANDOM look a bit silly.

Practising for the "Scottish" was great fun. It usually started about March—up to the trials in May. The main trouble was finding out the route. Being a Highlander most of the worst hills were within my orbit, but if the Club got wind of a new hill or section, the Committee were sworn to keep the location secret. One year before the war, news leaked out that a new hill was found in Inverness-shire, in fact, rumour had it that it was so long and steep that skeletons of deer had been found which had died in their efforts to get to the top. Inverness-shire is a big County but we found it, just a week before the Trial started, and this is how it happened.

A fishing boat put into Glenelg for paraffin and in the local pub the barman mentioned to the crew that "Gentlemen" from Edinburgh had just been in, and that they were going to use the track from Arnisdale to Kinlochhourn Head for the Motor Cycle Trials. As luck would have it, the boat was from Mallaig and, within hours Ian McIntyre (a Six Day competitor) had the news. I got it over the 'phone on Saturday morning, Jimmy Edward and Jack Leslie had it within minutes, and late that night a van with three 250 c.c. Ridges pulled into the square at Marshall & Pearson's garage in Fort William. Too late to get digs, so knowing where Jimmy Robertson kept the key of the garage, we made ourselves comfortable in the ambulance until daybreak and then off to Kinlochhourn. Space is too limited to detail in length what happened when unexpectedly we ran into the Club Officials on the section, Andy Pattison, Hugh Arnott, George Grinton and others whom I cannot remember. Suffice it to say, they described us as not too nice people to know, but Andy (an old competitor) gave me a wink, and in the passing whispered "see you at Tomdoun Hotel". It's great what a couple of drams can do, and we parted the best of friends.

The type of machine used today differs a lot from what we used in the 20's and 30's, much lighter and the engine capacity lower, and I would say much more reliable.

It was a constant battle between Officials and competitors, but after the Club added a few old competitors to their Committee it was only the ultra cunning who chanced a "fiddle". I could write a book on the dodges and the planning that went into the effort to keep the wheels turning.

I remember standing guard in a back street in Inverness while big Bert Moir fitted new spokes to the rear wheel of his Ariel, with the aid of the street lamp. I still marvel how he got his hefty frame through the back window of the Official Garage (and how much it cost him to have the catch left undone).

But the "fiddle" of all "fiddles" was Jack Williams' "Operation Piston Rings". Jack's Norton engine went sick the first day, the piston rings being faulty. He got it to Fort William, and had a conference with his Team mates. It was agreed that an effort be made overnight to fit new rings. A round of the various garages before they closed resulted in a variety of new and used rings, the diameter right but the groove thickness uncertain.

The garage people had strict instructions that the Garage key had not to be given to anyone connected with the Trial. Suffice it to say that they key was in its usual place up the stairs. In they go, off comes the head and barrel, and as suspected, the rings were broken. It took an hour to grind the rings down to the correct dimensions, and at 4 a.m. two weary men woke up to report operation completed. There was an unpleasant sequel to this operation—news leaked out and later in the week Jack was told "Drop marks or we report". Jack obliged (talk about the Jungle).

Finally, may I pay tribute to the large number of voluntary Officials who assist the Club to make the Trials such a happy memory, the Press, Petrol, Oil and Tyre firms for their support, and to the Young Riders of today I say "Haud Forrit".

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Scottish Six Days Open Reliability Trial, 1966 AWARDS

TROPHY WINNERS 1966

MANUFACTURER'S TEAM PRIZE

BLACKFORD CHALLENGE TROPHY B.S.A.

CLUB TEAM PRIZES

ANDY PATTISON MEMORIAL CHALLENGE TROPHY BRADFORD & DISTRICT M.C. No. 2

FOREIGN CLUB TEAM PRIZE

SCOTIA TROPHY NO AWARD

MAMORE CHALLENGE TROPHY NORTH LANCASHIRE M.C.

SERVICES TEAM PRIZE

JOHN BULL TYRE CHALLENGE TROPHY R.A.F. MOTOR SPORT ASSOCIATION

TROPHIES AND CUPS

(1) THE J. R. ALEXANDER CHALLENGE TROPHY.—To the competitor making the best solo performance throughout the Trial.

A. R. C. LAMPKIN (B.S.A.)

(2) THE LOCHABER CHALLENGE TROPHY.—To the competitor making the second best solo performance throughout the Trial.

S. H. MILLER (Bultaco)

(3) THE NELSON CHALLENGE TROPHY.—To the competitor making the third best solo performance throughout the Trial.

M. ANDREWS (Bultaco)

(4) THE ALBERT MEMORIAL TROPHY.—For the best performance by a competitor who has never previously ridden in the Scottish Six Days Trial and who has not won a named Trophy or Class Award in a Trade-supported or Open National Reliability Trial.

A. DOVEY (Bultaco)

(5) THE BEN NEVIS CHALLENGE QUACH.—For the second best performance by a competitor who is eligible for the Albert Memorial Trophy.

R. H. STABLEFORD (Greeves)

(6) THE ALLAN HAY MEMORIAL CHALLENGE TROPHY.—For the best performance by a Scottish rider resident in Scotland who has not won any other Trophy, Cup or Class Award in the Trial.

K. FLEMING (Bultaco)

(7) THE JAMES MACGREGOR MEMORIAL CUP.—For the best performance by a Scottish rider resident in Scotland who has not won any other Trophy, Cup or Class Award in the Trial.

D. J. EDGAR (Bultaco)

(8) THE JIMMY BECK MEMORIAL CUP.—For the best performance by a competitor not resident in Scotland who has not won any Trophy, Cup or Class Award in the Trial.

A. J. LAMPKIN (B.S.A.)

(9) THE SYDNEY LATIMER CHALLENGE TROPHY.—For the best performance by a member of the Club.

D. J. EDGAR (Bultaco)

(10) THE HENDERSON CHALLENGE TROPHY.—For the best performance by a member of the promoting Club who has not won any Trophy, Cup or Class Award in the Trial.

(For the purposes of this award, a person shall not be deemed to be a member of the Club unless he was a member on 1st March 1965.)

N. F. W. EGDAR (Bultaco)

(11) THE R. A. CASTLE CHALLENGE TROPHY.—For the best performance by a competitor entered by one of the Services.

J. TYE (Bultaco)

(12) THE EDINBURGH TROPHY.—For the best performance by a competitor who is not a British subject, and who is not resident in Great Britain, the Isle of Man or Northern Ireland.

G. FRANKE (Zundapp)

ADDITIONAL PRIZES

To the Winner of the 1966 Trial A Suit Length of Tweed For the best performance by a Lady Competitor A Silver Cup For the best performance by a private owner A Travelling Rug To the Winner of the Albert Memorial Trophy A Barbour Suit

A. R. C. LAMPKIN (B.S.A.) Presented by THE HIGHLAND HOMESPUN Co., 74 High Street, Fort William Mrs M. DRIVER (Greeves) Presented by THE EDINBURGH AND DISTRICT MOTOR CLUB LTD. S. CORDINGLEY (Greeves) Presented by ALISTER McDONALD, 64 High Street, Fort William A. DOVEY (Bultaco) Presented by MESSRS. J. BARBOUR & SONS, LTD., South Shields

CLASS AWARDS

(13) For the best performance by a competitor on a solo motor cycle up to 150 c.c.

G. J. FARLEY (Triumph)

(14) For the best performance by a competitor on a solo motor cycle from 151-200 c.c.

D. THORPE (Triumph)

(15) For the best performance by a competitor on a solo motor cycle from 201-250 c.c.

A. R. C. LAMPKIN (B.S.A.)

(16) For the best performance by a competitor on a solo motor cycle from 251-350 c.c.

S. H. MILLER (Bultaco)

(17) For the best performance by a competitor on a solo motor cycle over 350 c.c.

P. FLETCHER (R. Enfield)

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First Day

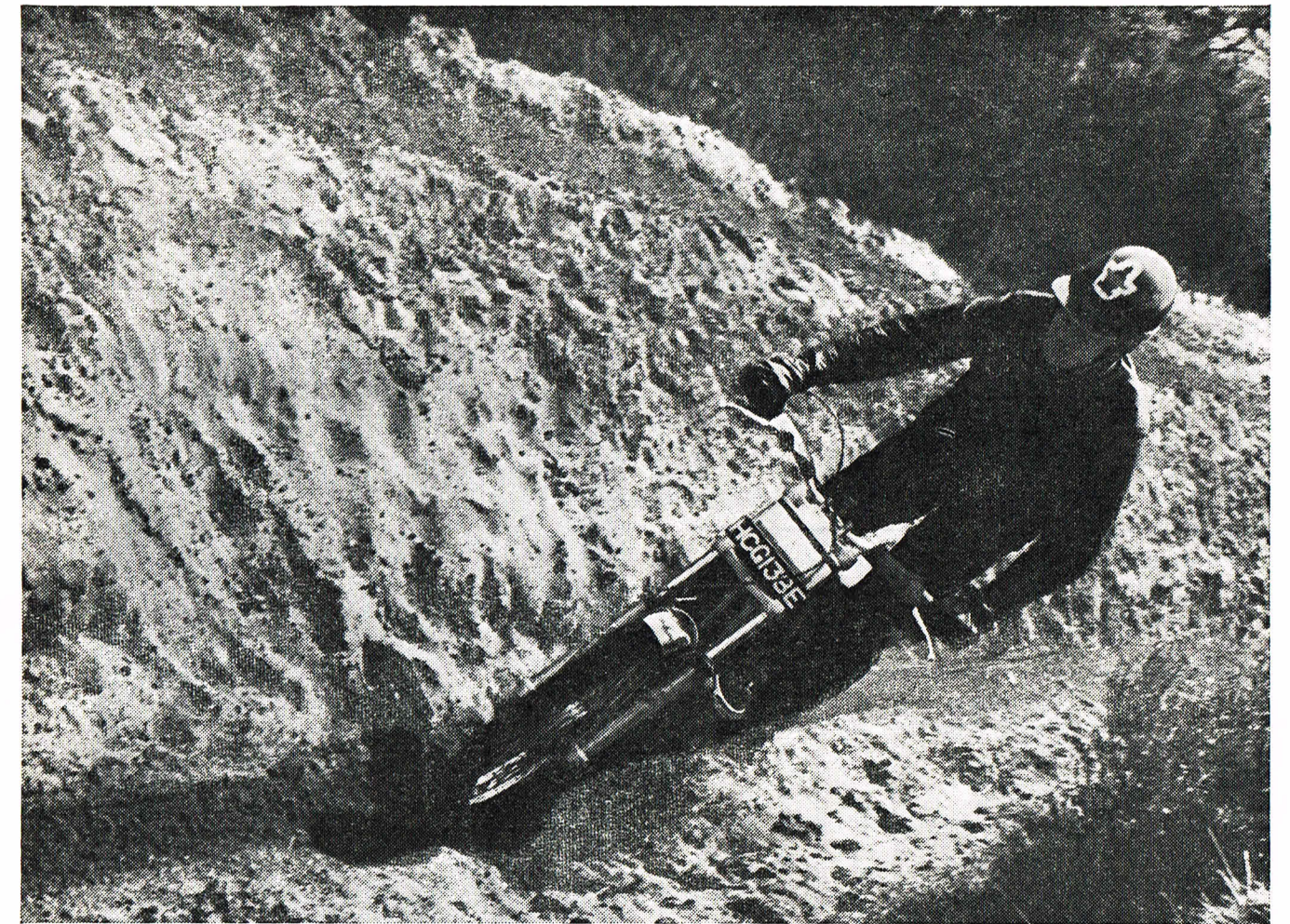
L—Lunch P—Petrol C—Check O.H.—Observed Hill	Route	Inter-mediate Mileage	Total Mileage	1st Man Due
P.	Edinburgh Forth Road Bridge	10		
O.H. (2 sects.)	Culross	13		
C.	Blair Logie	16	39	9.38
P.	Blair Logie Braco	11		
O.H. (8 sects.)	Lochearnhead	24		
L.	Glen Ogle	15½	51	11.46
	Grianlarich Tyndrum	5		
	Bridge of Orchy	7		
O.H. (7 sects.)	Inveroran	4		
	Kingshouse	9		
	Altnafeadh	3		
O.H. (10 sects.)	Kinlochleven	7		
	Leitir Bo Fionn	3		
	Mamore Lodge			
	Farm	5		
C.	Mamore Road			
	Fort William	15	58	16.25

Total Mileage 148 miles.

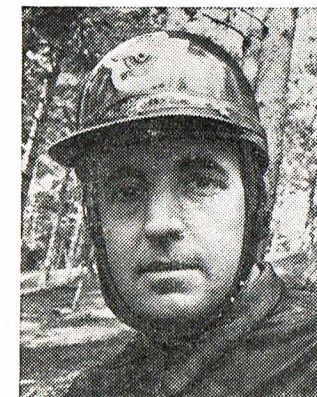


JOHN FRASER (Royal Enfield) Carefully Motors Up Mamore during the 1966 Trial

(Photo by Courtesy of Motor Cycling)



The Army gets to grips with Shell



Man handling his home-made Sprite in a gulch is Staff Sergeant Ted Johns (see left). He's one of the 4-man Army M.C.A. team who have come north with their mufti bikes for the 'Scottish'. Frankly, they don't expect to return home laden with booty—but that can't blunt their enthusiasm. They've got a taste for the bumps and back doubles, and that's it. Hooked.

Certainly, they don't regard it as all smile and nothing more. Put it this way. The 'Scottish' is one of the toughest bike tests there are. You can learn plenty from six

days in the rubble. And you don't buff up your machine to peak performance, getting the mix just right, setting the carb needle spot on, only to run on an inferior diet. You give it the best—Shell petrol and 2T. The Army have been doing it for years. So have lots of others. Hooked, again.



The Army M.C.A. always ride Shell

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Second Day

L—Lunch P—Petrol C—Check O.H.—Observed Hill	Route	Inter- mediate Mileage	Total Mile- age	1st Man Due
P.	Fort William			
O.H. (6 sects.)	Mamore Road	11		
O.H. (8 sects.)	Callart			
	Kinlochleven	12		
	Grey Mare's Ridge			
	Down Loch			
	Eild Path			
L.	Kinlochleven	5	28	11.30
P.	Kinlochleven			
O.H. (1 sect.)	Pollock Way	1		
O.H. (6 sects.)	Blackwater	3		
	Loch Chiarain	6		
	Loch Treig Head	5		
	Fersit	15		
	Roy Bridge	8		
C.	Spean Bridge	4	42	15.15
O.H. (4 sects.)	Spean Bridge			
O.H. (1 sect.)	Inverlochy	7½		
	Ben Nevis	3		
	Town Hall Brae	3		
	Fort William	½	14	16.05

Total Mileage 84 miles.



SID LAMPKIN (B.S.A.) Winner of the 1966 Trial
showing masterly control on Laggan Locks in 1966
(Photo by Courtesy of Motor Cycling)

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The atmosphere is very 'free-and-easy' and guests are restricted in as few ways as possible. Accommodation is available in the centre either inclusive of pony-trekking or without. Guests who wish to camp and pony-trek may do so at the pony-trekking rates only (either daily or weekly).

While children are very welcome at the centre we regret that it is not possible to allow children under twelve to pony-trek.

Should you require further information, please write to the proprietors—

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Full Board, per week, including Pony-trekking and Tuition	22-23 gns.
Full Board, per week, excluding Pony-trekking	12-13 gns.
Weekends and shorter stays	.....	on request
Packed Lunches	.....	from 4/6d.

Rates for Pony-Trekking only

Per Half-day	.....	30/-d.
Per Day	.....	40/-d.
Per Week	.....	£10

Fishing on Loch Eilde Mhor or Beag—for guests only—5/- per day (from bank)
20/- per day (from boat)

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Further particulars on request

**Mr & Mrs A. BROOKS, The Mamore Pony-Trekking Centre,
Kinlochleven, Argyll. Telephone Kinlochleven 213.**

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THE EDINBURGH & DISTRICT MOTOR CLUB LTD.

Third Day

L—Lunch P—Petrol C—Check O.H.—Observed Hill	Route	Inter- mediate Mileage	Total Mile- age	1st Man Due
P.	Fort William. Inverlochy Spean Bridge	9 14	43	10.03
O.H. (8 sects.) O.H. (4 sects.) C.	Laggan Locks Auchterawe Invermoriston	12 8		
O.H. (6 sects.) O.H. (2 sects.) P.: L.	Invermoriston Drumnadrochit Convinth Abriachan Lochend Inverness	13 7 11 9			40	11.43
O.H. (5 sects.) C.	Inverness Dores Foyers Corrieyairack Melgarve Glen Shirra	17 16 20	53	14.39
O.H. (4 sects.) P.	Glen Shirra Laggan Inn Roy Bridge Inverlochy Ben Nevis Fort William	3 19 10 3 3	38	16.23

Total Mileage 174 miles.

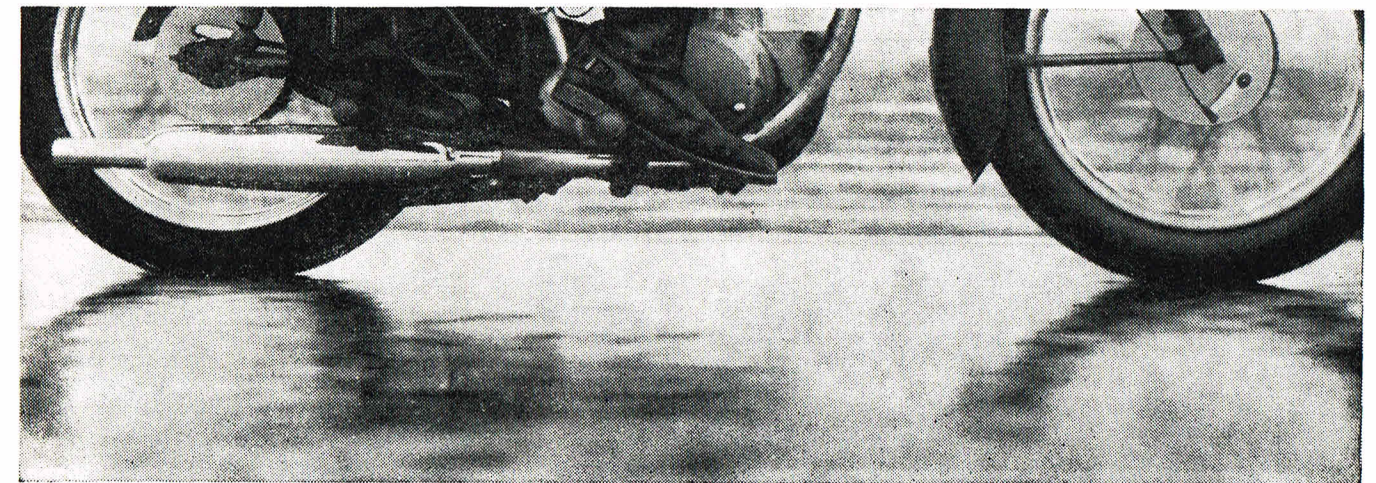
Alternate Route from Inverness should the Corrieyairack Pass be impassible.

O.H. (5 sects.)	Inverness Dores Foyers Invergarry Spean Bridge	17 22 15	67	15.01
P. O.H. (4 sects.)	Inverlochy Ben Nevis Fort William	7 3 3		

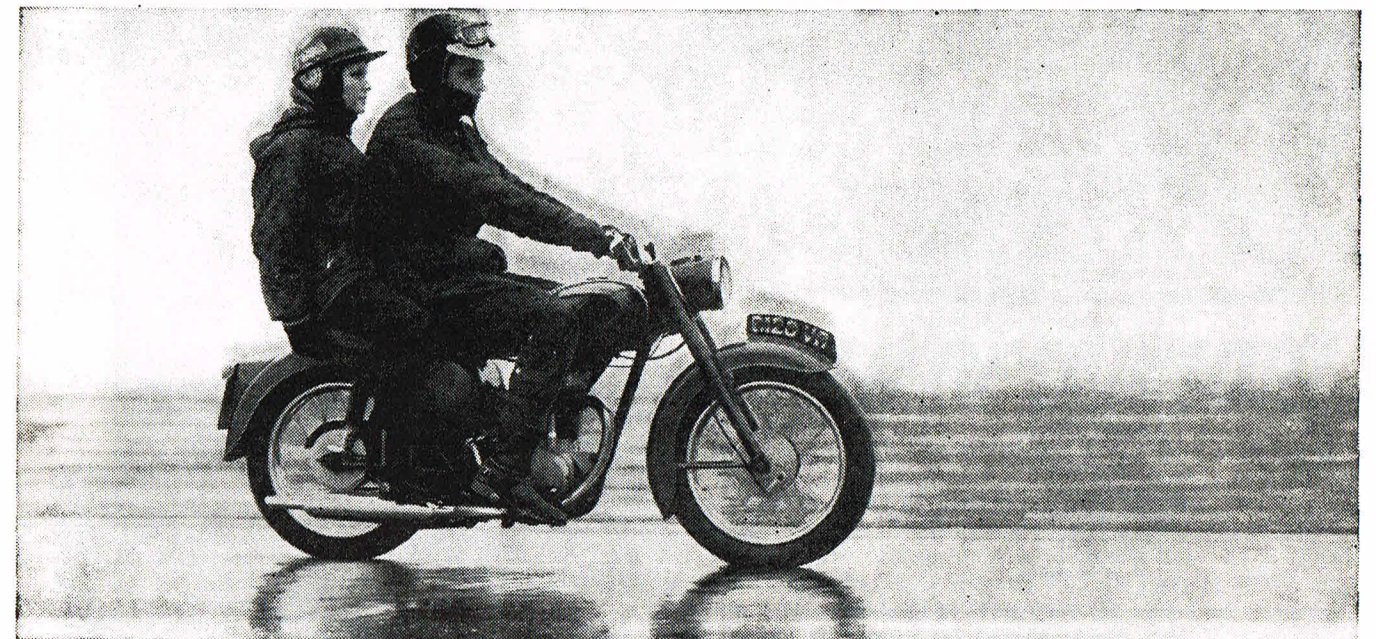
Total Mileage 150 miles.



BERT THORN of Comerfords takes a run at the rocks on Laggan Locks
(Photo by Courtesy of Motor Cycle News)



CLING GRIP

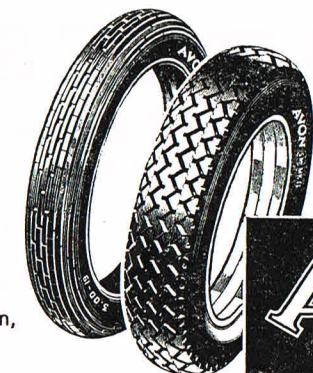


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Fourth Day

L—Lunch P—Petrol C—Check O.H.—Observed Hill	Route	Inter- mediate Mileage	Total Mile- age	1st Man Due
O.H. (2 sects.)	Fort William Inverloch Annat Glen Finnan Loch Ailort	2 4 13 10	31	9.25
C.	Camp Hill	2		
O.H. (2 sects.) O.H. (3 sects.) O.H. (3 sects.)	Camp Hill Gordon Hill Ravine Bay Hill Kinlochmoidart Pier	6 $3\frac{1}{2}$ $3\frac{1}{2}$ 2	22	11.07
L.	West Lodge Salen	10		
P.	Salen Dalilea West Lodge Kinlochmoidart Pier	9 4 2	27	14.42
O.H. (3 sects.)	Devil's Staircase	$3\frac{1}{2}$		
O.H. (2 sects.)	Bay Hill	$1\frac{1}{2}$		
O.H. (2 sects.) C.	School House Camp Hill	3 7		
O.H. (2 sects.)	Camp Hill Lochailort Glenfinnan Annat Inverloch Fort William	2 10 13 4 2	31	16.07

Total Mileage 111 miles.



S. H. MILLER (Bultaco) Tackles the top sections of
Leitir Bo Fionn

(Photo by Courtesy of Motor Cycle)

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on two wheels!*

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Fifth Day

L—Lunch P—Petrol C—Check O.H.—Observed Hill	Route	Inter- mediate Mileage	Total Mile- age	1st Man Due
P.	Fort William			
O.H. (15 sects.)	Kinlochleven	26		
O.H. (3 sects.)	Loch Eild Path			
	Loch Eild			
	Meall na Cruaidhe	5		
	Blackwater Dam	2		
O.H. (3 sects.)	Kinlochleven	5		
	Caolasnacooan	4		
	Glencoe	3		
G.	Altnafeadh	9	54	11.53
P. : L.	Altnafeadh			
	Kinlochleven	7	7	12.25
O.H. (6 sects.)	Kinlochleven			
	Mamore	1		
O.H. (8 sects.)	Caillich	2		
	Mamore Road			
O.H. (2 sects.)	Town Hall Brae	17½		
P.	Fort William	½	21	15.31

Total Mileage 82 miles.



Under the watchful eye of A.C.U. Steward Ed. Damadian **SID LAMPKIN** (B.S.A.) Eventual winner of the 1966 Trial confidently climbs Caolasnacooan

(Photo by Courtesy of Motor Cycle News)

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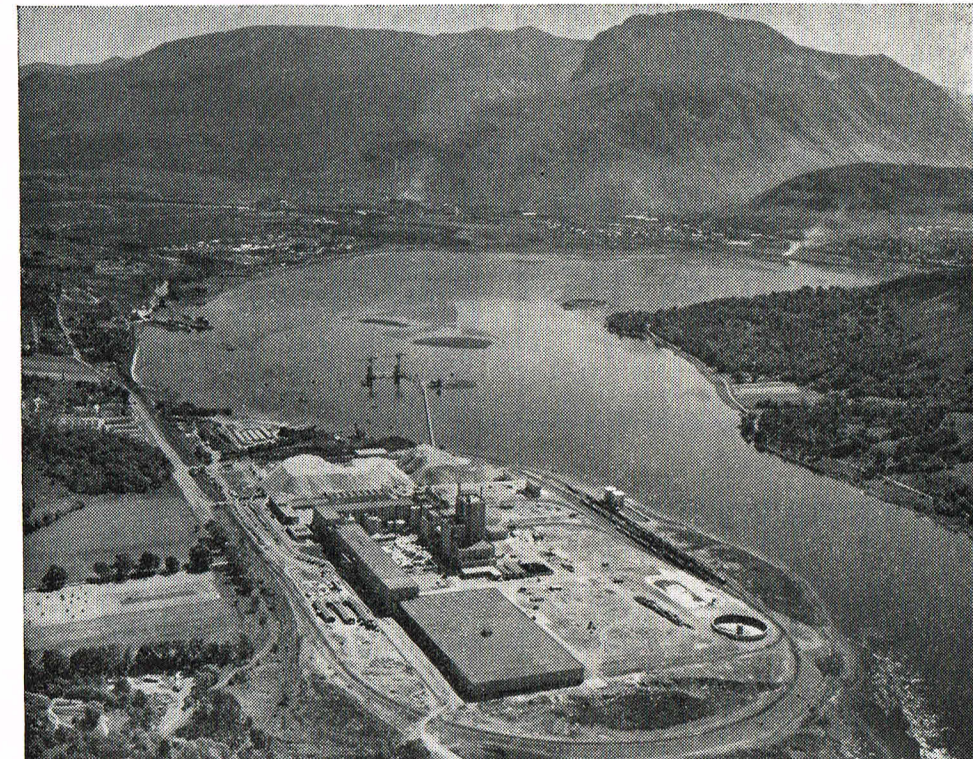
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For decades men have known how to turn wood into paper. But not until 1966 was the entire process, using advanced methods of making chemical pulp carries out in one mill in Britain. Then Wiggins Teape, makers of the world's widest variety of paper, built Britain's first integrated pulp and paper mill of its kind: a great industrial complex in which wood goes in one end and paper comes out the other.

Scottish Pulp and Paper Mills are many things.

They are the largest industrial development in the Scottish Highlands since the war. Pulp mill and one paper machine cost £15 million and when a second paper machine is added the total cost will be £20 million. They are the means of saving the country £8 million a year in foreign currency spent on imported pulp and paper. The pulp mill will make over 100,000 tons a year and each paper machine will make 40,000 tons of paper annually.

They are a social revolution, turning emigration into immigration in a part of Scotland that has been losing its people for centuries. The mill now has over 750 employees and with a second paper machine it will offer employment to over 1,000 people.



SCOTTISH PULP & PAPER MILLS

Division of Wiggins, Teape & Co., Limited



ANNAT POINT -- CORPACH -- FORT WILLIAM

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Sixth Day

L—Lunch P—Petrol C—Check O.H.—Observed Hill	Route	Inter- mediate Mileage	Total Mile- age	1st Man Due
	Fort William			
	Mamore—			
	Brake Test	13		
O.H. (1 sect.)	Mam Brec	1		
	Kinlochleven			
O.H. (2 sects.)	Pipe Line	2		
O.H. (7 sects.)	Martuin	3		
	Altnafeadh	4		
	Kingshouse			
	Inveroran			
	Bridge of Orchy	16		
O.H. (6 sects.)	Tyndrum	7		
L.	Crianlarich	10	56	11.14
	Crianlarich			
P.	Lochearnhead	16		
	St Fillans	7		
	Comrie	6		
C.	Loch			
	Monzievaird	5	34	13.09
	Loch			
	Monzievaird			
	Gleneagles	10		
	Glendevon	7		
	Pow Mill	5		
	Dunfermline	11		
	Forth Road			
	Bridge	7		
	Cramond Bridge	4		
	Edinburgh			
O.H. (1 sect.)	Blackford Hill	9	53	15.42
	Stop and Restart			
	Test			
	Final Examination			

Total Mileage 143



A. G. WALKER (*Bultaco*) Does a rodeo act on Laggan Locks in 1966

(Photo by Courtesy of Motor Cycle)

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It is obvious, from the fact that we have had no enquiries whatsoever from last year's advertisement that you have had no difficulty in solving the problem which we set out for you in the 1966 programme and so basing our assumption that you are all well over 150 I.Q. and can thus do your own jobs better than we can do them for you, we will waste no further time on this ridiculous advertisement and wish you all a most happy "Scottish Six Days" We further extend our warmest greetings to all visitors to Scotland and sincerely hope that you will make your visits frequent.

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GORDON ADSETT (Greeves) Hangs on to his lower lip as he picks his way up Laggan Locks

(Photo by Courtesy of Motor Cycle News)

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HOW THE MARKS ARE LOST

The following Extracts from the Rules of the Trial show the system of marking:—

Marks can be lost under the undernoted headings :—

- (a) Reliability.
- (b) Hill Climbing.
- (c) Condition of Machine.
- (d) Brake Test : Stop and Re-start Test.

Marks will be lost at the rate of 1 mark per minute as follows :—

- (1) For being late in starting in the morning.
- (2) For arriving before minimum or after maximum time at any check or control.

By a clean ascent is meant ascending the hill without any extraneous aid, such as footing, foot-slogging, etc. and the road wheels must not stop. Dismounting or circling on an observed hill will constitute a failure. Riders must also make a *bona fide* attempt to avoid baulking or being baulked, and in the event of their being baulked they will be accorded a clean ascent, provided they immediately make a re-start if at all possible. Any delay in making a re-start will cause their performance to be counted as a failure. Riders who claim that they have been baulked must be prepared to assist the Stewards to adjudicate on their claim. This can best be done by taking the number of the rider who has baulked them, and claiming the baulk from an Observer on the hill. In the event of any section becoming unrideable or impossible to negotiate, the Committee reserve to themselves the right to exclude that section.

The following system of marking on observed hills will be employed :—

- For touching the ground once with either foot (*i.e.*, one "dab") 1 mark.
 For touching the ground twice or more, 3 marks.
 For failure, 5 marks.

Machines will be examined daily, with a final examination at the end of the Trial.

Note.—Petrol and oil tanks must not be empty for this examination.

Marks will be deducted as follows :—

- (1) Broken spokes, two or more, 1 mark.
- (2) Leaking tanks, 2 marks.
- (3) Defective wheel bearings or other cycle bearing, 5 marks.
- (4) Inoperative kick starter, 2 marks.
- (5) Fractured frame, chassis member, or engine crankcase, 10 marks.
- (6) Any obvious fault not included above, 5 marks.
- (7) No Stand.

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LIST OF ENTRANTS

No.	Entrant and Rider	Club	Machine	c.c.	Marks Lost							
					M	T	W	T	F	S		
1	R. A. Brown (R. A. Brown)	South Shields & Dist. M.C.	Triumph	199								
2	D. Peplow	West Bromwich M.C.	Triumph	199								
3	Suzuki (Gt. Britain) Ltd. (D. H. Barrett)	Reigate & Redhill North Downs M.C.	Suzuki	118								
4												
5	B.S.A. Motor Cycles Ltd. (D. G. Langston)	Evesham M.C.C.	B.S.A.	148								
6	J. Peplow	West Bromwich M.C.	Triumph	199								
7	F. H. Carey	Edinburgh & Dist. M.C.	Suzuki	120								
8	T. H. Savage	Sheffield North End M.C.	Triumph	199								
9	R. T. Davies	Leatherhead & Dist. M.C.	Triumph	199								
10	Triumph Eng. Co. Ltd. (J. R. Sayer)	Bradford & Dist. M.C.	Triumph	199								
11												
12	Triumph Eng. Co. Ltd. (R. Peplow)	West Bromwich M.C.	Triumph	199								
13	C. A. Morewood	Sheffield & Hallamshire M.C. Ltd.	B.S.A.	150								
14	D. Thorpe	Hillsborough M.C.	Triumph	200								
15	R. Haines	Antelope M.C.C. Coventry	Triumph	200								
16	K. Burningham	Farnham M.C.C.	Triumph	199								
17	B.S.A. Motor Cycles Ltd. (D. Rowland)	Buxton & Dist. M.C.C.	B.S.A.	173								
18	Suzuki (Gt. Britain) Ltd. (I. A. Hillier)	East Grimstead & Dist. M.C.C.	Suzuki	118								
19	M. Bowers	Evesham M.C.C.	B.S.A.	174								
20	H. Cheshire	Streatham & Dist. M.C.C.	Honda	90								
21	Suzuki (Gt. Britain) Ltd. (P. H. Gaunt)	Yeadon & Guiseley & Dist. M.C.	Suzuki	118								
22												
23	W. A. Emmerson	Seaton Delaval & Dist. M.C.	Sprite	199								
24	M. C. Rathmell	Bradford & Dist. M.C.	Triumph	150								
25												
26												
27												
28	R. N. Rowland	Buxton & Dist. M.C.	B.S.A.	249								
29	C.S.M.A. Ltd. (J. R. Cornell)	Civil Service Motoring Assoc. Ltd.	Bultaco	244								
30	D. Charlton	Seaton Delaval & Dist. M.C.C.	Bultaco	244								
31	P. Briggs	Newmarket & Dist. M.C.C.	Greeves	250								
32	G. Shaw	Perth & Dist. M.C.	Greeves	250								
33	B. P. Barnsley	Birmingham M.C.C.	Bultaco	244								
34	Bob Gollner Ltd. (M. P. Whitlock)	Sunbeam M.C.C.	Cheetah	246								
35	Royal Marines A.M.C.A. (M. Gould)	Royal Marines A.M.C.A.	Greeves	250								
36	F. K. Greeneklee	Atufara M.C.C. Australia	A.J.S.	350								
37	A. G. Walker	Wetherby & Dist. M.C.C.	Bultaco	247								
38	D. Buchan	Perth & Dist. M.C.	Bultaco	250								
39	R. Clay	Middlesbrough & Dist. M.C.	Cotton	250								
40	Greeves Motor Cycles (D. Smith)	Sunbeam M.C.C.	Greeves	250								
41	R. Edwards	Middlesbrough & Dist. M.C.	Cotton	250								
42	J. T. Morris	Grasshopper (Chingford) M.C.C.	Bultaco	246								
43	H. S. McDonald	Edinburgh & Dist. M.C.	Bultaco	250								
44	D. H. Smollett	Dunfermline M.C.	Greeves	250								

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					M	T	W	T	F	S		
45	T. S. Ashby	Bradford & Dist. M.C.	Greeves	247								
46	R.A.F. Motor Sports Assoc. (A. F. Thomson)	R. A. F. Motor Sports Assoc.	Sprite	246								
47	D. K. Woods	Sunbeam M.C.C.	Bultaco	244								
48	J. K. Karlsson	Alvbygdens M.K.	Greeves	250								
49	R.A.F. Motor Sports Assoc. (H. R. Goodson)	R.A.F. Motor Sports Assoc.	Bultaco	244								
50	A. S. Pauley	Midlothian M.C.C.	Bultaco	244								
51	J. Young	Edinburgh & Dist. M.C.	Cotton	250								
52	R.A.F. Motor Sports Assoc. (E. J. Knoops)	R.A.F. Motor Sports Assoc.	Bultaco	252								
53	Triumph Eng. Co. Ltd. (P. A. England)	Bradford & Dist. M.C.	Triumph	228								
54	R. M. Wilkinson	Bradford & Dist. M.C.	Greeves	248								
55	G. Walker	Middlesbrough M.C.	Bultaco	250								
56	Royal Marines A.M.C.A. (J. A. W. Passmore)	Royal Marines A.M.C.A.	Greeves	250								
57	H. E. Svensson	Alvbygdens M.K.	Bultaco	250								
58	M. J. Collins	Rhondda M.C.	Bultaco	244								
59	J. J. V. Cassidy	Glasgow Lion M.C.C.	Greeves	250								
60	K. K. Cameron	Lochaber & Dist. M.C.	Greeves	246								
61	J. B. Sleightholme	Middlesbrough & Dist. M.C.	Bultaco	244								
62	R. F. A. Berggren	Karlskoga M.K.	Bultaco	244								
63	Triumph Eng. Co. Ltd. (G. J. Farley)	Sunbeam M.C.C.	Triumph	248								
64	G. Chandler	Southampton Vikings	Wasp	247								
65	D. S. Young	Stevenson & Dist. M.C.	Sprite	250								
66	S. Miller	Sunbeam M.C.C.	Bultaco	252								
67	Bob Gollner Ltd. (A. Dovey)	Southampton Vikings	Cheetah	246								
68	K. B. Andersen	Fyens Motor Sport	Greeves	246								



A. S. PITBLADO (Bultaco) about to come adrift on Loch Eild Path in 1966 (Photo by Courtesy of Motor Cycling)

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					M	T	W	T	F	S		
69	G. W. Forbes	Bon-Accord Motor C.C.	Bultaco	244								
70	D. Bald	Edinburgh St George & Edinburgh & Dist. M.C.	Greeves	250								
71	D J A. Watson	Lanarkshire M.C.C.	Bultaco	250								
72	Greeves Motor Cycles (D. J. Adsett)	Witley M.C.C.	Greeves	246								
73	Comerfords Ltd. (P. C. Wilson)	Dittons M.C.	B.S.A.	441								
74	R. T. Hill	Knock M.C.C.	Bultaco	251								
75	D. A. Reeve	Stowmarket M.C.C.	Bultaco	246								
76	R. A. Budgen	Horsham & Dist. M.C.C.	Bultaco	244								
77	C. J. Pearson	Cambridge Centaur M.C.C.	Bultaco	250								
78	I. D. B. Millar	Edinburgh St George M.C.	Greeves	250								
79	D. M. Dixon	Eboracum M.C.	Bultaco	244								
80	J. W. English	Eboracum M.C.	Cotton	250								
81	B. Thomas	Sheffield North End M.C.C.	Greeves	244								
82	Greeves Motor Cycles (J. Sandiford)	Hillsborough M.C.	Greeves	254								
83	P. H. Slinn	Solihull M.C.C.	B.S.A.	249								
84	W. G. R. Faulkner (W. G. R. Faulkner)	Sunbeam M.C.C.	B.S.A.	475								
85	D. J. McAinsh	Lanarkshire M.C.C.	Greeves	250								
86	A. A. Headleand	Andover M.C.C.	Wasp	244								
87	R. Bjorck	Karlskoga M.K.	Bultaco	244								
88	R. H. Lux	Leatherhead & Dist. M.C.	Bultaco	244								
89	P. Andersen	Motorcykle Clubben Svendborg	Greeves	246								
90	Greeves Motor Cycles (W. Wilkinson)	Bradford & Dist. M.C.	Greeves	246								
91	T. Milton	Melville M.C.	Ariel	500								
92	N. G. Hawkins	Brynmawr M.C.C.	Bultaco	244								
93	M. Nixon	Sheffield North End M.C.C.	Sprite	250								

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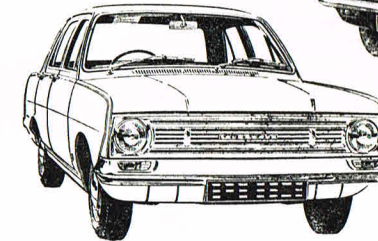
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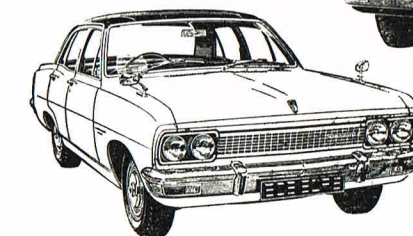
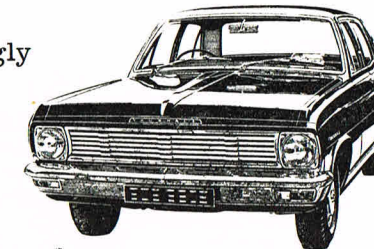
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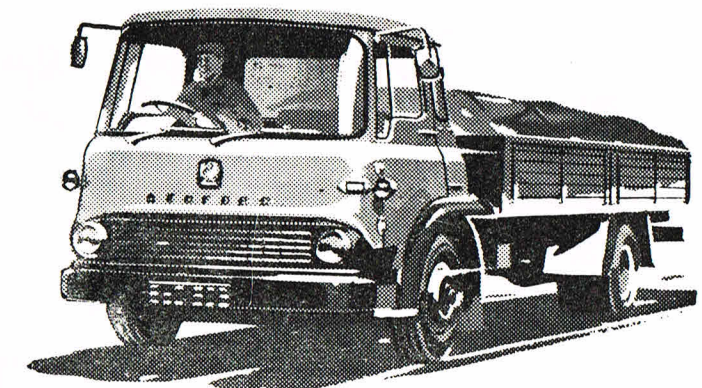
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No.	Entrant and Rider	Club	Machine	c.c.	Marks Lost							
					M	T	W	T	F	S		
94	R. B. Ward	Evesham M.C.C.	Greeves	250								
95	C. B. Johns	Swansea M.C.C.	Ariel	497								
96	B.S.A. Motor Cycles Ltd. (S. Ellis)	Redditch M.C.C.	B.S.A.	252								
97	A. C. Ingram	Dundee & Angus M.C.	B.S.A.	249								
98	R. G. Paynter	Andover M.C.C.	Cotton	246								
99	J. D. Hill	Reigate Redhill & North Downs M.C.	Bultaco	244								
100	R.A.F. Motor Sports Assoc. (G. S. Scott)	R.A.F. Motor Sports Assoc.	Bultaco	244								
101	A. Plenderleith	Edinburgh St George M.C.	Ariel	500								
102	G. Challis	Cambridge Centaur M.C.C.	Butler	250								
103	A. J. Cameron	Edinburgh & Dist. M.C.	Greeves	246								
104	E. A. Andrews	Brighton & Dist. M.C.C.	Greeves	250								
105	A. R. Jolley	Dublin University M.C.C.	Greeves	248								
106	B.S.A. Motor Cycles Ltd. (A. R. C. Lampkin)	Bradford & Dist. M.C.	B.S.A.	249								
107	F. Williamson	West Middlesex Amateur M.C.C.	Greeves	246								
108	A. Poynton	Edinburgh & Dist. M.C.	Bultaco	246								
109	P. D. White	St Albans M.C.C.	Greeves	250								
110	C.S.M.A. Ltd. (W. J. Moyce)	C.S.M.A.	A.J.S.	348								
111	Ossa Motor Cycles (M. Andrews)	Buxton M.C.C.	Ossa	230								
112	B. A. Salmon	West Middlesex Amateur M.C.C.	B.S.A.	350								
113	P. J. Holt	Market Harborough & Dist. M.C.C.	Bultaco	244								
114	J. H. Little	Edinburgh St George M.C.	Bultaco	244								
115	B. J. Marsh	Cambridge Centaur M.C.C.	Greeves	249								
116	C.S.M.A. Ltd. (J. Ballantyne)	C.S.M.A.	Bultaco	250								
117	S. T. Cooper	Stratford-on-Avon M.C.C.	Elstar	250								



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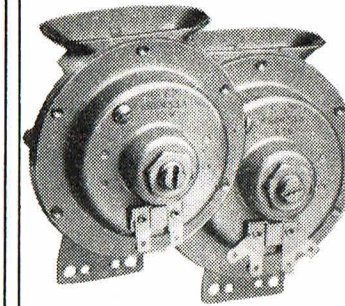
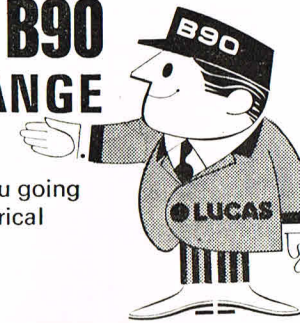
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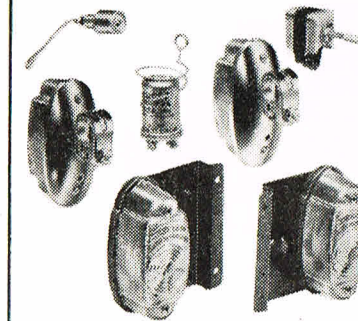
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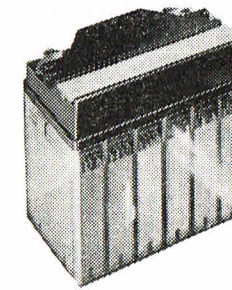
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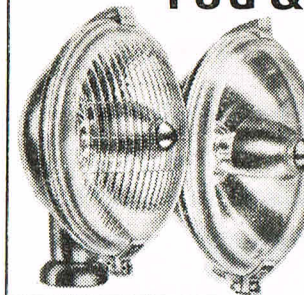
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					M	T	W	T	F	S		
118	J. A. Hayton	Westmorland M.C.	Greeves	248								
119	E. A. Dommett	Otter Vale M.C.C.	Bultaco	244								
120	N. F. W. Edgar	Edinburgh & Dist. M.C.	Bultaco	244								
121	C. D. Singleton	Market Harborough & Dist. M.C.C.	Greeves	250								
122	E. G. R. Page	Edinburgh Southern M.C.C.	Triumph Sp.	650								
123	V. Reddin	Dublin & Dist. M.C.C.	Bultaco	250								
124	J. E. Lee	St Albans & Dist. M.C.	Greeves	250								
125	M. R. Winwood	Kings Norton M.C.C.	B.S.A.	249								
126	D. V. Knight	West Middlesex Amateur M.C.C.	B.S.A.	350								
127	Miss R. Bennett	Carshalton M.C.C.	Greeves	250								
128	D. E. Haws	Moreton Hampstead M.C.	Greeves	250								
129	G. M. Loram	Moreton Hampstead M.C.	Bultaco	250								
130	R. M. Davies	Wrexham M.C.	Bultaco	244								
131	E. J. Frend	Streatham & Dist. M.C.C.	Bultaco	244								
132	A. L. King	Cardiff M.C.C.	Greeves	246								
133	B.S.A. Motor Cycles Ltd. (A. J. Lampkin)	Bradford & Dist. M.C.	B.S.A.	254								
134	B. P. Worman	Kenton & Kingsbury M.C.C.	B.S.A.	350								
135	H. J. Fulcher	Ndola Motor Sports Club	Greeves	246								
136	Anelays Motors Ltd. (T. Ollerton)	Darwen M.C.C.	Greeves	250								
137	Comerfords Ltd. (D. Cranfield)	Witley & Dist. M.C.C.	Greeves	250								
138	Army M.C.A. (M. A. Soames)	Army Motor Cycling Association	Bultaco	250								
139	Army M.C.A. (C. C. J. Morgan)	Army Motor Cycling Association	Greeves	246								
140	R. A. Bell	Eltham & Dist. M.C.C.	Matchless	350								
141	J. J. McComisky	Melville Motor Club	Ariel	498								
142	C.S.M.A. Ltd. (C. Watts)	C.S.M.A.	Bultaco	244								



R. M. WILKINSON (James) Carefully takes a right hand hairpin on Leitir Bo Fionn
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					M	T	W	T	F	S
143	C.S.M.A. Ltd. (P. J. Dunkley)	C.S.M.A.	Cheetah	246						
144	J. F. Polinsky	Ndola Motor Sports Club	Greeves	250						
145	G. Chambers	Brecon M.C.	Bultaco	247						
146	B. Dawson	Ribble Valley M.C.	Bultaco	250						
147	D. A. Fox	Bishops Stortford & Dist. M.C.C.	Bultaco	250						
148	P. Hall	Scarborough & Dist. M.C.	B.S.A.	250						
149	D. C. H. Hynd	Melville M.C.	Greeves	246						
150	E. Jones	Lochaber & Dist. M.C.	Greeves	250						
151	R. Peters	Denbigh & Mold M.C.C.	Bultaco	250						
152	S. Robinson	Rochdale & Dist. M.C.	Bultaco	244						
153	C. Mitchell	Bon Accord M.C.C.	Sprite	248						
154	Royal Marines A.M.C.A. (J. L. Terrell)	Royal Marines A.M.C.A.	Greeves	250						
155	P. Fletcher	Bradford & Dist. M.C.	R. Enfield	360						
156	H. M. Lampkin	Bradford & Dist. M.C.	B.S.A.	249						
157	G. A. Budgen	Horsham & Dist. M.C.C.	Greeves	246						
158	C. Cozens	Horsham & Dist. M.C.C.	Greeves	246						
159	C. A. Watson	Eboracum M.C.	Bultaco	244						
160	C. E. Dobson	Edinburgh Southern M.C.C.	Ariel	500						
161	F. E. Woodward	Wickham M.C.C.	A.J.S.	350						
162	K. J. Sedgley	Birmingham M.C.C.	Bultaco	250						
163	E. Manchester	Oswestry & Dist. M.C.	Bultaco	248						
164	W. E. Breffitt	Sutton Falcons M.C.C.	Bultaco	244						
165	J. D. Williamson	Edinburgh & Dist. M.C.	Bultaco	250						
166	D. J. Hobbs	Metropolitan Police M.C.	Bultaco	250						
167	R. E. Hamblin	Doncaster M.C.	Bultaco	244						
168	E. Anderson	Banbridge & Dist. M.C.C.	Bultaco	244						
169	N. J. Holt	Edinburgh & Dist. M.C.	Bultaco	244						
170	W. Varty	Glasgow Mercury M.C.	Greeves	250						
171	R. G. Collier	Birmingham M.C.C.	R.G.C. Sp.	500						



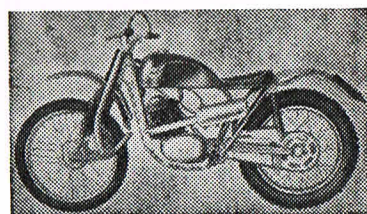
"JOCK" WILSON of Comerfords (Ariel) on Tyndrum in 1966

(Photo by Courtesy of Motor Cycle)

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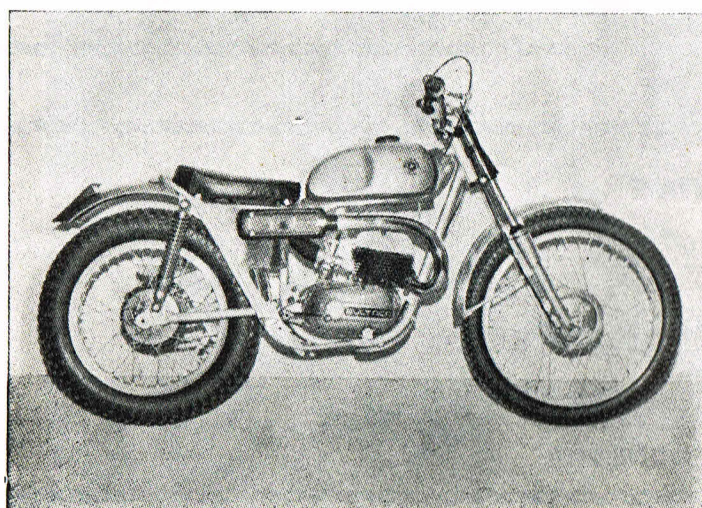
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					M	T	W	T	F	S		
172	B. C. Ingram	Andover M.C.C.	Bultaco	244								
173	J. Hearne	Antelope M.C.C.	Bultaco	244								
174	I. K. Haydon	Otter Vale M.C.	Cotton	247								
175	R. J. Garrington	Birmingham M.C.C.	Norton	350								
176	I. R. Turner	Kings Norton M.C.C.	A.J.S.	380								
177	H. Kirk	Knock M.C.C.	Greeves	246								
178	Comerfords Ltd. (R. J. May)	Witley & Dist. M.C.C.	Greeves	250								
179	Army M.C.A. (P. J. Lasota)	Army Motor Cycling Association	Greeves	247								
180	A. J. Howe	Ipswich M.C.C.	B.S.A.	250								
181	B. Farrer	Sheffield & Hallamshire M.C.	Greeves	246								
182	B. D. Denny	Newmarket & Dist. M.C.C.	Bultaco	244								
183	R.A.F. Motor Sports Assoc. (J. Tye)	R.A.F. Motor Sports Assoc.	Bultaco	244								
184	A. J. McConnell	Midlothian M.C.C.	D.M.W.	246								
185	J. A. Woollam	Birmingham M.C.C.	J.W. Sp.	350								
186	Dot Motor Cycles (D. J. Theobald)	Bury M.C.C.	Dot	250								
187	D. Jones	Birmingham M.C.C.	Sprite	254								
188	A. C. Harris	Grove Park M.C.	Bultaco	250								
189	M. Newsham	North Lancashire M.C.	Bultaco	244								
190	J. Goodchild	Horsham & Dist. M.C.C.	Greeves	246								
191	W. E. Dalton	Weardale & Dist. M.C.	Bultaco	244								
192	M. C. Spurgin	Streatham & Dist. M.C.C.	Greeves	250								
193	A. G. Holt	Market Harborough & Dist. M.C.C.	Greeves	246								
194	J. R. Walker	Stratford-on-Avon M.C.C.	Dot	246								
195	B. L. Davies	Wrexham M.C.	Bultaco	244								
196	Westbury Motor Cycles Ltd. (F. J. Pritchard)	Bristol M.C.	Greeves	250								
197	Army M.C.A. (T. C. Johns)	Army Motor Cycling Association	Sprite	246								

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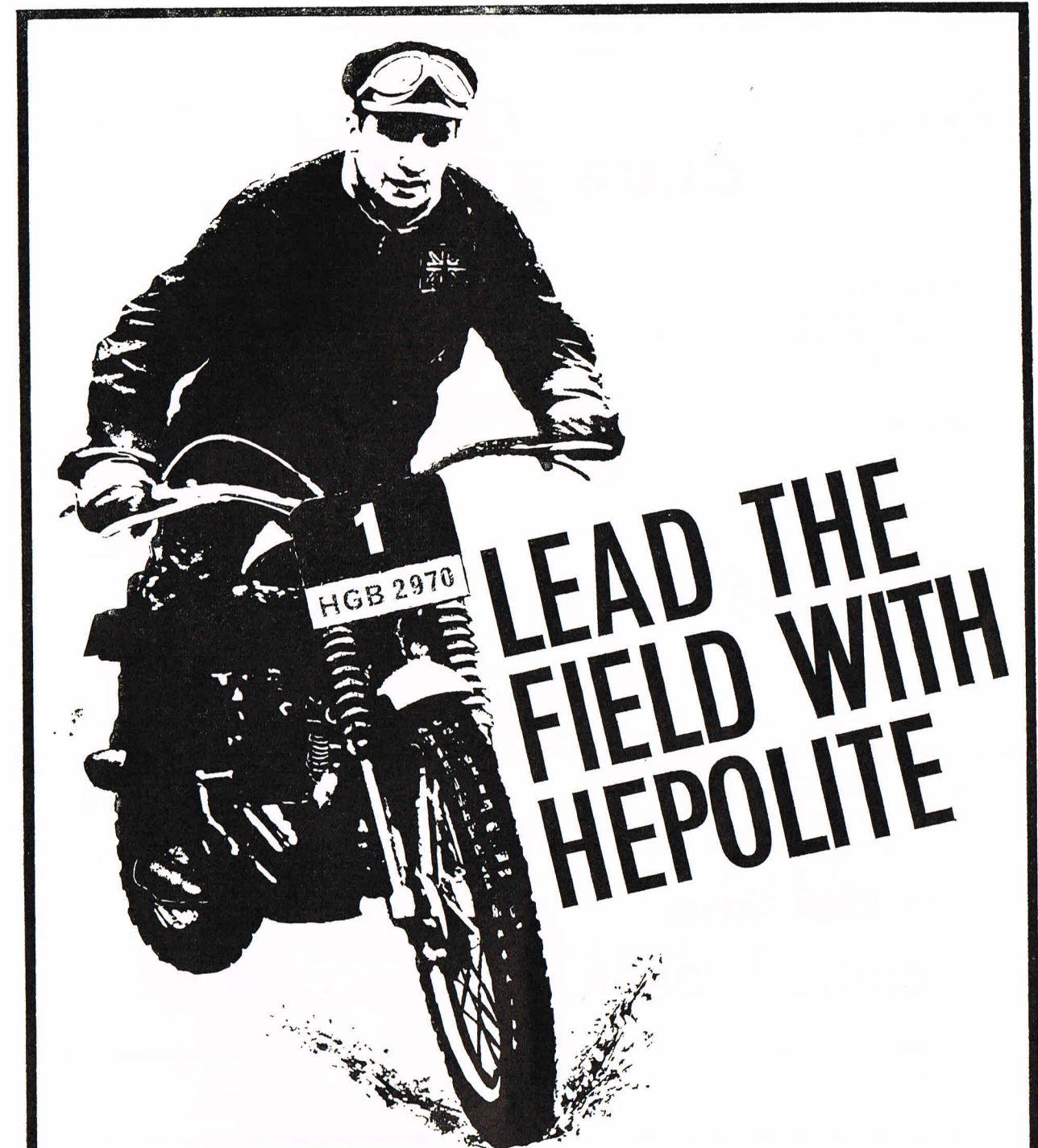
No.	Entrant and Rider	Club	Machine	c.c.	Marks Lost							
					M	T	W	T	F	S		
198	W. G. Price	Birmingham M.C.C.	Bultaco	250								
199	I. R. Clarkson	Stockton & Dist. M.C.	Greeves	246								
200	M. F. Eyles	Cardiff M.C.C.	Cotton	250								
201	J. Rushton	Ribble Valley M.C.	Bultaco	250								
202	J. C. Hearn	Wycombe & Dist. M.C.C.	Greeves	246								
203	M. A. H. Day	West Middlesex Amateur M.C.C.	Bultaco	244								
204	R. F. Adams	West Essex M.C.	Bultaco	244								
205	M. W. Barnes	Sutton Falcons M.C.C.	Ossa	230								
206	M. Scott	Cambridge Centaur M.C.C.	Bultaco	250								
207	M. L. Parker	Minety Vale M.C.	Bultaco	244								
208	R. Winwood	Kings Norton M.C.C.	B.S.A.	250								
209	J. G. G. Fraser	Edinburgh & Dist. M.C.	Greeves	248								
210	W. J. Hutton	Knock M.C.C.	Bultaco	244								
211	R. Breakwell	Ross & Dist. Motor Sports Club	Greeves	248								
212	R. Forbes	Midlothian M.C.C.	Bultaco	244								
213	L. C. Telling	Sunbeam M.C.	Bultaco	250								
214	B. J. Lutchford	Sidcup & Dist. M.C.C.	Greeves	250								
215	A. Kitchen	Worksop M.C.	Sprite	247								
216	J. W. Marsh	Cambridge Centaur M.C.C.	Jester	249								
217	C. R. Smith	Lowestoft Invaders M.C.C.	J.B. Firefly	248								
218	I. B. Walker	Ribble Valley M.C.	Greeves	246								
219												
220	M. Ball	Witley & Dist. M.C.	Grevaco	250								
221	C. D. Hill	Reigate & Redhill North Downs M.C.	Greeves	250								
222	P. Walsh	North Lancashire M.C.	Bultaco	250								
223	M. J. Turner	Chelmsford & Dist. M.C.	Bultaco	244								
224	R. H. Stableford	Preston & Dist. M.C.C.	Greeves	246								
225	J. England	Bradford & Dist M.C.	Triumph	201								
226	I. Lummas	Stowmarket & Dist. M.C.	Bultaco	244								
227	J. B. Valder	Wycombe & Dist. M.C.	Greeves	246								
228	F.V.R.D.E. (P. J. Mellers)	C.S.M.A.	B.S.A.	350								

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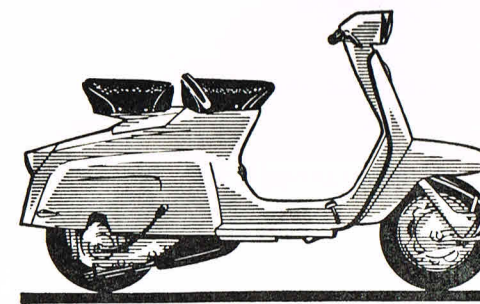
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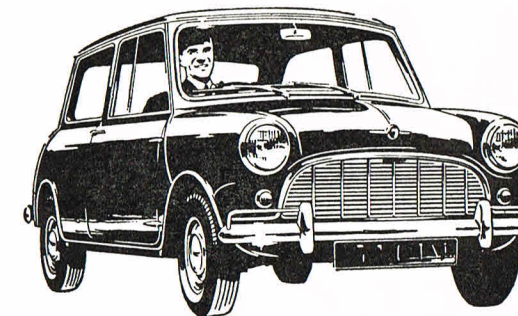
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