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JULY





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THE JOURNAL OF THE
BRITISH MOTOR CYCLE RACING CLUB

Bemsee



BUCKINGHAM PALACE

Congratulations and best wishes to the organisers of the Tourist Trophy Races in their Diamond Jubilee Year. Sixty years of classic competitions and going stronger than ever.

The Tourist Trophy Races in the Isle of Man are the great date in the Auto-Cycle Union calendar and I know that all its members, competitors and spectators would like me to pay a well deserved tribute to the wonderful way in which these meetings have been managed.

Even the briefest comparison between machines and performances of to-day and sixty years ago shows the remarkable technical improvements which have been made and will continue to be made as long as these races are run.

I hope the weather will be kind and all other circumstances will combine to make the Jubilee Races a happy and memorable occasion.

PHILIP
Duke of Edinburgh.

June, 1967.



Practice

If you need by now a summary of practice week in the Island let me say right now that it was as glorious as the event merited. I feel sure that there were few people who have enjoyed anything as much for quite a while.

Mike Hailwood's meteoric lap of 105.12 m.p.h. on a 250 c.c. machine from a standing start was never equalled until a week afterwards (June 9th) and then only by Giacomo Agostini on the 500 M.V. Agusta. But at the time of writing this article (just before the Production race on Saturday evening) I doubt personally that Mike's luck will be with him right throughout the week's racing. In comparison with the M.V. and Yamahas, the Honda four leaves much to be desired and have never sounded as crisp as Mike's nearest rivals machines. Again it struck me as I watched from both the Creg and Hillberry that the Benelli could be a force to be reckoned with — its exhaust note was sheer perfection itself and the handling was second to none.

The weather over the last two days has been the most perfect ever. Brilliant sunshine and a real scorcher. If it remains like this we will have a record week. It's a pity I leave for the mainland on Wednesday but I suppose it's too much to expect Club Day at Brands to run itself.

We are now looking forward to the Production machine race. I still can't help feeling that those twin leading shoe front brakes which Triumph's are sporting should never have been allowed. Asking around the dealers, there isn't one who can tell me the price. General concensus of opinion seems to be that John Hartle is going to be a walk-away winner with Paul Smart on the Dunstall Norton a very close second. Personally, I wouldn't be at all surprised to see Tommy Robb's Bultaco well up the field as well as the Harry Thompson Suzuki (why it was allowed to run with Thompson Suzuki on the tank I shall never know). Joe Dunphy feels quite frightened at the prospects of three laps but I suppose this could be as a result of the bad handling of his racers—or should I say the apparent bad handling, they looked none too safe to me. At this stage few of the riders know of the death of A. E. Shaw whose Aermacchi seized at the Mountain Box during the morning's practice. Tommy Robb, who arrived on the scene shortly afterwards, had to run back for help and the practice was eventually stopped at Ramsey whilst the ambulance was brought out on to the course. Other casualties during the week were Jack Findlay who broke his foot as well as tearing a ligament, M. Itoh who broke a wrist and Reay Mackay.

Production Race

Purely as a matter of interest, the first T.T. race was run in May 1907 for run of the mill road machines. Sixty years later sees the revival of such an event. The Clubman's series was never quite the same. Of course cars were first seen in the Island in 1905 and it was, perhaps, as a result of this that motor cycles ran in the Island at all. Of course, the fact that there was a 20 m.p.h. limit on English roads and that the Manx Government were a law unto themselves contributed to the success of motor cycle racing in the Island.

If you needed any proof of the excitement anticipated with this race you need only look at the practice times. On Monday, June 5th, Hartle cracked round in 23m. 53.4s. at a speed of 94.76 m.p.h. on his 650 Bonneville entered by Geoff Duke. Steve Spencer, Triumph tester, went round in 23m. 57.4s. on Tuesday, a speed of 94.50 m.p.h. Already they are making many 500's look more than a little foolish. John is delighted with the handling of the Triumph and everything about it. The machine was never touched throughout practice and Geoff Duke, with his normal run of bad luck so recently with him, remarked that he thought this was a bad sign for the race.

At 6.30 p.m. on Saturday evening, the flag drops. Riders are starting from a Le Mans start in classes with five minutes interval between. First man away is Hartle, followed by Joe Dunphy on his Commerford entered Bonneville. Watching as we are from Creg ny Baa it is a little difficult to hear the rest of the runners' numbers as machines drown the commentary. But what a fantastic first lap this turns out to be. Remember the weather is as perfect as perfect can be and from the Creg one has to rely entirely on the commentators around the circuit to keep you in touch with the riders' progress—there is no lap board to watch. There is also no mercy shown by Hartle. By Union Mills he had a two second lead, by Ballacraigne ten seconds, by Ballaugh his lead over Dunphy was increased to twenty one and a half seconds, by Ramsey it was thirty seconds. But now Steve Spencer had moved up into second place to replace Joe Dunphy who retired at the Waterworks, and so on through the Bungalow to Creg ny Baa where the order on the first lap was Hartle, Spencer, Smart (Dunstall Dominator), Jenkins (Dunstall Dominator), Butcher (Boyer Triumph), Butler (Boyer Triumph). Leader of the 500 class was Neil Kelly (Stevens Velocette) shadowed throughout the race by Keith Heckles (Dodkin Velocette). From the very start a terrific scrap developed in the 250 class between Bill Smith and Tommy Robb on Bultaco Metrallas, the lead changing so many times that it was difficult to keep track of it all. There was never anything between the two riders all the way round the circuit—the most about one second on the first lap—and it looked at one stage as though the finish would be attempted as a dead heat.

At the end of the first lap Hartle's time was 23m. 18.0s., a speed of 97.16 m.p.h.—an incredible performance from a standing start. Spencer's speed was 94.14 m.p.h. and third man Paul Smart, at 93.61 m.p.h.

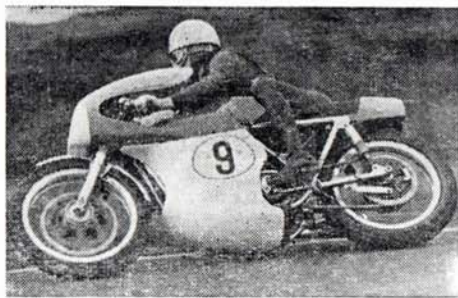
And so it continued. Hartle was now settled in and his lead increased by leaps and bounds—Ballaugh, 1m. 9s., Ramsey 1m. 10s., Bungalow 1m. 15s., Creg 1m. 20s. But now the order had settled down a bit. Second and third men Jenkins and Smart were content to press on in each others company, sandwiched as they were between Hartle and fourth place man Butcher. Tony Smith was fighting it out with Lance Weil (Elite Bonneville), Peter Butler was now lying a creditable seventh place ahead of Tony Godfrey (Dunstall Dominator) who rode a very steady but nonetheless fast race throughout. Hartle's time for the second lap was 23m. 8.8s., ten seconds quicker than his first. His lead was now

1m. 22.0s. from Jenkins. At Bray Hill Butcher stopped, or rather his machine did. The trouble was quickly spotted—the elastic band which stopped his ignition key from being lost has tensioned and turned the ignition off. So annoyed with this, Butcher let out the Clutch so fiercely he broke a primary chain at Ballacraine.

By Creg ny Baa on the third lap Hartle had increased his lead to 1m. 40s. but was now easing off a little. Luck ran out for Jenkins just before the Creg when his clutch packed up and even Paul Smart's machine didn't sound quite itself. So there it was. Hartle was the winner at a speed of 97.10 m.p.h. in the first Production T.T., second was Paul Smart and third Tony Smith. The 500 class was won in convincing style by Neil Kelly, with Keith Heckles second and David Nixon (Boyer Triumph T100T) third. Bill Smith won the 250 class with Tommy Robb second and Barry Smith (Suzuki) third. Hartle was so delighted with the performance of the Triumph that he said afterwards over a meal in the Gay Heart that if he had known what his speeds were he would have attempted a 98 m.p.h. lap which he felt was in very easy reach of the machines capabilities. One must give every due praise to the standard of riding the competitors displayed throughout the race. Smith, Butler and Nixon in particular rode brilliantly and deserved the just success of their performance.

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Durrington Walls 561

PRODUCTION MACHINE RACE

750 c.c. Class

Psn. No.	Entrant and Driver	Machine	Time and Speed
1 7	Scuderia Duke J. Hartle	649 Triumph Bonneville	1.09.56.8 97.10
2 1	P. Dunstall M/c. P. Smart	745 Dunstall Dominator	1.11.48 94.60
3 16	A. J. Smith Entrant	654 B.S.A. Spitfire	1.15.42 89.73
4 11	Elite Motors Ltd. L. Weil	649 Triumph Bonneville	1.15.45.8 89.66
6 17	Boyer of Bromley Ltd. P. A. Butler	649 Triumph Bonneville	1.16.28 88.83
6 24	A. M. Godfrey Entrant	647 Dunstall Dominator	1.17.22 87.79
7 23	G. L. Bailey Entrant	649 Triumph Thund'bird	1.20.11.8 84.70
8 20	M. W. Rice Entrant	654 B.S.A. Lightning	1.23.55.8 80.93
9 22	B. G. Foster A. McGurk	649 Triumph Bonneville	1.24.16.6 80.60
10 15	N.J.T. Whiting J.R. Strijbis	649 Triumph Bonneville	1.24.22.2 80.51
11 3	P. Dunstall M/c. G.A. Jenkins	745 Dunstall Dominator	1.26.26 78.58

500 c.c. Class

Psn. No.	Entrant and Driver	Machine	Time and Speed
1 33	L. Stevens Ltd. N. Kelly	499 Velo. Thruxton Venom	1.15.33.8 89.89
2 31	G. Dodkin K. Heckles	499 Velo. Thruxton Venom	1.16.11.6 89.15
3 36	Boyer of Bromley Ltd. D. J. Nixon	490 Triumph T100	1.19.48 85.11
4 38	S. Welch G. Penny	444 Honda	1.20.26 84.45
5 45	F. Hanks M/c. N. Hanks	498 B.S.A. A50	1.22.56.2 81.90
6 44	Hughes M/c. A. Peck	490 Triumph T100	1.22.56.2 81.90
7 37	Read Bros. Ltd. A. Dunnel	305 Honda	1.23.40.2 81.18
8 39	Glenhelen Motor Co. Ltd. R. W. Baylie	490 Triumph 5TA	1.23.42.4 81.15
9 41	D. Doyle Entrant	497 Norton 88SS	1.23.46 81.08
10 32	M. W. Lowe R. J. Biscardine	499 Velo. Thruxton Venom	1.25.11.2 79.74
11 42	A. Bennett M/c. B.A. Bennett	490 Triumph T100	1.25.46.2 79.19
12 46	S. Wood Entrant	490 Triumph T100	1.33.05.2 72.97

250 c.c. Class

Psn. No.	Entrant and Driver	Machine	Time and Speed
1 63	Lindsay (M/c) Ltd. W. A. Smith	244 Bultaco Metralla	1.16.38.2 88.63
2 64	Lindsay (M/c) Ltd. T. Robb	244 Bultaco Metralla	1.16.38.6 88.62
3 66	Spa Motor Cycles B. Smith	247 Suzuki T20	1.18.43.2 86.29
4 79	E. Crooks F. Whiteway	247 Suzuki T20	1.19.08.6 85.82
5 67	Spa Motor Cycles K. Carruthers	247 Suzuki T20	1.19.53.4 85.03
6 65	Lindsay (M/c) Ltd. K. Cass	244 Bultaco Metralla	1.22.36.8 82.22
7 61	D. A. Simmonds Entrant	247 Kawasaki A1 'Samurai	1.23.43.6 81.13
8 60	Suzuki (GB) Ltd. C.J. Vincent	247 Suzuki T20	1.24.14.6 80.63
9 68	E. Crooks Entrant	247 Suzuki T20	1.25.00.2 79.91
10 73	C. P. Thompsett Entrant	248 Ducati	1.26.01.6 78.96
11 69	E. Housley T. Burgess	230 Ossa	1.27.06.2 77.98
12 74	G. E. Leigh Entrant	247 Honda	1.27.12.4 77.89
13 71	Padgett's Ltd. P. Padgett	246 Yamaha YDS	1.39.49.4 68.05
14 78	V. Camp M/Cycles G. B. Neveling	248 Ducati	1.39.50.6 68.03
15 75	B. J. Warburton Entrant	246 Yamaha YDS	1.39.51.6 68.02

Non-Starters	9
Retired	13
Finished	38
<hr/>	
Total Entries	60
<hr/>	

Sidecar

Practice Times:

G. Auerbacher	—	25m. 03.6s.	90.34 m.p.h.
K. Enders	—	25m. 17.0s.	89.54 m.p.h.
C. Seeley	—	25m. 38.2s.	88.30 m.p.h.
S. Schauzu	—	25m. 59.4s.	87.10 m.p.h.
H. Fath	—	26m. 38.6s.	85.06 m.p.h.
C. Vincent	—	26m. 59.8s.	83.85 m.p.h.

For the start of the sidecar race the favourites were obvious as the fastest practice times listed above will emphasise. However, despite Auerbacher's obvious advantage Schauzu was considered the favourite by many, with Enders a close second. Auerbacher, however, had other ideas and went flat out from the start. At Bradden Bridge on the first lap he was a clear leader but Enders had pulled out all the stops and was second despite starting thirty seconds behind. Vincent never reached Bradden. On lap two, both Bill Boddice and Charlie Freeman retired in front of us at Bradden Bridge, Boddice with a suspected broken big end. Fath too was out and Auerbacher, who was by now having a close tussle with Enders and Schauzu was destined not to pass Ballacraine—his engine seized. Out of the 83 entries, four were non starters, three didn't finish, and there were 36 which retired. But despite the perfect conditions which prevailed for the Monday's racing, the lap record was not broken. Looking rather wistful in the paddock was John Robinson who, despite his leg being strapped up, was up and around again. The results speak for themselves in that Schauzu hammered away throughout the three laps to finish first with a time of 1hr. 14m. 40.6s., at a speed of 90.96 m.p.h., which was a record race time for the course. Fastest lap, however, went to Auerbacher at 91.70 m.p.h., one tenth of a second outside Max Deubel's 1965 record. Terry Vinnicombe, his 1965 record of being the first British machine home was repeated with a merited sixth place, but one must take one's hat off to young Mick Boddice who rode like a veteran to achieve an equal 8th place with Arsenius Butscher.

Lightweight

Fastest practice times:

S. M. B. Hailwood	—	21m. 23.2s.	105.12 m.p.h.
R. Bryans	—	22m. 26.8s.	100.85 m.p.h.
W. D. Ivy	—	22m. 27.0s.	100.84 m.p.h.
P. W. Read	—	22m. 41.2s.	99.79 m.p.h.
H. Rosner	—	23m. 32.4s.	96.17 m.p.h.
D. Woodman	—	23m. 43.0s.	95.45 m.p.h.

And so to the eagerly awaited clash of the Honda six and the Yamahas. Nobody was prepared to put their money on anyone as there were too many pros and cons. Would Mike's Honda last the distance. Was the handling up to scratch. Were the Yamahas quick enough. All questions which would only be answered after two hundred and twenty six and a half miles. The weather hadn't changed. In fact by now the burnt complexions of the spectators were being covered up by anything available to prevent the merciless sun doing much more damage! But of course the obvious hazzard of slippery roads was being created by

the sun and not the rain which normally has things to itself. Tar was creeping up through the surface in places, making conditions slightly less than ideal.

At the drop of the flag, Hailwood streaked away. At Ballaugh, Read was second and Ivy third. Bryans and Woodman joined in the hunt at Ramsey but Hailwood was riding hard. So too were Read and Ivy who were riding in close company to keep Hailwood in sight. Mike started with a thirty second advantage over Read so whatever happened he knew he had to improve upon this radically if he was to win. Through the Creg, Mike almost hit the bank. His Honda was handling badly and the slightly slippery surface on the exit helped little. Second through on the road was Ivy, followed by Bryans, Read, Woodman, Motohashi, Rosner and Pagani. At the grandstand Mike's time for the first lap was 21m. 53.8s., a speed of 103.39 m.p.h. Ivy's speed was 103.18 m.p.h. The fight was decidedly very much a reality. My own record of the race made Hailwood leading Ivy and Read, who were neck and neck with each other, by twelve seconds at the Creg on lap two. Bryans was still holding on to third place and we had by now lost Motohashi. At the grandstand, Read had a ten second lead over Ivy on corrected time. Mike's second lap was completed in 21m. 39.8s. at a speed of 104.50 m.p.h., a new lap record. Read's time was 21m. 50.4s., a speed of 103.66 m.p.h.

Mike was wasting no time now, and with his gap increasing bit by bit it was obvious that he was intending to stop for fuel at the conclusion of lap three. At Ballaugh he had increased his lead by a further six seconds. Ivy, who had started with a twenty second lead over Read, was still side by side with Phil on the road although, of course, Phil was technically in the lead by quite a way.

Mike's fuel stop was six seconds longer than Phil's. He took thirty four seconds as opposed to Phil's twenty eight. This now meant that he had to go like stink for he was now technically behind Phil. By Ballacraigne he had a twenty eight second lead (two seconds behind on corrected time) but by the Bungalow, believe it or not, his lead on corrected time had been increased to thirty seven seconds. Ivy was in trouble past the Creg, coasting in with a broken crankshaft. John Cooper riding his Kawasaki, was in fourth place now behind Bryans, who was riding a lonely race for third place on the second six cylinder Honda. The fifth lap was completed by Mike in 21m. 53.0s. at a speed of 103.45 m.p.h. Phil's time of 22m. 17.4s., a speed of 101.56 m.p.h. was indicative of just how slippery the course was becoming. Hailwood complained of the bad handling of his Honda to his pit mechanics when he pulled in for fuel at the end of lap three. It was all over by now unless something went wrong! Hailwood was taking no chances. At the conclusion of lap six he was just fifteen miles behind the fourth man Cooper. But trouble hit John. He had to push from the Bungalow!

If a summary of the first part of the T.T. races were needed, it was quite obvious that the riding standards are far superior to any other series. This could have been due mostly to the weather throughout Saturday to Wednesday but was certainly due to the most part by the skill and consistency of the riders taking part. There were a few who could have done with more of the home circuits before entering but,

on the whole, these were very few in number.

At the time this magazine goes to press, there is little that can be added by way of a conclusion to the T.T. by reports on the Wednesday and Friday events. As I am not there for these two days, it would be a little difficult to write a report on the races other than to do a direct crib on what the technical journals write. However, I did see the 125 race before I left although, again, I haven't the final results to hand.

Talking to Stuart Graham in the paddock before the start of the race, it was obvious that he was very much on tender hooks. Being number two in the race he had the main opposition of Phil Read and Bill Ivy behind him, being numbers 10 and 14 respectively. Such an opening was destined to throw considerable strain on the lone Suzuki but Graham was making no mistake from the very fall of the flag. This time the viewing point was Quarter Bridge, and it was very difficult to hear the speakers at times for the roar of the machines as they came through on their opening lap. Scream would be a better word for it. At Ballacrairie it seemed that the Suzukis would dominate the race, Ivy being three seconds up on Katayama who, in turn, was nine seconds up on Phil Read. Graham was three seconds behind, level in fact with Motohashi. By the Bungalow, it was Read that was in front from Ivy, Motohashi and Graham (all on corrected time), and by the Creg, Read was leading Katayama. It was all a little confusing because we were never sure if the announcers had kept up the start differences accurately. However, come the start again and Graham was still in front on the road from Read by approximately one second on corrected time as they started their second lap. Motohashi was third and Dave Simmonds on the Kawasaki. When we said that Graham was riding the lone Suzuki we were not of the opinion that Katayama would prove much of a resistance. He proved us right. But calamity of all calamities, Ivy had dropped out at the end of lap one with a hole through his piston caused by the NGK plug breaking up. This now moved Inchley up a place on the TSR (two-stroke racer) with Robb and Kel Carruthers taking the next berths. And so to the last lap. At Quarter Bridge Graham had a lead of three seconds from Read and it looked as though Graham was going to do the impossible by smashing the Yamaha dominance. But he failed by three and two fifths of a second to finish a worthy second to Read.

The "HUTCH" Regs are now available

**but only to those with an
International Licence**

SIDECAR INTERNATIONAL RACE

Psn.	No.	Entrant and Driver	Machine	Time and Speed
1	12	S. Schauzu Entrant/H. Schneider	490 B.M.W.	1.14.40.6 90.96
2	8	K. Enders Entrant/R. Engelhardt	496 B.M.W.	1.14.59.2 90.58
3	4	C. Seeley Entrant/R. Lindsey	492 B.M.W.	1.17.15.6 87.92
4	17	P. V. Harris Entrant/J. Thornton	492 B.M.W.	1.18.13.6 86.83
5	1	B. Dungworth Entrant/N. Caddow	492 B.M.W.	1.19.49.4 85.10
6	5	T. W. Kirby M/Cycles Ltd.	499 Kirby	
		T. Vinicombe/J. Flaxman	B.S.A.	1.20.45.6 84.11
7	10	H. Wohlfahrt Entrant/H. Vester	493 B.M.W.	1.22.34.4 82.26
8	7	A. Butscher Entrant/Miss A. Neumann	496 B.M.W.	1.25.07.6 79.79
	16	Elms Metal Ltd.		
		M. E. Boddice/E. E. Loach	498 B.S.A.	1.25.07.6 79.79
10	44	J. Attenberger Entrant/J. Schillinger	492 B.M.W.	1.26.39.0 78.39
		All the above receive SILVER REPLICAS		
11	33	E. Parkinson Entrant/R. Phillpot	498 Parkinson	1.28.30.8 76.74
12	37	Derby Phoenix M.C.C.		
		W. E. Cooper/D. G. Glasby	498 Triumph	1.28.36.4 76.66
13	22	L. C. Green & Son Ltd.		
		D. R. Yorke/A. D. Lodge	498 Triton	1.28.37 76.65
14	30	Anglia Accessories		
		M. Potter/D. Wright	498 Triumph	1.29.39.4 75.76
15	23	F. Hanks M/Cycles		
		R. Hanks/J. P. Mann	499 B.S.A.	1.30.09.8 75.34
16	77	D. L. Plummer Entrant/M. M. Brett	500 Triumph-	
			ETY	1.31.06.6 74.55
17	28	R. E. Hackman Entrant/R. Gauge	498 Nor/Triu	1.31.22 74.34
18	42	D. V. Bayley Entrant/M. C. Haisell	498 Triumph	1.31.42.2 74.07
19	52	F. G. Ellis Entrant/A. Macfadzean	500 Tri/Ntn	1.32.12.8 73.66
20	26	R. Smith Entrant/R. Fiddes	498 Tri/Ntn	1.32.41.6 73.28
21	39	T. Cowie Ltd.	499 Cowie-	
		M. Hobson/G. Atkinson	B.S.A.	1.32.53 73.12
		All the above receive BRONZE REPLICAS		
22	35	F. Hanks M/Cycles		
		F. Hanks/G. Webb	499 B.S.A.	1.33.45.8 72.45
23	34	Bardsley Bros. Ltd.		
		E. B. Bardsley/P. R. Cropper	498 Triumph	1.34.01 72.24
24	79	J. Philpott Entrant/R.W. Turrington	498 Matchless	1.34.04.4 72.20
25	41	K. G. Hibberd Entrant/T. Gill	499 Norton	1.34.29 71.89
26	66	T. C. Layton Entrant/F. I. Chambers	499 Ntn/B.S.A.	1.35.46.8 70.92
27	38	K. Graham Entrant/G. Sewell	498 Triumph	1.35.56 70.80
28	46	D. Keen Entrant/T. Sibbick	498 Triumph	1.36.19.4 70.52
29	20	F. Hanks M/Cycles		
		N. Hanks/Mrs. R. Arnold	499 B.S.A.	1.38.24 69.03
30	69	J. C. Lyth		
		R. G. Glover/D. G. Forshaw	498 Norton	1.38.52 68.70
31	64	H. C. Munson Entrant/R. Ashenden	498 Triumph	1.39.11 68.48
32	82	G. C. Fox Entrant/S. Greensmith	498 Triumph	1.41.20.4 67.03
33	18	A. J. Sansum Entrant/R. A. King	498 Triumph	1.41.37.8 66.84
34	31	J. Mines Entrant/M. Raw	498 Triumph	1.42.59.4 65.95
35	84	D. Rumble Racing Devts.	498 Rumble/	
		D. Rumble/I. Gemmell	B.S.A.	1.43.12.6 65.81
36	71	Clarkes of Throne		
		J. H. C. Steer/M. J. Skevington	499 B.S.A.	1.47.22.8 63.26
37	65	P. G. Gerrish Entrant/P. W. Sharp	499 Vincent	1.49.17.8 62.15
38	56	J. Pink M/Cycles		
		W. L. J. Matthews/M. Wotherspoon	498 Triumph	1.54.22 59.39
39	62	B. Howard Ltd. M. Tombs/T. Tombs	492 B.M.W.	1.55.00 59.06
40	78	D. Rumble Racing Devts.	497 Rumble/	
		C. C. Hornby/M. Griffiths	B.S.A.	1.56.37.2 58.24

Non-Starters	4
Retired	36
Non-Finishers	3
Finished	40
—	—
Total Entries	83
—	—

Silver Replica Time — 1h. 27m. 19.5s.

Bronze Replica Time — 1h. 33m. 08.8s.

FASTEST LAP — No. 2 G. AUERBACHER, on his second lap, 24m. 41.2s.
at a speed of 91.70 m.p.h.

(Existing Lap Record NOT broken)

CLUB TEAM — GREENWICH M. & M.C.C.

No. 4 C. J. SEELEY No. 5 T. VINICOMBE No. 52 F. G. ELLIS

RECORD RACE SPEED — No. 12 S. SCHAUZU at a speed of 90.96 m.p.h.

250 c.c. LIGHTWEIGHT INTERNATIONAL RACE

Psn. No.	Entrant and Driver	Machine	Time and Speed
1 7	Honda Motor Co. S. M. B. Hailwood	248 Honda	2.11.47.6 103.07
2 14	Yamaha Motor Co. Ltd. P. W. Read	250 Yamaha	2.13.06.4 102.05
3 1	Honda Motor Co. R. Bryans	248 Honda	2.16.27 99.55
4 12	D. A. Simmonds Entrant	247 Kawasaki	2.26.48.4 92.53
5 9	G. E. Brown W. A. Smith	247 Kawasaki	2.32.09.2 89.28
6 50	Padgett's Ltd. M. Chatterton	246 Yamaha	2.32.25 89.13
7 21	G. Marsovsky Entrant	244 Bultaco	2.34.20.6 88.02
8 71	T. T. Holdsworth Entrant	246 Greeves	2.35.35.6 87.31
9 33	Marsh & Fry Ltd. R. G. Farmer	246 Yamaha	2.36.41.4 86.70
10 11	Bultaco T. Robb	244 Bultaco	2.38.50 85.52
All the above receive SILVER REPLICAS			
11 42	Lakeland Garage Ltd. B. Richards	244 Bultaco	2.42.26 83.63
12 20	K. Carruthers Entrant	247 Thompson-Suzuki	2.42.37.6 83.36
13 77	Colemore Depot Ltd. A. E. Moule	248 Aermacchi	2.44.30.4 82.58
14 89	J. Shacklady Entrant	246 Yamaha	2.45.30 82.08
15 75	L. Williams Entrant	246 Aermacchi	2.46.56.6 81.37
16 88	D. Brown Entrant	246 Aermacchi	2.47.22.8 81.16
17 16	E. Crooks J. Dunphy	247 Suzuki	2.48.25 80.66
18 70	North East MCRC E. A. Johnson	247 N.S.U.	2.48.40 80.54
All the above receive BRONZE REPLICAS			
19 61	Bill Smith Motors T. Fearn	246 Yamaha	2.51.50 79.05
20 44	J. Kidson Entrant	249 Guzzi	2.54.43.4 77.75
21 47	P. Conran Entrant	244 Bultaco	2.54.54.2 77.67
22 90	K. Finney Entrant	248 Ducati	2.56.31.6 76.96
23 101	L. E. Evans Entrant	248 Villiers	2.56.40.2 76.89
24 105	J. Pink M/Cycles D. Vallis	244 Bultaco	2.59.03.8 75.87
25 29	P. Chapman J. Cooper	247 Kawasaki	2.59.37.4 75.63
26 49	New Zealand ACU K. D. Williams	246 Greeves	3.01.22.6 74.90
27 87	B. G. Foster P. E. Platt	247 D.M.W.	3.02.19 74.51
28 76	C. J. Trollope D. C. Trollope	247 Honda	3.04.03.2 73.81
29 66	R. J. T. du Pont Entrant	247 Kawasaki	3.05.57.4 73.05

Non-Starters	31
Retired	42
Non-Finishers	1
Excluded	1
Finished	29
—	—

Silver Replica Time — 2h.39m.53s.

Bronze Replica Time — 2h.50m.32.6s.

No Manufacturers Team Finished

Total Entries

No Club Team Finished

FASTEST LAP — No. 7 S. M. B. HAILWOOD, on his second lap, 21m. 39.8s.
at a speed of 104.50 m.p.h. and

RECORD RACE SPEED of 103.07 m.p.h.

Mutual Aid

WANTED

Dominator 88 or 88SS Engine (Post 1958).
Ivan Hackman—see below.

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1965 Atlas Petrol Tank plus cover, oil tank, battery box, front wheel, new tyres, K2F compt. mag. £7 10s. 0d.

I. Hackman, 133 Montgomery Close, Stewartby, Beds.

Breaking 1961 Bedford LWB van. Engine, gearbox, wheels, etc., Two-wheel trailer suitable for two bikes, c/w ball hitch. £5.

Fibre glass tank moulds for Dominator and Velocette. Two 125 c.c. Bantam engines with frames. All offers considered.

M. Lewis, 54a Butler Road, Harrow, Middx.

Non-formula Bantam. Shortened C11 forks, C11 front wheel and swinging arm. Greeves Silverstone rear wheel, borroni alloy rims, new Manx 3 gallon tank, Avon racing fairing, 12 : 1 squish band head, padded flywheels, Wal Phillips f/injector and/or Monobloc, new racing brake linings, new Girling rear suspension units, 40—46 toothed sprockets and 19/20 g/box sprockets, or gearbox. All in very good condition. Going over to racing sidecars. £70 o.n.o.

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Annual General Meeting

Following the normal business transacted at an Annual General Meeting, that of the Report and Accounts approved by the Meeting, the Chairman moved on to the business of the election of Directors as outlined in the Report. All four retiring Directors were re-elected, with the addition of Vernon Wardall who had been a Corner Commander and leading member of the Club for many years. Vernon is at present a Sub-Manager of one of the leading five clearing banks and is at present in charge of a computing centre. The Meeting expressed the hope that he would enjoy his Directorship and be able to give the Club many years of valued service.

In the absence of Sir Geoffrey Tuttle who had been unable to be present due to a RAF function to which he was unfortunately committed, the Chairman, Lionel Cheeseright, had pleasure in confirming Sir Geoffrey's continued appointment as President of the Club. Geoff Duke, John Surtees and George Brown were confirmed as Vice-Presidents. It was proposed that Gordon Hadfield, FRCS, be appointed a Vice-President of the Club in recognition of his twenty one years as Chief Medical Officer to the Club. This received the unanimous approval of the Meeting.

Under the heading of Other Business, the situation of the Club's race meetings were discussed at length along with the recent decision to investigate the feasibility of the Club owning a Circuit of its own. The Directors' action so far as the Silverstone episode, was endorsed by the Meeting, as was the recently advertised intention of providing members with a circuit. It was Resolved that the matter should be left entirely in the hands of the Directors.

The question of Associate Membership with a reduced subscription was raised to which considerable consideration was given. It was concluded that there was little point in providing for Associate Membership when there was little which could be offered by way of an attraction for such a scheme.

The scrutiny problem at race meetings was delved into at length, various suggestions being put forward as a way of obviating the problem. It was also considered that some method of impounding machines following scrutiny would stop the danger of riders rebuilding their machines after they had been passed by the scrutineer.

Concluding the Meeting, a vote of thanks was passed to the Directors and Staff for their enthusiastic handling of the Company and Club's affairs throughout the previous year.

TOURIST TROPHY PRODUCTION

LEADING PRACTICE LAPS including Saturday morning

750 c.c. Class

No. 7	J. Hartle	Triumph Bonneville	23m 30.4s	96.30 m.p.h.
" 1	P. Smart	Dunstall Dominator	23m 32.8s	96.14 "
" 10	S. Spencer	Triumph Bonneville	23m 57.4s	94.50 "
" 3	G. A. Jenkins	Dunstall Dominator	24m 06.2s	93.92 "
" 9	R. E. Butcher	Triumph Bonneville	24m 56.8s	90.74 "
" 14	R. Pickrell	Triumph Bonneville	24m 57.4s	90.71 "

500 c.c. Class

No. 30	P. H. Tait	Triumph T100	25m 23.0s	89.18 m.p.h.
" 38	G. Penny	Honda	26m 40.2s	84.88 "
" 31	K. Heckles	Velocette Thruxton		
		Venom	27m 09.8s	83.36 "
" 44	A. Peck	Triumph T100	27m 20.2s	82.81 "
" 36	D. J. Nixon	Triumph T100	27m 21.8s	82.73 "
" 39	R. W. Baylie	Triumph 5TA	27m 24.8s	82.58 "

250 c.c. Class

No. 63	W. A. Smith	Bultaco Metralla	26m 07.0s	86.68 m.p.h.
" 64	T. Robb	Bultaco Metralla	26m 17.4s	86.11 "
" 66	B. Smith	Suzuki T20	26m 21.4s	85.89 "
" 65	K. Cass	Bultaco Metralla	26m 37.4s	85.03 "
" 79	F. Whiteway	Suzuki T20	26m 45.4s	84.61 "
" 67	K. Carruthers	Suzuki T20	26m 51.2s	84.30 "



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Notes on the Clubmans' Trophy

Alex Fraser

Weather terrible, rain all day. Subsequently the track was very wet and speeds were considerably down on last year. The assembly area in the paddock was like a quagmire and presented a real danger of mud being taken on to the course not to say the danger of muddy tyres. As it was most difficult to locate Club members it was not always possible to inform of team nominations. Unfortunately it was later discovered that these teams had been cancelled in fairness to Clubs unable to provide sufficient entries.

Race 1—250 c.c. Heat. Five Laps		
BMCRC Entries	S. J. Purves W. Stevenson	Finished fourth not in first 13
Race 2—250 c.c. Heat. Five Laps		
BMCRC Entries	R. Mitchell P. Humber D. J. Page	not in first 13 Finished fifth Finished eighth
Race 3—250 c.c. Five Laps		
BMCRC Entries	R. E. Downing S. P. Hitchcock G. Hands	not in first 13 not in first 13 Finished eighth
Race 4—350 c.c. Five Laps		
BMCRC Entries	P. A. Caughlin K. Wetherall M. J. Turner	not in first 13 Finished thirteenth not in first 13
Race 5—350 c.c. Heat. Five Laps		
BMCRC Entries	T. C. Parker R. G. Duffy D. E. Foxley W. Sewell	Finished third Finished second not in first 13 not in first 13



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Race 6—350 c.c. Heat.	Five Laps	
BMCRC Entries	R. G. Crowther	Finished eighth
	T. R. Miles	not in first 13
	D. Miller	Finished third
Race 7—500 c.c. Heat.	Five Laps	
BMCRC Entries	D. T. Hosie	not in first 13
	B. Hussey	Finished eleventh
	D. Garland	Finished fifth
	J. G. Jones	not in first 13
	R. W. Corbett	Finished second
	P. Jones	not in first 13
Race 8—500 c.c. Heat.	Five Laps	
BMCRC Entries	T. A. Upton	
	S. L. Eldridge	
	A. Melody	
	K. B. Scuffil	no qualifiers
Race 9—500 c.c. Heat.	Five Laps	
BMCRC Entries	R. E. Downing	not in first 13
	A. J. Oswin	not in first 13
	G. Tranter	not in first 13
	D. M. Grant	Finished ninth
Race 10—Sidecar. Heat.	Four Laps	
BMCRC Entries	R. J. Beales	Finished eleventh
	R. F. G. Powell	not in first 13
	C. C. Storey	Finished sixth

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Race 11—250 c.c. Final. 12 Laps

BMCRC Finalists S. J. Purves
P. R. Humber
D. J. Page
G. Hands

not in first 10
not in first 10
Finished ninth
not in first 10

Race 12—Sidecar. Heat. Four Laps

BMCRC Entries R. K. Eves
M. D. Wilson

neither qualified

Race 13—350 c.c. Final. 8 Laps

No Finishers

Race 14—Sidecar. Final. 8 Laps

BMCRC Finalists C. C. Storey
R. J. Beakes

Finished eleventh
Finished fifteenth

Race 15—500 c.c. Final. 15 Laps

BMCRC Finalists R. W. Corbett
D. M. Grant

Finished tenth
Finished ninth

ENTRIES

With the quickening pace of the season's race meetings, it is becoming more and more important to return your entries by the next post. Also, delays in the network of the GPO are making the task of answering the many moans about returned entries an almost impossible task.

Please remember that we can only help you if you help yourself a little. The gummed labels are not meant to be stuck on the face of the envelope you are sending to us. They're designed for the return mail from us to you. Likewise please remember to put your name and address on the reverse side of the envelope along with the capacity of the class entered. It all helps!

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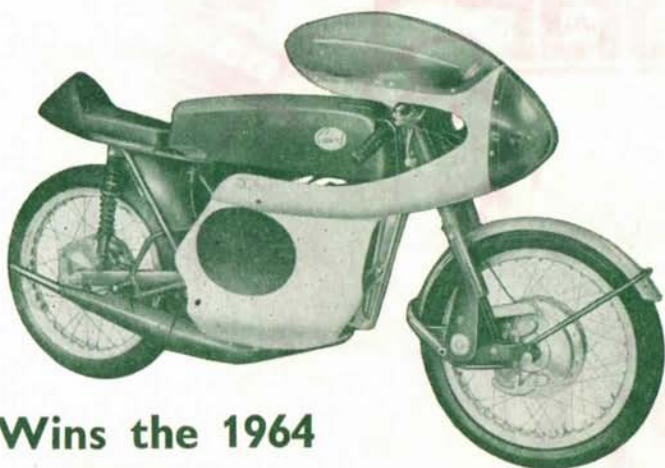
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