



OFFICIAL PROGRAMME 2s

THE SUNBEAM CLUB'S 13TH ANNUAL

Point to Point



SATURDAY 11TH APRIL 1959

OXENBOURNE FARM EAST MEON PETERSFIELD

A National Manufacturer-Supported Scramble

Sunbeam Club Event 239 A.C.-U. Permit No. 136

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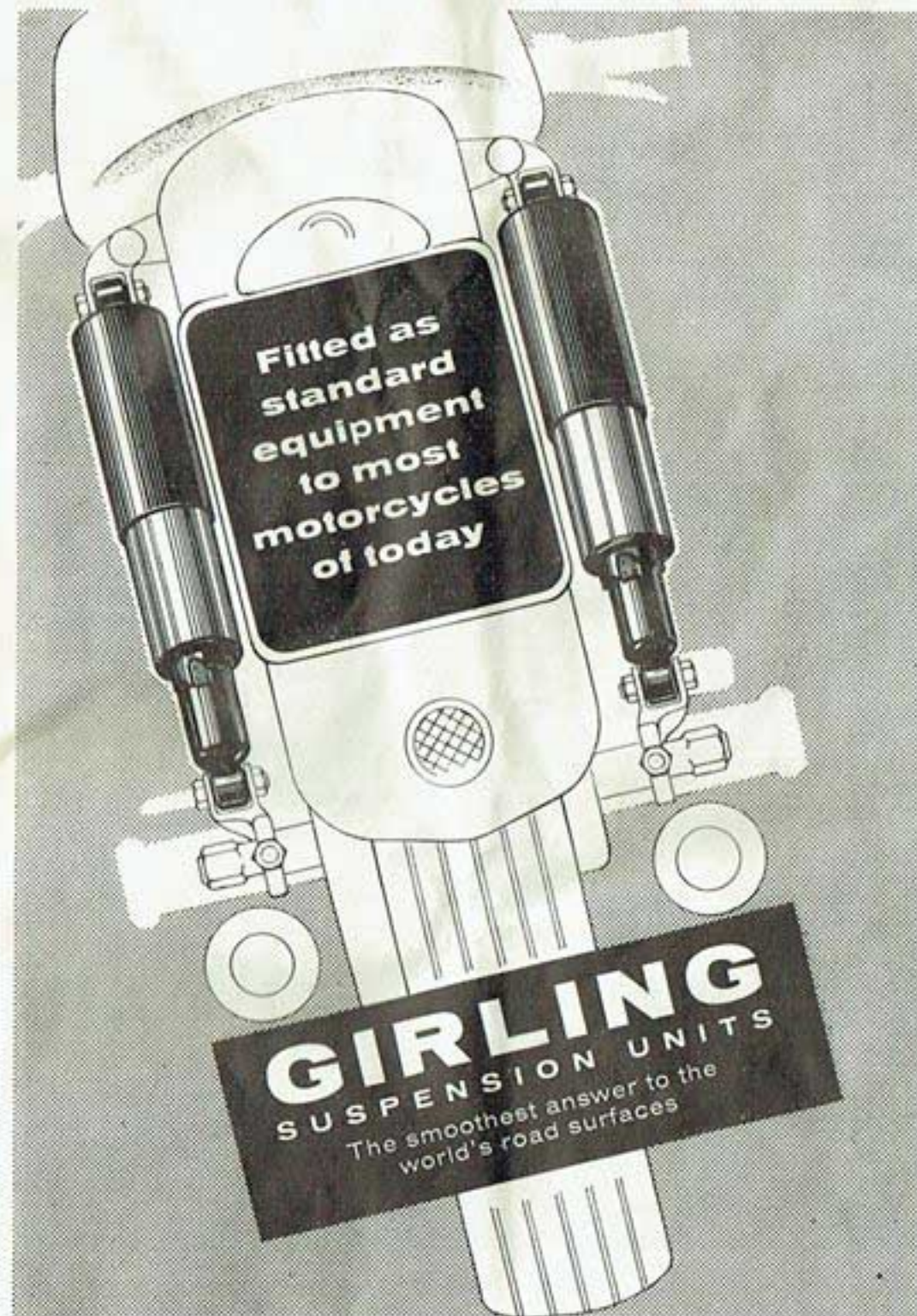


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Supplementary Regulations for the 1959 **Sunbeam Point-to-Point**

SATURDAY, 11th APRIL, 1959
 A NATIONAL SCRAMBLE FOR SOLO AND SIDECAR MOTOR CYCLES

A. ANNOUNCEMENT AND JURISDICTION

1. The Sunbeam Motor Cycle Club will hold the "Point-to-Point" Scramble on Saturday, April 11th, 1959, open to holders of 1959 National Competition Licences issued by either the A.C.U., the Scottish A.C.U. or the M.C.U. of Ireland. The event, for solo and sidecar motorcycles, will be subject to the G.C.R.'s. of the A.C.U., together with these Supplementary Regulations and Drivers' Instructions to be issued. These Drivers' Instructions will have the same force as the Supplementary Regulations and will be incorporated in the Official Programme sent to all drivers one week before the event. A.C.U. Permit No. 136. T.T.C. No. 1083. Sunbeam Club Event No. 239.

B. ENTRIES

2. **ENTRIES** will be accepted forthwith, and must be sent on the printed entry form, together with the correct remittance, to Mrs. C. J. Beadle, "Longlands," West End Lane, Frensham, Farnham, Surrey. Entries close on Monday, March 23rd, and under no circumstances will an entry be accepted unless the 1959 National Competition Licence Number is quoted. The maximum number of starters in any solo race will be 60 and in any sidecar race will be 20. Should entries exceed these numbers for any one race priority will first be given to machines in the higher capacity classes and then to date of entry. The sidecar races will be held subject to a minimum of 10 entries.

3. **INDIVIDUAL ENTRY FEES** will be 15/- for the Lightweight Race, 15/- for the Junior Race, 20/- for the Senior Race and 20/- for the two Sidecar Races combined. These fees cover insurance (Personal Accident and Third Party) for all drivers and passengers. Entry fees are not returnable unless the event is abandoned.

4. **TEAMS** will be of two kinds, viz:

- (a) Three duly entered drivers nominated by a manufacturer. Fee 20/- per race.
- (b) Three duly entered drivers nominated by a club. Fee 10/- per race.

No driver may be a member of more than one team in each class in each race. No manufacturer's team may contain more than one make of machine.

5. **SUBSTITUTION:** No substitution or change of driver is allowed once entries have closed. A change of machine is allowed under exceptional circumstances, these circumstances to be made known to the Clerk of the Course before the start of the event.

C. AWARDS

6. **LIGHTWEIGHT RACE** (16 laps, for solo machines up to 250 c.c.). For the driver making fastest time:— **THE LIGHTWEIGHT TROPHY & REPLICA.**

1st SIDECAR RACE (8 laps, for sidecar machines up to 1,000 c.c.). For the driver making fastest time:— **THE SUNBEAM SIDECAR CUP.**

JUNIOR RACE (20 laps, for solo machines up to 350 c.c.). For the driver making fastest time:— **THE JUNIOR TROPHY and REPLICA.** For the driver of the first machine not over 250 c.c. to finish:— **THE "250" CUP.**

2nd SIDECAR RACE (8 laps, for sidecar machines up to 1,000 c.c.) For the driver making fastest time:— **THE PETERSFIELD SIDECAR CUP.**

SENIOR RACE (20 laps, for solo machines over 350 c.c.) For the driver making fastest time:— **THE SENIOR TROPHY AND REPLICA.**

Additional Awards

In each race the first 25% of finishers will receive 1st Class Awards and the next 25% of finishers will receive 2nd Class Awards. There will be three individual awards to the members of the winning team in each class in each race. There will also be **THE LONGMOOR CUP** (a perpetual trophy presented by R. G. V. Venables) for the solo driver making the fastest lap of the day. No driver may take more than one award (except the Longmoor Cup and the team prizes) in each race. The Lightweight Trophy, Junior Trophy, Senior Trophy and Longmoor Cup are perpetual trophies to be held for one year.



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D. OFFICIALS

7. **Stewards of the Meeting:** G. R. Allan (appointed by the A.-C.U.), R. W. Baines (appointed by the Southern Centre), L. Heath and A. L. S. Denyer (appointed by the Sunbeam M.C.C.)

A.-C.U. Timekeeper: J. W. Barber (International).

Scrutineers: L. M. Talbott, H. R. Kemp and M. Dismore.

Paddock Marshals: K. Dopson, L. G. Gillman and E. G. Denman.

Travelling Marshals: E. Rossiter and D. W. Wigley.

Clerk of the Course: P. J. Mellers, 4 Lodge Hill Road, Farnham, Surrey.

Secretary of the Meeting: Mrs. C. J. Beadle, "Longlands," West End Lane, Frensham, Farnham, Surrey.

E. DESCRIPTION

8. **THE COURSE** measures approx. 2,760 yards per lap (solo) and 1,760 yards per lap (sidecar). It has a mainly grassy surface, is of an extremely undulating nature and lies on private land at Oxenbourne Farm, East Meon, near Petersfield, Hants. The track will be defined with yellow pennants on stakes, and any driver failing to pass between these stakes is liable to exclusion.

9. **METHOD OF RUNNING:** Five races will be held, as enumerated in Regulation 6, the Lightweight Race commencing at 1.0 p.m. and the Senior Race at approx. 5.0 p.m. Method of starting will be as follows: Drivers will stand with their machines on the start line, engines dead. At the rise of the flag, they will push or kick-start their machines without assistance (except from their own passengers in the sidecar races). No organised assistance, other than that provided by the Club Officials, will be permitted at any point on the course. The first driver to complete the required number of laps will be the winner, and thereafter the remaining drivers will be flagged off as each one crosses the finish line—these drivers being placed according to the number of laps each has completed (and, for those who have completed an equal number of laps, according to the order in which they did so). No driver shall be deemed to have completed a race if he fails to cross the finish line within 10 minutes of the winner (having completed at least three quarters of the total laps). The flag signals will be: Union Jack=start; Red=stop; Yellow=danger; Green=course clear; Black with number=that driver to stop; Black and White chequered=finish.

10. **PRACTICE** will be officially controlled, and will take place from 10.30 a.m. to 12.30 p.m. (with a specified period for sidecar practice). Drivers will be checked out from the start, and each driver must complete during this period at least one practice lap before being permitted to participate in a race.

11. **MACHINES** may be ridden in any trim, but competition number boards should not project above the handlebars. Solo machines must have one efficient brake on each wheel and sidecar machines must have an efficient brake on at least two wheels. All machines must have self-closing throttles and ball-ended clutch and brake levers. Any type of tyre may be used, but chains, spikes and other non-skid appliances are barred.

12. **DRIVERS' NUMBERS** will be stated in the programme. All machines must be presented to the Scrutineers with painted numbers (white figures on black background) on oval discs not less than 9 inches across the minor axis and 11 inches across the major axis. Each machine must carry three number boards, one on the front facing forward and one on each side behind the driver (except in the case of sidecar machines, where the near-side number may be painted on the sidecar body). These numbers must be in position during practice, and drivers will not be allowed to start if numbers do not comply with these regulations. Number boards must have a dull finish, and waterproof paint must be used.

13. **PROTECTIVE CLOTHING** must be worn and shall consist of jacket (or long-sleeved blouse of at least equivalent strength to that of a new serge battle-dress blouse), breeches, knee-length boots (except that passengers' footwear may be of their own choice), leather gloves and A.-C.U. pattern crash helmet bearing the A.-C.U. approved stamp and conforming to the specification of the B.S.I. (1869/52) properly fitted and in a sound condition. When practising, drivers and passengers shall be fully equipped and clothed as for racing.

14. **FUEL:** Only recognised pump fuels will be allowed, and no additives may be used which increase the octane rating. Samples of the fuel from the first four machines in each race will be taken for analysis.

15. **PROTESTS** shall be in writing, accompanied by a fee of £1. During the meeting, protests shall be made to the Clerk of the Course. After the meeting, and within five days of publication of Provisional Results, protests shall be made to the Secretary of the Meeting.

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HISTORY OF THE "POINT-TO-POINT"

For the first eight years of its existence the Sunbeam "Point-to-Point" was held at Longmoor, on a rough, tough, bumpy 1½-mile circuit which was reckoned to be the most testing scrambles course in the country. But circumstances compelled the scene to be shifted to Golding Barn in 1955, then to nearby Tottington Mount in 1956 and to Hankom Bottom in 1957. Nowhere did conditions approximate Longmoor, for the grassy circuits were comparatively smooth and fast, the starting areas were free from dust and the "mortality rate" dropped considerably. Longmoor had been a wrecker—a post-war scrambles circuit in the finest pre-war tradition—last of the real scramble courses and remembered with nostalgic affection by all who ever visited the venue.

After several nomadic years, the "Point-to-Point" settled at Oxenbourne Farm in 1958, and the new circuit was hailed as "the best since Longmoor". Of its kind, it is probably the finest in England—with its spacious starting straight, its spectacular jumps and steep hills (both up and down). Here at Oxenbourne Farm spectators can follow the progress of each race with an unrestricted view which was lacking at Longmoor, and dust is no longer a menace. Call it a scramble or a mountain grass-track, the Oxenbourne course typifies what is most popular with competitors today—competitors who are disinclined to wreck their rims on rocks, ruin their engines in water and sand or break their frames on the Longmoor undulations.

PAST WINNERS OF THE "POINT-TO-POINT"

- 1947 JUNIOR: W. Nicholson (348 B.S.A.); Best 250: P. H. Hewitt (249 B.S.A.)
SENIOR: W. Nicholson (499 B.S.A.)
- 1948 JUNIOR: W. Nicholson (348 B.S.A.); Best 250: K. B. Norris (248 Panther)
SENIOR: W. Nicholson (499 B.S.A.)
- 1949 JUNIOR: G. J. Draper (348 B.S.A.); Best 250: J. E. Pomfret (249 Velocette)
SENIOR: B. W. Hall (498 Matchless)
- 1950 JUNIOR: B. G. Stonebridge (347 Matchless); Best 250: J. C. M. Avery (249 B.S.A.)
SENIOR: E. R. Cheney (497 Ariel)
- 1951 JUNIOR: G. H. Ward (347 A.J.S.); Best 250: L. R. Archer (249 Velocette)
SENIOR: G. H. Ward (498 A.J.S.)
- 1952 LIGHTWEIGHT: W. Barugh (197 Dot); Best 125: J. S. H. Bray (123 B.S.A.)
JUNIOR: B. G. Stonebridge (347 Matchless); Best 250: L. R. Archer (249 Velocette)
SENIOR: J. C. M. Avery (499 B.S.A.)
- 1953 LIGHTWEIGHT: B. A. Sharp (197 Dot); Best 125: T. J. Sharp (122 Dot)
JUNIOR: B. G. Stonebridge (347 Matchless); Best 250: W. Barugh (197 Dot)
SENIOR: B. G. Stonebridge (498 Matchless)
- 1954 LIGHTWEIGHT: B. A. Sharp (197 Dot); Best 125: S. Bickerton (122 Dot)
JUNIOR: G. H. Ward (347 A.J.S.); Best 250: B. A. Sharp (197 Dot)
SENIOR: B. W. Hall (499 B.S.A.)
- 1955 LIGHTWEIGHT: D. H. Howlett (197 Dot); Best 125: S. Bickerton (122 Dot)
JUNIOR: B. G. Stonebridge (348 B.S.A.); Best 250: B. Sharp (197 Barnett)
SENIOR: G. H. Ward (498 A.J.S.)
- 1956 LIGHTWEIGHT: T. J. Sharp (197 Barnett); Best 125: A. Shutt (122 Barnett)
JUNIOR: G. H. Ward (348 B.S.A.); Best 250: T. Sharp (197 Barnett)
SENIOR: J. V. Smith (499 B.S.A.)
- 1957 LIGHTWEIGHT: B. G. Stonebridge (197 Greeves)
JUNIOR: P. N. Taft (348 B.S.A.); Best 250: B. G. Stonebridge (197 Greeves)
SENIOR: J. V. Smith (499 B.S.A.)
- 1958 LIGHTWEIGHT: T. J. Sharp (249 Francis-Barnett)
JUNIOR: G. J. Draper (348 B.S.A.); Best 250: B. G. Stonebridge (248 Greeves)
SENIOR: D. J. Rickman (499 B.S.A.)



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INSTRUCTIONS TO COMPETITORS

The course for this year's Sunbeam "Point-to-Point" is situated near Oxenbourne Farm, two miles south-east of East Meon, and the approach roads will be sign-posted by the R.A.C. (the principal routes being from the "West Meon Hut" Hotel on the A32, from Petersfield at the junction of A3 with A325, and from "Hog's Lodge" on the A3 between Petersfield and Horndean—all Portsmouth traffic to go via "Hog's Lodge").

Competitors and officials are asked to arrive by 10.00 a.m. in order to minimise the possibility of congestion. Windscreen stickers are enclosed with the programmes sent to all competitors, and these must be affixed to the windscreens in order to ensure prompt access to the paddock.

A Paddock Control will be established between the paddock and the course, through which all drivers and their machines must pass. Official scrutiny of clothing and machines will take place at this point before the commencement of practice, and fuel samples from the first four machines in each race will be taken at this point. Solo practice will take place from 10.30 a.m. to 11.50 a.m., and sidecar practice will take place from noon until 12.30 p.m. At no time during practice or racing shall a machine be ridden in the reverse direction of the course.

The Lightweight Race will commence at 1.0 p.m., and subsequent races will take place with as little delay as possible so that the Senior Race can start at 5.0 p.m. An audible warning signal will be given five minutes before the start of each race.

INSTRUCTIONS TO SPECTATORS

There are two entirely separate Car Parks here today, each with its own pay gate, programmes, catering and toilet facilities. An almost unrestricted view of the entire circuit can be obtained from each of these Car Parks, and one has no advantage over the other. However, should spectators wish to walk from one to the other, they may do so between races. At no time during practice or racing must spectators cross the course.

The whole of the land inside the circuit is a PROHIBITED AREA, and spectators are particularly asked to observe this regulation. They are also asked not to enter the paddock, which is reserved for competitors and mechanics only. This area is not large, and the infiltration of spectators into the paddock causes great inconvenience to competitors.

The Oxenbourne Farm valley is a pleasant place, and the kindness of Mr. P. H. Berry in allowing his land to be used for scrambling is much appreciated. In return, is it too much to ask that spectators shall take home their litter? Sheep and cattle will be grazing here next week, and serious injury can result from broken glass.

ACKNOWLEDGMENTS

The organisers wish to express their grateful thanks to Mr. P. H. Berry for permission to use the land, to the Petersfield M.C.C. for collaboration throughout all phases of the organisation, to the many other clubs which are providing course marshals, to the R.A.C. for sign-posting, to Dunlop, Shell-Mex and National Benzole for the use of course-marking equipment, to the British Red Cross Society (Petersfield Division) for medical services, to F. J. Smallbone (Petersfield) for public address system, to C. A. Huntley (Portsmouth) and H. R. Marsh (Liss) for catering facilities, and to the Hants Constabulary (Petersfield) for traffic control.

NOTICE: MOTORCYCLE RACING IS DANGEROUS

Spectators are present at this meeting entirely at their own risk and are present subject to the condition that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners of the land and drivers and owners of vehicles are absolved from all liability in respect of personal injury whether fatal or otherwise to those present or damage to their property however caused.

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- ☆ **10th May**
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- ☆ **19th July—International**
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LIGHTWEIGHT RACE — 16 Laps (24½ miles)

No.	Name	Machine	Town	Licence
1	G. J. Draper	- 249 B.S.A.	- Cheltenham	59/27
2	B. W. Martin	- 249 B.S.A.	- Birmingham	438
3	R. D. King	- 249 B.S.A.	- Cheltenham	876
4	G. J. Wiggins	- 248 Greeves	- Bradford	102
5	W. A. Bell	- 249 James	- Gloucester	277
6	J. G. Johnson	- 248 Dot	- Oxford	533
7	D. C. Palmer	- 197 Greeves	- Teddington	2174
8	L. G. Hatch	- 248 Norman	- Folkestone	2062
9	J. F. Sheehan	- 248 Velocette	- Bracknell	2685
10	R. Lindup	- 248 Dot	- London	1484
11	J. D. Stallard	- 199 Triumph	- Wolverhampton	758
12	R. C. Everett	- 199 Triumph	- Gosport	2064
13	P. J. Randall	- 197 Greeves	- Teddington	1766
14	I. J. England	- 248 Ariel	- Lymington	954
15	K. Snell	- 248 Matchless	- Alton	1891
16	I. S. Horsell	- 248 Matchless	- Sutton	1160
17	T. White	- 248 Matchless	- Morden	1161
18	B. D. Leask	- 248 Greeves	- Crawley	2258
19	R. C. Evans	- 224 F. Barnett	- Southampton	583
20	J. V. Smith	- 249 B.S.A.	- Birmingham	10
21	T. J. Sharp	- 249 F. Barnett	- Parkstone	2415
22	B. A. Sharp	- 249 F. Barnett	- Parkstone	1606
23	J. E. Clayton	- 249 F. Barnett	- Guildford	2418
24	J. H. Compton	- 249 F. Barnett	- Guildford	2489
25	M. Jackson	- 197 Greeves	- Southampton	395
26	J. L. Ewens	- 197 Greeves	- Addlestone	2092
27	B. A. Wheeler	- 197 Greeves	- Kingston	1005
28	B. Stone	- 224 Tandon	- Derby	2483
29	M. Banks	- 249 F. Barnett	- London	865
30	J. Harvey	- 197 Greeves	- Southampton	290
31	D. Windsor	- 197 Namow	- Croydon	745
32	J. Tye	- 249 B.S.A.	- Matlock	1711
33	D. P. Smith	- 197 Greeves	- Surbiton	1430
34	E. W. Elmes	- 249 F. Barnett	- Brighton	2202
35	L. C. Newcombe	- 248 Matchless	- Hounslow	2531
36	M. V. Hill	- 248 Greeves	- Braintree	653
37	P. A. Lamper	- 248 Dot	- Oxford	660
38	A. Watson	- 197 Dot	- Dunstable	2292
39	A. C. Smith	- 248 N.S.U.	- London	2294
40	B. G. Stonebridge	- 249 Greeves	- Thundersley	2267
41	P. C. Hammond	- 248 Greeves	- Cambridge	2130
42	P. N. Hammond	- 248 Greeves	- Cambridge	620
43	P. Barford	- 197 Dot	- Harpenden	2518
44	N. Surtees	- 249 F. Barnett	- Bromley	3036
45	J. L. Harris	- 249 James	- Birmingham	308
46	W. Jackson	- 249 James	- Gloucester	208
47	R. G. Hartop	- 248 Greeves	- Riseley	2222
48	M. J. Haslop	- 248 Greeves	- Cambridge	3013
49	T. J. Howard	- 248 Greeves	- Cambridge	2107
50	D. Bickers	- 249 Greeves	- Ipswich	2118
51	A. Clough	- 248 Dot	- Cheadle Hulme	2445
52	A. W. Mayze	- 248 Dot	- London	65
53	J. E. Ford	- 249 F. Barnett	- Saxmundham	1016
54	B. H. Stewart	- 248 N.S.U.	- London	2295
55	J. F. Burch	- 197 James	- Surbiton	1604
56	A. C. Winter	- 199 Triumph	- Dover	2413
57	E. G. Stroud	- 248 Greeves	- Theale	1517
58	A. G. Barley	- 197 Greeves	- Mitcham	1274
59	C. Clarke	- 248 Cotton	- Reading	2402
60	V. E. Eastwood	- 248 Greeves	- Bexley	719

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LIGHTWEIGHT RACE (continued)

No.	Name	Machine	Town	Licence
61	F. J. Jeffery	- 249 James	- Worthing	59/2128
62	R. A. G. Gibbons	- 249 F. Barnett	- Rickmansworth	2122
63	D. W. Edwards	- 248 Dot	- Caterham	2298
64	B. R. Dulieu	- 249 F. Barnett	- London	2223
65	J. A. Hill	- 248 Greeves	- Newbury	593
66	D. V. Harman	- 248 A.J.S.	- Brighton	3023
67	B. Harris	- 246 Dot	- Ryde	801
68	M. C. Philpott	- 248 Greeves	- Ramsgate	2600
69	A. J. Betty	- 245 Maico	- Brighton	2613
70	D. E. L. McHarris	- 199 Greeves	- London	2315

RESULTS OF LIGHTWEIGHT RACE

1.
2.
3.
- Winner's Time
- Manufacturers Team Prize
- Club Team Prize

FORTHCOMING EVENTS:

Sunday, April 19

Petersfield Scramble (open to the Southern Centre) on this course. First race 1.30 p.m. Come again to Oxenbourne Farm and see a full afternoon's racing on the finest course in the Southern Centre.

Sunday, May 3rd

Sunbeam Sprint (open to the South-Eastern Centre, plus B.M.C.R.C. and V.M.C.C.) at Ramsgate, Kent. Entries close next week. Write for regulations to Dennis Bates, 55 Chatham Avenue, Hayes, Bromley.

Saturday, May 16th

Sunbeam "200" (open to Southern, South-Eastern, South-Western and South Midland Centres), from Ripley to Barnstaple. Write for the regulations to Mike Richards, 4 Church Rise, London, S.E.23.

Sunday, June 14th

Veteran and Vintage Rally (open to all motorcycles and cars manufactured before 1931) at Burnham Beeches. The most popular event of its kind in the calendar. Regulations from Reg Lees, 10 Fontenoy Road, S.W.12.

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JUNIOR RACE — 20 Laps (31 miles)

No.	Name	Machine	Town	Licence
1	G. J. Draper	- 348 B.S.A.	- Cheltenham	59/27
2	B. W. Martin	- 348 B.S.A.	- Birmingham	438
3	R. D. King	- 348 B.S.A.	- Cheltenham	876
4	G. J. Wiggins	- 248 Greeves	- Bradford	102
5	W. A. Bell	- 249 James	- Gloucester	277
6	J. G. Johnson	- 349 Dot	- Oxford	533
7	D. C. Palmer	- 197 Greeves	- Teddington	2174
8	L. G. Hatch	- 248 Norman	- Folkestone	2062
9	J. F. Sheehan	- 349 Velocette	- Bracknell	2685
10	R. Lindup	- 248 Dot	- London	1484
25	M. Jackson	- 248 Greeves	- Southampton	395
26	J. L. Ewens	- 197 Greeves	- Addlestone	2092
27	B. Wheeler	- 197 Greeves	- Kingston	1005
28	B. Stone	- 224 Tandon	- Derby	2483
29	M. Banks	- 249 F. Barnett	- London	865
30	J. Harvey	- 197 Greeves	- Southampton	290
31	D. Windsor	- 197 Namow	- Croydon	745
32	J. Tye	- 249 B.S.A.	- Matlock	1711
33	D. P. Smith	- 197 Greeves	- Surbiton	1430
34	E. W. Elmes	- 249 F. Barnett	- Brighton	2202
35	L. C. Newcombe	- 248 Matchless	- Hounslow	2531
36	M. V. Hill	- 248 Greeves	- Braintree	653
37	P. A. Lamper	- 349 Dot	- Oxford	660
38	A. Watson	- 197 Dot	- Dunstable	2292
39	A. C. Smith	- 248 N.S.U.	- London	2294
40	B. G. Stonebridge	- 249 Greeves	- Thundersley	2267
41	P. C. Hammond	- 248 Greeves	- Cambridge	2130
42	P. N. Hammond	- 248 Greeves	- Cambridge	620
43	P. Barford	- 197 Dot	- Harpenden	2518
44	N. Surtees	- 249 F. Barnett	- Bromley	3036
45	J. L. Harris	- 249 James	- Birmingham	308
46	W. Jackson	- 249 James	- Gloucester	209
47	R. G. Hartop	- 348 B.S.A.	- Riseley	2222
48	M. J. Haslop	- 248 Greeves	- Cambridge	3013
49	T. J. Howard	- 248 Greeves	- Cambridge	2107
50	D. Bickers	- 249 Greeves	- Ipswich	2118
51	A. Clough	- 248 Dot	- Cheadle Hulme	2445
52	A. W. Mayze	- 248 Dot	- London	65
53	J. E. Ford	- 249 F. Barnett	- Saxmundham	1016
54	B. H. Stewart	- 248 N.S.U.	- London	2295
55	J. F. Burch	- 197 James	- Surbiton	1604
56	A. C. Winter	- 199 Triumph	- Dover	2413
57	E. G. Stroud	- 248 Greeves	- Theale	1517
58	A. G. Barley	- 197 Greeves	- Mitcham	1274
59	C. Clarke	- 349 Dot	- Reading	2402
60	V. E. Eastwood	- 348 B.S.A.	- Bexley	719
61	S. W. Bott	- 348 B.S.A.	- Newquay	1072
62	A. J. Tribble	- 348 B.S.A.	- Holsworthy	195
63	R. J. Langston	- 347 Ariel	- Campden	11
64	A. J. Lampkin	- 348 B.S.A.	- Keighley	254
65	P. N. Taft	- 348 B.S.A.	- Birmingham	279
66	F. Underwood	- 348 A.J.S.	- Faringdon	2127
67	D. G. Curtis	- 348 Matchless	- Bicester	870
68	A. W. Lee	- 348 B.S.A.	- Cambridge	2313
69	D. Mawdsley	- 348 Matchless	- Harrow	2556
70	P. A. Nex	- 348 B.S.A.	- Fareham	634
71	P. G. Taft	- 348 B.S.A.	- Birmingham	280
72	J. F. Burton	- 348 B.S.A.	- Lutterworth	143
73	A. Goodwin	- 248 Greeves	- London	1657
74	R. T. Flower	- 249 F. Barnett	- London	1144

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JUNIOR RACE (continued)

No.	Name	Machine	Town	Licence
75	H. J. Gillies	- 348 Matchless	- Knockholt	59/698
76	R. Gaylard	- 348 B.S.A.	- Harpenden	358
77	J. E. Richardson	- 348 B.S.A.	- Chelmsford	1460
78	P. G. Suckling	- 348 B.S.A.	- Heston	2236
79	R. J. Beynon	- 349 Dot	- Cambridge	2528
80	J. F. Hall	- 348 B.S.A.	- Harrow	3003
81	D. A. Ball	- 348 B.S.A.	- Hayes	2330
82	B. J. Greep	- 348 B.S.A.	- Maldon	633
83	R. Woollard	- 349 Greeves	- H. Hempstead	2389
84	G. King	- 348 B.S.A.	- Aston Clinton	1518

RESULTS OF JUNIOR RACE

1.

2.

3.

Winner's Time

Best 250

Manufacturers Team Prize

Club Team Prize

Letter in "The Motor Cycle" 11th September, 1913.

CONSIDERATION

On Wednesday, September 3rd, the quiet village of East Meon was invaded by a noisy horde of some twenty or more motor-cyclists and cycle-carists, hailing from Southampton and Portsmouth. They came, presumably, to hold a hill-climb on a hill some two miles from here; but from 2 p.m. until nearly 7 p.m. our narrow and twisty High Street scarcely ever seemed to be free of them. I am a motor-cyclist myself, and from my knowledge of the dangers of our street I am sure that it is not a safe one to traverse at a higher speed than 15 m.p.h. Most of these persons careered through it at speeds nearer 25 or 30 m.p.h., and practically all with cut-outs open. I am no spoil-sport, and quite believe in the value of club outings and hill-climbs, but I do think that secretaries might try to restrain the rowdy element in their clubs from actions of this kind. Might I suggest to the wearers that red night-caps, however becoming to the head when it is on a pillow, are just a little ridiculous when worn inside a racing cycle-car; and that a tartan tam o'shanter surmounting motor goggles makes its owner look—to put it mildly—something of a jackass.

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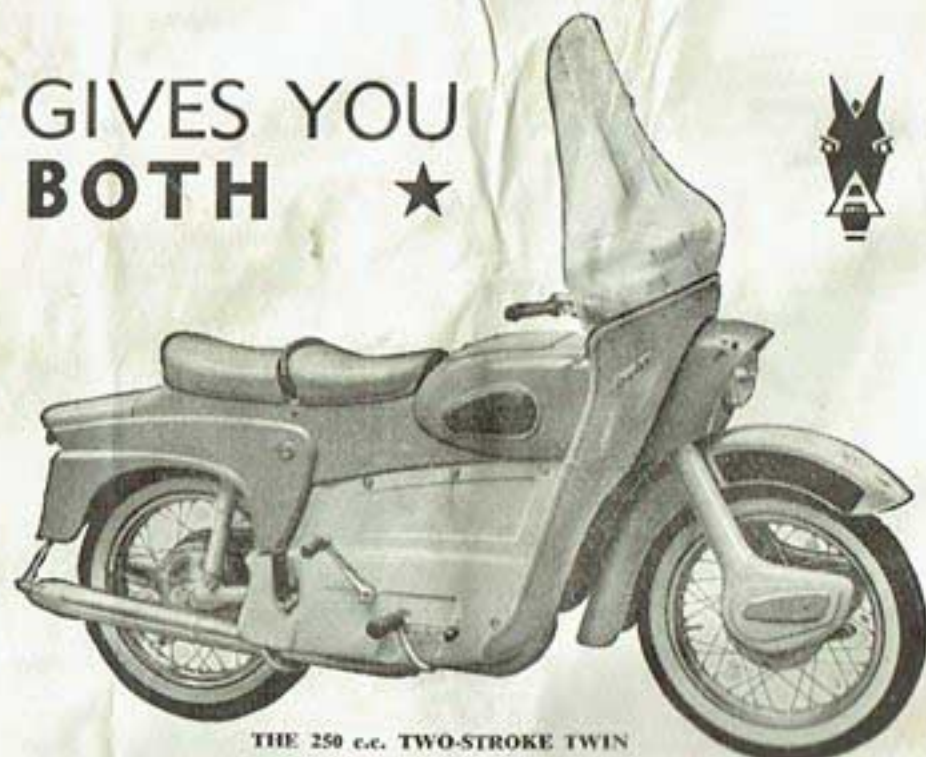
SENIOR RACE - 20 Laps (31 miles)

No.	Name	Machine	Town	Licence
1	G. J. Draper	Matchless	Cheltenham	59/27
2	B. W. Martin	Triumph	Birmingham	438
3	R. D. King	Velocette	Cheltenham	876
4	G. J. Wiggins	Matchless	Bradford	102
5	W. A. Bell	Matchless	Gloucester	277
6	J. G. Johnson	B.S.A.	Oxford	533
7	D. C. Palmer	Triumph	Teddington	2174
8	L. G. Hatch	H.B.	Folkestone	2062
9	J. F. Sheehan	Velocette	Bracknell	2685
10	R. Lindup	Triumph	London	1484
11	J. D. Stallard	Triumph	Wolverhampton	758
12	R. C. Everett	Triumph	Gosport	2064
13	P. J. Randall	A.J.S.	Teddington	1766
14	L. J. England	B.S.A.	Lymington	954
15	K. Snell	Matchless	Alton	1891
16	I. S. Horsell	A.J.S.	Sutton	1160
17	T. White	B.S.A.	Morden	1161
18	B. D. Leask	A.J.S.	Crawley	2258
19	R. C. Evans	B.S.A.	Southampton	583
20	J. V. Smith	B.S.A.	Birmingham	10
21	T. J. Sharp	Triumph	Parkstone	2415
22	B. A. Sharp	Triumph	Parkstone	1606
23	J. E. Clayton	B.S.A.	Guildford	2418
24	J. H. Compton	Triumph	Guildford	2489
61	S. W. Bott	B.S.A.	Newquay	1072
62	A. J. Tribble	B.S.A.	Holsworthy	195
63	R. J. Langston	Ariel	Camden	11
64	A. J. Lampkin	B.S.A.	Keighley	254
65	P. N. Taft	B.S.A.	Birmingham	279
66	F. Underwood	A.J.S.	Faringdon	2127
67	D. G. Curtis	Matchless	Bicester	870
68	A. W. Lee	B.S.A.	Cambridge	2313
69	D. Mawdsley	Matchless	Harrow	2556
70	P. A. Nex	B.S.A.	Farnham	634
71	P. G. Taft	B.S.A.	Birmingham	280
72	J. F. Burton	B.S.A.	Lutterworth	143
73	D. E. Rickman	Metisse	New Milton	2635
74	D. J. Rickman	Metisse	New Milton	2634
75	A. Harris	Matchless	Parkstone	321
76	A. J. Hogg	Triumph	Meopham	184
77	D. King	A.J.S.	Twickenham	393
78	R. J. Coker	Triumph	London	2079
79	C. M. Bennett	Ariel	Birmingham	1265
80	J. M. Robb	B.S.A.	Farnham	2111
81	B. D. Piggott	Triumph	Farnborough	694
82	G. Walde	Triumph	Epsom	301
83	D. C. Seaman	Matchless	Harrow	1437
84	G. Calver	B.S.A.	Colchester	2250
85	V. F. Beesley	B.S.A.	London	2300
86	M. L. R. Perkins	B.S.A.	Luton	467
87	E. J. Bamfield	Triumph	Basildon	1627
88	K. H. Franks	B.S.A.	Southall	1129
89	T. W. Cox	B.S.A.	Somerton	194
90	K. Messenger	B.S.A.	Swindon	810
91	G. Mitchell	Ariel	Horsham	2086
92	J. R. Giles	Triumph	Tunbridge	5
93	K. Heanes	Triumph	Fleet	2492
94	K. J. Leon	B.S.A.	Swindon	2241
95	B. Parsons	B.S.A.	Crookham	2277
96	J. M. Bussell	B.S.A.	Horndean	1690

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TION AND CLEANLI-
NESS.



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SENIOR RACE (continued)

No.	Name	Machine	Town	Licence
97	G. W. Evans	- 497 Matchless	- London	59/2618
98	D. L. Dormer	- 498 Triumph	- London	2503
99	M. Smith	- 499 Velocette	- Billingshurst	1633
100	R. W. Gollner	- 497 A.J.S.	- Byfleet	231
101	V. Hyland	- 498 Triumph	- Kingston	424
102	J. Buckland	- 497 Matchless	- Lewes	619
103	M. V. Curtis	- 497 Matchless	- Bicester	3022
104	H. E. Cheshire	- 499 B.S.A.	- London	366
105	D. D. A. Miller	- 497 Matchless	- Frome	2565
106	S. H. Leicester	- 498 Triumph	- London	364

RESULTS OF SENIOR RACE

1.

2.

3.

Winner's Time

Fastest Lap

Manufacturers Team Prize

Club Team Prize

SIDECAR RACES — Each One 8 Laps (8 miles)

No.	Name	Machine	Town	Licence
1	G. T. Clements	- 497 Ariel	- Southall	59/805
2	R. E. Price	- 649 Triumph	- Barnet	341
3	W. A. Turner	- 497 Ariel	- Reading	2246
4	K. G. Robertson	- 497 A.J.S.	- Brighton	242
5	F. E. Woodward	- 497 Matchless	- Croydon	2519
6	A. Wilson	- 499 B.S.A.	- Chertsey	1661
7	B. S. Robins	- 649 Triumph	- London	1416
8	J. A. Prismall	- 497 Ariel	- Newbury	2056
9	F. Wilkins	- 497 Ariel	- Richmond	928
10	D. J. Grace	- 497 Matchless	- Winchester	2464
11	J. E. Reed	- 998 Vincent	- Stanmore	2271
12	D. Keep	- 497 Ariel	- Tadley	2474
13	J. S. Callander	- 497 Ariel	- Southampton	293
14	F. Darriulat	- 499 B.S.A.	- London	34
15	D. E. Ludlow	- 499 B.S.A.	- Abingdon	233
16	R. Rose	- 498 Jap	- Blandford	2667
17	B. McCarthy	- 497 A.J.S.	- Bromley	2699
18	B. H. Eyres	- 497 Ariel	- Worcester Park	2881

RESULTS OF SIDECAR RACES

First Race	Second Race
1.	1.
2.	2.
3.	3.

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TEAM ENTRIES

LIGHTWEIGHT RACE

B.S.A.—1, G. J. Draper; 2, B. W. Martin; 20, J. V. Smith
Dot "A"—6, J. G. Johnson; 37, P. A. Lamper; 51, A. Clough
Dot "B"—10, R. Lindup; 43, P. Barford; 52, A. W. Mayze
Francis-Barnett—21, T. J. Sharp; 22, B. A. Sharp; 23, J. E. Clayton
Greeves—25, M. Jackson; 40, B. G. Stonebridge; 50, D. Bickers
James—5, W. A. Bell; 45, J. L. Harris; 46, W. Jackson
Bar None—34, E. W. Elmes; 66, D. V. Harman; 69, A. J. Betty
Cambridge "A"—40, B. G. Stonebridge; 41, P. C. Hammond; 49, T. J. Howard
Cambridge "B"—42, P. N. Hammond; 47, R. G. Hartop; 48, M. J. Haslop
Grasshoppers—29, M. Banks; 64, B. R. Dulieu; 70, D. E. L. McHarris
Hayes—35, L. C. Newcombe; 39, A. C. Smith; 54, B. H. Stewart
Portsmouth—7, D. C. Palmer; 19, R. C. Evans; 31, D. Windsor
Sunbeam "A"—3, R. D. King; 20, J. V. Smith; 25, M. Jackson
Sunbeam "B"—6, J. G. Johnson; 23, J. E. Clayton; 37, P. A. Lamper
X.H.G. Tigers—14, I. J. England; 21, T. J. Sharp; 22, B. A. Sharp

JUNIOR RACE

B.S.A. "A"—1, G. J. Draper; 2, B. W. Martin; 65, P. N. Taft
B.S.A. "B"—3, R. D. King; 64, A. J. Lampkin; 68, A. W. Lee
Dot—6, J. G. Johnson; 37, P. A. Lamper; 51, A. Clough
Greeves—25, M. Jackson; 40, B. G. Stonebridge; 50, D. Bickers
Cambridge "A"—1, G. J. Draper; 40, B. G. Stonebridge; 68, A. W. Lee
Cambridge "B"—65, P. N. Taft; 71, P. G. Taft; 79, R. J. Beynon
Cambridge "C"—41, P. C. Hammond; 47, R. G. Hartop; 49, T. J. Howard
Hayes—35, L. C. Newcombe; 78, P. G. Suckling; 81, D. A. Ball
Portsmouth—7, D. C. Palmer; 66, F. Underwood; 70, P. A. Nex
Sunbeam "A"—2, R. D. King; 63, R. J. Langston; 67, D. G. Curtis
Sunbeam "B"—6, J. G. Johnson; 25, M. Jackson; 37, P. A. Lamper

SENIOR RACE

B.S.A. "A"—1, G. J. Draper; 2, B. W. Martin; 20, J. V. Smith
B.S.A. "B"—64, A. J. Lampkin; 65, P. N. Taft; 68, A. W. Lee
Triumph—11, J. D. Stallard; 22, B. A. Sharp; 92, J. R. Giles
Cambridge—1, G. J. Draper; 20, J. V. Smith; 65, P. N. Taft
Portsmouth "A"—66, F. Underwood; 70, P. A. Nex; 95, B. Parsons
Portsmouth "B"—7, D. C. Palmer; 19, R. C. Evans; 96, J. M. Bussell
Portsmouth "C"—88, K. H. Franks; 91, G. Mitchell; 99, M. Smith
Sunbeam "A"—2, R. D. King; 6, J. G. Johnson; 23, J. E. Clayton
Sunbeam "B"—4, G. J. Wiggins; 90, K. Messenger; 103, M. V. Curtis
Sunbeam "C"—21, T. J. Sharp; 22, B. A. Sharp; 93, K. Heanes
Sunbeam "D"—63, R. J. Langston; 67, D. G. Curtis; 92, J. R. Giles
X.H.G. Tigers—14, I. J. England; 73, D. E. Rickman; 74, D. J. Rickman

RESERVES

No more than 60 starters are permitted in any solo race, so the following competitors are reserves: 9, 10, 56, 57, 58, 59, 60, 68, 69, 70, 71, 72, 103, 104, 105, 106. These competitors will be allowed to take the place of non-starters (up to the stipulated maximum) and will be accepted in numerical order as listed above. The probability is that all are able to compete, but entry fees will be refunded to those who are not. Reserves should come to the starting line when the siren is sounded five minutes before the commencement of each race.

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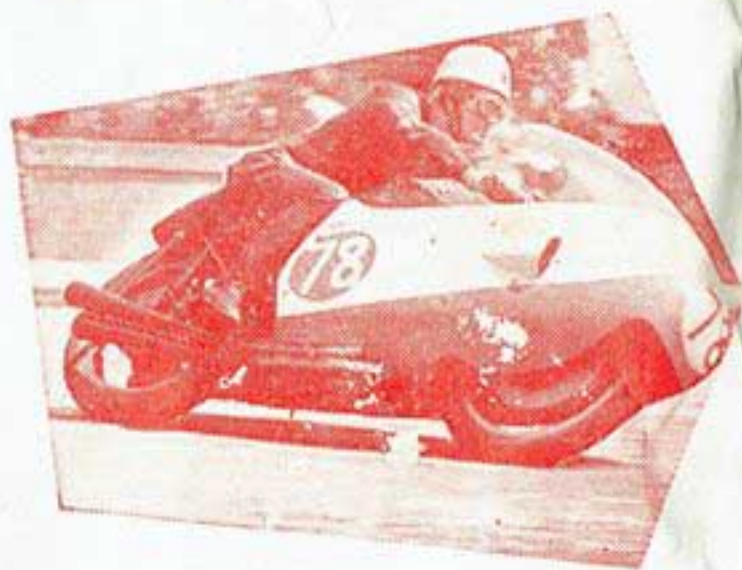


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