

OFFICIAL PROGRAMME 1s.
SOUTHAMPTON & DISTRICT M.C.C.

Motor Cycle INTERNATIONAL

500 mile race

Castle Combe Circuit, Chippenham, Wilts.

24th July, 1965



Motor Cycle

THE COMPLETE
MAGAZINE

THURSDAY 1s.

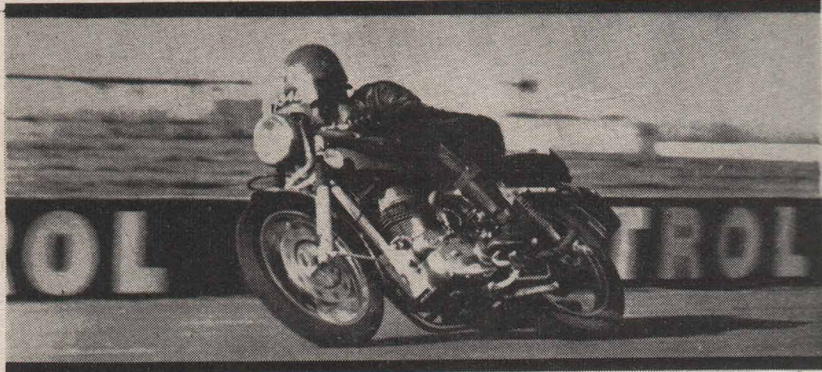
"Britain's fastest 250"

Motor Cycle News

Nov. 14th 64.

Royal Enfield

CONTINENTAL G.T.



Just look at the unique features of this fantastic machine: bright red fibreglass tank, clip-on bars, sporty exhaust pipe, race-styled dual seat and much, much more. Send now for the FREE catalogue showing the G.T. and all this year's range.

John Cooper puts the "G.T." through its paces at Silverstone during the recent reliability test.

POST COUPON NOW

To: The Enfield Cycle Co. Ltd.
Dept. MRP 24/7, Redditch, Worcs.

Please send me your latest brochure which contains full details of the G.T. and other models.

NAME

ADDRESS

THE ENFIELD CYCLE CO. LTD., REDDITCH, WORCESTERSHIRE

THE SOUTHAMPTON & DISTRICT M.C.C.

This Meeting is held under A.C.U. Permit No. 792, A.C.U. Permanent Course Licence No. 3, and subject to The International Sporting Code of the F.I.M., the General Competition Rules of the A.C.U. and the Supplementary Regulations.

OFFICIALS OF THE MEETING

Stewards of the Meeting:

J. McNULTY (Appointed by the Auto-Cycle Union)
A. E. LAMBERT (Appointed by the Southern Centre A.C.U.)
W. E. TOPP (Appointed by the Southampton & District M.C.C.)

Clerk of Course and Secretary of the Meeting:

N. E. GOSS, 60 Bursledon Road, Bitterne, Southampton (Tel. 49356)

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W. G. PASKINS; P. BAILEY
Chief Timekeeper and Measurer:
V. C. ANSTICE (International)

Chief Course Marshals:

D. C. PRAGNELL; W. TARDIVEL; K. LYWOOD

Starter:

K. GAINSBURY

Chief Scrutineer:

J. STANFIELD

Chief Dépôt Marshal:

B. COOMBES

Course Marshals:

MEMBERS OF THE SOUTHERN & WESSEX CENTRES CLUBS

Treasurer of the Meeting:

W. WILKINS

Press Liaison Officer:

P. BROWN

Gate Marshals and Programmes:

MEMEBERS OF THE ORGANISING CLUBS AND FRIENDS

Commentators:

W. MILLS; D. LINTON; D. DUNFORD

Staff Welfare Officer:

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THE BRISTOL & CITY MARINE AMBULANCE
THE SWINDON RED CROSS SOCIETY
THE ST. JOHN AMBULANCE BRIGADE, CORSHAM

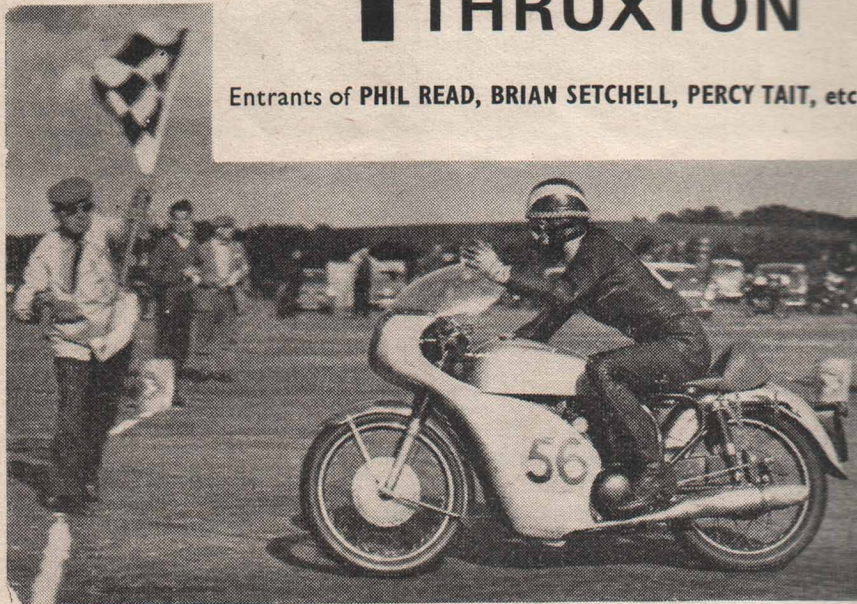
*The
Leading
Competition Specialists*
LAWTON & WILSON

**ST 1962 500-MILE
THRUXTON RACE**

**ST 1963 500-MILE
THRUXTON RACE**

**ST 1964 500-MILE
THRUXTON RACE**

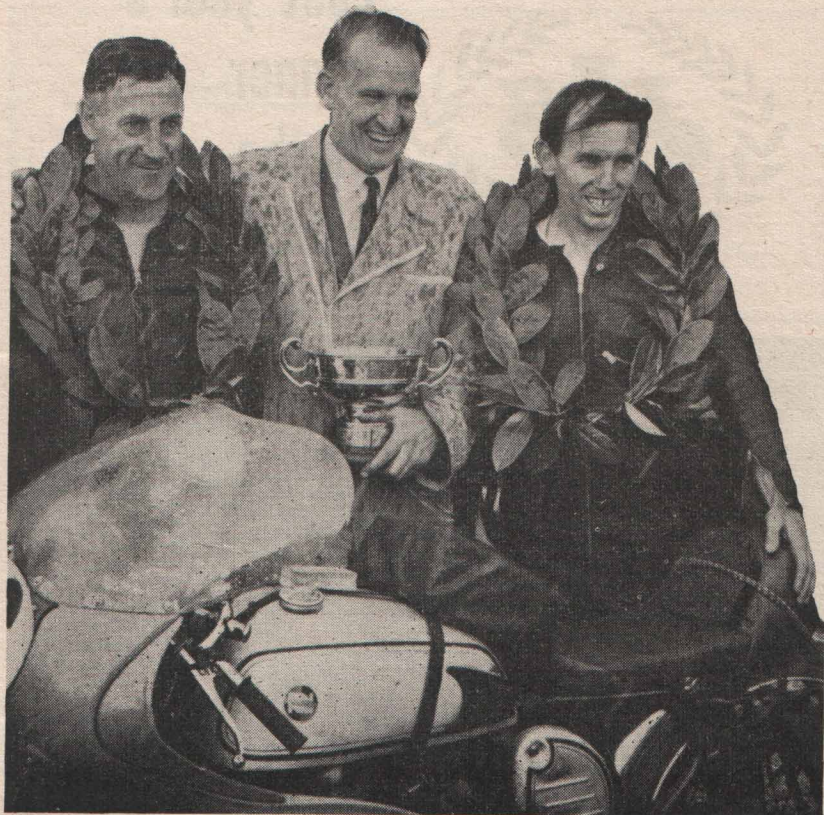
Entrants of PHIL READ, BRIAN SETCHELL, PERCY TAIT, etc.



"Motor Cycle" Photo.

264 MILLBROOK ROAD - SOUTHAMPTON 27744.
- WINCHESTER 2722.

76 EASTGATE STREET
242 WEST STREET - FAREHAM 2993



"Motor Cycle" Photo.

1964 RACE WINNERS

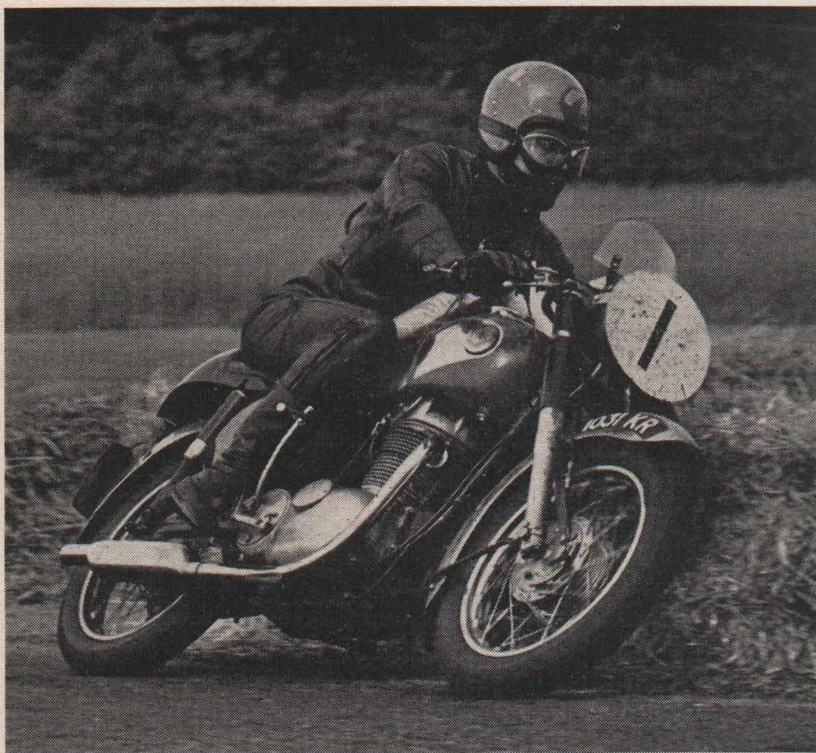
BEHIND THE NORTON 650 S.S. STAND RACE WINNERS BRIAN SETCHELL AND DEREK WOODMAN. BETWEEN THEM AND HOLDING THE "MOTOR CYCLE" TROPHY IS THEIR ENTRANT, A VERY PLEASED SID LAWTON, HAVING COMPLETED THE HAT-TRICK WITH THREE SUCCESSIVE WINS.

THE RACE-WINNING NORTON COMPLETED 228 LAPS OF THE THRUXTON CIRCUIT IN 7 HOURS, 11 MINUTES, 11.4 SECONDS, AT AN AVERAGE SPEED OF 69.57 M.P.H.



Last year's winner of the 250cc Class

*Motor Cycle 500 mile Grand
Prix D'Endurance.*



Watch out for AJS* at Castle Combe! Last Year at Thruxton Peter Williams and Tony Wood romped away with the 250cc award on an AJS 14 CSR. A race like this is a natural for AJS for all their machines are built for speed and endurance. Advanced design coupled with immaculate British engineering makes this handsome lightweight a machine in demand.

Made by AMC — first and foremost makers of motor cycles

**Watch for the Matchless too — they're also from the AMC stable*

AJS MOTOR CYCLES LTD . 44 PLUMSTEAD RD . LONDON SE18

GRAND PRIX D'ENDURANCE

THIS TITLE HAS NOW BEEN OFFICIALLY GRANTED TO THE "MOTOR CYCLE" 500 MILE RACE AT THIS CIRCUIT, AND IT IS IN FACT THE ONLY ROAD RACE IN ENGLAND ENTITLED TO THE MAGIC WORDS "GRAND PRIX".

A Summary of the Regulations

The machines used in this Competition must be Standard Catalogue Models which must have been manufactured after 1st September, 1962, and at least 100 of each must have been made, sold and delivered to the general public.

Each machine must be equipped to the Makers' Standard Specification, which must include electric lighting, including generator, horn, speedometer and drive, kickstarter and silencers. The only modifications permitted are those which are listed as optional equipment by the manufacturer concerned together with certain minor alterations permitted in the interest of the safety of the drivers in this long distance event.

The fuel and oil used will be of those which are normally obtainable from garages.

All replenishments, repairs and replacements must be carried out at the driver's dépôt, and to help him he is allowed two assistants.

Replacement parts must have been placed in the dépôt before the start of the Competition.

No Driver may call at the dépôt during the first fifteen minutes of the Competition for any repairs, replacements or adjustments.

There must be two Drivers for each machine and no Driver may drive for more than two hours continuously and after driving for this period or part thereof each Driver must take a compulsory rest period of at least thirty minutes.



On the track
or on the road

*Veedol oils are winners in
over 80 countries!*

Produced by one of the oldest and largest oil companies in the world
Veedol products are unsurpassed for quality and performance.

You can buy dearer oils—but you **can't** buy better!



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DETAILED DESCRIPTION OF ENTRIES

NOTE:—The second named driver in the programme will, whilst racing, wear a white armband on each arm.

ALL FRONT NUMBERS BLACK ON WHITE PLATES

Over 175 c.c. but not over 250 c.c. class

Side numbers white on green plates.

- | | 1965
Licence No. |
|---|---------------------|
| * 1. 1963 MONTESA IMPALA SPORT 175 c.c. | |
| Entered by Ferdinand Meyer | |
| First Driver Ferdinand Meyer (33) | Z1443 |
| Second Driver A Lino Layer of Dusseldorf. | |
| Friedrich Kettler (31) | |
| A Baker of Duisburg. | Z7981 |
| * 2. 1965 MONTESA IMPALA SPORT 175 c.c. | |
| Entered by A.M.S.S.A. Barcelona. | |
| First Driver Oriol Regas. | |
| Second Driver Salvador Canellas | |
| * 3. 1965 MONTESA 250 c.c. | |
| Entered by A.M.S.S.A., Barcelona. | |
| First Driver George Sirera. | |
| A Motor Cycle Dealer of Barcelona. | |
| Second Driver Enrique Sirera. | |
| A Motor Cycle Dealer of Barcelona. | |
| * 4. 1965 MONTESA 250 c.c. | |
| Entered by A.M.S.S.A., Barcelona. | |
| First Driver Jose Busquets | |
| Second Driver Cesar Gracia | |
| 5. 1965 YAMAHA YDS3 250 c.c. | |
| Entered by Pearce and Nicholls Ltd. | C0150 |
| First Driver David Croxford (23) | Z342 |
| A machinist of Acton | |
| Second Driver David Simmons (25) | Z7422 |
| An electrical engineer of Stanwell | |
| 6. 1965 YAMAHA YDS3 250 c.c. | |
| Entered by Pearce and Nicholls Ltd. | C0150 |
| First Driver Ian Plumridge (20) | C69 |
| A mechanic of Kingfield. | |
| Second Driver Robin Denny (27) | C86 |
| An airport clerk of Slough. | |

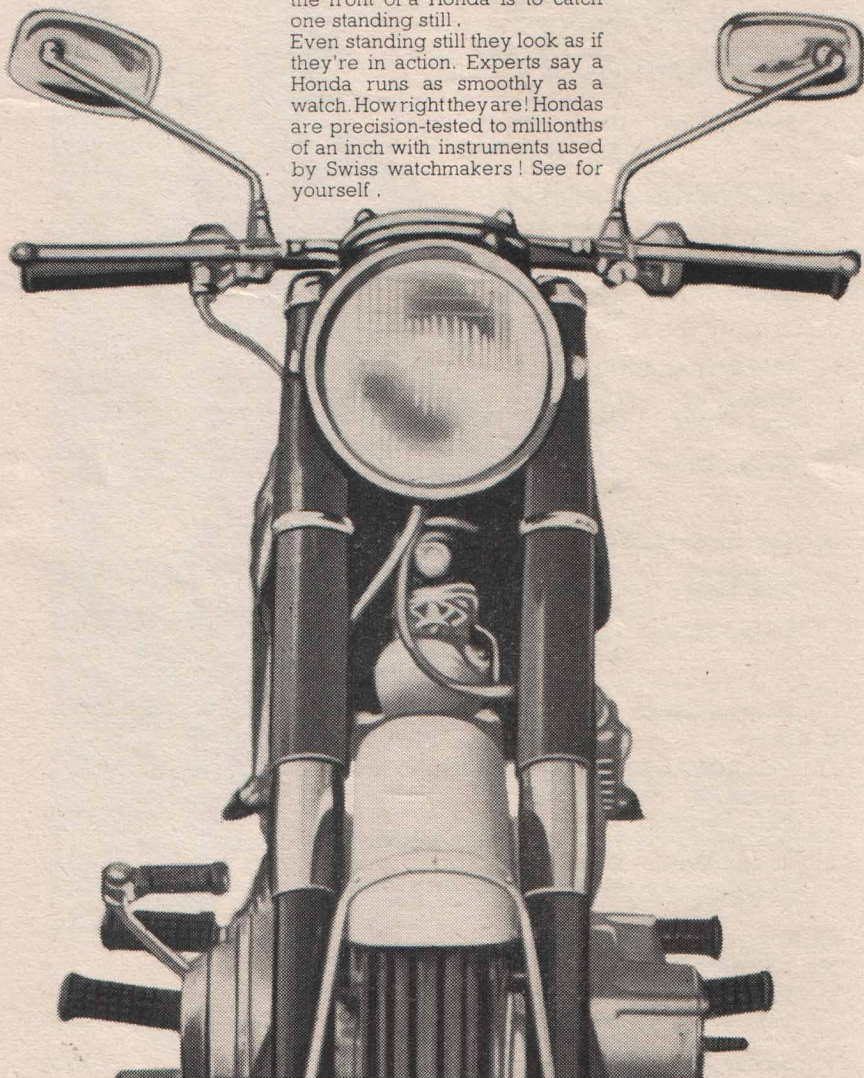
Over 175 c.c. but not over 250 c.c. class—(Continued)

		1965 Licence No.
7.	1965 DUCATI MACH 1 250 c.c.	
	Entered by Vic Camp Motorcycles	C0113
	First Driver Dave Chester (24)	Z7401
	A transport contractor of Ilford.	
	Second Driver Brian Jeffries (25)	C209
	An electrical fitter of Walthamstow.	
8.	1964 DUCATI MACH 1 250 c.c.	
	Entered by Vic Camp Motorcycles	C0113
	First Driver Robin Miller (24)	C727
	A reporter of Kettering.	
	Second Driver Sean Wood (21)	C726
	A journalist of Kettering.	
9.	1964 HONDA CB72 250 c.c.	
	Entered by Minear & Bruce	C0146
	First Driver Brian Davis (25)	Z6924
	A builder of Farncombe.	
	Second Driver William Scott (30)	Z2726
	A garage proprietor of Shere.	
10.	1963 ARIEL SPORTS ARROW 250 c.c.	
	Entered by A. R. Taylor Garages Ltd.	C0275
	First Driver Mick Bowers (22)	Z2975
	A development engineer of Redditch.	
	Second Driver Scott Ellis (23)	Z2267
	A project engineer of Studley.	
11.	1965 BULTACO METRALLA 200 c.c.	
	Entered by Rickman Engineering Ltd.	C0274
	First Driver Sammy Miller (29)	Z2599
	A development engineer of New Milton.	
	Second Driver Ian Burne (22)	Z6120
	An engineer of South Africa.	
12.	1964 TRIUMPH T20 SL 200 c.c.	
	Entered by R. S. May	
	First Driver Ronald May (42)	Z2602
	A motor cycle mechanic of Balham.	
	Second Driver Clive Thompsett (33)	C182
	An instrument maker of Wallington.	
14.	1965 YAMAHA YDS 3 250 c.c.	
	Entered by George Collis Motors	C0245
	First Driver Michael Samways (21)	C689
	A factory manager of Southampton.	
	Second Driver John Swinden (20)	C560
	A radar technician of Eastleigh.	
15.	1965 HONDA CB72 250 c.c.	
	Entered by Read Bros. (Cycles) Ltd.	C0270
	First Driver Dick Prior (26)	C715
	A taxi driver of London, S.E.4.	
	Second Driver William Penny (25)	C708
	A machine operator of Ongar.	

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You can get a look at the tail end of a Honda anywhere on the open road. The only easy way to see the front of a Honda is to catch one standing still.

Even standing still they look as if they're in action. Experts say a Honda runs as smoothly as a watch. How right they are! Hondas are precision-tested to millionths of an inch with instruments used by Swiss watchmakers! See for yourself.



Honda, Power Road, Chiswick, London, W.4. Telephone: Turnham Green 9381/8

Over 175 c.c. but not over 250 c.c. class—(Continued)

		1965 Licence No.
16.	1965 SUZUKI T10 250 c.c.	
Entered by	R. B. Minto	
First Driver	Robert Minto (30) A motor fitter of Dorking.	C674
Second Driver	George Ashton (21) A shoemaker of Thundersley.	C32
*17.	1965 COTTON CONQUEST 250 c.c.	
Entered by	Cotton Motorcycles Ltd.	C0228
First Driver	Peter Inchley (26) A development Engineer of Hagley.	Z511
Second Driver	Derek Minter (32) A racing motorcyclist of Whitstable.	Z7407
18.	1965 COTTON CONQUEST 250 c.c.	
Entered by	Cotton Motorcycles Ltd.	C0228
First Driver	David Browning (20) A company director of Cheltenham.	C753
Second Driver	Roger Corbett (23) An engineer of Bishop's Cleeve.	C752
19.	1965 ROYAL ENFIELD 250 c.c.	
Entered by	The Enfield Cycle Company Ltd.	C0165
First Driver	Gordon Keith (25) A racing motorcyclist of Burnham.	C140
Second Driver	John Rudge A mechanic of Redditch.	Z8175
20.	1965 A.J.S. 14 CSR 250 c.c.	
Entered by	Arter Bros. Ltd.	C0149
First Driver	Christopher Doble (23) A toolmaker of Sanderstead.	Z8193
Second Driver	Tony Wood (25) A fitter of Sidcup.	C93

Reserves 250 c.c. class

1st Reserve

21.	1965 ROYAL ENFIELD CONTINENTAL GT 250 c.c.	
Entered by	R. M. Boss	
First Driver	Roger Boss (37) Motor Cycle sales manager of Redditch.	C728
Second Driver	Brian Crow (31) Motor cycle sales rep of Studley.	C729

2nd Reserve

22.	1965 HONDA CB72 250 c.c.	
Entered by	T. P. Payne.	
First Driver	Trevor Payne (25) An electrical tester of Corsham.	C503
Second Driver	Peter Stacey (32) A representative of Chippenham.	Z224

Over 175 c.c. but not over 250 c.c. class—(Continued)

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Second Driver	Peter Stacey (32) A representative of Chippenham.	Z224

BSA

**The Choice of
the Champions!**



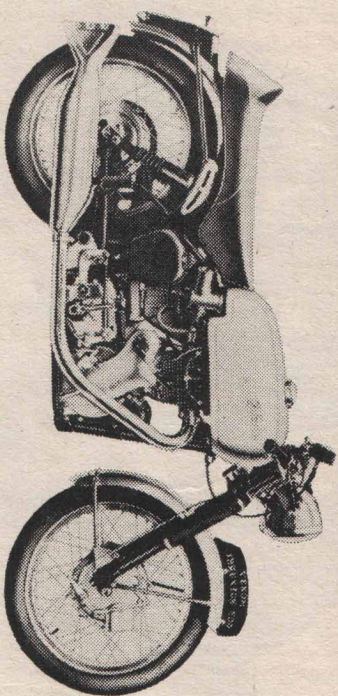
**WINNER OF THE
1964 WORLD MOTO-CROSS
500 c.c. CHAMPIONSHIP
RIDER — JEFF SMITH**

BSA Motor Cycles Ltd., Armoury Road, Birmingham, 11.

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**1st.
1964 500cc class
& 3rd, over all**

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Over 250 c.c. but not over 500 c.c. Class

Side numbers black on yellow plates

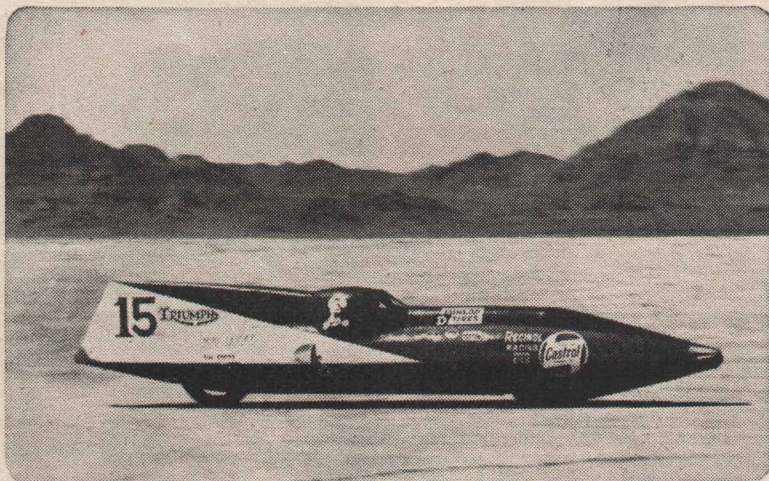
		1965 Licence No.
23.	1963 VELOCETTE VENOM 500 c.c.	
Entered by	Geoff Dodkin	C0262
First Driver	Ellis Boyce (36)	Z2690
	A service manager of Shrewsbury.	
Second Driver	Tom Phillips (24)	Z2605
	A G.P.O. Engineer of Newbury.	
24.	1965 VELOCETTE THRUXTON 500 c.c.	
Entered by	D. J. Dixon	
First Driver	Joe Dunphy (27)	Z2536
	A driver of Beckenham.	
Second Driver	David Dixon (31)	MCUI 5834
	A journalist of Bromley.	
25.	1964 VELOCETTE THRUXTON 500 c.c.	
Entered by	L. Stevens Ltd.	C0175
First Driver	Howard German (34)	Z2887
	An antique dealer of Wealdstone.	
Second Driver	Chris Williams (28)	Z2920
	An engineer of Digswell.	
26.	1963 B.M.W. R50 S 500 c.c.	
Entered by	F. L. Cox	
First Driver	Francis Cox (42)	C188
	A motorcycle dealer of Walthamstow.	
Second Driver	Kenneth Durham (34)	C189
	A master builder of Tottenham.	
27.	1963 TRIUMPH T100 SS 500 c.c.	
Entered by	Hughes Motorcycles	C0229
First Driver	David Nixon (21)	C230
	An apprentice turner of Sanderstead.	
Second Driver	Raymond Knight (33)	Z2934
	A draughtsman of Merstham.	
28.	1965 NORTON 88 SS 500 c.c.	
Entered by	Paul Dunstall	C0151
First Driver	Charles Vance (26)	C557
	A British Railways driver of Sevenoaks.	
Second Driver	Cyril Larkin (34)	C492
	An engineer of Tunbridge Wells.	

Entries marked thus * have been nominated in accordance with the F.I.M. specification for sports machines. (Appendix B of the supplementary regulations.) This specification allows much more freedom with the use of special parts than does the Southampton and District M.C.C. Standard machine specification. (Appendix A of the supplementary regulations.) Machines in the F.I.M. sports machine category will not qualify for a certificate of performance which carries the right to advertise that success in the race has been achieved with a standard machine. The prize money for this class is also in a lower scale.

TRIUMPH

HOLDER OF THE WORLD MOTORCYCLE SPEED RECORD 224.57 M.P.H.

achieved by a 650 cc Triumph streamliner
ridden by Bill Johnson at Bonneville Salt Flats
on the 6th September 1962






TRIUMPH ENGINEERING CO. LTD., MERIDEN WORKS, ALLESLEY, COVENTRY

Over 500 c.c. but not over 1,000 c.c. class

Side numbers black on white plates

		1965 Licence No.
29.	1965 NORTON SS 650 c.c.	
	Entered by Paul Dunstall	C0151
	First Driver David Degens (25)	Z2864
		A garage proprietor of Putney.
	Second Driver Rex Butcher (22)	Z7416
		A sales manager of Sanderstead.
30.	1965 B.S.A. A65 LIGHTNING 650 c.c.	
	Entered by Alec Bennett Ltd.	C0269
	First Driver Sid Mizen (35)	Z2736
		A motor cycle mechanic of Lewisham.
	Second Driver John Holder (30)	Z7738
		A driver of North Cray.
31.	1965 TRIUMPH T120 650 c.c.	
	Entered by Elite Motors (Tooting) Ltd	C0267
	First Driver Maurice Spalding (31)	Z5071
		An advertisement representative of London.
	Second Driver Peter Fraser (34)	Z7437
		A journalist of Aldershot.
32.	1965 TRIUMPH T120 650 c.c.	
	Entered by Pat Keeble	C0244
	First Driver George Collis (30)	Z7349
		A garage proprietor of Baddesley.
	Second Driver Michael Chatterton (25)	Z6949
		A motor mechanic of Barnsley.
33.	1965 TRIUMPH T120 650 c.c.	
	Entered by E. Davies Motorcycles.	C0215
	First Driver Eddie Davies (30)	Z2844
		A garage proprietor of Southampton.
	Second Driver Graham Hunter (27)	Z7792
		A mechanic of Southampton.
34.	1965 TRIUMPH T120 650 c.c.	
	Entered by Kilbourn Motorcycles	C0224
	First Driver Raymond Watmore (24)	Z8194
		A welder of Staines.
	Second Driver John Hedger (21)	C716
		A Toolmaker of Byfleet.
35.	1965 TRIUMPH T120 650 c.c.	
	Entered by L. J. B. R. French	C0260
	First Driver Don Chapman (39)	Z2694
		A motor cycle dealer of Maidenhead.
	Second Driver Rex Avery (34)	Z7465
		An engineer of Leighton Buzzard.

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- 2** CONTROL TOWER
- 3** ENTRANCE
- 4** OLD PADDOCK AREA
- 5** FOOT BRIDGE
- 6** STORE No 1
- 7** STORE No 2

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	REFUELLING DEPOTS
	PUBLIC

Motor Cycle

THE COMPLETE
MAGAZINE

THURSDAY 1s.



Over 500 c.c. but not over 1,000 c.c. class—(Continued)

		1965 Licence No.
36.	1964 TRIUMPH T120 650 c.c.	
Entered by	Newport and Gwent M.C.	E157
First Driver	William Purnell (30) A motor fitter of Newport.	Z7389
Second Driver	Denis Cooper (22) A technician of Caerleon.	Z7434
37.	1965 B.S.A. A65 LIGHTNING 650 c.c.	
Entered by	Richard Rainbow Motorcycles	C0261
First Driver	Anthony Smith (23) A fitter of Hertford.	C756
Second Driver	Nicholas Ling (26) A farmer of Dane End.	C704
38.	1965 B.S.A. A65 LIGHTNING 650 c.c.	
Entered by	Richard Rainbow Motorcycles	C0261
First Driver	Alexander Gardiner (23) An engine fitter of Rayham.	C664
Second Driver	Michael Andrew (19) A fitter of Ware.	C703
39.	1965 TRIUMPH T120 650 c.c.	
Entered by	E. W. Webb	
First Driver	Christopher Lodge (22) A draughtsman of Chelmsford.	C197
Second Driver	Edward Webb (29) A lithographer of Rickmansworth.	C206
40.	1965 NORTON ATLAS 750 c.c.	
Entered by	J. Jackson	
First Driver	John Jackson (37) A police motorcycle tester of East Croydon.	Z6793
Second Driver	Ronald Leeder (24) A police motorcycle tester of Croydon.	C570
41.	1965 TRIUMPH T120 650 c.c.	
Entered by	K. G. Buckmaster	
First Driver	Ken Buckmaster (34) A carpenter of St. Albans.	Z7488
Second Driver	Ray Pickrell (27) A printer of Kenton.	Z8149
42.	1965 B.S.A. A65 LIGHTNING 650 c.c.	
Entered by	Eddie Dow Ltd.	C0271
First Driver	Ron Langston (29) A farmer of Chipping Campden.	C2826
Second Driver	Rodney Gould (22) A maintenance fitter of Banbury.	C31
43.	1965 TRIUMPH T120 650 c.c.	
Entered by	Comerfords Ltd.	C0118
First Driver	Alastair Copland (28) A motor cycle tester of Coventry.	C227
Second Driver	Stephen Spencer (26) A motor cycle tester of Birmingham.	C258

a breakdown is never convenient



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gets you going
with least delay

Lucas B90 Service is planned to help the two wheeler man. If major electrical breakdown occurs . . . Lucas B90 gets you on your way with least delay. B90 Units are magnetos, distributors, stators, etc., reconditioned by Lucas, with latest modifications . . . and a 12 months Guarantee. Available through dealers everywhere. Saves waiting for a repair job.

LUCAS



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B90 UNIT EXCHANGE SERVICE

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PORTSWOOD

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SOUTHAMPTON

Over 500 c.c. but not over 1,000 c.c. class—(Continued)

		1965 Licence No.
44.	1965 TRIUMPH T120 650 c.c.	
Entered by	Lawton & Wilson Ltd.	C0141
First Driver	Percy Tait (36) A motor cycle tester of Meriden.	Z2641
Second Driver	Fred Swift (32) <i>C. CONN</i> A motor cycle fitter of Birmingham.	Z5088
45.	1965 TRIUMPH T 120 650 c.c.	
Entered by	Lawton & Wilson Ltd.	C0141
First Driver	Stuart Graham (22) <i>A. DEGENS</i> A garage proprietor of Nantwich.	Z5478
Second Driver	Barry Lawton (21) A store manager of Southampton.	Z7024
46.	1963 A.J.S. 31 CSR 650 c.c.	
Entered by	M. Gunyon	C0273
First Driver	David Else (27) A motor cycle mechanic of Faversham.	C718
Second Driver	Brian Davison (23) A transport driver of Faversham.	C724
47.	1964 TRIUMPH T120 650 c.c.	
Entered by	G. A. Hopwood	C0128
First Driver	Peter Butler (26) A design typographer of London, S.E.17.	C123
Second Driver	Peter Carrana (27) A toolmaker of Battersea.	Z6805
48.	1965 MATCHLESS G15 CSR 750 c.c.	
Entered by	Arter Bros. Ltd.	C0149
First Driver	Peter Williams (25) A draughtsman of Bexley.	C441
Second Driver	Bill Smith (30) A motor cycle dealer of Chester.	Z7502

Reserves 1,000 c.c. class

1st Reserve

49.	1965 MATCHLESS G15 CSR 750 c.c.	
Entered by	T. W. Kirby Ltd.	C0103
First Driver	Bill Ivy (22) A Mechanic of Maidstone.	Z6796
Second Driver	Ronald Chandler (25) A Lighterman of Bermondsey.	Z2617

2nd Reserve

50.	1964 MATCHLESS G12 CSR 650 c.c.	
Entered by	C. R. B. Hutton	
First Driver	Christopher Hutton (20) A storekeeper of Sidcup.	C711
Second Driver	Anthony Smith (18) A bank clerk of Bexley Heath.	C699

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BONNEVILLE
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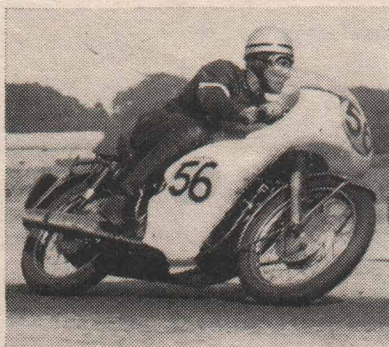
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To the Entrant of the Winning Drivers, irrespective of capacity "Motor Cycle" Trophy, to be held for one year, a replica and £50.

To the Entrant of the Drivers, irrespective of capacity, finishing Second, £30; Third, £20; Fourth, £10; Fifth, £8; Sixth, £4; Seventh, £2.

To the Entrants of Drivers of the first six finishers in the 250cc—500cc and 500cc—1000cc classes, the following awards:—

1st, £12; 2nd, £8; 3rd, £6; 4th, £3; 5th, £2; 6th, £1.

In the 175cc—250cc class; 1st, £25; 2nd, £12; 3rd, £8; 4th, £6; 5th, £3; 6th, £2.

In addition, the above, together with all finishers, will receive souvenir certificates.

To qualify for the above awards, Drivers must have ridden over 4/5ths of the distance ridden by the winner.

SPECIAL AWARDS

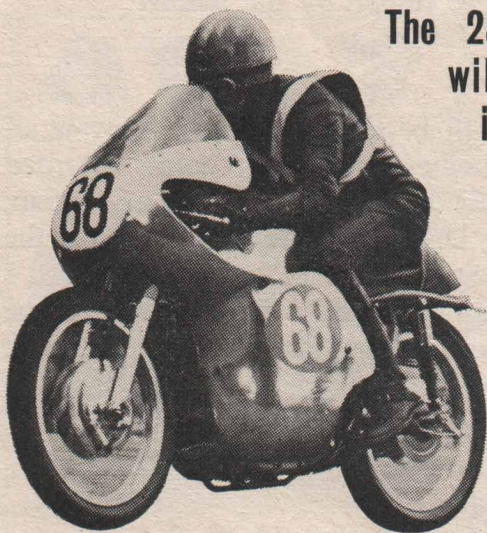
The "Caslake" Trophy will be awarded to the Entrant of the Drivers scoring the highest number of points awarded on the following basis: At 1 p.m., 2 p.m., 3 p.m., 4 p.m. and 5 p.m. The leading Drivers will receive 4 points, the Driver placed second 2 points, and the Driver placed third 1 point. In addition an award of £5 will be made to the Entrant of the Driver who is leading at 1 p.m., 2 p.m., 3 p.m. and 4 p.m.

The "Veedol" Trophy and two replicas will be awarded to the Entrant of the winner of the 175cc—250cc class, together with a cash award of £25.

All the above awards with the exception of the "Caslake" Trophy and the "Veedol" Trophy have been presented by "Motor Cycle".

250 c.c. CLASS LEADERS AT EACH HOUR

Time	FIRST		SECOND		THIRD	
	No.	Laps	No.	Laps	No.	Laps
1 p.m.						
2 p.m.						
3 p.m.						
4 p.m.						
5 p.m.						
6 p.m.						
7 p.m.						
Finish						



The 250cc Ducati Mach 1
will exceed 100 mph
in standard trim
WOW!

The race-bred Ducati Mach 1 gets the most out of its 250cc's. Big-banger performance with the sure-footed dexterity of a cat . . . it goes where you aim it when you aim it . . . accelerates like a catapult to its 106 mph maximum speed.

Ducati

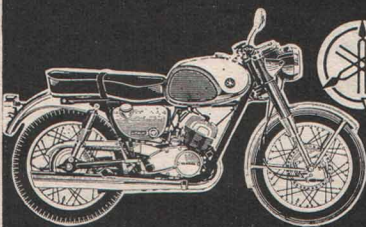
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FOURTH		FIFTH		SIXTH		Time
No.	Laps	No.	Laps	No.	Laps	
						1 p.m.
						2 p.m.
						3 p.m.
						4 p.m.
						5 p.m.
						6 p.m.
						7 p.m.
						Finish

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250 c.c. to 500 c.c. CLASS LEADERS AT EACH HOUR

Time	FIRST		SECOND		THIRD	
	No.	Laps	No.	Laps	No.	Laps
1 p.m.						
2 p.m.						
3 p.m.						
4 p.m.						
5 p.m.						
6 p.m.						
7 p.m.						
Finish						

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FOURTH		FIFTH		SIXTH		Time
No.	Laps	No.	Laps	No.	Laps	
						1 p.m.
						2 p.m.
						3 p.m.
						4 p.m.
						5 p.m.
						6 p.m.
						7 p.m.
						Finish

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500 c.c. to 1000 c.c. CLASS LEADERS AT EACH HOUR

<i>Time</i>	FIRST		SECOND		THIRD	
	<i>No.</i>	<i>Laps</i>	<i>No.</i>	<i>Laps</i>	<i>No.</i>	<i>Laps</i>
1 p.m.						
2 p.m.						
3 p.m.						
4 p.m.						
5 p.m.						
6 p.m.						
7 p.m.						
Finish						

THE LEADERS AT EACH HOUR

<i>Time</i>	FIRST		SECOND		THIRD	
	<i>No.</i>	<i>Laps</i>	<i>No.</i>	<i>Laps</i>	<i>No.</i>	<i>Laps</i>
1 p.m.						
2 p.m.						
3 p.m.						
4 p.m.						
5 p.m.						
6 p.m.						
7 p.m.						
Finish						

FOURTH		FIFTH		SIXTH		Time
No.	Laps	No.	Laps	No.	Laps	
						1 p.m.
						2 p.m.
						3 p.m.
						4 p.m.
						5 p.m.
						6 p.m.
						7 p.m.
						Finish

FOURTH		FIFTH		SIXTH		Time
No.	Laps	No.	Laps	No.	Laps	
						1 p.m.
						2 p.m.
						3 p.m.
						4 p.m.
						5 p.m.
						6 p.m.
						7 p.m.
						Finish

Acknowledgments

THE ORGANISERS OF THIS MEETING WISH TO EXPRESS THEIR GRATEFUL ACKNOWLEDGMENT TO "MOTOR CYCLE" FOR THEIR GENEROUS FINANCIAL ASSISTANCE AND ENCOURAGEMENT; THE WESSEX CENTRE A.C.U. FOR THE LOAN OF THE TRACK; TO ALL THE SOUTHERN & WESSEX CENTRE CLUBS WHO HAVE SO ABLY ASSISTED WITH MARSHALLING; TO THE PETROL AND OIL COMPANIES WHOSE ASSISTANCE HAS CONTRIBUTED GREATLY TO THE SMOOTH ORGANISATION OF THE MEETING AND TO THAT GREAT BAND OF SPORTSMEN — THE RIDERS — FOR THEIR MAGNIFICENT SHOW TODAY; TO ALL OUR FRIENDS OUTSIDE THE SPECTATORS' FENCE WE EXTEND OUR THANKS FOR YOUR PATRONAGE AND HOPE TO SEE YOU ALL AGAIN AT EVEN BETTER MEETINGS.



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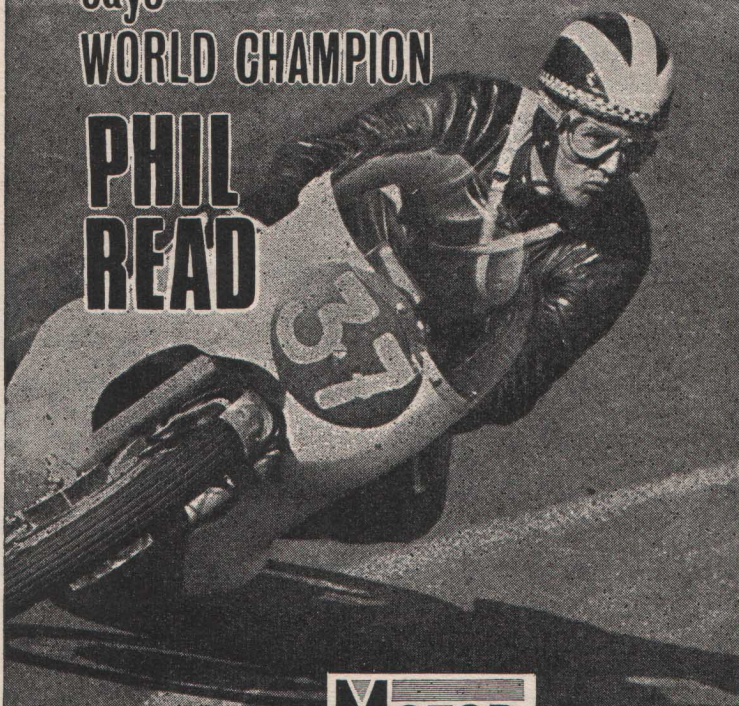
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LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
1 10	94.64	1 20	82.82	1 30	73.61	1 40	66.25
.2	94.37	.2	82.61	.2	73.45	.2	66.12
.4	94.10	.4	82.40	.4	73.29	.4	65.99
.6	93.84	.6	82.19	.6	73.13	.6	65.86
.8	93.57	.8	81.91	.8	72.96	.8	65.73
1 11	93.30	1 21	81.79	1 31	72.80	1 41	65.60
.2	93.05	.2	81.59	.2	72.65	.2	65.47
.4	92.75	.4	81.39	.4	72.49	.4	65.34
.6	92.53	.6	81.19	.6	72.33	.6	65.21
.8	92.27	.8	80.99	.8	72.17	.8	65.08
1 12	92.01	1 22	80.80	1 32	72.01	1 42	64.95
.2	91.76	.2	80.60	.2	71.86	.2	64.82
.4	91.50	.4	80.40	.4	71.70	.4	64.70
.6	91.25	.6	80.20	.6	71.54	.6	64.57
.8	91.00	.8	80.01	.8	71.39	.8	64.45
1 13	90.75	1 23	79.82	1 33	71.24	1 43	64.32
.2	90.50	.2	79.63	.2	71.08	.2	64.20
.4	90.26	.4	79.44	.4	70.93	.4	64.08
.6	90.02	.6	79.25	.6	70.78	.6	63.95
.8	89.77	.8	79.06	.8	70.63	.8	63.83
1 14	89.53	1 24	78.87	1 34	70.48	1 44	63.70
.2	89.28	.2	78.68	.2	70.33	.2	63.58
.4	89.04	.4	78.49	.4	70.18	.4	63.46
.6	88.80	.6	78.30	.6	70.03	.6	63.34
.8	88.57	.8	78.12	.8	69.88	.8	63.22
1 15	88.34	1 25	77.94	1 35	69.74	1 45	63.10
.2	88.10	.2	77.76	.2	69.59	.2	62.98
.4	87.87	.4	77.58	.4	69.44	.4	62.86
.6	87.63	.6	77.40	.6	69.30	.6	62.74
.8	87.40	.8	77.22	.8	69.15	.8	62.62
1 16	87.17	1 26	77.04	1 36	69.01	1 46	62.50
.2	86.94	.2	76.86	.2	68.87	.2	62.38
.4	86.72	.4	76.68	.4	68.73	.4	62.26
.6	86.49	.6	76.50	.6	68.59	.6	62.14
.8	86.26	.8	76.32	.8	68.44	.8	62.03
1 17	86.04	1 27	76.15	1 37	68.30	1 47	61.92
.2	85.82	.2	75.97	.2	68.16	.2	61.80
.4	85.60	.4	75.79	.4	68.02	.4	61.68
.6	85.38	.6	75.61	.6	67.88	.6	61.57
.8	85.16	.8	75.46	.8	67.74	.8	61.46
1 18	84.94	1 28	75.29	1 38	67.60	1 48	61.34
.2	84.72	.2	75.11	.2	67.46	.2	61.23
.4	84.50	.4	74.93	.4	67.32	.4	61.12
.6	84.28	.6	74.75	.6	67.18	.6	61.00
.8	84.07	.8	74.57	.8	67.05	.8	60.89
1 19	83.86	1 29	74.44	1 39	66.92	1 49	60.78
.2	83.65	.2	74.27	.2	66.79	.2	60.67
.4	83.44	.4	74.10	.4	66.65	.4	60.56
.6	83.23	.6	73.93	.6	66.52	.6	60.45
.8	83.02	.8	73.76	.8	66.38	.8	60.34

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