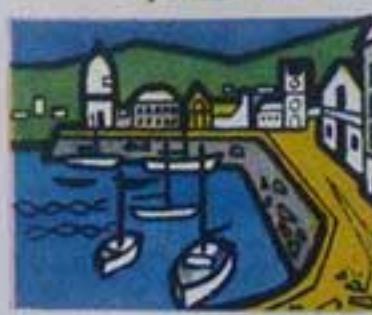
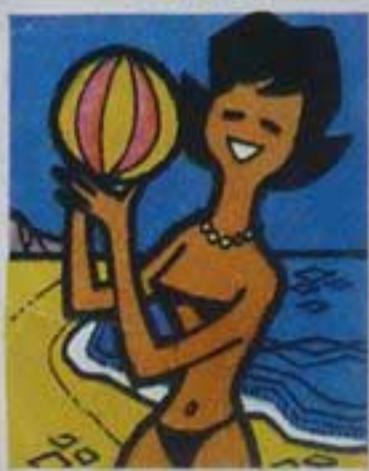


The F.I.M
40th International
six days trial programme 2/6
20th to 25th September 1965
in the Isle of Man



NOW COME
BACK FOR
A HOLIDAY



20th to 25th SEPTEMBER, 1965



The F.I.M. 40th International Six Days' Trial

ORGANISED BY THE AUTO-CYCLE UNION

OFFICIAL PROGRAMME

HEAD OFFICE: 31 Belgrave Square, London S.W.1. Phone: Belgravia 7636

LOCAL OFFICE (During Trial): Trial Office, T.T. Grandstand. Phone: Douglas 3228

INFORMATION OFFICE (Results): Villa Marina

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SUZUKI (GREAT BRITAIN) LIMITED
GOLDEN HILLOCK ROAD, BIRMINGHAM 11

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ACKNOWLEDGMENTS

Appreciation is expressed for the co-operation and support given by the Isle of Man Government on this important occasion. The Liaison Committee appointed by His Excellency the Lieutenant Governor, Sir Ronald Herbert Garvey, K.C.M.G., K.C.V.O., M.B.E., have greatly assisted the Organising Committee in the preparatory work concerned with the organisation of the Trial.

Thanks are also extended to Shell-Max and B.P. Ltd. for their generosity in making available, free of charge, sufficient petrol and oil for each competitor during the period of the Trial.

The Auto-Cycle Union further gratefully acknowledges the support given by the following—

Isle of Man Tourist Board
Isle of Man Highway and Transport Board
Isle of Man Constabulary
Isle of Man Forestry Commission
Isle of Man Local Government Board
Douglas Corporation
Isle of Man Health Services Board
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The British Cycle and Motor Cycle Industries Association
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Champion Sparking Plug Co. Ltd.
Crockfords Ltd.
Ryders Auto Service (G.B.) Ltd.

And finally to all those persons, without whose help the Trial would not have been run, the Clubmen throughout the country who have volunteered their services as officials, the landowners for the use of their property, town councils and parish commissioners for their co-operation and the people of the Isle of Man for their hospitality.



A MESSAGE FROM

His Excellency the Lieutenant-Governor of the Isle of Man

Sir Ronald H. Garvey, K.C.M.G., K.C.V.O., M.B.E.



From the earliest days of motor-cycling Lucas Equipment has been used in racing and competitions from local club events to international and world records. A vigorous racing policy has contributed in no small measure to the development of fundamental efficiency and trouble-free motor-cycling. In sporting events, business or for pleasure you can rely on the dependability of Lucas Electrical Equipment.

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QUALITY ELECTRICAL EQUIPMENT

first for dependability

JOSEPH LUCAS LTD · BIRMINGHAM 19

The Isle of Man is delighted to have been selected as the venue for the 1965 International Six Days Trial—firstly because the Island is famous throughout the world as the home of motor cycling sport, and this event gives us the opportunity to open our doors to the cream of the world's sporting motor cyclists—secondly, because we are a holiday Island and it is our sincere wish that you, the competitors, and your supporters, will find time to enjoy the beauty and recreation to be found here.

During the Six Days Trial the Island will have guests of many nationalities, each with his own language—and some of it particularly colourful if he drops the bike!

Might I add just one more to the list—it is—"FAULT ERRIU DYS ELLAN VANNIN" This is in Manx—and is perfectly polite. It means "WELCOME TO THE ISLE OF MAN" and this is what we wish you.

Ronald H. Garvey

Lieutenant-Governor

1913—1964 RESULTS

Year	Location				Trophy	WINNER	
						Vase	
1913	England (Carlisle)	...	...	...	...	Great Britain	—
1920	France (Grenoble)	...	...	...	...	Switzerland	—
1921	Switzerland	...	...	...	...	Switzerland	—
1922	Switzerland	...	...	...	...	Switzerland	—
1923	Sweden and Norway	...	...	...	...	Sweden	—
1924	Belgium (Chaudfontaine)	...	...	...	...	Great Britain	Norway
1925	England (Southampton)	...	...	...	...	Great Britain	Great Britain
1926	England (Buxton)	...	...	...	...	Great Britain	Great Britain
1927	England (Ambleside)	...	...	...	...	Great Britain	Great Britain
1928	England (Harrogate)	...	...	...	...	Great Britain	Great Britain
1929	Mid-Europe	...	...	...	...	Great Britain	Great Britain
1930	France and Italy (Grenoble)	...	...	...	...	Italy	France
1931	Italy (Merano)	...	...	...	...	Italy	Holland
1932	Italy (Merano)	...	...	...	...	Great Britain	Great Britain
1933	England and Wales (Llandrindod Wells)	...	...	...	...	Germany	Great Britain
1934	Germany (Partenkirchen)	...	...	...	...	Germany	Great Britain
1935	Germany (Obertsdorf)	...	...	...	...	Germany	Germany
1936	Germany (Freudenstadt)	...	...	...	...	Great Britain	Great Britain
1937	England and Wales (Llandrindod Wells)	...	...	...	...	Great Britain	Holland
1938	England and Wales (Llandrindod Wells)	...	...	...	...	Great Britain	Germany
1939	Germany (Salzburg)	...	...	...	...	Results not approved by F.I.C.M.	
1947	Czechoslovakia (Zlin)	...	...	...	...	Czechoslovakia	Czechoslovakia
1948	Italy (San Remo)	...	...	...	...	Great Britain	Great Britain
1949	England and Wales (Llandrindod Wells)	...	...	...	...	Great Britain	Czechoslovakia
1950	England and Wales (Llandrindod Wells)	...	...	...	...	Great Britain	Great Britain
1951	Italy (Varesse)	...	...	...	...	Great Britain	Holland
1952	Austria (Bad Aussee)	...	...	...	...	Czechoslovakia	Czechoslovakia
1953	Czechoslovakia (Gottwaldov)	...	...	...	...	Great Britain	Czechoslovakia
1954	England and Wales (Llandrindod Wells)	...	...	...	...	Czechoslovakia	Holland
1955	Czechoslovakia (Gottwaldov)	...	...	...	...	Germany	Czechoslovakia
1956	Germany (Garmisch Partenkirchen)	...	...	...	...	Czechoslovakia	Holland
1957	Czechoslovakia (Spindelmühle)	...	...	...	...	Germany	Czechoslovakia
1958	Germany (Garmisch Partenkirchen)	...	...	...	...	Czechoslovakia	Czechoslovakia
1959	Czechoslovakia (Gottwaldov)	...	...	...	...	Czechoslovakia	Czechoslovakia
1960	Austria (Bad Aussee)	...	...	...	...	Austria	Italy
1961	England and Wales (Llandrindod Wells)	...	...	...	...	Germany (OMK)	Czechoslovakia
1962	Germany (Garmisch Partenkirchen)	...	...	...	...	Germany (OMK)	Czechoslovakia
1963	Czechoslovakia (Spindleruv Mlyn)	Germany (ADMRV)	Italy
1964	Germany (Erfurt)	Germany (ADMRV)	Germany (ADMRV)

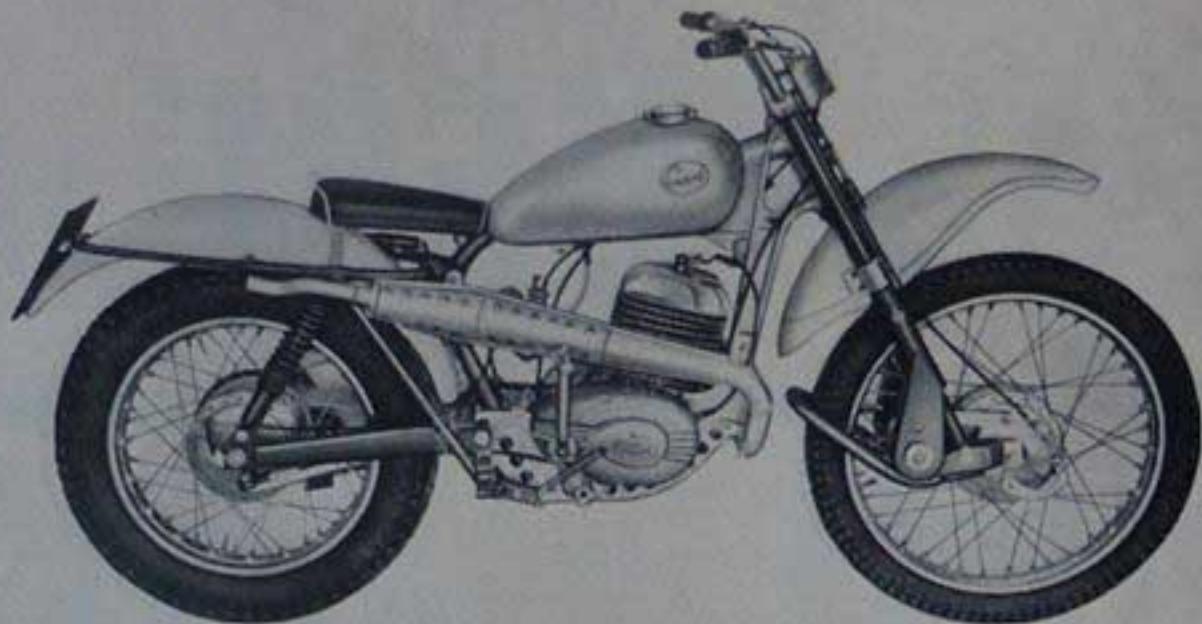


**YOU
WIN
WITH
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SMITHS instruments are found on championship-winning machines all over the world, both in individual and team events. Nearly all British motor-cycle manufacturers choose them—and so do many overseas manufacturers. And not only instruments: KLG and Lodge spark plugs (also from SMITHS) are winners too—in world championships and on *your* machine. *You win... with SMITHS*

K·L·G	LODGE
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You can be certain of success on the new 24TFS



All the power you need from the fabulous
“Challenger” Alloy cylinder, etc.
Really Quiet High Efficiency Exhaust System
Indestructible Whole Plastic Mudguards
Ideal Suspension for Rocky Going



***The most successful Lightweight
Trials Model ever produced!***

GREEVES MOTOR CYCLES · THUNDERSLEY · ESSEX

THE OLYMPICS OF MOTOR CYCLING

by PETER HOWDLE of *Motor Cycle News*

The 40th International Six Days Trial, the first ever staged in the Isle of Man and the fifth in the British Isles since the 1939-45 war, is the most important event the Auto-Cycle Union has been called upon to organise in 1965.



Bernd Uhlmann (M.Z.), star member of the winning Trophy team for the last two years, is an ace rider in special tests.

Appropriately dubbed the Olympic Games of motor cycle sport, the event carries prestige without equal in the calendar of the Federation Internationale Motocycliste, or in the esteem of the 300 riders from 17 nations participating in this year's contest.

As a six-days arena, the Isle of Man is unique. Long famous for its road racing classics, the Tourist Trophy and Manx Grand Prix, and other motor cycling fixtures, the "Magic Isle" is the smallest yet one of the most picturesque venues to welcome this great event.

As a spectacle, the ISDT may not possess the glamour of the TT but, to the enthusiast, its attraction is spell binding. It differs from the TT in being not so much a race but a prolonged test under extremely tough touring conditions.

While respecting normal traffic, competitors will speed along parts of the 37½ mile TT course, traverse wild and desolate moors, zig-zag through dense forests, storm precipitous hills, struggle through mud and high water, bounce along rocky tracks seldom seen by other humans, and dash along the beaches of a breathtaking coast.

You don't have to be a superman to win a Gold Medal of the FIM. Physical fitness, coupled with average riding ability and the endurance and determination to press on at all costs, are the essential requirements. To ride in a national team is a different matter. For the individual, competing for a "gold", the object is to complete the course with no marks lost and to gain as many bonus points as possible.

Marks are lost for tardiness at time controls. Points are gained for alacrity in special tests, ranging from timed hill climbs to acceleration and brake tests and a final speed test over part of the TT circuit. Riders losing up to 25 marks receive Silver Medals. Other finishers receive Bronze Medals.

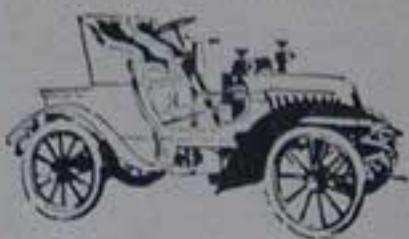


Brian Martin (left), British team manager, is a former I.S.D.T. gold medallist. With Fred Rist and Norman Vanhouse, he helped win B.S.A.'s Maude Trophy, on standard Star Twins in 1952.

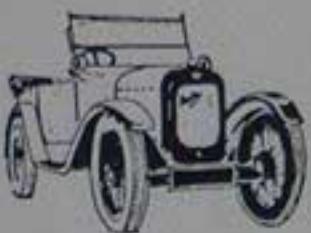
Once machines have been sealed at the preliminary weigh-in, vital components may not be replaced. Time is allowed for normal maintenance but running repairs must be carried out while maintaining strict time schedules. After each day's run, machines are handed back to the organisers to spend the night in a closed compound, or "parc fermé".

Over 60 years

Some of the many FIRSTS for Ferodo



1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



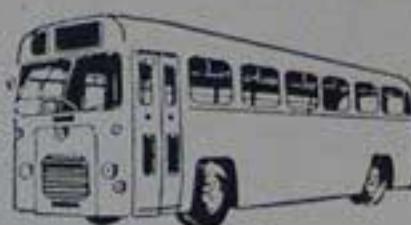
1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



1935 FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



1944 FERODO FIRST with underwater brake linings for Bren gun carriers



1955 FERODO FIRST on the first public service vehicles fitted with disc brakes



1957 FERODO FIRST on the Vanwall – first British racing car to win world championship honours



1957 FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap



1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

FERODO

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Britain's largest manufacturer—the world's largest exporter of brake linings

FERODO LIMITED • CHAPEL-EN-LE-FRITH • ENGLAND

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11/50

Six-day machines, although not absolutely standard, closely resemble roadster motor cycles used every day. Performances in the "International" thus provide an invaluable buyer's guide. This year sees the first participation of Japanese machines in the manufacturers' team contest.



Arthur Lampkin (B.S.A.), at a time check during his winning ride in the Manx Three Day Trial, is a newcomer to the Trophy team.

The ambition of the British Cycle and Motor Cycle Industries Association is to win back the International Trophy, the premier team award for which nations are competing. One good reason is that the Industry presented the trophy to the FIM way back in 1913. Another reason is that Britain has not won it for twelve years.

To field a six-man Trophy team, a nation must manufacture motor cycles. Those involved this year are Austria, Britain, Czechoslovakia, Germany, Spain, Poland, Russia and Sweden. Since 1953, the best place a British team has achieved has been runner-up, as in East Germany last year. Once again, the men responsible for the British teams are BRIAN MARTIN, of BSA, and BILL BROOKER, of Greeves.

Winners of the Trophy for the past two years, the East Germans, are the present masters of a game which, ironically, Britain was responsible for revising five years ago. Until 1960, the contest was mainly a tussle between West Germany and Czechoslovakia.

The destination of the Trophy had frequently remained in the balance until the speed test when Britain, with big bikes on the fastest schedules, was sometimes outclassed by foreign teams using lightweights on more advantageous schedules.

To eliminate ties being decided at the speed test, Britain suggested a number of daily special tests. Introduction of the new formula led to king-sized headaches, especially when, after much heated discussion, the 1960 Trophy was awarded to Austria that year's organising country.

Today, as witnessed last year, when only East Germany's and Britain's Trophy teams survived without penalty, the retention of six clean sheets is as vital as ever. But speed in the tests is the decisive factor.

The new ISDT formula has led to cunning tactics, such as fielding special private competitors to spoil the opposition's chances of scoring the maximum of 60 points in any test. All good clean fun!

With two previous victories to live up to, the all-MZ team will try hard for a hat trick. Unlike our riders, all well known semi-professionals with impressive records in scrambles and trials, the Germans are comparatively unknown youngsters in their early twenties.

Perhaps this is the winning formula. Perhaps not. For Britain's team, encouraged by last year's second spot and determined to iron out the bugs encountered in the Manx and Army Three Days dress rehearsals, is quietly confident.



Ken Heanes (Triumph), one of Britain's most experienced riders, has the biggest machine in the Trophy contest.

This year is the first a trade supported British Trophy team has included 250 two-strokes. The previous occasion was in 1960, at a time when the Industries Association was so discouraged it decided not to support the ISDT.

The secondary team contest, for the Silver Vase, has eluded Britain since 1950. Introduced in 1924, the "Vase" competition is open to four-man national teams on any make of machine. The last time Britain won it, when the ISDT was based on Llandrindod Wells, our teams scored a memorable double success, subsequently achieved three times by Czechoslovakia.



Gunther Dotterweich (Maico) was a member of the winning Trophy team the last time the I.S.D.T. was staged by Britain, in Wales, in 1961.

How did it all begin? Like so many other games the ISDT originated in England. The first event of its kind was in 1903, when the ACU ran nine daily long distance trips from Crystal Palace, ending with a speed test on the Palace track. The following year the national trial became a genuine six-days starting from London on a Monday and ending there on a Saturday. Out of 48 entries, five gained gold medals.

After several years of trekking from Land's End to John o'Groats, when gallant pioneers struggled up Cheddar Gorge, Shap Fell, and other famous hills, and thought nothing of decarbonising their engines en route, the 1911 event saw 75 starters at Harrogate. Only 12 retired and 33 won gold medals.

The verdict of a 1912 ACU trial witness was that the principal feature was the annihilation of gradients by variable gears and that it was impossible to make the 1913 trial too difficult!

International because three Frenchmen decided to compete for the new International Challenge Trophy, presented to the FICM by the Cycle and Motor Cycle Manufacturers and Traders Union of Great Britain, the historical 1913 "Six Days" began from the Skating Rink, at Carlisle.

The French all retired by the second day and the Trophy went to three Britons: W. B. GIBB (349 Douglas), W. B. LITTLE (499 Premier) and C. R. COLLIER (964 Matchless sidecar). Out of 162 starters only 28 won gold medals.

In those days bikes were actually weighed on a public weigh-bridge. Spares, including con-rods and magnetos, were declared and sealed in packets. Hence the traditional "weigh-in".

There was no ISDT in 1914, although many riders went to Grenoble, in France, when friends became foes.

After the war, the 1920 ISDT was won by Switzerland in France, thereby winning the right to stage the 1921 event which they won again. Another Swiss victory in 1923 resulted in a switch to neutral territory, in Norway and Sweden, from which the Swedes emerged the winners after protests. Belgium was offered the 1924 trial and Britain won, thus earning the right to run the next event.

Staged in Glorious Devon, with a start at Southampton, the 1925 ISDT attracted riders from the USA, prompting its description as a world motor cycling championship, as recently revived by the Russians at the Spring Congress of the FIM.



Triss Sharp, member of British teams for a number of years, this year rides in the British Trophy team.

With two solos and a sidecar, the British Trophy team came out best emphasising the essential team spirit of personal restraint on hills and on the rough. At Buxton, in 1926, the most interesting machines were 500cc BMW flat-twins. Miles in front of British design, but also miles ahead in price at £120. the Germans made a praiseworthy attempt at capturing the Trophy while the Dutch nearly bagged the Vase. Britain won both contests.



Shellupman, Eric Adcock over the top on a Dot

Why Britain's trials riders believe in Shellupmanship

The tough International Six Days Trial is murder to a machine; engine and gearbox have an especially tough grind. So the choice of oil and fuel is of vital importance. That is why these 6 manufacturers are just some of those that always choose Shell. They know that when they are Shell-up, they are two-up; both Shell oil and fuel are totally reliable.

A.J.S.

DOT

GREEVES

JAMES

ROYAL ENFIELD

SUZUKI



GO WELL
GO SHELL

Britain ruled the roost so long that, in 1930, we waived the right to run the trial. It went to France where Italy won the Trophy and France took the Vase. Italy won the Trophy for the last time in 1931. In 1932, in the Dolomites, Britain fought back to a dramatic climax. Italy and Britain were the finalists at the speed test and Britain notched her eighth win in 14 "Internationals" by a mere two minutes.

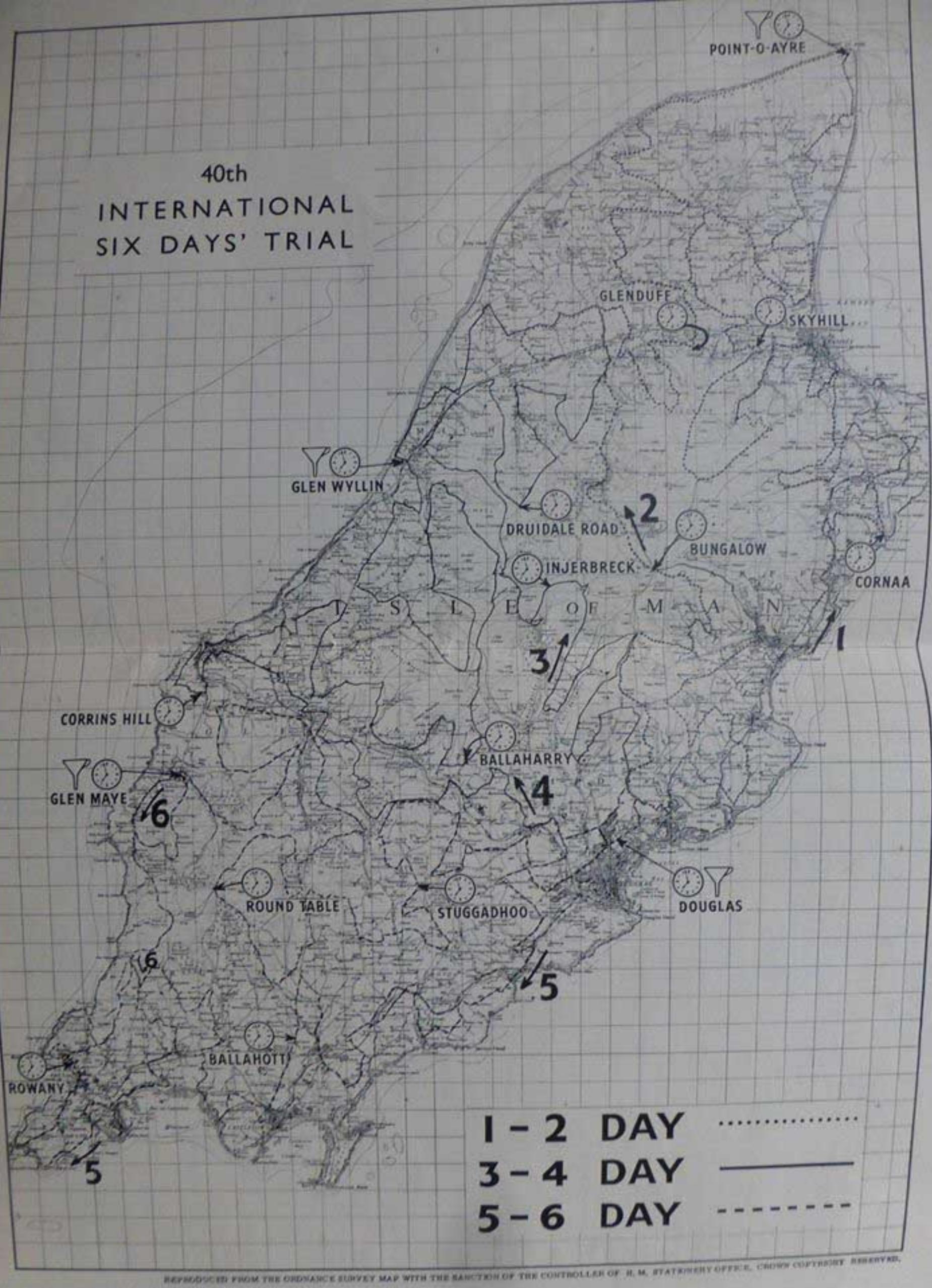
Since then, Britain has won eight more Trophy contests, and still hold the record number of wins in the 39 trials held. Our record is good but this is no time to rest on faded laurels. Britain has won only five of the 18 post-war "Internationals", in 1948, 49, 50, 51 and 53, the last in Czechoslovakia. In 1954, in Wales, the Czechs licked us on the speed test. In a desperate attempt to win, our Trophy riders fitted racing tyres but the Czechs still

beat the world. Until last year, Britain has hardly had a look in.

A British win is long overdue. As an Englishman I hope the famous Manx fairies, long accustomed to teasing TT riders, may cast a new spell on fortunes in the ISDT. As a journalist I don't care who wins. But I pray the first Isle of Man ISDT will be a big success.

Thanks to the Clerk of the Course GEOFF DUKE, the ex-racing world champion, daily routes totalling over 1,000 miles are a masterpiece of planning in an island roughly 30 miles long by 10 miles wide. Upon his shoulders, and the hundreds of volunteers who will help him, rests the success of the event. The world will be watching critically, especially Sweden, where, by popular ballot, the 1966 ISDT is to be held.

40th
INTERNATIONAL
SIX DAYS' TRIAL



LIST OF ENTRIES

No.	Entrant and Licence No.	Driver and Licence No.	Machine	Nationality	Driver's National Club
1	H. Roth	H. Roth (1589)	49 Victoria	German	O.M.K.
2	KTM-Motorfahrzeugbau (393)	A. Farioli (4549)	50 K.T.M.	Italian	F.M.I.
3	N. Gabler	N. Gabler (1506)	49 Hercules	German	O.M.K.
4	Zundapp-Werke GMBH (501)	A. Brandl (5982)	50 Zundapp	German	O.M.K.
5	A. Van Der Top	A. Van Der Top (7308)	50 Rond-Sachs	Dutch	K.N.M.V.
6	H. Tschech	H. Tschech (1509)	49 Victoria	German	O.M.K.
7	G. W. Elbert	G. W. Elbert (5745)	50 D.K.W.	Dutch	K.N.M.V.
8	R. Lecerf	R. Lecerf (1746)	50 Motobecane	French	F.F.M.
9	Zweirad Union A.G. (503)	H. Rotermundt (4011)	49 Victoria	German	O.M.K.
10	Steyr-Daimler-Puch A.G. (395)	A. Sterbenz (954)	49 Puch	Austrian	Oe.A.M.T.C.
11	KTM-Motorfahrzeugbau (393)	A. Braun (1584)	50 K.T.M.	German	O.M.K.
12	VEB Fahrzeug-und Geratwerk Simson Suhl (3)	S. Raulut (1215)	49 Simson	German	A.D.M.R.V.
13	Zundapp-Werke GMBH (501)	G. Sengfelder (8351)	50 Zundapp	German	O.M.K.
14	KTM-Motorfahrzeugbau (393)	J. Sommerrauer (897)	50 K.T.M.	Austrian	Oe.A.M.T.C.
15	Zundapp-Werke GMBH (501)	A. Lehner (1398)	50 Zundapp	German	O.M.K.
16	J. Sikkema	J. Sikkema (5740)	50 Rond-Sachs	Dutch	K.N.M.V.
17	Nurnberger Hercules-Werke GMBH (502)	H. Brinkmann (6045)	49 Hercules	German	O.M.K.
18	Steyr-Daimler-Puch A.G. (395)	R. Koberl (928)	49 Puch	Austrian	Oe.A.M.T.C.
19	Nurnberger Hercules-Werke GMBH (502)	H. Trinkner (8286)	49 Hercules	German	O.M.K.
20	Gesellschaft fur Sport und Technik (4)	C. Seemann (6851)	75 Simson	German	A.D.M.R.V.
21	R. Beppler	R. Beppler (5971)	74 Zundapp	German	O.M.K.
22	G. Pollmann	G. Pollmann (6024)	74 Zundapp	German	O.M.K.
23	VEB Fahrzeug-und Geratwerk Simson Suhl (3)	L. Schunemann (1214)	75 Simson	German	A.D.M.R.V.
24	L. Holy	L. Holy (5963)	74 Zundapp	German	O.M.K.
25	VEB Fahrzeug-und Geratwerk Simson Suhl (3)	R. Stubenrauch (6328)	75 Simson	German	A.D.M.R.V.
26	A. Schirmer	A. Schirmer (8291)	74 Zundapp	German	O.M.K.
27	O. V. Kevelos (Miss)	O. V. Kevelos (Miss) (2262)	73 Suzuki	British	A.C.U.
28	Zweirad-Union A.G. (503)	G. Dotterweich (1528)	74 Victoria	German	O.M.K.
29	VEB Fahrzeug-und Geratwerk Simson Suhl (3)	E. Schneidewind (6585)	75 Simson	German	A.D.M.R.V.
30	Zweirad Union A.G. (503)	W. Schell (1295)	74 Victoria	German	O.M.K.
31	Zundapp-Werke GMBH (501)	K. Kämper (1452)	74 Zundapp	German	O.M.K.
32	VEB Fahrzeug-und Geratwerk Simson Suhl (3)	G. Pohlan (1222)	75 Simson	German	A.D.M.R.V.
33	VEB Fahrzeug-und Geratwerk Simson Suhl (3)	D. Salevsky (6870)	75 Simson	German	A.D.M.R.V.
34	Zundapp-Werke GMBH (501)	R. Hessler (2734)	74 Zundapp	German	O.M.K.
35	H. J. Gillies	H. J. Gillies (744)	79 Suzuki	British	A.C.U.
36	G. Meyer	G. Meyer (4001)	97 Hercules	German	O.M.K.
37	Nurnberger Hercules-Werke GMBH (502)	R. Witthöft (1507)	97 Hercules	German	O.M.K.
38	M.C.U.I.	D. G. Andrews (4151)	79 Suzuki	Irish	M.C.U.I.
39	L. Winters	L. Winters (4721)	90 Honda	American	M.I.C.U.S.
40	Zundapp-Werke GMBH (501)	D. Kramer (1351)	98 Zundapp	German	O.M.K.
41	J. Schenk	J. Schenk (7322)	100 D.K.W.	Dutch	K.N.M.V.
42	Zundapp-Werke GMBH (501)	S. Gienger (1407)	98 Zundapp	German	O.M.K.
43	D. G. Hiscock	D. G. Hiscock (740)	79 Suzuki	British	A.C.U.
44	S. van der Sluis	S. van der Sluis (7309)	97 Rond-Sachs	Dutch	K.N.M.V.
45	Nurnberger Hercules-Werke GMBH (502)	A. Seitz (8352)	97 Hercules	German	O.M.K.
46	B. D. Piggott	B. D. Piggott (5040)	79 Suzuki	British	A.C.U.
47	M.C.U.I.	B. Crawford (4131)	79 Suzuki	Irish	M.C.U.I.
48	Nurnberger Hercules-Werke GMBH (502)	L. Muller (1330)	97 Hercules	German	O.M.K.
49	W. Seuffert	W. Seuffert (8287)	97 Hercules	German	O.M.K.
50	Nurnberger Hercules-Werke GMBH (502)	K. Augustin (1477)	97 Hercules	German	O.M.K.
51	Ceske zavody motocyklove (2455/65)	P. Valek (3633)	123 Jawa-CZ	Czech	U.A.M.K.
52	K. J. Sedgley	K. J. Sedgley (2693)	125 Suzuki	British	A.C.U.
53	M. Zimmermann	M. Zimmermann (1339)	123 D.K.W.	German	O.M.K.
54	J. Sanchez Martinez	J. Sanchez Martinez (5303)	125 Bultaco	Spanish	R.F.M.E.
55	Polski Związek Motorowy	J. Kopiel (5926)	125 W.S.K.	Polish	P.Z.M.
56	M.C.U.I.	R. Powderly (5870)	125 Suzuki	Irish	M.C.U.I.
57	H. Bonke	H. Bonke (7307)	125 C.Z.	Dutch	K.N.M.V.
58	Suzuki (G.B.) Ltd. (178)	D. Barret (395)	123 Suzuki	British	A.C.U.
59	Zweirad Union A.G. (3)	F. Schmalz (6017)	124 Victoria	German	O.M.K.
60	Polski Związek Motorowy	R. Szczerbakiewicz (4519)	125 W.S.K.	Polish	P.Z.M.
61	M.C.U.I.	W. J. Hutton (4238)	125 Suzuki	Irish	M.C.U.I.
62	Ceske zavody motocyklove (2455)	A. Roucka (3529)	123 Jawa-CZ	Czech	U.A.M.K.
63	A. Deville	A. Deville (4847)	124 Jawa-CZ	Belgian	F.M.B.
64	Suzuki (G.B.) Ltd. (178)	M. Miller (8320)	123 Suzuki	British	A.C.U.
65	Zundapp-Werke GMBH (501)	L. Specht (8264)	123 Zundapp	German	O.M.K.
66	J. Soler-Bulto	J. Soler-Bulto (3005)	125 Bultaco	Spanish	R.F.M.E.

	Driver and Licence No.	Machine	Nationality	Driver's National Club
67	Ceske zavody motocyklove (2455/65)	V. Vorlicek (3614) ...	123 Jawa	Czech
68	VEB Motorradwerk Zschopau (2)	C. Halser (1261) ...	124 M.Z.	U.A.M.K.
69	Suzuki (G.B.) Ltd. (178)	J. Stone (439) ...	123 Suzuki	German
70	Zundapp-Werke GMBH (501)	V. Kramer (1296) ...	123 Zundapp	British
71	C. van Rijssel ...	C. van Rijssel (5770) ...	125 C.Z.	German
72	Ceske zavody Motocyklove (2455)	O. Chasak (3568) ...	123 Jawa-CZ	Dutch
73	R. I. Vick ...	R. I. Vick (4695) ...	125 C.Z.	Czech
74	K. Tippke ...	K. Tippke (1556) ...	175 Hercules	American
75	VEB Motorradwerk Zschopau (2)	W. Stiegler (1265) ...	174 M.Z.	German
76	F. H. Carey ...	F. H. Carey (2625) ...	173 Royal Enfield	German
77	M. Schnitz ...	M. Schnitz (1494) ...	174 Maico	British
78	A. Palsson ...	A. Palsson (5151) ...	175 Husqvarna	German
79	M. Giro Ribot ...	M. Giro Ribot (4626) ...	175 Bultaco	Swedish
80	R. Boom ...	R. Boom (3216) ...	175 Husqvarna	Spanish
81	R. Cavallie ...	R. Cavallie (7836) ...	148 Morini	Dutch
82	A. Dandoy ...	A. Dandoy (4845) ...	175 Jawa-CZ	French
83	Dukla Praha ...	J. Rataj (3649) ...	174 C.Z.	Belgian
84	Motorcycling Federation of the U.S.S.R. ...	S. Komlik ...	175 K-175	Czech
85	VEB Motorradwerk Zschopau (2)	H. Golz (6863) ...	175 M.Z.	U.S.S.R.
86	I. B. Croker ...	I. B. Croker (782) ...	174 Triumph	German
87	K. Rentschler ...	K. Rentschler (8928) ...	174 Hercules	British
88	L. Larsson ...	L. Larsson (8752) ...	175 Husqvarna	German
89	Polski Zwiiazek Motorowy ...	M. Radek (5912) ...	175 S.H.L.	Swedish
90	S. Dion ...	S. Dion (7838) ...	148 Morini	Polish
91	J. Wiertz ...	J. Wiertz (6700) ...	175 Maico	French
92	Ustredni Automotoklub C.S.S.R. (2458) ...	K. O. Valek (3535) ...	174 C.Z.	Belgian
93	Suomen Koneliike Oy ...	M. Penttila (2055) ...	174 C.Z.	Czech
94	Motorcycling Federation of the U.S.S.R. ...	V. Turin (4674) ...	175 K-175	Finnish
95	VEB Motorradwerk Zschopau (2)	K. Teuchert (1218) ...	175 M.Z.	U.S.S.R.
96	J. Connor ...	J. Connor (7090) ...	175 Triumph	German
97	H. Molle ...	H. Molle (1401) ...	173 Hercules	British
98	G. Johansson ...	G. Johansson (5143) ...	175 Husqvarna	German
99	J. Barragan Gomez ...	J. Barragan Gomez (4625) ...	175 Bultaco	Swedish
100	S. Schram ...	S. Schram (5727) ...	175 C.Z.	Spanish
101	R. Marechal ...	R. Marechal (4922) ...	175 Maico	Dutch
102	Ustredni Automotoklub C.S.S.R. (2458) ...	F. Darebny (3530) ...	174 C.Z.	Belgian
103	W. T. Thorwaldson ...	W. T. Thorwaldson (4705) ...	175 C.Z.	Czech
104	Motorcycling Federation of U.S.S.R. ...	B. Dinabourg (4763) ...	175 K-175	American
105	J. Holmes ...	J. Holmes (8181) ...	175 C.Z.	U.S.S.R.
106	H. Schulte ...	H. Schulte (6025) ...	173 Hercules	British
107	C. Verdaguer Torrens ...	C. Verdaguer Torrens (4624) ...	175 Bultaco	German
108	Polski Zwiiazek Motorowy ...	J. Konczarek (4526) ...	175 S.H.L.	Spanish
109	J. Crosset ...	J. Crosset (4844) ...	175 Maico	Polish
110	Ceske zavody motocyklove (2455) ...	A. Zemen (3584) ...	175 Jawa-CZ	Belgian
111	VEB Motorradwerk Zschopau (2) ...	P. Uhlig (1250) ...	174 M.Z.	Czech
112	W. Hinze ...	W. Hinze (6027) ...	174 Hercules	German
113	Ceske zavody motocyklove (2455) ...	B. Roucka (3567) ...	174 Jawa-CZ	German
114	VEB Motorradwerk Zschopau (2) ...	H. Lohr (1262) ...	174 M.Z.	A.D.M.R.V.
115	G. J. Farley ...	G. J. Farley (5414) ...	175 Triumph	Czech
116	W. Behrens ...	W. Behrens (5970) ...	174 Hercules	British
117	H. Zijdemans ...	H. Zijdemans (5800) ...	175 Jawa-CZ	German
118	E. Mouvet ...	E. Mouvet (1708) ...	148 Morini	Dutch
119	M. Vervier ...	M. Vervier (4846) ...	175 C.Z.	French
120	Ceske zavody motocyklove (2455) ...	Z. Polanka (3527) ...	174 Jawa-CZ	Belgian
121	Motorcycling Federation of U.S.S.R. ...	G. Krutchenko (4656) ...	175 K-175	Czech
122	W. Aukthun ...	W. Aukthun (1525) ...	175 Hercules	U.S.S.R.
123	H. P. Heward ...	H. P. Heward (759) ...	246 Greeves	German
124	Suzuki (G.B.) Ltd. (178) ...	E. Crookes (5007) ...	247 Suzuki	British
125	Motorcycling Federation of U.S.S.R. ...	G. Zhdanov (4706) ...	250 I.Z.H.	A.C.U.
126	H. Uhlig ...	H. Uhlig (1521) ...	243 M.Z.	U.S.S.R.
127	H. Ericsson ...	H. Ericsson (1599) ...	250 Husqvarna	Germany
128	Polski Zwlazek Motorowy ...	A. Pieczara (4551) ...	250 Jawa	Swedish
129	J. A. Lammers ...	J. A. Lammers (1972) ...	250 Husqvarna	P.Z.M.
130	K. E. Cox ...	K. E. Cox (4711) ...	250 Bultaco	Dutch
131	Dukla Praha (2457) ...	J. Fojtik (3632) ...	248 Jawa	American
132	Civil Service Motoring Association (277) ...	G. Sheridan (7098) ...	250 Greeves	Belgian
133	Comerfords Ltd. (118) ...	M. S. Driver (Mrs.) (2327) ...	250 Greeves	A.C.U.
134	Motorcycling Federation of U.S.S.R. ...	T. Sepp (4723) ...	250 I.Z.H.	British
135	Z. Paritschke ...	Z. Paritschke (8297) ...	189 Hercules	U.S.S.R.
136	B. A. Nilsson ...	B. A. Nilsson (5186) ...	250 Husqvarna	German
137	C. P. Boehler ...	C. P. Boehler (4706) ...	246 Greeves	S.V.E.M.O.
138	R. DeCoster ...	R. DeCoster (7675) ...	250 Jawa-CZ	American
139	Steyr-Daimler-Puch A.G. (395) ...	H. Leitner (921) ...	248 Puch	Belgian
140	B. Haglund ...	B. Haglund (255) ...	250 Husqvarna	Austrian
141	R. D. Goacher ...	R. D. Goacher (2933) ...	246 Greeves	Swedish
142	Army Motor Cycling Association (142) ...	M. J. Noyce (7406) ...	246 Greeves	British

No.	Entrant and Licence No.	Driver and Licence No.	Machine	Nationality	Driver's National Club
143	M. W. Taylor	M. W. Taylor (393)	246 D.O.T.	British	A.C.U.
144	Motorcycling Federation of U.S.S.R.	E. Petushkov (4707)	250 K-250	U.S.S.R.	M.F.S.U.
145	F. Happel	F. Happel (4025)	247 Maico	German	O.M.K.
146	Greeves Motor Cycles (117)	P. Stirland (6927)	250 Greeves	British	A.C.U.
147	C. Svenman	C. Svenman (226)	250 Husqvarna	Swedish	S.V.E.M.O.
148	O. Puig-Bulto	O. Puig-Bulto (3021)	244 Bultaco	Spanish	R.F.M.E.
149	A. Van Heugten	A. Van Heugten (1972)	250 Husqvarna	Dutch	K.N.M.V.
150	Greeves Motor Cycles (117)	T. Sharp (7748)	250 Greeves	British	A.C.U.
151	Gesellschaft fur Sport und Technik (4)	E. Reichenbach (1243)	250 M.Z.	German	A.D.M.R.V.
152	D. Deyo	D. Deyo (4430)	246 Greeves	American	M.I.C.U.S.
153	R. Sartorio	R. Sortario (4550)	250 Moto Guzzi	Italian	F.M.I.
154	R. J. May	R. J. May (2330)	246 Greeves	British	A.C.U.
155	D. Hitchcock	D. Hitchcock (2343)	246 Greeves	British	A.C.U.
156	Motorcycling Federation of U.S.S.R.	V. Gorulko (4681)	250 K-250	U.S.S.R.	M.F.S.U.
157	O. Kickbusch	O. Kickbusch (1583)	247 Maico	German	O.M.K.
158	E. Housler	E. Housler (6604)	246 Greeves	Swiss	F.M.S.
159	E. O. H. Ehrling	E. O. H. Ehrling (8739)	250 Jawa	Swedish	S.V.E.M.O.
160	Greeves Motor Cycles (117)	B. Sharp (2401)	250 Greeves	British	A.C.U.
161	Polski Zwiiazek Motorowy	Z. Kaluza (4523)	250 S.H.L.	Polish	P.Z.M.
162	M. H. Van Heugten	M. H. Van Heugten (1971)	250 Maico	Dutch	K.N.M.V.
163	VEB Motorradwerk Zschopau (2)	F. Lammel (2107)	247 M.Z.	German	A.D.M.R.V.
164	J. A. Penton	J. A. Penton (4702)	245 B.M.W.	American	M.I.C.U.S.
165	Suomen Koneliike Oy	K. Benjaminsson (1317)	246 Jawa	Finnish	S.M.L.
166	Suzuki (G.B.) Ltd. (178)	P. Fletcher (2558)	247 Suzuki	British	A.C.U.
167	C. G. Oeberg	C. G. Oeberg (8610)	250 Husqvarna	Swedish	S.V.E.M.O.
168	C. B. H. Sharp	C. B. H. Sharp (806)	250 Jawa	British	A.C.U.
169	Butler Motor Cycles (127)	C. J. Butler (5431)	250 Butler	British	A.C.U.
170	Motorcycling Federation of U.S.S.R.	R. Reshetniks (4644)	250 I.Z.H.	U.S.S.R.	M.F.S.U.
171	M. Stüdemann	M. Stüdemann (1320)	247 Maico	German	O.M.K.
172	B. L. E. Brandt	B. L. E. Brandt (8741)	248 Jawa	Swedish	S.V.E.M.O.
173	M. J. Heard	M. J. Heard (819)	248 Greeves	British	A.C.U.
174	Enfield Cycle Co. (165)	P. Gaunt (7396)	248 Royal Enfield	British	A.C.U.
175	R. Costa Venrell	R. Costa Venrell (4605)	244 Bultaco	Spanish	R.F.M.E.
176	J. S. Van der Hoek	J. S. Van der Hoek (3209)	248 Greeves	Dutch	K.N.M.V.
177	VEB Motorradwerk Zschopau (2)	K. Wagner (7347)	247 M.Z.	German	A.D.M.R.V.
178	B. W. Slark	B. W. Slark (4693)	246 Greeves	American	M.I.C.U.S.
179	Ustredni Automotoklub C.S.S.R. (2458)	V. Hoffman (3612)	248 Jawa	Czech	U.A.M.K.
180	Enfield Cycle Co. (165)	R. Kelly (8327)	248 Royal Enfield	British	A.C.U.
181	M. Banks	M. Banks (2391)	246 Greeves	British	A.C.U.
182	E. Davies	E. Davies (4941)	246 Greeves	British	A.C.U.
183	Steyr-Daimler-Puch A.G. (395)	K. H. Behrendt (831)	248 Puch	Austrian	Oe.A.M.T.C.
184	T. J. B. Stronge	T. J. B. Stronge (4167)	246 D.O.T.	Irish	M.C.U.I.
185	E. G. Davis	E. G. Davis (6164)	246 Greeves	British	A.C.U.
186	Greeves Motor Cycles (117)	W. Wilkinson (378)	250 Greeves	British	A.C.U.
187	Motorcycling Federation of U.S.S.R.	A. Rudenko (4653)	250 I.Z.H.	U.S.S.R.	M.F.S.U.
188	W. Schönfeld	W. Schönfeld (7692)	248 Maico	German	O.M.K.
189	H. Reutimann	H. Reutimann (1106)	250 Maico	Swiss	F.M.S.
190	Suzuki (G.B.) Ltd. (178)	J. Harris (2527)	247 Suzuki	British	A.C.U.
191	S. E. Falk	S. E. Falk (224)	248 Jawa	Swedish	S.V.E.M.O.
192	Polski Zwiiazek Motorowy	M. Malec (4529)	250 Jawa	Polish	P.Z.M.
193	H. J. Wendigelst	H. J. Wendigelst (5758)	250 Greeves	Dutch	K.N.M.V.
194	L. B. Lingelbach	L. B. Lingelbach (4433)	246 Greeves	America	M.I.C.U.S.
195	A. W. Sheppard	A. W. Sheppard (512)	246 Greeves	British	A.C.U.
196	Motorcycling Federation of U.S.S.R.	V. Semin (4630)	250 I.Z.H.	U.S.S.R.	M.F.S.U.
197	H. Harbeck	H. Harbeck (1711)	279 Husqvarna	German	O.M.K.
198	K. A. Patterson	K. A. Patterson (8608)	250 Husqvarna	Swedish	S.V.E.M.O.
199	Polski Zwiiazek Motorowy	Z. Wieczorek (5902)	179 S.H.L.	Polish	P.Z.M.
200	H. Van Olst	H. Van Olst (3311)	249 Greeves	Dutch	K.N.M.V.
201	VEB Motorradwerk Zschopau (2)	H. Weber (1263)	247 M.Z.	German	A.D.M.R.V.
202	M. A. Switzer	M. A. Switzer (4435)	246 Greeves	American	M.I.C.U.S.
203	Zavody Jawa (2456)	M. Vytlaclil (3637)	248 Jawa-CZ	Czech	U.A.M.K.
204	G. W. Evans	G. W. Evans (739)	246 Greeves	British	A.C.U.
205	K. Schwebel	K. Schwebel (1364)	243 R.M.Z.	German	O.M.K.
206	Y. R. Ekeberg	Y. R. Ekeberg (8743)	250 Husqvarna	Swedish	S.V.E.M.O.
207	J. Van Dobben	J. Van Dobben (3227)	250 Greeves	Dutch	K.N.M.V.
208	V. K. Nicholson	V. K. Nicholson (4434)	246 Greeves	American	M.I.C.U.S.
209	Civil Service Motoring Association (277)	J. R. Cornell (178)	246 Greeves	Britain	A.C.U.
210	Maico Fabrzeugfabrik GMBH (508)	H. Schek (1282)	248 Maico	German	O.M.K.
211	T. I. Andersson	T. I. Andersson (8079)	250 Husqvarna	Swedish	S.V.E.M.O.
212	M. Patrick	M. Patrick (4724)	250 Jawa	American	M.I.C.U.S.
213	F. Hagemann	F. Hagemann (8292)	250 Maico	German	O.M.K.
214	J. Catchpole	J. Catchpole (854)	350 J.C.	British	A.C.U.
215	U. Kolisch	U. Kolisch	277 Maico	German	O.M.K.
216	K. L. Johansson	K. Johansson (1657)	256 Jawa	Swedish	S.V.E.M.O.
217	Polski Zwiiazek Motorowy	M. Piatkowski (4555)	350 Jawa	Polish	P.Z.M.
218	Gesellschaft fur Sport und Technik (4)	H-J. Wilke (1249)	300 M.Z.	German	A.D.M.R.V.
219	Zavody Jawa (2456)	Z. Cespiva (3635)	346 Jawa-CZ	Czech	U.A.M.K.
220	Motorcycling Federation of U.S.S.R.	S. Jastrebov (4637)	350 I.Z.H.	U.S.S.R.	M.F.S.U.

No.	Entrant and Licence No.	Driver and Licence No.	Machine	Nationality	Driver's National Club
221	P. H. Slinn	P. H. Slinn (243)	343 B.S.A.	British	A.C.U.
222	A.M.C. Ltd. (169)	J. Lewis (15)	350 A.J.S.	British	A.C.U.
223	K. Olm	K. Olm (1447)	277 Maico	German	O.M.K.
224	A. L. Eriksson	A. L. Eriksson (8737)	256 Jawa	Swedish	S.V.E.M.O.
225	VEB Motorradwerk Zschopau (2)	G. Baumann (1244)	300 M.Z.	German	A.D.M.R.V.
226	Zavody Jawa (2456)	F. Höffer (3663)	346 Jawa-CZ	Czech	U.A.M.K.
227	Motorcycling Federation of U.S.S.R.	V. Darvin (4813)	350 I.Z.H.	U.S.S.R.	M.F.S.U.
228	F.V.R.D.E. (142)	N. J. Jarratt (774)	343 B.S.A.	British	A.C.U.
229	B.S.A. Motor Cycles Ltd. (129)	S. Ellis (2267)	350 B.S.A.	British	A.C.U.
230	Dukla Praha (2457)	S. Klimt (3565)	346 Jawa	Czech	U.A.M.K.
231	Motorcycling Federation of U.S.S.R.	V. Falaleev (4688)	350 I.Z.H.	U.S.S.R.	M.F.S.U.
232	F. R. Selling	F. R. Selling (1955)	260 Greeves	Dutch	K.N.M.V.
233	M. J. Waller	M. J. Waller (5206)	348 A.J.S.	British	A.C.U.
234	F. Witzel	F. Witzel (1482)	348 Maico	German	O.M.K.
235	E. Andersson	E. Andersson (8732)	252 Husqvarna	Swedish	S.V.E.M.O.
236	VEB Motorradwerk Zschopau (2)	B. Uhlmann (1274)	300 M.Z.	German	A.D.M.R.C.
237	Zavody Jawa (2496)	J. Jasansky (3594)	346 Jawa	Czech	U.A.M.K.
238	Motorcycling Federation of U.S.S.R.	B. Dresvjannikov (4808)	350 I.Z.H.	U.S.S.R.	M.F.S.U.
239	Suomen Koneliike Oy. (1)	P. Karhá (1300)	348 Jawa	Finnish	S.M.L.
240	B.S.A. Motorcycles Ltd. (129)	S. Miller (365)	350 B.S.A.	British	A.C.U.
241	E. Schmider	E. Schmider (1303)	297 N.S.U.	German	O.M.K.
242	B. Sellman	B. Sellman (8638)	252 Husqvarna	Swedish	S.V.E.M.O.
243	Polski Związek Motorowy	W. Jugowski (4528)	350 Jawa	Polish	P.Z.M.
244	VEB Motorradwerk Zschopau (2)	W. Salevsky (1266)	251 M.Z.	German	A.D.M.R.V.
245	Ustredni Automotoklub (2458)	O. Kostensky (3597)	346 Jawa	Czech	U.A.M.K.
246	Triumph Eng. Co. Ltd. (104)	R. Sayer (2317)	348 Triumph	British	A.C.U.
247	Maico Fahrzeugfabrik GMBH (508)	P. Nödinger (1322)	348 Maico	German	O.M.K.
248	Zavody Jawa (2456)	D. Miarka (3576)	346 Jawa-CZ	Czech	U.A.M.K.
249	Motorcycling Federation of U.S.S.R.	A. Egorov (4631)	350 I.Z.H.	U.S.S.R.	M.F.S.U.
250	W. Axthelm	W. Axthelm (4432)	350 Jawa	American	M.I.C.U.S.
251	Army Motor Cycling Assn. (142)	P. J. Lasota (6786)	343 B.S.A.	British	A.C.U.
252	J. S. Pigott	J. S. Pigott (797)	347 Matchless	British	A.C.U.
253	Zavody Jawa (2456)	J. Briza (3624)	346 Jawa-CZ	Czech	U.A.M.K.
254	H. Beer-Schlatt	H. Beer-Schlatt (6450)	350 Matchless	Austrian	Oe.A.M.T.C.
255	D. Craine	D. Craine (246)	350 Jawa	British	A.C.U.
256	Army Motor Cycling Assn. (142)	R. W. Barnett (696)	343 B.S.A.	British	A.C.U.
257	Zavody Jawa (2456)	J. Pudil (3634)	346 Jawa-CZ	Czech	U.A.M.K.
258	B.S.A. Motor Cycles Ltd. (129)	J. Sandiford (2256)	350 B.S.A.	British	A.C.U.
259	E. A. D. Dunncliffe	E. A. D. Dunncliffe (3996)	347 Matchless	British	A.C.U.
260	W. G. R. Faulkner	W. G. R. Faulkner (2289)	343 B.S.A.	British	A.C.U.
261	R. Kyffin	R. Kyffin (5084)	490 Kyffin-Sapphire	British	A.C.U.
262	B.S.A. Motor Cycles Ltd. (129)	A. J. Lampkin (8161)	440 B.S.A.	British	A.C.U.
263	M. R. Wood	M. R. Wood (694)	490 Sapphire-Triumph	British	A.C.U.
264	L. Zeller	L. Zeller (1317)	354 Maico	German	O.M.K.
265	R. Tibblin	R. Tibblin (8733)	360 C.Z.	Swedish	S.V.E.M.O.
266	A.M.C. Ltd. (169)	M. Andrews (7461)	500 A.J.S.	British	A.C.U.
267	B. Ekins	B. Ekins (7252)	500 Triumph	American	M.I.C.U.S.
268	Motorcycling Federation of U.S.S.R.	L. Voronovitch (4605)	500 I.Z.H.	U.S.S.R.	M.F.S.U.
269	H. G. Carr	H. G. Carr (3974)	490 TriBSA	British	A.C.U.
270	F.V.R.D.E. (142)	C. N. Thatcher (773)	490 Triumph	British	A.C.U.
271	H. Kittler	H. Kittler (1313)	354 Maico	German	O.M.K.
272	Suomen Koneliike Oy.	L. Dufvelin (1289)	352 Jawa	Finnish	S.M.L.
273	E. D. Chilton	E. D. Chilton (4299)	498 Triumph	British	A.C.U.
274	M. J. Legg	M. J. Legg (495)	490 Triumph	British	A.C.U.
275	D. Ekins	D. Edkins (6286)	500 Triumph	British	A.C.U.
276	R. A. J. Jones	R. A. J. Jones (422)	499 Velocette	American	M.I.C.U.S.
277	P. G. Suckling	P. G. Suckling (4940)	497 Ariel	British	A.C.U.
278	Triumph Eng. Co. Ltd. (104)	R. S. Peplow (2734)	490 Triumph	British	A.C.U.
279	M. J. Steffensen	M. J. Steffensen (8362)	354 Maico	British	A.C.U.
280	J. Steen	J. Steen (6287)	500 Triumph	German	O.M.K.
281	Motorcycling Federation of U.S.S.R.	G. Tchashipov (4684)	500 I.Z.H.	American	M.I.C.U.S.
282	H. E. Cheshire	H. E. Cheshire (738)	498 Triumph	U.S.S.R.	M.F.S.U.
283	Civil Service Motoring Association (277)	B. A. Nash (2258)	497 A.J.S.	British	A.C.U.
284	B.S.A. Motor Cycles Ltd. (129)	A. R. C. Lampkin (2467)	440 B.S.A.	British	A.C.U.
285	H. Schulze	H. Schulze (8363)	354 Maico	German	O.M.K.
286	A.M.C. Ltd. (169)	D. Nicoll (7036)	500 A.J.S.	British	A.C.U.
287	L. S. Farmer	L. S. Farmer (7521)	649 Triumph	British	A.C.U.
288	Bayerische Motoren Werke A.G. (504)	K. Tweesmann (1532)	590 B.M.W.	German	A.C.U.
289	A. R. Rogers	A. R. Rogers (4708)	649 A.J.S.	German	O.M.K.
290	Triumph Eng. Co. Ltd. (104)	D. Jones (561)	649 Triumph	American	M.I.C.U.S.
291	Bayerische Motoren Werke A.G. (504)	S. Nachtmann (1462)	590 B.M.W.	British	A.C.U.
292	D. Richardson	D. Richardson (4429)	650 Triumph	German	O.M.K.
293	B. W. Harris	B. W. Harris (6214)	649 Triumph	American	M.I.C.U.S.
294	Bayerische Motoren Werke A.G. (504)	M. Sensburg (7970)	590 B.M.W.	British	A.C.U.
295	E. Kretz	E. Kretz (4723)	650 Triumph	German	O.M.K.
296	R. Wheeler	R. Wheeler (6220)	649 Triumph	American	M.I.C.U.S.
297	R. Höring	R. Höring (1355)	590 B.M.W.	British	A.C.U.
298	C. Coleman	C. Coleman (1687)	650 Triumph	German	O.M.K.
299	Triumph Eng. Co. Ltd.	K. Heanes (162)	649 Triumph	American	M.I.C.U.S.
300	M. Green	M. Green (4712)	650 Triumph	British	A.C.U.
				American	M.I.C.U.S.

INTERNATIONAL TROPHY TEAMS

Germany (A.D.M.R.V.)

Czechoslovakia

51	P. Valek	...	...	123	Jawa-Cz
72	O. Chasak	...	...	123	Jawa-Cz
113	B. Roucka	...	...	174	Jawa-Cz
120	Z. Polanka	...	...	174	Jawa-Cz
219	Z. Cespiva	...	...	346	Jawa-Cz
257	J. Pudil	...	...	346	Jawa-Cz

Germany (O.M.K.)

13	G. Sengfelder	...	...	50	Zundapp
17	H. Brinkmann	...	...	49	Hercules
28	G. Dotterweich	...	...	74	Victoria
48	L. Muller	...	...	97	Hercules
65	L. Specht	...	...	123	Zundapp
291	S. Nachtmann	...	...	590	B.M.W.

Poland

55	J. Kopiel	...	...	125	W.S.K.
60	R. Szczerbakiewicz	...	...	125	W.S.K.
89	M. Radek	...	...	175	S.H.L.
108	J. Konczarek	...	...	175	S.H.L.
161	Z. Kaluza	...	...	250	S.H.L.
199	Z. Wieczorek	...	...	179	S.H.L.

Sweden

88	L. Larsson	...	...	175	Husqvarna
98	G. Johansson	...	...	175	Husqvarna
140	B. Haglund	...	...	250	Husqvarna
167	C. Oberg	...	...	250	Husqvarna
235	E. Andersson	...	...	252	Husqvarna
242	B. Sellman	...	...	252	Husqvarna

Great Britain

150	T. Sharp	...	...	250	Greeves
160	B. Sharp	...	...	250	Greeves
240	S. H. Miller	...	...	350	B.S.A.
262	A. J. Lampkin	...	...	440	B.S.A.
278	R. S. Peplow	...	...	490	Triumph
299	K. Heanes	...	...	649	Triumph

Spain

54	J. Sanchez Martinez	...	...	125	Bultaco
66	J. Soler-Bulto	...	...	125	Bultaco
99	J. Barragan Gomez	...	...	175	Bultaco
107	C. Verdaguer Torrens	...	...	175	Bultaco
148	O. Puig-Bulto	...	...	244	Bultaco
175	R. Costa Vendrell	...	...	244	Bultaco

U.S.S.R.

187	A. Rudenko	...	...	250	I.Z.H.
196	V. Semin	...	...	250	I.Z.H.
220	S. Jastrebov	350	I.Z.H.
249	A. Egorov	350	I.Z.H.
268	L. Voronovitch	500	I.Z.H.
281	G. Tchashipov	500	I.Z.H.

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CLUB TEAMS

A.D.A.C.-Gau Berlin—West (Germany-O.M.K.)	A.D.A.C.-Gau Hansa (Germany-O.M.K.)	A.D.A.C.-Gau Hessen (Germany-O.M.K.)
26 A. Schirmer 223 K. Olm 279 M. J. Steffensen	122 W. Aukthun 157 G. Kickbusch 171 M. Studemann	1 H. Roth 145 F. Happel 205 K. Schwebel
A.D.A.C.-Gau Nordbayern (Germany-O.M.K.)	A.D.A.C.-Gau Nordrhein (Germany-O.M.K.)	A.D.A.C.-Gau Schleswig-Holstein (Germany-O.M.K.)
3 N. Gabler 234 F. Witzel 297 R. Horng	53 M. Zimmermann 126 H. Uhlig 135 G. Paritschke	116 W. Behrens 188 W. Schonfeld 197 H. Harbeck
A.D.A.C.-Gau Sudbayern (Germany-O.M.K.)	A.D.A.C.-Gau Westfalen—West (Germany-O.M.K.)	A.D.A.C.-Gau Wurttemberg (Germany-O.M.K.)
24 L. Holy 97 H. Molle 264 L. Zeller	74 K. Tippke 106 H. Schulte 112 W. Hinze	36 G. Meyer 77 M. Schnitz 87 K. Rentschler
Army M.C.A. (Gt. Britain)	Barrow and D.M.C.C. (Gt. Britain)	Birmingham M.C.C. (Gt. Britain)
142 M. J. Noyce 251 P. J. Lasota 256 R. W. Barnett	105 J. Holmes 168 C. B. H. Sharp 255 D. Craine	27 O. V. Kevelos (Miss) 52 K. J. Sedgley 143 M. W. Taylor
Bristol M.C.C. (Gt. Britain)	C.S.M.A. (Gt. Britain)	Deutscher Motorsport Verband (Germany-O.M.K.)
185 E. G. Davis 195 A. W. Sheppard 276 R. A. J. Jones	132 G. Sheridan 209 J. R. Cornell 283 B. A. Nash	49 W. Seuffert 215 U. Kolisch 285 H. Schulze
Dukla Praha (Czech)	Gesellschaft Fur Sport und Technik (Germany-A.D.M.R.V.)	Gravesend Eagles M.C.C. (Gt. Britain)
83 J. Rataj 131 J. Fojtik 230 S. Klimt	20 C. Seemann 151 E. Reichenbach 218 H. J. Wilke	43 D. G. Hiscock 46 B. D. Piggott 233 M. J. Waller
Holland-West Club (Holland)	M.C.C. (Gt. Britain)	S.M.I. Club (Sweden)
44 S. van der Sluis 57 H. Bonke 80 R. Boom	173 M. J. Heard 259 E. A. D. Dunnicliff 274 M. J. Legg	136 B. A. Nilsson 147 C. A. V. Svenman 159 H. Ehrling
Streatham and D.M.C.C. (Gt. Britain)	Sunbeam M.C.C. (Gt. Britain)	Ustredni Automotoklub U.S.S.R. (Czech)
204 G. W. Evans 277 P. G. Suckling 282 H. E. Cheshire	115 G. J. Farley 181 M. Banks 260 W. G. R. Faulkner	102 F. Darebny 179 V. Hoffman 245 O. Kostensky
West Middlesex Amateur M.C.C. (Gt. Britain)		
	96 J. Connor 252 J. S. Pigott 273 E. D. Chilton	

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ROUTE—FIRST DAY

MONDAY, 20th SEPTEMBER

Inter	MILES	Total	Check Control	TIME DUE			
				First driver		Last driver	
				H	M	H	M
—	—	Douglas	... ... ...	6	31	9	21
20	20	Cornaa	... ... ...	7	19	10	04
22½	42½	Skyhill	... ... ...	8	17	10	57
17	59½	Point of Ayre	... ... ...	8	58	11	33
15	74½	Glenduff	... ... ...	9	36	12	07
17½	92	Bungalow	... ... ...	10	21	12	48
12	104	Douglas	... ... ...	10	55	13	21
20	124	Cornaa	... ... ...	11	41	14	04
22½	146½	Skyhill	... ... ...	12	37	14	57
17	163½	Point of Ayre	... ... ...	13	17	15	33
15	178½	Glenduff	... ... ...	13	52	16	07
17½	196	Bungalow	... ... ...	14	33	16	48
12	208	Douglas	... ... ...	15	03	17	21

ROUTE—SECOND DAY

TUESDAY, 21st SEPTEMBER

Inter	MILES	Total	Check Control	TIME DUE			
				First driver		Last driver	
				H	M	H	M
—	—	Douglas	... ... ...	6	31	9	21
12	12	Bungalow	... ... ...	7	04	9	52
17½	29½	Glenduff	... ... ...	7	48	10	32
15	44½	Point of Ayre	... ... ...	8	26	11	06
17	61½	Skyhill	... ... ...	9	07	11	42
22½	84	Cornaa	... ... ...	10	05	12	35
20	104	Douglas	... ... ...	10	54	13	20
12	116	Bungalow	... ... ...	11	26	13	51
17½	133½	Glenduff	... ... ...	12	08	14	31
15	148½	Point of Ayre	... ... ...	12	44	15	05
17	165½	Skyhill	... ... ...	13	24	15	41
22½	188	Cornaa	... ... ...	14	16	16	33
20	208	Douglas	... ... ...	14	59	17	17

ROUTE—THIRD DAY

WEDNESDAY, 22nd SEPTEMBER

Inter	MILES Total	Check Control	TIME DUE			
			First driver	Last driver	H	M
—	—	Douglas	...	...	6	31
16	16	Injebreck	...	...	7	15
19	35	Druidale Road	...	...	8	02
12½	47½	Glen Wyllin	...	...	8	34
21½	69	Ballaharry	...	...	9	29
17½	86½	Corrins Hill	...	...	10	13
18	104½	Douglas	...	...	10	57
16	120½	Injebreck	...	...	11	37
19	139½	Druidale Road	...	...	12	22
12½	152	Glen Wyllin	...	...	12	52
21½	173½	Ballaharry	...	...	13	44
17½	191	Corrins Hill	...	...	14	25
18	209	Douglas	...	...	15	04
					17	38

ROUTE—FOURTH DAY

THURSDAY, 23rd SEPTEMBER

Inter	MILES Total	Check Control	TIME DUE			
			First driver	Last driver	H	M
—	—	Douglas	...	...	6	31
18	18	Corrins Hill	...	...	7	14
17½	35½	Ballaharry	...	...	7	57
21½	57	Glen Wyllin	...	...	8	49
12½	69½	Druidale Road	...	...	9	20
19	88½	Injebreck	...	...	10	45
16	104½	Douglas	...	...	11	26
18	122½	Corrins Hill	...	...	12	07
17½	140	Ballaharry	...	...	12	56
21½	161½	Glen Wyllin	...	...	13	25
12½	174	Druidale Road	...	...	14	09
19	193	Injebreck	...	...	14	44
16	209	Douglas	...	...	17	24

ROUTE—FIFTH DAY

FRIDAY, 24th SEPTEMBER

Inter	Total	MILES	Check Control	TIME DUE			
				First driver		Last driver	
				H	M	H	M
—	—	Douglas	...	...	...	6	31
21	21	Ballahott	...	...	...	7	23
23	44	Rowany	...	...	...	8	19
12½	56½	Glen Maye	...	...	...	8	52
19½	76	Round Table	...	...	...	9	39
12	88	Stuggadho	...	...	...	10	09
14	102	Douglas	...	...	...	10	44
21	123	Ballahott	...	...	...	11	34
23	146	Rowany	...	...	...	12	28
12½	158½	Glen Maye	...	...	...	12	59
19½	178	Round Table	...	...	...	13	43
12	190	Stuggadho	...	...	...	14	08
14	204	Douglas	...	...	...	14	38
						17	04

ROUTE—SIXTH DAY

SATURDAY, 25th SEPTEMBER

Inter	Total	MILES	Check Control	TIME DUE			
				First Driver		Last driver	
				H	M	H	M
—	—	Douglas	...	...	...	...	The order and times of
14	14	Stuggadho	...	...	...	...	starting on this day will be
12	26	Round Table	announced on Friday, 24th
19½	45½	Glen Maye	September
17½	63	Ballahott	
21	84	Douglas	

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NATIONAL COLOURS

The colour of a driver's helmet indicates his nationality as follows

Country	Colour of background and border (if any)
Argentina ...	White and Blue
Austria ...	Bright Red and Black
Belgium ...	Yellow
Brazil ...	Yellow and Green
Britain ...	Green
Bulgaria ...	Green and Red
Canada ...	White and Green
Chile ...	Red and Blue with White stars
Czechoslovakia ...	Blue with Blue, Red and White borders
Denmark ...	Red and White
Finland ...	Black
France ...	Blue
Germany (OMK) ...	White, with Black stripe
Germany (ADMRV) ...	White, Black brim, triangular badge
Hungary ...	Red and Green
Indonesia ...	Orange and Red
Ireland ...	Green and Orange
Italy ...	Red
Luxembourg ...	Purple
Monaco ...	Blue and White
The Netherlands ...	Orange
Norway ...	Red and Blue
Peru ...	Red with 3in. vertical White stripe and Blue and Yellow chequered border
Poland ...	White and Red
Portugal ...	White
Roumania ...	Black with vertical stripe, incorporating Blue, Yellow and Red, and surcharged with national crest
Spain ...	Yellow and Red
Sweden ...	Blue and Yellow
Switzerland ...	Dark Red and White
U.S.A. ...	Blue with two White stripes
U.S.S.R. ...	White with Red band and broad vertical stripe with star
Yugoslavia ...	Blue and Red band

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Entertainments Manager: G. E. FARAGHER

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ORCHESTRAL CONCERTS—Villa Marina Gardens. Daily at 2.30 p.m.

CHILDREN'S THEATRE—Afternoons in Village Marina Gardens.

"ALL-IN" WRESTLING—Villa Marina Royal Hall.

CELEBRITY CONCERTS—Villa Marina Royal Hall. Every Sunday at 8 p.m.
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BATHING BEAUTY COMPETITION—Villa Marina Gardens. Every Wednesday
Afternoon throughout the Season.

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TENNIS—Noble's Park (Hard and Grass). Glencrutchery Road.

PITCH AND PUTT (18 HOLES)—Noble's Park, Glencrutchery Road.

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