



OFFICIAL PROGRAMME 1s

SOUTHAMPTON & DISTRICT M.C.C.

Motor Cycle

500 MILE RACE

THRUXTON CIRCUIT, ANDOVER, HANTS

23 JUNE 1962



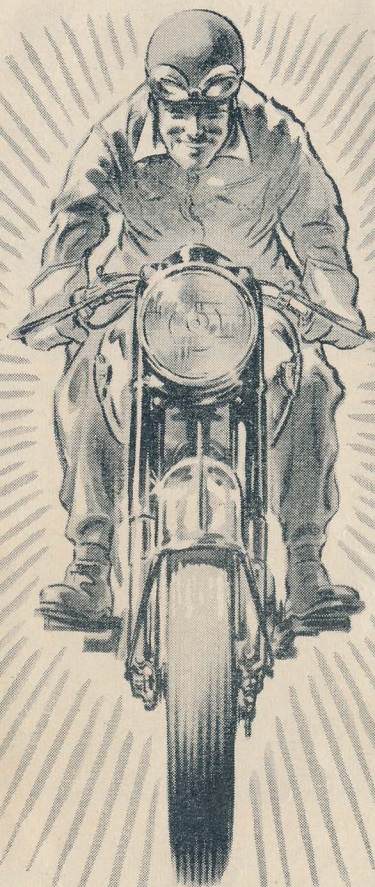
THE BRITISH INTERNATIONAL MEETING FOR
THE F.I.M. COUPE D'ENDURANCE



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and you think of*
DUNLOP



CEH/HS9/209



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CLASS**

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692 c.c.**

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AND SUPER-5 248 c.c.**



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THE ENFIELD CYCLE CO. LTD., REDDITCH, WORCS.

THE SOUTHAMPTON & DISTRICT M.C.C.



This Meeting is held under A.C.U. Permit No. 447, T.T. Certificate No. 292 and subject to The International Sporting Code of the F.I.M., the General Competition Rules of the A.C.U. and the Supplementary Regulations.

OFFICIALS OF THE MEETING

Stewards of the Meeting: T. RYAN
Appointed by the Auto-Cycle Union

P. RYALL
Appointed by the
Southern Centre A.C.U.

W. E. TOPP
Appointed by the
Southampton & District M.C.C.

Judge: S/LEADER J. E. DORAN-WEBB
(Managing Director of the
Wiltshire School of Flying)

Clerk of Course and Secretary of the Meeting:
N. E. GOSS,
60 Bursledon Road,
Bitterne, Southampton
Tel. 49356

*Deputy Clerk of Course and
Asst. Secretary of the Meeting:*
W. G. PASKINS

Chief Timekeeper & Measurer: V. C. ANSTICE
(International)

Chief Course Marshals: D. C. PRAGNELL
W. TARDIVEL

Starter: K. GAINSBURY

Chief Scrutineer: J. STANFIELD

Chief Depot Marshal: A. GOULDEN

Course Marshals:

MEMBERS OF THE SOUTHERN CENTRE CLUBS

Joint Treasurers of the Meeting: G. PARMEE
J. HEATON

Chief Programme Marshal: W. WILKINS

Press Liaison Officer: P. BROWN

Gate Marshals and Programmes:

MEMBERS OF THE ORGANISING CLUBS
AND FRIENDS

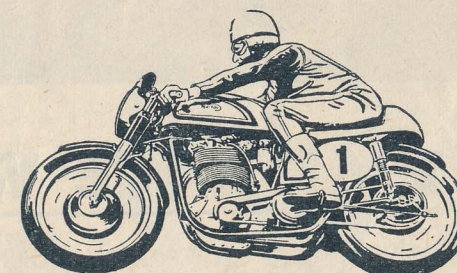
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("Motor Cycle" Photo)

1961 RACE WINNERS

ASTRIDE THE 649 c.c. TRIUMPH BONNEVILLE IS JOHN HOLDER, WHILE CO-WINNER TONY GODFREY DISPLAYS THE "MOTOR CYCLE" TROPHY. ENTRANT, ALEC BENNETT, STANDS TO THE LEFT OF "MOTOR CYCLE" EDITOR, HARRY LOUIS.

THE RACE-WINNING TRIUMPH COMPLETED THE 220 LAPS IN 7 HOURS, 26 MINUTES, 18.8 SECONDS, AT AN AVERAGE SPEED OF 67.29 M.P.H. GIVEN THE RIGHT CONDITIONS, THIS SPEED SHOULD BE BETTERED TODAY.

A Summary of the Regulations

The machines used in this Competition must be Standard Catalogue Models which must have been manufactured after 1st September, 1958, and at least 50 of each must have been made, sold and delivered to the general public.

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

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

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

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

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

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

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For over 30 years Helmets Ltd. have devoted their scientific resources to the study and development of safe protective headwear.

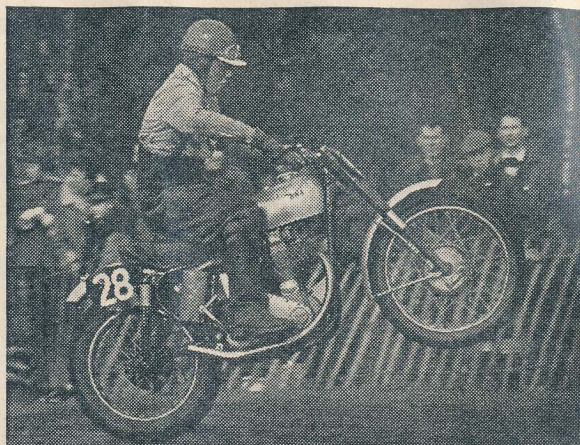
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TIME / DISTANCE / SPEED TABLES

LAP/SPEED TABLE		AVERAGE SPEEDS FOR COMPLETED LAPS AT HOURLY INTERVALS													
		12 noon		1:00 p.m.		2:00 p.m.		3:00 p.m.		4:00 p.m.		5:00 p.m.		6:00 p.m.	
M.S.	M.P.H.	Laps	m.p.h.	Laps	m.p.h.	Laps	m.p.h.	Laps	m.p.h.	Laps	m.p.h.	Laps	m.p.h.	Laps	m.p.h.
1:30	88-00	38	83-6	70	77-0	102	74-8	138	75-9	170	74-8	195	71-50	220	69-14
1:31	87-03	37	81-4	69	75-9	101	74-06	137	75-35	169	74-36	194	71-13	219	68-83
1:32	86-08	36	79-2	68	74-8	100	73-33	136	74-8	168	73-92	193	70-76	218	68-51
1:33	85-17	35	77-0	67	73-7	99	72-6	135	74-25	167	73-48	192	70-4	217	68-2
1:34	84-26	34	74-8	66	72-6	98	71-86	134	73-7	166	73-04	191	70-03	216	67-88
1:35	83-37	33	72-6	65	71-5	97	71-13	133	73-15	165	72-6	190	69-66	215	67-57
1:36	82-50	32	70-4	64	70-4	96	70-4	132	72-6	164	72-16	189	69-30	214	67-25
1:37	81-66	31	68-2	63	69-3	95	69-66	131	72-05	163	71-72	188	68-93	213	66-94
1:38	80-82	30	66-0	62	68-2	94	68-93	130	71-5	162	71-28	187	68-56	212	66-63
1:39	80-00	29	63-8	61	67-1	93	68-2	129	70-95	161	70-84	186	68-2	211	66-31
										160	70-4				
1:40	79-20	28	61-6	60	66-0	92	67-46	128	70-4	159	69-96	185	67-72	210	66-0
1:41	78-42	27	59-4	59	64-9	91	66-73	127	69-85	158	69-52	184	67-46	209	65-68
1:42	77-64	26	57-2	58	63-8	90	66-0	126	69-3	157	69-08	183	67-10	208	65-37
1:43	76-89	25	55-0	57	62-7	89	65-26	125	68-75	156	68-64	182	66-73	207	65-05
1:44	76-15	24	52-8	56	61-6	88	64-53	124	68-2	155	68-2	181	66-36	206	64-74
1:45	75-43	23	50-6	55	60-5	87	63-8	123	67-65	154	67-76	180	66-0	205	64-43
1:46	74-72	22	48-4	54	59-4	86	63-06	122	67-1	153	67-32	179	65-63	204	64-11
1:47	74-02	21	46-2	53	58-3	85	62-33	121	66-55	152	66-88	178	65-26	203	63-8
1:48	73-33	20	44-0	52	57-2	84	61-6	120	66-0	151	66-44	177	64-89	202	63-48
1:49	72-66			51	56-1	83	60-86	119	65-45	150	66-0	176	64-53	201	63-17
1:50	72-00			50	55-0	82	60-13	118	64-9	149	65-56	175	64-16	200	62-85
1:51	71-35			49	53-9	81	59-4	117	64-35	148	65-12	174	63-8	199	62-54
1:52	70-71			48	52-8	80	58-66	116	63-8	147	64-68	173	63-42	198	62-23
1:53	70-09			47	51-7	79	57-93	115	63-25	146	64-24	172	63-06	197	61-91
1:54	69-47			46	50-6	78	57-2	114	62-7	145	63-8	171	62-70	196	61-6
1:55	68-87			45	49-5	77	56-46	113	62-15	144	63-36	170	62-33	195	60-28
1:56	68-28			44	48-4	76	55-73	112	61-6	143	62-92	169	61-97	194	60-97
1:57	67-69					75	55-0	111	61-05	142	62-48	168	61-6	193	60-65
1:58	67-12					74	54-26	110	60-5	141	62-04	167	61-24	192	60-34
1:59	66-55					73	53-53	109	59-95	140	61-6	166	60-86	191	60-03
2:00	66-00					72	52-8	108	59-4	139	61-16	165	60-49	190	59-71
2:01	65-45							107	58-85	138	60-72	164	60-13	189	59-4
2:02	64-92							106	58-3	137	60-28	163	59-76	188	59-08
2:03	64-39							105	57-75	136	59-84	162	59-4	187	58-77
2:04	63-87							104	57-2	135	59-4	161	59-03	186	58-45
2:05	63-36							103	56-65	134	58-96	160	58-66	185	58-14
2:06	62-86							102	56-1	133	58-52	159	58-30	184	57-83
2:07	62-36							101	55-55	132	58-08	158	57-93	183	57-51
2:08	61-87							100	55-0	131	57-64	157	57-56	182	57-2
2:09	61-40									130	57-2	156	57-2	181	56-88
2:10	60-92									129	56-76	155	56-82	180	56-57
2:11	60-45									128	56-32	154	56-46	179	56-25
2:12	60-00									127	55-88	153	56-09	178	55-94
2:13	59-55									126	55-44	152	55-73	177	55-63
2:14	59-10									125	55-0	151	55-36	176	55-31
2:15	58-67											150	55-0	175	55-0

Flag Signals

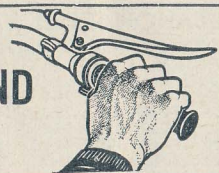
Union Jack—Start. Red—Stop, all Drivers.
Black with Driver's No.—That Driver to Stop.
Yellow—Danger, drive slowly.
Black and White Chequered—Finish.

Warning !!!

MOTOR CYCLE RACING IS DANGEROUS

You are present at this meeting entirely at your own risk and 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 the vehicles and passengers in the vehicles are absolved from all liability in respect of personal injury, whether fatal or otherwise, to you, or damage to your property howsoever caused.

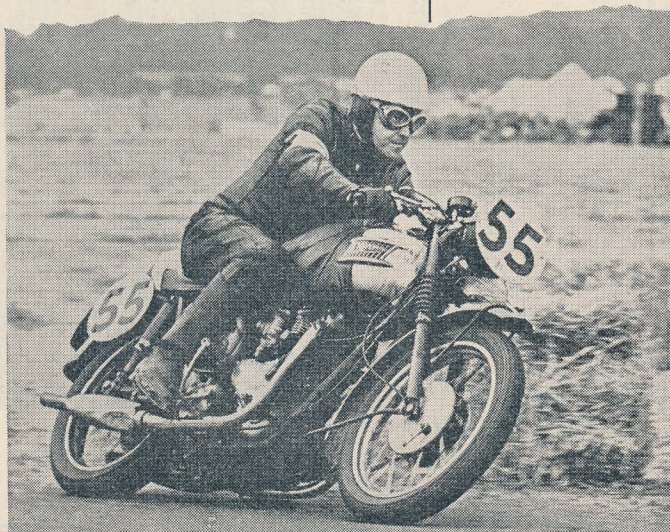
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TRIUMPH
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ENGINEERING CO. LTD.,
COVENTRY

DETAILED DESCRIPTION OF ENTRIES

Lightweight Class—Over 200 c.c. but not over 250 c.c.

WHITE NUMBERS ON GREEN PLATES

1962 Licence No.

1. **1962 Royal Enfield 248 c.c. Crusader Super 5**
Entered by Royal Enfield Owners Club E73
First Driver Patrick Molloy (25) Z6243
A Precision Fitter of Manchester
Second Driver Anthony Freel (23) Z6229
A Gas Fitter of Manchester
2. **1961 Ariel 248 c.c. Sports Arrow**
Entered by George Salt Motorcycles E2199
First Driver Peter Inchley (22) Z5011
A Development Engineer of Birmingham
Second Driver Robin Good (26) Z2848
An Electrical Engineer of Shrewsbury
3. **1962 Honda 247 c.c. CB72**
Entered by Len Meredith E202
First Driver John Hatcher (28) Z4277
A Motorcycle Manager of Bristol
Second Driver Rufus Broomfield (30) Z3971
An Aircraft Fitter of Bristol
4. **1962 B.S.A. 249 c.c. SS80**
Entered by John Hall & Son (Blackpool) Ltd. E2230
First Driver Derek Lee (25) Z5090
An Engineer of Blackpool
Second Driver Derek Woodman (25) Z2874
A Toolmaker of Blackpool
5. **1962 Ariel 248 c.c. Sports Arrow**
Entered by Eric Oliver Ltd. E2262
First Driver Margo Pearson (over 21) Z5427
An Industrial Photographer of Birmingham
Second Driver Patricia Wise (34) Z2756
An Electronic Wirewoman of Addlestone
6. **1962 Ariel 248 c.c. Sports Arrow**
Entered by M. C. Philpott
First Driver Michael Philpott (27) Z6821
A Motorcycle Salesman of Ramsgate
Second Driver Michael Ewer (20) Z6820
A Sheet Metal Worker of Ramsgate
7. **1961 Ariel 248 c.c. Arrow**
Entered by Raynes Park Motorcycles E2184
First Driver Fred Launchbury (30) Z2620
A Motor Cycle Dealer of Wimbledon
Second Driver Roy Bacon (30) Z2621
A Design Engineer of London, S.W.20
8. **1962 Greeves 249 c.c. 25DCX**
Entered by Commerfords Ltd. E724
First Driver Reginald Everett (21) E3973
A Design Draughtsman of Basildon
Second Driver Martin Hayward (22) Z2519
A Planning Engineer of Walton-on-Thames
9. **1960 Ariel 248 c.c. Arrow**
Entered by M. J. Burton
First Driver Michael Burton (24) Z2572
An Analytical Chemist of Chatham
Second Driver Alan Shuttlewood (19) Z6807
A Laboratory Assistant of Gravesend

10. 1961 Ariel 248 c.c. Sports Arrow		
Entered by	R. Edmond	
First Driver	Ronald Edmund (44)	Z6814
	A Civil Servant of Hayes	
Second Driver	John Wright (44)	Z6753
	A Toolmaker of Hayes	
11. 1962 Honda 247 c.c. Honda CB72		
Entered by	Mobiles Ltd.	E2225
First Driver	Colin Peck (30)	Z2977
	A Foreman Mechanic of Kew	
Second Driver	John Somers (29)	Z2298
	A Mechanic of Kew	
12. 1961 Honda 247 c.c. CB72		
Entered by	Wilkins Motors	E2171
First Driver	Peter Bugden (35)	Z2421
	A Works Manager of Lyndhurst	
Second Driver	Barry Lawton (18)	Z6827
	A Senior Salesman of Southampton	
14. 1962 Ariel 248 c.c. Sports Arrow		
Entered by	C. Moram	
First Driver	Colin Moram (31)	Z5021
	A Company Director of Slough	
Second Driver	Jim Sheehan (33)	Z6825
	A Company Director of Finchampstead	
15. 1962 Honda 247 c.c. CB72		
Entered by	P. A. W. Bennett	
First Driver	Peter Bennett (34)	Z4033
	An Insurance Brokers' Clerk of Finchley	
Second Driver	Donald Ellis (28)	Z2567
	A Buyer of Rickmansworth	
16. 1961 Ariel 248 c.c. Sports Arrow		
Entered by	A. R. Taylor Garages Ltd.	E2267
First Driver	Cecil Sandford (34)	Z5073
	A Motor Salesman of Shipston-on-Stour	
Second Driver	Sammy Miller (27)	Z708
	A Mechanic of Belfast	
17. 1961 Honda 247 c.c. CB72		
Entered by	Hondis Ltd.	E2141
First Driver	Derek Minter (30)	Z2532
	A Racing Motor Cyclist of Whitstable	
Second Driver	John Dunn (30)	Z3980
	A Manager of Potters Bar	
18. 1961 Royal Enfield 248 c.c. Super 5		
Entered by	G. Monty and Dudley-Ward	E2161
First Driver	David Degens (23)	Z2864
	A National Serviceman of Whitton	
Second Driver	Geoff Monty (44)	Z5447
	A Motor Cycle Dealer of Twickenham	
19. 1961 Honda 247 c.c. CB72		
Entered by	G. E. Leigh (Motorcycles) Ltd.	E2715
First Driver	George Leigh (44)	Z2752
	A Motor Cycle Dealer of Southport	
Second Driver	Fred Stevens (25)	Z2753
	A Motor Cycle Dealer of Formby	

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NORTH WEST "200"

500 c.c.	1st	A. Shepherd	Matchless
	2nd	R. Spence	Norton
	3rd	W. McCosh	Matchless

350 c.c.	1st	A. Shepherd	A.J.S.
	2nd	P. Middleton	Norton
	3rd	J. Wilson	Norton

SCOTTISH SIX DAY TRIAL

1st	S. Miller	Ariel
-----	-----------	-------

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500 c.c.	1st	R. McIntyre	Matchless
	2nd	A. Shepherd	Matchless
	3rd	D. W. Minter	Norton

350 c.c.	1st	A. Shepherd	A.J.S.
	2nd	P. W. Read	Norton
	3rd	A. King	A.J.S.

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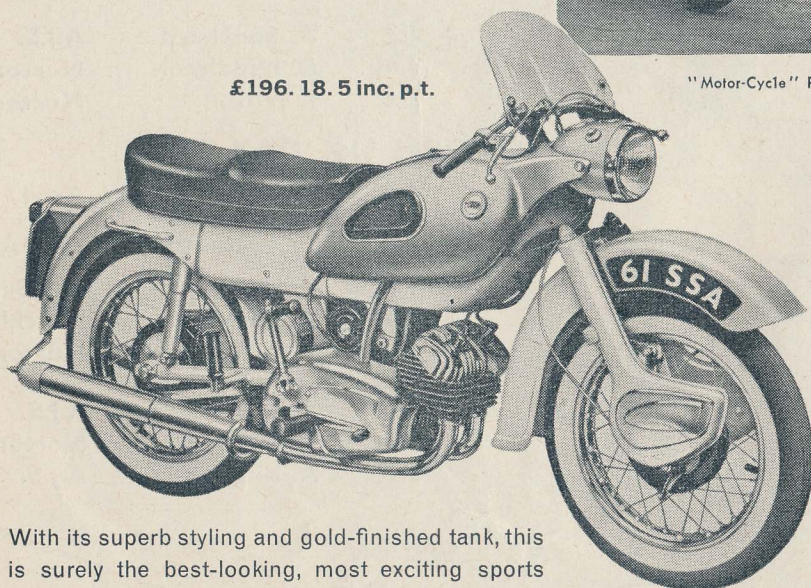
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Lightweight Class—Over 200 c.c. but not over 250 c.c.—(Continued)

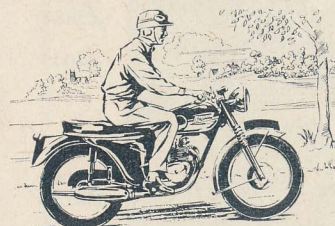
1962 Licence No.

20. 1962 B.S.A. 249 c.c. SS80		
Entered by	P. Chapman	E2182
First Driver	Chris Vincent (27)	Z2640
	An Engineer of Birmingham	
Second Driver	Dan Shorey	Z2415
	A Motor Cycle Mechanic of Banbury	
21. 1962 Matchless 248 c.c. G2 CSR		
Entered by	Arter Bros. Ltd.	E2117
First Driver	To be nominated	
Second Driver	John Gavites (26)	Z6192
	A Car Salesman of New Zealand	
22. 1959 B.S.A. 249 c.c. C15		
Entered by	Patricroft Motorcycles	E2187
First Driver	Lawrence Evans (36)	Z2918
	An Engineer of Eccles	
Second Driver	Charles Ward (30)	Z5210
	An Electrical Engineer of Hale	
23. 1961 Ducati 249 c.c. Daytona		
Entered by	L. J. French	E2185
First Driver	Don Chapman (36)	Z2694
	A Motor Cycle Dealer of Slough	
Second Driver	Ronald May (39)	Z2602
	A Sheet Metal Worker of Balham	
24. 1962 Zundapp 245 c.c. 245		
Entered by	Fred Butler	E2239
First Driver	Donald Guy (20)	
	A Clerical Assistant of Bushey	
Second Driver	James Ridley (22)	
	A Silk Screen Printer of Ruislip	

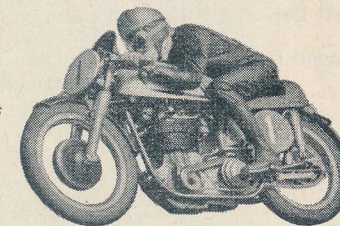
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SOUTHAMPTON

Senior Class—Over 350 c.c. but not over 500 c.c.

BLACK NUMBERS ON WHITE PLATES

1962 Licence No.

25. 1960 Velocette 499 c.c. Venom

Entered by	A. R. Taylor Garages Ltd.	E2267
First Driver	Peter James (33)	Z5047
	A Representative of Worcester Park	
Second Driver	John Peters (26)	
	A Tyre Tester of Birmingham	

26. 1962 Velocette 499 c.c. Venom

Entered by	Geoff Dodkin	E2219
First Driver	Ellis Boyce (34)	Z2690
	A Maintenance Engineer of Shrewsbury	
Second Driver	Tom Phillips (21)	Z2605
	A Plant Operator of Newbury	

27. 1960 B.S.A. 499 c.c. Gold Star

Entered by	J. A. Oliver	
First Driver	James Oliver (31)	Z2970
	A Planking Engineer of Coventry	
Second Driver	Michael Hancock (26)	Z5033
	An Engineer of Leamington Spa	

28. 1962 Velocette 499 c.c. Clubman Venom

Entered by	L. Stevens Ltd.	E2204
First Driver	Christopher Williams (25)	Z2920
	A Motor Mechanic of Digswell	
Second Driver	John Wilkinson (24)	Z5489
	A Representative of London, W.1	

29. 1962 Velocette 499 c.c. Venom

Entered by	Mead and Tomkinson Ltd.	E2236
First Driver	Howard German (30)	Z2887
	A Racing Motorcyclist of London, N.W.9	
Second Driver	Graham Downes (27)	Z4005
	A Works Study Engineer of Leicester	

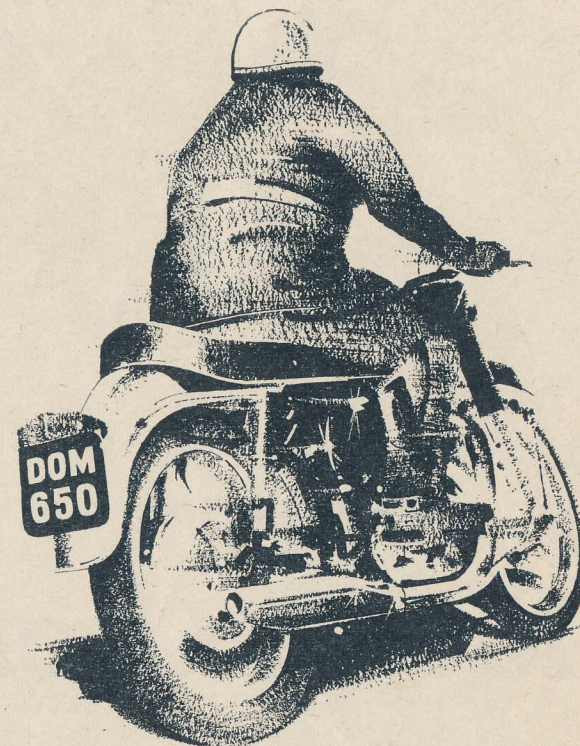
30. 1960 B.S.A. 499 c.c. Gold Star

Entered by	Denis Parkinson	E2149
First Driver	William Rae (26)	Z2728
	A Mechanic of Wakefield	
Second Driver	Carl Ward (23)	Z2554
	A Mechanic of Rothwell	

31. 1962 Norton 497 c.c. 88SS

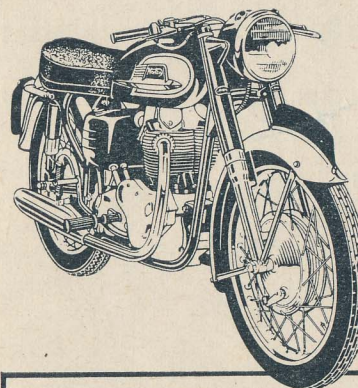
Entered by	Denis Parkinson	E2149
First Driver	Dennis Greenfield (32)	Z2413
	A Motor Cycle Tester Fitter of Birmingham	
Second Driver	Frederick Swift	Z5088
	A Motor Cycle Mechanic of Birmingham	

*Well
in
the
lead*



DOMINATOR 650

The product of fifty years experience in designing fast and safe machines, incorporating the know-how gained from winning races all over the world, the latest addition to the Norton range, the Dominator 650 combines the powerful performance of a 650 with the superb road-holding, handling and steering for which Norton are traditionally famous.



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Senior Class—Over 350 c.c. but not over 500 c.c.—(Continued)

1962 Licence No.

32. 1961 Triumph 490 c.c. T100SS

Entered by	Antar Motor Cycles Ltd.	E2244
First Driver	John Tanswell (22) A Clerk of Farnham	Z2903
Second Driver	William Scott (26) A Company Director of Shere	Z2726

33. 1960 Velocette 499 c.c. Venom

Entered by	E. T. Pink (Harrow) Ltd.	E2190
First Driver	Tom Thorp (31) A Pattern Maker of Ruislip	Z2452
Second Driver	John Simmonds	Z2537

34. 1961 Norton 497 c.c. 88SS

Entered by	Norman Pugh	E2146
First Driver	Peter Bettison (30) A Company Director of Manchester	Z2544
Second Driver	Donald Watson (22) A Sales Manager of Manchester	Z6790

35. 1960 Triumph 490 c.c. T100A

Entered by	Hughes Motor Cycles	E142
First Driver	Peter Carrana (24) A Toolmaker of London, S.W.11	Z6805
Second Driver	Dennis Dicker (30) A Lorry Driver of Croydon	Z2414

36. 1960 B.S.A. 499 c.c. Gold Star

Entered by	E. H. Phelps	
First Driver	Ernest Phelps (28) A Scaffolder of London, E.9	Z6818
Second Driver	Eric Denyer (36) A Scaffolder of Crouch End	Z2830

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ENTRANCES

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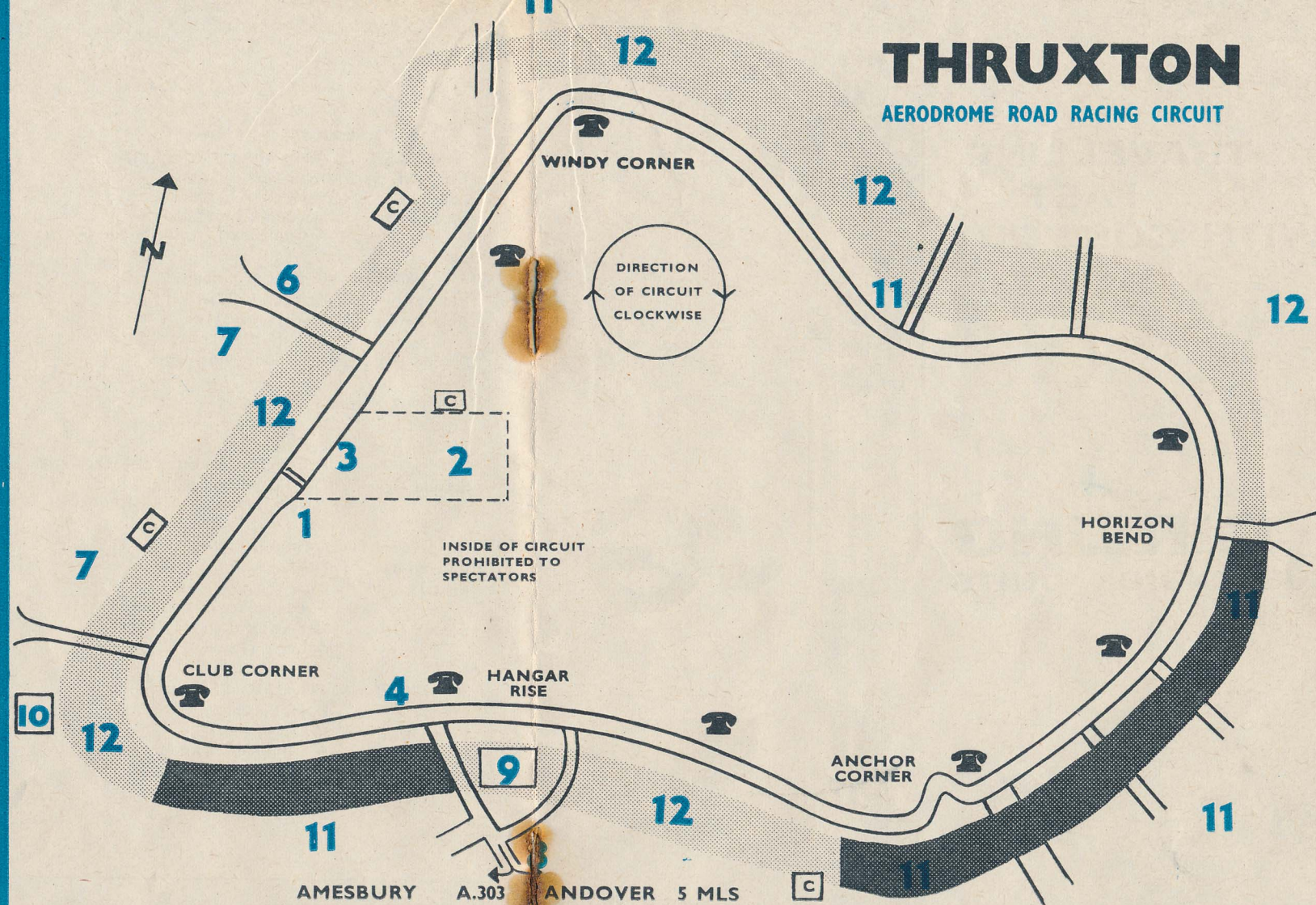
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SPECTATOR
ENCLOSURES

12

CATERING AND
TOILET FACILITIES

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THE MOTOR CYCLE

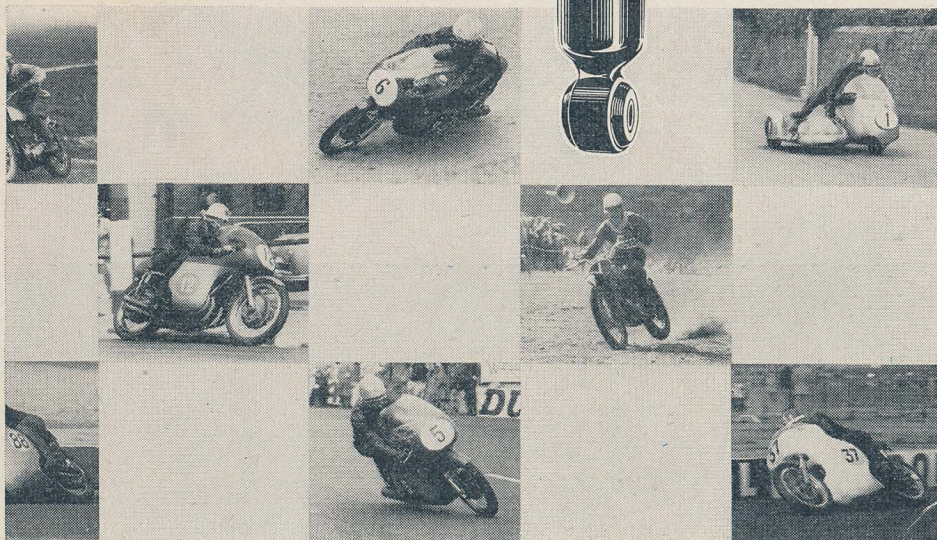
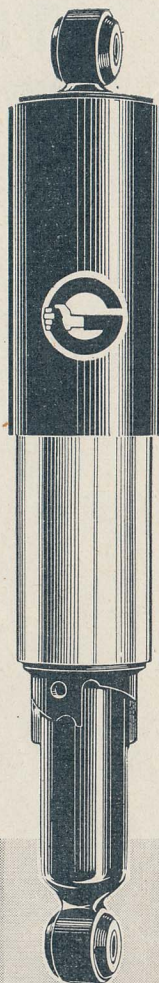
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THURSDAY 1/-

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Multi-Cylinder Class—Over 500 c.c. but not over 1000 c.c.

BLACK NUMBERS ON YELLOW PLATES

1962 Licence No

- | | | |
|--|---|--------|
| 37. 1962 Triumph 649 c.c. Bonneville | | |
| Entered by | Pullins Motor Cycles Ltd. | E2158 |
| First Driver | Jim Russell (19)
A Motor Cycle Salesman of Catford | Z5025 |
| Second Driver | Jim Baughn (33)
A Sales Representative of Wood Green | Z52888 |
|
 | | |
| 38. 1961 A.J.S. 646 c.c. 31CSR | | |
| Entered by | Eric Williams Ltd. | E2264 |
| First Driver | Robert Doughty (23)
An Insurance Agent of Worcester | Z6810 |
| Second Driver | Brian Potter (27)
A Joinery Shop Foreman of Worcester | Z6809 |
|
 | | |
| 39. 1962 B.S.A. 646 c.c. Rocket Gold Star | | |
| Entered by | Taylor Dow of Banbury | E11 |
| First Driver | Derek Powell (30)
A Plant Driver of Bournemouth | Z1828 |
| Second Driver | David Williams (24)
An Aircraft Development Technician of Leighton Buzzard | Z1561 |
|
 | | |
| 40. 1962 Triumph 649 c.c. Bonneville | | |
| Entered by | W. J. Hill | |
| First Driver | William Hill (31)
A Company Director of Reading | Z3970 |
| Second Driver | Eddie Davies (29)
A Garage Proprietor of Southampton | Z2844 |
|
 | | |
| 41. Triumph 649 c.c. Bonneville | | |
| Entered by | P. H. Tait | |
| First Driver | Percy Tait (31)
A Motor Cycle Tester of Meriden | Z2641 |
| Second Driver | Bill Smith (27)
A Motor Dealer of Chester | Z2669 |
|
 | | |
| 42. 1962 Norton 646 c.c. 650SS | | |
| Entered by | Bert Morris | E356 |
| First Driver | Graham Hunter (27)
A Motor Cycle Mechanic of Southampton | Z6815 |
| Second Driver | Ronald Jerrard (39)
A Lorry Driver of Southampton | Z6822 |
|
 | | |
| 43. 1962 Norton 646 c.c. 650SS | | |
| Entered by | Commerfords Ltd. | E24 |
| First Driver | Ron Langston (27)
A Farmer of Chipping Campden | Z36 |
| Second Driver | Bruce Main-Smith
A Journalist of Surbiton | Z2905 |

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Always in the lead in racing, and with paired tyres for safer solo riding, Avon now add high hysteresis cling rubber to the already outstanding features of their famous and popular pair, creating new standards for your performance and safety with

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with cling rubber safety for all three wheels of sidecar outfits.



THE TYRES THAT PUT THE CLING INTO MOTORCYCLING

Multi-Cylinder Class—Over 500 c.c. but not over 1000 c.c.—(Continued)

1962 Licence No.

44. 1962 B.S.A. 646 c.c. Rocket Gold Star

Entered by	F. Parks & Son Ltd.	E2216
First Driver	Ian Goddard (24) A Film Assistant Director of Boreham Wood	Z2515
Second Driver	Ronald Chandler (31) A Docker of London, S.E.1	Z2617

45. 1962 B.S.A. 646 c.c. Rocket Gold Star

Entered by	V. R. Preston	ACU 62-33
First Driver	Walter Young (25) A Vehicle Inspector of Nairobi, Kenya	ACU 62-4
Second Driver	Eric Cheers (34) A Foreman Motor Cycle Mechanic of Queensferry	Z6210

46. 1962 Triumph 649 c.c. Bonneville

Entered by	T. Godfrey	
First Driver	Tony Godfrey (31) A Racing Motorcyclist of Southampton	Z2516
Second Driver	John Holder (29) A Motor Cycle Salesman of Sidcup	Z2719

47. 1962 B.S.A. 646 c.c. Rocket Gold Star

Entered by	T. W. Kirby Motorcycles Ltd.	E2140
First Driver	Ernest Wooder (31) A Motor Cycle Fitter of Romford	Z2417
Second Driver	Robin Dawson (24) An Assistant Design Engineer of East Barnet	Z2569

48. 1962 Matchless 646 c.c. G12/CSR

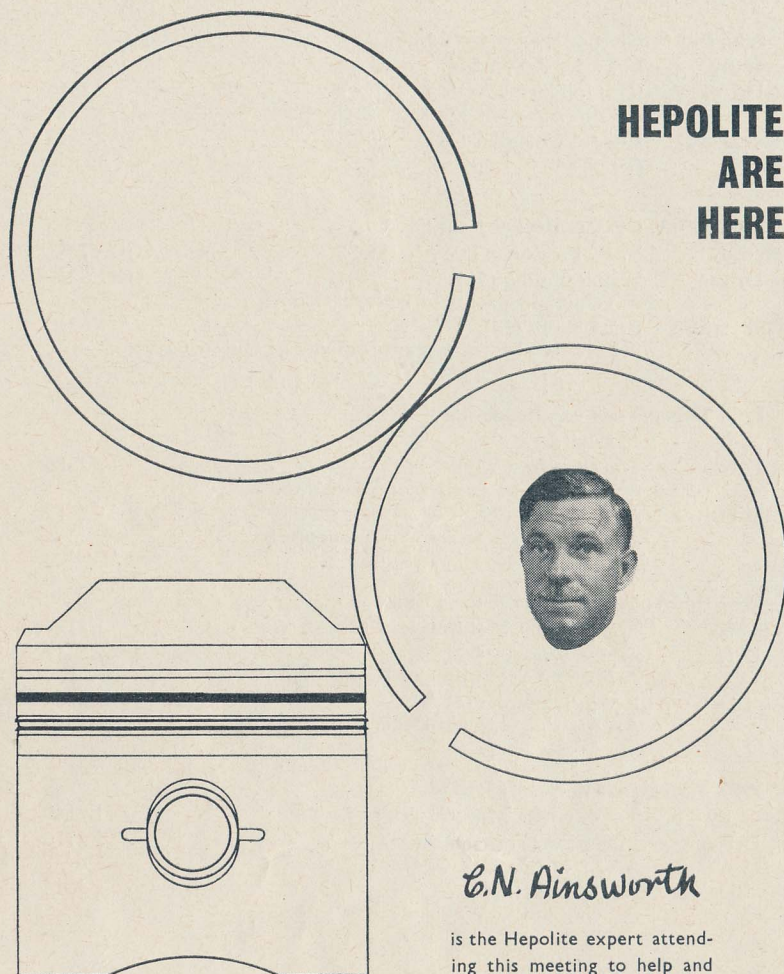
Entered by	T. W. Kirby Motorcycles Ltd.	E2140
First Driver	Frederick Rutherford (35) An Estimator of East Ham	Z2716
Second Driver	John Lewis (29) A Salesman of Windsor	Z2814

49. 1960 Triumph 649 c.c. T110

Entered by	A. Bennett	E2265
First Driver	Brian Bennett (25) A Motor Cycle Dealer of Nuneaton	Z813
Second Driver	Dennis Peacock (34) A Motor Cycle Tester of Coventry	Z6812

50. 1960 Royal Enfield 692 c.c. Constellation

Entered by	Royal Enfield Owners Club	E2266
First Driver	Raymond Knight (30) A Draughtsman of Merstham	Z2934
Second Driver	Geoffrey Brown (28) A Designer/Draughtsman of Carshalton	Z6769



E.N. Ainsworth


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Multi-Cylinder Class—Over 500 c.c. but not over 1000 c.c.—(Continued)

1962 Licence No.

51. 1962 Triumph 649 c.c. Bonneville

Entered by	Lawton and Wilson Ltd.	E2139
First Driver	Ned Miniham (30) A Works Manager of Bushey Heath	Z827
Second Driver	Chris Conn (24) An Aircraft Engineer of Lynchem	Z4274

52. 1962 Norton 646 c.c. 650SS

Entered by	Lawton and Wilson Ltd.	E2139
First Driver	Phil Read (23) An Engineer of Luton	Z3701
Second Driver	Brian Setchell (32) A Company Director of Luton	Z2771

53. 1961 Matchless 646 c.c. G12/CSR

Entered by	E. A. D. Dunnicliff	
First Driver	Edward Dunnicliff (29) An Electronic Engineer of Coventry	Z3996
Second Driver	Francis FitzHugh (37) A Toolmaker of Coventry	Z2995

54. 1961 A.J.S. 646 c.c. 31/CSR

Entered by	M. Gunyon	
First Driver	Bob Manns (42) A Motor Cycle Sales Representative of Sidcup	Z4009
Second Driver	Michael Gunyon (42) A Motor Cycle Dealer of Faversham	Z2973

55. 1962 B.S.A. 646 c.c. Rocket Gold Star

Entered by	M. J. Spalding	
First Driver	Maurice Spalding (28) A Technical Advertisement Representative	Z5071
Second Driver	David Dixon (28) A Technical Journalist	Z5072

56. 1962 B.S.A. 646 c.c. Rocket Gold Star

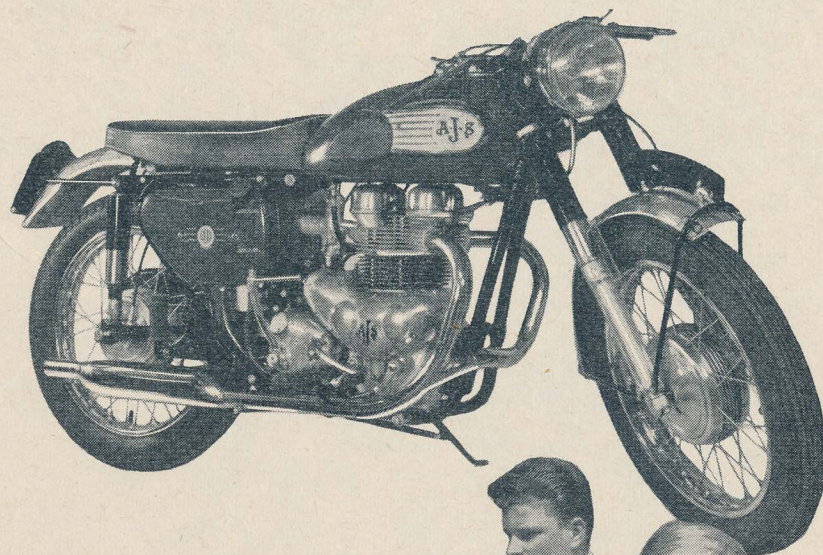
Entered by	Marsh and Fry Ltd.	E2151
First Driver	Kenneth James (37) An Electrical Inspector of Christchurch	Z2884
Second Driver	Louis Carr (39) A Mechanic of Parkstone	Z2792

57. 1962 Triumph 649 c.c. Bonneville

Entered by	A. C. Keeble	E87
First Driver	Brian Denehy (32) A Teacher of Downham Market	Z2489
Second Driver	John Stracey (34) A Civil Servant of Isleworth	Z2783

58. 1961 A.J.S. 646 c.c. 31 CSR

Entered by	Arter Bros. Ltd.	E2117
First Driver	Hugh Anderson (26) A Coal Miner of New Zealand	Z2628
Second Driver	Mike Duff A Mechanical Technician of Canada	Z1729



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Multi-Cylinder Class—Over 500 c.c. but not over 1000 c.c.—(Continued)

1962 Licence No.

59. 1962 Norton 646 c.c. 650SS

Entered by	Tommy Price Motor Cycles	E2160
First Driver	Tommy Price (50) A Motor Cycle Dealer of Wembley	Z5038
Second Driver	Leslie Kempster (30) A Foreman Engineer of Harrow	Z2650

60. 1961 Triumph 649 c.c. Bonneville

Entered by	L. J. Iles	
First Driver	Lester Iles (32) A Machine Setter of Bristol	Z2441
Second Driver	Roy Blanning (32) A Dictaphone Mechanic of Bristol	Z2662

61. 1962 Triumph 649 c.c. Bonneville

Entered by	A. C. Keeble	E87
First Driver	Alan Shepherd (26) A Furniture Craftsman of Grange-over-Sands	Z2562
Second Driver	John Simonian (27) of Kenya	Z6824

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250 c.c. LIGHTWEIGHT CLASS LEADERS AT EACH HOUR

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

350 c.c. to 500 c.c. SENIOR CLASS LEADERS AT EACH HOUR

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

500 c.c. to 1000 c.c. MULTI CYLINDER CLASS LEADERS AT

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

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

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

EACH HOUR

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

THE LEADERS AT EACH HOUR

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

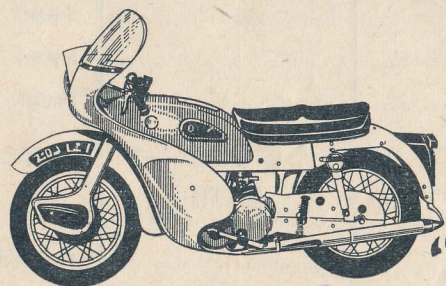
	FOURTH		FIFTH		SIXTH		Time
	No.	Laps	No.	Laps	No.	Laps	
							12 noon
							1 p.m.
							2 p.m.
							3 p.m.
							4 p.m.
							5 p.m.
							6 p.m.
							Finish

Acknowledgments

THE ORGANISERS OF THIS MEETING WISH TO EXPRESS THEIR GRATEFUL ACKNOWLEDGMENT TO "MOTOR CYCLE" FOR THEIR GENEROUS FINANCIAL ASSISTANCE AND ENCOURAGEMENT; TO THE WILTSHIRE SCHOOL OF FLYING LTD. FOR THE LOAN OF THE TRACK; TO ALL THE SOUTHERN CENTRE CLUBS WHO HAVE SO ABLY ASSISTED WITH MARSHALLING; TO THE PETROL AND OIL COMPANIES WHOSE ASSISTANCE HAS CONTRI-

BUTED GREATLY TO THE SMOOTH ORGANISATION OF THE MEETING AND TO THAT GREAT BAND OF SPORTSMEN—THE RIDERS—FOR THEIR MAGNIFICENT SHOW TO-DAY; TO ALL OUR FRIENDS OUTSIDE THE SPECTATORS' FENCE WE EXTEND OUR THANKS FOR YOUR PATRONAGE AND HOPE TO SEE YOU ALL AGAIN AT EVEN BETTER MEETINGS

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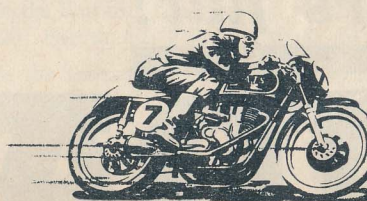
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To the Entrant of the Drivers, irrespective of capacity, finishing Second, £30; Third, £20; Fourth, 10; Fifth, £8; Sixth, £4; Seventh, £2.

To the Entrants of Drivers of the first six finishers in each class, the following awards:—

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

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

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

SPECIAL AWARD

The “Caslake” Trophy will be awarded to the Entrant of the Drivers scoring the highest number of points awarded on the following basis: At 1 p.m., 2 p.m., 3 p.m., 4 p.m. and 5 p.m.

The leading Drivers will receive 4 points, the Driver placed second 2 points, and the Driver placed third 1 point. In addition an award of £5 will be made to the Entrant of the Driver who is leading at 1 p.m., 2 p.m., 3 p.m. and 4 p.m.

All the above awards with the exception of the “Caslake” Trophy and Replica have been presented by “Motor Cycle.”

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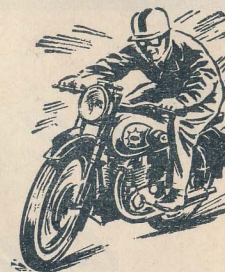


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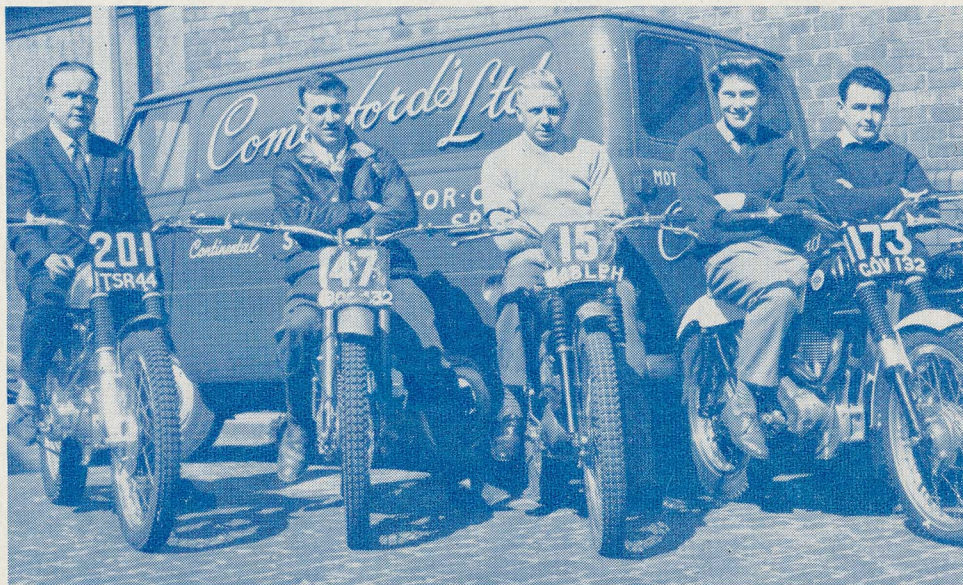
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