

BEMROSE TROPHY TRIAL

price 1/-

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Saturday 5th September
start 10.01 a.m.



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News



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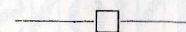
Duckhams Oils, Summit House, West Wickham, Kent. Tel: 01-777 8341

THE 44th

BEMROSE TROPHY TRIAL

A National Trial organised by the Pathfinders and Derby Motor Club, Limited, and held under National Permit No. ACU 253.

Held under the General Competition Rules (10th edition) the Standing Regulations of the Auto-Cycle Union (1966 edition) and the Supplementary Regulations of the Promoting Club.



OFFICIALS

A.C.U. Steward: E. Damadian, Esq.

East Midland Centre A.C.U. Steward: G. H. Morris, Esq.

Club Steward: A. Towle, Esq., M.Sc.

A.C.U. Timekeeper: A. F. Faulkner, Esq. (National)

Clerk of the Course: J. R. Walton

Assistant Clerk of the Course: J. Loydall

Machine Examiner: D. Burrows, Esq.

Chief Marshal: B. Marshall

Marshals and Observers: Members of the Scunthorpe, Loughborough, Burton, Retford B.S.S.A., Leicester Query, Cheadle, Mansfield Maun, Pennine Eagles, Derby Phoenix and the Pathfinders and Derby Clubs.

Results: R. W. Smith, Esq.

Hon. Secretary: R. W. Smith, 59 Green Avenue, Chellaston, Derby
Telephone: Chellaston 2031.

Trial Headquarters: Mermaid Inn, Upper Hulme, Buxton,
Derbyshire

COMPLETE RESULTS SHEETS GIVING DETAILS
OF EACH COMPETITOR'S PERFORMANCE MAY
BE OBTAINED FROM:—

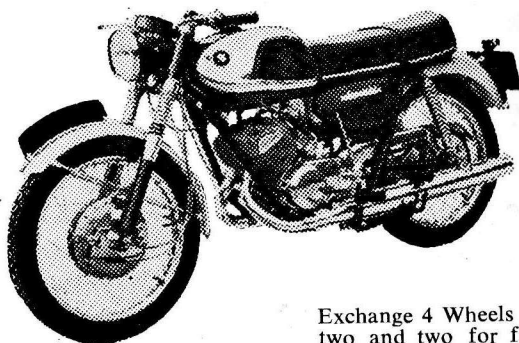
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Supplementary Regulations

1—Announcement.

The Pathfinders & Derby Motor Club Ltd. will hold a Reliability Trial for solo machines category A(1) and sidecar machines categories B(1), B(2) on Saturday, 5th September, 1970.

2—Eligibility.

Drivers who hold a 1970 National Competition Licence issued by A.C.U., the Scottish A.C.U. or the M.C.U. of Ireland.

3—Entries.

- (a) Entries will be limited to 150 Solo machines and 30 passenger machines, which will be accepted (subject to priority) in order of receipt. They must be made on the attached form and sent to R. W. SMITH, 59 Green Avenue, Chellaston Derby. Priority of entry (limited to a maximum of 100) will be given to entries by (a) Manufacturers, (b) entrants receiving a degree of support from a manufacturer, provided that written evidence by the manufacturer of such support, accompanies the entry form and (c) by entrants having won a first class or higher award in the 1968 or 1969 Bemrose Trophy Trial, provided that all such entries are received not later than SATURDAY, 15th AUGUST, 1970.

Entry fee—£1/7/6d (inclusive of drivers and passengers personal accident insurance).

One make Team fee £1.

Club Team fee Nil.

Entry fee will be returned only in case the event is cancelled through insufficient entries or is cancelled or postponed for more than 24 hours.

- (b) **TEAMS**—Two Classes, viz.: Club and One Make.

Teams shall consist of three drivers of solo machines who have paid individual fees and who have signed a declaration agreeing to be a member of the nominated Team. Any number of one make teams may be entered to represent that make. A Club affiliated to the Union may enter ONE team only to represent that Club. A driver may not be a member of more than one team in each class.

- (c) **CLOSING DATE**—No entries (including Team Entries) will be accepted after 19th August, 1970. If the maximum number of Entries is received, Entries (other than Team Entries) will close on the day such maximum number is reached.

4—Change of Vehicle

After 19th August, 1970 and prior to the start of the Trial, no change in the make or cylinder capacity of a driver's vehicle will be permitted or a substitute driver nominated without written application and without the permission of the Secretary of the Meeting.

5—National Competition Licences.

National Competition Licences must be produced when signing on. Any driver who fails to do so may only be permitted to take part in the meeting at the discretion of the Stewards of the meeting and may be liable to a fine of not exceeding £1.

6—Course.

The course will be one lap of approximately 50 miles, starting and finishing at the Mermaid Inn Upper Hulme, Buxton which is situated off the A53 Leek. to Buxton Road.

Where the course runs on private ground it will be marked by direction cards Blue, Left; Red, Right; White, S.O., and arrows. Every endeavour will be made to prevent unauthorised interferences by spectators and others; but the onus of finding the sections rests entirely with the driver.

STARTING INTERVALS

SOLO MACHINES. The order of starting will be in order of receipt of entries. No. 1 will start at 10.01 a.m. and the remainder at 1 minute intervals. **Late numbers can be allotted on request being made at the time of entry.**

PASSENGER MACHINES. Will be despatched after the solo machines. Starting order will be decided by ballot.

7—FINAL INSTRUCTIONS

Final instructions will be sent to each driver some days before the event. Any driver not in the receipt of these by 4th Sept. 1970 should immediately communicate with the Secretary of the Meeting. Two numbers will be supplied to each driver prior to starting and these must be handed in at the conclusion of the Trial, details of these numbers will be given in final instructions. Numbers must not be displayed whilst driving on the public highway

8—Observed Sections.

Are all on private ground and recommendations will be given to competitors so as to enable them to locate these by a route of their own choice.

9—System of Marking.

All marks will be debited as under. Non-Stop Sections will be clearly marked at the beginning and end. Tapes will be used to define any artificial boundary.

10—Special Test (for use in cases of ties only)

A driver will be required at a given signal to travel over a marked course from line A to line B, which will be of a distance not exceeding 800 yards from line A, at an average speed of 30 m.p.h. Time will be taken from when the front wheel crosses lines A and B. Drivers will commence the Test with engines running. Any driver who does not keep within the course boundaries will be excluded from the test. Ties (e.g. 29/31 m.p.h.) will be decided in favour of the driver with the faster average speed. In the event of a tie still remaining after the application of the results of this Test, the driver having lost marks on the least number of Non-Stop Sections will be the winner.

11—Approved Trial

This Trial is approved by the British Cycle and Motorcycle Industries Association for Trade Support. See Supplementary Regulation 3 as to priority of entry to trade drivers.

PENALTIES

- (a) Each complete minute late leaving start (up to a maximum of 15 minutes) ... 1 mark
- (b) Footing once only ... 1 mark
- (c) Footing more than once ... 3 marks
- (d) Failure ... 5 marks
- (e) Disobeying instructions of official in charge of section ... 5 marks
- (f) Drivers must be prepared to attempt a section when called upon to do so.
Penalty for non-compliance ... 5 marks
(This penalty is in addition to any which might subsequently be incurred in the section concerned).
- (g) Any driver proceeding into or through an observed section (with a machine) in the reverse direction of the course whilst the trial is in progress in that section, unless by permission of the official in charge of section ... 5 marks
- (h) Failure to "sign of" at the conclusion of the Trial ... Exclusion

A driver incurring a penalty of 5 marks in a Non-Stop section will immediately endeavour to remove his machine and himself from the section to ensure the passage of following drivers. He may, by permission of the official in charge of the Section, seek an alternative route to re-join the course immediately after the Non-Stop Section.

Addition to Standing Regulation 17 "(f) if any part of the passenger touches the ground."

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3-STRAP WOVEN CANVAS BODY BELTS	1-15-0
4-STRAP WOVEN CANVAS BODY BELTS	2- 7-6
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AWARDS (OPEN)

only, and a Souvenir will be given with each one (except No. 10, see below (f)).

- 1—THE BEMROSE TROPHY for the best performance by the driver of a solo machine.
- 2—THE "NEWS OF THE WORLD" CUP, for the best performance by the driver of a passenger machine.
- 3—THE LAPIDOSA CUP, for the best solo performance.
- 4—THE GREEN CUP for the next best passenger machine.

CLASS AWARDS

For best performances in class named, other than winners of the above four awards.

- 5—THE TELFORD TROPHY, for solo machine not exceeding 175 c.c.
- 6—THE HILL CUP, for solo machine over 175 c.c. and not over 200 c.c.
- 7—THE COMMITTEE CUP for solo machine over 200 c.c. and not over 250 c.c.
- 8—THE ALAN SMITH CUP, for solo machine over 250 c.c. and not over 350 c.c.
- 9—THE IAN ROBERTSON CUP, for solo machine over 350 c.c. and not over 500 c.c.
- 10—THE FRED CRANER CUP for the best aggregate performance by a Nominated Team of three drivers all on the same make of machine.

CLASS AWARDS—Continued

- (a) SOUVENIR AWARD for the best performance by a lady driver.
- (b) SOUVENIR AWARDS for the passengers in machines winning Awards 2 or 4.
- (c) FIRST CLASS AWARDS for the next 10% of starters in solo class and 20% of starters in passenger machine class, in order of merit, other than winners of above trophies.
- (d) SECOND CLASS AWARDS for the next 10% of starters in each of solo and passenger machine classes, in order of merit, other than winners of above Trophies.
- (e) THIRD CLASS AWARDS for the next 10% of starters, in each of solo and sidecar classes, in order of merit, other than winners of above Trophies.
The Trophies numbered 1 to 11 are to be held for one year than winners of above Trophies.
NOTE— 10% and 20% means one in every complete 10 and 5 starters respectively.
- (f) AWARDS to finishing members if winning teams, club and one-make. In the event of no team finishing complete, the performances of teams with the greatest number of finishers will be considered.

CLOSED

To qualify for Club Awards drivers must have paid their subscriptions for 1970 in accordance with G.C.R.

- 11—THE GRANTHAM CUP for the best performance by a driver resident in the East Midland Centre (excluding the Optional Zone) at the date of the Trial not winning awards 1 to 9.

THE DERBY PHOENIX M.C.C. offer an Award for the best performance by one of their members, provided there are three such entries.

THE GRIMSBY MOTOR CLUB offer the Washgates Cup for the best performance by one of their members.

THE ILKESTON & D.M.C. & L.C.C. offer the Ingle Trials Cup for the best performance by one of their members.

THE MAUN M.C.C., MANSFIELD, offer the Chairman's Tank-
ard for the best performance by one of their members.

THE PATHFINDERS & DERBY M.C. offer an Award for the
best performance by one of their members.

A driver, being a member of more than one of the above
clubs, will be eligible for the award given by the ONE Club stated
on his entry form only.

JOHN COOPER

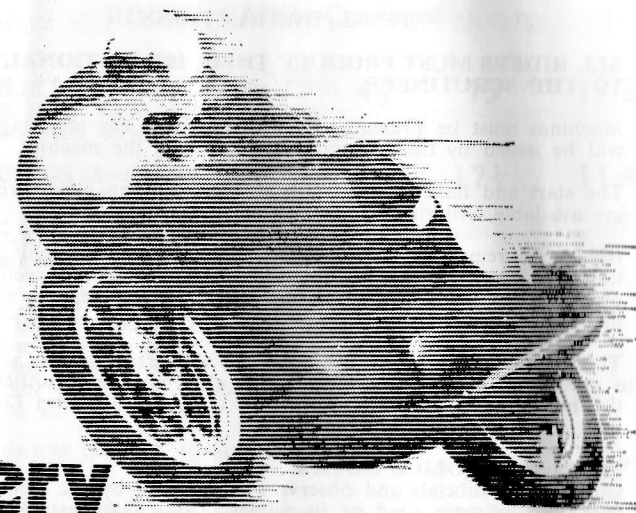
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 **DUNLOP**

FINAL INSTRUCTIONS

- 1 ALL RIDERS MUST PRODUCE THEIR 1970 NATIONAL LICENCE TO THE SCRUTINEER.
- 2 Machines must be presented to the scrutineer for checking. Numbers will be issued by the Scrutineer after passing the machine.
- 3 The start and finish controls are at Mermaid Inn, where refreshments are available. All riders must sign-off at the finish.
- 4 Riders are requested not to cause undue delay by watching their colleagues. They may be required to attempt observed sections in the order of arrival. Refusal to do so renders a rider liable to a penalty of five marks.
- 5 The 1969 awards are now available and winners of awards are requested to collect them when signing-off. The club has again anticipated that the majority would prefer to receive unengraved Crown Derby rather than some other award.
- 6 Car Parking—POLICE NOTICE.
Competitors, officials and observers are warned by the Police **NOT** to park on the main road or its verges. This causes extreme danger to themselves and other traffic. If the car park becomes full, Marshals will direct you to other safe parking.
- 7 As the entire route is in the Peak National Park please show courtesy and give priority to ramblers encountered on route. Drive quietly through villages.

ROUTE CARD

START:	Miles Between Sections	Total Miles	Approx. Time of 1st Man
Leave L; S.O. X roads in front of Inn; S.O. R. fork; R. at X roads; R. off road;		0	10.01
FLEETGREEN (Section 1 Solo & S/c.) continue; S.O. over bridge & L. through wall;	3		10.19
FERNYFORD (Sections 2 & 3 Solo & S.c.) continue; R. at X roads; S.O. X roads; L. up track;	$\frac{1}{2}$	$3\frac{1}{2}$	10.22
HEATHFIELD (Sec. 4, 5 & 6 Solo & S.c.) ...continue; L. at T roads; L. at main road; S.O. Warslow; L. main fork; sharp R; L; R; S.O. after bridge; S.O. X roads; R. through gate;	2	$5\frac{1}{2}$	10.34
BUNTER HILL (Sections 7 & 8 Solo & S/c.) continue; S.O. main lane and down track; L. before farm; bear R. around farm; L. at X roads; S.O. X roads; on left;	5	$10\frac{1}{2}$	11.04

ROUTE CARD—Continued

HIGH WHEELDON (Section 9 Solo & S/c) L. at fork; L. at T. R. through gateway; L. at main road; R. after telephone box;	$4\frac{1}{2}$	15	11.31
THE ETCHINGS (Section 10 Solos & S/c) DOWL (Section 11 Solo & S/c.) OWL HOLE (Section 12 S/c. only) FROG BANK (Sec. 13 Solo & S/c.) S/c's. continue up Lane;	$2\frac{1}{2}$	$17\frac{1}{2}$	11.46
PRATLEYS PATH (Sec. 14 Solos only) ULTIMA THULE (Section 15 Solos only) MAI (Section 16 Solos only) BOUE (Section 17 Solos only) S.O. to lane where L; S.O. to cattle grid where L.	$\frac{1}{2}$	18	
	1	19	
BOOTH'S FARM (Sec. 18, 19 Solo & S/c.) S.O.	2	21	12.22
WASHGATES (Sec. 20, 21 Solo & S/c.) S.O. main lane where L; S.O. and R. to	$1\frac{1}{2}$	$22\frac{1}{2}$	12.31
HOLLINSCLOUGH (Sections 22, 23, 23 Solo & S/c.) L. at main lane; R. at road; S.O. and R. BEFORE Travellers Rest; S.O. Cross A53.	$1\frac{1}{2}$	24	12.40
CHEEKS HILL (Sec. 25, 26, 27 Solo & S/c) Return to road and turn R; Hairpin L. before Travellers Rest and bear L;	5	29	13.10
BARONS BROOK (Sec. 28, 29 Solo & S/c.) bear L; on R.	$2\frac{1}{2}$	$31\frac{1}{2}$	13.25
HAWKS NEST (Section 30 Solo & S/c.) (31 and 32 Solos only)	1	$32\frac{1}{2}$	13.31
ROBINSONS ROCKS (Sections 33, 34, 35 Solo & S/c.) continue to Three Shires Head; L. over Bridge; hairpin L.; through gate and S.O. to main road where hairpin L.; hairpin R;	$\frac{1}{2}$	33	13.34
MANOR STEPS (Section 36 Solos only) R. after section; bear L., bear R.; S.O.	3	36	14.07
RAMSHAW ROCKS (Sections 37, 38 Solo & S/c.) continue to road where L; R. at X roads; R. fork; R. down track	3	39	14.16
CHURNET (Sections 39, 40, 41, 42, 43, (Solo & S/c.)	4	43	14.40
S.O. FINISH.	1	44	14.46

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No.	Name	Machine	Town
✓1	W. Swallow	360 c.c. A.J.S.	Huddersfield
✓2	G. Kemp	244 c.c. Bultaco	Dewsbury
✓3	J. P. Berry	250 c.c. Bultaco	Liversedge
4	A. M. Spargo	247 c.c. Montesa	Hazlemere
✓5	T. C. Spargo	247 c.c. Montesa	Beaconsfield
6	J. W. Gars.de	250 c.c. Bultaco	Rotherham
✓7	L. Thomas	199 c.c. Triumph	Sheffield
8	E. J. Heather	244 c.c. Bultaco	Chippenhams
9	P. J. Holt	246 c.c. Montesa	Rushden
10	A. Blair	250 c.c. Bultaco	Chesterfield
11	J. G. Turner	250 c.c. Sprite	Buxton
12	J. Garside	250 c.c. Cotton	Rotherham
13			
14	M. A. Haslam	125 c.c. Puch Dalesman	Rotherham
✓15	R. J. Clears	247 c.c. Bultaco	Cambridge
16	C. Chapman	250 c.c. Cotton	Rotherham
17	P. A. Bolton	250 c.c. Bultaco	Bradford
18	H. Rosenthal	250 c.c. Bultaco	Stockport
19	W. Priestman	244 c.c. Bultaco	Hull
20	G. Priestman	244 c.c. Bultaco	Hull
21	J. Peeling	199 c.c. Triumph	Bexley Heath
✓22	A. C. Armstrong	90 c.c. Gaunt Jawa	Horsforth
✓23	G. Hanslip	118 c.c. Alta Suzuki	Grimsby
✓24	A. F. Thomson	244 c.c. Bultaco	Doncaster
25	G. D. Rushden	250 c.c. Bultaco	Manchester
26	A. Cooper	118 c.c. Alta Suzuki	Sheffield
27	A. Dugdale	170 c.c. Cotton	Rotherham
28	R. Whitman	118 c.c. Alta Suzuki	Sheffield
29	H. A. Tindell	250 c.c. Bultaco	Stoke Poges
✓30	H. Charlesworth	244 c.c. Bultaco	Barnsley
31	R. M. Cleverly	247 c.c. Montesa	Ipswich
32			
33	Heap	230 c.c. Ossa/D.O.T.	Middleton
34	D. G. Spinks	250 c.c. Cheetah	Leicester
35	M. Hazlewood	250 c.c. Bultaco	Leicester
36	K. Rowbotham	244 c.c. Bultaco	Worcester
37	E. E. Edwards	250 c.c. Montesa	Bristol
✓38	M. J. Baker	250 c.c. Bultaco	Stoke-on-Trent
✓39	C. Horner	252 c.c. Bultaco	Co. Durham
40	M. Brown	247 c.c. Montesa	Sunderland
41	G. J. Best	250 c.c. Beamish Bultaco	Sussex
42	L. B. Latter	247 c.c. Montesa	St. Leonards
43	M. E. Livingstone	244 c.c. Bultaco	Huddersfield
44	R. Griffiths	250 c.c. Bultaco	Dinas Powis
45	B. E. Swann	244 c.c. Bultaco	Tonbridge
✓46	J. A. Woollam	150 c.c. Sprite	Four Oaks
47	N. E. Colin	123 c.c. Dalesman	Bristol
✓48	J. M. Hambrook	247 c.c. Montesa	Hythe
✓49	R. Robinson	199 c.c. R.R.S.	Derby
✓50	W. E. Breffitt	250 c.c. Ossa	Nottingham
✓51	B. Melville	250 c.c. Bultaco	Nottingham
52	P. Spence	247 c.c. Montesa	Spalding
53	C. D. Singleton	247 c.c. Montesa	Kettering
✓54	I. Bradford	247 c.c. Montesa	Grantham
55	A. Hunt	250 c.c. Bultaco	Scunthorpe
56	R. Bateman	250 c.c. B.S.A.	Scunthorpe
57	P. Ledgerwood	250 c.c. Bultaco	Scunthorpe
58	R. Hutsby	250 c.c. Bultaco	Pontefract
59	T. H. Savage	125 c.c. Savage	Barnsley
60	M. L. Whitlow	249 c.c. Sprite	Rochdale

SOLO COMPETITORS—Continued

No.	Name	Machine	Town
61	R. Sampson	250 c.c. Bultaco	South Shields
62	B. S. Richardson	247 c.c. Bultaco	Leeds
63	F. McMullen	244 c.c. Bultaco	Middleton
64	P. H. Gaunt	175 c.c. Gaunt-Jawa	Horsforth
65	I. Clarkson	244 c.c. Bultaco	Middlesbrough
66	A. Edwards	244 c.c. Bultaco	Shrewsbury
67	A. Collier	244 c.c. Hubbard Bultaco	Dunmow
68	J. Kendall	244 c.c. Hubbard Bultaco	Colchester
69	R. E. Pitt	244 c.c. Hubbard Bultaco	Colchester
70	J. S. Horsfall	248 c.c. Bultaco	Nelson
71	J. M. Kendrew	125 c.c. Dalesman Puch	Pateney Bridge
72	G. S. Rathmell	150 c.c. Sprite	Timble
73	T. Wright	125 c.c. Dalesman Puch	Rodley
74	J. Ward	170 c.c. Cotton	Nottingham
75	A. J. Hay	244 c.c. Bultaco	Norwich
76	P. S. Jerram	250 c.c. P.S.J. Spl.	Derby
77	T. Crabtree	230 c.c. Ossa	Mansfield
78	J. Bliss	125 c.c. Saracen	Cheltenham
79	R. D. Smith	125 c.c. R.W.S. Saracen	Derby
80	K. Chapman	244 c.c. Bultaco	Burton-on-Trent
81	J. B. Smith	249 c.c. Sprite	Sutton-in-Ashfield
82	B. J. Adams	246 c.c. Sprite	Mapperley
83	R. Shepherd	247 c.c. Montesa	Harrogate
84	A. E. Rushton	230 c.c. Ossa	Lincoln
85	G. S. Butterfield	250 c.c. Montesa	Consett
86	L. C. Telling	250 c.c. Montesa	Malmesbury
87	H. Lloyd	250 c.c. Bultaco	Buxton
88	R. Peplow	244 c.c. Bultaco	Wednesbury
89	N. S. Eyre	250 c.c. Ossa	Buxton
90	H. W. Doncaster	250 c.c. Bultaco	Mansfield
91	G. Galloway	150 c.c. Saracen	Aldershot
92	E. Morris	250 c.c. Bultaco	Washington
93	G. K. Oates	250 c.c. Montesa	South Shields
94	E. Adcock	170 c.c. D.O.T.	Royton
95	S. Ellis	175 c.c. Greeves	Redditch
96	R. Hamblin	250 c.c. Bultaco	Gainsborough
97	A. Kitchen	250 c.c. Bultaco	Gainsborough
98	G. M. Campbell	250 c.c. Bultaco	Nottingham
99	M. W. Barnes	250 c.c. Bultaco	Barnetby
100	B. K. Rodgers	250 c.c. Bultaco	Derby
101	B. P. Kirk	244 c.c. Montesa	Nottingham
102	P. Dunkley	250 c.c. Bultaco	Christchurch
103	A. R. Malcolm	250 c.c. Bultaco	Derby
104	G. Chandler	250 c.c. Bultaco	Salisbury
105	H. M. Lampkin	128 c.c. Suzuki	Silsden
106	A. Lampkin	128 c.c. Suzuki	Silsden
107	D. Smith	250 c.c. Stag	London
108	J. D. Stobart	170 c.c. Cotton	Aspatria
109	J. A. Sandiford	244 c.c. J.A.S. Bultaco	Bury
110	M. C. Rathmell	250 c.c. Bultaco	Timble
111	D. J. Adsett	175 c.c. Greeves	Godalming
112	J. Hemingway	128 c.c. Suzuki	Leeds
113	C. Leighfield	125 c.c. Sprite	Sutton Coldfield
114	R. Lydiatt	250 c.c. Montesa	Cheadle
115	M. Wilkinson	175 c.c. Greeves	Kettlewell
116	M. Andrews	250 c.c. Ossa	Matlock
117	S. H. Miller	252 c.c. Bultaco	Highcliffe
118	D. Thorpe	250 c.c. Ossa	Sheffield
119	D. Rowland	250 c.c. Bultaco	Hanforth
120	A. J. Davis	247 c.c. Montesa	Cheltenham

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121 R. Edwards	250 c.c. Montesa	Thornaby
122 G. Farley	247 c.c. Montesa	Woking
123 A. M. Down	247 c.c. Montesa	A mesbury
124 J. Statham	250 c.c. Ossa	Stoke-on-Trent
125 R. P. Salt	250 c.c. Bultaco	Sandbach
126 W. Wilkinson	250 c.c. Greeves	Skipton
127 B. Hutchinson	125 c.c. Sprite	Stokesley
128 B. Shuttleworth	247 c.c. Montesa	Trowbridge



TODAY'S SIDECAR COMPETITORS

No.	Name	Machine	Town
129	S. Kenworthy	500 c.c. Ariel	Royton
	F. Griffiths		
130	R. Colein	490 c.c. Metisse	New Milton
	L. Colein		
131	J. W. Raynor	500 c.c. Ariel	Nottingham
	B. Pearce		
132	P. J. Shiner	497 c.c. Ariel	Birmingham
	C. E. Smith		
133	D. Gant	500 c.c. B.S.A.	Nottingham
	D. Raynor		
134	J. Robinson	500 c.c. Ariel	Nottingham
	C. Bloomfield		
135	J. Matthews	499 c.c. B.S.A.	Manchester
	G. Ruffley		
136	B. E. Checklin	499 c.c. B.S.A.	Mansfield
	J. Checklin		
137	P. L. Mountfield	497 c.c. R.L. Ariel	Liverpool
	J. P. Mountfield		
138	C. A. Morewood	500 c.c. Ariel	Sheffield
	G. Holmes		
139	W. Bulloch	500 c.c. B.S.A.	Mansfield
	C. Garner		
140	R. J. Pettet	497 c.c. Ariel	Nottingham



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MANUFACTURERS

Bultaco—102 P. Dunkley; 104 G. Chandler; 117 S. H. Miller
 Greeves—111 D. Adsett; 115 M. Wilkinson; 126 W. Wilkinson.
 Hubbard Bultaco—67 A. Collier; 68 J. Kendall; 69 R. E. Pitt.
 Montesa—86 L. C. Telling; 121 R. Edwards; 122 G. Farley.
 Ossa—50 W. E. Breffitt; 116 M. Andrews; 118 D. Thorpe.

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 116 M. Andrews.
 R.A.F. M.S.A.—15 R. J. Clears; 48 J. M. Hambrook; 123 A. M. Down.
 Scunthorpe M.C.C.—55 A. Hunt; 56 R. Bateman; 57 P. Ledgerwood.
 Sutton Falcons M.C.C.—50 W. E. Breffitt; 51 B. Melville; 82 B. J. Adams.

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BOOTH FARM	2	2	Derby Phoenix Motor Cycle Club
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HOLLINSCLOUGH	3	3	Retford Motor Cycle Club
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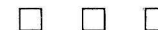
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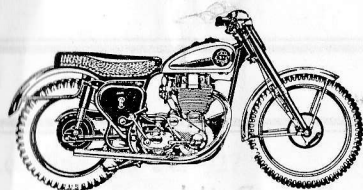


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 1933—E. Blake; 1934—G. E. Rowley; 1935—V. N. Brittain;
 1936—J. Williams; 1937—J. J. Booker; 1938—A. Jeffries; 1939
 G. F. Povey; 1946—G. E. H. Godber-Ford; 1947—A. F. Gaymer;
 1948—P. H. Alves; 1949—P. H. Alves; 1950—R. Chidgey; 1951
 —J. Giles; 1952—W. Nicholson; 1953—J. V. Smith; 1954—J. V.
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 Wraith; 1962—P. W. Roydhouse; 1963—A. Wright; 1964—R.
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