

International Motor Cycle Road Racing

Saturday 9th July 1960



PROGRAMME 1s. 6d.

The Brands 50

Organised by the Brands Hatch Racing Committee



MOTOR CYCLING with **SCOOTER**
WEEKLY

For the News and Facts that Matter THURSDAYS NINEPENCE

I. o. M. T.T. RACES

1960

SENIOR
1st. J. SURTEES M.V.
New record lap J. Surtees 104.08 m.p.h.
2nd. J. HARTLE M.V.
3rd. M. HAILWOOD NORTON

JUNIOR
1st. J. HARTLE M.V.
New record lap J. Surtees 99.2 m.p.h.
2nd. J. SURTEES M.V.
3rd. R. McINTYRE A.J.S.

SIDECAR
2nd. P. HARRIS B.M.W.

(Results subject to official confirmation)



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X-100

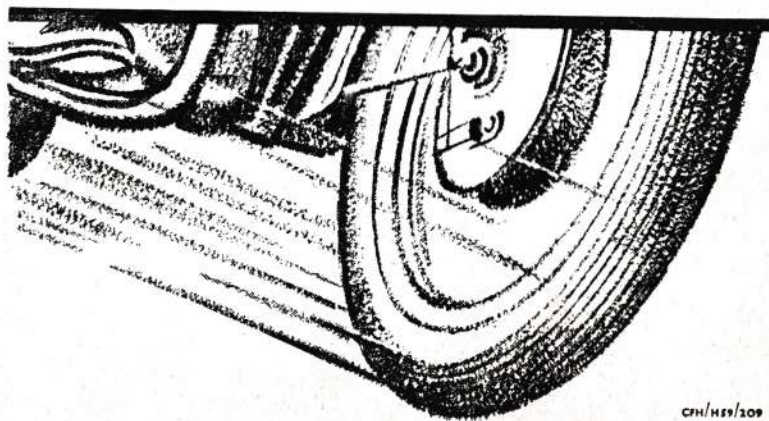
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cm/115/109

BRANDS RACING COMMITTEE

GREENWICH M. & M.C.C. : ROCHESTER & D. M.C.C. : GRAVESEND EAGLES M.C.C.



Secretary of the Meeting :

J. W. Fordham,
956 Rochester Way,
Sidcup,
Kent.



THE BRANDS 50

INTERNATIONAL
RACE MEETING

Saturday • 9th July • 1960

BRANDS HATCH
FAWKHAM • KENT

An International road race meeting for solo motorcycles and three-wheelers held under the International Sporting Code of the F.I.M., the General Competition Rules of the A.C.U. and the Supplementary Regulations of the B.R.C.

Permit No. ACU 251. Track Certificate No. 1291.

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CROYDON SOUTH —
427 BRIGHTON ROAD (Nr. Red Deer).
UPLands 8275/7

CENTRAL LONDON —
208-210 GREAT PORTLAND STREET,
LONDON, W.1. EUSon 4632/4

Also at: Bushwood Corner (Green Man), Leytonstone, for cars, scooters & 3-wheelers

SOUTH TOTTENHAM —
94/96/104 HIGH ROAD,
TOTTENHAM, LONDON, N.15.
STAmford Hill 5656/7

FOREST GATE —
418 ROMFORD ROAD,
FOREST GATE, LONDON, E.7.
GRAngeWood 1234/5

EAST HAM —
220 BARKING ROAD, EAST HAM,
LONDON, E.6. GRAngeWood 8088

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OFFICIALS of the MEETING

Stewards of the Meeting :

Appointed by A.C.U. :

T. E. Ryan.

F.M.N.'s :

As nominated in accordance
with International Sporting
Code.

Appointed by

Brands Racing Committee :

D. Elliott.

A.C.U. Timekeeper in charge

and Handicapper :

V. C. Anstice (International).

Timekeepers :

S. A. Nichols (International).

T. C. Clapp (National).

R. Allcock (Cert. A).

F. Micklewright

(Local Subsidiary).

Medical Officer :

Dr. C. Outred.

Clerk of the Course :

A. Lovett,

47 Sevenoaks way.

St. Pauls Cray, Kent.

Lap Scorers :

G. Shields.

D. Swift.

Mrs. D. Micklewright.

Judge :

R. Baukham.

Starters :

J. Milton.

R. Thomas.

Measurer :

V. C. Anstice.

Competitor's Steward

and Fuel Inspector :

E. Ranshaw.

Announcers :

M. Walker.

P. Arnold.

Chief Paddock Marshal :

A. E. Ridley.

Asst. Clerk of the Course :

J. Carr.

Asst. Paddock Marshals :

P. Cannon.

T. L. Rayfield.

Asst. Chief Course Marshals :

K. Phillips.

Machine Examiners :

W. Smith.

E. Walker.

R. Percival.

Scoreboards :

R. Gull.

C. Clarke.

J. Clarke.

Course Marshals :

Members of the Gravesend
Eagles M.C.C., Greenwich M.
& M.C.C. and Rochester, Chat-
ham & D. M.C.C.

Breakdown Vehicle :

H. & A. Motors.

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bulance Brigade.

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Programme of Events

- EVENT ONE THE ULTRA-LIGHTWEIGHT RACE.**
A race over 20 laps (52 miles), open to the 125 Class, having engines over 100 and not exceeding 125 cc.
- EVENT TWO THE LIGHTWEIGHT RACE.**
A race over 20 laps (52 miles), open to the 350 Class, having engines of over 175 and not exceeding 250 cc.
- EVENT THREE THE JUNIOR RACE.**
A race over 20 laps (52 miles), open to the 350 Class, having engines of over 250 and not exceeding 350 cc.
- EVENT FOUR THE SENIOR RACE.**
A race over 20 laps (52 miles), open to the 500 Class, having engines of over 350 and not exceeding 500 cc.
- EVENT FIVE THE SIDECAR SCRATCH RACE.**
A race over 20 laps (52 miles), for Three-Wheelers having engines of over 350 and not exceeding 500 cc.
- EVENT SIX THE SIDECAR HANDICAP RACE.**
A race over 5 laps (13 miles), for Three-Wheelers having engines of over 350 and not exceeding 500 cc.

Awards

- EVENT ONE ULTRA-LIGHTWEIGHT RACE:**
- | | | | | |
|---------|---------|---------|---------|--------|
| 1st £50 | 2nd £30 | 3rd £15 | 4th £10 | 5th £5 |
| 6th £3 | 7th £2 | | | |
- EVENT TWO LIGHTWEIGHT RACE:**
- | | | | | |
|---------|---------|---------|---------|---------|
| 1st £50 | 2nd £30 | 3rd £20 | 4th £15 | 5th £10 |
| 6th £5 | 7th £3 | 8th £2 | | |
- EVENT THREE JUNIOR RACE:**
- | | | | | |
|---------|---------|---------|---------|---------|
| 1st £75 | 2nd £50 | 3rd £30 | 4th £20 | 5th £15 |
| 6th £10 | 7th £5 | 8th £3 | 9th £2 | |
- EVENT FOUR SENIOR RACE:**
- | | | | | |
|----------|---------|---------|---------|---------|
| 1st £100 | 2nd £60 | 3rd £40 | 4th £30 | 5th £20 |
| 6th £15 | 7th £10 | 8th £5 | 9th £3 | 10th £2 |
- EVENT FIVE SIDECAR SCRATCH RACE:**
- | | | | | |
|---------|---------|---------|---------|---------|
| 1st £75 | 2nd £45 | 3rd £30 | 4th £20 | 5th £15 |
| 6th £10 | 7th £5 | 8th £3 | 9th £2 | |
- EVENT SIX SIDECAR HANDICAP RACE:**
- | | | | | |
|---------|---------|---------|--------|--------|
| 1st £25 | 2nd £15 | 3rd £10 | 4th £5 | 5th £3 |
| 6th £2 | | | | |

All Sidecar Prize Monies to be divided, two thirds to Driver, one third to Passenger.

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3-WHEELER**

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*For any Make
or Model of*
**MOTOR CYCLE
SIDECAR**



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Important Notice To Competitors

The attention of all Competitors is drawn to the Regulations concerning:—
(1) A.C.U. approved pattern crash helmets. (2) Leather clothing.

PRACTISING: 3 practice laps of the course must be carried out by all drivers
125 c.c.—8.30 250 c.c.—8.50 350 c.c.—9.10 500 c.c.—9.30 Sidecars—9.50 a.m.
on Saturday, July 9th, 1960.

STARTING GRID POSITIONS: Grid positions will be decided on practice times.
Fastest lap in the class No. 1, second fastest No. 2, and so on.

Advice of Results

The result of each race will be announced by the public address system.
Reports on the racing are made in "THE MOTOR CYCLE," "MOTOR CYCLING"
and "MOTOR CYCLE NEWS," published weekly.

Acknowledgments

The Brands Racing Committee acknowledge with thanks the valuable assistance given by:—

The individual marshals and supporting clubs in conducting this event.
The owners for the use of the estate and St. John's Ambulance Brigade for their services.

The A.C.U., the Motor Cycle, Motor Cycling & Motor Cycle News for their help and advice.

Telephone communication by the 4th-5th Bat. Queen's Own Royal West Kent Regiment T.A. Headquarters, Tonbridge. (Phone Tonbridge 2826).

A Personal Message

To all our Patrons,

Today, with pride, we present to you a new era in Motor Cycling at the home circuit of so many great names of the past, and of the present. Fittingly, opening with the first International Road Race Meeting ever to take place here, we hope it will be the forerunner of many future great meetings to thrill you in the years to come, on this, Brands new, extended, circuit.

We have had to wait patiently many years for this realisation, now it is here, and we do thank those good patrons, whom, by their continued support, have helped to bring about this realisation.

It is our earnest hope that you will enjoy and remember this day, but should there be some among you who feel that the old place has some shortcomings, and no doubt there are, we would like to remind you that we have had little time to do anything more than prepare the circuit itself for today's meeting. Much has been accomplished in the last five months, but we assure you that much more will be done for your welfare in the future, so that you will be proud, with us, and say — Brands, the finest circuit in the country.

JOHN HALL,
Managing Director,
Brands Hatch Circuit Ltd.

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- ARIEL 'LEADER'
- ISETTA Three wheelers

46-48 CHURCH ROAD • CRYSTAL PALACE
(50 YARDS FROM ROUNDABOUT)

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.

For the Attention of Spectators

Please do not leave litter about the grounds—take it with you.

The Brands Racing Committee acknowledge with thanks the valuable assistance given by the individual marshals and supporting Clubs in conducting this event.

If an accident occurs, leave it to the marshals, the doctor and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

The organisers wish to thank the owners for the use of the estate, and St. John Ambulance Brigade for their services.

To safeguard both competitors and public, *dogs are not admitted unless kept on a leash.* This is most important.

Prohibited Area Notices.—The public are not permitted in the areas where these Notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

Flag Signals

NATIONAL FLAG	Start
RED FLAG	Stop all Competitors
BLACK, WITH DRIVER'S NUMBER	That Driver to Stop
YELLOW FLAG	Danger—Drive Slowly.
GREEN FLAG	Course Clear
CHEQUERED BLACK AND WHITE FLAG	Finish

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List of Competitors

No.	Entrant and Driver	Town	Licence No.	Events
1	A. Trow ... Ent.: Reg Dearden	Welling, Kent	60/1021 E/1353	2, 3 & 4
2	J. Hartle ...	Chester	60/1074	3 & 4
3	Bert Schneider ...	Austria	1227	3 & 4
4	Ladislaus Richter ...	Austria	1223	3 & 4
5	R. Bogaert ... Ent.: August Goffin	Belgium	1601	3 & 4
6	Jacques Insermini ...	France	11	3 & 4
7	J. L. Payne ... Ent.: Arter Bros.	Chiselhurst	60/763 E/1428	2, 3 & 4
8	Mike Hailwood ... Ent.: Ecurie Sportive	Nettlebed	60/728 E/1360	1, 2, 3 & 4
9	D. F. Shorey ...	Banbury	60/352	1, 2, 3 & 4
10	A. C. Gearing ...	Kidbrooke	60/3315	4
11	B. A. Denniss ...	Thornton Heath	60/677	4
12	R. J. Lawrence ...	Grays, Essex	60/740	4
14	M. T. Brookes ...	Solihull	60/410	3 & 4
15	R. A. Rowbottom ... Ent.: G. Perkins	Scunthorpe	60/412 E/1356	3 & 4
16	J. Lewis ... Ent.: Conway Motors	Ashford, Middx.	60/805 E/1433	3 & 4
17	R. H. King ...	Bedford	60/414	4
18	A. J. Jackson ...	E. Croydon	60/1130	4
19	G. C. Young ...	St. Marylebone	60/868	4
20	P. Read ...	Luton	60/818	3 & 4
21	E. Minihan ... Ent.: Broadway Motors	Hayes, Middx.	60/827 E/1427	3 & 4
22	L. P. Young ... Ent.: John Miller Motorcycles	Cheshunt	60/429 E/1414	3 & 4
23	J. Surtees ... Ent.: J. Surtees Developments	Bickley	60/671 E/1462	3 & 4
24	F. A. Neville ...	Carshalton	60/356	3 & 4
25	R. A. Ingram ... Ent.: Bob Foster	Bath	60/958 E/1503	3 & 4
26	A. Shepherd ... Ent.: G. Monty & Dudley Ward	Grange-over-Sands	60/357 E/1423	3 & 4
27	R. J. Langston ... Ent.: G. Monty & Dudley Ward	Campden, Glos.	60/718 E/1423	3 & 4
28	T. H. Robb ... Ent.: G. Monty & Dudley Ward	Belfast	M.C.U.I. 1969 E/1423	2, 3 & 4
29	D. Minter ... Ent.: Hallet's of Canterbury	Littlebourne	60/354 E/1361	2, 3 & 4
30	R. E. Rowe ... Ent.: B. C. Ecclestone	Bexleyheath	60/762 E/3399	2, 3 & 4
31	W. A. Smith ... Ent.: Arter Bros.	Chester	60/660 E/1428	2, 3 & 4
32	T. Thorp ... Ent.: E. T. Pink Ltd.	Ruislip	60/617 E/1432	2, 3 & 4
34	C. T. Williams ... Ent.: C. Waye	Digswell, Herts.	60/899 E/1464	4
35	D. J. Wildman ... Ent.: Canadian Motorcycle Association	Canada	60/3097	4
36	J. Dunphy ... Ent.: L. Stevens Ltd.	London, S.W.1.	60/548 E/3309	3 & 4
37	J. Stander ...	S. Africa	60/1060	2 & 4
38	J. R. Holder ...	Sidecup	60/720	3 & 4
39	F. A. Rutherford ... Ent.: Lawton & Wilson	East Ham	60/403 E/1415	3 & 4

List of Competitors (Cont.)

No.	Entrant and Driver	Town	Licence No.	Events
40	A. J. Thurgood ...	Forest Hill ...	60/3290	2, 3 & 4
41	R. Harrison ...	Luton ...	60/922	4
42	M. Hayward ...	Walton-on-Thames ...	60/1048	3 & 4
43	M. J. Burton ...	Chatham ...	60/1093	3 & 4
44	W. Siddles ...	Birmingham ...	60/413	3 & 4
45	R. S. Mayhew ...	Lewisham ...	60/659	3 & 4
47	B. Morle ...	Bedford ...	60/470	3
48	D. J. Beckett ...	Solihull ...	60/3317	3
49	I. Goddard ...	Boreham Wood ...	60/664	3
50	J. R. Cripps ...	Sidcup ...	60/1020	3
51	L. S. Rutherford ...	Blackheath ...	60/3292	3
52	B. P. Setchell ...	Luton ...	60/618	3
53	B. Clark ...	Retford ...	60/730	2 & 3
	Ent.: Lamberts Motorcycles		E/1435	
54	M. O'Rourke ...	Dulwich ...	60/741	2 & 3
	Ent.: H. L. Daniell		E/1422	
55	O. H. Lake ...	Esher ...	60/435	2
56	A. S. Pavay ...	Ealing ...	60/634	2
57	J. B. Hyde ...	Abbey Wood ...	60/477	2
58	D. E. Smith ...	Plumstead ...	60/1073	2
59	D. P. Warren ...	Southall ...	60/358	2
60	J. Bacon ...	Woking ...	60/411	2
	Ent.: R. J. A. Petty		E/1485	
61	D. R. Shepherd ...	Old Woking ...	60/678	2
62	Sonny Angel ...	U.S.A. ...	60/3103	2
63	B. E. Keys ...	Worthing ...	60/924	2
64	D. Hamer ...	Dudley ...	60/1245	2
65	K. W. James ...	Christchurch ...	60/804	2
	Ent.: Lawton & Wilson		E/1415	
66	F. D. Hardy ...	Hanwell ...	60/788	1 & 2
67	B. McEntee ...	Acton ...	60/796	1 & 2
70	P. Jones ...	Southfields ...	60/819	1 & 2
71	L. C. Harfield ...	Southampton ...	60/416	1 & 2
72	D. H. Edlin ...	Uxbridge ...	60/682	1 & 2
	Ent.: Broadway Motors		E/1427	
73	D. C. Moore ...	Kings Langley ...	60/537	1 & 2
	Ent.: Moore's Ltd.		E/1443	
74	A. Atherton ...	Slough ...	60/705	1 & 2
75	W. Friend ...	Tulse Hill ...	60/680	1 & 2
76	K. Whorlow ...	Charing, Kent ...	60/746	1 & 2
	Ent.: Ron Harris		E/1451	
77	C. Percival ...	Dunstable ...	60/428	1
78	J. W. Dakin ...	London, S.W.9. ...	60/981	1
79	G. H. Dewar ...	New Cross ...	60/3282	1
80	J. Baughn ...	Wood Green ...	60/3024	1
	Ent.: Dr. Josef Erlich		E/1499	
81	R. T. Lake ...	Esher ...	60/3272	1
82	P. Munday ...	Luton ...	60/637	1
83	Hilmar Cecco ...	Switzerland	F.M.S. 2111	1

Sidecar Competitors

No.	Entrant and Driver	Town	Licence No.	Events
1	Helmut Fath ...	Germany ...	2786	5 & 6
	Pass.: A. Wohlegemuth		2758	
2	P. V. Harris ...	Womborne ...	60/830	5 & 6
	Pass.: R. Campbell		60/933	
3	Edgar Strub ...	Switzerland	F.M.S. 2141	5 & 6
	Pass.: Hilmar Cecco		F.M.S. 2111	
4	Florian Camathias ...	Switzerland ...	60/2133	5 & 6
	Pass.: Piston		2127	
5	Christian Baix ...	Belgium ...	1603	5 & 6
	Pass.: Simone de Backer		1800	
	Ent.: August Goffin			
6	Bill Boddice ...	Selly Oak ...	60/490	5 & 6
	Pass.: Graham Stokes	Stokes ...	60/998	
7	H. W. Lee ...	Lee, S.E. 12 ...	60/415	5 & 6
	Pass.: G. Loft			
8	P. J. Millard ...	Dagenham ...	60/817	5 & 6
	Pass.: G. Spence		60/698	
	Ent.: Vic Camp Motorcycles			
9	John Beeton ...	Louth ...	60/605	5 & 6
	Pass.: E. Bulgin		60/887	
10	Fred Hanks ...	Erdington ...	60/919	5 & 6
	Pass.: J. Tanner		60/959	
11	P. Overall ...	Orpington ...	60/1184	5 & 6
	Pass.: Don Overall		60/1185	
	Ent.: Angus Motor Cycles		60/3071	
12	F. Heath ...	Charlton ...	60/750	5 & 6
	Pass.: J. A. Spiers		60/742	
	Ent.: F.J.K. Motorcycles		E/1430	
14	E. A. G. Vincent ...	Uxbridge ...	60/530	5 & 6
	Pass.: R. W. Harding		60/597	
15	M. J. Rowell ...	Wimbledon ...	60/699	5 & 6
	Pass.: A. G. Holton		60/693	
16	Les Wells ...	Plaistow ...	60/815	5 & 6
	Pass.: J. Cook		60/1025	
	Ent.: Streamline Sidecars Ltd.		60/1429	
17	T. P. Folwell ...	Pinner ...	60/596	5 & 6
	Pass.: P. Knocker		60/595	
18	Alan Young ...	S. Norwood ...	60/951	5 & 6
	Pass.: R. Cairncross		60/952	
19	Owen Greenwood ...	Leicester ...	60/987	5 & 6
	Pass.: T. Fairbrother		60/1016	
	Ent.: Arbour Motors		E/1605	
20	C. Freeman ...	Eckington ...	60/1053	5 & 6
	Pass.: B. Nelson		60/1050	
	Ent.: Freeman M/Cs		E/3427	
21	E. T. Young ...	Enfield ...	60/1072	5 & 6
	Pass.: A. D. Young			

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"BRANDS"

By Cyril Quantrell

Editor

'MOTORCYCLE NEWS'

THIRTY years ago Harold Daniell was a regular competitor on the popular new one mile grass track which a group of Kent clubs had brought into being at Brands Hatch. And it wasn't long after that before he and another of the local aces, Jock West, were making history in the Isle of Man and on the Grand Prix road circuits of the continent.

Right from the start, indeed, the "Hatch" was set out to cater for the road racers and it was a natural development when the old kidney shaped grass circuit was given a road surface in readiness for the 1950 season.

By then a score of other names had been brought into the limelight. Who will forget Angus Herbert and his Norton, the Schweiso Bros. and Wally Lock, with their R7 Ajays, or Wally's "250" which came from the same batch of six machines ridden to victory in the 1930 Lightweight T.T. by Jimmie Guthrie?

Was there ever a more exciting inter-team contest than the Anglo-Irish meeting of 1946 which brought Ernie Lyons, Artie Bell, the McCandless Bros. and Billy Nicholson to race against Britain's best on the Kent circuit?

Did anyone ever combine solo and sidecar racing so successfully as Eric Oliver around the 1948 period? Did anyone ever speed over the bumpy, and often dusty grass track as fast as Johnny Lockett used to rocket along the top straight at Brands on his Lancefield-tuned Norton? Since it was surfaced, and especially since the 1954 extension added to the circuit's bends and gradients, Brands Hatch has increased its output of star riders. It was here that Peter Ferbrache, idol of the crowds who attended races in Spain and Sweden and many places in between, first learned his track craft.

Bob Anderson, Alan Trow, Mike Hailwood, Mike O'Rourke, Derek Minter—all these have first come to the fore at Brands Hatch. And it was here that double World Champion John Surtees heralded his move into the rôle of successor to Geoff. Duke by beating the then reigning champion at the close of the 1955 season.

For cross country racers, too, the same few square miles of Downland have provided a famous arena, for it was here that the Moto Cross des Nations was fought out before a record crowd in 1948 and again in 1952.

Now there is another big land mark in the history of Brands Hatch with the opening of the first genuine Grand Prix road circuit in the South of England.

Good luck to the new Brands Hatch, and to all those competing here today—many of them may be world champions of tomorrow.

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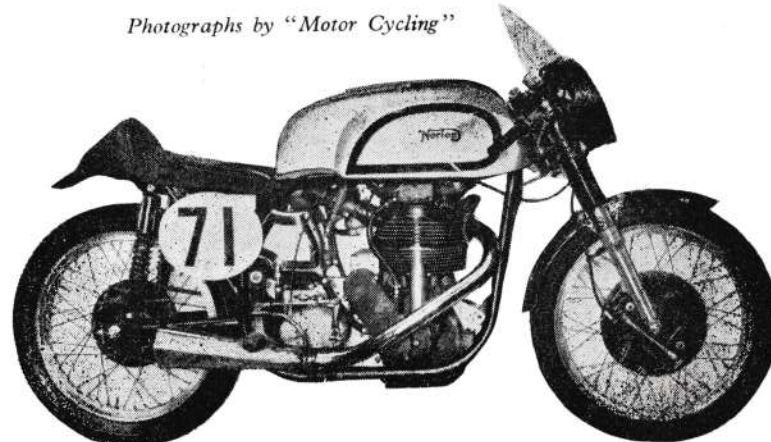
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Some of TODAY'S RACING MACHINES

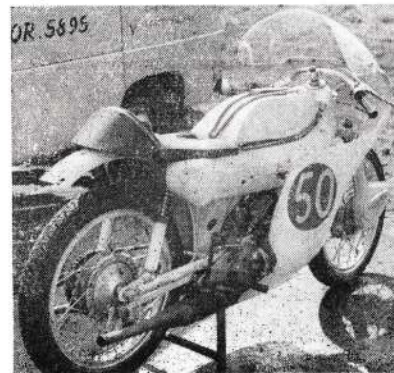
by Norman Sharpe — Sports Editor "Motor Cycling"

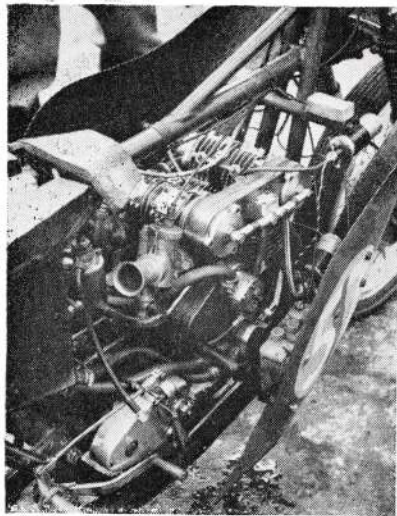
Photographs by "Motor Cycling"



THE "MANX" NORTON. Latest members of a famous family, the 1960 production "Manx" Nortons are direct descendants of the "works" machines which have no fewer than 32 T.T. victories to their credit. Previously a long-stroke, plunger-sprung model, the "Manx" underwent a major transformation in 1950 with the adoption of a "squarer" power unit and the now famous "Featherbed" frame—a duplex loop design with top- and down-tubes crossing at the steering head. Since the factory gave up direct participation in racing, development has been continued each year through a limited number of "pre-production prototypes" to test modifications for future incorporation in the over-the-counter models. The 1960 models include big-end and clutch-centre improvements, Stellite-tipped valves, a weir-type Amal carburetter, higher compression ratio (11 : 1) and slight alterations to the camshaft bevel drive. Externally, this year's models can be recognized by their lighter, glass-fibre seats and the concave fluting of the "500's" megaphone—designed to reduce the risk of grounding and to prevent spitting. Both the 348 and the 499 c.c. engines now have almost "square" dimensions, the bore and stroke of the former being 76 x 76.7 mm. and of the latter 86 x 86.5 mm.

O'ROURKE'S "ARROW." A relative newcomer to racing, this highly tuned Ariel "Arrow" finished 7th in the Lightweight 1960 250 c.c. T.T. at 80.18 m.p.h. Under its sleek streamlining there is little externally to distinguish this potent two-stroke "twin" from the standard tourer, except for its twin carburetters, dropped handlebars, light alloy cylinder heads, extra fuel tank (empty for short circuits) and two unusual "silencers," which are what really makes the "Arrow" fly—as Mike O'Rourke discovered at the Easter meeting here when he lost one of the reverse cones and, with it, all his power. Designed by Hermann Meier, they improve combustion chamber filling by inducing back pressure from the exhaust gasses at the critical moment during the two-stroke cycle. The machine carries no rev. counter, but is said to produce maximum output at about 7,500 r.p.m. Bore and stroke dimensions are 54 x 54 mm. and the heat-dissipating alloy heads allow a compression ratio of over 11:1. Twin 1½-in. Amal G.P. carburetters are fitted and the petrol ratio is 24:1. Standard "Arrow" front and rear forks are retained, the latter slightly stiffened, and the 18-in. alloy racing rims carry a 2.75-in. front and 3.0-in. rear tyre.



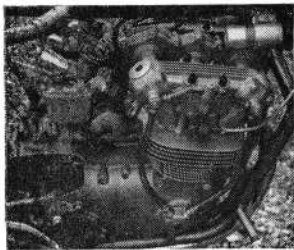


THE R.E.G. Straight off the drawing board, the first of Bob Geeson's beautifully made 249 c.c. "twins" took twelfth place in the 1950 Lightweight T.T. over the Mountain Circuit—a remarkable performance for any brand new machine. Since then, its story has been one of frequent successes punctuated by the inevitable development problems: ignition, oiling, valve spring breakage, cam wear—each of them overcome in turn. Before it was sold to an Australian in 1955, the original machine had finished seventh in the 1951 Ulster Grand Prix, tenth in the T.T. of 1953, set up new race and lap records here at Brands Hatch in the hands of World-Champion-to-be John Surtees and, during 1954, raised the lap records at five British tracks and won every race it ran apart from two in which it suffered minor mechanical troubles.

The first of the present two R.E.G.s made its debut at the end of 1956. The following year, ridden by John Hartle, it took tenth place in the German G.P. and lay fourth behind the Mondials and ahead of the M.V.s

until the last lap of the Dutch T.T. when an oily rear tyre caused its downfall.

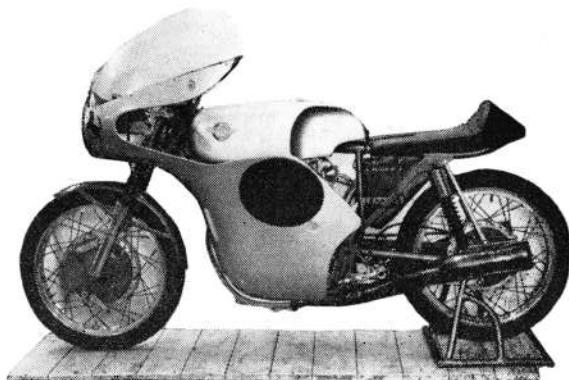
With bore and stroke dimensions of 54 x 54 mm. for each cylinder, the engine revs at over 10,000 r.p.m. and drives through a five-speed gearbox. During the past winter, it was fitted with dual coil ignition—four coils, two batteries and four plugs. Apart from the A.J.S. front wheel, Norton front forks and rear wheel and proprietary accessories, Bob Geeson made almost every part of the two machines himself.



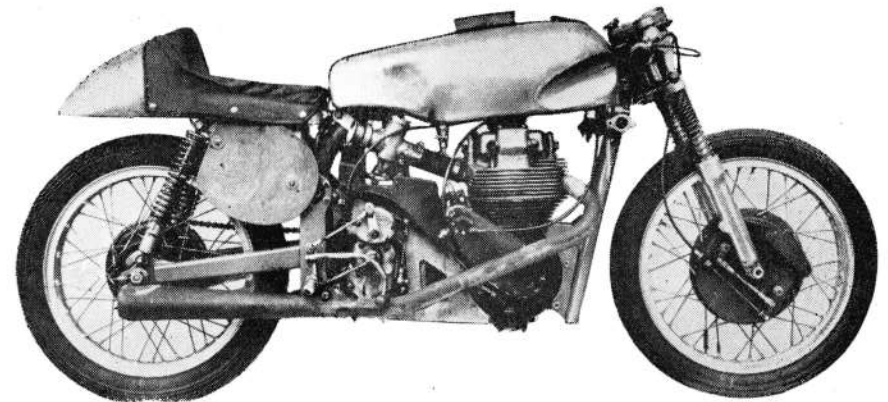
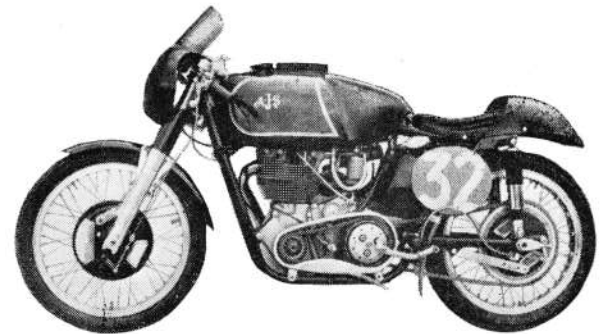
HAILWOOD'S DUCATIS. Manufactured by the State-and Vatican-owned Bologna factory which no longer officially supports racing, Mike Hailwood's three Ducatis are among the most potent machines in their respective capacity classes today. Though as the time of going to press it is uncertain whether he will use either the 250 or the 350 c.c. "twin" at this meeting, we can certainly expect to see him in action on the 125 c.c. single—the model from which the other two have been developed during the past twelve months or so. All three have desmodromic valve operation, the valves being closed as well as opened mechanically—the system used with great success in Grand Prix Mercedes cars. The "125" first made its mark at Monza in 1958 when it trounced the hitherto almost unbeatable

M.V.s; last year Mike won the Ulster G.P. with it and took third place at the T.T., the Dutch and the German Grands Prix. With a redesigned frame, this year's model is lighter and lower than its predecessors, weighing only about 210 lb., complete with streamlining. The 55.25

x 52 mm. engine turns out about 19 b.h.p. and drives through a six-speed box. The 250 c.c. "twin" pictured on the right, is claimed to produce 37 b.h.p. at the rear wheel is virtually a doubled-up version of the "125," its separate camshafts being operated by a gear train situated between the two barrels. Externally indistinguishable from the latter machine the "350" whose engine is illustrated above was first officially used by Mike in T.T. practice on June 4. So far only two such machines exist, the other is Austra-



THE 7R A.J.S. Ridden by New Zealander Rod Coleman the 7R A.J.S., sometimes called the "Boy Racer," was the last British machine to win the Junior T.T., in 1954. It continues a line of development which, with occasional excursions into more complex design, can be traced back to the first Stevens Bros. chain-driven o.h.c. model produced in 1927 at Wolverhampton. Some features which were incorporated then, such as the vernier timing arrangement and the chain-tensioning device, have been retained ever since. The original bore and stroke of 74 x 81 mm. were changed to 71 x 88 mm. and the general construction brought into line with existing practice when the 7R was introduced by A.M.C. Ltd., after a lapse of several years. Subsequently, 75.5 x 78 mm. dimensions were adopted, permitting increased r.p.m. Although a "works" three-valve version was produced using shaft instead of chain drive to three overhead camshafts, the original lay-out has now been developed to a point where over 43 b.h.p. is obtained at 7,300 r.p.m. Naturally, frame and brake design have been modified as the power increased, but it has not been found necessary to make major alterations to the single-top-tube, duplex-loop, swinging-fork frame nor to the two-leading-shoe front brake since they were first introduced in 1948. Virtually a big brother of the 7R, the G50 Matchless was introduced as a production racer last year and is rapidly taking its place with the A.J.S. and the "Manx" Nortons as one of the mainstays of modern larger-capacity racing.



THE G.M.S. One of the most successful "specials" ever produced, the 247 c.c. G.M.S., designed and made by Geoff Monty, finished fourth in its very first race—at Silverstone in 1956. Since then, it has won its class at the 1956 Aintree Century meeting, scored three successive victories in the North-West "200," finished third in the 1958 Swedish Grand Prix, fourth behind the "works" M.V.s in the 1959 Lightweight T.T. and fourth in last year's Ulster Grand Prix, as well as notching innumerable wins and places at short circuits all over the country.

There are, in fact, two G.M.S.s, both powered by engines made from B.S.A. "Gold Star" castings with non-standard internals. The power unit most frequently used has bore and stroke dimensions of 71 x 63 mm. and is normally limited to a maximum of 8,300 r.p.m.—though it can rev. considerably faster if need be. This year, both mounts have been equipped with five-speed Albion gearboxes and, with 3.25 by 18-in. rear tyres, are capable of pulling the same gearing as a 350 c.c. "Manx" Norton with a 19-in. rear wheel. Complete with streamlining, the G.M.S. has a dry weight of only 245 lb.

THE MOTOR CYCLE presents . . .



BILL BODDICE

A great sidecar racing enthusiast from Birmingham who is always popular with the crowds. He drives Norton machines with Watsonian sidecars and is usually to be seen among the leaders at all the big meetings on the mainland. Sidecar T.T. successes include sixth in 1954, second in 1955 and third in 1956.

FLORIAN CAMATHIAS

A Swiss National who has won fame driving B.M.W. sidecar outfits. He holds the world's sidecar records for both the kilometre and 100 kilometre standing starts. He was runner-up in both the 1958 and 1959 Sidecar T.T.s and was leading this year's race until slowed by engine seizures. Was among the leaders in the Dutch G.P. last month until stopped by gear-box trouble.



MIKE HAILWOOD

Although only 20 years old he has had countless successes on nearly every circuit in Great Britain, riding machines in four solo capacity classes. He also holds many lap and race records. Outstanding achievement was to win A.C.U. Road Racing stars in every class for 1959. Britain's most successful youngster. Lapped at 100.37 m.p.h. on a Norton in the Senior T.T. last month.

PIP HARRIS

Won A.C.U. sidecar Road Racing Stars in 1958 and 1959 and for some years was one of the most successful drivers on home tracks with a Norton outfit. In 1959 he started racing a B.M.W. Has competed regularly in Sidecar T.T.s and was second in 1953 with a Norton, third in 1955 with a Matchless and second (B.M.W.) this year.



. . . some of today's FAMOUS RIDERS



JOHN HARTLE

John started motor cycling in 1953, riding a BSA in trials. He first raced a motor cycle in 1953 and, in the Manx races of that year, he gained a silver replica in both the Junior and Senior races, and he also won the Newcomer's Award. He became a member of the Norton factory team in 1955 and in October 1957 he joined the MV team. This year on MV fours he won the Junior T.T. and was second in the Senior.

DEREK MINTER

Commonly known as the "King of Brands Hatch." Besides his overwhelming successes on this circuit, he has won major races at most other venues in the country and he was fourth in this year's Junior T.T. In the Senior he became the first rider of a British machine to lap the Mountain course at over 100 m.p.h. His speed was 101.05 m.p.h.



HELMUT FATH

Achieved one of his greatest ambitions in winning this year's Sidecar T.T. on his fuel-injection B.M.W. For some time 30-year-old Fath has been one of sidecar racing's top men but this year promises to be his best ever for besides his T.T. success he set off to a flying start by winning at the first classic meeting of the season — the French Grand Prix.

JOHN SURTEES

Current absolute ace. Has been virtually unbeatable on MV Agusta fours for the past 2½ years. His successes are almost uncountable but include 500 and 350 c.c. world championships in 1958 and 1959, Senior-Junior T.T. doubles in those two years and a long line of wins in grands prix. In 1959 he was elected Sportsman of the Year in three popular polls. He won last month's Senior at 102.44 m.p.h. and lapped at 104.08 m.p.h.

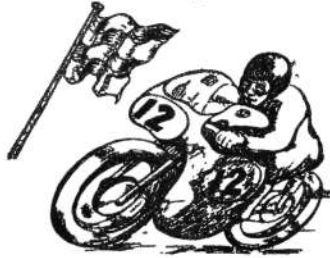


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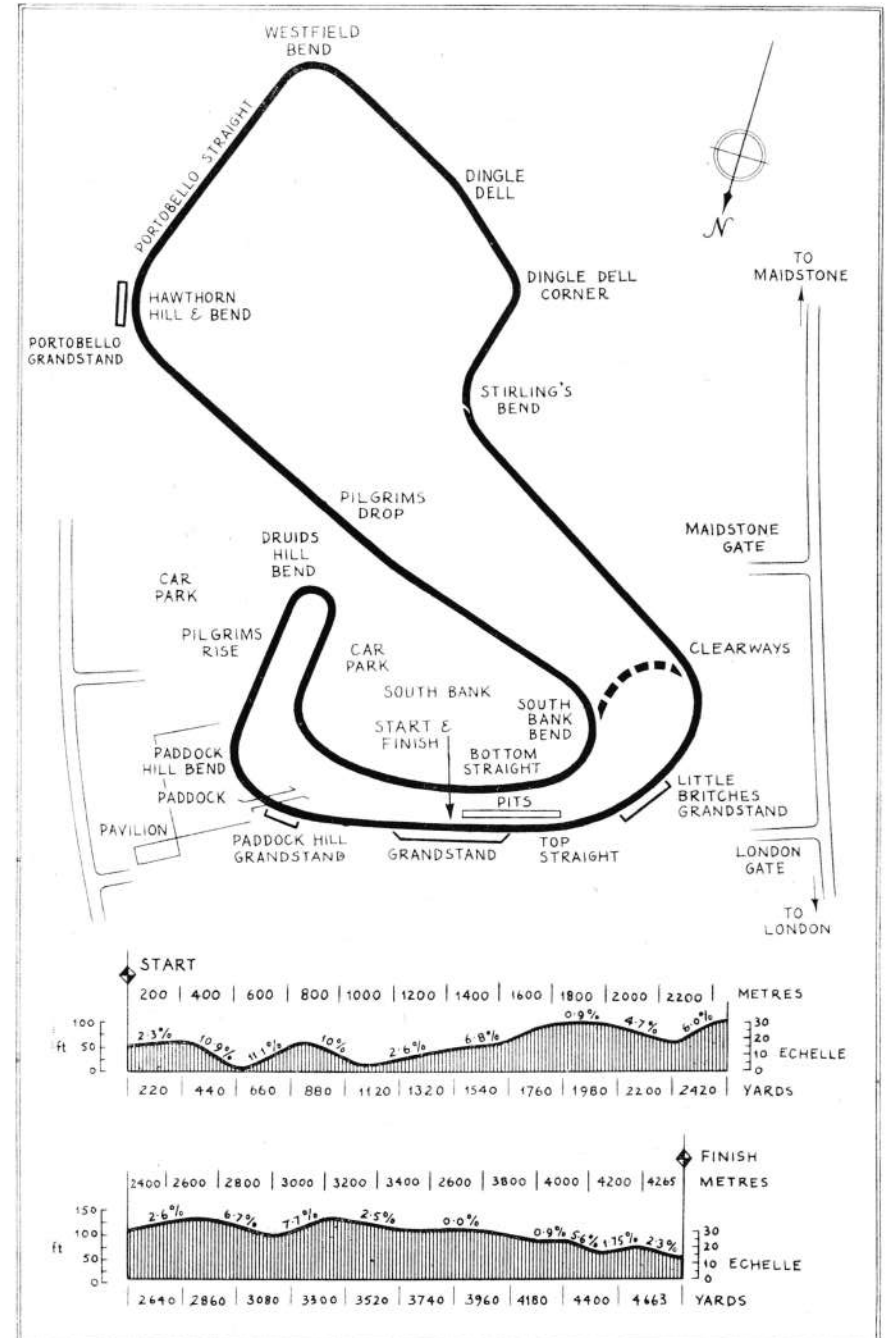
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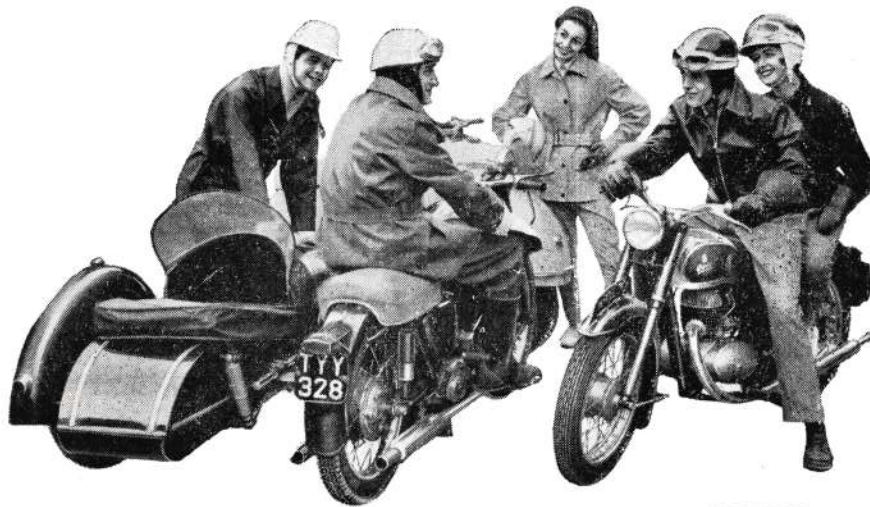
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Always ask for



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TYRES



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AVON PAIRED TYRES
for your solo
AVON TRIPLE DUTY for all
3 wheels of your outfit
AVON SPARTAN
for your scooter

RACE ONE

EVENT ONE

20 LAPS (52 MILES)

12 NOON

THE ULTRA-LIGHTWEIGHT RACE

Open to the 125 cc. class having engines over 100 cc. and not exceeding 125 cc.

8 S. M. B. Hailwood (124 Ducati)	75 W. Friend (124 M.V.)
9 D. Shorey (124 Ducati)	76 K. Whorlow (124 M.V.)
66 F. Hardy (123 M.V.)	77 C. Percival (124 M.V.)
67 B. McEntee (123 M.V.)	78 J. Dakin (124 Montesa)
70 P. Jones (125 M.V.)	79 G. H. Dewar (123.5 M.V.)
71 L. C. Harfield (125 L.C.H.)	80 J. Baughn (125 E.M.C.)
72 D. H. Edlin (125 Mondial)	81 R. T. Lake (124 M.V.)
73 D. C. Moore (124 Paton)	82 P. Munday (124 M.V.)
74 A. Atherton (125 Montesa)	83 H. Cecco (124 Ducati)

RESULTS :

1st 2nd 3rd

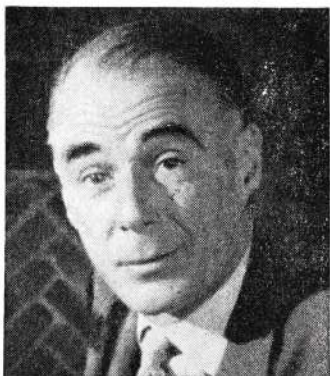
4th 5th 6th

7th

Winner's timesecs. Speedmph

Fastest Lap—No..... Time.....secs. Speed.....mph

FRICION is what truth is stranger than



by
Nevil
Lloyd

EVER SINCE samples of MOLYSLIP had been sent out with the request that recipients report upon it replies had poured in by every post, all but one of them testifying to its many and miraculous uses. Graham Hill paid generous tribute to the part played by MOLYSLIP in the recordbreaking Speedwell Sprite which covered the flying kilometre at 132.2 m.p.h. Another letter foretold the imminent collapse of the boy scout penknife industry so completely had MOLYSLIP revolutionised the method of getting stones out of horse's hooves.

These, and hundreds more letters had been fed into the latest electronic computer which not only analysed the answers but steamed off any stamps that had missed being postmarked. The resultant analysis proved beyond doubt that *Moly slip reduced friction as it had never been reduced before*; a major scientific breakthrough that the Lab. boy felt should be celebrated by a party to which the computer contributed by coughing up 14 threepenny stamps that could be used again.

For the occasion the laboratory had been transformed into what the Lab. boy described as the spitting image of El Cuspidor, a Spanish-style espresso bar in the High Street. But his master stroke lay in his choice of guest of honour; none other than the author of the only letter which had criticised MOLYSLIP. It had been written by the well known Welsh Rugby International, Dai Sulphide, who had objected to his name being associated with the product. Fortunately, being a fly-half, he only flew half off the handle, and the invitation had, so to

speak, moly-fied him. (Thinks, *Thanks to Moly slip*).

There had also been a little friction over the choice of cabaret, the older members of the staff favouring a performance by the local Ballet Group. But the Lab. boy, who thought Swan Lake was strictly for the birds, upheld the younger members choice of Fabian Creep, the current singing sensation, whose record of "Love Is A Moly-Slipper'd Thing" headed the Hit Parade.

The party was going well, and as cabaret time drew near one sensed an air of hushed expectancy, similar to that experienced by race officials on learning that Masten Gregory had just gone out to practice on the Lister-Jaguar. The lights dimmed, the drums rolled, and in the spotlight stood Fabian Creep himself, somewhat normally dressed in Rallymaster jacket and a tight fitting pair of long felt warts, his hair looking like a cornfield cut by a combine harvester that run amok.

As the band struck up his opening number, an Irish ballad called Moly-Malone, a telegram was thrust into my hands. Opening it, I read, "Come at once. Bring MOLYSLIP. Am suffering from Lumpy Tickover" It was signed, Morell.

Could MOLYSLIP cure Lumpy Tickover, I wondered? Only time (and our next advertisement) could tell.

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RACE TWO

EVENT TWO

20 LAPS (52 MILES)

1 p.m.

THE LIGHTWEIGHT RACE

Open to the 250 cc. class having engines over 175 cc. and not exceeding 250 cc.

1 A. Trow (220 Ducati)	59 D. P. Warren (248 N.S.U.)
7 J. Payne (249 R.E.G.)	60 J. Bacon (249 Petty Norton)
8 S. M. B. Hailwood (249 Ducati)	61 D. R. Shepherd (248 N.S.U.)
9 D. Shorey (247 N.S.U.)	62 S. Angel (250 Yamaha)
28 T. H. Robb (248 G.M.S.)	63 B. E. Keys (247 (N.S.U.))
29 D. Minter (250 Bianchi)	64 D. Hamer (249 Norton)
30 R. E. Rowe (248 Norton)	65 K. W. James (248 Royal Enfield)
31 W. A. Smith (247 N.S.U.)	66 F. D. Hardy (247 N.S.U.)
32 T. Thorp (249 T.T.S.)	67 B. McEntee (248 Velocette)
37 J. Stander (250 Velo)	70 P. Jones (196 M.V.)
40 A. J. Thurgood (248 Norton)	71 L. C. Harfield (248 L.C.H./N.S.U.)
53 B. Clark (175 Ducati)	72 D. H. Edlin (247 N.S.U.)
54 M. O'Rourke (249 Ariel)	73 D. C. Moore (247 N.S.U.)
55 O. Lake (249 Velocette)	74 A. Atherton (249 James)
56 A. S. Pavey (247 N.S.U.)	75 W. Friend (249 Moto Guzzi)
57 J. Hyde (248 N.S.U.)	76 K. Whorlow (203 M.V.)
58 D. E. Smith (175 Ducati)	

RESULTS:

1st	2nd	3rd
4th	5th	6th
7th	8th	

Winner's timesecs. Speedmph

Fastest Lap—No..... Time.....secs. Speed.....mph

JOHN SURTEES

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RACE FOUR

EVENT FIVE

20 LAPS (52 MILES)

3 p.m.

SIDECAR SCRATCH RACE

Open to Three-Wheelers having engines over 350 cc. and not exceeding 500 cc.

1 H. Fath (500 B.M.W.) Pass.: A. Wohlgemuth	10 F. Hanks (499 Norton) Pass.: J. Tanner
2 P. V. Harris (492 B.M.W./Wat.) Pass.: R. Campbell	11 P. Overall (499 Norton) Pass.: D. Overall
3 E. Strub (492 B.M.W.) Pass.: H. Cecco	12 F. Heath (499 Norton) Pass.: J. Spiers
4 F. Camathias (495 B.M.W.) Pass.: Fiston	14 E. A. Vincent (499 Norton) Pass.: R. Harding
5 C. Baix (499 Norton) Pass.: S. de Backer	15 M. Rowell (499 Norton) Pass.: A. Holton
6 B. Boddice (499 Norton/Wat.) Pass.: G. Stokes	16 L. Wells (499 Norton) Pass.: J. Cook
7 H. Lee (499 Triumph) Pass.: G. Loft	17 T. P. Folwell (499 Norton) Pass.: P. Knocker
8 P. J. R. Millard (499 Norton/ Pass.: G. Spence Canterbury)	18 A. Young (499 Norton) Pass.: R. Cairncross
9 J. Beeton (492 B.M.W./Wat.) Pass.: E. Bulgin	19 O. Greenwood (498 Triumph/ Pass.: T. Fairbrother Special)
<i>Reserves</i>	
20 C. Freeman (498 Norton) Pass.: B. Nelson	21 E. T. Young (499 Norton) Pass.: A. D. Young

RESULTS:

1st 2nd 3rd
4th 5th 6th
7th 8th 9th
Winner's timesecs. Speedmph
Fastest Lap—No..... Time.....secs. Speed.....mph

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RACE FIVE

EVENT FOUR

20 LAPS (52 MILES)

4 p.m.

THE SENIOR RACE

Open to the 500 cc. class having engines over 350 cc. and not exceeding 500 cc.

1 A. Trow (499 Norton)	20 P. Reid (499 Norton)
2 J. Hartle (499 Norton)	21 E. Miniham (499 Norton)
3 B. Schneider (499 Norton)	22 L. Young (499 Norton)
4 L. Richter (499 Norton)	23 J. Surtees (499 Norton or 500 M.V.)
5 R. Bogaeret (499 Norton)	24 F. Neville (496 Matchless)
6 J. Insermini (499 Norton)	25 R. A. Ingram (499 Norton)
7 J. Payne (496 Matchless)	26 A. Shepherd (496 Matchless)
8 S. M. B. Hailwood (499 Norton)	27 R. J. Langston (496 Matchless)
9 D. Shorey (499 Norton)	28 T. H. Robb (496 Matchless)
10 A. Gearing (496 Matchless)	29 D. Minter (499 Norton)
11 B. A. Denniss (499 D.H.S.)	30 R. E. Rowe (499 Norton)
12 R. Lawrence (499 Norton)	31 W. A. Smith (496 Matchless)
14 M. T. Brookes (499 Norton)	32 T. Thorp (496 Matchless)
15 G. Perkins (499 Norton)	34 C. J. Williams (496 Matchless)
16 J. Lewis (499 Norton)	35 D. J. Wildman (499 Norton)
17 R. H. King (499 Norton)	36 J. Dunphy (499 Velocette)
18 A. J. Jackson (498 Triumph)	37 J. Stander (499 Norton)
19 G. Young (499 Norton)	

Reserves

38 J. Holder (499 Matchless)	42 M. Hayward (499 B.S.A.)
39 F. A. Rutherford (499 Norton)	43 M. Burton (499 Norton)
40 A. J. Thurgood (499 Norton)	44 W. Siddles (499 Taylor Dow B.S.A.)
41 R. Harrison (499 Norton)	45 R. Mayhew (496 Matchless)

RESULTS:

1st	2nd	3rd
4th	5th	6th
7th	8th	9th
10th.....		

Winner's timesecs. Speedmph

Fastest Lap—No..... Time.....secs. Speed.....mph

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RACE SIX

EVENT SIX

5 LAPS (13 MILES)

5 p.m.

SIDECAR HANDICAP RACE

*Open to Three-Wheelers having engines over 350 cc. and not
exceeding 500 cc.*

1 H. Fath (500 B.M.W.) Pass.: A. Wohlgemuth	10 F. Hanks (499 Norton) Pass.: J. Tanner
2 P. V. Harris (492 B.M.W./Wat.) Pass.: R. Campbell	11 P. Overall (499 Norton) Pass.: D. Overall
3 E. Strub (492 B.M.W.) Pass.: H. Cecco	12 F. Heath (499 Norton) Pass.: J. Spiers
4 F. Camathias (495 B.M.W.) Pass.: Fiston	14 E. A. Vincent (499 Norton) Pass.: R. Harding
5 C. Baix (499 Norton) Pass.: S. de Backer	15 M. Rowell (499 Norton) Pass.: A. Holton
6 B. Boddice (499 Norton/Wat.) Pass.: G. Stokes	16 L. Wells (499 Norton) Pass.: J. Cook
7 H. Lee (499 Triumph) Pass.: G. Loft	17 T. P. Folwell (499 Norton) Pass.: P. Knocker
8 P. J. R. Millard (499 Norton/ Pass.: G. Spence Canterbury)	18 A. Young (490 Norton) Pass.: R. Cairncross
9 J. Beeton (492 B.M.W./Wat.) Pass.: E. Bulgin	19 O. Greenwood (498 Triumph/ Pass.: T. Fairbrother Special)
<i>Reserves</i>	
20 C. Freeman (498 Norton) Pass.: B. Nelson	21 E. T. Young (499 Norton) Pass.: A. D. Young

RESULTS :

1st 2nd 3rd

4th 5th 6th

Winner's timesecs. Speedmph

Fastest Lap—No..... Time.....secs. Speed.....mph

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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	69.73	.8	74.06	.8	78.97	.8	84.57	.8	91.03
.6	69.83	.6	74.18	.6	79.10	.6	84.72	.6	91.20
.4	69.94	.4	74.29	.4	79.23	.4	84.87	.4	91.38
.2	70.04	.2	74.41	.2	79.36	.2	85.02	.2	91.56
2/16.0	70.14	2/08.0	74.53	2/00.0	79.50	1/52.0	85.17	1/44.0	91.73
.8	70.25	.8	74.64	.8	79.63	.8	85.33	.8	91.90
.6	70.35	.6	74.76	.6	79.76	.6	85.48	.6	92.08
.4	70.45	.4	74.88	.4	79.89	.4	85.63	.4	92.26
.2	70.56	.2	74.99	.2	80.03	.2	85.79	.2	92.44
2/15.0	70.66	2/07.0	75.11	1/59.0	80.16	1/51.0	85.94	1/43.0	92.62
.8	70.77	.8	75.23	.8	80.30	.8	86.10	.8	92.80
.6	70.87	.6	75.35	.6	80.43	.6	86.25	.6	92.98
.4	70.98	.4	75.47	.4	80.57	.4	86.41	.4	93.16
.2	71.08	.2	75.59	.2	80.71	.2	86.56	.2	93.34
2/14.0	71.19	2/06.0	75.71	1/58.0	80.84	1/50.0	86.72	1/42.0	93.52
.8	71.30	.8	75.83	.8	80.98	.8	86.88	.8	93.71
.6	71.40	.6	75.95	.6	81.12	.6	87.04	.6	93.89
.4	71.51	.4	76.07	.4	81.26	.4	87.20	.4	94.07
.2	71.62	.2	76.19	.2	81.39	.2	87.36	.2	94.26
2/13.0	71.72	2/05.0	76.32	1/57.0	81.53	1/49.0	87.52	1/41.0	94.45
.8	71.83	.8	76.44	.8	81.67	.8	87.68	.8	94.63
.6	71.94	.6	76.56	.6	81.81	.6	87.84	.6	94.82
.4	72.05	.4	76.68	.4	81.95	.4	88.00	.4	95.01
.2	72.16	.2	76.81	.2	82.09	.2	88.17	.2	95.20
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	77.05	.8	82.38	.8	88.49	.8	95.60
.6	72.49	.6	77.18	.6	82.52	.6	88.66	.6	95.79
.4	72.60	.4	77.30	.4	82.66	.4	88.82	.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	82.95	1/47.0	89.15	1/39.0	96.36
.8	72.93	.8	77.68	.8	83.10	.8	89.32	.8	96.55
.6	73.04	.6	77.81	.6	83.24	.6	89.49	.6	96.75
.4	73.15	.4	77.94	.4	83.39	.4	89.66	.4	96.95
.2	73.27	.2	78.06	.2	83.53	.2	89.83	.2	97.14
2/10.0	73.38	2/02.0	78.19	1/54.0	83.68	1/46.0	90.00	1/38.0	97.34
.8	73.49	.8	78.32	.8	83.83	.8	90.17	.8	97.54
.6	73.61	.6	78.45	.6	83.97	.6	90.34	.6	97.74
.4	73.72	.4	78.58	.4	84.12	.4	90.51	.4	97.94
.2	73.83	.2	78.71	.2	84.27	.2	90.68	.2	98.14
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.85	1/37.0	98.35

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

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EVERY WEDNESDAY

SIXPENCE



H. German



M. Hailwood



F. D. Hardy



D. Minter



E. T. Young



W. Boddice

1960

BRANDS HATCH CHAMPIONSHIPS

RESULTS - 6 JUNE, 1960

50 c.c. H. German (22 mks)	350 c.c. F. A. Neville (14 mks)
200 c.c. K. Whorlow (18 mks)	500 c.c. D. Minter (16 mks)
200 c.c. M. Hailwood (16 mks)	500 c.c. M. Hailwood (12 mks)
250 c.c. M. Hailwood (16 mks)	500 c.c. R. E. Rowe (12 mks)
250 c.c. F. D. Hardy (15 mks)	T/W E. T. Young (17 mks)
350 c.c. M. Hailwood (14 mks)	T/W W. Boddice (16 mks)



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