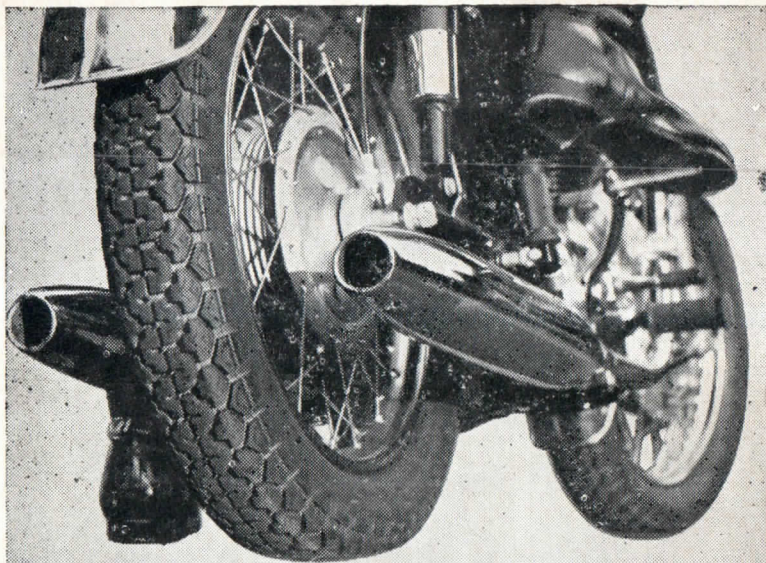




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H. L. Daniell L. S. Cheeseright M.C. B.Sc.

EDITORIAL

What has been surprising throughout this year's T.T. was the fantastic speeds put up by the 125 and 250 c.c. machines. And yet it was only the year before last (or has my memory gone completely) that there was considerable doubt over Luigi Taveris 125 c.c. lap which everyone claimed couldn't possibly be done. Come to think of it, it was during practice last year. Now Bill Ivy has smashed through to 98.55 m.p.h. and Mike Hailwood to 104.29 m.p.h. on a 250 c.c. machine, and that on his first lap. Talking to Bill on our way back from the Island, he is still not happy with the smaller Yamaha because it's too light for the speed attained and tends to go into tank slappers at the least opportunity. Despite this however, he wants more speed and is prepared to put up with the lack of weight!

For years people have been saying that the T.T. course cannot be lapped any quicker but year after year the development of the smaller capacity machines is fast making a mockery out of the heavier and larger cubic capacity models. It was only nine years ago that a 500 c.c. Gilera lapped at 100 m.p.h. Now a 250 c.c. has lapped at 104.29 and a 125 c.c. at well over the magic 'ton'. But what has the course to do with it. Only one hump backed bridge is left—Ballaugh and even this they want to remove before long. Many riders think the course is bumpier than ever but an equal number think that it is smoother. I suppose it really depends which line you're on. But with improvements to the road surface and various other corners the course must, in some respects, become faster so it would be difficult to judge just how much quicker the racing machines are becoming unless you take a comparative analysis year to year.

Our deepest sympathy is extended to the family and relations of Toshio Fujii who crashed at Cruikshanks and to the relations of Brian Duffy. Our best wishes for a speedy recovery are extended to Tarquinio Provini without whom the T.T. was much the poorer.

BOARD BULLETINS

Although most of recent Board Meetings have been taken up with the running of the Hutchinson 100 at Brands Hatch time has also been spent planning for future activities. Snetterton dates have been fixed for 1967 which are as follows: March 27th, May 21st, July 23rd, September 3rd and October 22nd. The Hutchinson 100 will again be run either in August or, as may be the case, October and the Metropolitan Meeting at the Crystal Palace on August Bank Holiday Monday. It will therefore be obvious that three meetings in almost as many weeks will result from the Hutch (if August) the Metropolitan Meeting and the Guinness Trophy Meeting which comes forward a month.

Of necessity the T.T. Charter had to be cancelled especially as quite a number of people pulled out of the flight due to the alteration to date. It was therefore found to be impracticable to run the flight on the revised date. However, the Club intends to run further flights for 1967 and hopes that it will receive the renewed support of those who were disappointed this year.

Considerable and varied discussion has been given to the question of the opening of Donnington Park as a racing circuit again. The Club has already written to the land owners offering to run meetings at the circuit and to provide any help and assistance in getting the circuit on its feet. It will continue to keep in touch with developments but accepts the fact that great resources are necessary from the financial stand point to even consider the hope of being financially involved. However a press statement on the future of Donnington Park is imminent.

It was also regretted that the proposed flight to Japan had to be cancelled due to the British Government's credit squeeze. Plans had been made to spend fifteen days in some of the most select spots in the far east but all to no avail—£50 wasn't quite enough spending money!

The new Chairman of the Board of Directors is Harold Daniell who took over from Bob Walker on June 13th. Vice-Chairman is Lionel Cheeseright. The Board also welcome Lew Ellis who joined the Board of Directors on June 13th. The Board now consists of nine members.

STOLEN 350 c.c. Manx Norton

Green Frame and Rear Mudguard. White Oil Tank and rear tail of Seat. Machines front and rear wheel hubs drilled with lightening holes.

Engine No. 72398.

Frame No. R10M86389

500 c.c. Manx Norton

Black frame, machined wheel hubs. Chromed front and rear springs.

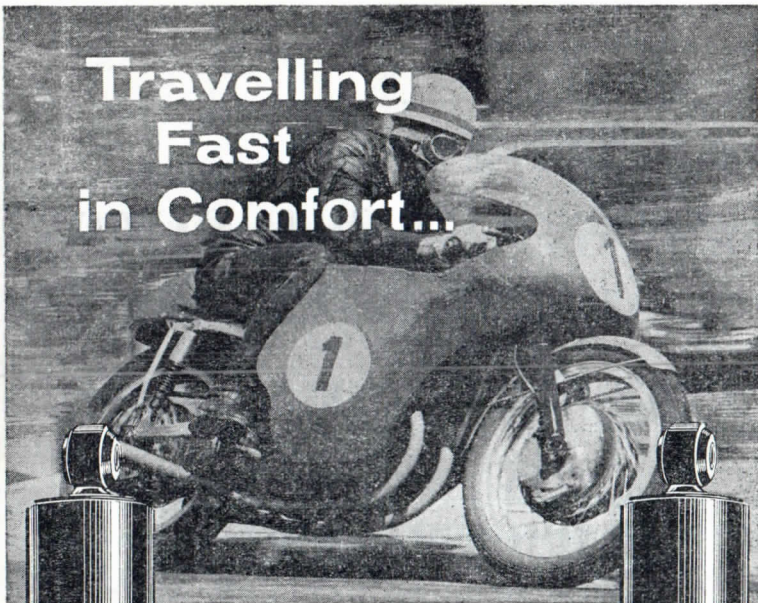
Frame No. 11MO1970

There was no engine in the frame when it was stolen.

The owner: R. M. Mahon, 9 Glebe Road, Cove,
Farnborough, Hants.

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INTERESTED IN SOCIAL EVENTS THIS WINTER ? ?

If you are then, please complete the form below. Delete where necessary.

Name

Address

.....

.....

Membership No.

- 1) Area within which I am willing to travel is miles.
- 2) Interested topics are:—
 - a) Films
 - b) Talks
 - c) Dancing
 - d) Music
 - e) Drinking and Eating
 - f) Any social gathering
- 3) Are you interested in any event in London?
Yes/No
- 4) Will you be coming to the Annual Dinner and Dance on December 10th?
Yes/No/Possibly/Probably
- 5) Do you favour a social in the Isle of Man during T.T. fortnight?
Yes/No
- 6) Would you support a social event during the Manx Grand Prix?
Yes/No
- 7) Would you support a social event at the end of the last Club race meeting of the season?
Yes/No
- 8) How much would you be prepared to spend on a social in the Isle of Man. Answer other than "as little as possible!"
.....
- 9) If you have any suggestions or comments on social activities the Club would be pleased to hear of them.

Instructions

Cut along line AA, Fold along lines BB, CC and DD, tuck in and POST.

Postage is all paid for!

RESULTS

METROPOLITAN MEETING — CRYSTAL PALACE

August 29th

Event 1. 250 c.c.

1	46	G. R. Bunting. Ducati. 7.11.8—69.54
2	58	A. P. Carver. Special. 7.12.0—69.50
3	56	A. Kirkcaldy. Greeves. 7.18.2—68.52
4	32	B. Judd. Bultaco. 7.22.0—67.93
5	41	J. R. Aldworth. Greeves. 7.23.8—67.65
6	45	S. V. Woods. Ducati. 7.39.2—65.38
7	39	T. B. Sparrow. Greeves. 7.46.4—64.37
8	31	K. Burns. Aermacchi. 7.46.8—64.32
9	37	M. W. Shepherd. Ariel. 7.51.0—63.74
10	36	M. Campbell. Ducati. 8.02.8—62.19
11	40	L. H. Casey. Cotton. 4 Laps.

Fastest Lap: G. R. Bunting in 1.09.4s. at 72.10 m.p.h.

Event 2. 251—350 c.c.

1	50	R. W. Baylie. A.J.S. 9.52.4—67.57
2	32	I. Thompson. Norton. 9.58.0—66.94
3	57	J. M. Ashton. B.S.A. Spl. 9.59.2—66.80
4	59	C. Neve. A.J.S. 10.07.8—65.86
5	40	B. Clancy. A.J.S. 10.09.0—65.73
6	35	P. M. Collis. B.S.A. 10.13.4—65.26
7	54	M. A. Jefferey. Norton. 10.14.8—65.11
8	49	M. J. Dicker. Norton. 10.15.2—65.07
9	37	F. Scurria. Ducati. 10.29.4—63.60
10	34	L. S. Capon. Velocette. 10.31.0—63.44
11	51	A. Fryer. Norstar. 10.31.4—63.40
12	53	K. A. Lindsey. B.S.A. 9.56.0—7 Laps

Fastest Lap: R. W. Baylie in 1.12.2s. at 69.31 m.p.h.

Event 3. Three-Wheelers.

1	25	A. Swindells. Pass: R. Nash. R.A. Triumph. 6.06.8—68.24
2	21	J. C. Fagence. Pass: P. Dore. Triumph. 6.16.6—66.42
3	19	J. Parker. Pass: C. D. Wallace. C. J. P. Triumph. 6.18.4—66.11
4	18	P. J. Bowdery. Pass: B. J. Ellington. A.G.S. Spl. 6.30.0—64.15

Fastest Lap: A. Swindells in 1.11.0s. at 70.48 m.p.h.

Event 4. 351—1,000 c.c.

1	73	N. A. Griffiths. Norton. 9.18.4—71.69
2	84	C. M. Owen. Norton. 9.24.0—70.98
3	77	P. A. Noke. Matchless. 9.24.8—70.87
4	71	R. W. Lovell. Norton. 9.26.0—70.73
5	75	K. Wetherall. D.K.B. Triton. 9.29.6—70.27
6	60	P. Daly. Norton. 9.32.6—69.91
7	79	E. J. Saill. Triumph/Norton. 9.33.0—69.86
8	80	R. Bowler. Velocette. 9.33.4—69.81
9	85	R. Greenwood. Triumph/Spl. 9.42.8—68.68
10	64	M. J. Nugent. Triton. 9.51.0—67.73
11	78	R. A. Maskell. B.S.A. 9.55.2—67.26
12	82	A. J. Lewis. Norton/B.S.A. 9.57.6—66.98
13	66	A. F. Whitten. Norton. 10.02.4—66.43
14	87	K. G. Hampton. Norton/Triumph. 10.08.2—65.82
15	81	F. J. Ward. Norton/Triumph. 10.08.4—65.79
16	69	D. Roberts. Dresda Gold Star. 10.21.0—64.46
17	62	A. Keep. Norton. 10.21.8—64.38
18	67	R. C. Buckwell. Norton. 10.25.8—63.97
19	88	C. G. Bell. B.S.A. 10.38.0—62.75
20	61	J. G. Jones. Norton. 10.49.0—61.68
21	70	T. A. Upton. Norton. 10.04.8—7 Laps

Fastest Lap: N. A. Griffiths in 1.07.8s. at 73.81 m.p.h.

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The Donington Grand Prix OPEN ROAD RACES

ON

August Monday, 3rd AUGUST, 1936

.....

ENTRY FORM.

To be filled in completely and sent with Entry Fee to the Clerk of the Course,
F. G. CRANER, Coppice House, Castle Donington, near Derby, so as to reach him
not later than noon on Monday, July 20th, 1936.

ENTRY FEES:

	£	s.	d.
.....Classes at £3 3s. per class	:
.....Class at £1	:

(See clause 4 of Regulations)

Total Fees enclosed

	:
	:

(Full Name)
 Please write in Capitals
 Of (Full Address)

1936 A.C.U. Open Competition Lic. No. :— Driver.....
 Hereby make entry for the DONINGTON PARK RACES on AUGUST 3rd, 1936, as follows:
DRIVER.

Name of Driver.....Address.....

Dated..... 1936 A.C.U. Open Competition Lic. No.....
 (This MUST be given).

Please fill in particulars of Machine for each Class.

Class.	Make of Machine.	Engine.	Bore.	Stroke.	C.C.
1					
2					
3					
4					

I have read the Supplementary Regulations for this Competition and agree to be bound by them and by the International Competition Rules of the F.I.C.M. and the General Competition Rules of the Auto-Cycle Union. I agree to indemnify the Centre, the Club, the Auto-Cycle Union, its Officials, Representatives or Servants against expenses for any action, or any alleged claim, of any description however incurred.

Date.....1936 Signature.....

30 Years Ago ! Note Entry Fee !

Event 5. Three-Wheelers.

1	1	D. Keen. Pass: T. H. Ireson. E.T.Y. Vincent. 6.00.2—69.46
2	8	M. J. Rowell. Pass: A. G. Holtom. Norton. 6.00.6—69.38
3	10	R. Wilson. Pass: D. Young. B.S.A. 6.01.4—69.23
4	6	P. Gerrish. Pass: P. Sharp. Vincent. 6.05.0—68.53
5	5	R. L. Ayres. Pass: G. D. Older. E.T.Y. Triumph. 6.06.0—68.36
6	9	D. Plummer. Pass: M. Brett. E.T.Y. Triumph. 6.07.0—68.17
7	3	R. S. Woodhouse. Pass: D. J. Woodhouse. Triumph. 6.16.4—66.46
8	4	G. R. Boret. Pass: R. Cunningham. Vincent. 6.20.2—65.80
9	7	R. C. Weller. Pass: P. Bosley. Norton Watsonian. 6.24.4—65.07
10	12	A. Moss. Pass: J. Moss. Triumph Norton. 7.22.4—56.56

Fastest Lap: D. Keen in 1.09.6s. at 71.90 m.p.h.

Event 6. 125 c.c.

1	23	G. Gibson. Bultaco. 9.43.6—68.59
2	21	J. Jackson. Honda. 9.51.6—67.66
3	18	J. Hughes. Honda. 9.54.4—67.34
4	24	C. Jones. Bultaco. 10.03.4—66.34
5	10	M. A. Lewis. Bultaco. 10.09.4—65.69
6	19	N. E. Lee. Honda. 10.13.0—65.30
7	1	B. Keys. Honda. 10.18.8—64.69
8	25	P. L. M. Evans. Bultaco. 10.23.4—64.21
9	5	J. Button. Honda. 10.25.2—64.03
10	3	S. R. L. Nicholson. Bultaco. 10.30.2—63.52
11	12	T. J. Tucker. Parilla. 10.59.6—60.70
12	9	G. Long. Bultaco.—11.01.0—60.56
13	30	S. Crabbe. Honda. 9.46.2—7 Laps
14	14	M. Edland. Honda. 10.13.6
15	7	B. Beal. B.S.A. 10.20.2
16	22	L. F. Judkins. Special. 10.36.2

Fastest Lap: G. Gibson in 1.10.8s. at 70.68 m.p.h.

Event 7. 350 c.c.

1	15	T. Barnes. Moto Guzzi. 9.01.4—73.94
2	1	A. C. Peck. Petty Norton. 9.02.8—73.75
3	9	D. J. C. Elvin. A.J.S. 9.05.2—73.43
4	3	R. J. Everett. Yamaha. 9.09.6—72.84
5	6	B. J. Davis. A.J.S. 9.09.8—72.82
6	2	J. Blanchard. Seeley A.J.S. 9.16.0—70.00
7	25	M. J. Jackson. A.J.S. 9.23.8—71.00
8	12	G. W. Sharp. Norton. 9.26.0—70.73
9	10	D. Filler. A.J.S. 9.27.6—70.52
10	27	B. Syddell. A.J.S. 9.28.8—70.37
11	5	D. W. Lamb. Norton. 9.43.8—68.57
12	20	D. C. McMillan. Norton. 9.45.0—68.43
13	18	B. G. Adams. Norton. 9.47.0—68.19
14	8	W. Scott. A.J.S. 9.48.0—68.08
15	22	M. J. Marshall. E.R.S. 9.48.0—68.08
16	21	A. P. Dancer. Norton. 9.48.2—68.05
17	14	R. F. Roberts. A.J.S. 10.02.8—66.41
18	26	A. Jackson. B.S.A. 10.03.2—66.37
19	19	B. Penfold. A.J.S. 10.04.0—66.28
20	29	M. J. Broom. Gungo Manxman. 9.18.4—7 Laps

Fastest Lap: T. Barnes in 1.05.4s. at 76.51 m.p.h.

Event 8. 250 c.c.

1	4	R. J. Everett. Yamaha. 10.02.0—66.50
2	3	J. Blanchard. Moto Guzzi. 10.12.0—65.41
3	14	A. F. Pinnock. Greeves. 10.38.0—62.75
4	12	P. L. M. Evans. Bultaco. 10.38.8—62.67
5	11	P. A. Smart. Cotton. 10.40.8—62.47
6	7	M. Ing. Cotton. 10.52.0—61.40
7	21	K. M. Scarf. Royal Enfield. 11.00.6—60.60
8	27	R. G. Rodda. Bultaco. 11.09.8—59.77

9	28	A. D. McGlashan. Greeves. 11.11.8—59.59
10	6	D. J. Habel. Aermacchi. 11.12.0—59.57
11	15	F. R. Cramp. Greeves. 11.17.4—59.10
12	10	N. E. Lee. Ducati. 11.28.0—58.19
13	9	G. Lund. Suzuki. 10.23.2—7 Laps
14	22	R. Williams. Greeves Spl. 10.39.2
15	25	C. B. White. Ducati. 10.42.6
16	8	R. J. Quick. Greeves Spl. 10.46.6
17	23	G. J. Oldfield. Honda. 10.50.0
18	2	B Keys. Yamaha. 11.25.0

Fastest Lap: R. J. Everett in 1.13.4s. at 68.17 m.p.h.

Event 9. 1,000 c.c.

1	36	R. Simmons. Norton. 16.31.8—60.54
2	40	K. Buckmaster. Norton. 16.43.8—59.82
3	48	P. Newman. Dresda Triton. 16.44.2—59.80
4	52	B. Toleman. Triton. 16.45.0—59.75
5	31	D. Garland. Triton. 17.13.0—58.12
6	58	C. M. A. Singleton. Norton Triumph. 17.15.4—57.99
7	38	N. C. G. Morgan. Norton. 17.16.6—57.93
8	46	T. E. Collingwood. Davies Triton. 17.21.0—57.68
9	37	T. J. White. Norton Triumph. 17.27.6—57.32
10	42	A. Ford. Triumph Norton. 17.38.8—56.71
11	51	A. C. Tremble. Norton. 17.51.2—56.06
12	32	R. N. Corke. C.S.S. Triton. 16.36.0—11 Laps
13	43	J. M. Field. B.S.A. 16.50.2
14	34	D. Walker. B.S.A. 16.50.8
15	53	M. V. Warrington. Triumph. 17.36.4
16	54	D. J. Godfrey. Triumph. 17.43.8
17	49	K. Trendell. Norton B.S.A. 17.54.4

Fastest Lap: R. Simmonds in 1.16.6s. at 65.33 m.p.h.

Event 10. Vintage.

1	4	C. J. Williams. Scott 1926. 8.13.8—60.80
2	2	F. R. Cramp. Velocette 1929. 8.24.4—59.52
3	7	C. K. Luton. Norton C.S.I. 1929. 8.54.8—56.15
4	6	M. J. Broom. A.J.S. 1930. 8.58.8—55.72
5	1	A. J. Lewis. Norton 1928. 9.09.8—54.61
6	15	W. Wilsher. Rudge 1929. 9.10.6—54.53
7	8	P. G. Taylor. Scott 1930. 9.22.6—53.36
8	14	T. Parker. Norton. 9.46.2—51.22
9	17	R. Russell. Velocette 1930. 8.29.2—5 Laps
10	19	J. Judge. Velocette 1928. 8.33.6
11	11	R. H. Torrens. Scott 1930. 8.38.6
12	5	H. Preece. Scott 1927. 8.54.2
13	16	H. Harrison. Scott 1927. 8.59.0

Fastest Lap: C. J. Williams in 1.18.0s. at 63.34 m.p.h.

Event 11. Three-Wheeler Final.

1	8	M. J. Rowell. Pass: A. G. Holtom. Norton. 12.50.4—64.95
2	1	D. Keen. Pass: T. H. Ireson. E.T.Y. Vincent. 12.54.6—64.60
3	9	D. Plummer. Pass: M. Brett. E.T.Y. Triumph. 12.59.2—64.21
4	5	R. L. Ayres. Pass: G. Older. E.T.Y. Triumph. 13.05.2—63.73
5	25	A. Swindells. Pass: R. Nash. R.A. Triumph. 13.25.6—62.11
6	4	G. R. L. Boret. Pass: R. Cunningham. Vincent. 14.00.8—59.51
7	6	P. Gerrish. Pass: P. Sharp. Vincent. 14.01.0—59.59
8	19	J. Parker. Pass: C. D. Wallace. C.J.P. Triumph. 12.51.4—9 Laps

Fastest Lap: M. J. Rowell in 1.15.6s. at 66.19 m.p.h.

Event 12. 1,000 c.c.

1	25	L. Weil. Norton. 14.49.0—67.55
2	8	B. J. Davis. Matchless. 15.01.8—66.58
3	14	P. A. Butler. Triumph. 15.03.8—66.43
4	16	D. V. Doyle. Taraton. 15.10.4—65.96
5	2	J. N. Brillard. Norton. 15.10.8—65.93

A QUESTION OF CONSIDERATION

The Editor

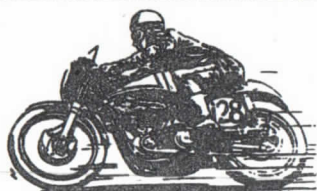
There is a basic difference between running an International race meeting, a National one, and one for Club members only. In the first instance, although you have the one set of rules to follow, except of course for an International when you have two, they can be applied two different ways—ignoring for the moment the question of International events which do not concern us here. The whole problem then lies at the feet of the Clerk of the Course who has to decide how to apply them given any set of conditions which vary considerably from meeting to meeting and, indeed, from hour to hour. If he sticks rigidly to the rules he is quite all right. To vary them needs the utmost care and consideration, something which the rider little understands.

At a Club meeting, more than enough rules are 'circum-navigated' at the discretion of the Clerk of the Course. In doing so he must ensure the complete fairness of his action to all the competitors taking part and bear in mind the many other organisational hazards which his action may affect one way or another. Thus to let one rider out in a different practice session necessarily entails action from the paddock marshal, starter and lapscorers all of whom do an important task in the efficient running of a meeting. What may be possible at one meeting may not be possible at another.

It should not be taken for granted that all meetings are the same because they are definitely not. As we have already pointed out, circumstances change from hour to hour and each organiser has a different way of looking at things for better or for worse. Because one organiser may let a non-qualifier into a final doesn't necessarily mean that all other organisers may follow suit because . . . circumstances change!

Late arrivals should not expect the red carpet to be rolled out for them neither should late-comers to practice. In both these instances their lack of punctuality puts a considerable strain on the organisation. It takes time to sort things out and time isn't always available in sufficient quantity to always do what you would like. You must remember that there are 400 other competitors who must be considered and if the vast majority can keep to time why shouldn't the others! Yes, we all realise that accidents and unforeseen circumstances do happen but you cannot expect to be believed all the time for these stories have the habit of cropping up with alarming frequency.

We, as a Club, will do our utmost to ensure that your requests are dealt with fairly and as quickly as possible providing that you have made every effort to be punctual and stick to the rules (this means reading them as well). You will be dealt with in a friendly manner providing you take the trouble to be friendly and helpful, but it must be recognised that you are one of many people endeavouring to enjoy a clean and safe days sport. Our motto is "what you can do for one you must do for all—what you can't do for all cannot be done for one." Your motto must be—Punctuality. When you are running to a close time schedule, everything is not always possible. Punctuality is the key to everything from both the competitive and organisational standpoint.



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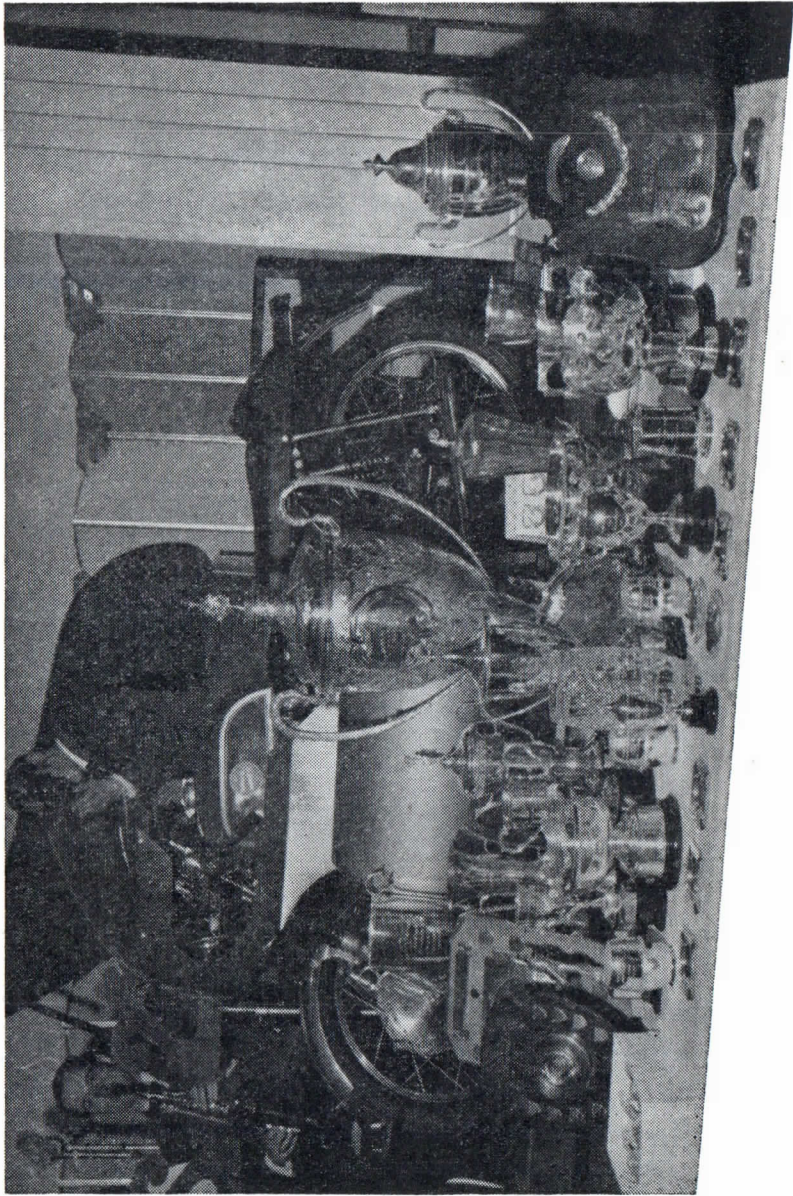
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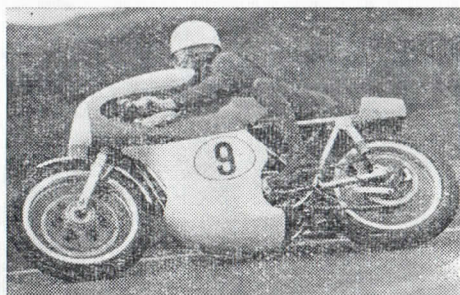
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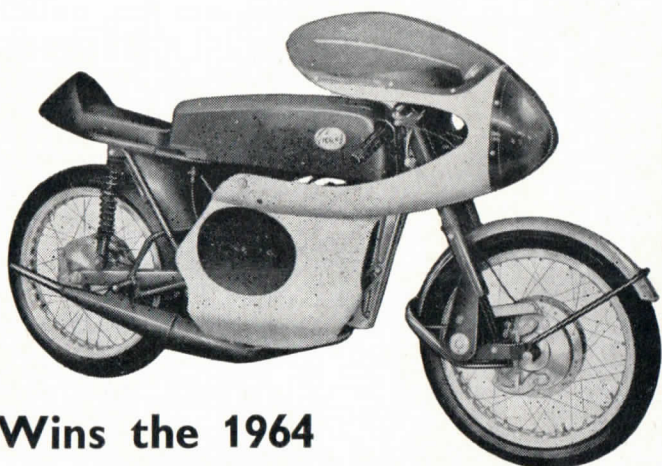
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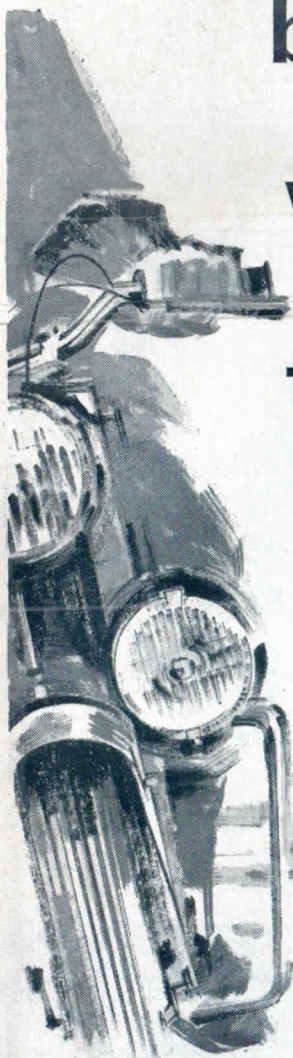
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