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33rd International **Hutchinson 100**

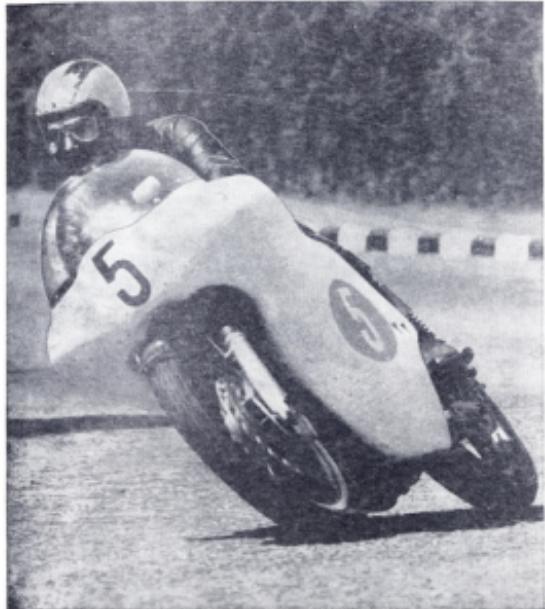
Organised by the BRITISH MOTOR CYCLE RACING CLUB



Silverstone
Saturday 14 August 1965

Official Programme 2/6





the complete picture
— in the complete
magazine

Motor Cycle

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THE HUTCHINSON HUNDRED

Ask any enthusiastic follower of motor cycle racing to name the most well-known and important motor cycle race to be held in England, and whether he be spectator or rider, he is certain to reply "The Hutch," a popular abbreviation of that very famous "Bemsee" event. The Hutchinson Hundred, which takes its name from the Club's oldest Challenge Trophy and, war years excepted, has been an annual event since 1925.

In recent years the character of the race has changed completely. In 1925 "The Hutch" was a hundred miles track event run at Brooklands on a handicap basis and open to all who cared to enter. Since the war it has become a road race. Only the reward remains the same, the magnificent Mellano Trophy, a large silver cup originally valued at two hundred pounds and presented by Mr. A. V. Mellano, of the Hutchinson Tyre Company, in 1925.

The change in the character of "The Hutch" has been brought about by the different circumstances which now exist; Brooklands was the home of "Bemsee" from the time the Club was founded in 1909 until 1939. When the Club was re-formed in 1947 it was homeless. For a time it organised racing at Dunstall, then Hadleigh, then Silverstone, then Goodwood, then back to Silverstone.

Entries of forty riders for pre-war Hutchinson Hundred races were considered to be excellent. Post-war races attract five times this number and are an embarrassment to the organisers. With such large entries several difficulties arise which make the running of handicap races none too easy, and because of these difficulties, handicap races have been abandoned.

There are other changes. The machines are out-and-out road racing motor cycles. The race has International status. There are fuel restrictions; alcohol is not permitted, nor is supercharging, for these are barred by the F.I.M. regulations under which the meeting is held.

Brooklands was the one place in the British Isles where a motor cycle could be ridden on full throttle for hours on end if the rider and the machine could stand the strain, and an average speed of the order of 90 m.p.h. for a distance of one hundred miles was a severe test of the man and machine. Consequently the winning of "Bemsee's" annual classic,

the Hutchinson Hundred, was an achievement of which the victor could be justifiably proud.

Apart from the yearly variations, the pattern of the fourteen races held at Brooklands (1925 to 1938 inclusive) remained unchanged. Any size of engine up to the top limit of 1,000 c.c. was eligible; competitors were free to use any type of fuel—the majority chose alcohol—and, if they pleased, they could employ super-charging. Some did. Three-twenties were the most successful class of machine and they have won the race seven times; the two-fifties won three, the five-hundreds two, and the remaining two races went to a big twin of 1,000 c.c. and a tiddler of 175 c.c. Only once did a rider on the scratch mark win, the late Ben Bickell in 1932, and only once was the race won at 100 m.p.h., by L. J. Archer in 1935. An innovation introduced in 1931 was that for the first time sidecars were allowed to compete, but it was not until twenty years later that a "chair" won the Mellano Trophy.

A feature of post-1946 races is the shockingly wet conditions in which several have taken place. In marked contrast the seven years 1925 to 1931 provided reasonably good weather, but the 1932 meeting was run off in the worst possible conditions and a downpour of rain. Only seven of the twenty-nine starters completed the distance. The winner was Ben Bickell from the scratch mark, riding a 498 c.c. Bickell-J.A.P. (fitted by his brother Joe) who averaged 99.61 m.p.h. and, despite the atrocious weather lapped consistently at 103 m.p.h. It was in the following year, 1933, that the "Hutch" was won for the first and only time at 100 m.p.h. More remarkable was that the winner, Les Archer, Senior, accomplished this on a three-fifty, a 348 c.c. KTT Velocette, and was the first occasion on which a three-fifty had covered one hundred miles in the hour on a British track.

The last of the Brooklands races was the 1938 event, which took place in torrential rain.

After the war years (1939-45) conditions were greatly changed. "Bemsee" was reformed in 1947 but the Club was homeless. For Brooklands was not available. The Hutchinson Hundred as a race game and simple ceased, and the Mellano Trophy was awarded to the winner of a

sealed handicap, the riders taking part in separate races. This was because entries had become so unwieldy. At the 1948 meeting the number received for the 100 mile race for 250.c.c., 350.c.c. and 1,000 c.c. classes was overwhelming. There were 100 three-fifths, and they raced amongst themselves. With so many runners it was difficult for the time-keepers and lap-scorers to keep track of everybody and, as a consequence, some riders were missed. Eventually all the bothers were overcome, but the organisers realised that a different arrangement would have to be planned for future races.

The 1949 Hutchinson Hundred was held at Silverstone, the first motor cycle race meeting to be held on this circuit. Separate races with an overall sealed handicap for the Mellano Trophy was again used, but the difficulties previously experienced with lap-scoring were overcome.

The 1950 race was notable for two things: the shocking weather and, for the first time in the history of the race, the Mellano Trophy was won by a three-wheeler, Cyril Smith and his Norton-Watsonian outfit. Curiously enough, a sidecar outfit won the Trophy in the following year, the Norton-Watsonian combination ridden by Eric Oliver, in weather conditions that could not have been bettered, a marked contrast to the previous year.

After 1951 sealed handicaps were abandoned. The present method, used for many years, is to award the Mellano Trophy to the rider whose average race speed exceeds the existing class lap record by the greatest margin, or, if no

riders exceeds the class lap record, to the rider whose average speed is nearest to the class lap record. That this solution is ideal the Club does not pretend, for the ideal is the handicap race pure and simple, but, paradoxically, it is the enthusiasm for racing which has created the organisers' biggest obstacle.

In 1963 the Daily Express took over the sponsorship of the meeting. This was the turning point, for now it assumed a role of national prominence and the non-motorcycling public read of the significance of such an event; an event which at the time had been running for no less than 31 years! The mighty Gilera came back for their first appearance since 1957 and convincingly put all before them in an historic ride. No records were shattered because of the wind and rain which marred an otherwise perfect meeting.

1964 came with an even better world class entry, 50.c.c. machines appeared for the very first time setting up an almost incredible record of no less than 71.29 m.p.h. in what can only be described as diabolical conditions. The weather did just about everything it could do. Snow, sleet and gale force winds drove everyone to shelter, but in the true tradition of the sport, the racing went on.

And so to 1965. Without any question of doubt it will be the finest meeting on record anywhere. The change of date from early April to the middle of August will provide, at least, for warmer rain and no snow—we hope! For the 33rd time the British Motor Cycle Racing Club are proud to present . . . The Hutchinson 100.

IF

**YOU WANNA RACE
JOIN "BEMSEE"**

*The Club which has something
none of the others have!*



BRITISH MOTOR CYCLE RACING CLUB
(Affiliated to the A.C.U. as a Non-Territorial Club)

Secretary : Jim Swift
P.O. Box No. 75, 33a London Road,
Kingston-on-Thames, Surrey.

The 33rd International **HUTCHINSON "100"**

Saturday, August 14th, 1965
Silverstone Grand Prix Circuit,
near Towcester, Northants

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

Permit No. A.C.U. 763
Permanent Course No. 13

Do NOT cross the Track

NEVER BEFORE TYRES AS SAFE AS THESE

Mk II means cling rubber. The rubber World Champions have won on. It's now for you! Adding even more safety to the performance of your Avon paired tyres.

FRONT

AVON SPEEDMASTER Mk. II

The ribbed tyre for the job year round wheel does—most of the braking, nearly all the steering. Gives you long, even wear free from 'centre peak', plus the cling rubber safety of 23% more grip in the wet!



REAR

AVON S.M. SAFETY MILEAGE Mk. II

The patterned tyre developed from Grand Prix race-winning know-how, 90% traction. Maximum braking, cornering stability and mileage. Now plus cling rubber for 23% more grip in the wet!

Ride safe on
Avon
cling rubber
paired tyres

AVON
MkII
means
23%
more grip
on wet roads

OFFICIALS

Stewards of the Meeting

A.C.U.: H. S. Perrey

B.M.C.R.C.: Air Marshal Sir Geoffrey Tuttle,
K.B.E., C.B., D.F.C., F.R.Ae.S., H. L. Daniell,
G. C. Cobbold, R. C. Walker.

Judge

H. W. J. Hindes

A.C.U. Timekeeper in charge

H. W. Shuttleworth (International)

Timekeepers

V. C. Anstice (International)

F. C. Toplis (International)

R. C. Alcock (National)

R. Connor (Grade 'A')

W. A. Stone (Grade 'A')

H. Clenshaw (Grade A)

R. Oates (Grade A)

Scrutineers

D. J. H. Glover and Assistants

Medical Officers

G. Hadfield, F.R.C.S., and colleagues

assisted by the St. John Ambulance Brigade

Starters

O. de Lissa and P. F. Corbett

Lap Scorers

L. S. Cheeseright and Assistants

Results Official

H. Senton

Chief Marshal

S. Ellis

Senior Travelling Marshal

G. C. Brown

Marshals

Members of B.M.C.R.C., the Metropolitan Police and other clubs affiliated to the A.C.U.

Programme Sales

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F. A. Gillings

Assistant Secretary of the Meeting

Mrs. S. Swift

Clerk of the Course and Secretary of the Meeting

Jim Swift, P.O. Box No. 75, 33a London Road,
Kingston-on-Thames, Surrey.

THE TROPHIES

The Mellano Trophy, to be held for one year with memento for retention, will be awarded to the driver whose average race speed exceeds the existing class lap record by the greatest margin, or if no driver exceeds his class lap record to the driver whose average race speed is nearer to the class record than those of drivers in other classes. The competition for this trophy will be arranged to cover the whole meeting and should any driver be competing in more than one capacity class, solo or sidecar, then his best performance only will be considered. (Current holder : C. J. Vincent).

The Daily Express Trophy (presented by the Daily Express) to be won outright, will be awarded to the winner of the Daily Express 500 c.c. Trophy Race and the B.M.C.R.C. 500 c.c. Championship Race. (Current holder : S. M. B. Hailwood).

The A.M.C. Challenge Trophy (presented by Associated Motor Cycles Ltd.) to be held for one year with memento for retention, will be awarded to the winner of the Daily Express 500 c.c. Trophy Race and the 500 c.c. Championship Race. (Current holder : S. M. B. Hailwood).

The Avon Trophy (presented by the Avon India Rubber Co. Ltd.) to be held for one year with memento for retention, will be awarded to the winner of the 350 c.c. Championship Race. (Current holder : J. A. Redman).

The Dunlop Trophy (presented by the Dunlop Rubber Co. Ltd.) to be held for one year with memento for retention, will be awarded to the winner of the 250 c.c. Championship Race. (Current holder : A. Shepherd).

The George Reynolds Memorial Trophy, to be held for one year with memento for retention, will be awarded to the rider making the fastest lap of the day. (Current holder : S. M. B. Hailwood).

The Dennis Lashmar Challenge Trophy, to be held for one year with memento for retention, will be awarded to the rider making the fastest lap of the day in the three-wheeler category. (Current holders : F. Camathias and F. Scheidegger).

The Rickard Trophy (presented by K. Rickard, Esq.), to be held for one year with memento for retention, will be awarded for the best performance by a B.M.C.R.C. member who is a private owner not in receipt of a Manufacturer's or other Trade support. The final decision in making this award will rest with the judging committee of the B.M.C.R.C. (Current holder : C. Brown).

The Watsonian Trophy (presented by Watsonian Sidecars Ltd.), to be held for one year with memento for retention will be awarded to the first B.M.C.R.C. member to finish in event 7.

The Motor Cycle News Trophy to be held for one year with memento for retention will be awarded to the winner of event 4.

The Arthur Wheeler Trophy to be held for one year with memento for retention will be awarded to the winner of event 3.

The Power and Pedal Trophy to be held for one year with memento for retention will be awarded to the winner of event 8.

ACKNOWLEDGMENTS

Acknowledgments are made to the British Racing Drivers' Club for the use of the track and to the local authorities of Northamptonshire and Buckinghamshire, the County Constabularies, the Northamptonshire County Council Fire Brigade and the St. John Ambulance Brigade who have volunteered for this service, and are in attendance to render first aid to any casualties that may occur.

Thanks are also due to all those voluntary officials and marshals who are giving their services and the Birmingham Private Fire Brigade; Lambretta Concessionaires Ltd.; **Officials' Transport**; The Rover Co. Ltd., **Fire Tender and Equipment**.

The work of the following contractors is also gratefully acknowledged:—**Aerosigns London Ltd.**, **Banner Advertising**; The Antone Company, Epsom, **Public Address Equipment**; Houghtons of Luton and Pattison-Hughes Catering Co. Ltd., Birmingham, **Catering**; Owen Brown & Sons (Tents) Ltd., Loughborough, **Tents**; F. & J. Press Limited, Caterham, **Printing**; National Car Parks Ltd., London, **Car Parking**; Enotts Sign Service, Brackley, **Signwriting**; and Eagle Metres (Esher) Ltd., **Breakdown**.

PROGRAMME OF EVENTS AND CASH AWARDS

Event 1 Three-Wheeler Scratch Race.
10.30 a.m. 10 Lap Race for Three-Wheelers over 350 and not over 1,300 c.c.
Awards: 1st, £20; 2nd, £14; 3rd, £10; 4th, £8; 5th, £6; 6th, £4;
7th, £2; 8th, £1.

Event 2 350 c.c. Championship Race.
11.05 a.m. 20 Lap Race for Solos over 250 and not over 350 c.c.
Awards: 1st, £40; 2nd, £25; 3rd, £20; 4th, £15; 5th, £10; 6th, £9;
7th, £8; 8th, £6; 9th, £4; 10th, £2; 11th, £1; 12th, £1.

Event 3 125 c.c. Championship Race.
12.00 noon 10 Lap Race for Solos over 100 and not over 125 c.c.
Awards: 1st, £20; 2nd, £15; 3rd, £10; 4th, £9; 5th, £8; 6th, £5;
7th, £3; 8th, £1.

Event 4 Production Machine Race.
2.00 p.m. 15 Lap Race for Production Machines.
Awards: 1st, £15; 2nd, £10; 3rd, £5 in each class.

Event 5 Summer Scratch Race.
2.40 p.m. 15 Lap Race for Solos over 250 and not over 1,000 c.c.
Awards: 1st, £15; 2nd, £10; 3rd, £8; 4th, £7; 5th, £6; 6th, £5;
7th, £4; 8th, £3; 9th, £2; 10th, £1.

Event 6 250 c.c. Championship Race.
3.15 p.m. 15 Lap Race for Solos over 175 and not over 250 c.c.
Awards: 1st, £30; 2nd, £20; 3rd, £15; 4th, £10; 5th, £8; 6th, £5;
7th, £4; 8th, £3; 9th, £2; 10th, £1.

Event 7 Three-Wheeler Championship Race.
3.37 p.m. 12 Lap Race for Three-Wheelers over 350 and not over 750 c.c.
Awards: 1st, £10; 2nd, £20; 3rd, £15; 4th, £10; 5th, £8; 6th, £5;
7th, £3; 8th, £1.

Event 8 50 c.c. Championship Race.
4.35 p.m. 8 Lap Race for Solos up to 50 c.c.
Awards: 1st, £15; 2nd, £12; 3rd, £10; 4th, £8; 5th, £6; 6th, £4.

Event 9 500 c.c. Daily Express Trophy Race incorporating the B.M.C.R.C. Senior Championship.
5.07 p.m. 25 Lap Race for Solos over 250 and not over 500 c.c.
Awards: 1st, £50; 2nd, £30; 3rd, £20; 4th, £15; 5th, £13; 6th, £10;
7th, £8; 8th, £6; 9th, £4; 10th, £2; 11th, £1; 12th, £1.

LAP SPEED CHART

One lap equals 2 miles, 1,631½ yards (2.927 miles)

1	34	112.10	1	53	93.25	2	12	79.83
1	35	110.92	1	54	92.43	3	13	79.23
1	36	109.76	1	55	91.63	4	14	78.64
1	37	108.63	1	56	90.84	5	15	78.05
1	38	107.52	1	57	90.06	6	16	77.48
1	39	106.44	1	58	89.30	7	17	76.91
1	40	105.37	1	59	88.55	8	18	76.36
1	41	104.33	2	60	87.81	9	19	75.81
1	42	103.31	2	61	87.08	10	20	75.27
1	43	102.30	2	62	86.37	11	21	74.73
1	44	101.32	2	63	85.67	12	22	74.21
1	45	100.35	2	64	84.98	13	23	73.69
1	46	99.41	2	65	84.30	14	24	73.17
1	47	98.48	2	66	83.63	15	25	72.67
1	48	97.57	2	67	82.97	16	26	72.17
1	49	97.67	2	68	82.32	17	27	71.68
1	50	95.79	2	69	81.68	18	28	71.20
1	51	94.93	2	70	81.06	19	29	70.72
1	52	94.08	2	71	80.44	20	30	70.25

THE 33rd INTERNATIONAL HUTCHINSON 100

Foreword by

Mr. TOM BLACKBURN

Chairman of Beaverbrook Newspapers, Ltd.



The programme for today's meeting is in the great tradition of the Hutchinson 100. It promises a splendid day of sport.

The Hutchinson 100 is one of the oldest and finest meetings in the motor cycling calendar.

It is organised by the British Motor Cycle Racing Club which does such a great job for the sport.

The Daily Express is glad to sponsor this event and we wish all competitors and spectators and all the voluntary helpers who assist 'Bemsee' in the organising of the meeting a day of memorable racing.

T. Blackburn.

TODAY'S RACING

by Leslie Nichol

Motorcycling is fast becoming the most internationally competitive sport in the world. With Russia entering the Tourist Trophy for the first time next year, the World Road Racing Championships continue to attract widespread support from many nations.

From this advancing arena of competition the long-established British Motor Cycle Racing Club has carefully organised the 33rd International "Hutchinson 100" meeting.

And with six of the world's reigning champions competing, today's "Hutch" may rightly be ranked the greatest one-day club meeting ever held in Britain.

The six title-holders of 1964 are: 500 c.c. Mike Hailwood (MV Agusta); 350 c.c. Jim Redman (Honda); 250 c.c. Phil Read (Yamaha); 125 c.c. Luigi Taveri (Honda); 50 c.c. Hugh Anderson (Suzuki); Sidecar Max Deubel (BMW).

The brilliant Hailwood has already retained his World Senior Crown for the fourth successive year on an MV, a record achievement. The outstanding Geoff Duke also won the "500" world championship four times, but his winning sequence—on a Norton in 1951 and on Gilera in 1953-4-5—was broken in 1952 by Italy's Umberto Masetti with a Gilera.

Every sportsman has his own ideas about who should be considered Britain's greatest rider. But none will disagree that Hailwood's performance in the recent Senior T.T. was undoubtedly one of the most brilliant in the history of the race.

After crashing on the third lap at Sarah's Cottage, Hailwood remounted his battered MV and amidst treacherous conditions, raced to his third successive victory and his fourth Senior win.

He won the 226.4 miles race by more than two minutes with a smashed wind-screen, dented fairing and exhausts, a

damaged handlebar and throttle, with both brakes on and one "pot" jammed and racing fully all the time.

Today Mike, at 25, still the world's youngest champion, hopes to mount two of his highly-powerful MV's, a three-cylinder in the 350 c.c. championship, and the notorious four-cylinder "Fire Engine" in the main event, the 500 c.c. Daily Express Championship.

Note the classical line-up opposing him in the "D. Ex. 500," with two other world champions topping a field of renowned riders from seven nations.

Redman, five times a world champion, astride his 350 four-cylinder Honda; Read riding the amazingly fast over-bored 250 Yamaha two-stroke, and Canada's first Grind Prix winner, Mike Duff, Read's Yamaha team-mate, parading a 496 Matchless.

Amidst them are such star challengers as Derek Minter, the 250 c.c. and 500 c.c. ACU champion, on his 499 Hallett Norton. Minter, popular "King" of the Brands Hatch circuit in Kent, shares the Silverstone lap record with John Hartle (the Hutchinson) at 100.74 m.p.h., set up at the "Hutch" in 1961.

Also on the starting grid: Joe Dunphy, a cheer-raising second to Hailwood in that history-making Senior T.T.; little Bill Ivy, the 125 ACU star holder, who earned honours for his recent TT display during his "works" debut with Yamaha; plus popular John Cooper, 250 ACU champion and Australia's fearless "Jolly Jack Ahearn."

It is a mighty task claiming any world title in sport, and an even tougher one retaining it. Every challenge you make comes under the enthusiast's microscope.

Naturally, therefore, every challenger in today's 15-lap Production Machine Race will be striving for the honour of beating "Mike the Bike."

today's racing . . .

Mike has been nominated by Hornchurch dealer Tom Kirby to ride a 654 c.c. BSA Lightning in this event, for standard production motorcycles, taxed and insured for the road.

Among the line-up will be Britain's other world title-holder, 26 year-old Phil Read from Luton, who last year took the 250 c.c. Championship from Redman.

Read is entered in the "Production" on a 650 c.c. Triumph Bonneville prepared by Southampton's Syd Lawton, a former member of the Norton racing team.

So Phil need no doubts about the stamina of his mount. It was with a "650" Triumph, ridden by Dave Degen and his partner, Barry Lawton junior, that Syd won last month's punishing 500-mile Production Machine race at Castle Combe.

An exceptional success for Lawton, this being the fourth successive year that he had supplied the winning bike for this near 7-hour endurance.

The Read-Triumph combination should provide Hallwood with highly competitive opposition. Phil's riding skill sparked in the 125 c.c. TT when he powered a new and ungreased water-cooled Yamaha twin to win at 54.28 m.p.h., faster than the old lap record—and Yamaha's first-ever TT victory.

Pack together the names of Max Deubel, Fritz Scheidegger and Florian Carrathias and you have a possible BMW combination that should explode into ten laps of unlimited entertainment.

Switzerland's Scheidegger has already lifted the world championship from West German's Deubel, who this year claimed his third TT victory with a record lap of 91.80 m.p.h., breaking the three-wheeler 90 mph barrier for the first time.

The "Battle of the Chairs" is also reinforced by the appearance of the bearded ACU champion, Chris Vincent, from Blemington.

Vincent, who is, incidentally, a former national grass-track champion, gave British prestige a vital boost by winning

the 1962 sidecar TT on a 497 BSA—our first success for eight years.

Alongside him will be the delightful, never-give-up Peter "Pip" Harris, a 37 year-old garage owner and privateer from Staffordshire.

Harris, who has been racing for more than 20 years, earned one of those rare rewards which every "trier" so much deserves when he hammered an international field at Brands in early June—including four times world champion Deubel.

And if you want an example of a superbly-maintained outfit, note the combination entered by Colin Seeley from Erith in Kent. A real perfectionist is Colin, British champion in 1962 and 1963 on a Matchless.

A welcome handshake too, for 50 year-old charterer Bill Boddie from the Midlands. Road-racing would lack much of its fire without that degree of dedication which Bill has so keenly supplied us with.

Looking for something revolutionary? Then make way, please, for the "three-wheeler" 1071 c.c. Mini-charged racer entered in the first sidecar race of the day by Owen Greenwood, a 40 year-old development engineer from Leicester.

Switzerland's Luigi Taveri finished without six seconds behind 125 c.c. winner Read on the "Island." Now, Honda-mounted Luigi, who stands just 5 ft. 4 ins., has a great chance to reverse that form in the 125 "battle."

Breathing down both their necks will be the full Suzuki works team of Anderson, Degner and Perris.

Apart from this thrill-packed day of racing you will also have the opportunity to see those all-time greats in action again: names which have gone down into the history books of international motorcycling—Duke, Daniell, Frith, Woods, Foster, Lomas, Cann, Sandford, to name but a few.

They come to this meeting as guests of the Club, the past and the present to bring you the greatest Hutchinson 100 ever, with which the Daily Express are proud to be associated.

today's competitors

RIDER/Team	EVENTS	Lic. No.	TOWN	EVENTS	Lic. No.	TOWN
Rutherford	5	22545	Town	5	2254	R.A.T. Wimborne
Adger, K.	5	22546	Bentley	5	22547	C.H.S. Harrow
Adler, F.	5	22548	Australia	5	22548	CDHS Epsom
Austrian, Fred	5	22549	Australia	5	22549	Dury Southend
Austrian, Fred	5	22550	Australia	5	22550	Elliott Paddington
Anderson, H. M.	5	22551	New Zealand	5	22551	Ferrari South Africa
Anderson, H. M.	5	22552	New Zealand	5	22552	Goss Reading
Anderson, H. G.	5	22553	New Zealand	5	22553	Griffiths Reading
Anderson, H. G.	5	22554	New Zealand	5	22554	Hannay London
Anderson, H. G.	5	22555	New Zealand	5	22555	Hannay London
Anderson, H. G.	5	22556	New Zealand	5	22556	Hannay London
Anderson, H. G.	5	22557	New Zealand	5	22557	Hannay London
Anderson, H. G.	5	22558	New Zealand	5	22558	Hannay London
Anderson, H. G.	5	22559	New Zealand	5	22559	Hannay London
Anderson, H. G.	5	22560	New Zealand	5	22560	Hannay London
Anderson, H. G.	5	22561	New Zealand	5	22561	Hannay London
Anderson, H. G.	5	22562	New Zealand	5	22562	Hannay London
Anderson, H. G.	5	22563	New Zealand	5	22563	Hannay London
Anderson, H. G.	5	22564	New Zealand	5	22564	Hannay London
Anderson, H. G.	5	22565	New Zealand	5	22565	Hannay London
Anderson, H. G.	5	22566	New Zealand	5	22566	Hannay London
Anderson, H. G.	5	22567	New Zealand	5	22567	Hannay London
Anderson, H. G.	5	22568	New Zealand	5	22568	Hannay London
Anderson, H. G.	5	22569	New Zealand	5	22569	Hannay London
Anderson, H. G.	5	22570	New Zealand	5	22570	Hannay London
Anderson, H. G.	5	22571	New Zealand	5	22571	Hannay London
Anderson, H. G.	5	22572	New Zealand	5	22572	Hannay London
Anderson, H. G.	5	22573	New Zealand	5	22573	Hannay London
Anderson, H. G.	5	22574	New Zealand	5	22574	Hannay London
Anderson, H. G.	5	22575	New Zealand	5	22575	Hannay London
Anderson, H. G.	5	22576	New Zealand	5	22576	Hannay London
Anderson, H. G.	5	22577	New Zealand	5	22577	Hannay London
Anderson, H. G.	5	22578	New Zealand	5	22578	Hannay London
Anderson, H. G.	5	22579	New Zealand	5	22579	Hannay London
Anderson, H. G.	5	22580	New Zealand	5	22580	Hannay London
Anderson, H. G.	5	22581	New Zealand	5	22581	Hannay London
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Anderson, H. G.	5	22584	New Zealand	5	22584	Hannay London
Anderson, H. G.	5	22585	New Zealand	5	22585	Hannay London
Anderson, H. G.	5	22586	New Zealand	5	22586	Hannay London
Anderson, H. G.	5	22587	New Zealand	5	22587	Hannay London
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Anderson, H. G.	5	22589	New Zealand	5	22589	Hannay London
Anderson, H. G.	5	22590	New Zealand	5	22590	Hannay London
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Anderson, H. G.	5	22592	New Zealand	5	22592	Hannay London
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Anderson, H. G.	5	22599	New Zealand	5	22599	Hannay London
Anderson, H. G.	5	22600	New Zealand	5	22600	Hannay London
Anderson, H. G.	5	22601	New Zealand	5	22601	Hannay London
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Anderson, H. G.	5	22610	New Zealand	5	22610	Hannay London
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Anderson, H. G.	5	22615	New Zealand	5	22615	Hannay London
Anderson, H. G.	5	22616	New Zealand	5	22616	Hannay London
Anderson, H. G.	5	22617	New Zealand	5	22617	Hannay London
Anderson, H. G.	5	22618	New Zealand	5	22618	Hannay London
Anderson, H. G.	5	22619	New Zealand	5	22619	Hannay London
Anderson, H. G.	5	22620	New Zealand	5	22620	Hannay London
Anderson, H. G.	5	22621	New Zealand	5	22621	Hannay London
Anderson, H. G.	5	22622	New Zealand	5	22622	Hannay London
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Anderson, H. G.	5	22629	New Zealand	5	22629	Hannay London
Anderson, H. G.	5	22630	New Zealand	5	22630	Hannay London
Anderson, H. G.	5	22631	New Zealand	5	22631	Hannay London
Anderson, H. G.	5	22632	New Zealand	5	22632	Hannay London
Anderson, H. G.	5	22633	New Zealand	5	22633	Hannay London
Anderson, H. G.	5	22634	New Zealand	5	22634	Hannay London
Anderson, H. G.	5	22635	New Zealand	5	22635	Hannay London
Anderson, H. G.	5	22636	New Zealand	5	22636	Hannay London
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Anderson, H. G.	5	22650	New Zealand	5	22650	Hannay London
Anderson, H. G.	5	22651	New Zealand	5	22651	Hannay London
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Anderson, H. G.	5	22655	New Zealand	5	22655	Hannay London
Anderson, H. G.	5	22656	New Zealand	5	22656	Hannay London
Anderson, H. G.	5	22657	New Zealand	5	22657	Hannay London
Anderson, H. G.	5	22658	New Zealand	5	22658	Hannay London
Anderson, H. G.	5	22659	New Zealand	5	22659	Hannay London
Anderson, H. G.	5	22660	New Zealand	5	22660	Hannay London
Anderson, H. G.	5	22661	New Zealand	5	22661	Hannay London
Anderson, H. G.	5	22662	New Zealand	5	22662	Hannay London
Anderson, H. G.	5	22663	New Zealand	5	22663	Hannay London
Anderson, H. G.	5	22664	New Zealand	5	22664	Hannay London
Anderson, H. G.	5	22665	New Zealand	5	22665	Hannay London
Anderson, H. G.	5	22666	New Zealand	5	22666	Hannay London
Anderson, H. G.	5	22667	New Zealand	5	22667	Hannay London
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Anderson, H. G.	5	22671	New Zealand	5	22671	Hannay London
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Anderson, H. G.	5	22674	New Zealand	5	22674	Hannay London
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Anderson, H. G.	5	22699	New Zealand	5	22699	Hannay London
Anderson, H. G.	5	22700	New Zealand	5	22700	Hannay London
Anderson, H. G.	5	22701	New Zealand	5	22701	Hannay London
Anderson, H. G.	5	22702	New Zealand	5	22702	Hannay London
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Anderson, H. G.	5	22705	New Zealand	5	22705	Hannay London
Anderson, H. G.	5	22706	New Zealand	5	22706	Hannay London
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Anderson, H. G.	5	22711	New Zealand	5	22711	Hannay London
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Anderson, H. G.	5	22714	New Zealand	5	22714	Hannay London
Anderson, H. G.	5	22715	New Zealand	5	22715	Hannay London
Anderson, H. G.	5	22716	New Zealand	5	22716	Hannay London
Anderson, H. G.	5	22717	New Zealand	5	22717	Hannay London
Anderson, H. G.	5	22718	New Zealand	5	22718	Hannay London
Anderson, H. G.	5	22719	New Zealand	5	22719	Hannay London

today's competitors

today's competitors

THANKS — FOR THE MEMORY

"THREE-WHEELERS"

A LIMITED number of Paddock Passes are available from bridge kiosk.

१

Many of you here today will have only heard tell of those years preceding 1954 ; those great years when British riders mounted on British machines ruled the world. Only twice in Senior T.T.

Here today you will see some of those
leather-clad ones more and
machines — as near as possible — on
the height of their fame. Alas, many of those
geniuses can never be with us; some
are scattered across the globe that

Salute then these stars from the past
and remember those who are not with us.

JUN SWIFT

10 LAP THREE-WHEELER SCRATCH RACE

10-30 a.m.

**29.27 mile race for three-wheelers over 350 and not over 1,390 c.c. Event I
Number Plates: Black Plate/White Numbers**

DRIVER/PASSENGER		MACHINE	
1	M. Deubel (Ger.)	500 BMW-RS	1st
Pass:	E. Horner		time
2	F. Schiedecker (Switz.)	492 BMW	speed
Pass:	J. G. Robinson		
3	F. Camathias (Switz.)	500 Unspecified	2nd
Pass:	F. Ducret		time
4	P. V. Harris ...	492 HFFI-BMW	speed
Pass:	R. Campbell		
5	C. J. Vincent ...	654 BSA/	3rd
Pass:	T. Harrison	Watsonian	time
6	W. G. Bodleian ...	636 Norton/	speed
Pass:	E. Bulgin	Watsonian	
7	A. J. Wakefield ...	492 BMW/	4th
Pass:	G. G. Milton	Watsonian	time
8	L. Freeman ...	750 Norton	speed
Pass:	B. Nelson		
9	T. Vinnicombe ...	654 BSA	5th
Pass:	J. Freeman		time
10	M. G. Fiddaman ...	650 Triumph	speed
Pass:	J. Birch		
11	B. W. Look ...	650 JAH-Triumph	6th
Pass:	J. Denton		time
12	C. J. Seeley ...	650 Norton or	speed
Pass:	W. Rawlings	496 BMW	
14	R. S. Woodhouse ...	649 Triumph	7th
Pass:	D. Woodhouse		time
15	C. B. Golesworthy ...	650 Triumph	speed
Pass:	P. Rutterford		
16	P. J. Kiely ...	649 Triumph	8th
Pass:	T. E. Fenwick		time
17	R. Pollard ...	500 BMW	speed
Pass:	D. Brooks		
18	D. L. Read ...	647 Norton	FASTEST LAP
Pass:	A. Huppert		-
19	P. H. Tyack ...	500 Norton	
Pass:	M. F. Cole		
20	K. L. Johnson ...	649 Johnsonian	
Pass:	T. W. Glover		
21	D. R. Ajax ...	499 Norton	
Pass:	M. D. Caley		
22	P. J. Hardcastle ...	649 Triumph/	Lap Record :
Pass:	M. Dimmock	Watsonian	500 c.c. : P. V. HARRIS
23	B. Langham ...	659 Triumph	(BMW/Watsonian)
Pass:	R. Fountain		1m 38.0s at 89.30 mph
29	J. Flood ...	896 DKW	Unlimited :
Pass:	C. Paddison		C. J. VINCENT (BSA)
30	O. E. Greenwood ...	1071 Mini Special	1m 28.8s at 90.22 mph
Pass:	T. Fairbrother		
31	J. Tickle ...	998 GCT	
Pass:	C. Venning		
Reserves :			
24	M. Tombs ...	648 Triumph	

Lap Record :
999 g.c. :
P. V. HARRIS
BMW (Watsonian)
in 58.0s at 89.39 mph
Unlimited :
C. J. VINCENT
BSA)
in 36.8s at 90.22 mph

RESERVES

- 24 M. Tombé 658 Triumph
 Pass: T. Tombs

23 A. T. Baitup 649 Triumph
 Pass: A. B. Diggle

20 Lap 350 c.c. CHAMPIONSHIP RACE

58.54 mile race for soloes over 250 and not over 350 c.c.

Number Plates: Blue Plate/White Numbers

GRID POSITIONS DETERMINED BY PRACTICE TIMES

11.05 a.m.

Event 2

NO.	RIDER	MACHINE
1	J. A. Redman (S. Rhod.)	350 Honda
2	S. M. B. Hallwood	348 Unspecified
3	P. W. Read	254 Yamaha
4	J. Ahern (Australia)	350 Norton
5	M. A. Duff (Canada)	348 AJS
6	P. J. Dunphy	348 Norton
7	F. J. Stephens	350 AJS
8	G. Marosovszky (Switz.)	350 AJS
9	D. W. Minter	350 Harjet Norton
10	W. D. Ivy	349 Kirby AJS
11	E. G. Dwyer (S. Africa)	349 Norton AJS
12	J. Cooper	350 Norton
13	E. Corman (S. Africa)	348 Norton
14	D. Shirley	348 Norton
15	E. R. Fidlow	348 Norton
16	D. Williams	350 MW Special
17	P. J. Williams	348 AJS
18	C. R. Conn	349 Norton
19	D. F. Degens	344 Aermacchi
20	R. Butcher	348 Norton
21	T. C. Barnes	347 Moto Guzzi
22	D. Ainsworth	349 Norton
23	J. S. Graham	349 AJS
24	S. Griffiths	349 AJS
25	K. H. Inwood	348 Curfew Norton
26	R. Pickrell	348 Norton
27	D. H. G. Chester	348 Ducati
28	R. D. Watmore	349 AJS
29	A. R. C. Hunter	349 AJS
30	C. Brown	348 Norton
31	T. F. Phillips	348 Norton
32	C. V. Wallis	350 Velocette
33	M. Uphill	348 AJS
34	I. G. Kempster	348 Norton
35	D. Johnson (Australia)	348 Norton
36	J. Saunders (Australia)	344 Aermacchi
37	T. R. Gill (Australia)	350 AJS
38	R. J. Flack (S. Africa)	348 Norton
39	J. C. Simmonds	349 AJS
40	D. L. Croxford	348 AJS
41	C. Ward	348 Norton
42	R. S. Chandler	348 AJS
43	R. Lawton	344 Aermacchi
44	R. Hallinan (N. Zealand)	349 AJS
45	J. E. Field	346 GMS
46	D. A. Simmonds	305 Honda
47	B. Nelson	348 Norton
48	R. Gould	348 Norton
49	J. Blanchard	348 Norton
50	R. J. Everett	301 Yamaha

Reserves :

52	S. Morin (Canada)	348 Petty Norton
53	R. M. Kemp	349 Petty Norton
57	A. H. Fletcher	349 AJS
58	R. Capper	349 AJS

10 Lap 125 c.c. CHAMPIONSHIP RACE

29.27 mile race for soloes over 100 and not over 125 c.c.

Number Plates: Black Plate/White Numbers

GRID POSITIONS DETERMINED BY PRACTICE TIMES

1st	time	speed
L. Taveri (Switzerland)	125 Honda	
E. Dreher (Germany)	124 Suzuki	
S. G. Perris	125 Suzuki	
H. M. Anderson	124 Suzuki	
P. W. Read	125 Yamaha	
G. Dickson (N. Zealand)	125 Bultaco	
W. D. Ivy	125 Chis. Honda	
M. L. Simmonds	124 Tohatsu	
D. A. Simmonds	124 Tohatsu	
C. C. W. Mates	125 Honda	
M. J. Burton	125 Honda	
H. G. Anschmidt (Ger.)	125 MZ	
C. J. Vincent	125 Honda	
E. L. Griffiths	125 Tohatsu	
P. R. Horsham	125 Honda	
T. H. Robb (Ireland)	125 Bultaco	
J. Nelson (N. Zealand)	125 Bultaco	
J. Pink	125 Honda	
A. E. Dawson	125 Bultaco	
D. Woodman	125 MZ	
R. A. Avery	124 EMC	
R. Selby	124 Honda	
V. D. Chatterton	124 Honda	
F. W. J. Launchbury	123 Todd-BSA	
P. J. Buswell	125 Honda	
L. J. Iles	125 Bultaco	
T. P. Groefeld	124 Honda	
P. J. Walsh	125 MV Agusta	
R. A. Miasier	125 Bultaco	
R. Dahl (Sweden)	125 Honda	
J. Leslie (Australia)	125 Bultaco	
F. J. Curry	125 Honda	
G. Gibson	125 Bultaco	
H. P. Ramicar	125 Bultaco	
R. G. R. V. Colls	125 Bultaco	
D. Williams	124 Maserati	
C. Ward	125 Honda	
K. Cox (Australia)	125 Bultaco	
D. P. Warren	124 Honda	
A. Cox	125 Bultaco	
K. Webster	125 Honda	
R. J. G. Dickinson	125 Honda	
D. Trollope	124 PR Honda	
T. Bracey-Wright	125 BSA	
K. Finney	125 Bultaco	
J. Hoff (U.S.A.)	125 Bultaco	
A. T. Campbell	125 Bultaco	

Lap Record :
D. W. MINTER
(Norton)

1st 47.0s at 59.48 mph

12.00 HOUR

Event 3

1st
time
speed2nd
time
speed3rd
time
speed4th
time
speed5th
time
speed6th
time
speed7th
time
speed8th
time
speed

FASTEST LAP

Lap Record :
S. M. B. HALLWOOD
(Ducati)
2m 09.8s at 87.22 mph

LUNCH INTERVAL — Approx. 12:30 - 2:00 p.m.

KART DEMONSTRATION

CLASS IV SUPER (Gold number plates)

NO.	DRIVER	KART	ENGINE
19	G. Middle	10	Tecumseh
20	C. Charles	10	Tecumseh
21	J. Sperber	10	FSA
22	A. Sperber	10	FSA
23	C. Sperber	10	FSA
24	T. Fager	10	FSA
25	R. Fager	10	FSA
26	S. W. Johnson	10	FSA
27	S. Thompson	10	FSA
28	J. Thompson	10	FSA
29	J. Thompson	10	FSA
30	K. Robertson	10	FSA
31	W. Robertson	10	FSA

CLASS IV SPECIAL (Blue number plates)

NO.	DRIVER	KART	ENGINE
18	J. A. Williamson	10	Tecumseh
29	D. Williamson	10	Tecumseh
30	M. Williamson	10	Tecumseh
31	B. Baker	10	Tecumseh
32	R. Baker	10	Tecumseh
33	G. Baker	10	Tecumseh
34	J. Baker	10	Tecumseh
35	R. Baker	10	Tecumseh
36	S. Baker	10	Tecumseh
37	M. Baker	10	Tecumseh
38	J. Baker	10	Tecumseh
39	R. Baker	10	Tecumseh
40	G. Baker	10	Tecumseh
41	J. Baker	10	Tecumseh
42	R. Baker	10	Tecumseh
43	S. Baker	10	Tecumseh
44	M. Baker	10	Tecumseh
45	J. Baker	10	Tecumseh
46	R. Baker	10	Tecumseh
47	S. Baker	10	Tecumseh
48	M. Baker	10	Tecumseh
49	J. Baker	10	Tecumseh
50	R. Baker	10	Tecumseh
51	S. Baker	10	Tecumseh
52	M. Baker	10	Tecumseh
53	J. Baker	10	Tecumseh
54	R. Baker	10	Tecumseh

A Salute to the past

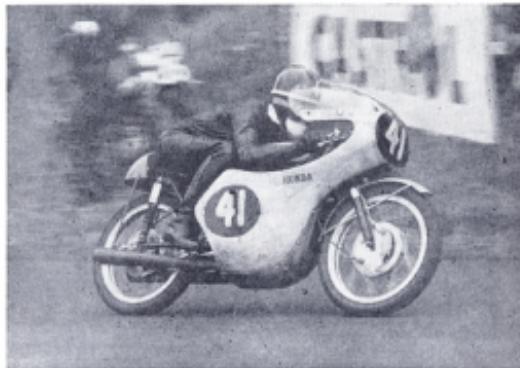
Riders taking part—

(SEE PAGE 14)

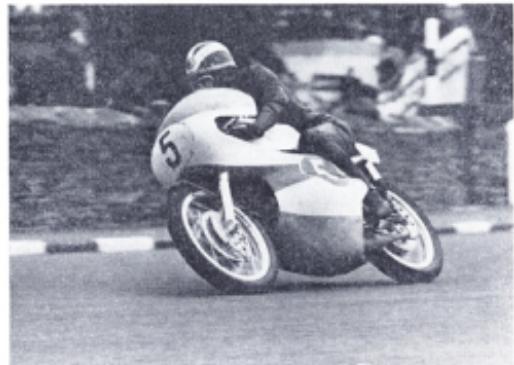
FROM START TO FINISH—
**ALWAYS IN
 THE LEAD**
**DAILY
 EXPRESS**



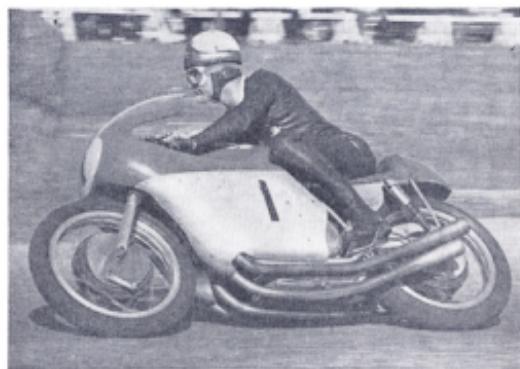
1964 WORLD CHAMPIONS



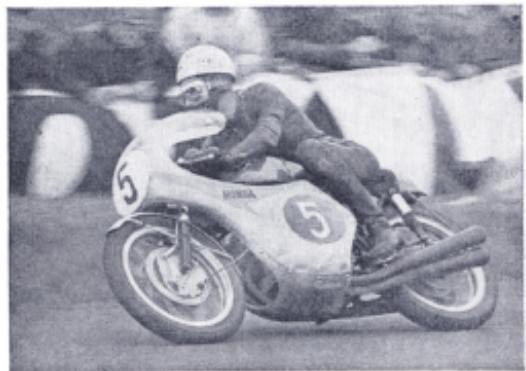
125 c.c. World Champion—Luigi Taveri (Photograph: B. R. Nicholls)



250 c.c. World Champion—Phil Read (Photograph: Motor Cycle News)



500 c.c. World Champion—Mike Hailwood (Photograph: B. R. Nicholls)



350 c.c. World Champion—Jim Redman (Photograph: B. R. Nicholls)



Sidecar World Champion—Max Deubel
Photograph : Motor Cycle



50 c.c. World Champion—Hugh Anderson
Photograph : Motor Cycle

15 Lap PRODUCTION MACHINE RACE

43.90 mile race for solo's over 175 and not over 750 c.c.

Number Plates Red Plate/White Numbers

GRID POSITIONS DETERMINED BY PRACTICE TIMES

2.00 p.m.
Event 4

NO.	RIDER	MACHINE	1st time	2nd time	3rd time	4th time	5th time	6th time	7th time	8th time	FASTEST LAP
1	S. M. B. Hailwood	654 BSA Lightning									
2	E. G. Driver (S.A.)	750 Matchless G15									
3	A. J. Smith	654 BSA Lightning									
4	P. A. Butler	650 Triumph T120									
5	R. D. Watmose	650 Triumph T120									
6	G. R. V. Collis	650 Triumph T120R									
7	R. L. Knight	649 Triumph T120R									
8	B. Lawton	650 Triumph T120R									
9	R. Gould	654 BSA Lightning									
10	P. H. Tait	650 Triumph T120R									
11	P. J. Williams	750 Matchless G15									
12	W. F. Doyle	650 Norton Manxman									
13	K. G. Buckmaster	650 Triumph T120									
14	M. J. Bailey	650 Norton SS									
15	M. E. Cook	650 AJS 31CSR									
16	C. Hopes	650 Triumph T120									
17	A. D. McGlashan	650 Triumph T120R									
18	R. Roberts	650 BSA RGS									
19	E. W. Webb	650 Triumph T120									
20	R. P. Guy	490 Triumph T100									
21	H. James	490 Velocette Clubman									
22	D. J. Dixon	499 Velocette Clubman									
23	T. F. Phillips	490 Triumph T100									
24	D. J. Nixon	499 BSA Cyclone									
25	R. H. King	246 Ducati Mach. 1									
26	D. H. G. Chester	250 Yamaha YDS 3									
27	I. E. Plumbridge	250 Suzuki C10									
28	F. G. Perris	250 Honda CB77									
29	A. Wood	249 AJS CST									
30	T. P. Payne	246 Yamaha YDS 3									
31	R. D. L. Denny	650 Triumph T120R									
32	P. W. Read	650 Triumph T120R									
33	D. F. Degenat	650 Tuzenbach T120R									
34	S. Fellowship (N.Z.)	246 Yamaha YDS3									
35	J. Cooper	650 Norton SS									
36	J. C. Ridge	248 Royal Enfield									
37	G. P. Thompson	490 Triumph T100									
38	S. H. Miller	196 Bultaco Metralla									
39	R. J. Everett	246 Yamaha YDS3									
40	C. J. Vincent	250 NSU Sportmax									

Lap Record :
Fastest Lap counts
as Lap Record

15 Lap SUMMER SCRATCH RACE

43.90 mile race for solos over 250 and not over 1,000 c.c.
 Number Plates: 350 c.c., Blue Plate, White Numbers
 500-1,000 c.c., Yellow Plate, Black Numbers
 GRID POSITIONS DETERMINED BY PRACTICE TIMES

NO.	RIDER	MACHINE
52	M. C. Watson	499 Norton
53	B. Proctor	499 Norton
54	K. Heekles	499 Norton
55	T. Fearns	344 Hannamacchi
56	L. A. Duffell	499 Norton
57	A. H. Fletcher	349 AJS
58	R. Capper	349 AJS
59	C. W. Sanby	499 Norton
60	J. H. Williams	500 Triton
61	A. T. Cooper	646 Norton
62	K. G. Backmaster	650 Norton-Trimph.
63	J. G. Thomas	650 Norton-Trimph.
64	G. J. Dixon	650 Norton
65	N. J. Armand	496 Matchless
66	J. N. Brilland	499 Norton
67	B. J. Davis	496 Matchless
68	W. Scott	499 Matchless
69	D. F. Bowe	499 Norton
70	B. A. Burgess	499 Norton
71	L. Carr	499 Norton
72	G. C. Young	499 Norton
73	K. Roberts	498 Matchless
74	M. L. Bennett	499 Norton
75	D. J. C. Elvin	499 Norton
76	J. G. Ridge	500 Norton-Trimph.
77	T. J. White	500 Norton-Trimph.
78	D. J. Dixon	498 DW Special
79	D. Phillips	498 Norton
80	C. Chivers	499 Norton
81	J. Deaty	499 Norton
82	A. Prange	496 Matchless
83	D. King	499 Norton
84	J. A. Rollison	499 Norton
85	A. Rutter	348 Norton
86	B. J. Randle	348 Norton
87	A. J. Monk	349 BSA
88	G. Barnacle	349 AJS
89	D. Filler	348 AJS
90	A. J. Reed	348 AJS
91	B. M. Kemp	496 Matchless
92	T. Dickie	349 Norton
93	R. Standing	349 AJS
94	K. Adger	348 Norton
95	C. Neve	349 AJS
96	J. Hoff (U.S.A.)	347 Honda
97	D. F. Wood	498 Jones Triumph

2.40 p.m.
 Event 5

1st
time
speed
2nd
time
speed
3rd
time
speed
4th
time
speed
5th
time
speed
6th
time
speed
7th
time
speed
8th
time
speed
FAIREST LAP

Lap Record :
 350 c.c. :
 D. W. MINTER
 (Norton)
 1m 47.0s at 98.48 mph

500 c.c. :
 E. HARTLEY and
 D. W. MINTER
 (Nortons)
 1m 44.6s at 100.54 mph

15 Lap 250 c.c. CHAMPIONSHIP RACE

43.90 mile race for solos over 175 and not over 250 c.c.
 Number Plates: Green Plate/White Numbers
 GRID POSITIONS DETERMINED BY PRACTICE TIMES

NO.	RIDER	MACHINE
1	P. W. Read	248 Yamaha
2	M. A. Duff (Canada)	249 Yamaha
3	F. G. Perris	247 Suzuki
4	L. Taveri (Switzerland)	250 Honda
5	E. Cowan (S. Africa)	250 Cotton
6	G. C. Dickson (N.Z.)	250 Bultaco
7	W. D. Ivy	250 Cotton
8	J. E. Kidson	250 Moto Guzzi
9	D. A. Simmonds	250 Honda
10	L. G. Rodda	246 Aermacchi
11	M. J. Burton	246 Greeves
12	J. Wetherall	248 Cotton
13	J. J. Vincent	248 NSU
14	T. E. Phillips	247 Aermacchi
15	C. V. Webb	250 Cotton
16	H. W. Williams	249 Bultaco
17	T. H. Raab (Ireland)	249 Bultaco
18	J. Nelson (N. Zealand)	250 Bultaco
19	J. Blanchard	249 Cotton
20	T. Mylroie (Canada)	250 Bultaco
21	D. Woodman	250 MZ
22	R. A. Avery	250 Bultaco
23	R. Scivier	246 Greeves
24	V. D. Chatterton	246 Yamaha
25	F. W. J. Launchbury	196 Bultaco
26	J. Ahearn (Australia)	250 Cotton
27	D. W. Minter	250 Cotton
28	T. P. Grotfeld	246 Aermacchi
29	P. J. Walsh	203 MV Augusta
30	J. N. Brilland	246 Aermacchi
31	R. Dahl (Sweden)	244 Bultaco
32	J. Leslie (Australia)	244 Bultaco
33	F. J. Curry	196 Bultaco
34	G. Keith (S. Africa)	248 Royal Enfield
35	P. H. Tait	248 Royal Enfield
36	G. R. V. Collis	248 Yamaha
37	D. F. Deggins	248 Aermacchi
38	R. Butcher	248 Royal Enfield
39	K. Cass (Australia)	247 Cotton
40	D. P. Warren	247 NSU
41	T. C. Barnes	248 Moto Guzzi
42	G. Marsovsky (Switz.)	250 Bultaco
43	W. A. Smith	250 DMW
44	G. B. Neveling (S. Africa)	250 Yamaha
45	D. H. G. Chester	248 Ducati
46	P. G. Inchley	247 Villiers
47	I. E. Plumridge	246 Yamaha
48	R. Lawton	248 Aermacchi
49	R. D. L. Denny	246 Yamaha
50	D. F. Shorey	247 Cotton
51	A. Georgeades (S. Africa)	229 Ducati

Reserves :
 52 C. R. Burton 250 Greeves
 53 J. Jackson 246 Aermacchi
 54 M. C. Watson 244 Bultaco
 55 M. J. Bailey 247 Ariel

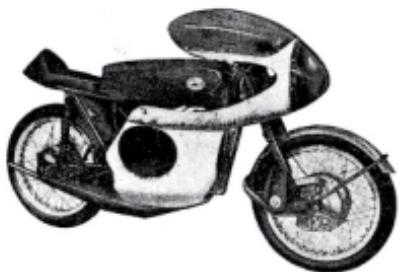
3.15 p.m.
 Event 6

Lap Record :
 J. A. REDMAN
 (Honda)
 1m 52.6 at 93.59 mph



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12 Lap THREE-WHEELER CHAMPIONSHIP RACE 3.57 p.m.
35.12 mile race for three-wheelers over 350 and not over 750 c.c. Event 7
Number Plates: Black Plate/White Numbers
GRID POSITIONS DETERMINED BY PRACTICE TIMES

NO.	DRIVER/PASSENGER	MACHINE	1st
1	M. Deubel (Ger.)	500 BMW-RS	time
	PASS: E. Horner		speed
2	F. Schiedegger (Switz.)	492 BMW	time
	PASS: J. G. Robinson		speed
3	F. Camathias (Switz.)	500 Unspecified	time
	PASS: F. Dueret		speed
4	P. V. Harris	492 HPH-BMW	time
	PASS: R. Campbell		speed
5	C. J. Vincent	654 BSA/Watsonian	time
	PASS: T. Harrison		speed
6	W. G. Boddie	654 BSA/Watsonian	time
	PASS: E. Bulgin		speed
7	A. J. Wakefield	492 BMW/Watsonian	time
	PASS: G. G. Milten		speed
8	C. Freeman	499 Norton	time
	PASS: B. Nelson		speed
9	J. Vilecombe	654 BSA	time
	PASS: J. Flanagan		speed
10	M. G. Fieldman	650 Triumph	time
	PASS: J. Birch		speed
11	B. W. Lock	650 JAH-Triumph	time
	PASS: J. Denton		speed
12	C. J. Seeley	650 Norton or 496 BMW	time
	PASS: W. Rawlings		speed
14	R. S. Woodhouse	649 Triumph	time
	PASS: D. Woodhouse		speed
15	C. B. Golesworthy	650 Triumph	time
	PASS: P. Rutherford		speed
16	P. J. Kiefty	649 Triumph	time
	PASS: T. E. Fenwick		speed
17	R. Pollard	500 BMW	time
	PASS: D. Brooks		speed
18	D. L. Read	647 Norton	time
	PASS: A. Huggert		speed
19	P. H. Tyack	500 Norton	time
	PASS: M. F. Cole		speed
20	K. I. Johnson	649 Johnsonian	time
	PASS: T. W. Glover		speed
21	D. R. Ajay	499 Norton	time
	PASS: M. D. Caley		speed
22	P. J. Hardcastle	649 Triumph/Watsonian	time
	PASS: M. Dinnock		speed
23	A. T. Baitup	649 Triumph	time
	PASS: A. B. Diggle		speed
24	M. Tombs	648 Triumph	time
	PASS: T. Tombs		speed
26	J. Flood	646 Greenwood Special	time
	PASS: C. Addison		speed
28	J. Tickle	499 Norton	time
	PASS: C. Venning		speed
Reserves:			
27	A. Young	496 AYS Honda	time
	PASS: J. Warburton		speed
28	B. Langham	649 Triumph	time
	PASS: R. Fountain		speed

Lap Record :
300 6.6.1
P. V. HARRIS
(BMW/Watsonian)
In 38.6s at 89.39 mph
Unlaminated :
C. J. VINCENT
(BSA)
In 36.8s at 90.22 mph

8 Lap 50 c.c. CHAMPIONSHIP RACE

23.42 mile race for solo's up to 50 c.c.

Number Plates: Black Plate/White Numbers
GRID POSITIONS DETERMINED BY PRACTICE TIMES

4.35 p.m.

Event 8

NO.	RIDER	MACHINE
1	H. M. Anderson (N.Z.)	50 Suzuki
2	E. Degner (Germany) ...	50 Suzuki
3	T. Fujii (Japan) ...	50 Suzuki
4	C. J. Vincent ...	50 Suzuki
5	H. G. Anscheidt (Ger.)	50 Kreidler
6	G. C. Dickson (N.Z.)	49 Derbi
7	W. D. Ivy ...	50 Honda
8	M. J. Simmonds ...	50 Tohatsu
9	D. A. Simmonds	49 Tohatsu
10	C. C. W. Mates ...	50 Honda
11	M. J. Burton ...	49 Derbi
12	H. Crowder ...	50 Yamaha
13	C. J. Hall ...	49 Derbi
14	E. L. Griffiths ...	50 Honda
15	P. R. Hornsby	50 Honda
16	B. Glead ...	50 Honda
17	R. R. Field	50 Eiffield Bimot
18	J. Finn ...	50 Honda
19	A. J. Davison ...	50 Derbi
20	A. J. Abbott ...	50 Honda
21	B. W. Kettle ...	50 Honda
22	T. H. Woolley ...	49 Kreidler
23	S. Mellor (N.Z.)	50 Ital

1st
2nd
3rd
time
speed
Lap Record :
H. G. ANSCHIEDT (Kreidler)
2m 27.8s at 71.29 mph

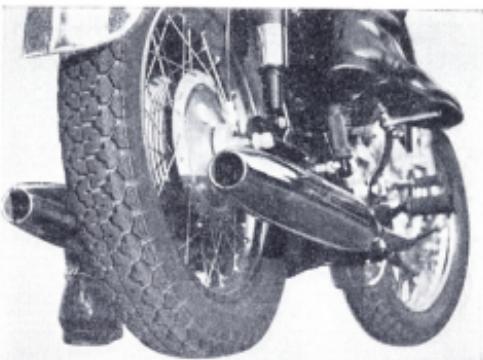
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**25 Lap DAILY EXPRESS TROPHY and
B.M.C.R.C. SENIOR CHAMPIONSHIP**

73.18 mile race for solo over 250 and not over 500 c.c.
Number Plates: 350 c.c. Blue Plate/White Numbers
500-1000 c.c. Yellow Plate/Black Numbers
GRID POSITIONS DETERMINED BY PRACTICE TIMES

NO. RIDER MACHINE

1	S. M. B. Hallwood	500 Unspecified
2	J. A. Redman (S. Rhodes)	350 Honda
3	P. W. Reed	254 Yamaha
4	A. Ahern (Australia)	500 Norton
5	M. A. Duff (Canada)	496 Matchless
6	P. J. Dunphy	499 Norton
7	F. J. Stevens	500 Matchless
8	G. Maroszky (Switz.)	496 Matchless
9	D. W. Minter	499 Hallett Norton
10	W. D. Ivy	496 Kirby Match.
11	E. G. Driver (S. Africa)	496 Kirby Match.
12	J. Cooper	499 Norton
13	E. Cowan (S. Africa)	500 Matchless
14	D. F. Shorey	499 Norton
15	E. R. Fitton	499 Norton
16	D. Williams	500 MW Norton
17	P. J. Williams	499 Norton
18	C. R. Conn	499 Norton
19	D. F. Degen	497 Dunstall Domi
20	R. Butcher	499 Norton
21	W. A. Smith	500 DMW
22	D. Ainsworth	499 Norton
23	L. S. Graham	496 Matchless
24	S. Griffiths	496 Matchless
25	K. F. H. Inwood	499 Curfew Norton
26	R. Pickrell	499 Norton
27	D. H. G. Chester	499 Norton
28	R. D. Watmore	496 Matchless
29	A. R. C. Hunter	499 Norton
30	C. Brown	496 Matchless
31	T. F. Phillips	499 Norton
32	C. V. Wallis	500 Norton
33	M. Uppill	499 Norton
34	L. G. Kempster	499 Norton
35	D. Johnson (Australia)	498 Norton
36	J. Saunders (Australia)	496 Matchless
37	T. R. Gill (Australia)	496 Matchless
38	R. J. Flack (S. Africa)	499 Norton
39	D. L. Commonds	499 Norton
40	D. L. Croxford	496 Matchless
41	C. Ward	499 Norton
42	R. S. Chandler	498 Matchless
43	R. Lovett	344 Aermacchi
44	R. Haldane (N. Zealand)	496 Matchless
45	R. H. King	499 Norton
46	A. Georgades (S. Africa)	496 Matchless
47	G. R. V. Collis	500 Triton
48	P. R. Richards (Australia)	499 Norton
49	S. Morin (Canada)	499 Petty Norton
50	C. R. Burton	496 Matchless
RESERVES:		
52	M. C. Watson	499 Norton
53	B. Proctor	499 Norton
54	K. Heckles	499 Norton
55	T. Farnes	344 Hannamacchi

5.07 p.m.

Event 9

PAST WINNERS OF THE MELLANO TROPHY

Year	Rider	Machine	m.p.h.	Circuit
1925	F. A. Longman	986 Harley Davidson	89.66	Brooklands
1926	C. S. Barrow	246 Royal Enfield J.A.P.	74.39	-
1927	H. J. Willis	348 Velocette	86.39	-
1928	P. Brewster	489 Matchless	93.52	-
1929	R. Gibson	347 Sunbeam	85.33	-
1930	H. Mitchell	348 Velocette	94.68	-
1931	J. M. Muir	348 Velocette	89.01	-
1932	C. B. Bickell	498 Bickell J.A.P.	99.61	-
1933	L. J. Archer	348 Velocette	100.61	"
1934	E. C. Fernihough	173 Excelsior J.A.P.	82.18	"
1935	N. Christmas	348 Velocette	97.46	"
1936	S. H. Goddard	246 O.K.-Supreme	85.87	"
1937	W. R. Lunn	348 Velocette	87.68	"
1938	M. Cann	248 Excelsior	85.36	"
1947	L. R. Archer	248 E.M.C.	-	Dunholme
1948	L. Bayliss	248 Ellbee Special	-	"
1949	H. B. Ranson	348 A.J.S.	81.59	Silverstone
1950	C. J. H. Smith	596 Norton/Watsonian Sidecar	65.43	"
1951	E. S. Oliver	596 Norton/Watsonian Sidecar	77.31	"
1952	J. A. Storr	499 Norton	69.63	"
1953	C. C. Sandford	125 M.V.	6.18*	"
1954	R. McG. McIntyre	348 A.J.S.	4.51†	"
1955	C. J. H. Smith	499 Norton/Watsonian Sidecar	2.39*	"
1956	C. C. Sandford	124 Mondial	1.83*	"
1957	C. C. Sandford	124 Mondial	0.38†	"
1958	R. McG. McIntyre	349 A.J.S.	1.43†	"
1959	S. M. B. Hallwood	124 Ducati	2.4*	"
1960	S. M. B. Hallwood	250 Ducati	0.89†	"
1961	F. Camathias	492 B.M.W. Sidecar	1.38†	"
1962	J. M. Redman	250 Honda	2.92†	"
1963	J. M. Redman	250 Honda	0.61†	"
1964	C. J. Vincent	492 B.M.W. Sidecar	8.02†	"

* Above class lap record

† Below class lap record

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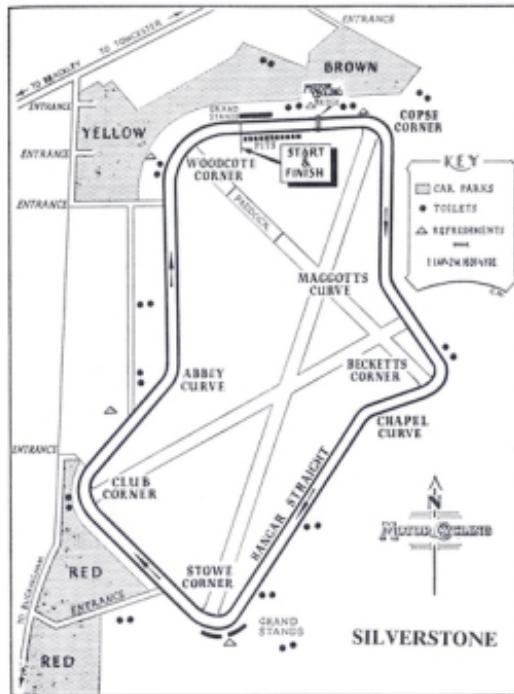
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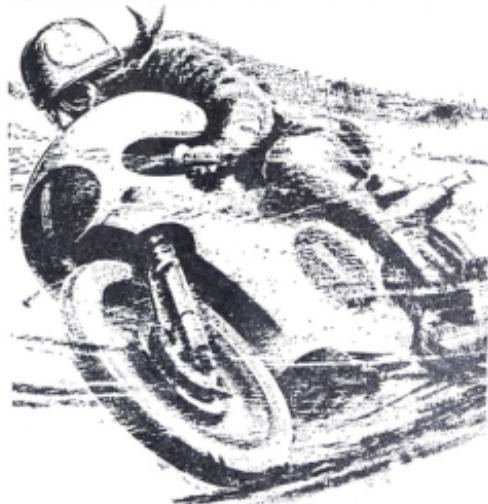


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Spectators attending at this Track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the Land and the drivers and owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

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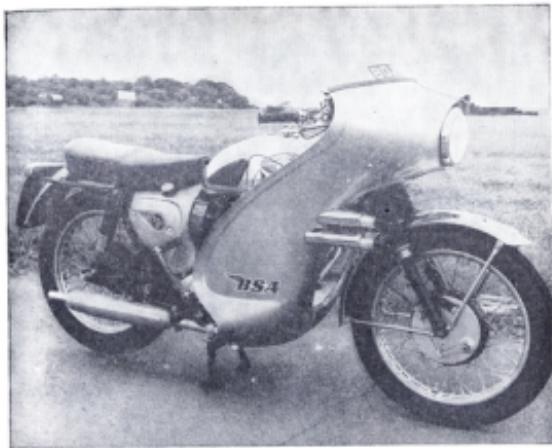
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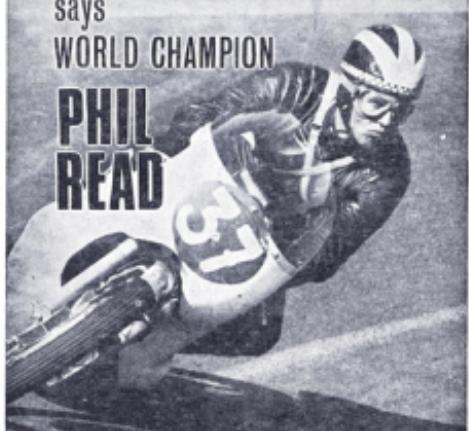
This is the rocket-firing BSA 650 machine which is ridden in the new James Bond film "THUNDERBALL" by Spectre Agent Fiona, played by Luciana Paluzzi. "THUNDERBALL" is having its world premiere in London this autumn

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