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12th ANNUAL

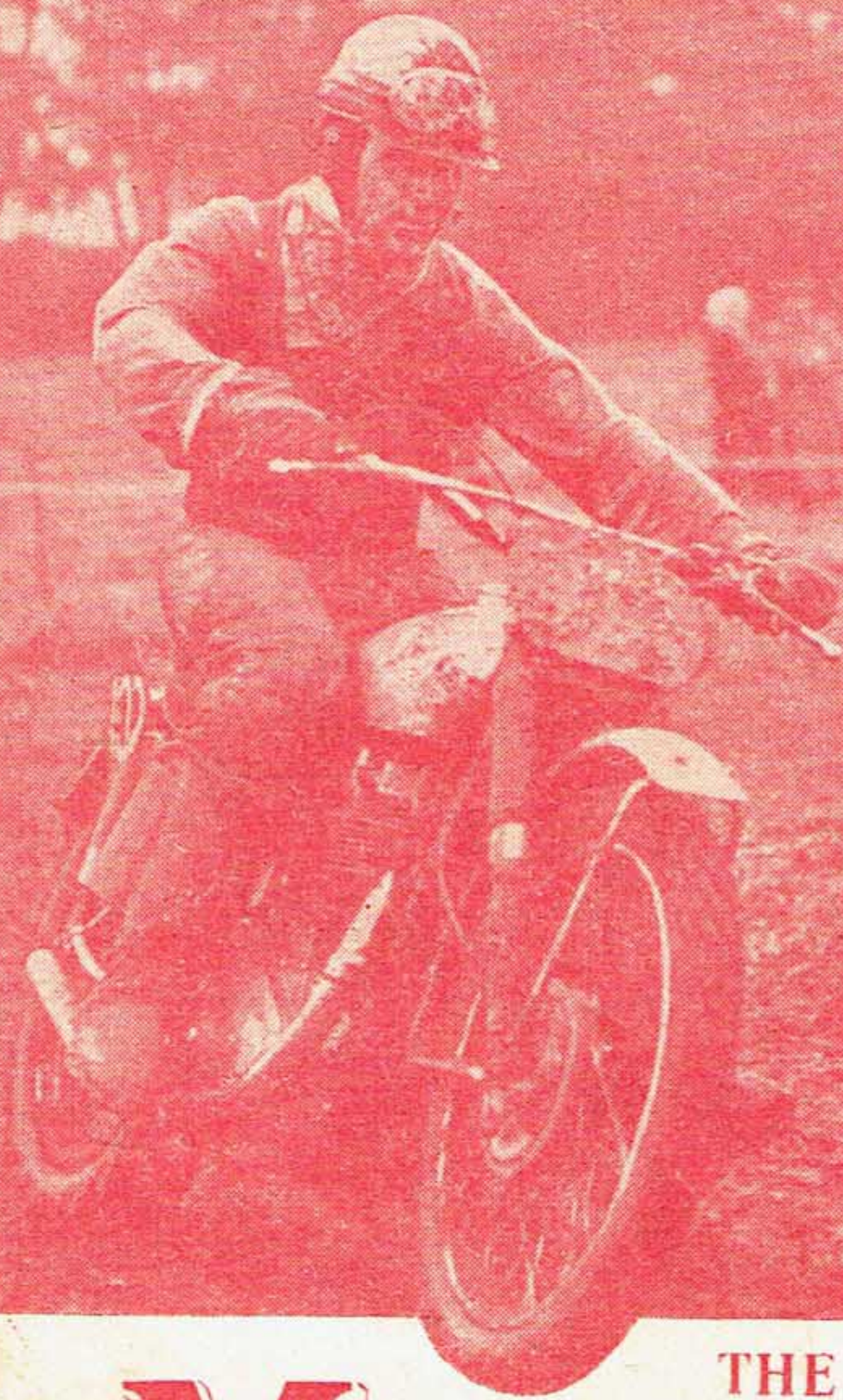
POINT-TO-POINT

SATURDAY, 26th APRIL, 1958

OXENBOURNE FARM, EAST MEON, Nr. PETERSFIELD

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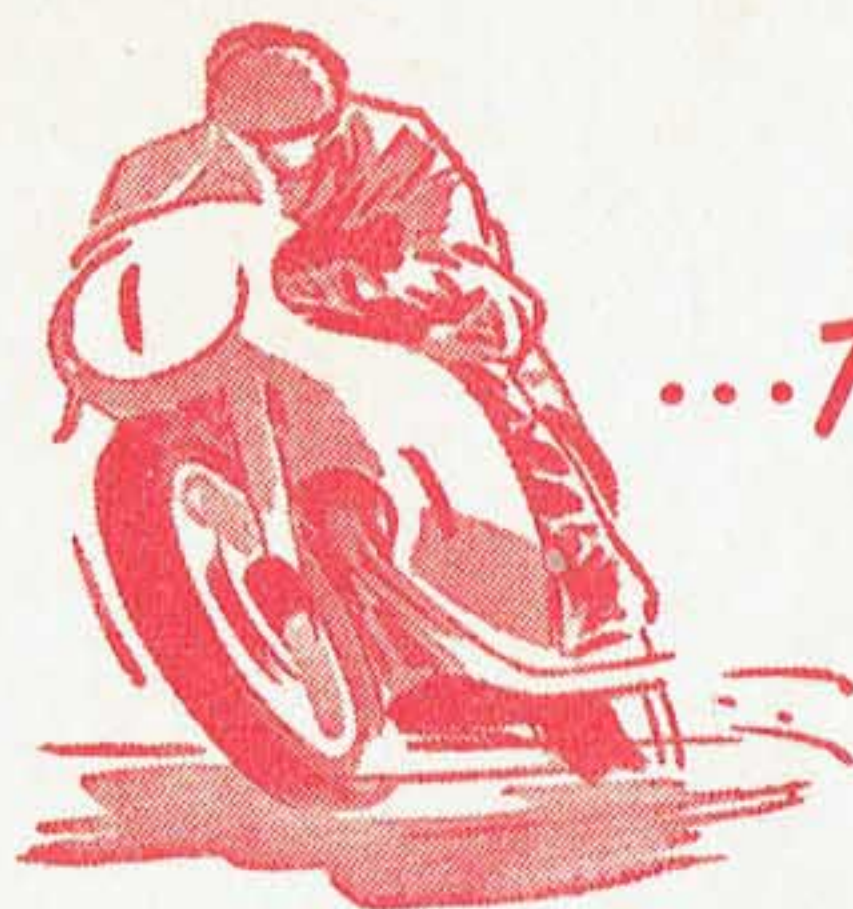
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Supplementary Regulations for the 1958

Sunbeam Point-to-Point

SATURDAY, 26th APRIL, 1958

A NATIONAL SCRAMBLE FOR SOLO MOTOR CYCLES

A. ANNOUNCEMENT AND JURISDICTION

1. The Sunbeam Motor Cycle Club, as promoters, will hold the "Point-to-Point" Scramble on Saturday, April 26th, 1958, open to holders of 1958 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 motor cycles only, will be subject to the General Competition Rules 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. 65. T.T.C. No. 1083 Sunbeam Event No. 226.

B. ENTRIES

2. **ENTRIES** will be accepted forthwith, and must be sent on the printed entry form, together with the correct remittance, to Miss R. A. Heath, 83 East Street, Farnham, Surrey (Telephone: Farnham 6477). Entries close first post Saturday, April 5th, and under no circumstances will an entry be accepted unless the 1958 National Competition Licence Number is quoted. The maximum number of starters in any one race will be sixty, and, should entries exceed this number for any one race, priority will first be given to machines in the higher capacity class and then to date of entry.

3. **INDIVIDUAL ENTRY FEE:** This shall be 10/- for the Lightweight race, 15/- for the Junior race, and 20/- for the Senior race. This includes insurance (Personal Accident and Third Party) for all drivers. Entry fees are not returnable except in the event of the competition being abandoned.

4. **TEAMS** will be of two classes, 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. **DRIVERS AND MACHINES:** No substitution or change of driver is allowed once entries have closed. A change of make or capacity class is allowed under exceptional circumstances—these circumstances to be made known to the Clerk of the Course before the official starting time of the event.

C. AWARDS

6. **LIGHTWEIGHT RACE** (Not over 250 c.c.) at 2.00 p.m.

For the driver making fastest time:—THE LIGHTWEIGHT TROPHY & REPLICA.

For the first 25% of finishers:—1st Class Awards.

For the next 25% of finishers:—2nd Class Awards.

JUNIOR RACE (Not over 350 c.c.) at 3.30 p.m.

For the driver making fastest time:—THE JUNIOR TROPHY & REPLICA.

For the driver of the first machine not over 250 c.c. to finish:—THE "250" CUP.

For the first 25% of finishers:—1st Class Awards.

For the next 25% of finishers:—2nd Class Awards.

SENIOR RACE (Over 350 c.c.) at 5.0 p.m.

For the driver making fastest time:—THE SENIOR TROPHY & REPLICA.

For the first 25% of finishers:—1st Class Awards.

For the next 25% of finishers:—2nd Class Awards.

Additional Awards

Three special awards to the members of the winning team in each class in each race. THE LONGMOOR CUP (a perpetual trophy presented by R. G. V. Venables) for the driver completing 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 or until such time as they are won again.

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D. OFFICIALS

7. **Stewards of the Meeting:** G. R. Allan (appointed by the A.-C.U.), P. Ryall (appointed by the Southern Centre), L. Heath and A. L. S. Denyer (appointed by Sunbeam M.C.C.).
A.-C.U. Timekeeper: C. Audrey (National).
Scrutineers: L. M. Talbott, H. R. Kemp and M. Dismore.
Paddock Marshals: K. Dopson, L. G. Gillman and E. G. Denman.
Clerk of the Course: P. J. Mellers, 4 Lodge Hill Road, Farnham, Surrey.
Assistant Clerk of the Course: S. F. Coaten.
Secretary of the Meeting: Miss R. A. Heath, 83 East Street, Farnham, Surrey.
(Telephone: Farnham 6477).
Assistant Secretary of the Meeting: R. G. V. Venables, Tilford, Farnham, Surrey.
(Telephone: Frensham 232).

E. DESCRIPTION

8. **THE COURSE** measures approx. 2,760 yards per lap, and lies entirely on private ground near Petersfield. Detailed instructions for reaching the start will be given in the programme.
9. **MARKING THE COURSE** will be carried out with coloured pennants on stakes. Any driver failing to pass between these stakes is liable to exclusion.
10. **METHOD OF RUNNING: THREE EVENTS** will be held, viz. **LIGHTWEIGHT RACE** open to solo machines of capacities up to 250 c.c., comprising 16 laps; **JUNIOR RACE** open to solo machines of all capacities up to 350 c.c., comprising 20 laps; **SENIOR RACE**, open to solo machines between 351 c.c. and 1,000 c.c., comprising 20 laps. Method of starting will be as follows: Drivers will stand with their machines on the starting line, engines dead. At the rise of the flag, drivers will push or kick-start their machines, without assistance. No organised assistance, other than that provided by the Club Officials, will be permitted at any points around 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 finishing 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 finishing 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.
11. **WHEELS AND TYRES:** Chains, spikes and other non-skid appliances are barred, but any type of tyre may be used.
12. **DRIVERS NUMBERS** will be stated in the programme to be sent to all drivers. All machines must be presented to the official Machine Examiners 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 of the machine—facing forwards, and one on each side (behind the driver). These numbers must be in position during the official practice period, and drivers will not be allowed to start if numbers do not comply with these regulations. Number boards must have a dull finish, and only waterproof paint should be used.
13. **PRACTICE** will be officially controlled, and will take place from 11.30 to 1.30. 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 the race.
14. **MACHINES** may be ridden in any trim, but competition number boards should not project above the handlebars. Machines must have one efficient brake operating on each wheel, and a self-closing throttle. Ball-ended ($\frac{1}{4}$ " dia.) clutch and brake levers must be used.
15. **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, leather gloves and A.-C.U. pattern crash helmet bearing the A.-C.U. approved stamp and conforming to the specification of the British Standards Institute (ref. 1869/52) properly fitted and in a sound condition. When practising, drivers shall be fully equipped and clothed as for racing.
16. **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 tested.
17. **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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Brian Stonebridge

ponders on the past history of the

"Point-to-Point"

The "Sunbeam Point-to-Point" has for me nearly always been a lucky event. For that reason, and that reason alone, I have managed to win more races at the "Point-to-Point" than anyone else. I cannot emphasize this luck business too much, for no matter how good a rider may be, if Lady Luck doesn't smile upon him, he won't win. Well, now you know how it's done!

My first visit to the "Point-to-Point" was in 1950 on a Works Matchless. The event was held on the famous, or should it be infamous, Longmoor course in Hants. Well, whichever you decide upon it was, in my opinion, the best venue the "Point-to-Point" has ever had, although I may well not have thought or said so at the time for you used to finish the race (if lucky), exhausted and with blisters across your palms and if you are like me, not very well padded, a sore backside for a week!

But to the race. I managed to win the Junior by passing "Rocket" Beamish on the last lap, bringing to an end a long run of B.S.A. Junior "Point-to-Point" successes and commencing a long run of A.M.C. Junior successes at Longmoor which were shared by my old friend Geoff Ward (I can say that now in more ways than one!), who won two Juniors and myself with three. I only won the Senior race once and that was in 1953 when I managed the double with a Junior and Senior win (everyone else must have fallen off).

1954 saw the end of the "Point-to-Point" at Longmoor and a great pity this transpired to be for since then the Sunbeam "Point-to-Point" has joined the ranks of "no fixed abode" with a resulting drop in character. 1955 took us to Golding Barn, the first of the substitute courses. Some substitutes may be as good as the original, but this one certainly wasn't. It was half road racing and half ferreting, two dissimilar sports, to say the least! I was lucky enough to win the 1955 Junior race, this time on a B.S.A. and so had the honour of putting an end to the run of A.M.C. Junior successes which I had started five years earlier.

Having thought that Golding Barn was the most stupid course possible upon which to run a National "Point-to-Point," you can imagine my astonishment when turning up for the 1956 event at Tottington Mount to find it even worse! The fact that B.S.A.'s. won the Junior and Senior races at what is known amongst the lads as the "Tottington Grand Prix" must have been due to the vast experience gained in the Clubman's T.T. although I think that Gilera and M.V. might have worried them had they been there!

1957 saw the "Point-to-Point" change its venue once again. This time it went to Winchester where we were given a chance to prove what sort of grasstrack riders we were, for the course resembled a mountain grass track far more than a scramble track. However it gave me a win in the 250 race making me, I think, the only person ever to win the 250, 350 and 500 c.c. "Point-to-Point" albeit at different meetings but nevertheless no less gratifying. It was also very gratifying for me because the 1957 "Point-to-Point" light-weight win rounded off nicely a season in which I had been lucky enough to win every trade-supported 250 race in which I rode.

I expect if you look elsewhere in your programme you will see on the Past Winners page the name of Greeves appears for the first time in 1957. Actually it appears twice, for I also managed to win the 250 cup by finishing 5th in the Junior. This Junior race, I feel sure, will stick in Geoff Ward's memory as well as it will in mine. We only finished 4th and 5th but we had a hell of a lot of laughs deciding who was going to be where, and anyway we are both getting a bit long in the tooth now for "Point-to-Pointing."

Time marches on—which brings us to 1958 and yet another course. By now you will know as much about it as I do. The spectator facilities are certainly better than at Longmoor or Brighton, but will the racing be good? I hope so, and I hope that if the Oxenbourne course is popular this new venue will become permanent. Admittedly there is a certain morbid interest to be derived from speculating upon the unknown, but this annual change of course prevents the "Point-to-Point" re-establishing a definite character such as it possessed at Longmoor. Be that as it may, I hope everyone here at Oxenbourne enjoys a jolly good day's sport.



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FORTHCOMING EVENTS

FOR SPEED ENTHUSIASTS . . . The **Sunbeam Sprint**, Western Undercliff, Ramsgate (Sunday, May 11). Open to all South-Eastern Centre clubs as well as to B.M.C.R.C. and V.M.C.C. Regulations available from Dennis Bates, 55 Chatham Avenue, Hayes, Bromley, Kent.

FOR TRIALS ENTHUSIASTS . . . The **Sunbeam "200."** Slough to Barnstaple, (Saturday, May 24). Open to all South-Eastern, South Midland, South-Western and Southern Centre clubs as well as to Triumph Owners and the M.C.C. Regulations available from Anne Heath, "Little Hauntries," Frensham, Farnham, Surrey.

FOR PIONEER ENTHUSIASTS . . . The **Veteran & Vintage Rally**, Beaulieu Abbey, Hants. (Sunday, June 15). Open to any motorcycle or car manufactured before 1931. Regulations available from Stan White, 16 Whitford Gardens, Mitcham, Surrey.

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. Sharp (197 Dot); Best 125: T. Sharp (122 Dot)
JUNIOR: B. G. Stonebridge (347 Matchless); Best 250: W. Barugh (197 Dot)
SENIOR: B. G. Stonebridge (498 Matchless)
- 1954** LIGHTWEIGHT: B. Sharp (197 Dot); Best 125: S. Bickerton (122 Dot)
JUNIOR: G. H. Ward (347 A.J.S.); Best 250: B. 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. Sharp (197 Barnett); Best 125: A. Shutt (125 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.)

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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Mr. C. N. Ainsworth will be the 'HEPOLITE' expert attending this meeting to help and advise competitor or spectator.

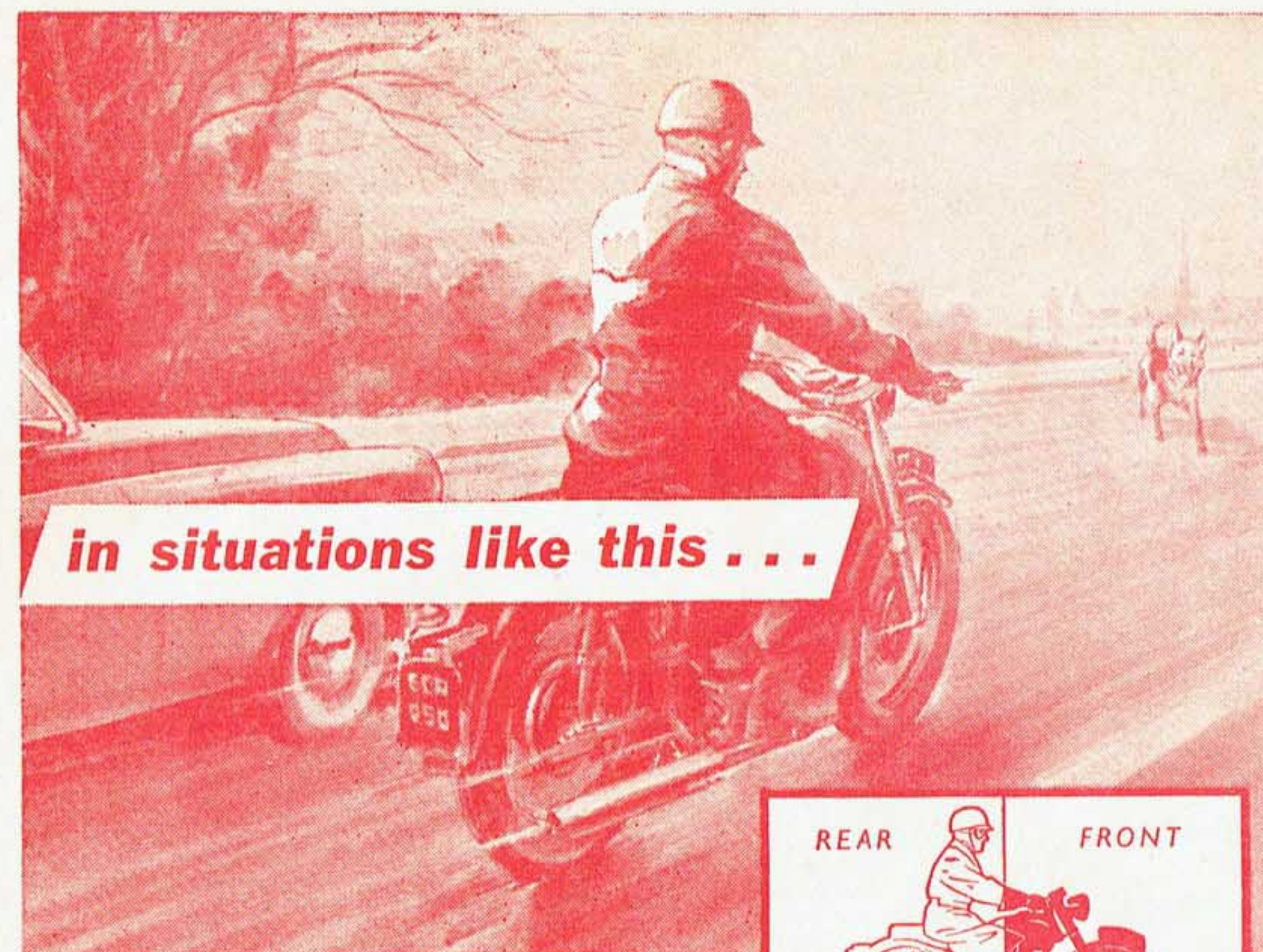
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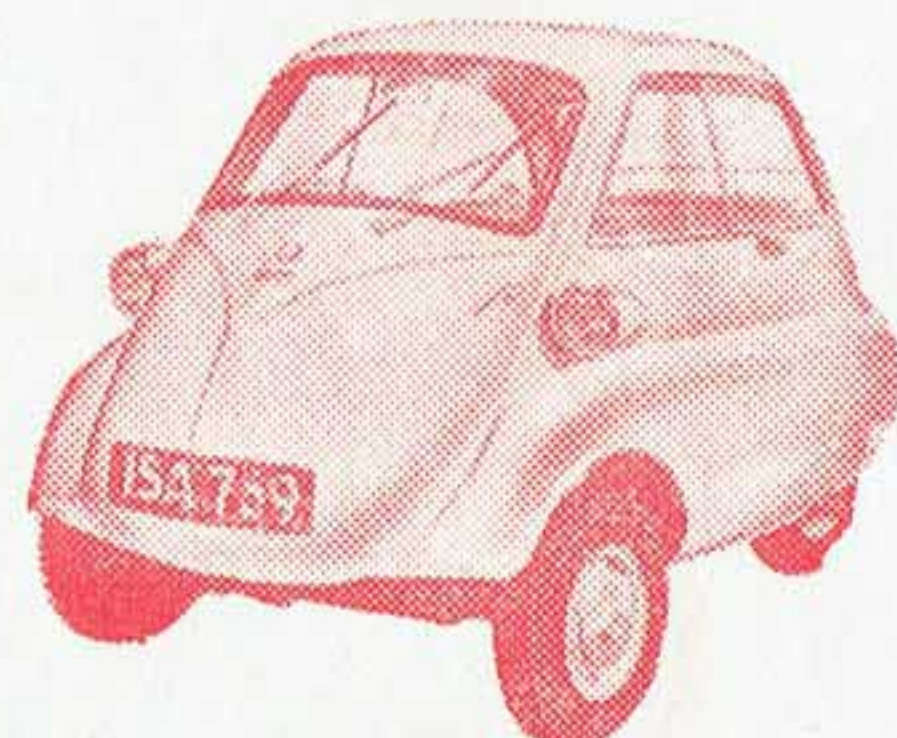
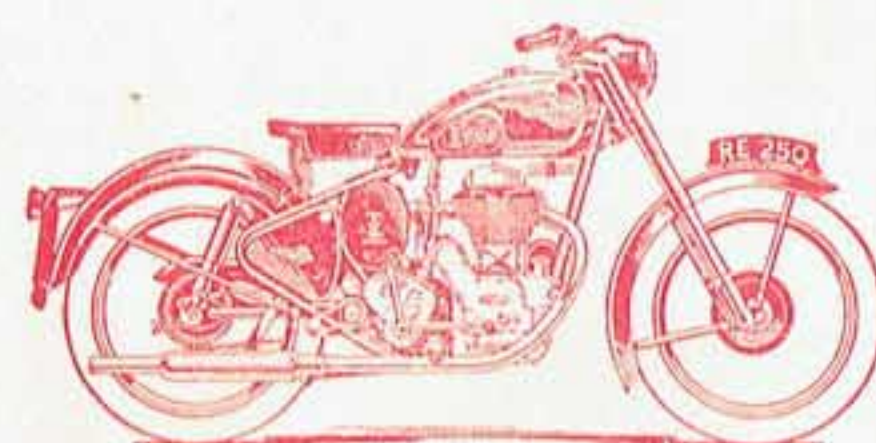


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TELEPHONE 27744/5/6

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 10.30 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. Practice will take place from 11.30 a.m. to 1.30 p.m., and at no time during practice or racing shall a machine be ridden in the reverse direction of the course.

The attention of all concerned is directed to Supplementary Regulation No. 10 and to the fact that the International system of flagging is used. *No flag signal will be given for the commencement of the last lap.*

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 and car parking, to Dunlop, Shell-Mex and National Benzole for the use of course-marking equipment, to the St. John Ambulance Brigade (Petersfield Division) for medical services, to F. J. Smallbone (Petersfield) for public address system, to R. C. Porter (Alton), H. R. Marsh (Liss), C. A. Huntley (Portsmouth) and D. F. Helmy (Maidenhead) for catering facilities, and to the Hants Constabulary (Petersfield) for traffic control.

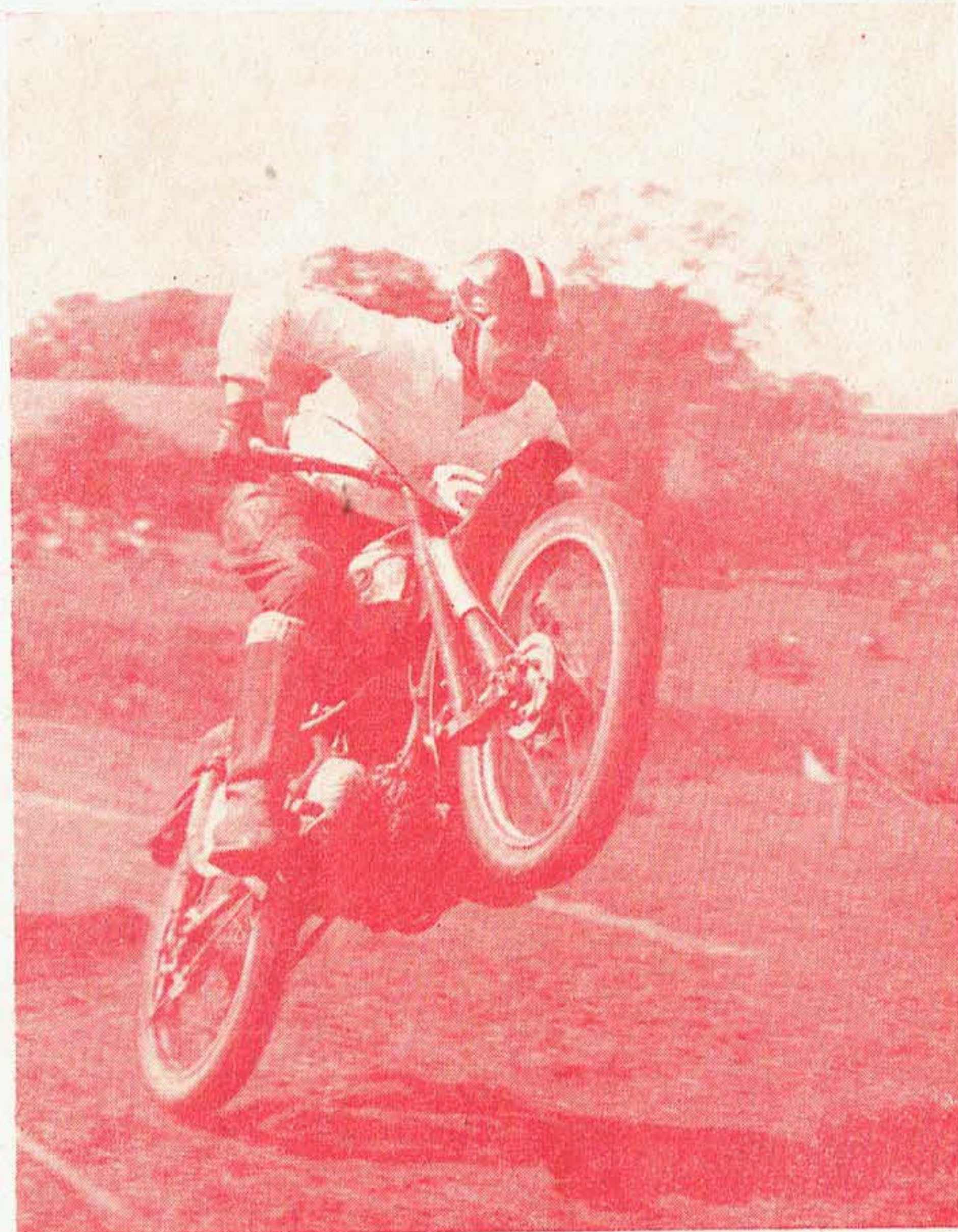
THIS PROGRAMME...

Like most of those produced for Sunbeam, Bemsee, the M.C.C. and other large clubs, is the work of The Borough Press, Eastcott Hill, Swindon, Wilts (Swindon 4022-3-4). This is the firm which prints the Southern Centre Gazette and South-Eastern Centre Gazette each month, and which carries a large stock of route-marking cards, observers' cards, competitors' numbers and other trials equipment. Where motorcycle clubs are concerned, Borough Press are the printers—and have been for a long time.

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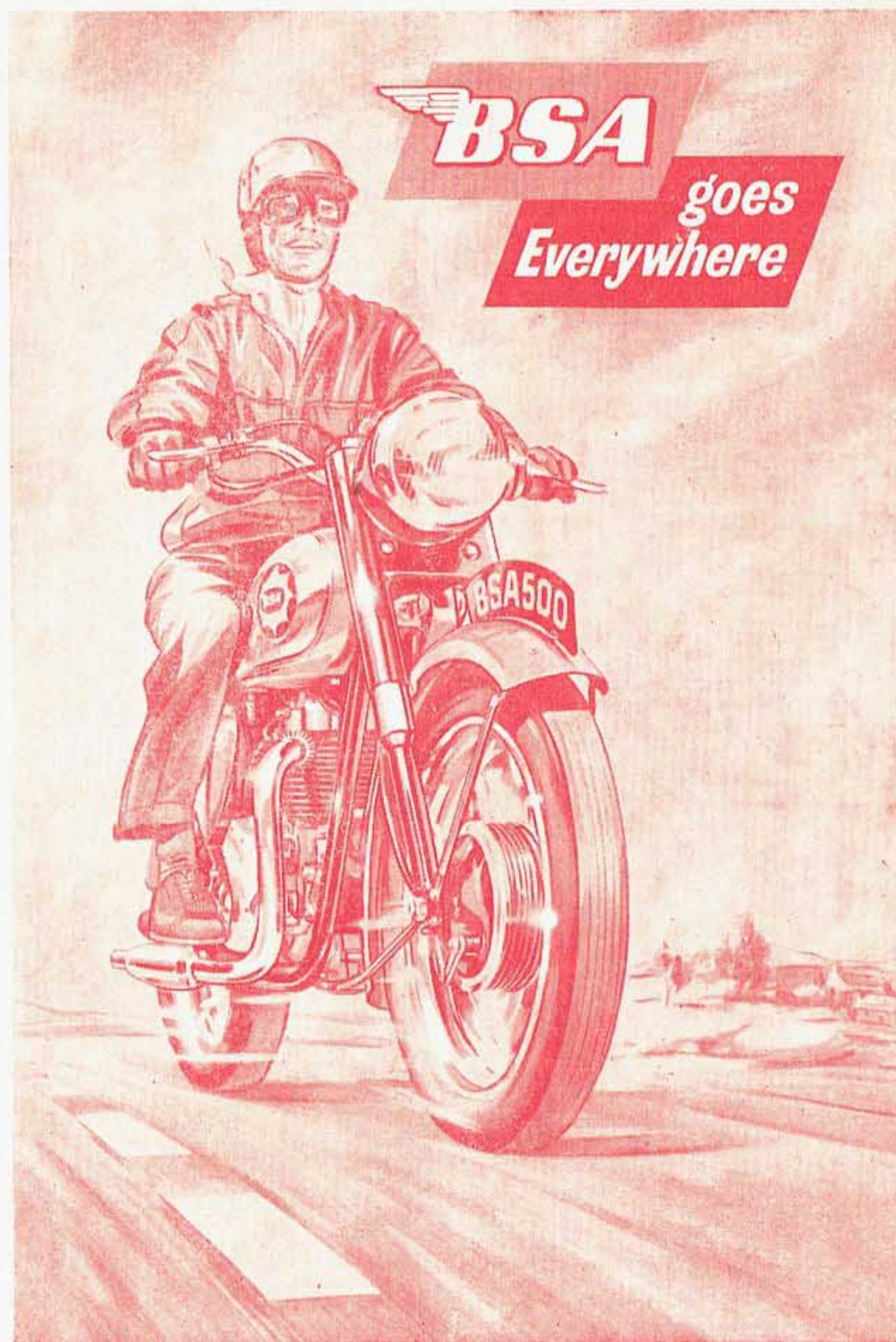
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LIGHTWEIGHT RACE - 16 Laps (24½ miles) 2.0 p.m.

No.	Name	Machine	Town	Licence
1	L. G. Hatch	- 197 Norman	- Hythe	58/1247
2	A. J. Howe	- 197 F. Barnett	- East Bergholt	515
3	T. Sharp	- 248 F. Barnett	- Parkstone	419
4	B. A. Sharp	- 248 F. Barnett	- Parkstone	418
5	E. B. Bardsley	- 197 Greeves	- Stockport	2031
6	J. G. Johnson	- 197 Dot	- Oxford	517
7	J. D. Stallard	- 199 Triumph	- Wolverhampton	1102
8	T. White	- 197 Dot	- Morden	2365
9	J. E. Clayton	- 248 F. Barnett	- Guildford	538
10	D. J. Rickman	- 248 Ariel	- New Milton	179
11	D. E. Rickman	- 248 Dot	- New Milton	178
12	P. Jarman	- 248 James	- Taunton	1602
13	N. Jarman	- 248 James	- Taunton	1601
14	H. R. Marsh	- 199 Triumph	- Petersfield	2474
15	R. G. Hargreaves	- 248 Pegasus	- London	70
16	B. D. Leask	- 197 Greeves	- Crawley	1681
17	D. Bickers	- 197 Greeves	- Ipswich	556
75	D. H. Howlett	- 197 Greeves	- Chessington	1553
76	D. C. Palmer	- 197 Greeves	- Teddington	2407
77	E. G. Stroud	- 197 Greeves	- Theale	2117
78	P. A. Lamper	- 197 Greeves	- Oxford	155
79	M. C. Philpott	- 197 Greeves	- Ramsgate	2445
80	B. G. Stonebridge	- 248 Greeves	- Thundersley	187
81	S. Bickerton	- 248 Dot	- Cheadle	407
82	E. Adcock	- 197 Dot	- Oldham	14
83	J. E. Ford	- 197 F. Barnett	- Saxmundham	621
84	M. Jackson	- 197 F. Barnett	- Southampton	165
85	J. Scott	- 197 F. Barnett	- Parkstone	2628
86	W. A. Bell	- 248 Cotton	- Gloucester	277
87	J. F. Hall	- 197 Dot	- Harrow	2092
88	A. W. Mayze	- 197 F. Barnett	- London	1715
89	R. S. C. Lowick	- 197 Dot	- Henlow	2244
90	J. F. Burch	- 197 James	- Surbiton	2339
91	A. E. Webb	- 197 Dot	- Luton	1958
92	C. Miller	- 248 N.S.U.	- London	2370
93	D. Windsor	- 201 N.A.M.O.W.	- Addington	1227
94	J. Harvey	- 197 Greeves	- Southampton	558
95	D. R. Wheeler	- 197 Greeves	- West Molesey	2152
96	A. A. Wicken	- 248 Greeves	- Maidstone	2001
97	A. E. Hayward	- 197 Greeves	- London	2488
98	P. C. Hammond	- 197 Greeves	- Cambridge	702
99	R. Quayle	- 197 Dot	- Douglas, I.o.M.	2350
100	D. V. Harman	- 197 James	- Brighton	1718
101	P. J. Munday	- 197 Dot	- Guildford	1990
102	V. C. Hilton	- 197 James	- Hassocks	2008
103	P. Barford	- 197 Dot	- Harpenden	2147
104	B. Davey	- 197 James	- Ipswich	946
105	J. H. Compton	- 197 F. Barnett	- Guildford	2183
106	G. T. Shawyer	- 197 Greeves	- Winchester	1212
107	R. Armstrong	- 197 Greeves	- Enfield	767
108	R. Lindup	- 197 Greeves	- London	1697
109	T. J. Howard	- 224 Greeves	- Histon	1662
110	C. E. A. Challis	- 248 Ariel	- Mortimer	2585
111	A. Shutt	- 248 F. Barnett	- Malvern	172
112	C. H. Phippen	- 197 Tandon	- Winchester	848
113	P. J. Griffiths	- 197 James	- Walton-on-Thames	2600
114	A. J. Betty	- 245 Maico	- Brighton	117
115	D. F. Kelly	- 199 Triumph	- Christchurch	687

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JUNIOR RACE

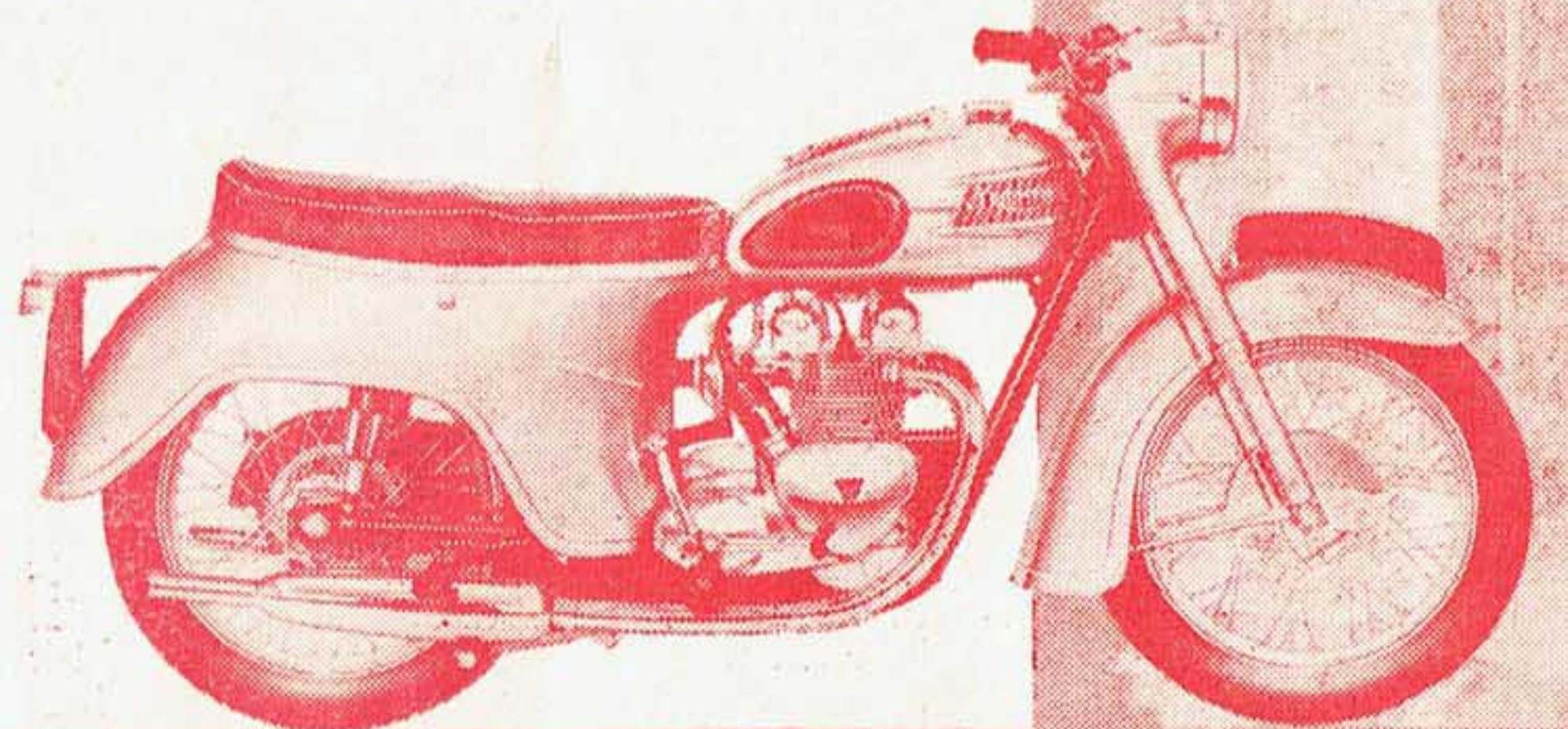
20 Laps (31 miles)

3.30 p.m.

No.	Name	Machine	Town	Licence
1	L. G. Hatch	- 197 Norman	- Hythe	58/1247
2	A. J. Howe	- 348 B.S.A.	- East Bergholt	515
3	T. Sharp	- 248 F. Barnett	- Parkstone	419
4	B. A. Sharp	- 248 F. Barnett	- Parkstone	418
5	E. B. Bardsley	- 197 Greeves	- Stockport	2031
6	J. G. Johnson	- 248 Dot	- Oxford	517
7	J. D. Stallard	- 199 Triumph	- Wolverhampton	1102
8	I. White	- 248 Dot	- Morden	2365
9	J. E. Clayton	- 248 F. Barnett	- Guildford	538
18	R. D. King	- 348 B.S.A.	- Cheltenham	580
19	M. G. Healy	- 348 B.S.A.	- London	2095
20	T. I. L. Allard	- 348 B.S.A.	- Bolney	736
21	L. R. Archer	- 348 Norton	- Aldershot	199
22	D. W. Wigley	- 348 B.S.A.	- Alton	2161
23	D. G. Curtis	- 347 Matchless	- Bicester	525
24	G. H. Ward	- 347 A.J.S.	- Slough	1884
25	D. Rix	- 347 Ariel	- Norwich	2029
26	B. W. Martin	- 348 B.S.A.	- Birmingham	460
27	G. J. Draper	- 348 B.S.A.	- Cheltenham	3
28	P. N. Taft	- 348 B.S.A.	- Birmingham	82
29	A. J. Lampkin	- 348 B.S.A.	- Keighley	654
30	A. W. Lee	- 348 B.S.A.	- Cambridge	1480
31	G. King	- 348 B.S.A.	- Aston Clinton	782
32	P. L. Hodgson	- 348 B.S.A.	- Middlesbrough	2332
33	P. Fletcher	- 348 B.S.A.	- Leeds	387
34	R. J. Langston	- 347 Ariel	- Chipping Campden	15
35	A. T. Gibbes	- 348 B.S.A.	- Birmingham	96
70	J. L. Tyler	- 348 B.S.A.	- Southampton	343
71	M. L. R. Perkins	- 348 B.S.A.	- Luton	905
72	H. Johnson	- 348 Velocette	- Kingston	2231
73	R. Gaylard	- 348 Velocette	- Harpenden	120
74	J. A. L. Robinson	- 348 B.S.A.	- London	2539
75	D. H. Howlett	- 197 Greeves	- Chessington	1553
76	D. C. Palmer	- 197 Greeves	- Teddington	2407
77	E. G. Stroud	- 197 Greeves	- Theale	2117
78	P. A. Lamper	- 197 Greeves	- Oxford	155
79	M. C. Philpott	- 197 Greeves	- Ramsgate	2445
80	B. G. Stonebridge	- 248 Greeves	- Thundersley	187
81	S. Bickerton	- 248 Dot	- Cheadle	407
82	E. Adcock	- 197 Dot	- Oldham	14
83	J. E. Ford	- 248 F. Barnett	- Saxmundham	621
84	M. Jackson	- 197 F. Barnett	- Southampton	165
85	J. Scott	- 197 F. Barnett	- Parkstone	2628
86	W. A. Bell	- 248 Cotton	- Gloucester	277
87	J. F. Hall	- 348 B.S.A.	- Harrow	2092
88	A. W. Mayze	- 197 F. Barnett	- London	1715
89	R. S. C. Lowick	- 197 Dot	- Henlow	2244
90	J. F. Burch	- 197 James	- Surbiton	2339
91	A. E. Webb	- 197 Dot	- Luton	1958
92	C. Miller	- 248 N.S.U.	- London	2370
93	D. Windsor	- 201 N.A.M.O.W.	- Addington	1227
94	J. Harvey	- 197 Greeves	- Southampton	558
95	D. R. Wheeler	- 197 Greeves	- West Molesey	2152
96	A. A. Wicken	- 248 Greeves	- Maidstone	2001
97	A. E. Hayward	- 197 Greeves	- London	2488
98	P. C. Hammond	- 197 Greeves	- Cambridge	702
99	R. Quayle	- 197 Dot	- Douglas, Lo.M.	2350

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SENIOR RACE

20 Laps (31 miles)

5.0 p.m.

This race will be started by Geoff Duke

No.	Name	Machine	Town	Licence
1	L. G. Hatch	- 498 A.J.S.	- Hythe	58/1247
2	A. J. Howe	- 499 B.S.A.	- East Bergholt	515
3	T. Sharp	- 498 Triumph	- Parkstone	419
4	B. A. Sharp	- 498 Triumph	- Parkstone	418
5	E. B. Bardsley	- 499 B.S.A.	- Stockport	2031
6	J. G. Johnson	- 499 B.S.A.	- Oxford	517
7	J. D. Stallard	- 498 Triumph	- Wolverhampton	1102
8	T. White	- 499 B.S.A.	- Morden	2365
9	J. E. Clayton	- 498 Matchless	- Guildford	538
10	D. J. Rickman	- 499 B.S.A.	- New Milton	179
11	D. E. Rickman	- 499 B.S.A.	- New Milton	178
12	P. Jarman	- 499 B.S.A.	- Taunton	1602
13	N. Jarman	- 499 B.S.A.	- Taunton	1601
14	H. R. Marsh	- 498 A.J.S.	- Petersfield	2474
15	R. G. Hargreaves	- 498 Pegasus	- London	70
16	B. D. Leask	- 498 Triumph	- Crawley	1681
17	D. Bickers	- 499 B.S.A.	- Ipswich	556
18	R. D. King	- 499 B.S.A.	- Cheltenham	580
19	M. G. Healy	- 499 B.S.A.	- London	2095
20	T. I. L. Allard	- 499 B.S.A.	- Bolney	736
21	L. R. Archer	- 490 Norton	- Aldershot	199
22	D. W. Wigley	- 499 B.S.A.	- Alton	2161
23	D. G. Curtis	- 498 Matchless	- Bicester	525
24	G. H. Ward	- 498 A.J.S.	- Slough	1884
25	D. Rix	- 497 Ariel	- Norwich	2029
26	B. W. Martin	- 499 B.S.A.	- Birmingham	460
27	G. J. Draper	- 499 B.S.A.	- Cheltenham	3
28	P. N. Taft	- 499 B.S.A.	- Birmingham	82
29	A. J. Lampkin	- 499 B.S.A.	- Keighley	654
30	A. W. Lee	- 499 B.S.A.	- Cambridge	1480
31	G. King	- 499 B.S.A.	- Aston Clinton	782
32	P. L. Hodgson	- 499 B.S.A.	- Middlesbrough	2332
33	P. Fletcher	- 499 B.S.A.	- Leeds	387
34	R. J. Langston	- 497 Ariel	- Chipping Campden	15
35	T. A. Gibbes	- 497 Ariel	- Birmingham	96
36	I. S. Horsell	- 498 A.J.S.	- Sutton	964
37	K. Snell	- 498 Matchless	- Bordon	1725
38	A. J. Hogg	- 498 A.J.S.	- Meopham	252
39	V. Hyland	- 498 A.J.S.	- Kingston	690
40	J. V. Smith	- 499 B.S.A.	- Birmingham	10
41	J. R. Giles	- 498 Triumph	- Tunbridge Wells	12
42	K. Heanes	- 498 Triumph	- Fleet	2502
43	I. J. England	- 499 B.S.A.	- Lymington	641
44	E. G. Bateman	- 499 B.S.A.	- Wealdstone	1668
45	J. Mathews	- 498 Triumph	- Manchester	780
46	J. F. Sheehan	- 497 Ariel	- Reading	2224
47	C. P. Righton	- 499 B.S.A.	- Chipping Campden	2357
48	B. Parsons	- 499 B.S.A.	- Crookham	1039
49	J. M. Bussell	- 498 Matchless	- Horndean	1943
50	A. J. Elliott	- 498 Triumph	- Woking	2411
51	R. Kyffin	- 498 Triumph	- Stockport	2384
52	D. J. Butterworth	- 499 B.S.A.	- Bury	2292
53	F. Underwood	- 499 B.S.A.	- Faringdon	1423
54	B. F. Smithen	- 649 Triumph	- Bognor	1322
55	J. L. Ewens	- 498 Triumph	- Addleston	2345
56	W. Lord	- 498 A.J.S.	- Radcliffe	2111

SENIOR RACE continued. (Maximum number of starters 60, therefore the last nine riders listed here are reserves.)

No.	Name	Machine	Town	Licence
57	R. Davis	- 499 B.S.A.	- Three Bridges	58/1968
58	C. M. Bennett	- 497 Ariel	- Birmingham	2168
59	R. C. Everett	- 498 Triumph	- Gosport	1937
60	H. E. Cheshire	- 499 B.S.A.	- London	108
61	J. M. Robb	- 498 J.M.R.	- Churt	2465
62	P. Lomer	- 498 Triumph	- Epsom	1206
63	A. Harris	- 498 Triumph	- Parkstone	142
64	D. Bell	- 499 B.S.A.	- Southampton	1556
65	E. J. Wilson	- 499 B.S.A.	- Portsmouth	2171
66	G. P. Daryn	- 498 Triumph	- London	1312
67	J. R. Hall	- 499 B.S.A.	- Petersfield	2568
68	K. Hall	- 499 B.S.A.	- Petersfield	2563
69	S. H. Leicester	- 498 Triumph	- London	705

TEAM ENTRIES

LIGHTWEIGHT RACE

Dot "A"—6, J. G. Johnson; 8, T. White; 11, D. E. Rickman
 Dot "B"—81, S. Bickerton; 82, E. Adcock; 99, R. Quayle
 Francis-Barnett—3, T. Sharp; 4, B. A. Sharp; 9, J. E. Clayton
 Greeves "A"—17, D. Bickers; 78, P. A. Lamper; 80, B. G. Stonebridge
 Greeves "B"—16, B. D. Leask; 75, D. H. Howlett; 77, E. G. Stroud
 Bar None—100, D. V. Harman; 102, V. C. Hilton; 114, A. J. Betty
 Cambridge Matchless—17, D. Bickers; 80, B. Stonebridge; 98, P. Hammond
 X. H. G. Tigers—10, D. J. Rickman; 11, D. E. Rickman; 85, J. Scott
 Sunbeam "A"—3, T. Sharp; 4, B. A. Sharp; 9, J. E. Clayton
 Sunbeam "B"—6, J. G. Johnson; 12, P. Jarman; 13, N. Jarman
 Sunbeam "C"—14, H. R. Marsh; 78, P. A. Lamper; 82, E. Adcock
 Sunbeam "D"—84, M. Jackson; 106, G. T. Shawyer; 110, C. E. A. Challis

JUNIOR RACE

B.S.A. "A"—26, B. W. Martin; 27, G. J. Draper; 28, P. N. Taft
 B.S.A. "B"—18, R. D. King; 29, A. J. Lampkin; 30, A. W. Lee
 Cambridge Matchless—27, G. J. Draper; 30, A. W. Lee; 80, B. G. Stonebridge
 Sunbeam "A"—2, A. J. Howe; 35, A. T. Gibbes; 84, M. Jackson
 Sunbeam "B"—3, T. Sharp; 4, B. A. Sharp; 9, J. E. Clayton
 Sunbeam "C"—6, J. G. Johnson; 78, P. A. Lamper; 82, E. Adcock
 Sunbeam "D"—18, R. D. King; 23, D. G. Curtis; 34, R. J. Langston

SENIOR RACE

Ariel—34, R. J. Langston; 35, A. T. Gibbes; 46, J. F. Sheehan
 B.S.A. "A"—26, B. W. Martin; 27, G. J. Draper; 40, J. V. Smith
 B.S.A. "B"—28, P. N. Taft; 29, A. J. Lampkin; 30, A. W. Lee
 Triumph—4, B. A. Sharp; 41, J. R. Giles; 42, K. Heanes
 Cambridge Matchless—28, P. N. Taft; 30, A. W. Lee; 40, J. V. Smith
 Portsmouth "A"—9, J. E. Clayton; 48, B. Parsons; 68, K. Hall
 Portsmouth "B"—20, T. I. L. Allard; 49, J. M. Bussell; 65, E. J. Wilson
 Streatham—8, T. White; 16, B. D. Leask; 36, I. S. Horsell
 Sunbeam "A"—4, B. A. Sharp; 41, J. R. Giles; 42, K. Heanes
 Sunbeam "B"—6, J. G. Johnson; 12, P. Jarman; 13, N. Jarman
 Sunbeam "C"—10, D. J. Rickman; 11, D. E. Rickman; 43, I. J. England
 Sunbeam "D"—14, H. R. Marsh; 18, R. D. King; 23, D. G. Curtis
 Sunbeam "E"—34, R. J. Langston; 35, A. T. Gibbes; 45, J. Mathews



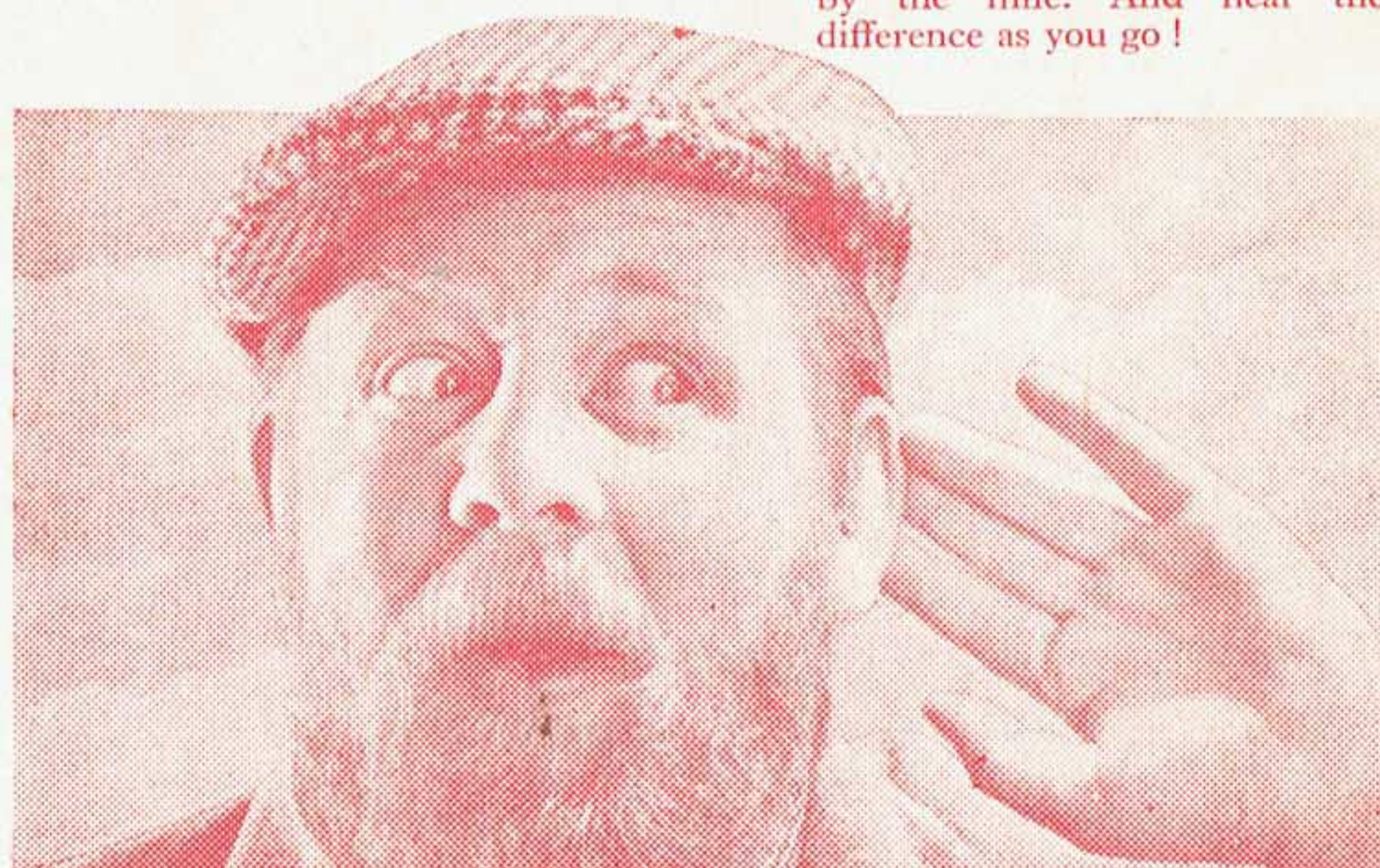
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* Car Badge (Add 12/6)	: :
* R.A.C. Associate Membership Car owners add £1.12.0 plus 15/-	: :
Joining Fee	: :
* M/Cycle owners add 25/- plus 10/-	: :
Joining Fee	: :

Total Remittance payable to "Sunbeam M.C.C." £ : :

* Optional

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ADDRESS.....

TELEPHONE NUMBER.....

DATE.....19.....

SIGNED.....

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