

THE XXIV

INTERNATIONAL 6 DAYS TRIAL

1949

OFFICIAL PROGRAMME



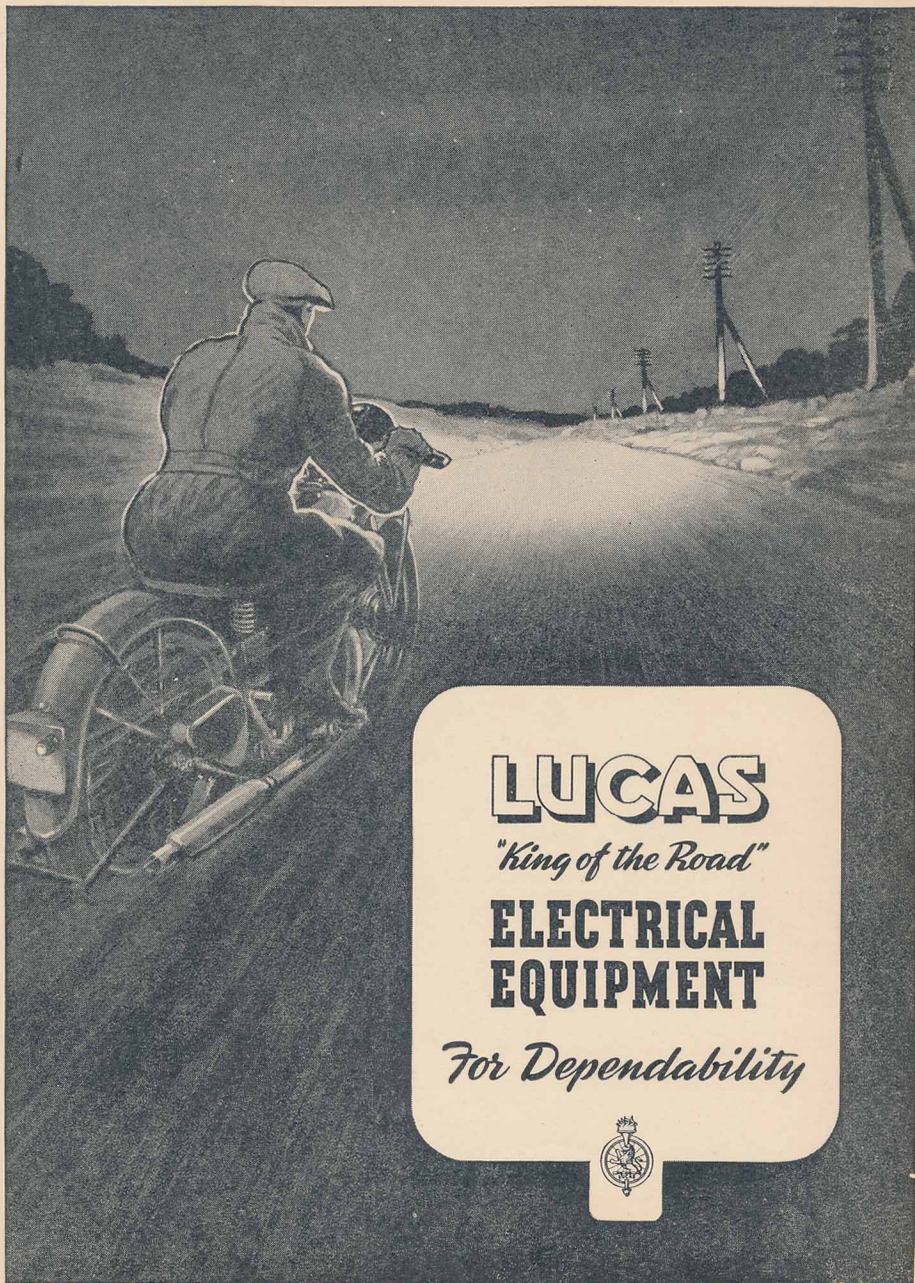
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XXIV

International Six Days Trial

organised for 1949 by the

AUTO-CYCLE UNION

12th



17th

SEPTEMBER

Official Programme

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The Llandridod Wells Urban District Council, The British Cycle & Motor Cycle Manufacturers & T.U. Ltd., Messrs. Associated Motor Cycle Ltd., B.S.A. Cycles, Ltd., Enfield Cycle Co., Ltd., Norton Motors Ltd., Triumph Engineering Co., Ltd., The Dunlop Rubber Co., Ltd., Messrs. Cadbury Bros. Ltd., The Builth Wells M.C. & Carmarthen M.C. & L.C.C., J. Barbour & Sons, Ltd., The Royal Automobile Club.

A MESSAGE from the F.I.C.M.

HAVING been connected with the International Six Days' Trial as from 1928 onwards as a competitor, a team-manager, a journalist and now as President of the International Sporting Committee of the F.I.C.M., it is far from a duty, but a great pleasure to write a few words for the programme of this the 24th event.

This wonderful trial has been created in Great Britain, and now that we have not held the trial in your country for ten years, all of us, the riders as well as the officials, will feel happy to be home again in the Motherland.

I do believe that the Six Days' Trial is not only a most gruelling test for men and machines, but it seems to me one of the finest ways of finding out the strength of this man-machine combination.

A man may be a good road-racing driver, a first-class scrambler and have tremendous endurance, but the Six Days' asks for all these qualities at the same time. To me a successful Six-Days'-rider is a very, very good sporting motorcyclist, and a perfect all-rounder.

I know Wales and our centre Llandrindod Wells from the 1933, 1937 and 1938 Six Days' Trials, and I am certain all who have been there with me in one or more of those years will join me in saying, that we will like to be there once more in that wonderful sporting atmosphere that only the A.C.U.—in combination with the Welsh population—is able to create.

May I wish that the forthcoming trial will be a great success for organisers and riders and that it may strengthen the international friendship in our motorcycling family!

(Signed) PETER NORTIER
President C.S.I.
of the F.I.C.M.

THE "INTERNATIONAL"

INAUGURATED by the F.I.C.M. in 1913, the International Trophy, the premier prize of the motorcycle trials world, is competed for annually by teams who (in contrast to the International Silver Vase Competition) must ride only machines manufactured in their own country. Its history can be followed from a summary of the results — 12 wins for Britain, 3 for Germany and Switzerland, 2 for Italy, and 1 each to the credit of Czecho-Slovakia and Sweden — and what memories this brief catalogue brings to I.S.D.T. fans of many nations; memories of Mediterranean sunshine, of the stark grandeur of Dolomite peaks, of sunrises in Bavaria when the air was so keen that engines could scarcely be turned over, of clogging Italian dust and wheel-locking Welsh mud. Memories, too, of success and failure when the Trophy was won by a few extra seconds gained in the speed test — or lost by a few seconds too many taken in changing a tube. To be included in a National team is the highest honour to which a trials rider can aspire, but for every private owner the event is a unique adventure.

In 1929, after four consecutive home wins in English-type events with "footing" penalised on observed hills, the event was purged of this parochial taint when the F.I.C.M. undertook the organisation of what proved one of the most terrific Six Days ever held. Starting from Munich, with nights spent in Germany, Austria, Italy and France, and finishing at Geneva, the competitors — always ignorant of any results and usually minus their luggage, for the officials could barely keep up with the "race" — experienced excitements ranging from *vins d'honneur* and speed boat trips on Lake Maggiore to controls which strongly resembled free fights, not to mention the utter pandemonium of the boulder-strewn Ettal old coach road, where everyone jammed in a solid mass, cursing in every European language, until they were hauled to the summit by bearded "supers" from the Omerammergau Passion Play. Most of the famous Alpine passes had to be climbed and, although the schedule was reasonable, marks could be lost for early arrival at any place named on the route-card. Only once during the week did "Ebby" — father of the head timekeeper in this year's event — find himself sufficiently in front of the competitors to operate such a check; a dozen miles from the start, his hidden watch clicked off results which caused bitter international repercussions. From this too ambitious, polyglot affair was born the modern "International": at Grenoble, in 1930, tight checks, stamping clocks and rules much as we know them today were first introduced.

Many memorable events followed during the 1930's: in Italy — never will the British contingent forget the kindness they received at the Parc Hotel, Merano — in Wales, scene of a dreadful pile-up on Dinas Rock, a notorious hill which again figures in the route this year, although on this occasion it is *descended*; and in Germany, where the organisation reached a lavishness never previously visualised: roads were closed to other traffic, uniforms everywhere, and at the finish hundreds of chickens roasted on spits and hundreds of litres of München Brau were consumed. For sheer toughness, the 1934 Obersdorf event probably surpassed all others; enormous distances were covered, timed hill climbs introduced and super-charged models appeared in the entry.

The high spot of the 1936 event was certainly the scrap for the Trophy at Donington, a tie on road performance being settled by racing for bonus marks in the speed test which concludes the trial. Although Britain beat Germany by only 10 seconds, I.S.D.T. annals record a victory by an even

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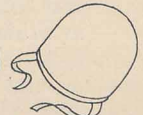
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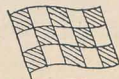


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narrower margin: at Füssen, in 1933, the marvellous Italian Gileras were beaten by the B.M.W. team by a bare 4 seconds! Indeed, although no doubt it is more satisfactory to find winners without resource to the speed test, it cannot be denied that such a race is extremely exciting, as tussles between Britain and Italy for both Trophy and Vase first demonstrated at Merano in 1932. However, the speed test can also provide its tragedies: witness the "blow up" of a Jawa on an occasion when the Czechs had only to finish complete to beat the mighty B.M.W. team, who suffered a last minute penalisation when Steltzer became involved with a dog.

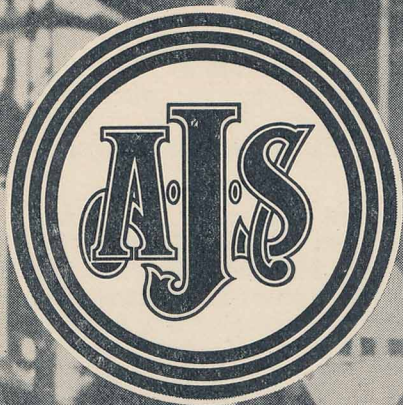
In 1939 at Salzburg, 1914 history was repeated when another event was ruined by the imminence of war. Here the experiment was tried of substituting a test over rough ground for the final speed test, but when the event was revived in Czecho-Slovakia in 1947, it was resolved to revert to the *status quo*. This Czech trial at Zlin was a most enjoyable one and unique in many respects; for instance, all the competitors and officials were together in one hotel throughout and the press wafted to interesting points by air. The whole event was extremely efficiently organised, and it is much to be regretted that owing to post-war difficulties no British teams could be entered.

No one who visited San Remo last year will be likely to forget that great occasion. After considerable anxiety as to the venue, Italy most sportingly stepped in at the last moment and staged one of the best events of the series. International competition was exceptionally keen and the struggle took place not in the Dolomites but the Italian Alps, a most popular choice. Although speeds were high in relation to the character of the extremely sporting route, the week was unanimously voted a huge success.

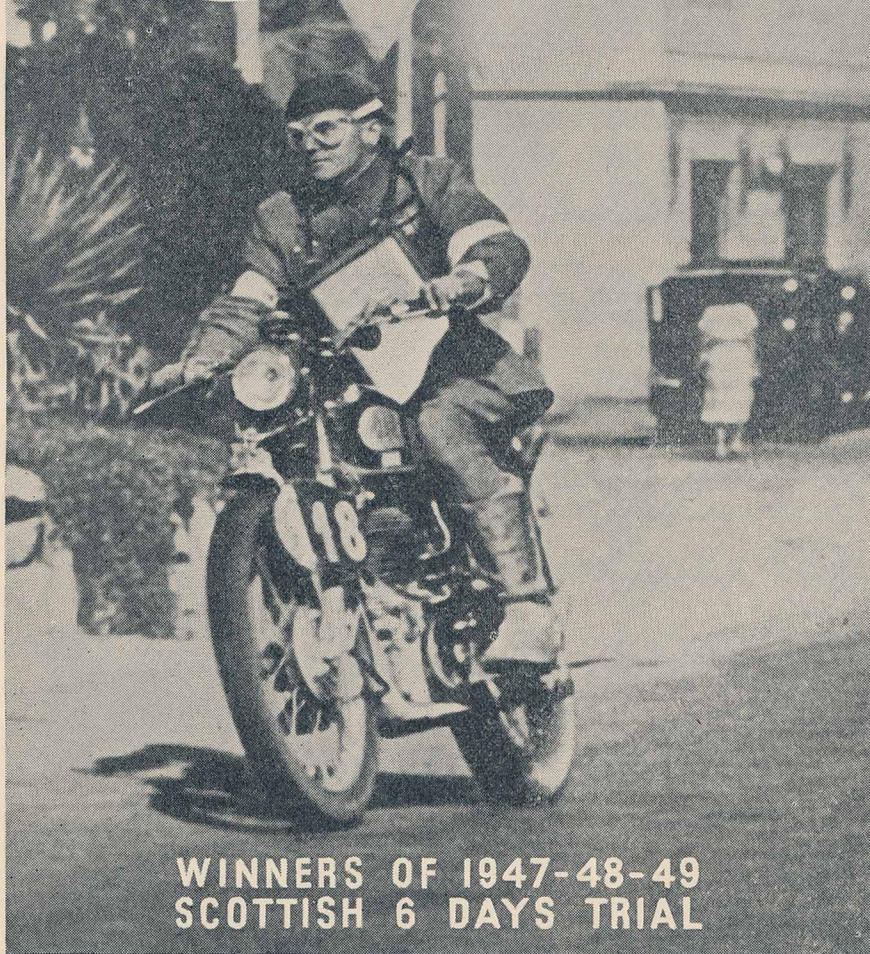
This year it is again the A.-C.U.'s responsibility to act as hosts. After careful consideration of various localities including Scotland, a return for a fourth visit to Llandrindod Wells was decided, and for the first time the Eppynt circuit will be used for the speed test. This year there are two innovations in the rules: higher schedules are set for teams (except those entered by Clubs) than the speeds on which all entrants are judged for their medal awards; each morning it is necessary to start up with the kick-start. As last year, when the number was first increased to five, a sidecar is no longer obligatory in a Trophy team, though teams of three on any make of machine are still the order for the Vase, just as when this contest was introduced in 1924.

In conclusion, the A.-C.U. welcomes the foreign riders. Although great care has been taken to pick a route which it is hoped will prove satisfactory, no event in Britain can equal the spectacular nature of those run on the continent; nevertheless, we trust Welsh Wales will provide an interesting battle ground. One thing is certain: the XXIV International Six Days' Trial will be contested with that keenness and good sportsmanship which, if not unique to motorcycling, is certainly its hall-mark.

To every competitor we wish all the best of good luck, a trouble-free run and happy memories of the 1949 event.



**11 TIMES MEMBER
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TROPHY TEAM
INTERNATIONAL
6 DAYS TRIAL**



**WINNERS OF 1947-48-49
SCOTTISH 6 DAYS TRIAL**

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LIST OF ENTRIES

No.	Entrant & Licence No.	Driver & Licence No.	Machines	Class	Group	Nationality
1	F. H. Carey (49/648)	F. H. Cary (49/648)	346 R. Enfield (S/c)	B/s	1	British
2	Hungarian A.M.S.	M. Hajdu (AMH25)	98 Csepel	3	1	Hungar'n
3	M. Weiss (Csepel)	J. Reisz (AMH24)	98 Csepel	3	1	Hungar'n
4	W. A. J. Britt (49/642)	W. A. J. Britt (49/642)	348 Ariel (S/c)	B/s	1	British
5	Hungarian A.M.S.	L. Nemeth (AMH19)	98 Csepel	3	1	Hungar'n
6	M. Weiss (Csepel)	G. Csepregi (AMH23)	98 Csepel	3	1	Hungar'n
7	Solihull M.C.C. (49E/568)	F. H. Barnes (49/573)	349 Ariel (S/c)	B/s	1	British
8	Hungarian A.M.S.	E. Nemeth (AMH22)	98 Csepel	3	1	Hungar'n
9	M. Weiss (Csepel)	A. Szabo (AMH8)	98 Csepel	3	1	Hungar'n
10	James Cycle Co., Ltd. (49E/668)	N. Palmer (49/484)	122 James	4	2	British
11		A. Attolini	125 M.V.	4	2	Italian
12	C. Clegg (49/1170)	C. Clegg (49/1170)	125 B.S.A.	4	2	British
13	Robert Walther (UMS 8)	F. Muhlestein (FMS60)	123 C.Z.	4	2	Swiss
14	Hungarian A.M.S.	L. Szabo (AMH5)	124 Csepel	4	2	Hungar'n
15	Major A. Lewis-Jones (49E/679)	J. V. Brittain (49/143)	125 James	4	2	British
16	P. Bestebreurtje (KNMV 91)	P. Bestebreurtje (KNMV91)	125 C.Z.	4	2	Dutch
17	Beamish Bros. (49E/672)	R. W. Wagger (49/270)	123 B.S.A.	4	2	British
18	Ceska Zbrojovka (AKRC 58)	C. Nemecek (AKRCS147)	150 C.Z.	6	2	Czech
19	A. Nennig (MUL 102)	A. Nennig (MUL102)	122 Motobecane	4	2	Lux'mb'g
20	D. J. Hughes (49/1550)	D. J. Hughes (49/1550)	123 B.S.A.	4	2	British
21	Robert Walther (UMS 8)	O. Reist (FMS59)	123 C.Z.	4	2	Swiss
22	M. Weiss (Csepel)	L. Gujdar (AMH28)	124 Csepel	4	2	Hungar'n
23	James Cycle Co., Ltd. (49E/668)	N. Moore (49/483)	122 James	4	2	British
24	L. G. B. Gotherstrom (A 120)	L. G. B. Gotherstrom (A120)	125 Puch	4	2	Swedish
25	Ceska Zbojovka (AKRC 58)	O. Cerny (AKRC496)	150 C.Z.	6	2	Czech
26	Bolton M.C.C. (49E/506)	W. Langstaff (49/2000)	125 B.S.A.	4	2	British
27		C. Ubtali	125 M.V.	4	2	Italian
28	Robert Walther (UMS 8)	F. Egli (FMS58)	123 C.Z.	4	2	Swiss
29	Major E. R. R. Lloyd, R.A. (49/2745)	Maj. E. R. R. Lloyd R.A. (49/2745)	125 B.S.A.	4	2	British
30	P. F. Van Dinter (KNMV 77)	P. F. Van Dinter (KNMV77)	125 C.Z.	4	2	Dutch
31	M. Weiss (Csepel)	G. Petro (AMH18)	124 Csepel	4	2	Hungar'n
32	A. H. Clark (49/2548)	A. H. Clark (49/2548)	149 Velocette	6	2	British
33		G. Monti	125 Morini	4	2	Italian
34	Ceska Zbrojovka (AKRC 58)	F. Cerny (AKRCS333)	125 C.Z.	4	2	Czech
35	Beamish Bros. (49E/672)	G. W. Beamish (49/165)	123 B.S.A.	4	2	British
36	G. J. Lichtenbeld (KNMV 78)	G. J. Lichtenbeld (KNMV78)	125 C.Z.	4	2	Dutch
37	Hungarian A.M.S.	F. Lukavec (AMH6)	124 Csepel	4	2	Hungar'n
38	James Cycle Co., Ltd. (49E/668)	N. Hooton (49/481)	122 James	4	2	British
39		E. Longoni	125 Morini	4	2	Italian
40	Ceska Zbrojovka (AKRC 58)	J. Koch (AKRCS474)	125 C.Z.	4	2	Czech
41	P. Head (49/2544)	P. Head (49/2544)	125 Royal Enfield	4	2	British
42	J. W. Haaker (KNMV 39)	J. W. Haaker (KNMV39)	125 C.Z.	4	2	Dutch
43	M. Weiss (Csepel)	B. Szalkay (AMH7)	124 Csepel	4	2	Hungar'n
44	Beamish Bros. (49E/672)	M. A. Clement-Smith (49/1605)	123 B.S.A.	4	2	British
45	Ceska Zbrojovka (AKRC 58)	E. Marha (AKRCS192)	125 C.Z.	4	2	Czech
46		L. Bonatti	125 Morini	4	2	Italian
47	Hungarian A.M.S.	K. Huszti (AMH26)	124 Csepel	4	2	Hungar'n
48	P. L. Rooks (49/1418)	P. L. Rooks (49/1418)	125 B.S.A.	4	2	British
49	Ceska Zbrojovka (AKRC 58)	F. Blaha (AKRCS475)	125 C.Z.	4	2	Czech
50		R. Ferri	125 M.V.	4	2	Italian
51	Bolton M.C.C. (49E/506)	G. Cooper (49/2171)	125 B.S.A.	4	2	British
52	Ceska Zbrojovka (AKRC 58)	J. Pastika (AKRCS74)	125 C.Z.	4	2	Czech
53		F. Bertoni	125 M.V.	4	2	Italian
54	W. E. Dodd (49/2533)	W. E. Dodd (49/2533)	125 B.S.A.	4	2	British

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No.	Entrant & Licence No.	Driver & Licence No.	Machines	Class	Group	Nationality
55	Ceska Zbrojovka (AKRC 58)	C. Kohlicek (AKRCSI91)	125 C.Z. ...	4	2	Czech
56		M. Carini	125 Vespa	4	2	Italian
57	F. C. Moldenhauer (49/1923)	F. C. Moldenhauer (49/1923)	998 Vincent H.R.D. (S/c)	G	3	Norw'g'n
58	S. H. Goddard (49/2592)	S. H. Goddard (49/2592)	197 Ambassador	A	3	British
59	K.N.M.V. ...	H. Veer (KNMV47)	248 Jawa	A	3	Dutch
60	West Middlesex Amat. (49E/680)	R. S. O'Neill (49/582)	248 Velocette	A	3	British
61	Condor (FMS 11)	H. Juni (FMS46)	745 Condor (S/c)	G	3	Swiss
62	Robert Walther (UMS 8)	M. Muller (FMS54)	249 Jawa	A	3	Swiss
63	Varley Dry Accum. (49E/664)	S. J. Christensen (49/556)	499 R. Enfield (S/c)	F	3	British
64	D. R. James (49/1135)	D. R. James (49/1135)	249 Triumph	A	3	British
65	H. Zuur (KNMV 27)	H. Zuur (KNMV27)	500 B.S.A. (S/c)	F	3	Dutch
66	Solihull M.C.C. (49E/568)	G. Pickering (49/68)	249 B.S.A.	A	3	British
67		G. Bengoni	250 Sertum	A	3	Italian
68	Taylor Matterson Ltd. (49E/549)	H. R. Taylor (49/595)	500 Sunbeam (S/c)	F	3	British
69	J. G. Smith (49/1776)	J. G. Smith (49/1776)	249 B.S.A.	A	3	British
70	K.N.M.V. ...	J. T. Veer (KNMV49)	248 Jawa	A	3	Dutch
71	B.S.A. Cycles (49E/426)	H. Tozer (49/621)	499 B.S.A. (S/c)	F	3	British
72	Zbrojovka Brno (AKRCS 41)	A. Dufek (AKRC363)	250 Jawa	A	3	Czech
73	Bolton M.C.C. (49E/506)	E. H. Bentley (49/1253)	248 B.S.A.	A	3	British
74		M. Fornasari	250 Sertum	A	3	Italian
75	H. F. Messell (29)	H. F. Messell (29)	740 B.M.W. (S/c)	G	3	Norw'g'n
76	A. G. Plumb (49/2542)	A. G. Plumb (49/2542)	197 Ambassador	A	3	British
77	Zbrojovka Brno (AKRCS 46)	R. Dusil (AKRC90)	250 Jawa	A	3	Czech
78	J. H. C. Daniells (49/2710)	J. H. C. Daniells (49/2710)	498 Triumph S/c	F	3	British
79	Robert Walther (UMS 8)	H. Fluhmann (FMS52)	249 Jawa	A	3	Swiss
80	R. U. Holoway (49/1355)	R. U. Holoway (49/1355)	500 B.S.A. (S/c)	F	3	British
81	L. Sheaf (49/2656)	L. Sheaf (49/2656)	249 S.O.S.	A	3	British
82	R. L. Galloway (49/2576)	R. L. Galloway (49/2576)	500 Triumph (S/c)	F	3	British
83	W. Von Millenkovich (OAMTC 62)	W. Von Millenkovich (OAMTC62)	248 Puch	A	3	Austrian
84	G. T. Curphey (49/2421)	G. T. Curphey (49/2421)	490 Norton (S/c)	F	3	British
85		M. Lanellotti	250 Guzzi	A	3	Italian
86	L. F. Clouder (49/2520)	L. F. Clouder (49/2520)	497 Ariel (S/c)	F	3	British
87		M. Ventura	250 Sertum	A	3	Italian
88	Norton Motors Ltd. (49E/427)	A. J. Humphries (49/393)	490 Norton (S/c)	F	3	British
89	Zbrojovka Brno (AKRCS 46)	V. Stanislav (AKRC302)	250 Jawa	A	3	Czech
90		O. Messori	250 Sertum	A	3	Italian
91	P. O'Flynn (49/543)	P. O'Flynn (49/543)	499 B.S.A. (S/c)	F	3	British
92		N. Benelli	250 Gilera	A	3	Italian
93	J. R. Pritchard (49/473)	J. R. Pritchard (49/473)	498 Matchless(S/c)	F	3	British
94		G. Ravinale	250 Sertum	A	3	Italian
95	Zbrojovka Brno (AKRCS 46)	A. Vitvar (AKRC7)	250 Jawa	A	3	Czech
96	Phelon & Moore, Ltd. (49E/663)	F. H. Whittle (49/291)	598 Panther (S/c)	F	3	British
97	K.N.M.V. ...	C. van Rijssell (KNMV 8)	248 Jawa	A	3	Dutch
98	G. L. Buck (49/269)	G. L. Buck (49/269)	497 Ariel (S/c)	F	3	British
99		G. Strada	250 Sertum	A	3	Italian
100	W. T. Tiffen (49/349)	W. T. Tiffen (49/349)	248 Velocette	A	3	British
101	E. Haller (FMS 62)	E. Haller (FMS/62)	987.9 Harley Davi- son (S/c)	G	3	Swiss
102	Robert Walther (UMS 8)	O. Schuback (FMS53)	249 Jawa	A	3	Swiss
103	S. J. Atkinson (49/426)	S. J. Atkinson (49/426)	498 Triumph (S/c)	F	3	British
104	Zbrojovka Brno (AKRCS 41)	K. Rykr (AKRC181)	250 Jawa	A	3	Czech
105	Victor Horsman, Ltd. (49/E670)	A. C. Kelly (49/70)	490 Norton (S/c)	F	3	British



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Catalogue giving full specifications of this and the other Royal Enfields.

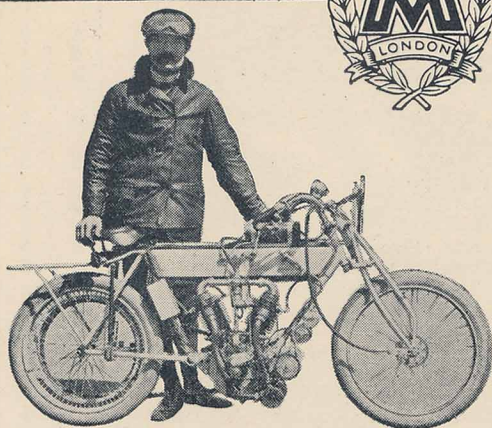
Two Royal Enfield "350 BULLETS" were included in the British Team which won the
International Trophy last year.

Royal Enfield
350 Bullet

THE ENFIELD CYCLE COMPANY LIMITED - REDDITCH - WORCESTERSHIRE

LIST OF ENTRIES—CONTINUED

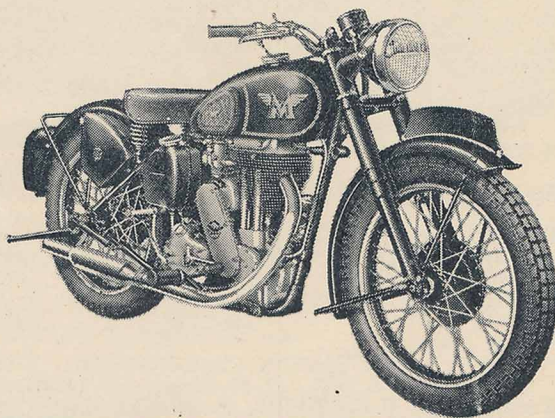
No.	Entrant & Licence No.	Driver & Licence No.	Machines	Class	Group	Nationality
106	Zbrojavka Brno (AKRCS 41)	J. Cimandl (AKRC479)	250 Jawa	A	3	Czech
107		C. Merlo	250 Gilera	A	3	Italian
108	F. Wilkins (49/139)	F. Wilkins (49/139)	500 Ariel (S/c)	F	3	British
109	A.J.S. Motor Cycles (49E/408)	T. H. Wortley (49/536)	498 A.J.S.	C	5	British
110	Ministry of Supply (49E/677)	W. A. Randall (49/1896)	500 Triumph	C	5	British
111	M.C.U. of Ireland	T. J. B. Stronge (MCUI1654UC)	499 B.S.A.	C	5	Irish
112	S. Falland (49/2703)	S. Falland (49/2703)	498 Matchless	C	5	British
113	BSA Cycles Ltd. (49E/426)	F. M. Rist (49/523)	499 B.S.A.	C	5	British
114	J. A. Powell (49/656)	J. A. Powell (49/656)	490 Norton	C	5	British
115	M.C.U. of Ireland	W. J. M. Clarke (MCUI1252UC)	498 Matchless	C	5	Irish
116	Norton Motors Ltd. (49E/427)	R. B. Young (49/416)	490 Norton	C	5	British
117	J. S. Oliver (49/2003)	J. S. Oliver (49/2003)	499 B.S.A.	C	5	British
118	M.C.U. of Ireland	R. Kenny (MCUI S/c 21/49)	498 Matchless	C	5	Irish
119	BSA Cycles Ltd. (49E/426)	W. Nicholson (49/597)	499 B.S.A.	C	5	British
120	G. M. Walker (49/1019)	G. M. Walker (49/1019)	490 Norton	C	5	British
121	M. J. Reynolds (49/116)	M. J. Reynolds (49/116)	499 B.S.A.	C	5	British
122	Triumph Eng. Co., Ltd. (49E/428)	A. F. Gaymer (49/66)	498 Triumph	C	5	British
123	T. Mooney (49/794)	T. Mooney (49/794)	499 B.S.A.	C	5	British
124	M.C.U. of Ireland	R. W. M. Tamplin (MCUI S/c 49/190)	498 Matchless	C	5	Irish
125	Matchless Motor Cycles (49E/408)	A. W. Burnard (49/499)	498 Matchless	C	5	British
126	J. A. Cook (49/2275)	J. A. Cook (49/2275)	490 Norton	C	5	British
127	Miss O. Keve'os (49/953)	Miss O. Kevelos (49/953)	490 Norton	C	5	British
128	Condor (FMS 11)	E. Fell (FMS50)	578.5 Condor	D	5	Swiss
129	BSA Cycles Ltd. (49E/426)	J. G. Draper (49/285)	499 B.S.A.	C	5	British
130	Oswestry & D. M.C. (49E/614)	J. R. Lloyd (49/2342)	498 Matchless	C	5	British
131	Ministry of Supply (49E/677)	N. J. Jarrett (49/186)	500 B.S.A.	C	5	British
132	K.N.M.V.	P. Knijnenburg (KNMV2)	500 B.S.A.	C	5	Dutch
133	D. M. Murdoch (49/1513)	D. M. Murdoch (49/1513)	498 A.J.S.	C	5	British
134	P. D. Starling (49/2002)	P. D. Starling (49/2002)	498 Triumph	C	5	British
135	Ariel Motors Ltd. (49E/552)	C. M. Ray (49/197)	497 Ariel	C	5	British
136	M. Muller (FMS 61)	M. Muller (FMS61)	498 A.J.S.	C	5	Swiss
137	F. Meadowcroft (49/574)	F. Meadowcroft (49/574)	490 Norton	C	5	British
138	Norton Motors Ltd. (49E/427)	R. Clayton (49/120)	490 Norton	C	5	British
139	C.S.M.A. Ltd. (49E/608)	J. H. Lennon (49/1778)	499 Rudge	C	5	British
140	Knock M.C.C. (UC 122E)	W. R. Chamberlain (MCUI1647UC)	500 Norton	C	5	Irish
141	C. Jayne (49/1046)	C. Jayne (49/1046)	499 B.S.A.	C	5	British
142	A.J.S. Motor Cycles (49E/408)	C. A. Mein (49/332)	498 A.J.S.	C	5	British
143		B. Fracisci	500 Guzzi	C	5	Italian
144	T. Barraclough (49/2702)	T. Barraclough (49/2702)	998 Vin. H.R.D.	E	5	British
145	J. M. James (49/2723)	J. M. James (49/2723)	500 Ariel	C	5	British
146	Matchless Motor Cycles (49E/408)	E. Usher (49/521)	498 Matchless	C	5	British
147	M.C.U. of Ireland	E. I. Gibson (MCUI S/c 493)	499 B.S.A.	C	5	Irish
148	A. A. Sanders (49/1498)	A. A. Sanders (49/1498)	498 Triumph	C	5	British
149	G. C. Wheeler (49/2733)	G. C. Wheeler	498 Triumph	C	5	British



H. A. COLLIER
AFTER BREAKING THE 24
HOUR RECORD IN 1909
WITH HIS MATCHLESS

Manufacturers of
High Quality Motor Cycles
for over Half a Century

The 1949
MODEL G80
498 c.c. O.H.V.



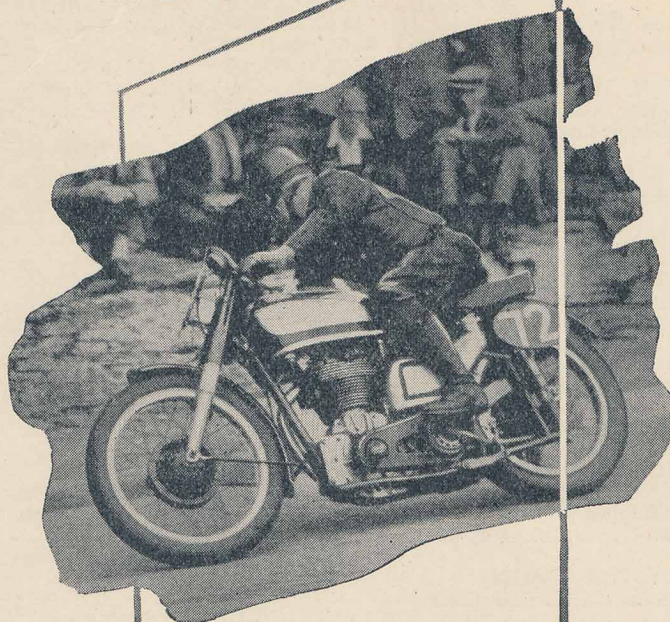
MATCHLESS
Clubman

MATCHLESS MOTOR CYCLES : PLUMSTEAD ROAD : LONDON S.E.18 : ENGLAND

1 10 LIST OF ENTRIES—CONTINUED

No.	Entrant & Licence No.	Driver & Licence No.	Machines	Class	Group	Nationality
150	Ministry of Supply (49E/677)	Capt. H. G. Little (49/107)	490 Norton	C	5	British
151	O. Moeke (KNMV 4)	O. Moeke (KNMV4)	500 B.M.W.	C	5	Dutch
152	A. S. Campbell (SACU 1159/49)	A. S. Campbell (SACU1159/49)	498 B.S.A.	C	5	British
153	W. H. Hemsley (49/1505)	W.H.Hemsley (49/1505)	498 Triumph	C	5	British
154	Condor (FMS 11)	W. Fluckiger (FMS48)	578.5 Condor	D	5	Swiss
155	Triumph Eng. Co., Ltd. (49E/428)	S. B. Manns (49/128)	498 Triumph	C	5	British
156	J. B. Evans (49/2324)	J. B. Evans (49/2324)	498 Triumph	C	5	British
157	S. E. Cunningham (49/628)	S. E. Cunningham (49/628)	498 A.J.S.	C	5	British
158	K.N.M.V.	J. Roest (KNMV 36)	500 B.S.A.	C	5	Dutch
159	Ariel Motors Ltd. (49E/552)	D. E. Bennett (49/2112)	497 Ariel	C	5	British
160	C.S.M.A. Ltd. (49E/608)	D. W. Spencer (49/2511)	498 A.J.S.	C	5	British
161	Norton Motors Ltd. (49E/427)	J. E. Breffitt (49/12)	490 Norton	C	5	British
162	P. J. J. Zoontjes (KNMV 72)	P. J. J. Zoontjes (KNMV72)	500 B.S.A.	C	5	Dutch
163	Oswestry & D. M.C. (49E/614)	B. A. Jackson (49/1607)	499 B.S.A.	C	5	British
164	D. Horton (49/2412)	D. Horton (49/2412)	498 Matchless	C	5	British
165	Arter Bros. Ltd. (49E/413)	A. B. N. Taylor (49/13)	498 A.J.S.	C	5	British
166	M.C.U. of Ireland	R. T. Hill (MCUI18UC)	499 B.S.A.	C	5	Irish
167	Condor (FMS 11)	M. Muller (FMS47)	578.5 Condor	D	5	Swiss
168	E. Hughes (49/934)	E. Hughes (49/934)	498 Matchless	C	5	British
169	BSA Cycles Ltd. (49E/426)	T. McDermott (49/2192)	499 B.S.A.	C	5	British
170	D. E. Hall (49/2376)	D. E. Hall (49/2376)	499 B.S.A.	C	5	British
171	Knock M.C.C. (UC 122 E)	J. Weatherup (MUCI167UC)	500 B.S.A.	C	5	Irish
172	Ariel Motors Ltd. (49E/552)	D. S. Evans (49/458)	497 Ariel	C	5	British
173	H. S. Marsden (49E/656)	R. J. A. Petty (49/469)	490 Norton	C	5	British
174	S. E. Frost (49/110)	S. E. Frost (49/110)	499 B.S.A.	C	5	British
175	K.N.M.V.	B. L. Jansema (KNMV 68)	500 B.S.A.	C	5	Dutch
176	A.J.S. Motor Cycles (49E/408)	B. H. M. Viney (49/154)	498 A.J.S.	C	5	British
177	Oswestry & D. M.C. (49E/614)	E. W. Jones (49/2114)	499 B.S.A.	C	5	British
178	P. G. K. Baldwin (49/354)	P. G. K. Baldwin 49/354	490 Norton	C	5	British
179	Condor (FMS 11)	J. P. Roth (FMS49)	578.5 Condor	D	5	Swiss
180	D. G. Miles (49/2338)	D. G. Miles (49/2338)	498 Triumph	C	5	British
181	Triumph Eng. Co., Ltd. (49E/428)	P. H. Alves (49/82)	498 Triumph	C	5	British
182	J. R. Hebden (49/940)	J. R. Hebden (49/940)	498 Triumph	C	5	British
183		P. Ghiazza	500 Guzzi	C	5	Italian
184	T.F. Collingwood (49/1784)	T. F. Collingwood (49/1784)	499 B.S.A.	C	5	British
185	Norton Motors Ltd. (49E/427)	J. Blackwell (49/9)	490 Norton	C	5	British
186	J. V. Ashton (SACU 1426/49)	J. V. Ashton (SACU1426/49)	498 A.J.S.	C	5	British
187	K.N.M.V.	J. Flinterman (KNMV63)	500 B.S.A.	C	5	Dutch
188	H. Ogden (49/2627)	H. Ogden (49/2627)	499 B.S.A.	C	5	British
189	Matchless Motor Cycles (49E/408)	B. W. Hall (49/501)	498 Matchless	C	5	British
190	R. W. Woolaway (49/586)	R. W. Woolaway (49/586)	350 B.S.A.	B	4	British
191	E. Arnott (49/1327)	E. Arnott (49/1327)	348 B.S.A.	B	4	British
192	C.S.M.A. Ltd. (49E/608)	A. E. Dent (49/420)	346 Royal	B	4	British
193	G. G. Littleford (49/708)	G. G. Littleford (49/708)	348 B.S.A.	B	4	British
194	Zbrojavka Brno (AKRC 41)	J. Bednar (AKRCS178)	350 Jawa	B	4	Czech
195	J. A. Brick (49/2634)	J. A. Brick (49/2634)	348 B.S.A.	B	4	British

for sparkling performance



RENOLD

MARK 10

MOTORCYCLE CHAINS



R & C C

THE RENOLD & COVENTRY CHAIN CO. LTD. · MANCHESTER

LIST OF ENTRIES—CONTINUED

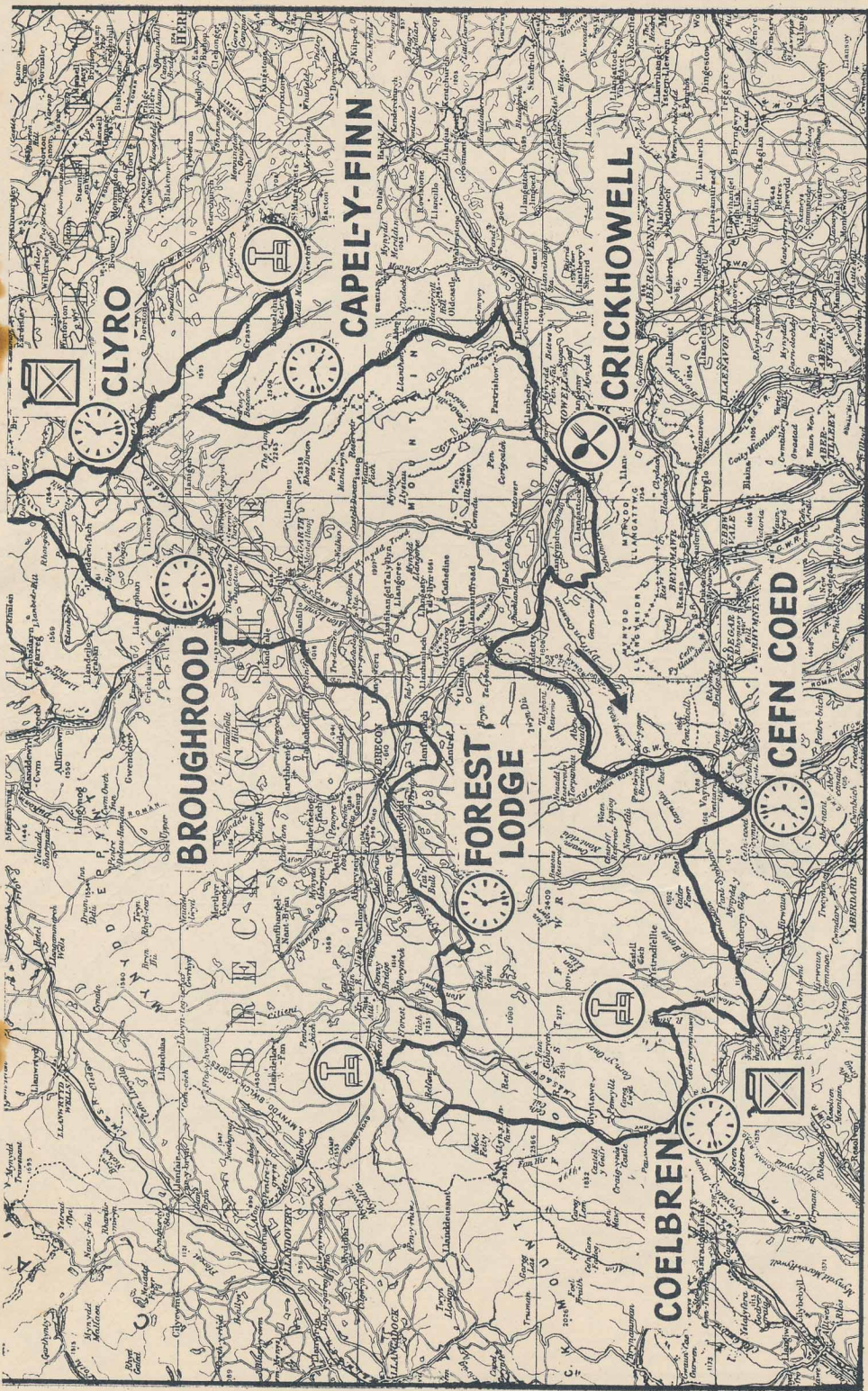
No.	Entrant & Licence No.	Driver & Licence No.	Machines	Class	Group	Nationality
196	L. R. Hughes (49/1703) ...	L. R. Hughes (49/1703)	347 A.J.S. ...	B	4	British
197	A. M. Gurden (49/2337) ...	A. M. Gurden (49/2337)	348 A.J.S. ...	B	4	British
198	Robert Walther (UMS 8)	A. Bracher (FMS57) ...	344 Jawa-Ogar ...	B	4	Swiss
199	Enfield Cycle Co. (49E/536)	N. S. Holmes (49/196)	346 Royal Enfield	B	4	British
200	J. F. Kentish (49/14) ...	J. F. Kentish (49/14) ...	348 B.S.A. ...	B	4	British
201	Zbrojavka Brno (AKRC 41)	J. Novotny (AKRCS89)	350 Jawa	B	4	Czech
202	C.S.M.A. Ltd. (49E/608) ...	A. E. Philip (49/2540)	347 A.J.S. ...	B	4	British
203	F. E. Woodward (49/2189)	F. E. Woodward	347 Matchless ...	B	4	British
204	Robert Walther (UMS 8) ...	W. Hurni (FMS56) ...	344 Jawa-Ogar ...	B	4	Swiss
205	J. D. Warren (49/1626) ...	J. D. Warren (49/1626)	348 B.S.A. ...	B	4	British
206	T. Hankins (49/1691) ...	T. Hankins (49/1691) ...	348 A.J.S. ...	B	4	British
207	L. G. Wedgbury (49/1423)	L. G. Wedgbury	348 B.S.A. ...	B	4	British
208	J. G. Battle (49/2153) ...	J. G. Battle (49/2153)	346 Royal Enfield	B	4	British
209	Zbrojavka Brno (AKRC 41)	J. Kubes (AKRCS364)	350 Jawa ...	B	4	Czech
210	E. B. Stott (49/404) ...	E. B. Stott (49/404) ...	346 E.M.C. ...	B	4	British
211	C.S.M.A. Ltd. (49E/608) ...	E. H. Stephens (49/247)	347 Matchless ...	B	4	British
212	Enfield Cycle Co. (49E/536)	J. J. Booker (49/130)	346 Royal Enfield	B	4	British
213	D. C. Osmond (49/1304) ...	D. C. Osmond (49/1304)	348 B.S.A. ...	B	4	British
214	R. T. Dunn (49/270) ...	R. T. Dunn (49/270) ...	348 B.S.A. ...	B	4	British
215	C.S.M.A. Ltd. (49E/608) ...	A. E. Greenhalgh	348 B.S.A. ...	B	4	British
216	A. Ormesher (49/2559) ...	A. Ormesher (49/2559)	348 B.S.A. ...	B	4	British
217	N. E. Cartlidge (49/880) ...	N. E. Cartlidge (49/880)	346 Royal Enfield	B	4	British
218	Robert Walther (UMS 8) ...	W. Iseli (FMS55) ...	344 Jawa-Ogar ...	B	4	Swiss
219	D. D. Jones (49/2717) ...	D. D. Jones (49/2717)	348 B.S.A. ...	B	4	British
220	J. M. Heanes (49/1365) ...	J. M. Heanes (49/1365)	347 Matchless ...	B	4	British
221	C.S.M.A. Ltd. (49E/608) ...	S. G. M. Fitzgerald	347 A.J.S. ...	B	4	British
222	H. F. Holme (49/2680) ...	H. F. Holme (49/2680)	348 B.S.A. ...	B	4	British
223	J. W. Price (49/1473) ...	J. W. Price (49/1473) ...	346 Royal Enfield	B	4	British
224	Phelon & Moore, Ltd.	M. Laidlaw (49/450) ...	348 Panther ...	B	4	British
225	A. A. Fletcher (49/1474) ...	A. A. Fletcher (49/1474)	347 A.J.S. ...	B	4	British
226	Enfield Cycle Co. (49E/536)	J. Stocker (49/614) ...	346 Royal Enfield	B	4	British
227	Knock M.C.C. (UC 122 E)	G. A. Morrow	348 B.S.A. ...	B	4	Irish
228	K. Haining (49/2429) ...	K. Haining (49/2429) ...	350 B.S.A. ...	B	4	British
229	A. Corrigan (49/104) ...	A. Corrigan (49/104) ...	347 A.J.S. ...	B	4	British
230	L. Wyer (49/410) ...	L. Wyer (49/410) ...	348 B.S.A. ...	B	4	British
231	Enfield Cycle Co. Ltd.	C. N. Rogers (49/350)	346 Royal Enfield	B	4	British
232	C.S.M.A. Ltd. (49E/608) ...	F. Ridyard (49/2513)	348 B.S.A. ...	B	4	British
233	E. G. Jones (49/1477) ...	E. G. Jones (49/1477)	346 Royal Enfield	B	4	British
234	S. Boocock (49/203) ...	S. Boocock (49/203) ...	349 Velocette ...	B	4	British
235	Phelon & Moore Ltd.	E. Pearson (49/341) ...	348 Panther ...	B	4	British
236	A. Knowles (49/150) ...	A. Knowles (49/150) ...	350 A.J.S. ...	B	4	British
237	T. Bailey (CMA1274) ...	T. Bailey (CMA1274)	347 Matchless ...	B	4	Canadian

MAP OF COURSE



XXIV
I.S.D.T.

DAY
TAPPA
ETAPE



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1st DAY

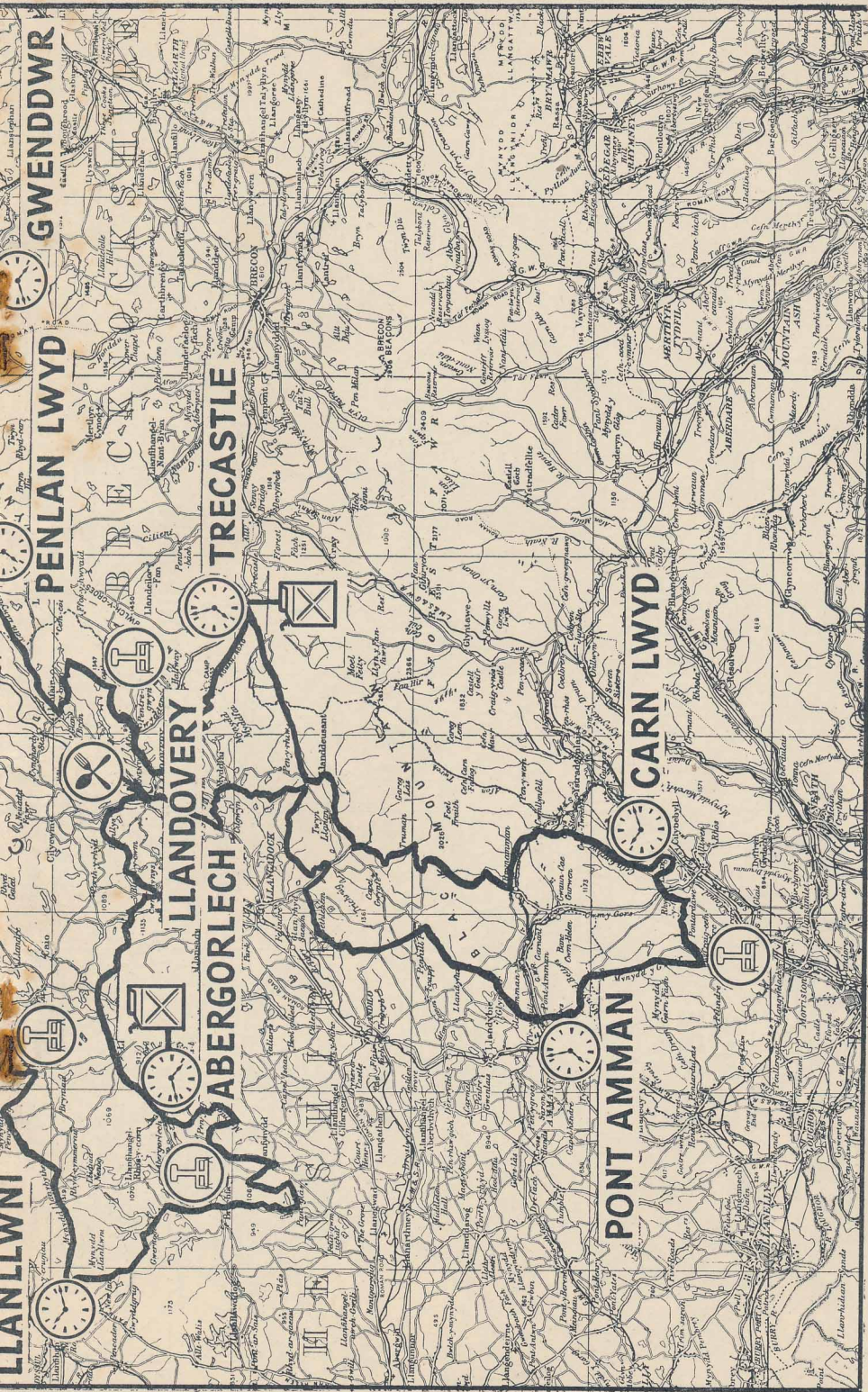
MAP OF COURSE

XXIV I.S.D.T.

DAY
TAPPA
ETAPE

2 & 3





2nd & 3rd DAYS

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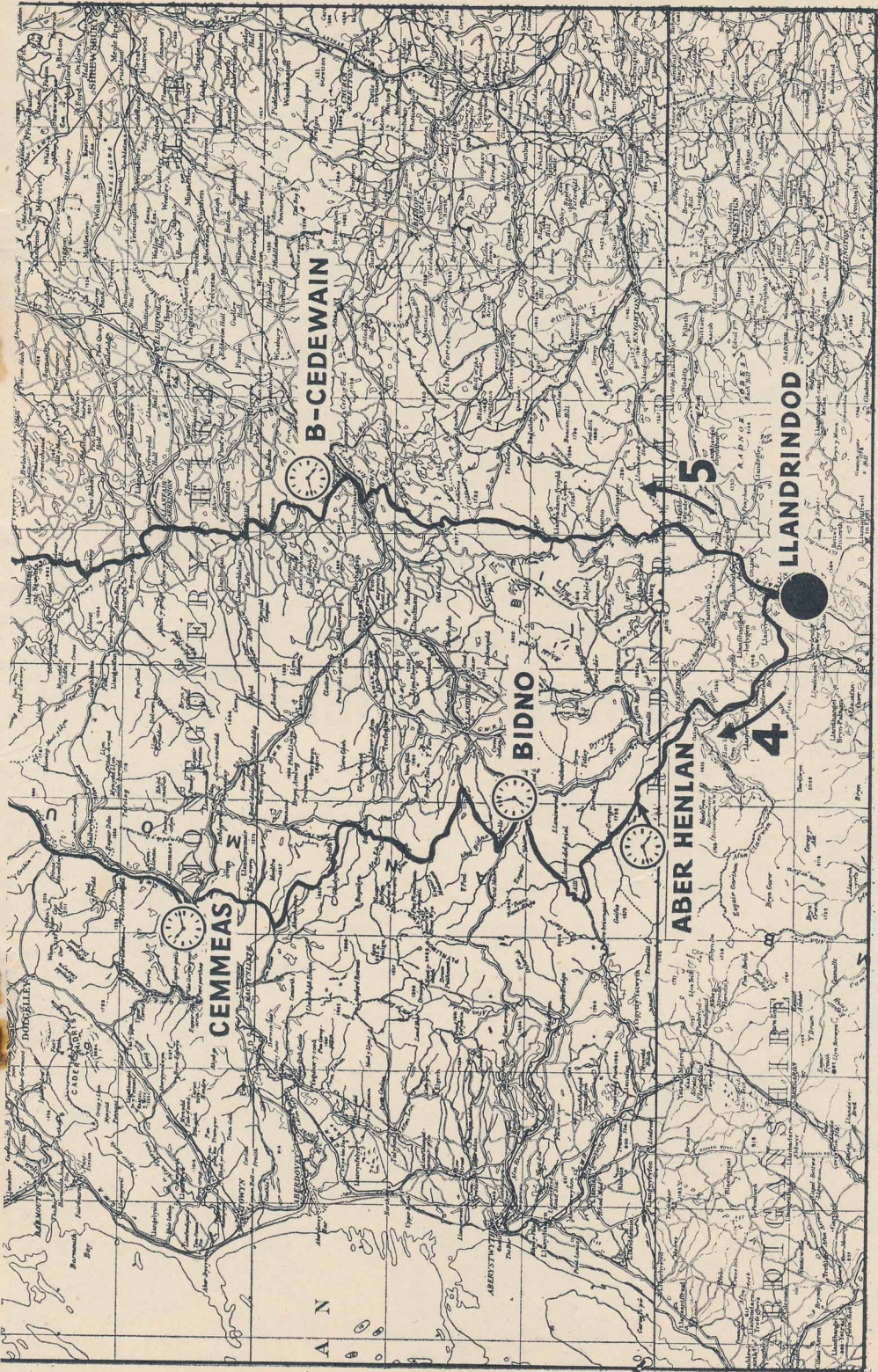
MAP OF COURSE

XXIV I.S.D.T.

**DAY
TAPPE
ETAPE**

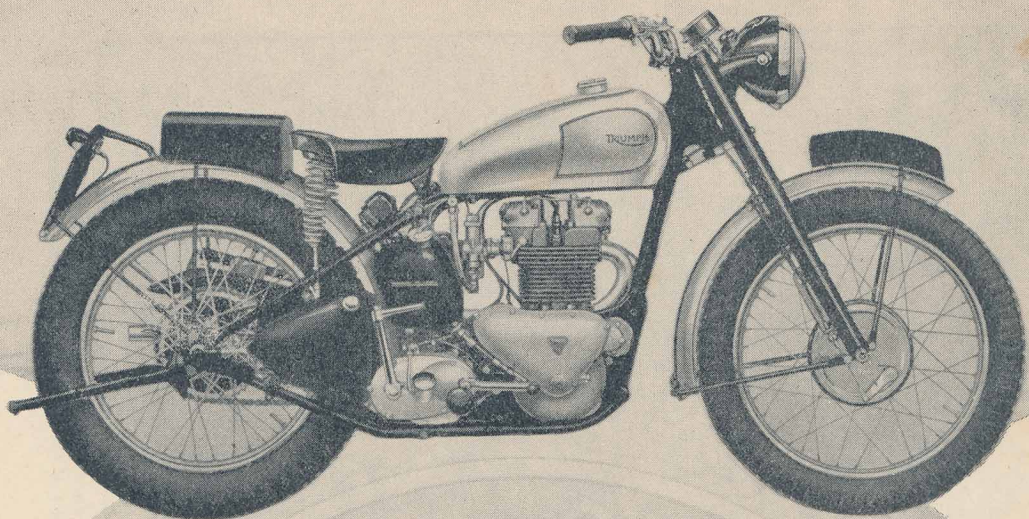
4 & 5





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4th & 5th DAYS



THE
TRIUMPH

"TROPHY" MODEL

A formidable competition model developed from the three machines that won 3 Gold Medals and Manufacturers Team Award (Illus. below) and helped to bring the Trophy and Vase to England in the 1948 International Six Days Trial

Triumph Engineering Company Limited
Meriden Works, Allesley
COVENTRY



INTERNATIONAL TROPHY TEAMS

Great Britain			Czecho-Slovakia		
No.			No.		
181	P. H. Alves	498 Triumph	77	R. Dusil	250 Jawa
135	C. M. Ray	497 Ariel	89	V. Stanislav	250 Jawa
231	C. N. Rogers	346 Royal Enfield	95	A. Vitvar	250 Jawa
113	F. M. Rist	499 B.S.A.	52	J. Pastika	125 C.Z.
176	B. H. M. Viney	498 A.J.S.	55	C. Kohlcek	125 C.Z.

Switzerland			Italy		
No.			No.		
61	H. Juni	745 Condor S/c	143	B. Fransici	500 Guzzi
154	W. Fluckiger	578.5 Condor	183	P. Ghiazza	500 Guzzi
167	M. Muller	578.5 Condor	67	G. Benzoni	250 Sertum
179	J. P. Roth	578.5 Condor	74	M. Forasari	250 Sertum
128	E. Fell	578.5 Condor	87	M. Ventura	250 Sertum

VASE TEAMS

Great Britain			Czecho-Slovakia		
No.			No.		
122	A. F. Gaymer	498 Triumph	194	J. Bednar	350 Jawa
A } 226	W. J. Stocker	346 Royal Enfield	A } 209	J. Kubes	350 Jawa
155	S. B. Manns	498 Triumph	201	J. Novotny	350 Jawa
161	J. E. Breffit	490 Norton	45	E. Marha	125 C.Z.
B } 146	E. Usher	498 Matchless	B } 49	F. Blaha	125 C.Z.
119	J. Nicholson	498 B.S.A.	40	J. Koch	125 C.Z.
	Reserves 172 D. S. Evans				
	185 J. Blackwell				

Leggella team won this event

Ireland			Holland		
147	E. I. Gibson	499 B.S.A.	132	P. Knijnenburg	500 B.S.A.
A } 166	R. T. Hill	499 B.S.A.	A } 158	J. Roest	500 B.S.A.
111	T. J. B. Stronge	499 B.S.A.	151	O. Meoke	500 B.M.W.
115	W. J. M. Clark	498 Matchless	59	H. Veer	248 Jawa
B } 118	R. Kenny	498 Matchless	B } 175	B. L. Jansema	500 B.S.A.
124	R.W.M. Tamplin	498 Matchless	97	C. Van Rijssell	248 Jawa
				Reserve 187 J. Flintermann	

Switzerland			Italy		
204	W. Hurni	344 Jawa-Ogar	99	G. Strada	250 Sertum
A } 198	A. Bracher	344 Jawa-Ogar	A } 53	F. Bertoni	125 M.V.
218	W. Iseli	344 Jawa-Ogar	50	R. Ferri	125 M.V.
62	M. Muller	249 Jawa	107	C. Merlo	250 Gilera
B } 79	H. Fluhman	249 Jawa	B } 46	L. Bonatti	125 Morini
102	O. Schupbach	249 Jawa	39	E. Longoni	125 Morini

Hungary		
2	M. Hajdu	98 Csepel
A } 5	L. Nemeth	98 Csepel
8	E. Nemeth	98 Csepel
14	L. Szabo	124 Csepel
B } 37	F. Lukavec	124 Csepel
47	K. Huszti	124 Csepel

DUNLOP



The World's Master Tyre

MANUFACTURERS' TEAMS

Panther		James		Royal Enfield	
96	F. H. Whittle	10	N. Palmer	231	C. N. Rogers
236	E. Pearson	23	N. Moore	226	W. J. Stocker
224	M. Laidlaw	38	N. Hooton	199	N. S. Holmes

A.J.S.		Norton		Beamish Bros. (B.S.A.)	
142	C. A. Mein	185	J. Blackwell	44	M. A. Clement-Smith
109	T. H. Wortley	116	R. B. Young	35	G. W. Beamish
176	B. H. M. Viney	138	R. Clayton	17	R. W. Waggar

Ariel		Matchless		Triumph	
135	C. M. Ray	189	B. W. Hall	155	S. B. Manns
172	D. S. Evans	125	A. W. Burnard	181	P. H. Alves
159	D. E. Bennett	146	E. Usher	122	A. F. Gaymer

B.S.A.		Jawa		C.Z.	
113	F. M. Rist	72	A. Dufek	34	F. Cerny
119	W. Nicholson	104	K. Rykr	25	O. Cerny
129	J. Draper	106	J. Simandl	18	C. Nemeč

Condor		Jawa-Ogar (Switzerland)		Jawa (Switzerland)	
61	H. Juni	204	W. Hurni	62	M. Muller
154	W. Fluckiger	198	A. Bracher	79	H. Fluhmann
167	M. Muller	218	W. Iseli	102	O. Schubach

C.Z. (Holland)		Csepel		Csepel	
30	P. F. Van Dinter	43	B. Szalkay	9	A. Szabo
42	J. W. Haaker	31	G. Petro	6	G. Csepegi
16	P. Beste Breutje	22	L. Gujdar	3	J. Reisz

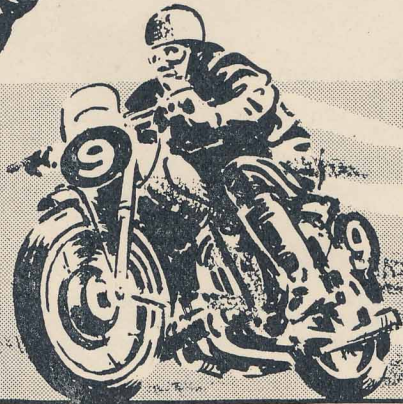
Sertum (Italy)		Sertum (Italy)		M.V. (Italy)	
99	G. Strada	67	G. Benzoni	54	F. Bertoni
90	O. Messori	74	M. Fornasari	50	R. Ferri
94	G. Ravinale	87	M. Ventura	11	A. Attolini

Morini (Italy)		Jawa (Holland)	
46	L. Bonatti	59	H. Veer
39	E. Longoni	70	J. T. Veer
33	G. Monti	97	G. Van Rijssel

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182 J. R. Hebden
196 L. R. Hughes

Aldershot M.C.C.

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	131	N. J. Jarrett		191	S/Sgt. E. Arnott
	110	W. Randall		216	Sgt. A. Ormesher

Builth Wells M.C.

223 J. Price
168 E. Hughes
219 D. D. Jones

Oswestry & D.M.C.

130 J. R. Lloyd
177 E. W. Jones
163 B. A. Jackson

Bolton M.C.C.

51 G. Cooper
26 W. Langstaff
73 E. H. Bentley

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	221	S. G. M. Fitzgerald		232	F. Ridyard
	139	J. H. Lennon		160	D. W. Spencer

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140 W. R. Chamberlain
227 G. A. Morrow
171 J. Weatherup

Moto Club Jawa-Berne (Switzerland)

28 F. Egli
21 O. Reist
13 F. Muhlestein

Grasshopper M.C.C. (Southend)

63 J. Christensen
184 T. Collingwood
103 S. Atkinson

South Liverpool M.C.

93 J. R. Pritchard
105 A. C. Kelly
121 M. J. Reynolds

South Reading M.C.

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	120	G. M. Walker		200	J. F. Kentish		60	R. S. O'Neill
	114	J. A. Powell		190	R. W. Woolaway		41	P. Head

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68 H. R. Taylor
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Solihull M.C.C.

66 G. Pickering
7 F. H. Barnes
193 G. Littleford

Order of Starting

Time a.m.	Numbers	Time a.m.	Numbers	Time a.m.	Numbers	Time a.m.	Numbers
6.31	1, 2	7.01	61, 62	7.31	121, 122	8.01	181, 182
6.32	3, 4	7.02	63, 64	7.32	123, 124	8.02	183, 184
6.33	5, 6	7.03	65, 66	7.33	125, 126	8.03	185, 186
6.34	7, 8	7.04	67, 68	7.34	127, 128	8.04	187, 188
6.35	9, 10	7.05	69, 70	7.35	129, 130	8.05	189, 190
6.36	11, 12	7.06	71, 72	7.36	131, 132	8.06	191, 192
6.37	13, 14	7.07	73, 74	7.37	133, 134	8.07	193, 194
6.38	15, 16	7.08	75, 76	7.38	135, 136	8.08	195, 196
6.39	17, 18	7.09	77, 78	7.39	137, 138	8.09	197, 198
6.40	19, 20	7.10	79, 80	7.40	139, 140	8.10	199, 200
6.41	21, 22	7.11	81, 82	7.41	141, 142	8.11	201, 202
6.42	23, 24	7.12	83, 84	7.42	143, 144	8.12	203, 204
6.43	25, 26	7.13	85, 86	7.43	145, 146	8.13	205, 206
6.44	27, 28	7.14	87, 88	7.44	147, 148	8.14	207, 208
6.45	29, 30	7.15	89, 90	7.45	149, 150	8.15	209, 210
6.46	31, 32	7.16	91, 92	7.46	151, 152	8.16	211, 212
6.47	33, 34	7.17	93, 94	7.47	153, 154	8.17	213, 214
6.48	35, 36	7.18	95, 96	7.48	155, 156	8.18	215, 216
6.49	37, 38	7.19	97, 98	7.49	157, 158	8.19	217, 218
6.50	39, 40	7.20	99, 100	7.50	159, 160	8.20	219, 220
6.51	41, 42	7.21	101, 102	7.51	161, 162	8.21	221, 222
6.52	43, 44	7.22	103, 104	7.52	163, 164	8.22	223, 224
6.53	45, 46	7.23	105, 106	7.53	165, 166	8.23	225, 226
6.54	47, 48	7.24	107, 108	7.54	167, 168	8.24	227, 228
6.55	49, 50	7.25	109, 110	7.55	169, 170	8.25	229, 230
6.56	51, 52	7.26	111, 112	7.56	171, 172	8.26	231, 232
6.57	53, 54	7.27	113, 114	7.57	173, 174	8.27	233, 234
6.58	55, 56	7.28	115, 116	7.58	175, 176	8.28	235, 236
6.59	57, 58	7.29	117, 118	7.59	177, 178	8.29	237,
7.00	59, 60	7.30	119, 120	8.00	179, 180		

NATIONAL COLOURS

<i>Nationality.</i>	<i>National Colours — Background.</i>	<i>Number</i>
Austria.	Red, with a 15 m.m. white border.	White
Belgium.	Yellow.	Black
Czechoslovakia.	White, with a 15 m.m. red border.	Blue
England.	Green.	White
France.	Blue.	White
Holland.	Orange.	White
Hungary.	Red, with a 15 m.m. green border.	Green
Ireland.	Green, with a 15 m.m. orange border.	White
Italy.	Red.	White
Luxembourg.	Purple.	White
Norway.	Red.	Blue
Poland.	White, with a 15 m.m. red border.	Red
Sweden.	Blue, with a 15 m.m. yellow border.	White
Switzerland.	White, with a 15 m.m. red border.	Black

Route. First Day.

MONDAY, SEPTEMBER 12th.

KILOMETRES		PLACE (Check Controls in Heavy Type)	MILES		TIME DUE			
INTER	TOTAL		INTER	TOTAL	First H.	Rider M.	Last H.	Rider M.
0	0	Llandrindod Wells. Start	0	0	06	31	08	29
		Llanbister						
		Anchor						
45.1	45.1	Sarn	28	28	07	39	09	30
		Mainstone						
36.6	81.7	Knucklas	22 $\frac{3}{4}$	50 $\frac{3}{4}$	08	36	10	25
		Kinnerton						
36.5	108.2	Radnor	16 $\frac{1}{2}$	67 $\frac{1}{4}$	09	14	11	01
		Gladestry						
22.1	130.3	Clyro (Replenishment) ...	13 $\frac{3}{4}$	81	09	44	11	30
		Craswell						
38.6	168.9	Capel Yffin	24	105	10	44	12	28
25.3	194.2	Crickhowell (Lunch $\frac{1}{2}$ hour)	15 $\frac{3}{4}$	120 $\frac{3}{4}$	11	49	13	31
		Talybont						
41.4	235.6	Cefn Coed	25 $\frac{3}{4}$	146 $\frac{1}{2}$	12	40	14	25
		Dinas Rock						
33.8	269.4	Coepbren (Replenishment)	21	167 $\frac{1}{2}$	13	27	15	15
		Cray						
44.2	313.6	Forest Lodge	27 $\frac{1}{2}$	195	14	22	16	27
		Llanfres						
		Cantref						
		Llandefal						
37.0	350.6	Broughrood	23	218	15	07	17	32
		Painscastle						
		Glascwin						
41.0	391.6	Llandrindod Wells. Finish	25 $\frac{1}{2}$	243 $\frac{1}{2}$	15	55	18	42

Route. Second Day.

TUESDAY, SEPTEMBER 13th.

KILOMETRES		PLACE (Check Controls in Heavy Type)	MILES		TIME DUE			
INTER	TOTAL		INTER	TOTAL	First H.	Rider M.	Last H.	Rider M.
0	0	Llandrindod Wells. Start	0	0	06	31	08	29
		Newbridge						
		Beulah						
33.0	33.0	Abergwesyn	20½	20½	07	21	09	13
21.7	54.7	Tregaron	13½	34	07	57	09	46
		Llandewi						
		Farmers						
45.9	100.6	Llanllwni	28½	62½	09	11	10	53
		Grenogle						
37.8	138.4	Abergorlech (Repl'nishm't)	23½	86	10	11	11	49
25.7	164.1	Llandovery (Lunch ½ hour)	16	102	10	50	12	26
		Cross Inn						
45.1	209.2	Pont Amman	28	130	12	21	13	57
		Rhyd y Gwin						
		Rhyd y Fro						
21.7	230.9	Carn Lwyd	13½	143½	12	52	14	30
		Brynammon						
		Pont Newyd						
42.6	273.5	Trecastle (Replenishment)	26½	170	13	40	15	25
		Fran Uchaf						
		Llanfair						
37.00	310.5	Penlan Lwyd	23	193	14	32	16	36
		Builth						
29.0	339.5	Gwenddwz	18	211	15	07	17	27
		Aberedw						
		Gregrina						
33.8	373.3	Llandrindod Wells. Finish	21	232	15	48	18	26

Route. Third Day.

WEDNESDAY, SEPTEMBER 14th.

KILOMETRES		PLACE (Check Controls in Heavy Type)	MILES		TIME DUE			
INTER	TOTAL		INTER	TOTAL	First H.	Rider M.	Last H.	Rider M.
0	0	Llandrindod Wells. Start	0	0	06	31	08	29
		Gregrina						
		Aberedw						
33.8	33.8	Gwenddwz	21	21	07	25	09	15
		Builth						
29.0	62.8	Penlan Lwyd	18	39	08	07	09	55
		Llanfair						
		Fran Uchaf						
37.0	99.8	Trecastle (Replenishment)	23	62	09	09	10	51
		Pont Newydd						
		Brynamman						
42.6	142.4	Carn Lwyd	26½	88½	10	07	11	46
		Rhyd y Fro						
		Rhyd y Gwin						
21.7	164.1	Pont Amman	13½	102	10	44	12	19
		Cross Inn						
45.1	209.2	Llandovery (Lunch ½ hour)	28	130	11	45	13	20
25.7	234.9	Abergorlech (Repl'nishm't)	16	146	12	49	14	27
		Grenogle						
37.8	272.7	Llanllwni	23½	169½	13	39	15	23
		Farmers						
		Llondewi						
45.9	318.6	Tregaron	28½	198	14	40	16	46
21.7	340.3	Abergwesyn	13½	211½	15	10	17	29
		Beulah						
		Newbridge						
33.0	373.3	Llandrindod Wells. Finish	20½	232	15	48	18	26

Route. Fourth Day.

THURSDAY, SEPTEMBER 15th.

KILOMETRES		PLACE (Check Controls in Heavy Type)	MILES		TIME DUE			
INTER	TOTAL		INTER	TOTAL	First H.	Rider M.	Last H.	Rider M.
0	0	Llandrindod Wells. Start	0	0	06	31	08	29
		Rhayader						
26.6	26.6	Aber Henlan	16½	16½	07	11	09	04
		Blaen y Cwm						
18.5	45.1	Bidno	11½	28	07	44	09	33
		Dylife						
45.1	90.2	Cemmeas	28	56	08	51	10	37
		Dinas Mawddwy						
24.1	114.3	Bwylch-y-Groes	15	71	09	27	11	12
20.1	134.4	Aber Hirnant	12½	83½	10	02	11	44
9.6	144.0	Llandrillo (Replenishment)	6	89½				
28.2	172.2	Glyn Myfyr	17½	107	10	53	12	33
20.5	192.7	Denbigh (Lunch ½ hour)	12¾	119¾	11	22	13	02
		Llanbedr						
35.8	228.5	Minera	22¼	142	12	36	14	18
		Tyn-y-Rhos						
29.0	257.5	Barbers	18	160	13	13	14	59
		Alt-y-Bady						
26.1	283.6	Llawnt	16¼	176¼	13	45	15	35
4.0	287.6	Llassilin (Replenishment)	2½	178¾				
52.3	339.9	Cedewain	32½	211¼	14	50	17	08
		Dolfer						
47.9	387.8	Llandrindod Wells. Finish	29¾	241	15	44	18	28

Route. Fifth Day.

FRIDAY, SEPTEMBER 16th.

KILOMETRES		PLACE (Check Controls in Heavy Type)	MILES		TIME		DUE	
INTER	TOTAL		INTER	TOTAL	First H.	Rider M.	Last H.	Rider M.
0	0	Llandrindod Wells. Start	0	0	06	31	08	29
		Dolfer						
47.9	47.9	Cedewain	29 $\frac{3}{4}$	29 $\frac{3}{4}$	07	40	09	31
		Pen-y-Carnedd						
52.3	100.2	Llassilin (Replenishment)	32 $\frac{1}{2}$	62 $\frac{1}{4}$				
4.0	104.2	Llawnt	2 $\frac{1}{2}$	64 $\frac{3}{4}$	08	58	10	46
		Alt-y-Bady						
26.1	130.3	Barbers	16 $\frac{1}{4}$	81	09	36	11	22
		Tyn-y-Rhos						
29.0	159.3	Minera	18	99	10	20	12	03
		Llanbedr						
35.8	195.1	Denbigh (Lunch $\frac{1}{2}$ hour)	22 $\frac{1}{4}$	121 $\frac{1}{4}$	11	08	12	49
20.5	215.6	Glyn Myfyr	12 $\frac{3}{4}$	134	12	06	13	48
28.2	243.8	Llandrillo (Replenishment)	17 $\frac{1}{2}$	151 $\frac{1}{2}$				
9.6	253.4	Aberhirnant	6	157 $\frac{1}{2}$	12	52	14	37
18.5	271.9	Bwlch-y-Groes	11 $\frac{1}{2}$	169	13	19	15	06
		Dinas Mawddy						
25.7	297.6	Cemmeas	16	185	13	52	15	44
		Dylife						
45.1	342.7	Didno	28	213	14	48	17	07
		Blaen-y-Cwm						
18.5	361.2	Aber Henlan	11 $\frac{1}{2}$	224 $\frac{1}{2}$	15	15	17	44
		Rhayader						
26.6	387.8	Llandrindod Wells. Finish	16 $\frac{1}{2}$	241	15	45	18	28

Route. Sixth Day.

SATURDAY, SEPTEMBER 17th.

KILOMETRES		PLACE (Check Controls in Heavy Type)	MILES		TIME DUE			
INTER	TOTAL		INTER	TOTAL	First H.	Rider M.	Last H.	Rider M.
0	0	Llandrindod Wells. Start	0	0	The Order and Times of Starting on this day will be published on Friday 16th September.			
		Llanafan Fawr						
		Garth						
41.1	41.1	Upper Chapel	25½	25½				
		Merthyr Cyrog						
22.5	63.6	Eppynt	14	39½				

PROVISIONAL FINAL RESULTS

The provisional Final Results will be announced at the Metropole Hotel, Llandrindod Wells, on Saturday 17th September, when the Trophies will be handed over to the successful Teams.

*This Programme was printed at
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Eastcott Hill, Swindon*

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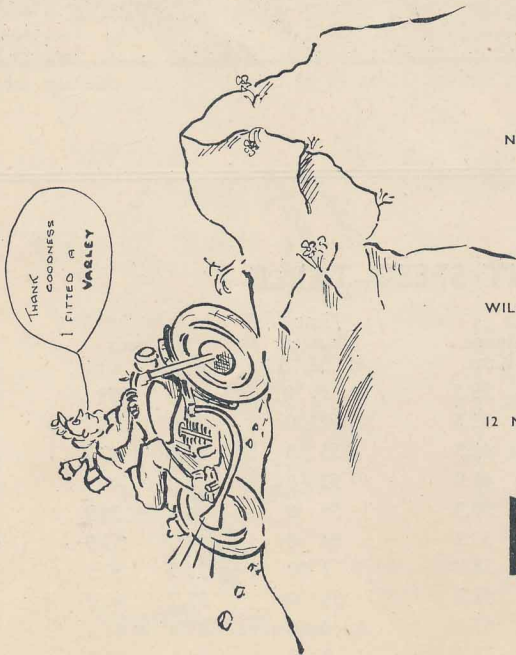
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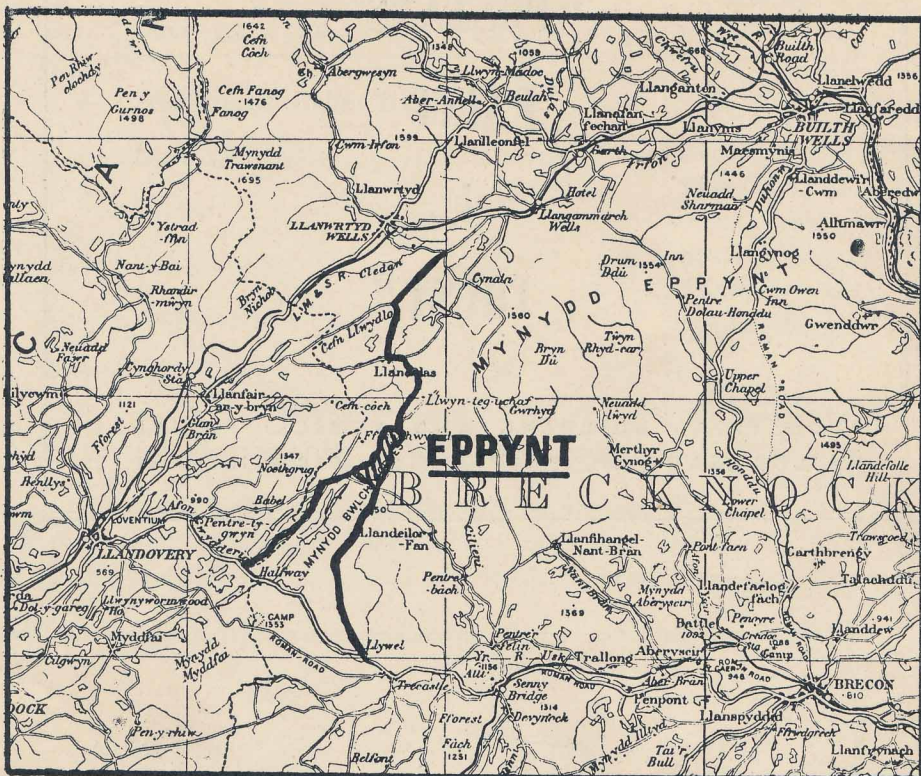
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Map showing the position of the Eppynt Circuit where the final test will be held on Saturday, 17th September, 1949.

Approach roads are outlined, the best being from Llywel on the main Brecon-Llandovery road. N.B. The road from Senny Bridge should *not* be taken.



Reproduced from the Ordnance Survey Map, with the sanction of the Controller of H.M. Stationery Office.

EPPYNT SPEED TABLE

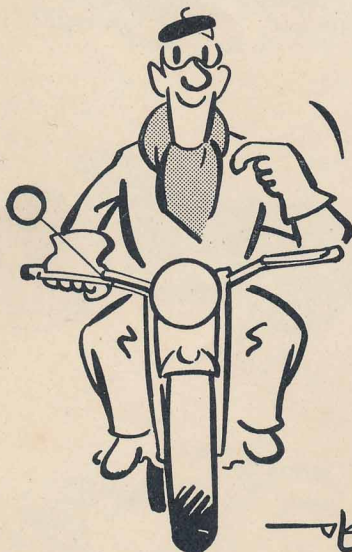
Class Category	Min. No. of Laps	Distance		Time Allowed	Speeds	
		Miles	Kms.		H. M. S.	m.p.h.
1	4	20.8	33.5	1 0 0	20.8	33.5
2	4	20.8	33.5	52 0	24.0	38.7
3 B/S H	5	26.0	41.9	58 0	27.0	43.4
4 I	5	26.0	41.9	52 0	30.0	48.3
6	6	31.2	50.3	55 0	34.0	54.9
— F J	6	31.2	50.3	54 0	34.7	55.9
— G K	7	36.4	58.7	1 1 30	35.5	57.1
A	7	36.4	58.7	58 0	37.7	60.7
B	8	41.6	67.1	1 0 0	41.6	67.1
C	9	46.8	75.5	1 3 0	44.6	71.9
DE	9	46.8	75.5	1 1 30	45.7	73.7

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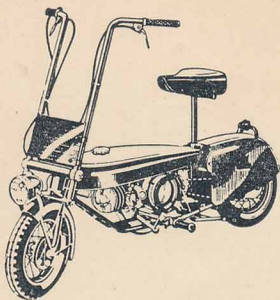
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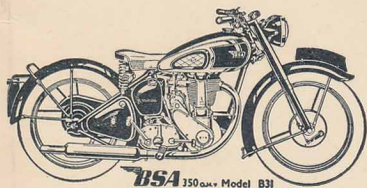
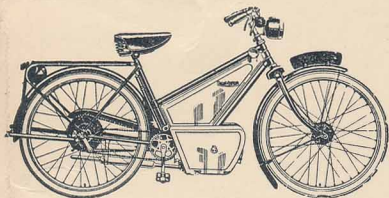
Mr. TOM NORTON, Managing Director of THE AUTOMOBILE PALACE, in extending a personal welcome, expresses the hope that all British and Overseas Competitors and other Visitors to Llandrindod Wells, will have an enjoyable time. His staff will gladly carry out any services that are required.

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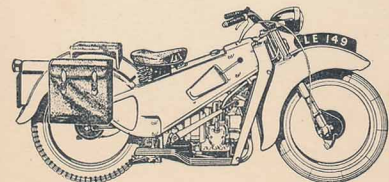
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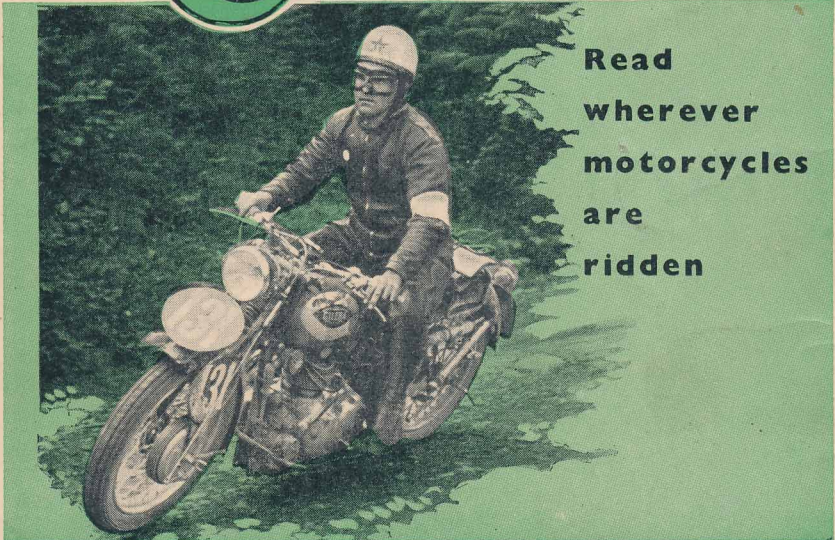
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