

The Sunbeam Club's Eleventh Annual

A National Manufacturer-supported event, Hankom Bottom, Morestead, Winchester

Saturday, September 21st, 1957



Point to Point Scramble

A.-C.U. Permit No. 25

Sunbeam Club Event No. 219



Official Programme One Shilling

MOTOR CYCLING

Every Thursday

**Read wherever
motorcycles
are ridden
ninepence**

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FULL RANGE OF BELL MOTOR CYCLE CLOTHING
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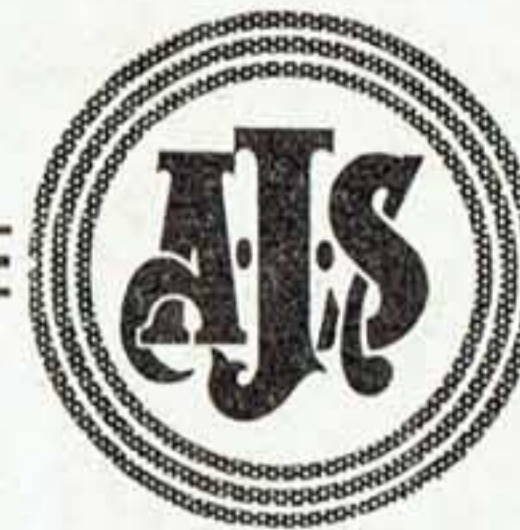
MR. C. N. AINSWORTH will be the "HEPOLITE" expert at this Meeting to help and advise competitor or spectator.

Golden Jubilee
1907-1957



HEPOLITE PRODUCTS ARE WINNERS

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**1957 INTERNATIONAL
ITALIAN · SWEDISH · DUTCH
MOTO-CROSS GRAND PRIXS**

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**NATIONAL
EXPERTS SCRAMBLE
SHRUBLAND PARK SCRAMBLE**

Rider G. WARD



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AJS MOTOR CYCLES · PLUMSTEAD ROAD · LONDON, S.E.18

PROVINCIAL RECORDING CO. LTD.

SELECTED FOR THE TWO BIGGEST SCRAMBLES
IN THE SOUTH (THE NATIONAL "POINT-TO-
POINT" AT WINCHESTER ON SEPTEMBER 21st
AND THE NATIONAL INTER-CENTRE TEAM
SCRAMBLE AT BEENHAM ON OCTOBER 20th.)

*Unsurpassed
Public Address
Equipment for all
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NEW GOGGOMOBIL SALOONS and COUPÉS
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Supplementary Regulations for the 1957

Sunbeam Point-to-Point

SATURDAY, 21st SEPTEMBER, 1957
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, September 21st, 1957, open to holders of 1957 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. 25. T.T.C. No. 1052 Sunbeam Club Event No. 219.

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 Wednesday, Sept. 4th, and under no circumstances will an entry be accepted unless the 1957 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.

For the driver of the first machine not over 125 c.c. to finish:—THE "125" CUP.

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

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

JUNIOR RACE (Over 175 c.c. but not exceeding 350 c.c.) at 3.30 p.m.

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

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 250 c.c. but not exceeding 500 c.c.) at 5.00 p.m.

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

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.

THE LONGMOOR CUP (presented by R. G. V. Venables) for the driver completing the fastest lap—in either Junior or Senior race.

All these awards, except the Longmoor Cup, shall be won outright.

No driver may take more than one award, except the Longmoor Cup and the team prizes, in each race.

Greeves

—THE AMAZING SCRAMBLER!

*Ride one yourself and
compete with success
and absolute
reliability*

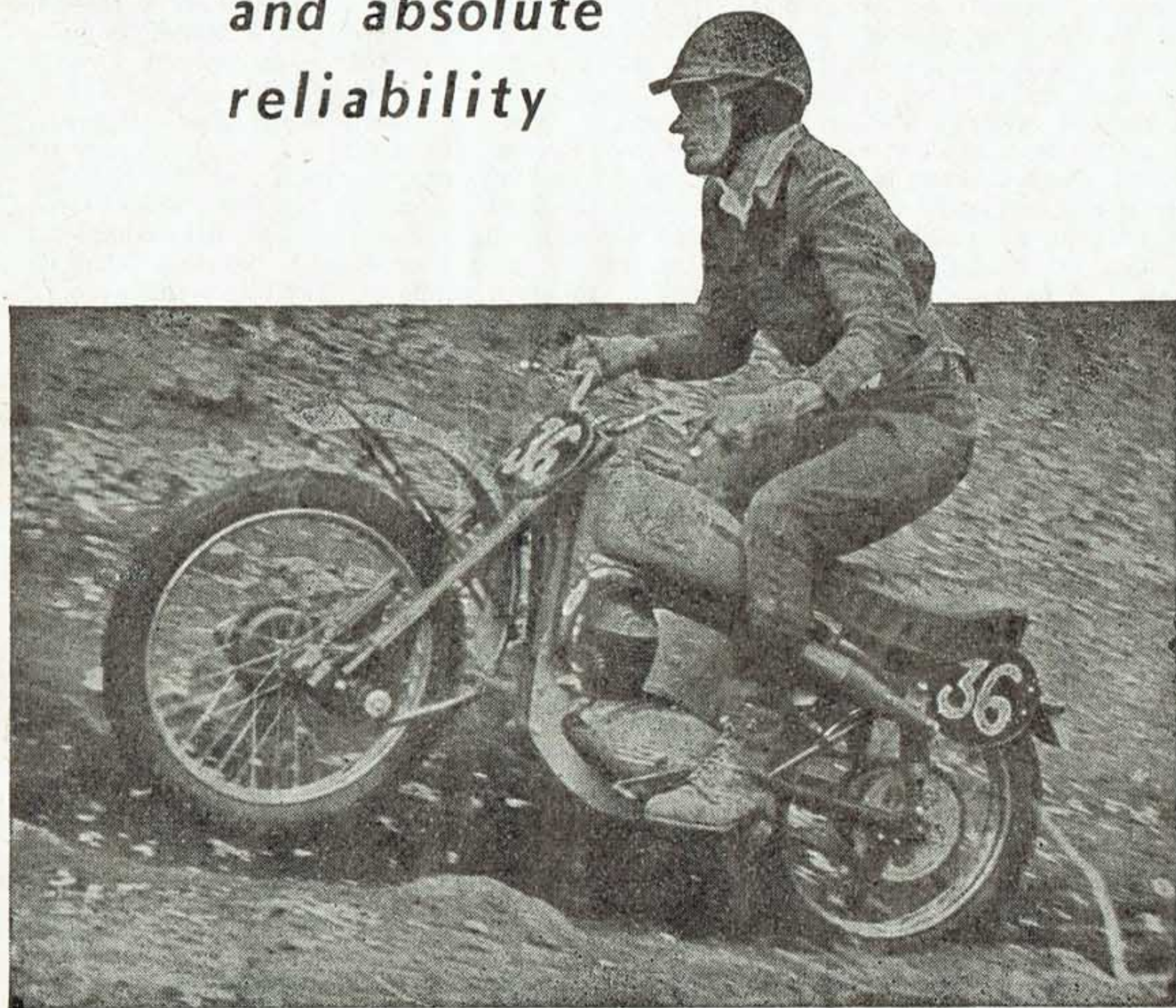


Photo by courtesy of "Motor Cycling"

GREEVES MOTORCYCLES THUNDERSLEY, ESSEX.

D. OFFICIALS

7. **Stewards of the Meeting:** H. R. Taylor (appointed by the A.-C.U.), P. Ryall (appointed by Southern Centre), L. Heath and A. L. S. Denyer (appointed by Sunbeam M.C.C.).
A.-C.U. Timekeeper: A. J. Gibbons (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.
Assistant Clerk of the Course: A. A. Justice.
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. $1\frac{1}{2}$ miles per lap for the JUNIOR and SENIOR races and 1 mile for the LIGHTWEIGHT race, and lies entirely on private ground near Winchester. 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 (subject to a minimum of 20 entries) open to solo machines of all capacities up to 250 c.c., comprising 20 laps; JUNIOR RACE open to solo machines between 176 c.c. and 350 c.c., comprising 20 laps; SENIOR RACE, open to solo machines between 251 c.c. and 500 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 20 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 finish within 10 minutes of the winner's time, nor if he fails to complete 15 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 participation in the race. Special practice time for Lightweight machines (if necessary) will be announced in the programme.
14. **MACHINES** may be ridden in any trim, but front lamps and front registration plates must be removed. 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 ($\frac{1}{2}$ " dia.) clutch and brake levers must be used.
15. **PROTECTIVE CLOTHING** must be worn and shall consist of jacket, 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 (except that if made within five minutes of the finish of a race it may be made verbally and the fee paid subsequently). All protests shall be addressed to the Stewards through the Clerk of the Course or his deputy.

The Super *Dot* Scrambler



Dot successes in the Sunbeam "Point-to-Point":

1952

Lightweight Race: 1st, 2nd, 3rd, 4th, 6th, 7th, 8th, 9th.

Best 125 and Team Prize

Junior Race: Only two-stroke to finish.

1953

Lightweight Race: 1st, 2nd, 3rd, 5th, 6th, 7th, 8th, 9th.

Best 125.

Junior Race: Best 250.

1954

Lightweight Race: 1st, 2nd, 4th, 5th, 6th.

Best 125 and Team Prize.

Junior Race: Best 250.

1955

Lightweight Race: 1st, 2nd, 4th, 5th.

Best 125 and Team Prize.

1956

Lightweight Race: Seven out of the first twelve finishers.

Team Prize.

DOT CYCLE & MOTOR MANUFACTURING CO. LTD.

ELLESMERE STREET, MANCHESTER 15.

INSTRUCTIONS TO DRIVERS

The course for this year's Sunbeam "Point-to-Point" is at Hankom Bottom, Morestead Down, two miles south-east of Winchester, Hants., and the route will be marked from all surrounding main roads by the R.A.C. All competitors and officials are requested to arrive by 10.0 a.m. in order to minimise the possibility of congestion. Passes will be enclosed in the programmes sent to all competitors and officials, and these must be affixed to the windscreen.

The Lightweight course is shorter than that used in the Junior and Senior races, and the practice periods for the two courses will be as follows: **Lightweight—11.30 to 12.10. Junior and Senior—12.15 to 1.30.** Under no circumstances can these two periods be extended.

A **Paddock Control** will be established between the Paddock and the Course, through which all drivers and their machines must pass when moving onto the course for practice or for racing. Official scrutiny of clothing and machines will take place in the Paddock Control.

At the conclusion of each race, all drivers must continue along the course for 100 yards beyond the finishing line, turn sharp right behind the hedge and proceed into the Paddock by the marked route. Fuel samples from the first four machines in each race will be taken at this entrance to the Paddock.

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 employed here. **No flag signal is given for the commencement of the last lap.**

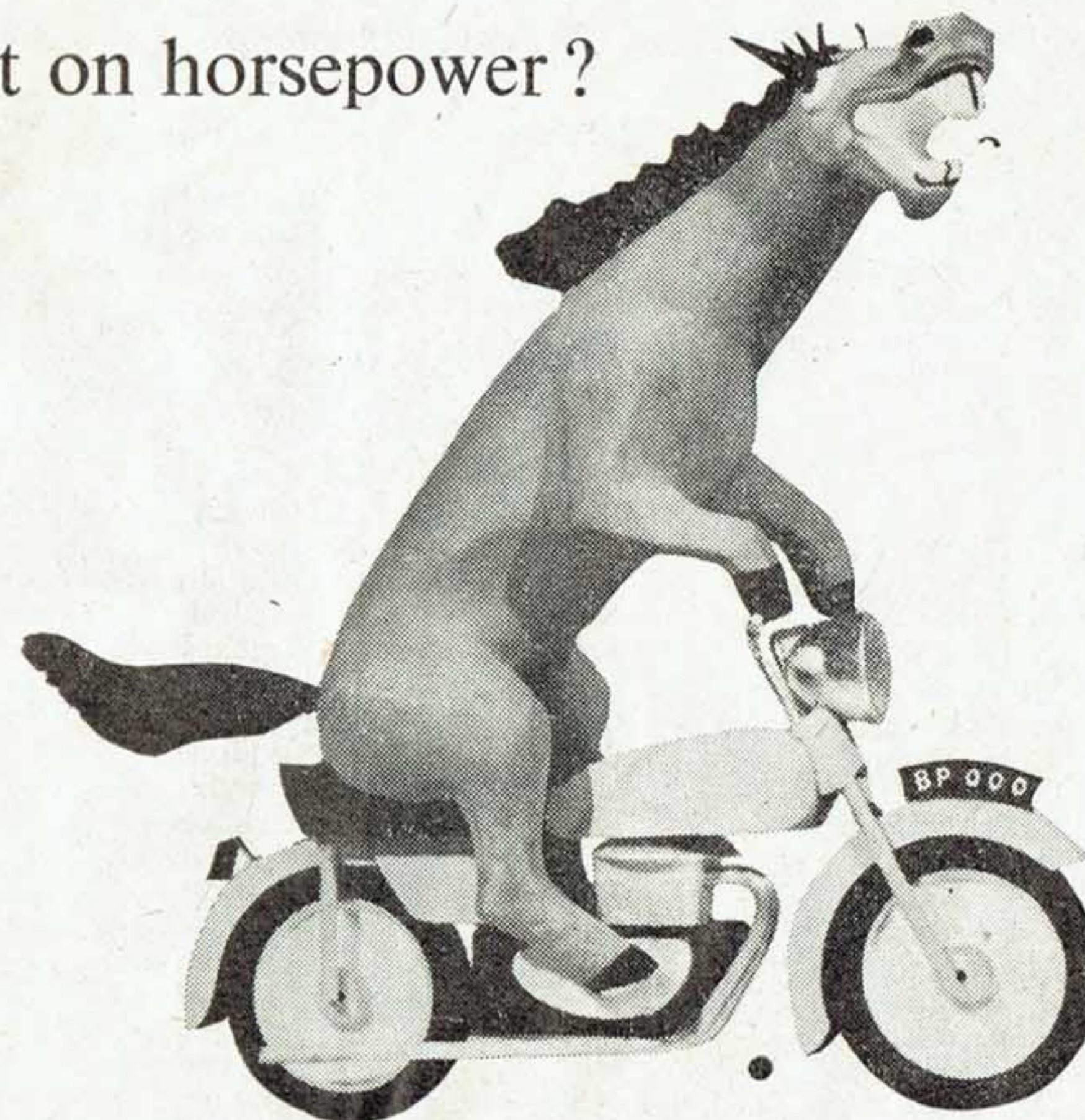
PAST WINNERS OF THE "POINT-TO-POINT"

- 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 (347 A.J.S.); Best 250: T. Sharp (197 Barnett)
SENIOR: J. V. Smith (499 B.S.A.)

ACKNOWLEDGMENTS

The organisers wish to express their grateful thanks to S. Best, Esq., for permission to use the land, to the Winchester M.C. for collaboration throughout all phases of the organisation, to many Southern Centre clubs for providing course marshals, to the R.A.C. for sign-posting and car parking, to the Newbury and Andover motorcycle clubs for the use of ropes, to Morgan Bros. for the use of stakes, to Dunlop, Avon, Shell-Mex and National Benzole for the use of course-marking equipment, to the St. John Ambulance Brigade (Winchester Division), to Temple Press Ltd. and the Provincial Recording Co. Ltd. for Public Address equipment, to R. C. Porter (Alton) and Helco (England) Ltd. for catering facilities, to the Hants Constabulary for traffic control, to the Lap-Scorers (Mr. and Mrs. R. A. Little and Mr. and Mrs. R. W. Wagger), to the Announcer (J. V. Mould) and to all those many enthusiasts who are officiating throughout the day in the Car Park, the Paddock and around the Course.

Short on horsepower ?



Go to a BP Garage and fill up with BP Super

"That's the stuff to give your bike" says Geoff Duke



"I've ridden many winning races on BP Super. And it's my number one choice for pleasure riding too. Because BP Super is one juice that really does make a noticeable difference to the way a machine performs. You get far more kick when you twist that old throttle open. You push-up your top speed by quite an appreciable amount.

You definitely feel - perhaps for the first time - that you're making use of all the c.c.'s you've got under you. And, last, but certainly not least, you'll find it very economical. Hope that's convinced you to change up to BP Super, it's a real winner of a petrol, take it from me."

CALL IN WHERE YOU SEE THE BP SIGN

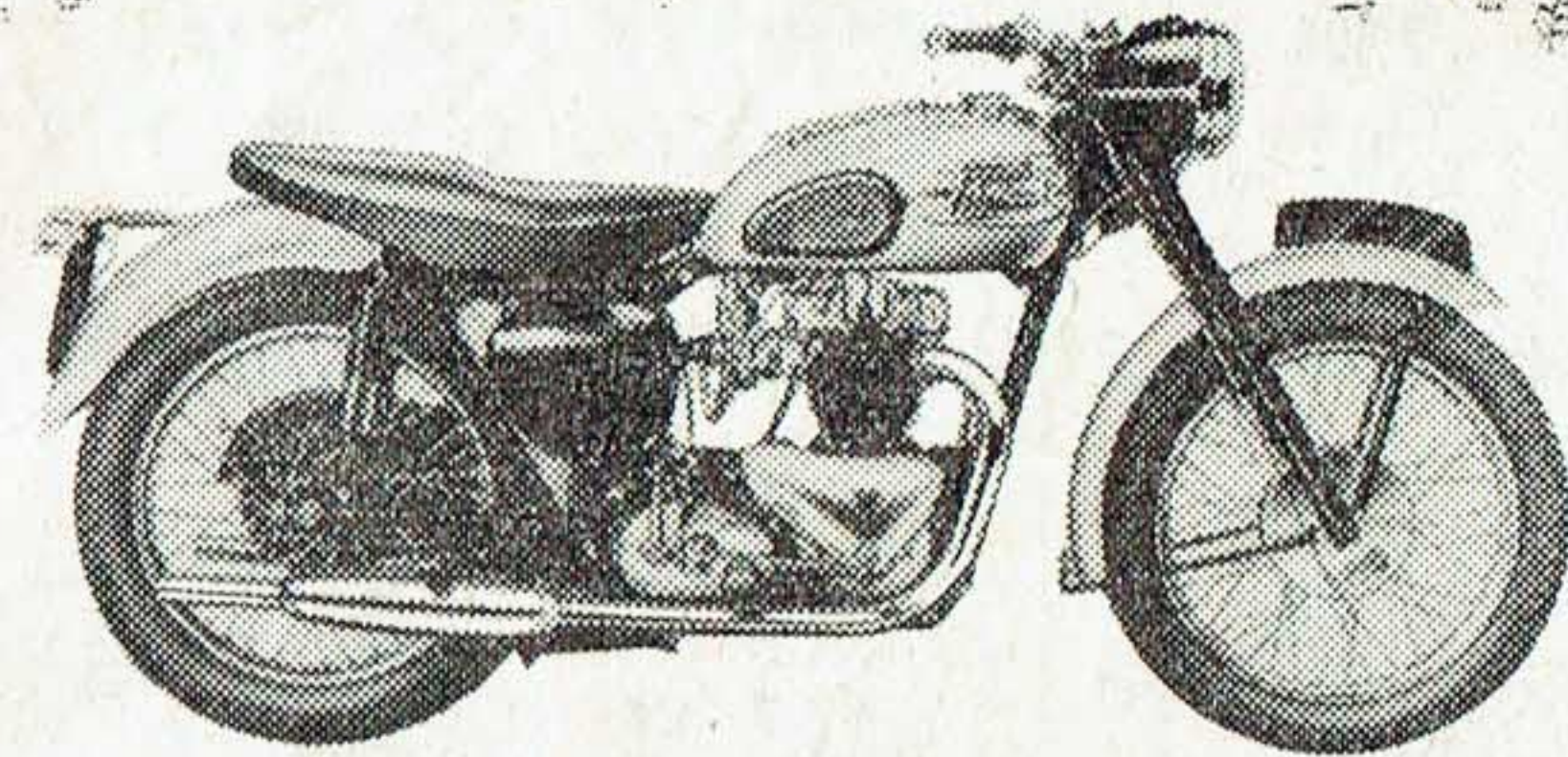
THE BRITISH PETROLEUM COMPANY LIMITED.



LIGHTWEIGHT RACE 20 Laps (19 miles) 2.0 p.m.

No.	Name	Machine	Town	Licence
1	P. G. Taft	- 125 B.S.A.	- Birmingham	57/521
2	P. C. Hammond	- 148 B.S.A.	- Cambridge	2498
3	C. S. Booker	- 197 Dot	- Littlehampton	1667
4	B. G. Rackliff	- 197 Dot	- Wembley	3016
5	A. E. Webb	- 197 Dot	- Luton	2110
6	A. A. Wicken	- 197 Greeves	- Maidstone	2938
7	A. Shutt	- 205 Barnett	- Malvern	1029
8	A. Barnard	- 197 Greeves	- Hove	2950
9	D. Bickers	- 197 Greeves	- Ipswich	1262
10	B. S. Davey	- 197 James	- Ipswich	2515
11	A. C. Winter	- 197 Dot	- Dover	2850
12	D. V. Harman	- 197 James	- Brighton	2798
13	C. Miller	- 248 N.S.U.	- London	1130
14	C. H. Phippen	- 197 Tandon	- Winchester	136
15	M. H. Baird	- 197 Moscardon	- Braintree	2728
16	L. Pickworth	- 197 Greeves	- Botley	1951
17	B. H. Stewart	- 197 Dot	- London	3017
18	P. Vine	- 197 Greeves	- Westcliff	1355
19	F. G. Pescod	- 197 Dot	- Haslemere	3019
20	D. F. Kelly	- 199 Triumph	- Christchurch	742
21	J. F. Burch	- 197 James	- Surbiton	2992
22	J. E. Ford	- 197 Barnett	- Saxmundham	997
23	M. Jackson	- 197 Barnett	- Southampton	92
24	B. D. Leask	- 197 Greeves	- Mitcham	1463
25	E. B. Bardsley	- 197 Greeves	- Stockport	1841
26	M. C. Philpott	- 197 Dot	- Ramsgate	2388
27	D. Windsor	- 197 Namow	- Croydon	987
28	E. G. Stroud	- 197 Greeves	- Theale	903
29	B. G. Stonebridge	- 197 Greeves	- Thundersley	1063
30	A. J. Betty	- 245 Maico	- Brighton	374
31	K. S. Lewis	- 248 Velocette	- Norwich	1540
32	C. E. A. Challis	- 248 Ariel	- Mortimer	2095
33	M. A. Osborne	- 248 Puch	- Braintree	2602
34	J. F. Hall	- 197 Dot	- Harrow	2505
35	L. C. Newcombe	- 197 Barnett	- Shepperton	2970
36	J. C. M. Avery	- 197 Greeves	- Oxford	190
37	J. G. Johnson	- 197 Dot	- Oxford	169
38	A. J. Howe	- 197 Barnett	- Colchester	1121
39	T. Sharp	- 248 Barnett	- Parkstone	779
40	B. A. Sharp	- 197 Barnett	- Parkstone	780
41	P. W. Watkin	- 242 Adler	- Westcliff	1735
42	P. A. Lamper	- 197 Greeves	- Oxford	1135
43	J. E. Clayton	- 197 Barnett	- Guildford	270
44	P. Jarman	- 197 James	- Taunton	1530
45	N. Jarman	- 197 James	- Taunton	1531
46	L. G. Hatch	- 248 Velocette	- Hythe	310
47	T. White	- 197 Dot	- Morden	1423
48	A. G. Cotman	- 197 James	- Shoreham	1702
49	R. D. King	- 197 Dot	- Cheltenham	866
50	A. Harris	- 249 Triumph	- Parkstone	1097
51	D. E. Rickman	- 248 Dot	- New Milton	1438
52	S. H. Leicester	- 197 Barnett	- London	474
53	D. C. Palmer	- 197 Greeves	- Teddington	2987
54	E. Adcock	- 197 Dot	- Manchester	14
55	D. H. Howlett	- 197 Greeves	- Chessington	2415

29 39 51 227 55 36
14



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Motorcycle Speed Record

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m.p.h.

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

67, 72 75

JUNIOR RACE

20 Laps (27 miles)

3.30 p.m.

67.72 75 71

No.	Name	Machine	Town	Licence
1	P. G. Taft	- 348 B.S.A.	- Birmingham	57/521
2	P. C. Hammond	- 197 Greeves	- Cambridge	2498
20	D. F. Kelly	- 199 Triumph	- Christchurch	742
21	J. F. Burch	- 197 James	- Surbiton	2992
22	J. E. Ford	- 197 Barnett	- Saxmundham	997
23	M. Jackson	- 197 Barnett	- Southampton	92
24	B. D. Leask	- 197 Greeves	- Mitcham	1463
25	E. B. Bardsley	- 197 Greeves	- Stockport	1841
26	M. P. Philpott	- 197 Dot	- Ramsgate	2388
27	D. Windsor	- 197 Namow	- Croydon	987
28	E. G. Stroud	- 197 Greeves	- Theale	903
29	B. G. Stonebridge	- 248 Greeves	- Thundersley	1063
30	A. J. Betty	- 245 Maico	- Brighton	374
31	K. S. Lewis	- 248 Velocette	- Norwich	1540
32	C. E. A. Challis	- 248 Ariel	- Mortimer	2095
33	M. A. Osborne	- 248 Puch	- Braintree	2602
34	J. F. Hall	- 197 Dot	- Harrow	2505
35	L. C. Newcombe	- 348 B.S.A.	- Shepperton	2970
36	J. C. M. Avery	- 348 B.S.A.	- Oxford	190
37	J. G. Johnson	- 248 Dot	- Oxford	169
38	A. J. Howe	- 348 B.S.A.	- Colchester	1121
39	T. Sharp	- 248 Barnett	- Parkstone	779
40	B. A. Sharp	- 197 Barnett	- Parkstone	780
41	P. W. Watkin	- 242 Adler	- Westcliff	1735
42	P. A. Lamper	- 197 Greeves	- Oxford	1135
43	J. E. Clayton	- 347 A.J.S.	- Guildford	270
54	E. Adcock	- 197 Dot	- Manchester	14
55	D. H. Howlett	- 197 Greeves	- Chessington	2415
56	J. F. Burton	- 348 B.S.A.	- Lutterworth	1201
57	D. Mawdsley	- 347 Matchless	- Harrow	1186
58	D. Crossley	- 348 B.S.A.	- Wantage	2920
59	E. G. Bateman	- 348 B.S.A.	- Harrow	1709
60	J. L. Tyler	- 348 B.S.A.	- Southampton	2948
61	P. J. Naunton	- 347 A.J.S.	- West Ewell	2105
62	A. G. Towell	- 348 B.S.A.	- London	1366
66	G. W. Evans	- 347 Matchless	- Tilbury	1342
67	P. N. Taft	- 348 B.S.A.	- Birmingham	522
68	P. A. Nex	- 348 B.S.A.	- Fareham	586
69	A. J. Lampkin	- 348 B.S.A.	- Keighley	518
70	B. W. Martin	- 348 B.S.A.	- Birmingham	214
71	G. J. Draper	- 348 B.S.A.	- Cheltenham	596
72	A. W. Lee	- 348 B.S.A.	- Girton	2713
73	R. J. Langston	- 347 Ariel	- Campden	15
74	G. H. Ward	- 347 A.J.S.	- Slough	63
75	D. G. Curtis	- 347 Matchless	- Bicester	296

67 68 75 74 29 36

NOTICE: MOTORCYCLE RACING IS DANGEROUS

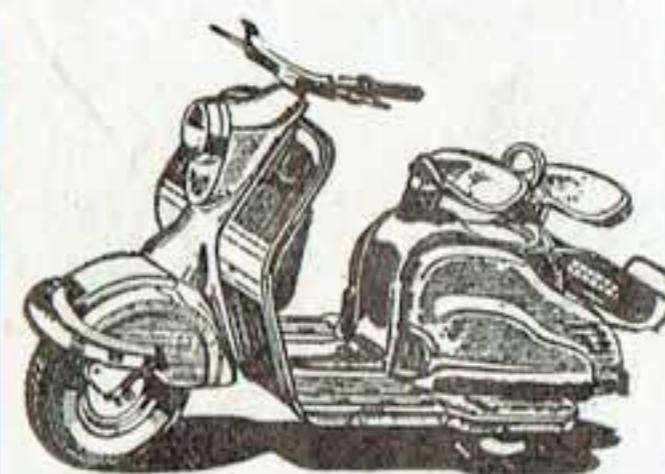
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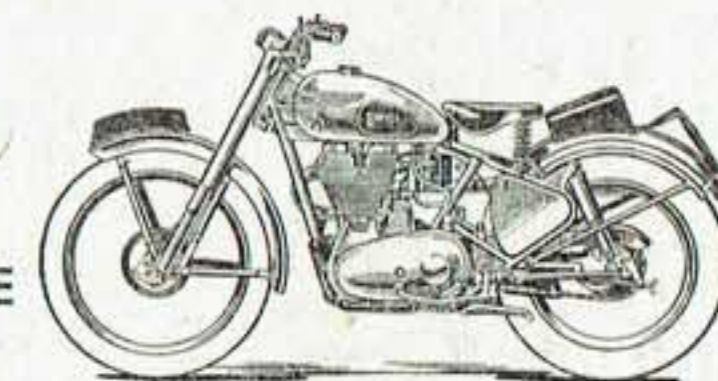
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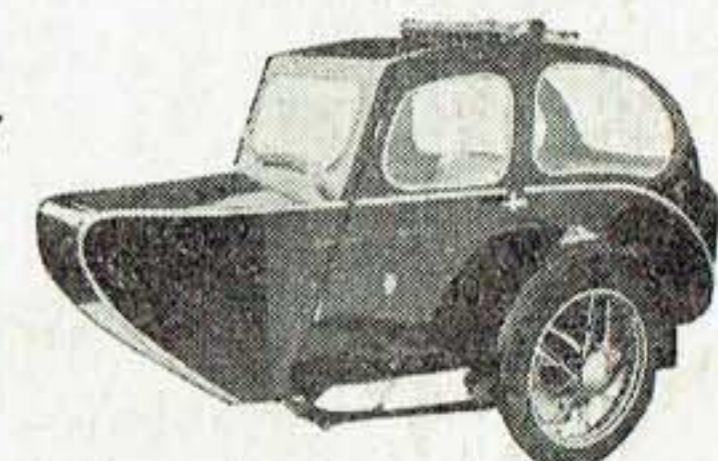
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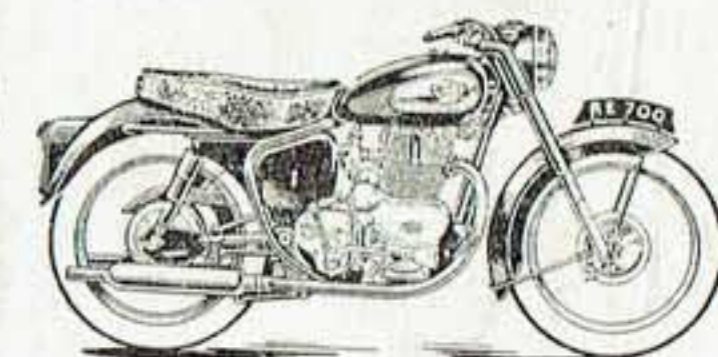


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TAX AND INSURANCE ON THE SPOT



ANY MAKE OF NEW MACHINE SUPPLIED

PERSONAL ATTENTION AT ALL TIMES

SENIOR RACE

20 Laps (27 miles)

5.0 p.m.

No.	Name	Machine	Town	Licence
67 49 109	36 J. C. M. Avery	- 499 B.S.A.	- Oxford	57/190
	37 J. G. Johnson	- 499 B.S.A.	- Oxford	169
67 49 101	38 A. J. Howe	- 499 B.S.A.	- Colchester	1121
	39 T. Sharp	- 498 Triumph	- Parkstone	779
	40 B. A. Sharp	- 498 Triumph	- Parkstone	780
67 49 106	41 P. W. Watkin	- 498 Matchless	- Westcliff	1735
	42 P. A. Lamper	- 499 B.S.A.	- Oxford	1135
	43 J. E. Clayton	- 498 A.J.S.	- Guildford	270
67 49 107	44 P. Jarman	- 499 B.S.A.	- Taunton	1530
	45 N. Jarman	- 499 B.S.A.	- Taunton	1531
	46 L. G. Hatch	- 498 A.J.S.	- Hythe	310
67 49 108	47 T. White	- 498 A.J.S.	- Morden	1423
	48 A. G. Cotman	- 499 B.S.A.	- Shoreham	1702
49 67 51	49 R. D. King	- 499 B.S.A.	- Cheltenham	866
	50 A. Harris	- 498 Triumph	- Parkstone	1097
49 67 52	51 D. E. Rickman	- 499 B.S.A.	- New Milton	1438
	52 S. H. Leicester	- 498 Triumph	- London	474
	53 D. C. Palmer	- 499 B.S.A.	- Teddington	2987
49 67 102	66 G. W. Evans	- 498 Matchless	- Tilbury	1342
	67 P. N. Taft	- 499 B.S.A.	- Birmingham	522
	68 P. A. Nex	- 499 B.S.A.	- Fareham	586
49 67 103	69 A. J. Lampkin	- 499 B.S.A.	- Keighley	518
	70 B. W. Martin	- 499 B.S.A.	- Birmingham	214
	71 G. J. Draper	- 499 B.S.A.	- Cheltenham	596
67 49 104	72 A. W. Lee	- 499 B.S.A.	- Girton	2713
	73 R. J. Langston	- 497 Ariel	- Campden	15
67 49 105	74 G. H. Ward	- 498 A.J.S.	- Slough	63
	75 D. G. Curtis	- 498 Matchless	- Bicester	296
	76 C. M. Bennett	- 497 Ariel	- Birmingham	1692
67 49 106	77 R. G. Hargreaves	- 498 Pegasus	- London	1708
	78 K. Snell	- 498 Matchless	- Bordon	1870
	79 K. Hall	- 499 B.S.A.	- Petersfield	2258
67 49 107	80 J. Hall	- 499 B.S.A.	- Petersfield	2908
	81 J. L. Ewens	- 498 Triumph	- Croydon	2864
	82 D. W. Polley	- 499 B.S.A.	- Brighton	2842
67 102 49	83 I. J. England	- 499 B.S.A.	- Lymington	1143
	84 R. Holbrook	- 498 A.J.S.	- London	2868
67 102 49	85 R. Kyffin	- 498 Triumph	- Stockport	2252
	86 R. P. Davis	- 499 B.S.A.	- Crawley	2839
	87 H. E. Cheshire	- 499 B.S.A.	- London	2522
67 102 49	88 J. R. Taylor	- 499 B.S.A.	- London	1464
	89 A. J. Hogg	- 498 A.J.S.	- Meopham	2332
	90 W. Lord	- 498 A.J.S.	- Radcliffe	2413
67 102 49	91 G. King	- 498 Matchless	- Aylesbury	2865
	92 I. S. Horsell	- 498 A.J.S.	- Sutton	210
	93 E. J. Wilson	- 499 B.S.A.	- Portsmouth	2074
67 102 49	94 D. Marsh	- 498 A.J.S.	- Winchester	889
	95 N. Allen	- 498 A.J.S.	- Fleet	2794
102 67 49	96 G. W. Beamish	- 498 Triumph	- Portslade	700
	97 T. I. L. Allard	- 498 Matchless	- Bolney	992
	98 P. C. Warr	- 499 B.S.A.	- Lancing	2931
102 67 49	99 B. Parsons	- 499 B.S.A.	- Crookham	1666
	100 G. P. Daryn	- 498 Triumph	- London	557
	101 L. R. Archer	- 490 Norton	- Aldershot	49
	102 J. V. Smith	- 499 B.S.A.	- Birmingham	3
	103 K. Heanes	- 498 Triumph	- Fleet	1085
	104 J. R. Giles	- 498 Triumph	- Tunbridge Wells	6
	105 J. F. Sheehan	- 497 Ariel	- Egham	555
	106 A. W. Knight	- 499 B.S.A.	- Teddington	2997
	107 A. C. Fox	- 499 B.S.A.	- Welling	629
	108 W. Inglis	- 498 Triumph	- Laindon	556
	109 D. D. A. Miller	- 498 Matchless	- Frome	1770
	110 N. C. Hales	- 498 A.J.S.	- Tilbury	2821
	111 F. Underwood	- 499 B.S.A.	- Faringdon	2205
	112 P. Smith	- 498 A.J.S.	- Sidecup	1765
	113 D. W. Wigley	- 499 B.S.A.	- Alton	1461

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TEAM ENTRIES

LIGHTWEIGHT RACE

Dot—47 T. White; 49 R. D. King; 51 D. E. Rickman
Greeves "A"—29 B. G. Stonebridge; 36 J. C. M. Avery; 42 P. A. Lamper
Greeves "B"—9 D. Bickers; 28 E. G. Stroud; 53 D. H. Howlett
Francis-Barnett—39 T. Sharp; 40 B. A. Sharp; 43 J. E. Clayton
Bar None M.C.C.—12 D. V. Harman; 30 A. J. Betty; 48 A. G. Cotman
Cambridge Matchless—1 P. G. Taft; 2 P. C. Hammond; 29 B. G. Stonebridge
Invicta—6 A. A. Wicken; 11 A. C. Winter; 26 M. C. Philpott
Oxford Ixion—28 E. G. Stroud; 36 J. C. M. Avery; 42 P. A. Lamper
Sunbeam "A"—37 J. G. Johnson; 38 A. J. Howe; 49 R. D. King
Sunbeam "B"—20 D. F. Kelly; 23 M. Jackson; 55 E. Adcock
Sunbeam "C"—43 J. E. Clayton; 44 P. Jarman; 45 N. Jarman
X.H.G. Tigers—39 T. Sharp; 40 B. A. Sharp; 51 D. E. Rickman

JUNIOR RACE

B.S.A.—69 A. J. Lampkin; 70 B. W. Martin; 71 G. J. Draper
Birmingham '30'—67 P. N. Taft; 70 B. W. Martin; 71 G. J. Draper
Cambridge Matchless—1 P. G. Taft; 29 B. G. Stonebridge; 72 A. W. Lee
Sunbeam "A"—20 D. F. Kelly; 23 M. Jackson; 77 J. G. Johnson
Sunbeam "B"—36 J. C. M. Avery; 38 A. J. Howe; 43 J. E. Clayton
Sunbeam "C"—39 T. Sharp; 40 B. A. Sharp; 42 P. A. Lamper
Sunbeam "D"—68 P. A. Nex; 73 R. J. Langston; 75 D. G. Curtis

SENIOR RACE

A.J.S.—43 J. E. Clayton; 47 T. White; 74 G. H. Ward
Ariel—73 R. J. Langston; 76 C. M. Bennett; 105 J. F. Sheehan
B.S.A. "A"—70 B. W. Martin; 71 G. J. Draper; 102 J. V. Smith
B.S.A. "B"—67 P. N. Taft; 69 A. J. Lampkin; 72 A. W. Lee
Triumph—40 B. A. Sharp; 103 K. Heanes; 104 J. R. Giles
Birmingham '30'—67 P. N. Taft; 70 B. W. Martin; 71 G. J. Draper
Cambridge Matchless—43 J. E. Clayton; 72 A. W. Lee; 102 J. V. Smith
Portsmouth "A"—53 D. C. Palmer; 79 K. Hall; 93 E. J. Wilson
Portsmouth "B"—95 N. Allen; 99 B. Parsons; 106 A. W. Knight
Sidcup—100 G. P. Daryn; 107 A. C. Fox; 108 W. Inglis
Streatham—47 T. White; 88 J. R. Taylor; 92 I. S. Horsell
Sunbeam "A"—36 J. C. M. Avery; 37 J. G. Johnson; 42 P. A. Lamper
Sunbeam "B"—39 T. Sharp; 103 K. Heanes; 104 J. R. Giles
Sunbeam "C"—44 P. Jarman; 45 N. Jarman; 49 R. D. King
Sunbeam "D"—68 P. A. Nex; 73 R. J. Langston; 75 D. G. Curtis
Sunbeam "E"—38 A. J. Howe; 41 P. W. Watkin; 96 G. W. Beamish
X.H.G. Tigers—40 B. A. Sharp; 51 D. E. Rickman; 83 I. J. England

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...for races,

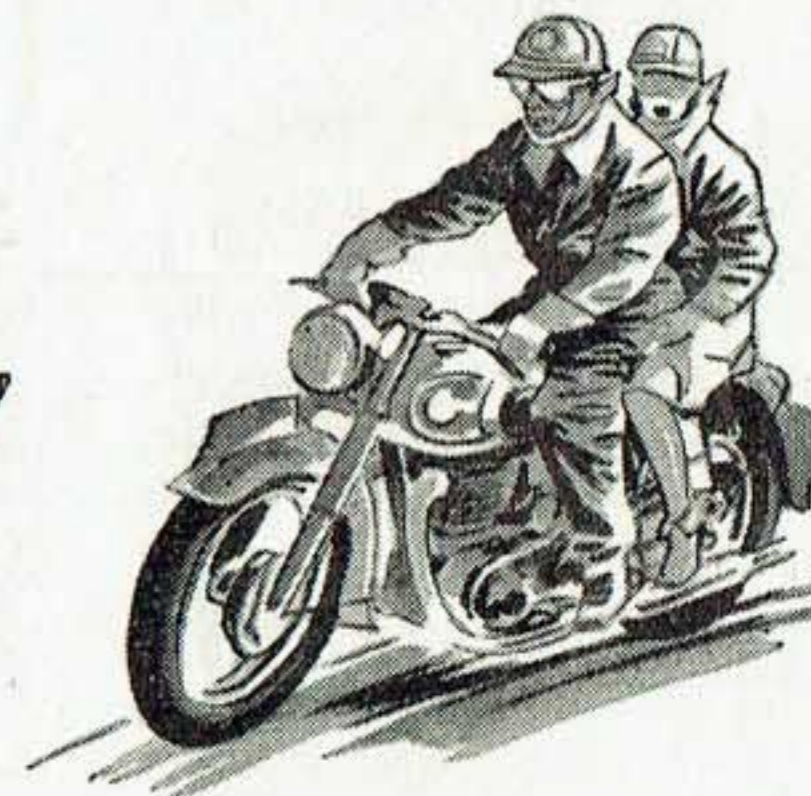


trials...



...scrambles

*or everyday
riding...*



the choice is

DUNLOP

WHAT'S ON TOMORROW

To those spectators who have enjoyed today's Sunbeam "Point-to-Point," and to those unable to be present because the event is held on a Saturday, the organisers would like to mention the following:

SHEPPERD TROPHY SCRAMBLE (open to centre), 1.0 p.m., Downfield Sand Pits, Waltham St. Lawrence, Maidenhead.

BISHOPS WALTHAM GRASS TRACK (open to centre), 1.30 p.m., on a brand new circuit at Corhampton (on the A32).

PORTSMOUTH M.C.R.C. SCRAMBLE (closed to club), 2.0 p.m., Old Idsworth Farm, Horndean, near Portsmouth.

All three events take place tomorrow, Sunday (September 22nd).

SUNBEAM M.C.C.

The Sunbeam Motor Cycle Club was founded 33 years ago, and today's "Point-to-Point" is its 219th sporting event. The Club is affiliated to the South-Eastern Centre of the Auto-Cycle Union, it has a membership of 750, it is a founder member of the Star Group, it runs an R.A.C.-A.C.U. Tuition Class, and various special sections such as Trials, Scrambles, Racing, Observers, Pioneer, Social, Small-Bore Rifle Shooting, etc. During the past seven years it has fielded the winning teams in 250 trials and scrambles and rallies, and has been an active supporter of all forms of motorcycle sport. Its programme of annual events includes the Pioneer Run, Point-to-Point, Sunbeam Sprint, Sunbeam "200," Mid-Summer Touring Trial, Hampshire "100," South-Downs Trial, Novice Trial, Veteran & Vintage Rally, Moonbeam Run, Two-Stroke Trial and Southern Experts Trial.

FOR SPEED ENTHUSIASTS . . .

The Sunbeam Sprint, Western Undercliff, Ramsgate, Sunday, October 6. Regulations available from Dennis Bates, 55 Chatham Avenue, Hayes, Bromley, Kent.

FOR TOURING ENTHUSIASTS . . .

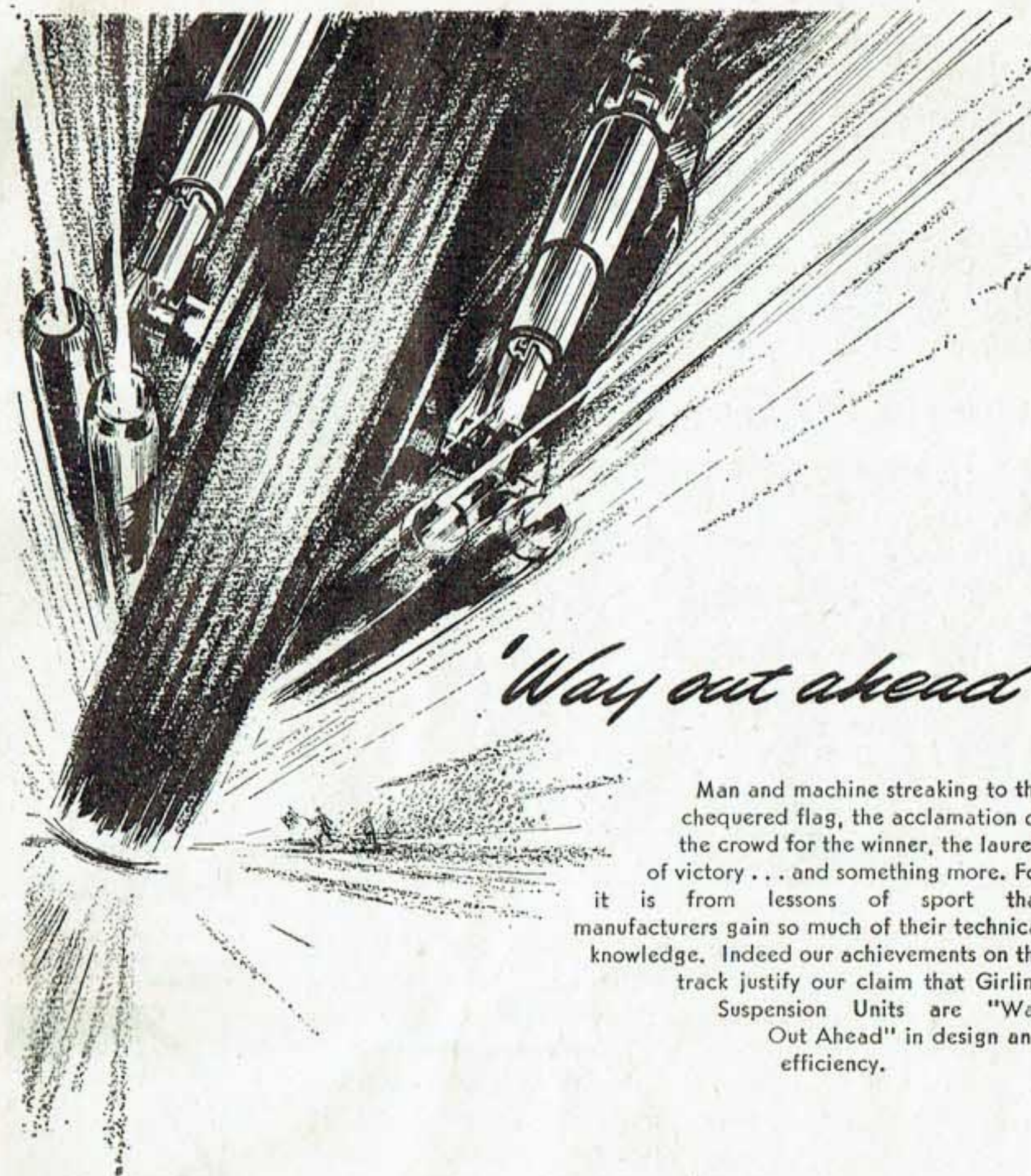
The Moonbeam Run, 6.30 to Midnight (Guildford), Saturday, October 12. Regulations available from Charles White, "Bramcote," Rushmoor Road, Tilford, Surrey.

FOR TRIALS ENTHUSIASTS . . .

The Two-Stroke Trial, Cross-in-Hand, Heathfield, Sunday, October 20. Regulations available from Ralph Taylor, "Manor Cottage," 156 High Road, Byfleet, Surrey.

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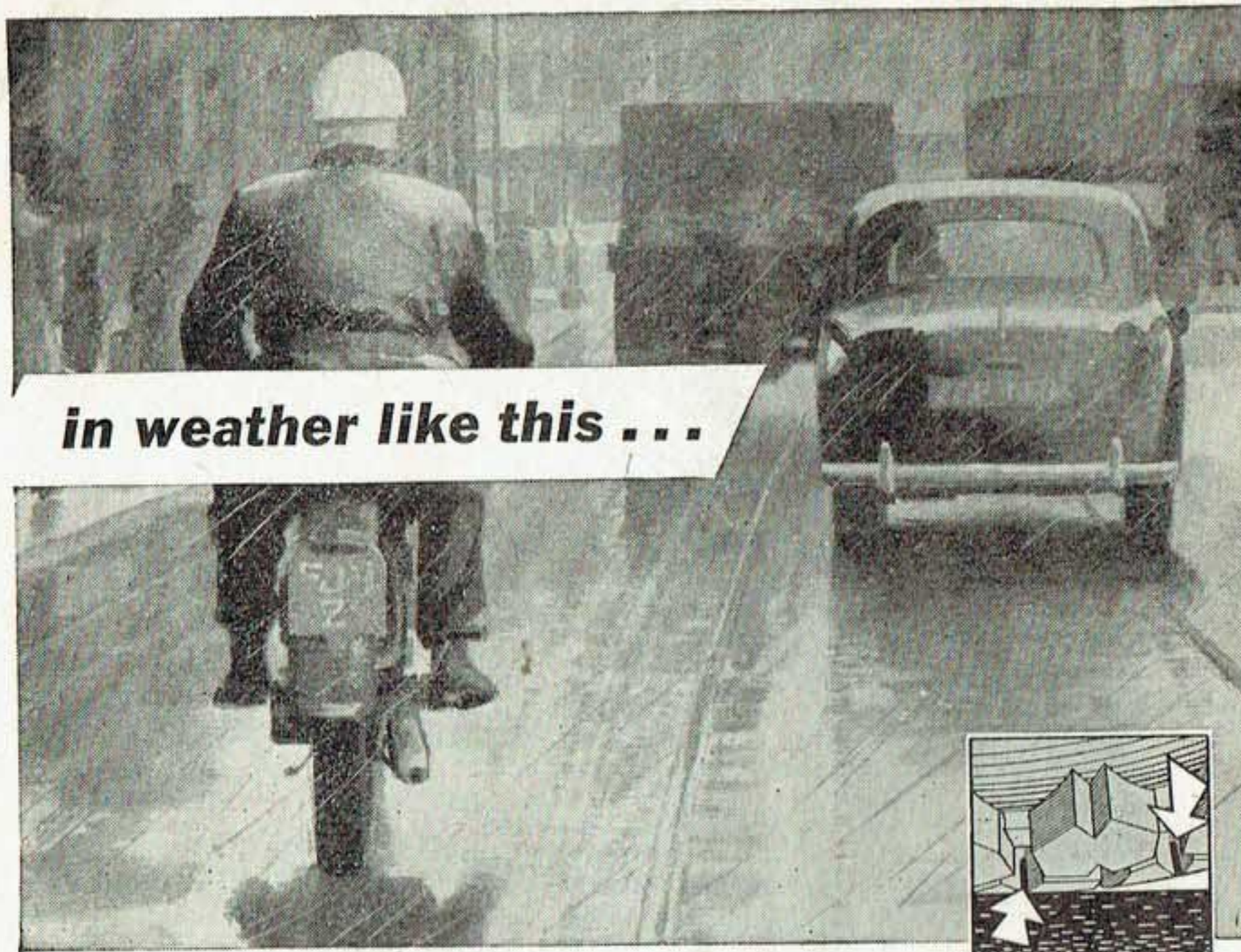
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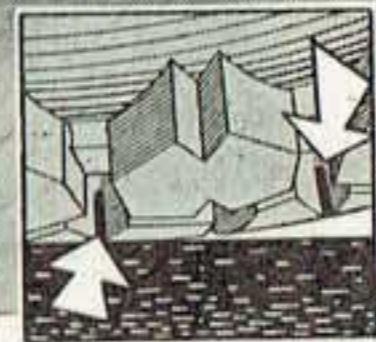
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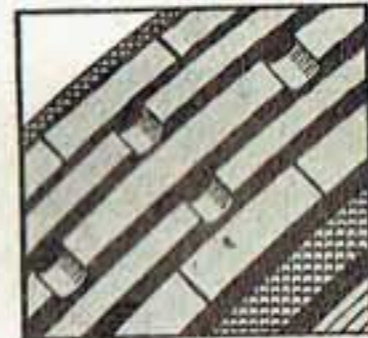


in weather like this . . .

Slippery road . . . cause for caution . . . You need to be sure of safety in weather like this. You need the road-holding team-work of Avon paired tyres. Their interrupted centre ribs (on the 'Speedmaster' front) and deep knife-cut slots (on the 'S.M' rear) drain the moisture from the contact surfaces of the treads. In all weathers, all solos are safer for AVON PAIRED TYRES. They're made and matched as a pair to give you better grip, improved control and longer tyre life than ever before possible.



Knife-cut slots in the 'S.M' rear tyre give drainage in wet weather, protect against 'break-away'.



Interruptions in the centre ribs of the 'SPEEDMASTER' front tyre give good drainage and maximum braking.

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The ribbed SPEEDMASTER on your front wheel—everything a front tyre should have for positive braking, perfect steering and long, even wear free from 'centre peak'.

The studded S.M.—SAFETY MILEAGE on your rear wheel—diagonally grooved for skid resistance and maximum braking, round contoured for full power at any cornering angle.



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