

BRANDS HATCH

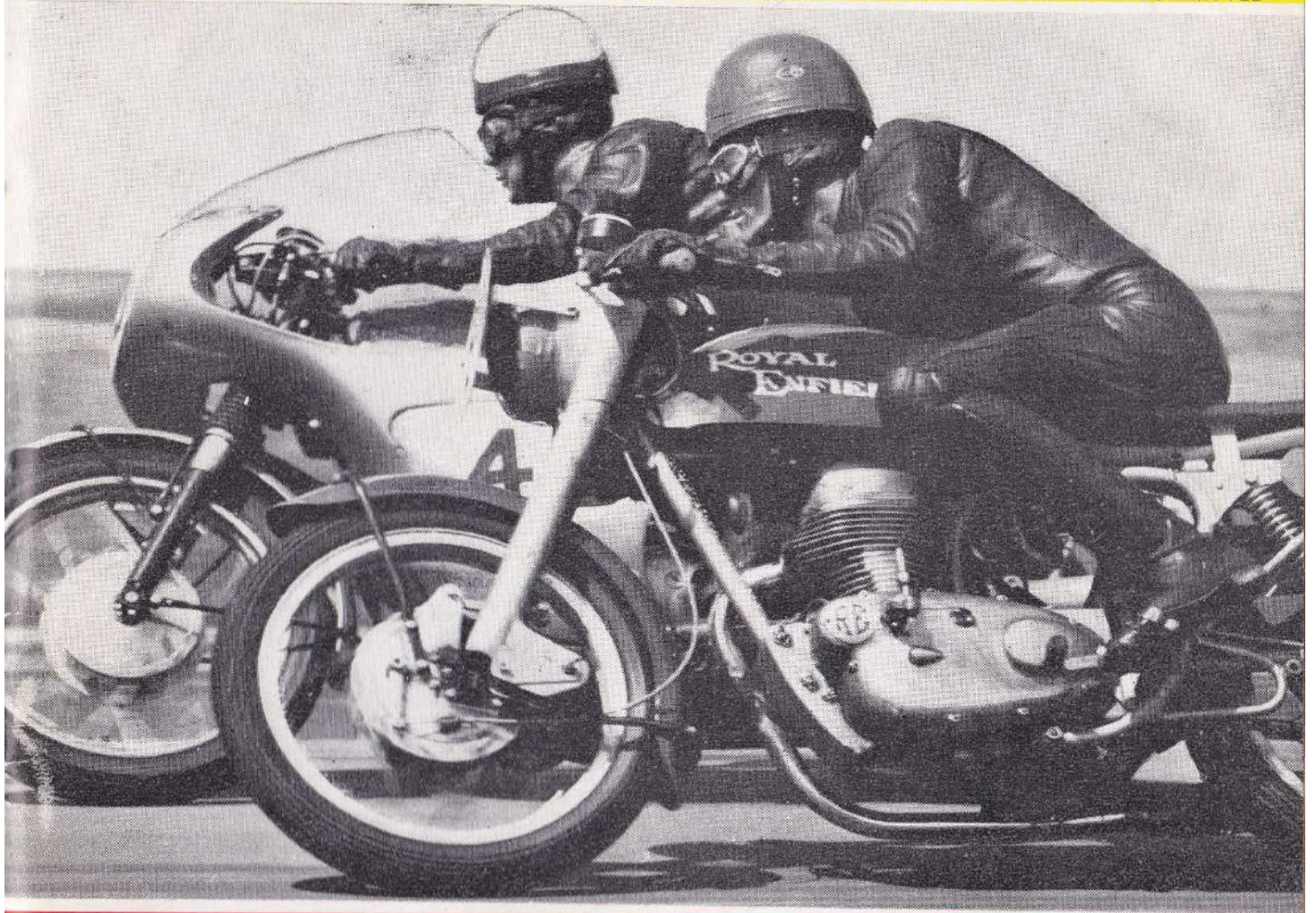
**Motor
Cycle**

**500 MILE
GRAND PRIX
d'ENDURANCE**

26 June 1966

PROGRAMME 2s. 6d.

ORGANISED BY SOUTHAMPTON & DISTRICT M.C.C. IN CONJUNCTION WITH BRANDS HATCH RACING COMMITTEE



**Motor
Cycle**

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THE **Motor Cycle** INTERNATIONAL 500 MILE GRAND PRIX D'ENDURANCE

SUNDAY JUNE 26th 1966

Brands Hatch

(This meeting is held under A-C.U. Permit No. 885, A-C.U. Permanent Course Licence No. 1. and subject to the International Sporting Code of the F.I.M., the General Competition Rules of the A-C.U. and the Supplementary Regulations, F.I.M. INSCRIPTION No. IMN 2/79.)

Organised by
SOUTHAMPTON & DISTRICT M.C.C.
in conjunction with
BRANDS HATCH RACING COMMITTEE

OFFICIALS

Stewards of the Meeting:

J. McNulty
J. Walby
A. E. Lambert
J. Fordham
W. Topp

Clerk of the Course and Secretary of the Meeting:

N. E. Goss
60 Bursledon Rd.,
Southampton. Tel. 49356

Deputy Clerks of the Course and Assistant Secretaries of the Meeting:

A. Lovett
W. G. Paskins

Chief Timekeeper and Measurer:

V. C. Anstice (International)

Starter:

Mike Hailwood

Chief Scrutineers:

J. Stanfield
W. R. Smith

Chief Paddock Marshal:

A. E. Ridley

Chief Depot Marshal:

D. Pragnell

Chief Recorder:

B. Coombes

Chief Course Marshal:

K. Phillips

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Rochester, Chatham & Dist. MCC
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Telephone Communications:

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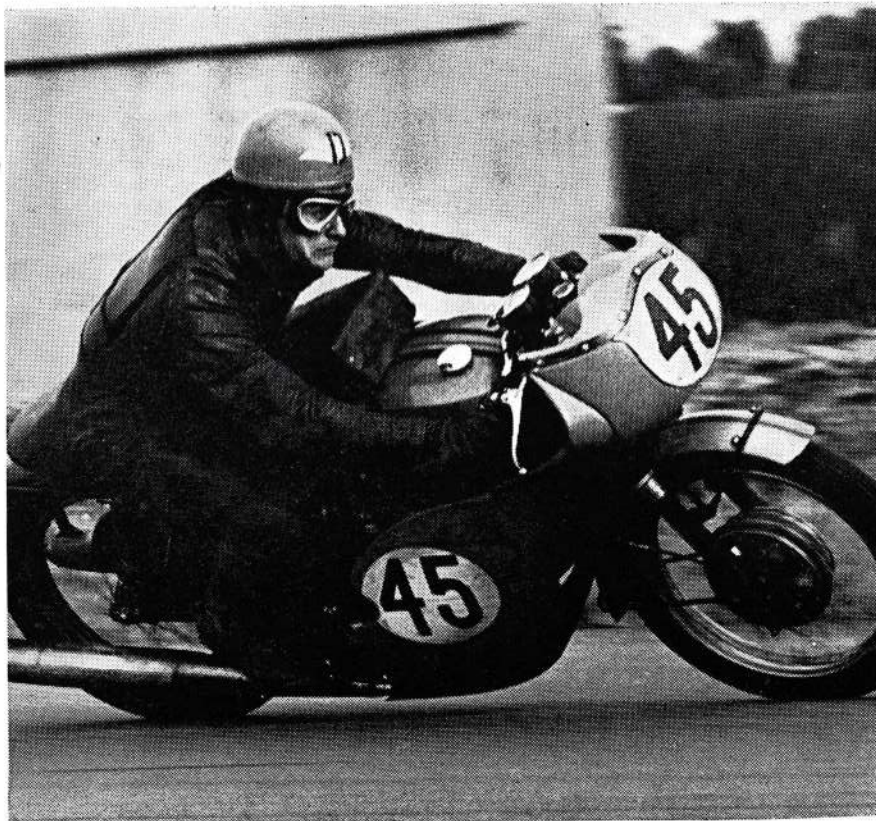
M. J. O'Hanlan ("Motor Cycle")
P. Brown
M. Scott
D. Nye

First Aid:

Members of The St John Ambulance
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BRANDS HATCH CIRCUIT LTD.

General Manager: C. J. D. Lowe.



Dave Degens on the winning Bonneville at last year's "MOTOR CYCLE" 500 Mile Grand Prix D'Endurance.

WINNER ALL THE WAY! THE TRIUMPH BONNEVILLE

This is the most powerful, flexible and fully equipped road machine in standard production. Powered by the famous 650 c.c. twin cylinder engine with twin carburettors, it holds the world's motorcycle speed record at 224.57 m.p.h. Designed to offer an expert and skilful rider the ultimate in Precision, Power and Performance.

TRIUMPH

Triumph Engineering Company Limited, Meriden Works, Allesley, Coventry

Previous Winners

1955

General Classification : W. E. Dow & E. B. Crooks (499 BSA), 67.71 mph
Entrant, (Eddie Dow).

350 cc Class : K. W. James & I. I. Lloyd (BSA), 67.40 mph
Entrant, (Marsh and Fry, Ltd).

500 cc Class : W. E. Dow & E. B. Crooks (499 BSA), 67.71 mph
Entrant, (Eddie Dow).

750 cc Class : G. J. Hughes & S. W. Stevens (649 Triumph), 63.11 mph
Entrant, (G. J. Hughes).

1956

General Classification : K. W. James & I. I. Lloyd (348 BSA), 72.3 mph
Entrant, (Marsh and Fry, Ltd).

350 cc Class : K. W. James & I. I. Lloyd (348 BSA), 72.3 mph
Entrant, (Marsh and Fry, Ltd).

500 cc Class : B. D. Codd & A. R. Rutherford (BSA), 70.77 mph
Entrant, (Austin Munks).

750 cc Class : P. H. Tait & K. Bryen (649 Triumph), 68.01 mph
Entrant, (Bob Foster).

1957

General Classification : F. Webber & R. A. Avery (348 BSA), 67 mph
Entrant, (F. Webber).

350 cc Class : F. Webber & R. A. Avery (348 BSA), 67 mph
Entrant, (F. Webber).

500 cc Class : J. Tickle & V. Graham (BSA), 62 mph
Entrant, (J. Tickle).

750 cc Class : G. J. Hughes & S. W. Stevens (649 Triumph), 66 mph
Entrant, (G. J. Hughes).

1958

General Classification : S. M. B. Hailwood & D. F. Shorey (649 Triumph), 66 mph
Entrant, (Ecurie Sportive).

350 cc Class : T. Jeffery & L. Carr (BSA), 59.66 mph
Entrant, (T. Jeffery).

1,000 cc Multi-cylinder Class : S. M. B. Hailwood & D. F. Shorey (649 Triumph), 66 mph
Entrant, (Ecurie Sportive).

1,000 cc Single-cylinder Class : B. F. Herbert & G. Turner (490 Norton), 60.1 mph
Entrant, (B. F. Herbert).

1959

General Classification : J. H. L. Lewis & B. J. Daniels (592 BMW), 66.88 mph
Entrant, (MLG Motorcycles, Ltd).

250 cc Class : A. S. Pavay & P. W. Jordan (NSU), 58.11 mph
Entrant, (P. W. Jordan).

350 cc Class : F. J. Wallis & I. Watton (BSA), 59.04 mph
Entrant, (S. Hoff).

1,000 cc Multi-cylinder Class : J. H. L. Lewis & B. J. Daniels (592 BMW), 66.88 mph
Entrant, (MLG Motorcycles, Ltd).

1,000 cc Single-cylinder Class : D. T. Powell & L. Carr (499 BSA), 66.10 mph
Entrant, (Bob Foster).

1960

General Classification : R. J. Langston & D. G. Chapman (646 AJS), 68.48 mph
Entrant, (G. Monty and Dudley-Ward, Ltd).

250 cc Class : R. Prowting & M. Munday (Royal Enfield), 61.26 mph
Entrant, (Lawton and Wilson, Ltd).

500 cc Class : D. Greenfield & F. Swift (Norton), 65.72 mph
Entrant, (Denis Parkinson, Ltd).

Over 500 cc Class : R. J. Langston & D. G. Chapman (646 AJS), 68.48 mph
Entrant, (G. Monty and Dudley-Ward Ltd).

1961

General Classification : T. Godfrey & J. Holder (649 Triumph), 67.29 mph
Entrant, (Alec Bennett, Ltd).

250 cc Class : W. A. Smith & J. Hartle (Honda), 63.4 mph
Entrant, (Bill Smith Motors, Ltd).

500 cc Class : D. Greenfield & F. Swift (Norton), 67 mph
Entrant, (Denis Parkinson, Ltd).

Over 500 cc Class : T. Godfrey & J. Holder (649 Triumph), 67.29 mph
Entrant, (Alec Bennett, Ltd).

1962

General Classification : P. W. Read & B. P. Setchell (647 Norton), 76.45 mph
Entrant, (Lawton and Wilson, Ltd).

PREVIOUS WINNERS— contd.

250 cc Class: D. W. Minter & W. A. Smith (Honda), 70.98 mph
Entrant, (Hondis, Ltd).

500 cc: R. Ingram & F. Swift (Norton), 73.72 mph
Entrant, (Denis Parkinson, Ltd).

Over 500 cc Class: P. W. Read & B. P. Setchell (647 Norton), 76.45 mph
Entrant, (Lawton and Wilson, Ltd).

1963

General Classification: P. W. Read & B. P. Setchell (647 Norton), 68.7 mph
Entrant, (Lawton and Wilson, Ltd).

250 cc Class: K. Martin & F. Gonzales (196 Bultaco), 64.6 mph
Ent., (Bultaco Concessionaires, Ltd).

500 cc Class: B. J. Davis & W. Scott (Triumph), 67.45 mph
Entrant, (Antar Motors, Ltd).

Over 500 cc Class: P. W. Read & B. P. Setchell (647 Norton), 68.7 mph
Entrant, (Lawton and Wilson, Ltd).

1964

General Classification: B. P. Setchell & D. Woodman (647 Norton), 69.57 mph
Entrant, (Lawton and Wilson, Ltd).

After the 1965 race, with Syd Lawton, entrant of the Triumph Bonneville, holding the "Motor Cycle" Cup, Barry Lawton is third from left, Dave Degens on the extreme right.



250 cc Class: P. J. Williams & T. Wood (AJS), 61.6 mph
Entrant, (Arter Bros. Ltd).

500 cc Class: A. Harris & H. D. German (Velocette), 68.7 mph
Entrant, (L. Stevens, Ltd).

Over 500 cc Class: B. P. Setchell & D. Woodman (647 Norton), 69.57 mph
Entrant, (Lawton and Wilson, Ltd).

1965

General Classification: D. F. Degens & B. J. Lawton (649 Triumph), 79.16 mph
Entrant, (Lawton and Wilson, Ltd).

250 cc Class: D. W. Minter & P. Inchley (Cotton), 75.29 mph
Entrant, (Cotton Motor Cycles, Ltd).

500 cc Class: P. J. Dunphy & D. J. Dixon (Velocette), 66.79 mph
Entrant, (D. J. Dixon)

Over 500 cc Class: D. F. Degens & B. J. Lawton (649 Triumph), 79.16 mph
Entrant, (Lawton and Wilson, Ltd).

1st

IN 1965
DAVE
DEGENS
AND
BARRY
LAWTON
ON
OUR
TRIUMPH
BONNEVILLE



'Motor Cycle' Photo

CONSISTENTLY FIRST!

1st 1965 'Motor Cycle' 500 — Castle Combe

1st 1964 'Motor Cycle' 500 — Thruxton

1st 1963 'Motor Cycle' 500 — Thruxton

1st 1962 'Motor Cycle' 500 — Thruxton

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242 WEST STREET . FAREHAM 2993

LIST OF COMPETITORS

250 cc. Class

- 1 F. Meyer and M. Rahm (Montesa)
- 2 O. Regas and R. Marsans (Montesa)
- 3 J. Sirera and E. Sirera (Montesa)
- 4 J. Busquets and F. Villa (Montesa)
- 5 L. Yglesias and C. Giro (Ossa)
- 6 T. Burgess and H. Crowder (Ossa)
- 7 C. Mora and J. Carne (Bultaco)
- 8 F. Hardy and P. Jordan (Bultaco)
- 9 ~~D. Minter~~ and P. Inchley (Cotton) *AgEvanett*
- 10 D. Browning and R. Scivyer (Cotton)
- 11 T. Grotefeld and S. Wright (Yamaha)
- 12 T. Robb and C. Vincent (Suzuki)
- 14 T. Wood and K. Watson (Ducati)
- 15 A. Rogers and C. Thompsett (Ducati)
- 16 C. Crookes and P. Morgan (Ducati)
- 17 E. Davies and M. Samways (Bultaco)
- 18 D. Simmonds and C. Mates (Royal Enfield)
- 19 S. Wood and P. Smart (Royal Enfield)
- 20 D. Williams and B. Coles (AJS)
- 21 D. Newton and J. Howe (Honda)
- 22 W. Smith and ~~S. Murray~~ (Honda) *S. Adams*
- 23 R. Gilbert and F. Barwick (Honda)

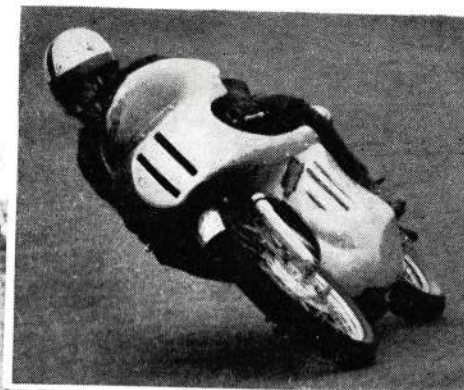
500 cc. Class

- 24 G. Zander and R. Schick (Honda)
- 25 J. Stephenson and E. Bushell (Velocette)
- 26 T. Phillips and D. Croxford (Velocette)
- 27 I. Duffell and W. Bowsher (Norton)
- 28 C. Vance and C. Davey (Norton)
- 29 R. Guy and G. Green (Triumph)
- 30 R. Knight and M. Love (Triumph)
- 31 B. Bennett and J. Oliver (Triumph)
- 32 R. May and R. Mackay (Triumph)
- 33 M. Andrew and C. Dixon (Triumph)

750 cc. Class

- 34 C. Burton and M. Rice (BSA)
- 35 R. Heath and H. Porter (BSA)
- 36 C. Horton and A. Sutton (BSA)
- 37 F. Moore and T. Stanton (BSA)
- 38 R. Chandler and R. Hunter (BSA)
- 39 R. Gould and N. Landrebe (BSA)
- 40 W. Ivy and J. Cooper (BSA)
- 41 T. Smith and ~~P. Butler~~ (BSA) *McHunde*
- 42 ~~G. Conn~~ and M. Watson (Matchless)
- 43 C. Hutton and R. Smith (Matchless)
- 44 P. Williams and ~~J. Wells~~ (Matchless) *V. T. Jones*
- 45 G. Collis and M. Chatterton (Norton)
- 46 D. Else and B. Davison (Norton)
- 47 G. Jenkins and D. Dixon (Norton)
- 48 J. Blanchard and R. Langston (Triumph)
- 49 D. Degens and R. Butcher (Triumph)
- 50 B. Lawton and I. Burne (Triumph)
- 51 D. Weightman and P. Carrana (Triumph)
- 52 P. Tait and P. Read (Triumph)
- 53 K. Buckmaster and A. Jackson (Triumph)
- 54 C. Hunt and ~~E. Webb~~ (Triumph)
- 55 J. Dunphy and R. Pickrell (Triumph)
- 56 A. Dunnell and J. Rollinson (Triumph)
- 57 J. Hedger and D. Doyle (Triumph)
- 58 D. Chapman and R. Avery (Triumph)
- 59 D. Nixon and B. Tingley (Triumph)
- 60 S. Spencer and A. Copland (Triumph)

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10 LINES.

BRANDS HATCH LAP SPEED TABLE

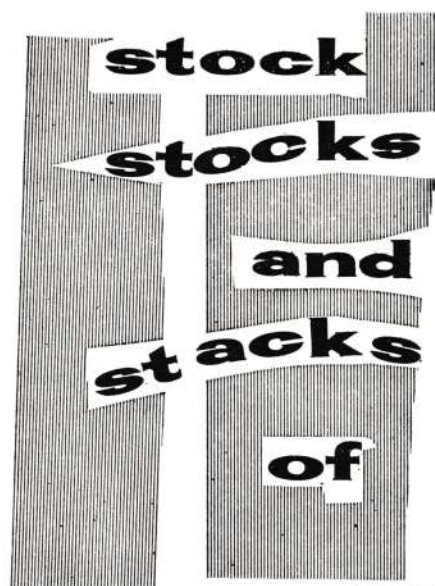
1 Lap = 2.65 Miles

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
.8	71.84	.8	76.44	.8	81.68	.8	87.68	.8	94.64
.6	71.95	.6	76.56	.6	81.82	.6	87.84	.6	94.83
.4	72.05	.4	76.69	.4	81.96	.4	88.01	.4	95.02
.2	72.16	.2	76.81	.2	82.10	.2	88.17	.2	95.21
2/12.0	72.27	2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40
.8	72.38	.8	77.06	.8	82.38	.8	88.50	.8	95.59
.6	72.49	.6	77.18	.6	82.53	.6	88.66	.6	95.78
.4	72.60	.4	77.31	.4	82.67	.4	88.83	.4	95.98
.2	72.71	.2	77.43	.2	82.81	.2	88.99	.2	96.17
2/11.0	72.82	2/03.0	77.56	1/55.0	82.96	1/47.0	89.16	1/39.0	96.36
.8	72.94	.8	77.69	.8	83.10	.8	89.33	.8	96.56
.6	73.05	.6	77.81	.6	83.25	.6	89.49	.6	96.75
.4	73.16	.4	77.94	.4	83.39	.4	89.66	.4	96.95
.2	73.27	.2	78.07	.2	83.54	.2	89.83	.2	97.15
2/10.0	73.38	2/02.0	78.20	1/54.0	83.68	1/46.0	90.00	1/38.0	97.35
.8	73.50	.8	78.33	.8	83.83	.8	90.17	.8	97.55
.6	73.61	.6	78.45	.6	83.98	.6	90.34	.6	97.75
.4	73.72	.4	78.58	.4	84.13	.4	90.51	.4	97.95
.2	73.84	.2	78.71	.2	84.28	.2	90.68	.2	98.15
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.86	1/37.0	98.35
.8	74.07	.8	78.97	.8	84.57	.8	91.03	.8	98.55
.6	74.18	.6	79.10	.6	84.72	.6	91.20	.6	98.76
.4	74.30	.4	79.24	.4	84.87	.4	91.38	.4	98.96
.2	74.41	.2	79.37	.2	85.03	.2	91.55	.2	99.17
2/08.0	74.53	2/00.0	79.50	1/52.0	85.18	1/44.0	91.73	1/36.0	99.37
.8	74.65	.8	79.63	.8	85.33	.8	91.91	.8	99.58
.6	74.76	.6	79.77	.6	85.48	.6	92.08	.6	99.79
.4	74.88	.4	79.90	.4	85.64	.4	92.26	.4	100.00
.2	75.00	.2	80.03	.2	85.79	.2	92.44	.2	100.21
2/07.0	75.12	1/59.0	80.17	1/51.0	85.95	1/43.0	92.62	1/35.0	100.42
.8	75.24	.8	80.30	.8	86.10	.8	92.80	.8	100.68
.6	75.35	.6	80.44	.6	86.26	.6	92.98	.6	100.85
.4	75.47	.4	80.57	.4	86.41	.4	93.16	.4	101.06
.2	75.59	.2	80.71	.2	86.57	.2	93.35	.2	101.27
2/06.0	75.71	1/58.0	80.84	1/50.0	86.73	1/42.0	93.53	1/34.0	101.49
.8	75.83	.8	80.98	.8	86.88	.8	93.71	.8	101.71
.6	75.96	.6	81.12	.6	87.04	.6	93.90	.6	101.92
.4	76.08	.4	81.26	.4	87.20	.4	94.08	.4	102.14
.2	76.20	.2	81.40	.2	87.36	.2	94.27	.2	102.36
2/05.0	76.32	1/57.0	81.54	1/49.0	87.52	1/41.0	94.45	1/33.0	102.58

$$\text{SPEED (in m.p.h.)} = \frac{2.65 \times 3600 \times \text{No. of laps}}{\text{TIME (in seconds)}}$$

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IF IT'S HONDA - IT'S IN STOCK

AWARDS

To the entrant of the first machine, irrespective of capacity, to complete 500 miles, the "Motor Cycle" Trophy to be held for one year, a replica and £500.

To the entrant of machines, which are the first five finishers in each class excluding the overall winner, the following cash awards.

Class (A)	175 cc to 250 cc:	1st—£100,	2nd—£45, 4th—£10,	3rd—£25, 5th—£5.
Class (B)	251 cc to 500 cc:	1st—£100,	2nd—£40, 4th—£10,	3rd—£20, 5th—£5.
Class (C)	501 cc to 750 cc:	1st—£100,	2nd—£40, 4th—£10,	3rd—£20, 5th—£5.

All the above awards have been presented by "MOTOR CYCLE".

SPECIAL AWARDS

THE CASLAKE TROPHY presented by J. Caslake, Esq, MBE.

To the entrant of the driver scoring the highest number of points awarded on the following basis. At 1 pm, 2 pm, 3 pm, 4 pm, and 5 pm the leading driver overall will score 4 points, the driver placed second overall 2 points, and the driver placed third overall, 1 point. The overall leader of the race at each of the above specified times will also receive a cash award of £5.

THE VEEDOL TROPHY, two replicas and a cash award of £25, presented by the Veedol Oil Co Ltd, to the entrant of the winner of the 175 cc-250 cc class.

THE BSA-TRIUMPH TROPHY, two replicas and a cash award of £25 presented jointly by BSA Motorcycles Ltd and Triumph Engineering Co Ltd to the entrant of the BSA or Triumph machine which, in the opinion of the judges, achieves the most outstanding performance in the race, excluding the overall winner or any class winner.

Machines in the "Motor Cycle" 500 Mile Grand Prix D'Endurance must be standard catalogued models, 100 of which must have been sold and delivered to the general public. The only modifications permitted to each machine, as originally specified by the makers, are those which are listed as optional equipment together with certain minor alterations allowed in the interest of the safety of the drivers; the machines must also conform to the production machine specifications of the F.I.M. This is in most respects far less strict than our own standard machine specification and allows many alterations. On the other hand it specifically excludes certain features of design, such as double overhead camshafts, rotary valves and fuel injection. Because of this restrictive rule it has not been possible to accept in today's race, certain machines of advanced design, which are production motorcycles according to our standards. Machines which comply only with the F.I.M. specification, but do not meet the Southampton and District MCC's standard machine specification are marked thus * in the programme. They compete for all the awards and score points in the F.I.M. Endurance Championship series but will not qualify for a standard machine certificate of performance.

DETAILED DESCRIPTION OF ENTRIES

NOTE:—The second named driver in the programme will, whilst racing, wear a white armband on each arm.

ALL FRONT NUMBERS BLACK ON WHITE PLATES

Over 175 c.c. but not over 250 c.c. class

Side numbers white on green plates.

* 1. 1964 MONTESA IMPALA SPORT 175 cc. 1966 Licence No.

Entered by	Ferdinand Meyer	
First Driver	Ferdinand Meyer (34)	Z1443
	A lino layer of Dusseldorf, W. Germany.	
Second Driver	Manfred Rahm (27)	Z7947
	A baker of Solingen, W. Germany	

* 2. 1966 MONTESA 250 cc.

Entered by	Oriol Regas	
First Driver	Oriol Regas (30)	Z4339
	An hotelier of Barcelona, Spain.	
Second Driver	Rafa Marsans (30)	Z8239
	A clerk of Barcelona, Spain.	

* 3. 1966 MONTESA 250 cc.

Entered by	Permanyer, S. A. Barcelona, Spain.	
First Driver	Jorge Sirera (28)	Z4340
	A motor cycle dealer of Barcelona, Spain.	
Second Driver	Enrique Sirera (30)	Z4341
	A motor cycle dealer of Barcelona, Spain.	

* 4. 1966 MONTESA 250 cc.

Entered by	Permanyer S. A. Barcelona, Spain.	
First Driver	Jose Busquets (24)	Z4660
	A student of Tarragona, Spain.	
Second Driver	Francesco Villa (33)	
	A mechanic of Modena, Italy.	

* 5. 1966 OSSA SPORT 250 cc.

Entered by	Maquinaria Cinematografica Barcelona, Spain.	
First Driver	Luis Yglesias (24)	Z4607
	A student of Barcelona, Spain.	
Second Driver	Carlos Giro (25)	A20
	A student of Barcelona, Spain.	

* 6. 1966 OSSA SPORT 250 cc.

Entered by	Maquinaria Cinematografica, Barcelona, Spain.	
First Driver	Trevor Burgess (22)	C45
	A sewing machine mechanic of Audenshaw.	
Second Driver	Horace Crowder (35)	Z2746
	A coachbuilder of Mansfield.	

* 7. 1966 BULTACO METRALLA 250 cc.

Entered by	Arana Mila Soler Roig, Barcelona, Spain.	
First Driver	Carlos Roca Mora (26)	
	A motor cycle engineer of Barcelona, Spain.	
Second Driver	Jose Carne (27)	
	A motor cycle engineer of Barcelona, Spain.	

* 8. 1966 BULTACO METRALLA 250 cc.

Entered by	Rickman Brothers (Engineering) Ltd.	C0347
First Driver	Fred Hardy (30)	Z2612
	An engineer of High Wycombe	
Second Driver	Peter Jordan (27)	Z2755
	An engineer of Putney.	

9. 1965 COTTON CONQUEST 250 cc.

Entered by	E. Cotton (Motor Cycles) Ltd.	C01022
First Driver	Derek Minter (33) <i>R. G. Everett</i>	Z7407
	A racing motorcyclist of Whitstable.	
Second Driver	Peter Inchley (27) <i>Chalmersford</i>	C511
	A development engineer of Hagley	

10. 1964 COTTON CONQUEST 250 cc.

Entered by	E. Cotton (Motor Cycles) Ltd.	C01022
First Driver	David Browning (21)	C919
	A motor trader of Cheltenham	
Second Driver	Rod Scivyer (23)	Z7726
	A draughtsman of Oxford	

11. 1966 YAMAHA YDS 3 250 cc.

Entered by	Padgetts (Batley) Ltd.	C0346
First Driver	Terry Grotefeld (24)	Z7459
	A draughtsman of London.	
Second Driver	Stan Wright (28)	Z7476
	A salesman of Barnsley	

* 12. 1966 SUZUKI T20 250 cc.

Entered by	Suzuki (Great Britain) Ltd.	C0316
First Driver	Tommy Robb	Z1406
	A racing motorcyclist of Belfast.	
Second Driver	Chris Vincent	Z2640
	An engineer of Birmingham	

14. 1966 DUCATI MACH 1 250 cc.

Entered by	Vic Camp Motor Cycles	C0346
First Driver	Tony Wood (26)	C93
	A fitter-turner of Sidcup.	
Second Driver	Kenneth Watson (30)	Z6066
	A transport and plant mechanic of Sittingbourne.	

15. 1964 DUCATI MACH 1 250 cc.

Entered by	Vic Camp Motor Cycles	C0346
First Driver	Alastair Rogers (27)	Z5936
	A laboratory mechanic of Walthamstow.	
Second Driver	Clive Thompsett (34)	C182
	An instrument maker of Wallington.	

Flag Signals

National	Start
Red	Stop, all Drivers
Black, with Drivers number	That Driver to stop
Yellow (Motionless)	Danger, drive slowly
Yellow (Waved)	Great danger, be prepared to stop
Green	Course clear
Chequered Black and White	Finish
Red, with 3 vertical yellow stripes	Caution, oil on course

Condition of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting.

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16. 1965 DUCATI DAYTONA 250 cc.

Entered by	C. E. Crookes	
First Driver	Charles Crookes (29)	Z6802
	A telephone engineer of Cardiff.	
Second Driver	Peter Morgan (23)	Z6816
	A motor fitter of Cardiff	

17. 1966 BULTACO METRALLA 200 cc.

Entered by	E. Davies Motor Cycles	C01027
First Driver	Eugene Davies (30)	Z2844
	A garage proprietor of Southampton.	
Second Driver	Michael Samways	C689
	A factory manager of Southampton.	

18. 1965 ROYAL ENFIELD SUPER 5 250 cc.

Entered by	Jim Pink (Wallingford)	C0302
First Driver	Dave Simmonds (26)	Z7422
	A racing motorcyclist of Stanwell.	
Second Driver	Clive Mates (35)	C72
	A stone mason of Tottenham.	

19. 1965 ROYAL ENFIELD CONTINENTAL G.T. 250 cc.

Entered by	Motor Cycle News Ltd.	C01053
First Driver	Sean Wood (22)	Z6823
	A journalist of Kettering.	
Second Driver	Paul Smart (23)	Z6824
	A boatbuilder of Maidstone.	

20. 1965 A.J.S. 14 CSR 250 cc.

Entered by	S. T. Mularney	C01033
First Driver	David Williams (28)	Z2590
	An engineer of Leighton Buzzard.	
Second Driver	Brian Coles (27)	Z6703
	An engineer of Studham.	

21. 1965 HONDA CB 72 250 cc.

Entered by	Read Bros. Ltd.	C01009
First Driver	David Newton (23)	Z6079
	A journalist of Hyde	
Second Driver	James Howe (40)	Z8310
	A metal turner of Chilwell.	

22. 1964 HONDA CB 72 250 cc.

Entered by	Bill Smith Motors Ltd.	C0390
First Driver	Bill Smith (31)	Z7502
	A motor cycle trader of Chester.	
Second Driver	Stephen Murray (32) S Adams	C047
	A motor cycle trader of Chester.	

23. 1966 HONDA CB 72 250 cc.

Entered by	R. C. Gilbert	Z6708
First Driver	Reg Gilbert	
	A motor cycle dealer of Catford.	
Second Driver	Frank Barwick	Z6709
	A mechanic of Catford.	

HUGHES FIRST FOR TRIUMPH

A Hughes prepared Triumph Bonneville winning the production race at Brands Hatch, 19-9-65.

Rider Ray Knight.
Photo by John Stoddart.

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- | | | |
|---------------------------------------|---|--------|
| * 24. 1965 HONDA CB 77 305 cc. | | |
| Entered by | Gerhard Zander | |
| First Driver | Gerhard Zander (35) | Z4028 |
| | A plumber of W. Berlin, Germany. | |
| Second Driver | Ralph Schick (38) | Z1368 |
| | A laboratory assistant of W. Berlin, Germany. | |
| 25. 1965 VELOCETTE THRUXTON 500 cc. | | |
| Entered by | Fred Hanks Motor Cycles | C0301 |
| First Driver | James Stephenson (34) | Z5935 |
| | A police sergeant of Birmingham. | |
| Second Driver | Eric Bushell (20) | Z6799 |
| | A horticulturist of Birmingham. | |
| 26. 1966 VELOCETTE THRUXTON 500 cc. | | |
| Entered by | Geoff Dodkin Motor Cycles | C01025 |
| First Driver | Tom Phillips (24) | Z2605 |
| | A post office engineer of Newbury. | |
| Second Driver | David Croxford (24) | Z342 |
| | A tool turner of Acton. | |
| 27. 1964 NORTON 88 S/S 500 cc. | | |
| Entered by | Edwards Motors (Dorking) Ltd. | C01051 |
| First Driver | Ivor Duffell (27) | C720 |
| | A builder of Dorking. | |
| Second Driver | William Bowsher (21) | Z6819 |
| | An engineer-tuner of Leatherhead. | |
| 28. 1965 NORTON 88 S/S 500 cc. | | |
| Entered by | Paul Dunstall Motor Cycles | C0330 |
| First Driver | Charles Vance (27) | C557 |
| | A sheet metal worker of Sevenoaks. | |
| Second Driver | Cyril Davey (26) | Z5398 |
| | An engineer draughtsman of Borough Green. | |
| 29. 1965 TRIUMPH TIGER 100 SS 500 cc. | | |
| Entered by | Michael Beesley | C0396 |
| First Driver | Richard Guy (21) | C730 |
| | A mechanical engineer of Coventry. | |
| Second Driver | Gary Green (21) | Z5929 |
| | A panel beater of Coventry. | |
| 30. 1964 TRIUMPH TIGER 100 SS 500 cc. | | |
| Entered by | Hughes (S. H. Brand Ltd.) | C0355 |
| First Driver | Ray Knight (34) | Z2934 |
| | A writer of Orpington. | |
| Second Driver | Martin Love (23) | Z6048 |
| | A motor cycle mechanic of Catford. | |

31. 1966 TRIUMPH TIGER 100 SS 500 cc.

Entered by	Arthur Bennett Motors Cycles	C0375
First Driver	Brian Bennett (29) A motor cycle dealer of Atherstone.	Z7776
Second Driver	James Oliver (35) A planning engineer of Coventry.	Z7642

32. 1965 TRIUMPH SPEED TWIN 500 cc.

Entered by	R. S. May	
First Driver	Ronald May (43) A motor cycle mechanic of Balham.	Z2602
Second Driver	Reay Mackay (26) A printer of South Nutfield.	Z6017

33. 1966 TRIUMPH TIGER 100 SS 500 cc.

Entered by	Richard Rainbow Motor Cycles.	C01021
First Driver	Michael Andrew (20) A motor cycle fitter of Ware.	C703
Second Driver	Colin Dixon (22) A veterinary student of Pinner.	C958

(Continued on page 29)

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COLIN DIXON
2nd Driver

We finished 2nd & 4th in this event
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these events is available to callers.

Build-up to Today

IT ALL started in a clubroom when
someone suggested there ought to be a
long-distance race for production sports
machines. He was a nut, for sure, be-
cause his idea was that bikes should be
thrashed for 24 hours. But he was argued
down to 12 hours; finally over-ruled in
favour of nine hours.

That is how the 500-Miler was born,
exactly 11 years ago yesterday. The
Southampton Club, then as now, led the
organizing and the Thruxton circuit,
near Andover, was its home.

After the first race came the reckon-
ing. Saturday meetings at Thruxton never
did attract big crowds and the organizers
had lost a packet of money.

This led Southampton Club Secret-
ary, Neville Goss, to approach Harry
Louis and, from 1965 onward, "Motor
Cycle" has helped by providing the

main awards, including the prize money,
and in various other ways.

The first three races were nine-hour
marathons until, in 1958, it was thought
that 500-miles meant more as a title. It
has struck.

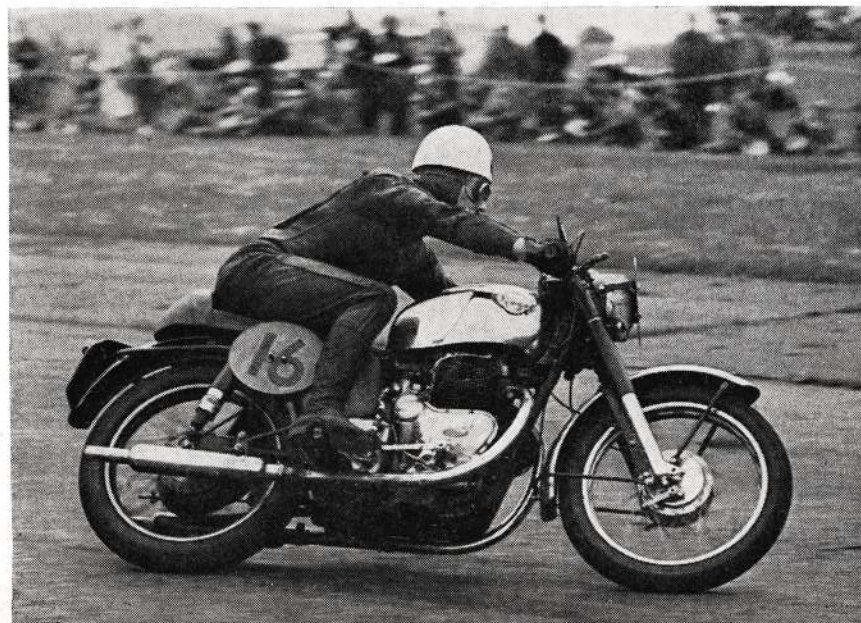
BSA Gold Stars had it all tied up for
three years, with the first winners Eddie
Dow (who now does trackside comment-
aries here) and Eddie Crooks.

There were only 14 retirements out
of 43 starters in that first race. Frank
Perris helped keep a Tiger 110 in the
lead for five hours before ignition failure
ended the effort. Ron Langston had his
first taste of racing that day.

It was one of Tony Godfrey's first
outings. Syd Lawton was already organ-
izing teams—he entered Derek Powell
and Brian Newman on the Norton 99
which came fourth overall.

In those days, three-fifty Gold Stars

The great Bob McIntyre cranks his 692 cc Royal Enfield into a corner in the 1958 race.
With partner Derek Powell he finished second overall.



were considered the best bet. They were reliable, fast and did not wear out tyres so rapidly as the bigger bikes.

In 1956 and 1957 three-fifties were home first, though in 1957 the heavies were making themselves felt. A 692 c.c. Royal Enfield Super Meteor led at one stage.

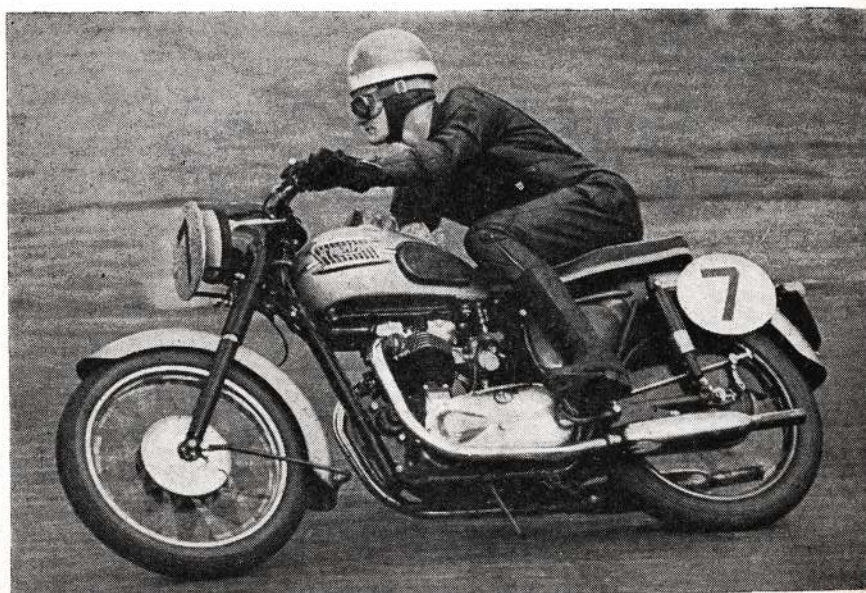
Everything happened in 1958. First, the race became the 500-miler, as mentioned. Bob McIntyre shared a 692 c.c. Royal Enfield with Derek Powell and finished second overall, but three following attempts for an outright win were to end in blow-ups or crashes.

BMW's made their presence felt for the first time, finishing fourth overall, and Mike Hailwood and Dan Shorey started six-fifties on their winning way by taking a Triumph Bonneville to an outright victory.

Stan Hailwood, Mike's father, set a new trend in slick pit work, organizing refuelling and a change of riders in 25s!

BMW riders John Lewis and Bruce Daniels made history in 1959 when they rode the only non-British machine to win in the series. They did it with an impressive lack of fuss.

Introduced for the first time, the sparsely populated 250 cc class went to the privately entered NSU of Alan Pavey and Peter Jordan.



Above : They're off! Riders stream away from a Le Mans-type start as the 1963 event at Thruxton gets under way.

Left : Mike Hailwood is seen here with the Triumph on which he and Dan Shorey notched an overall win in 1958.

Right : Fatherly advice from Stan Hailwood to Mike in 1958 that Bob Mac is the man to watch.



Ariel Arrows, with Cecil Sandford partnering Sammy Miller, and Peter Inchley teamed with Robin Good, provided some of the highlights in 1960 with a fine demonstration of high-speed consistency and superb roadholding.

A fully equipped Ariel Leader, with

screen, legshields — the lot — finished seventh in the two-fifty class. An 883 cc Harley-Davidson went like a rocket between corners till a piston holed. Phil Read (592 BMW) fell off, so did Bob Mac when the Enfield engine locked up.

The following year was McIntyre's last effort and it ended when the Enfield

BUILD-UP TO TODAY — contd.

broke a con rod at 110 mph, throwing Mac up the road—luckily with no more than a shaking.

Hondas made their first appearance in that year, when Bill Smith and John Hartle took the 250 cc class by storm.

Alec Bennett, who entered the win-

line. Only some of the officials knew it was the finish, for the chequered flag was given a lap later to the Triumph Bonneville of Percy Tait and Fred Swift.

Reversing the decision didn't cause much dissent, for the Bonnie had also been entered by Lawton!



An incident which serves to highlight the drama which can, and regularly does, occur in this race—Ken James pushes in his BSA during the 1957 race.

ning Triumph Bonneville of Tony Godfrey and John Holder, was the last non-Lawton entrant to win, because each year since then one of Syd's entries has made it.

A 647 cc Norton SS, nicknamed Old Faithful by Syd, won the race in 1962, 1963 and 1964, but it was too old to compete last year.

Phil Read and Brian Setchell formed a marvellous team, winning in 1962 and 1963, with Setchell partnering Derek Woodman in 1964 when Read was recalled by Yamahas for testing.

Bultacos created a sensation in 1963 when the race became international, by the last-minute entry of Paco Gonzales and Ken Martin on a 196 cc Metralla. In winning the class, they made many of the five-hundreds look slow.

In 1964 there was a last-lap drama when Brian Setchell stopped the Norton for petrol after crossing the finishing

In winning the 500 cc class on the Stevens-entered Velocette, Alan Harris and Howard German created the Thruxton Velocette and a then unknown, Peter Williams, walked off with the 250 cc class on a very standard AJS. His partner was Tony Wood.

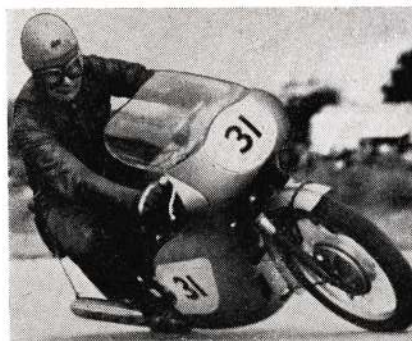
Because the track surface had broken up badly, the race was moved to Castle Combe last year.

But the pattern was the same—Syd Lawton again supplied the winner, with his son Barry sharing a Bonneville with Dave Degens.

Sensation of the race was the speed and reliability of the Cotton Conquest ridden by Derek Minter and Peter Inchley. They not only won the 250 cc class; they finished third overall.

Now, for the first time, this great battle of endurance is on the smooth tarmac of Brands Hatch. What thrills, surprises and shocks lie ahead?

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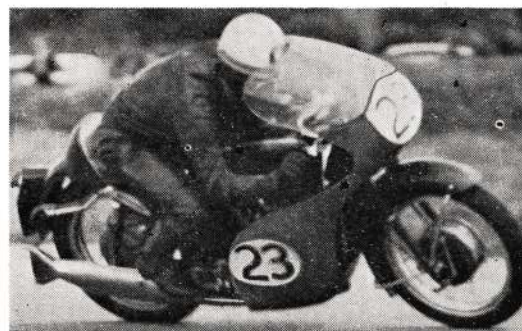


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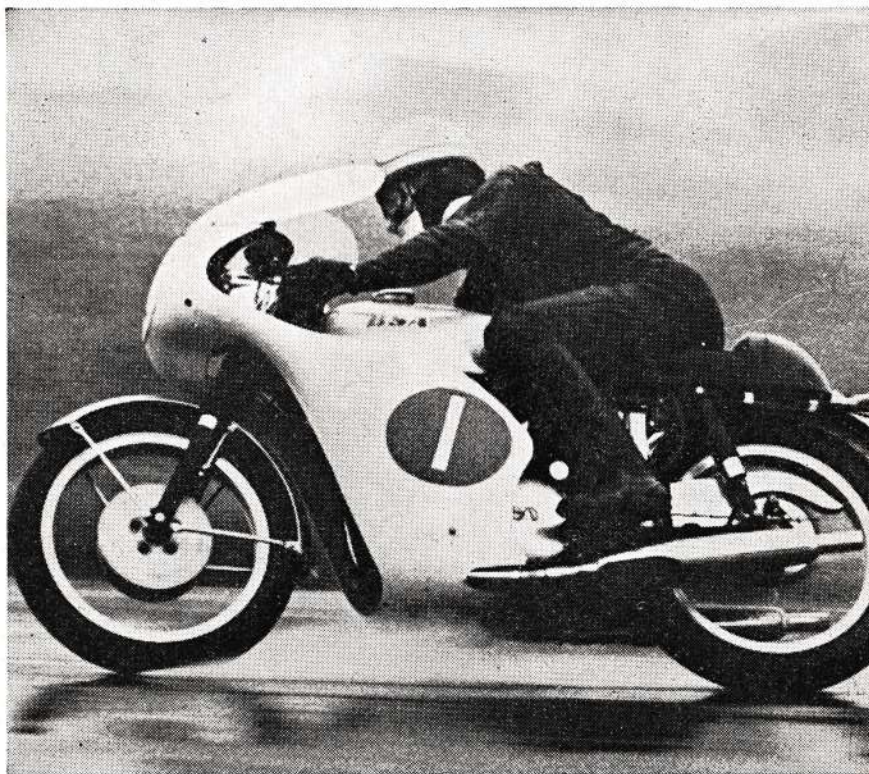
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Over 500 c.c. but not over 750 c.c. class

Side numbers black on white plates.

34. 1965 B.S.A. LIGHTNING 650 cc.

Entered by	Richard Rainbow Motor Cycles	C01021
First Driver	Colin Burton (23) Toolmaker of Edmonton.	C555
Second Driver	Melvyn Rice (23) A carpenter of Pinner.	Z6049

35. 1965 B.S.A. LIGHTNING/CLUBMAN 650 cc.

Entered by	Bob Joyner & Son	CO1032
First Driver	Robert Heath (18) A store assistant of Walsall.	Z6068
Second Driver	Harvey Porter (25) A mechanic of Oldbury.	Z6067

36. 1965 B.S.A. LIGHTNING/CLUBMAN 650 cc.

Entered by	C. A. Horton	
First Driver	Charles Horton (22) A railway clerk of Hastings.	Z6814
Second Driver	Alan Sutton (26) An undertaker of Hastings.	Z6815

37. 1966 B.S.A. SPITFIRE MARK II 650 cc.

Refined-
valve inside

Entered by	F. K. Moore	
First Driver	Frank Moore A diagnostician of Portsmouth.	C219
Second Driver	Terence Stanton (24) A draughtsman of Portsmouth.	Z6822

38. 1966 B.S.A. SPITFIRE MARK II 650 cc.

Entered by	Parks of Lewisham Ltd.	
First Driver	Ronald Chandler (25) A lighterman of Sevenoaks.	Z2617
Second Driver	Roger Hunter (26) An engineer of Leighton Buzzard.	Z6070

39. 1965 B.S.A. LIGHTNING 650 cc.

Refined-
big and lively

Entered by	Eddie Dow Ltd.	C0296
First Driver	Rodney Gould (23) A mechanic of Banbury.	C31
Second Driver	Neville Landrebe (25) A motor cycle mechanic of New Zealand.	Z5963

40. 1966 B.S.A. SPITFIRE MARK II 650 cc.

Refined-
checked.

Entered by	T. W. Kirby Ltd. Motor Cycles.	C0312
First Driver	Bill Ivy (23) A racing motorcyclist of Maidstone.	Z6796
Second Driver	John Cooper (28) A garage proprietor of Derby.	C391

41. 1965 B.S.A. LIGHTNING 650 cc.

Entered by	T. W. Kirby Ltd. Motor Cycles	C0312
First Driver	Tony Smith (23)	C756
	A development mechanic of Moseley.	
Second Driver	Peter Butler (27)	C123
	A design typographer of Tooting.	

42. 1965 MATCHLESS G15 CSR 750 cc.

Entered by	T. W. Kirby Ltd. Motor Cycles	C0312
First Driver	Chris Conn (28) <i>McHunde</i>	Z4274
	A Royal Air Force fitter of Bedford.	
Second Driver	Martin Watson (27)	C523
	A mechanic of Sutton Sandy.	

43. 1964 MATCHLESS G12 CSR 650 cc.

Entered by	R. A. Gardner	C0351
First Driver	Christopher Hutton (21)	C711
	A motor cycle fitter of Sidcup.	
Second Driver	Raymond Smith (25)	C22
	An engineer of Bexleyheath.	

44. 1965 MATCHLESS G15 CSR 750 cc.

Entered by	Arter Bros. Ltd.	C0286
First Driver	Peter Williams (26)	C194
	A draughtsman of Bexley.	
Second Driver	John Wells (25) <i>V. Tifford</i>	Z5953
	An auctioneer of New Zealand.	

45. 1964 NORTON ATLAS 750 cc.

Entered by	Ritchy Cannon	C01052
First Driver	George Collis (31)	Z7439
	A garage proprietor of Baddesley.	
Second Driver	Michael Chatterton (26)	Z6949
	A motor fitter of Barnsley.	

46. 1964 NORTON 650 SS 650 cc.

Entered by	M. Gunyon	C01031
First Driver	David Else (27)	Z5962
	A motor cycle mechanic of Faversham.	
Second Driver	Brian Davison (24)	C724
	A transport driver of Faversham	

47. 1966 NORTON ATLAS 750 cc.

Entered by	Paul Dunstall Motorcycles.	C0330
First Driver	Griff Jenkins (24)	C84
	A heating engineer of Fulham.	
Second Driver	David Dixon (32)	Z5834
	A journalist of Worpleston.	

48. 1965 TRIUMPH BONNEVILLE 650 cc.

Entered by	G. Monty and Dudley-Ward Ltd.	C0297
First Driver	John Blanchard (24)	Z8384
	An engineer of Twickenham.	
Second Driver	Ron Langston (32)	Z2862
	A farmer of Chipping Camden.	

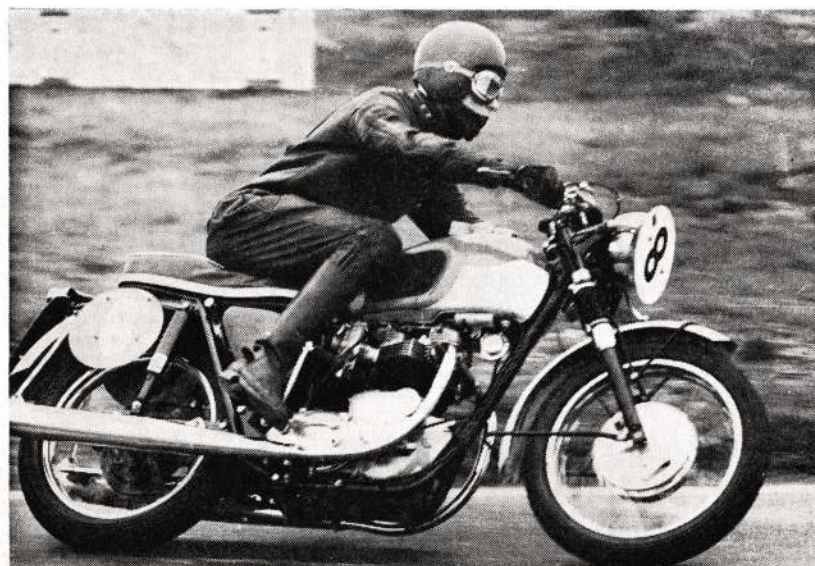
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IS OUR STANDARD 1966 TRIUMPH
BONNEVILLE WHICH WAS TAKEN
FROM STOCK AND REGISTERED 8-3-66

—In 11 Races this year we've had :

6 FIRST AT CADWELL & PERTON
3 SECONDS AT CADWELL & PERTON
1 FIFTH AT SNETTERTON
1 SIXTH AT SNETTERTON

Ridden by Dave Nixon



Boyer of Bromley

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49. 1966 TRIUMPH BONNEVILLE 650 cc.
 Entered by Lawton & Wilson Ltd. C0345
 First Driver Dave Degens (26) Z2864
 A company director of Putney.
 Second Driver Rex Butcher (23) Z7146
 A motor cycle manager of Sanderstead.
50. 1966 TRIUMPH BONNEVILLE 650 cc.
 Entered by Lawton & Wilson Ltd. C0345
 First Driver Barry Lawton (22) Z7084
 A car salesman of Southampton.
 Second Driver Ian Burne (24) Z6063
 A racing motor cyclist of South Africa.
51. 1965 TRIUMPH BONNEVILLE 650 cc.
 Entered by Elite Motors (Tooting) Ltd. C01038
 First Driver David Weightman (28) Z6844
 A technical assistant of Tooting.
 Second Driver Peter Carrana (28) Z6805
 A toolmaker of Battersea.
52. 1964 TRIUMPH BONNEVILLE 650 cc.
 Entered by Scuderia Duke C0315
 First Driver Percy Tait (37) Z2641
 A motor cycle tester of Meriden.
 Second Driver Phil Read (27) Z2701
 A racing motorcyclist of Guernsey.
53. 1963 TRIUMPH BONNEVILLE 650 cc.
 Entered by K. G. Buckmaster
 First Driver Ken Buckmaster (34) Z7488
 A company director of St. Albans.
 Second Driver Allen Jackson (39) Z6793
 A police motor cycle tester of Croydon.
54. 1965 TRIUMPH BONNEVILLE 650 cc.
 Entered by E. W. Webb
 Entered by Clive Hunt (29) Z5496
 A development engineer of Finchley.
 Second Driver Edward Webb (30) C206
 A lithographer of Hemel Hempstead.
55. 1965 TRIUMPH BONNEVILLE 650 cc.
 Entered by Comerfords Ltd. C0118
 First Driver Joe Dunphy (28) Z2536
 A journalist of Beckenham.
 Second Driver Ray Pickrell (28) Z8149
 A printer of Harrow.
56. 1964 TRIUMPH BONNEVILLE 650 cc.
 Entered by R. A. Gardner C0351
 First Driver Anthony Dunnell (24) Z6074
 A machine operator of Newhaven.
 Second Driver John Rollinson (30) C725
 A plasterer of Newhaven.
57. 1965 TRIUMPH BONNEVILLE 650 cc.
 Entered by Kilbourn Motor Cycles C01037
 First Driver John Hedger (22) C716
 A toolmaker of Byfleet.
 Second Driver Declan Doyle (26) C516
 A fitter-welder of Kingsbury.

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58. 1964 TRIUMPH BONNEVILLE 650 cc.

Entered by	L. J. B. R. French	C01002
First Driver	Don Chapman (40) A motor cycle dealer of Maidenhead.	Z2694
Second Driver	Rex Avery (35) A development engineer of Linslade.	Z7465

59. 1966 TRIUMPH BONNEVILLE 650 cc.

Entered by	Boyer of Bromley Ltd.	C0308
First Driver	David Nixon (22) A turner of Sanderstead.	C230
Second Driver	Barry Tingley (27) A quantity surveyor of Sanderstead.	Z6810

60. 1966 TRIUMPH BONNEVILLE 650 cc.

Entered by	H. & L. Motors Ltd.	C01044
First Driver	Stephen Spencer (26) A motor cycle tester of Birmingham.	C258
Second Driver	Alastair Copland (29) A motor cycle tester of Coventry.	C227

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Time	FIRST		SECOND		THIRD	
	No.	Laps	No.	Laps	No.	Laps
1 p.m.	9	12	12		10	
2 p.m.	9		12		10	
3 p.m.	9		10		12	
4 p.m.	9		12		7	
5 p.m.	9		12		7	
6 p.m.	9		12		7	
7 p.m.						
Finish	9		12		7	

	FOURTH		FIFTH		SIXTH		Time
	No.	Laps	No.	Laps	No.	Laps	
	18		2		7		1 p.m.
	18		7		17		2 p.m.
	7		18		15		3 p.m.
	18		2		15		4 p.m.
							5 p.m.
							6 p.m.
							7 p.m.
							Finish

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Time	FIRST		SECOND		THIRD	
	No.	Laps	No.	Laps	No.	Laps
1 p.m.	26		33		30	
2 p.m.	26		33		30	
3 p.m.	26		33		30	
4 p.m.	26		33		30	
5 p.m.	26		30			
6 p.m.	26		30			
7 p.m.						
Finish	26		30			

	FOURTH		FIFTH		SIXTH		Time
	No.	Laps	No.	Laps	No.	Laps	
	29		27		28		1 p.m.
	29						2 p.m.
	29		28		25		3 p.m.
	29		31				4 p.m.
							5 p.m.
							6 p.m.
							7 p.m.
							Finish

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

See next page -

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

See next page.

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Time	FIRST		SECOND		THIRD	
	No.	Laps	No.	Laps	No.	Laps
1 p.m.	52	30	47		49	
2 p.m.	52	.	49		50	
3 p.m.	52	90	49		50	
4 p.m.	52	120	49	119	50	
5 p.m.	52		49		47	
6 p.m.	49		52		50	
7 p.m.						
Finish	49	189	52	180		

	FOURTH		FIFTH		SIXTH		Time
	No.	Laps	No.	Laps	No.	Laps	
	44		40		39		1 p.m.
	60		47		58		2 p.m.
	47		58		34		3 p.m.
	58		47		34		4 p.m.
	50		55		34		5 p.m.
	47		55		34		6 p.m.
							7 p.m.
							Finish

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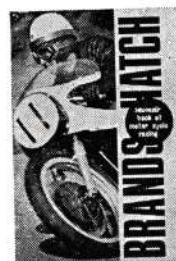
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BRANDS HATCH FIXTURES 1966

Date	EVENT	Races	Charges
3 July	BRSCC Clubmans Car Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
10 July	MG Car Club Clubmans Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
16 July	*RAC BRITISH GRAND PRIX sponsored by the "Daily Mail"	FL/SR/T	20s.A, 5s.C, 5s. 40s., 30s., 20s., 20s.P, PF
24 July	Stars of Tomorrow Novices Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
31 July	World Championships Stock Car Races BARC S.E. Centre Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
7 Aug.	BRSCC St. John Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
14 Aug.	*"EVENING NEWS" INTERNATIONAL "HUTCHINSON 100" MOTOR CYCLE RACES	All Classes	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
21 Aug.	BARC Clubmans Race Meeting	S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
28 Aug.	Race of Stars Stock Car Races Surrey Sporting Motor Club/OAC Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
29 Aug.	*BRSCC GUARDS INTERNATIONAL RACES	SR/F3/S/T/Hist.	15s.A, 5s.C, 20s.S, 10s.P, 2/6d.Pr
3 Sept. 4 Sept.	British Kart Championships	All Classes	7/6d.A, CF, SF, 5s.P, 2/6d.Pr
11 Sept.	INTERNATIONAL 250 cc TROPHÉE DES NATIONS sponsored by the "Daily Sketch"	All Classes	10s.A, 2/6d.C, 2/6d.Pr, Rovers
17 Sept.	Stars of Tomorrow Clubmans Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
18 Sept.	Sevenoaks & DMC Clubmans Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
25 Sept.	King of the Stocks Car Races Herts A.A.C. Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
2 Oct.	*INTERNATIONAL RAC F.3 EUROPEAN CUP RACES	F3 Int (S/GT/T-Club)	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
9 Oct.	*"EVENING NEWS" INTERNATIONAL MOTOR CYCLE RACE OF THE SOUTH	All Classes	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
16 Oct.	Maldstone & MKMC Dartford Cup Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
23 Oct.	MG Car Club Sprint	S/GT/T	3/6d.A, CF, Rovers
29 Oct.	Clubmans Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
30 Oct.	BARC Motor Show Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
6 Nov.	East Surrey M.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
13 Nov.	National Kart Races	1 Sport, all 4s.	7/6d.A, CF, SF, PF
20 Nov.	INTERNATIONAL SCRAMBLE OF THE YEAR	All Classes	10s.A, 2/6d.C, 2/6d.Pr, Rovers
27 Nov.	London Motor Club November Cup Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
4 Dec.	Surrey Sporting M.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
11 Dec.	Volkswagen O.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
18 Dec.	Lambretta O.C. Economy Run	Scoters	No Charge
26 Dec.	BRSCC Boxing Day Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr

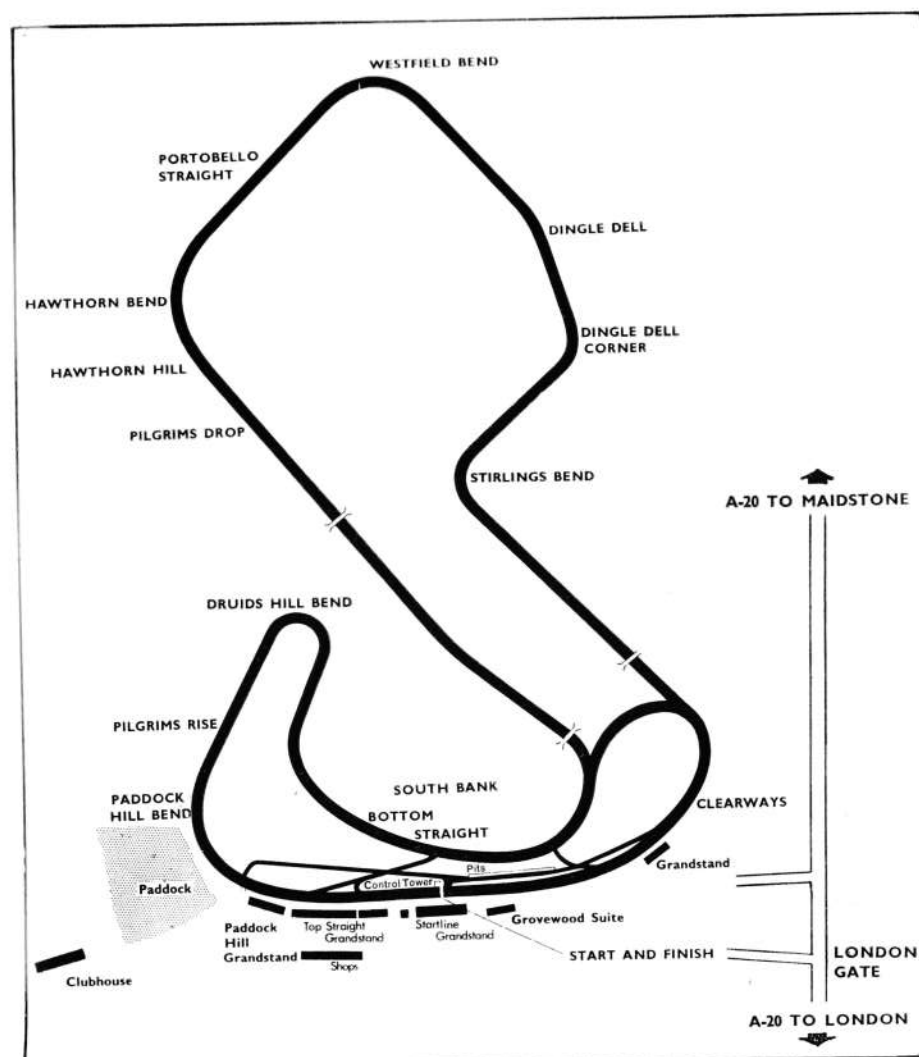
* On the 2.65 Grand Prix Circuit

KEY: A — Adults; C — Children; CF — Children Free; S — Stands; P — Paddock; Pr — Programme;
SF — Stands Free; PF — Programme Free.
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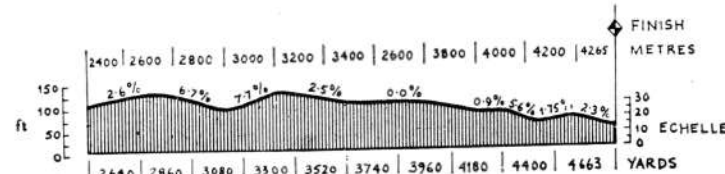
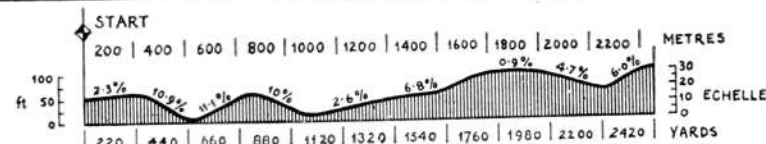
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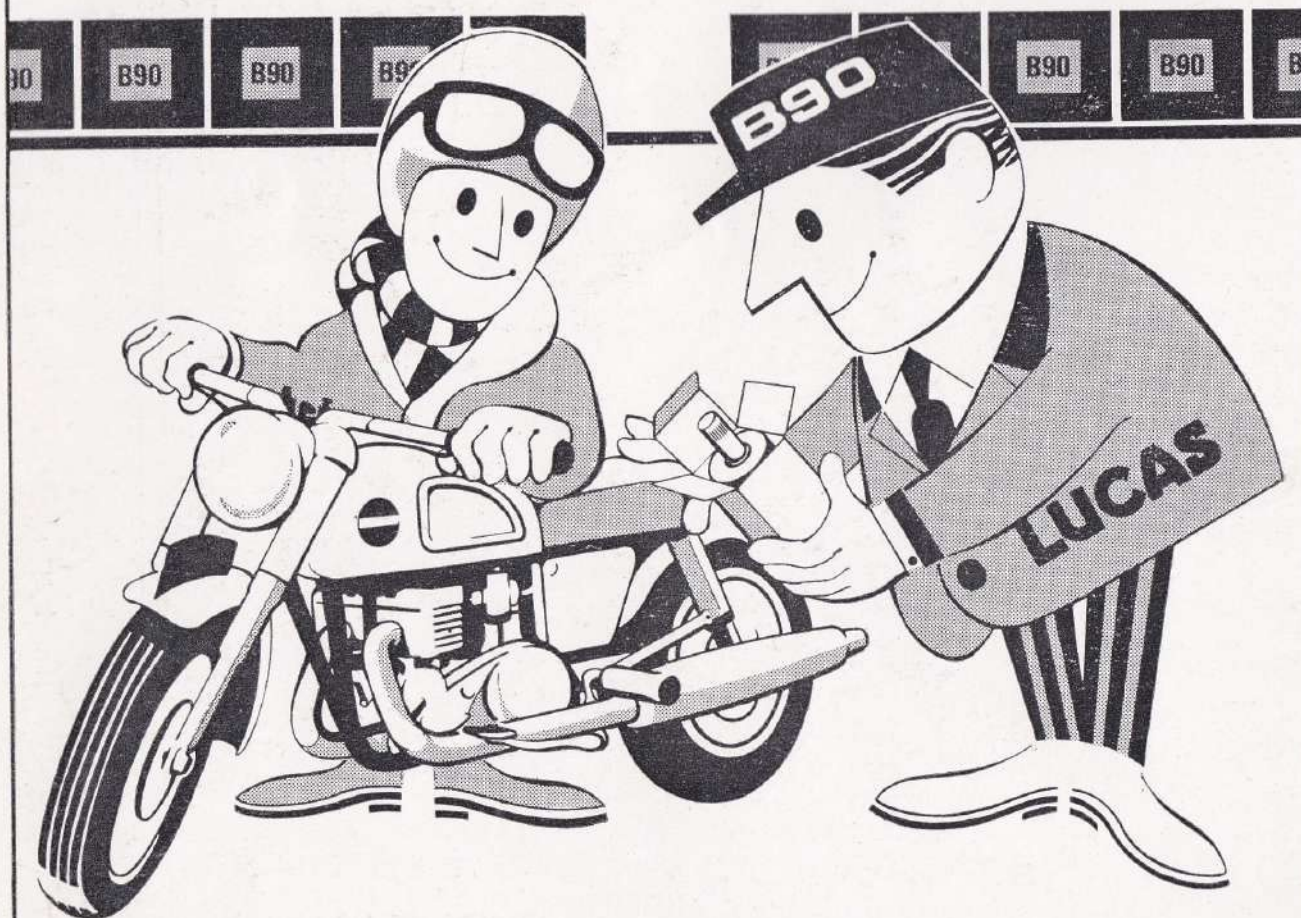
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GRAND PRIX CIRCUIT 2.65 miles

CLUB CIRCUIT 1.24 miles



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