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# THRUXTON

## Motor Cycle



**international**

# 500 MILE

**GRAND PRIX**

## Sunday 11 May 1969

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THE SOUTHAMPTON  
& DISTRICT  
MOTOR CYCLE CLUB



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**THRUXTON**

Nr. Andover, Hampshire

This meeting is held under A-CU Permit  
No. 58 A-CU Permanent Course Licence  
No. 16 and subject to the International  
Sporting Code of the FIM, the General  
Competition Rules of the A-CU and the  
Supplementary Regulations.  
FIM Inscription No. 1MN 2/84

**SUNDAY MAY 11th 1969**

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

Organised by  
**SOUTHAMPTON & DISTRICT MCC**

### **OFFICIALS**

Stewards: J. E. Sutton, Esq. Appointed by  
the A.C.U.

A. E. Lambert, Esq. } Appointed by  
Sr. D. E. L. Massé } Southampton &  
D. J. Dunford, Esq. } District M.C.C.

Clerk of the Course and  
Secretary of the Meeting:

N. E. Goss,  
60 Bursledon Rd.,  
Southampton, SO2 7NH.

Deputy Clerk of the Course:  
W. G. Paskins

Chief Timekeeper and Measurer:  
V. C. Anstice (International)

Chief Scrutineer: J. Stanfield

Scrutineers (Machine Specification):  
L. B. Caldecutt, L. C. Harfield

Chief Pit Marshal: D. C. Pragnell

Chief Recorder: B. Coombes

Chief Course Marshals:  
G. Hallett, D. Martin

Starter: K. Gainsbury

Race Control Officers:  
P. Philipps, G. Smith  
F. Snell

Treasurer of the Meeting:  
W. Wilkins

Press Relations Officers:  
M. O'Hanlan ("Motor Cycle")  
Mrs. J. Venes Mrs. B. Young

Travelling Marshal: P. Bugden

Commentators: P. Arnold E. Dow  
W. Mills

Recovery Service: B. Venes

Incident Officer: W. Tardivel

Course and Pit Marshals: Members of  
Southampton & District M.C.C.  
and Southern Centre Clubs.

# No. 61

# No. 35

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is the 1969 Boyer Triumph Daytona ridden by last year's winners Peter Butler and Dave Nixon.

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# PREVIOUS WINNERS

**1,000 cc Single-Cylinder Class:**

B. F. Herbert & G. Turner  
(490 Norton) 60.10 mph  
Entrant — B. F. Herbert

1959

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

**250 cc Class:** A. S. Pavey & P. W. Jordan (NSU) 58.11 mph  
Entrant — P. W. Jordan

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

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

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

1960

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

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

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

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

1961

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

**250 cc Class:** W. A. Smith & J. Hartle (Honda) 63.40 mph  
Entrant — Bill Smith Motors, Ltd.

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

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

1962

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

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

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

1955

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

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

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

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

1956

**General Classification:** K. W. James & I. I. Lloyd (348 BSA) 72.30 mph  
Entrant — Marsh & Fry, Ltd.

**350 cc Class:** K. W. James & I. I. Lloyd (348 BSA) 72.30 mph  
Entrant — Marsh & Fry, Ltd.

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

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

1957

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

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

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

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

1958

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

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

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

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

**1963**

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

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

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

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

**1964**

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

**250 cc Class:** P. J. Williams & T. Wood (AJS) 61.60 mph  
Entrant — Arter Bros., Ltd.

**500 cc Class:** A. Harris & H. D. German (Velocette) 68.70 mph  
Entrant — L. Stevens, Ltd.

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

**1965**

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

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

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

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

**1966**

**General Classification:** D. F. Degens & R. Butcher (649 Triumph) 79.1 mph  
Entrant — Lawton & Wilson, Ltd.

**250 cc Class:** R. Everett & P. Inchley (Cotton) 75.25 mph  
Entrant — Cotton Motor Cycles, Ltd.

**500 cc Class:** T. Phillips & D. L. Croxford (Velocette) 75.3 mph  
Entrant — Geoff Dodkin Motor Cycles

**750 cc Class:** D. F. Degens & R. Butcher (649 Triumph) 79.1 mph  
Entrant — Lawton & Wilson, Ltd.

**1967**

**General Classification:** P. H. Tait & R. Gould (649 Triumph) 79.15 mph  
Entrant — P. H. Tait

**750 cc Class:** J. Dunphy & R. Pickrell (649 Triumph) 78.86 mph  
Entrant — Comerfords

**500 cc Class:** G. Penny & T. Dunnell (347 Honda) 72.10 mph  
Entrant — Read Brothers (Cycles), Ltd.

**250 cc Class:** K. Cass & C. Vincent (247 Suzuki) 73.5 mph  
Entrant — Taggs Motor Cycles Depot

**1968**

**General Classification:** D. Nixon & P. Butler (490 Triumph) 75.52 mph  
Entrant — Boyer of Bromley, Ltd.

**750 cc Class:** J. Strijbis & R. Harrington (649 Triumph) 75.52 mph  
Entrant — M. J. T. Whiting

**500 cc Class:** T. H. Robb & C. J. Vincent (494 Suzuki) 75.52 mph  
Entrant — Suzuki (G.B.), Ltd.

**250 cc Class:** G. A. Keith & B. A. Ball (249 Suzuki) 75.52 mph  
Entrant — L. Stevens, Ltd.

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## AWARDS

To the entrant of the first machine, irrespective of capacity, to complete 500 miles, the "Motor Cycle" Trophy to be held for one year, a replica and £250.

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

Class (A)	175 cc to 250 cc	1st — £50	2nd — £20	3rd — £15
			4th — £10	5th — £5
Class (B)	251 cc to 500 cc	1st — £50	2nd — £20	3rd — £15
			4th — £10	5th — £5
Class (C)	501 cc to 750 cc	1st — £50	2nd — £20	3rd — £15
			4th — £10	5th — £5

All the above awards have been presented by **'MOTOR CYCLE'**

### SPECIAL AWARDS

**THE CASLAKE TROPHY**, presented by J. Caslake, Esq., M.B.E.

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

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

**INCENTIVE BONUSES** — Full details overleaf.

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

## INCENTIVE BONUSES

11 a.m.

Start of Race.

11.45 a.m. — 12 noon

£10 **Everoak** award for the fastest lap by a 750 cc class machine.

12 noon

Establishment of overall race leadership and class positions.

£5 **Caslake** award to race leader.

12 noon — 1 p.m.

Overall race leadership and class positions.

£5 **Caslake** award to race leader.

£20 **Castrol** award to 250 cc class leader.

£20 **Shell Mex & B.P.** award for greatest number of laps between 12 noon and 1 p.m. by a 500 cc class machine.

1 p.m. — 2 p.m.

Overall race leadership and class positions.

£5 **Caslake** award to race leader.

£25 **BSA** award to 500 cc class leader.

£10 **Douglas Vespa** award for greatest number of laps between 1 and 2 p.m. by a 250 cc class machine.

2 p.m. — 3 p.m.

Overall race leadership and class positions.

£5 **Caslake** award to race leader.

£20 **Castrol** award for greatest number of laps between 2 and 3 p.m. by a 500 cc class machine.

3 p.m. — 4 p.m.

Overall race leadership and class positions.

£5 **Caslake** award to race leaders.

£10 **Shell Mex & B.P.** award for greatest number of laps between 3 and 4 p.m. by a 250 cc class machine.

£25 **Triumph** private owner award — 750 cc class.

£20 **Shell Mex & B.P.** private owner award — 500 cc class.

£10 **Castrol** private owner award — 250 cc class.

4 p.m. — 5 p.m.

Overall race leadership and class positions.

£10 **Everoak** mechanics award — 750 cc class.

£10 **Velocette** mechanics award — 500 cc class.

£10 **Douglas Vespa** mechanics award — 250 cc class.

5 p.m. — 5.20 p.m.

Overall winners — race and classes and final class positions.

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## DETAILED DESCRIPTION OF ENTRIES

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

**ALL FRONT NUMBERS BLACK ON WHITE PLATES**

**Over 175 cc but not over 250 cc class**

**SIDE NUMBERS WHITE ON GREEN PLATES**

**1. 1969 SUZUKI T20 Super Six 247 cc**

Entered by Eddie Crooks Motorcycles Ltd.  
First Driver FRANK WHITEWAY (28)  
A motor cycle engineer of Dalton in Furness.  
Second Driver STANLEY WOODS (24)  
An electrician of Helsby.

**2. 1968 SUZUKI T20 Super Six 247 cc**

Entered by L. Stevens Ltd.  
First Driver GRAHAM DICKSON (28)  
A mechanic of New Zealand.  
Second Driver NEIL KELLY (32)  
A motor cycle dealer of Peel, Isle of Man.

**3. 1969 SUZUKI T20 Super Six 247 cc**

Entered by T. Loughridge.  
First Driver THOMAS LOUGHRIDGE (29)  
An engineering representative of Birmingham.  
Second Driver PATRICK WALSH (over 21)  
An electrical engineer of Birmingham

**4. 1967 SUZUKI T20 Super Six 247 cc**

Entered by R. Bisbey.  
First Driver ROYDEN BISBEY (31)  
A metallurgist of Walsall.  
Second Driver BRIAN RICHARDS (31)  
A sales representative of Ulverston.

**5. 1968 SUZUKI T20 Super Six 247 cc**

Entered by P. Hogervorst.  
First Driver PETRUS HOGERVORST (38)  
A mechanic of Volkel, Holland.  
Second Driver RONALD VINGERHOED (26)  
A mechanical controller of Amsterdam, Holland.

**6. 1968 HONDA CB250 249 cc**

Entered by Riemersma N.V.  
First Driver HENDRIK KIST (30)  
A mechanical engineer of Eindhoven, Holland.  
Second Driver TED LABLANS (38)  
A mechanic of Uden, Holland.

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**01 - 743 1154/5**

# Detailed Description of 250 cc Entries (Continued)

7. **1969 HONDA CB250 249 cc**  
 Entered by Halletts of Canterbury Ltd.  
 First Driver REX PILES (26)  
 A fitter of Herne Bay.  
 Second Driver PETER COURTNEY (23)  
 A service representative of Croydon.
  
8. **1968 BSA STARFIRE 247 cc**  
 Entered by Gander & Gray Ltd.  
 First Driver JOHN BLANCHARD (26)  
 A plumber of Rainham.  
 Second Driver WILLIAM DAY (28)  
 A medical engineer of London S.E.8.
  
9. **1965 YAMAHA YDS3 246 cc**  
 Entered by E. T. Pitt.  
 First Driver ERNEST PITT (28)  
 A senior methods engineer of Cwmbran.  
 Second Driver CHRISTOPHER BOND (27)  
 A laboratory assistant of Cwmbran.
  
10. **1968 OSSA SPORTS 231 cc**  
 Entered by Windsor Comp. Shop.  
 First Driver BRIAN HUNTER (21)  
 A contract builder of Slough.  
 Second Driver TREVOR BURGESS (25)  
 A sewing machine mechanic of Audenshaw.
  
11. **1968 DUCATI MACH 1 248 cc**  
 Entered by C. Luton.  
 First Driver CYRIL LUTON (29)  
 A building contractor of Bristol.  
 Second Driver DAVID GLADWIN (22)  
 A machine tool fitter of Bristol.
  
12. **1969 DUCATI MACH 3 248 cc**  
 Entered by G. Hunter.  
 First Driver MICHAEL SAMWAYS (35)  
 A company director of Southampton.  
 Second Driver GRAHAM HUNTER (34)  
 A motor mechanic of Southampton.
  
14. **1965 DUCATI MACH 1 248 cc**  
 Entered by C. P. Thompsett.  
 First Driver CLIVE THOMPSETT (36)  
 An instrument maker of Wallington.  
 Second Driver RONALD BAYLIE (28)  
 An architectural draughtsman of Crawley.
  
15. **1969 DUCATI MACH 3 248 cc**  
 Entered by Vic Camp Motor Cycles Ltd.  
 First Driver DEREK CHATTERTON (24)  
 A motor cycle dealer of Boston.  
 Second Driver CHARLES MORTIMER (20)  
 A company director of Shere.



Special—value for money. 125 cc CZ for only £124 14s. 10d. Also full range of Lightweight Motorcycles, Scooters and Scramblers. Plus 100% Spares and After-sales Service. Contact your local agent or send for details.

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 F. A. COTTON, ESQ., DAVE BICKERS (IMPORTS), AT THE ADDRESS BELOW.

PLEASE RUSH ME DETAILS OF (TICK MACHINES YOU ARE MOST INTERESTED IN)

- |  |   |
|--|---|
| <input type="checkbox"/> M.20 50 cc SCOOTER      | <input type="checkbox"/> NEW JAWA 90 cc             |
| <input type="checkbox"/> S 125 cc SCOOTER        | <input type="checkbox"/> CZ 125 cc (as illustrated) |
| <input type="checkbox"/> CZ 175 cc               | <input type="checkbox"/> CZ 250 cc and 360 cc       |
| <input type="checkbox"/> JAWA 250 cc CALIFORNIAN | <input type="checkbox"/> JAWA 250 cc MOTOCROSS.     |

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ADDRESS.....

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# Another 500 mile Endurance --- another triumph for Triumph



It would take a pretty cool gambler to bet against it. Just look down the past winners of this big 'Motor Cycle' sponsored event. '65—Triumph Bonneville; '66—Triumph Bonneville; '67—Triumph Bonneville. Last year, Boyers of Bromley broke the monotony—with a resounding victory for their Triumph Daytona, ridden by Dave Nixon and Peter Butler.

This year's winner? Anybody's guess. But it's a sure thing that those Triumphs will be up with the leaders, all the way.

Just watch that chequered flag!



Triumph Engineering Ltd. Meriden Works, Allesley, Coventry.

Over 250 cc but not over 500 cc class

SIDE NUMBERS BLACK ON YELLOW PLATES

## 16. 1969 DUCATI MACH 3 340 cc

Entered by Vic Camp Motor Cycles Ltd.  
First Driver PAUL SMART (24)  
A fitter of Maidstone.  
Second Driver TOM DICKIE (27)  
A universal miller of Staines.

## 17. 1967 VELOCETTE THRUXTON 499 cc

Entered by Fred Hanks Motor Cycles.  
First Driver JOHN BARROW (23)  
A development engineer of Sutton Coldfield.  
Second Driver MARTIN POWELL (21)  
A service engineer of Cannock.

## 18. 1965 VELOCETTE VENOM 499 cc

Entered by D. A. May.  
First Driver DAVID MAY (24)  
An assurance agent of Farnborough.  
Second Driver DAVID PEARCE (23)  
A welder of Farnborough.

## 19. 1969 KAWASAKI MACH III 498 cc

Entered by Read Bros. Ltd.  
First Driver ANTHONY DUNNELL (27)  
A contractor's foreman of Newhaven.  
Second Driver WILLIAM PENNY (29)  
A contractor's foreman of Old Harrow.

## 20. 1965 NORTON 88 SS 497 cc

Entered by M. E. Button  
First Driver MALCOLM BUTTON (30)  
An electric furnace maker of S. Harrow.  
Second Driver BILL FULTON (over 21)  
A coal merchant of Liverpool.

21. 1968 SUZUKI COBRA 492 cc

Entered by Jack Browning.  
First Driver DAVE BROWNING (24)  
A driver of Cheltenham.  
Second Driver GRANT GIBSON (26)  
A sales representative of Highgate.

22. 1968 SUZUKI COBRA 492 cc

Entered by Harrow Motor Cycles Ltd.  
First Driver ADRIAN COOPER (29)  
A plasterer of Dunstable.  
Second Driver DOUGLAS CASH (28)  
An upholsterer of Shepherds Bush.

23. 1969 SUZUKI COBRA 492 cc

Entered by Chris Lawrence Racing.  
First Driver PETER NEWMAN (21)  
A shop manager of Burgess Hill.  
Second Driver ROBIN GRAY (22)  
A consultant engineer of Bedford.

24. 1967 BSA B44 R 441 cc

Entered by Mead & Tomkinson Ltd.  
First Driver CHRISTOPHER WILLIAMS (31)  
A lorry driver of Digswell.  
Second Driver ALAN PECK (26)  
A window cleaner of Crowborough.

25. 1967 BSA B44 441 cc

Entered by Mead & Tomkinson Ltd.  
First Driver NIGEL ROLLASON (20)  
A draughtsman of Sutton Coldfield.  
Second Driver STEPHEN WOODS (23)  
A technical officer of Kingsbury.

26. 1968 BSA A50 499 cc

Entered by H. G. Evans.  
First Driver HUGH EVANS (26)  
An ergonomics engineer of Biggin Hill.  
Second Driver PAUL COOMBS (24)  
A fitter of Croydon.

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and the  
KIRBY  
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etc. etc.



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Lamb lined

£7 12s. 6d.

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monthly payments of 24/5. Total £8 11s. 6d.



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of 21/7. Total £7 9s. 5d.

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## Detailed Description of 500 cc Entries (Continued)

### 27. 1965 BSA A50 499 cc

Entered by Reg Allen Motor Cycles.  
First Driver DAVID MILLER (31)  
A traffic signal engineer of Kensington.  
Second Driver GEOFFREY YOUNG (32)  
A maintenance fitter of London N.W.8.

### 28. 1967 TRIUMPH T100T DAYTONA 490 cc

Entered by R. Guy.  
First Driver GARY GREEN (24)  
A tinsmith of Coventry.  
Second Driver RICHARD GUY (24)  
A mechanical engineer of Coventry.

### 29. 1968 TRIUMPH T100T DAYTONA 490 cc

Entered by R. G. M. Racing Equipment.  
First Driver JOHN JUDGE (30)  
A company proprietor of Luton.  
Second Driver ANTHONY TREMBLE (29)  
A machine tool fitter of Luton.

### 30. 1967 TRIUMPH T100T DAYTONA 490 cc

Entered by H. A. Robertson.  
First Driver HUGH ROBERTSON (22)  
An engineer of St. Albans.  
Second Driver ROBERT HARRINGTON (31)  
A motor fitter of Luton.

### 31. 1968 TRIUMPH T100T DAYTONA 490 cc

Entered by Hughes Motor Cycles.  
First Driver RAY KNIGHT (37)  
A journalist of Orpington.  
Second Driver MARTIN CARNEY (22)  
A racing motor cyclist of Wallington.

32. 1969 TRIUMPH T100T DAYTONA 490 cc

Entered by R. S. May.  
First Driver RONALD MAY (46)  
A motor cycle fitter of Balham.  
Second Driver MARTIN LOVE (26)  
A motor cycle fitter of Dulwich.

33. 1967 TRIUMPH T100T DAYTONA 490 cc

Entered by P. Hart.  
First Driver PETER HART (25)  
A tool maker of Portsmouth.  
Second Driver JOHN SILVERSIDES (21)  
A motor fitter of Portsmouth.

34. 1967 TRIUMPH T100T DAYTONA 490 cc

Entered by Elite Motors (Tooting) Ltd.  
First Driver PETER CARRANA (31)  
An engineer of Battersea.  
Second Driver JOHN WILLIAMS (29)  
A garage proprietor of Tooting.

35. 1969 TRIUMPH T100T DAYTONA 490 cc

Entered by Boyer of Bromley Ltd.  
First Driver PETER BUTLER (30)  
An advertising designer of London S.E.17.  
Second Driver DAVID NIXON (25)  
An engineer of Bromley.

36. 1969 YAMAHA YR3 348 cc

Entered by Richards Racing Ltd.  
First Driver WYNDHAM RICHARDSON (26)  
A motor cycle dealer of Cardiff.  
Second Driver MAURICE JEFFREY (26)  
A carpenter of Cardiff.

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# NORTONS BACK WITH A BANG



Above: Pit stops are always a feature of the event. Here Bill Ivy hands the petrol quick-filler to John Cooper during the 1966 event.

**by Motor Cycle  
sports editor  
Mick Woollett**

**N**ORTON are back! For years the big twins from the Woolwich factory dominated the "Motor Cycle's" marathon race for sports machines. Entered by Southampton dealer Syd Lawton, they were outright, hat-trick winners from 1962 to 1964.

Then, as the Associated Motor Cycles organisation broke up, Norton interest declined. Now they are in with a bang under the Norton Villiers flag.

Below: The spirit of the race is epitomised in this shot of John Barrow in action on a 500 cc Velocette during last year's race.



Main spearhead of their attack will be two factory-prepared 750 cc Commandos, the ultra-smooth sports bikes with the engine, gear box and rear-fork pivot rubber-mounted in the frame.

One will be entered by Tom Arter, the other by Norton specialists, Gus Kuhn Motors. The Arter bike is to be ridden by Peter Williams, now working as a draughtsman at the Woolwich factory. Peter is the son of former AMC race chief, Jack Williams. His partner is Tony Godfrey.

Tony is a past winner — he shared the first-place 650 cc Triumph Bonneville with John Holder in 1961. It is great to see him back on a really first-class bike after some years of bad luck.

The Gus Kuhn machine will be handled by short-circuit aces Dave

David Nixon on his way to victory last year when he shared the winning Boyer of Bromley 500 cc Triumph with Peter Butler.

Croxford and Mick Andrew, a pairing certain to make the sparks fly.

A third Commando, privately prepared, will be raced by Ron Wittich and Tony Melody, two top-notch riders who should provide strong backing for the works effort as the battle with Triumph and BSA heats up.

It promises to be a thrilling struggle. Triumph are fielding three 650 cc Bonneville's, while BSA pin their hopes to a couple of 650 cc Lightnings.

Two of the Bonneville's are factory-entered and will be raced by Percy Tait, with Malcolm Uphill as co-rider,



Above: A tense moment as the riders sprint across the track to their bikes. They must kick-start, no push-starts are allowed. Below: BSA battle as Hugh Evans on a 500 cc twin leads Tony Smith on a factory 650 cc Spittfire around Druids during last year's race at Brands Hatch.



Above: A heroic performance was put up last year by Alan Peck who rode a 441 cc BSA single-handed when his co-driver failed to arrive.

and by John Cooper teamed with Steve Jolly.

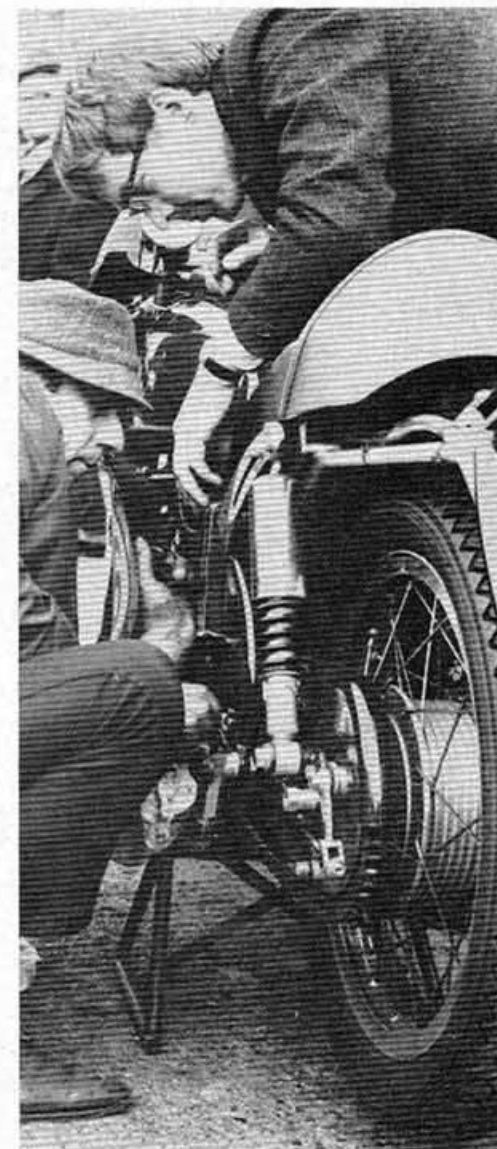
The third factory Triumph is entered by Paul Dunstall, whose 750 cc Dunstall went so well in last year's race. This Triumph will be ridden by Ray Pickrell and Rex Butcher.

Out of luck in recent years, BSA have not won the race since 1957 when a 350 cc Gold Star outpaced the field. This had happened the year before, and in 1955, when the race was longer, running for nine hours instead of 500 miles, a BSA Gold Star five-hundred led the way. But in 1958, the over-500 cc bikes began their run of successes.

This year BSA have a tremendously good chance. Tony Smith and Pat Mahoney are handling their number-one bike, with support from Alan Barnett and Steve Spencer on the second factory mount entered by one of racing's most famous sponsors, Tom Kirby.

Spice is added to the big class by the first racing appearance on a British circuit of a three-cylinder 750 cc Triumph Trident, one of the new generation of super-high-performance bikes built for the American market.

A private venture, though the Meriden factory are certain to be keeping a close watch on it, the Trident is to be ridden by veteran Rex Avery, a past



An anxious moment in 1967 as sponsor Geoff Dodkin strives to get his 500 cc Velocette running again.

winner, and by production-racing expert, Colin Dixon.

So the battle for honours is certain to be hectic. But last year a five-hundred came through to win as the bigger bikes fell by the wayside one after another.

The winners then were Peter Butler and David Nixon on the Boyer of Bromley Daytona Triumph. They are back this year, and will start favourites to win the strongly supported 500 cc class.

A stern challenge is certain to come from the ever-growing two-stroke brigade, with three Suzuki Cobras plus

one of the sensational new three-cylinder Kawasakis, the bike for which the makers claim a power output of 60 bhp in road trim.

All this heavy metal will make it tough indeed for the two-fifty men, yet it is worth remembering that last year a Stevens-entered 250 cc Suzuki ridden by Rhodesian Gordon Keith and Brian Ball finished second. Sheer reliability and ease of handling can make the smaller bikes competitive.

As always, the race today is restricted to same-as-you-can-buy sports machines. Some minor modifications are allowed, mainly in the interests of ensuring that the bikes are safe for racing, but all

changes have to be declared to the organisers before the start.

If the history interests you, the results of the previous races will be found elsewhere in the programme. Founded by the Southampton Club, who are running today's event, the meeting was first held here at Thruxton in 1955.

Because of the poor condition of the surface, the venue was Castle Combe in 1965, and to Brands Hatch the following year. Two more 500-milers were held at the Kent track, but now a move has been made back to the original home—on the new circuit, which is far superior to the earlier concrete runways and perimeter roads of the airfield.



*Left: Colourful character Alan Baker in action on the Boyer of Bromley Triumph Bonneville during the 1968 race.*

*Below: Despite having to kick-start, the field is tightly bunched as it thunders into Pad-dock Hill Bend at Brands Hatch last year.*



## Nice going John Banks

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Under your brilliant handling, your BSA Victor won three 1st places, three 2nd places and two 3rd places in the ITV Championship.

In the BBC Grandstand Championship, you and your Victor chalked up three more 1st places.

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### 37. 1968 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Elite Motors (Tooting) Ltd.  
First Driver LEONARD PHELPS (21)  
An insulation engineer of Orpington.  
Second Driver CLIFF CARR (24)  
A racing motor cyclist of London S.W.12.

### 38. 1964 TRIUMPH POLICE "SAINT" 668 cc

Entered by A. Bennett and Son.  
First Driver GEORGE BARNACLE (40)  
A technical engineer of Coventry.  
Second Driver HOWARD ROBINSON (24)  
A welder of Northampton.

### 39. 1968 TRIUMPH T120 BONNEVILLE 668 cc

Entered by ABCO Ltd.  
First Driver ALASTAIR COPLAND (31)  
A motor cycle tester of Coventry.  
Second Driver JOHN WOODWARD (23)  
A fitter of Birmingham.

### 40. 1965 TRIUMPH T120 BONNEVILLE 668 cc

Entered by Jim Sheehan Ltd.  
First Driver DONALD MAY (28)  
An instrument maker of Farnborough.  
Second Driver STEWART BALDWIN (21)  
A test engineer of Farnborough.

### 41. 1967 TRIUMPH T120 BONNEVILLE 649 cc

Entered by P. R. Collins.  
First Driver PETER COLLINS (23)  
A carpenter of Maidstone.  
Second Driver PETER DUNWELL (23)  
A panel beater of Strood.

### 42. 1966 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Team Spirit Racing.  
First Driver GERALD BUNTING (23)  
A builder of Roehampton.  
Second Driver PETER NEWMAN (24)  
A capstan setter of Roehampton.

43. 1966 TRIUMPH T120 BONNEVILLE 649 cc

Entered by K. G. Buckmaster.  
 First Driver KENNETH BUCKMASTER (37)  
 A company director of St. Albans.  
 Second Driver GEORGE COLLIS (34)  
 A garage owner of Southampton.

44. 1969 TRIUMPH T120 BONNEVILLE 668 cc

Entered by Allan Jefferies Ltd.  
 First Driver ANTHONY JEFFERIES (20)  
 An engineering apprentice of Shipley.  
 Second Driver JOHN BARTON (21)  
 A development engineer of Grimsby.

45. 1965 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Deeprise Bros. Ltd.  
 First Driver GERALD CARTER (27)  
 A car sprayer of Catford.  
 Second Driver BARRY TINGLEY (30)  
 A chartered surveyor of Sanderstead.

46. 1968 TRIUMPH T120 BONNEVILLE 649 cc

Entered by G. W. Sharp.  
 First Driver GRAHAM SHARP (26)  
 A lorry driver of Burnt Oak.  
 Second Driver JACK BRILLARD (30)  
 A service engineer of Kingsbury.

47. 1969 TRIUMPH T150 TRIDENT 741 cc

Entered by L. J. French.  
 First Driver REX AVERY (38)  
 A civil servant of Linslade.  
 Second Driver COLIN DIXON (25)  
 A veterinary surgeon of Bedale.

48. 1966 TRIUMPH T120 BONNEVILLE 649 cc

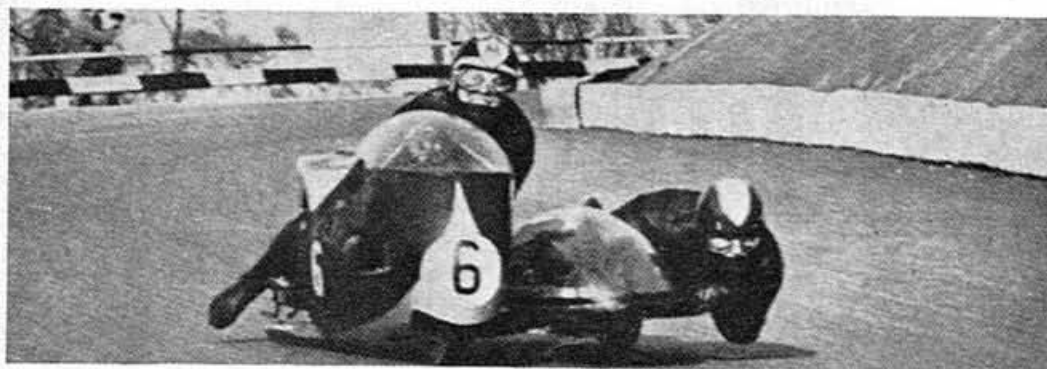
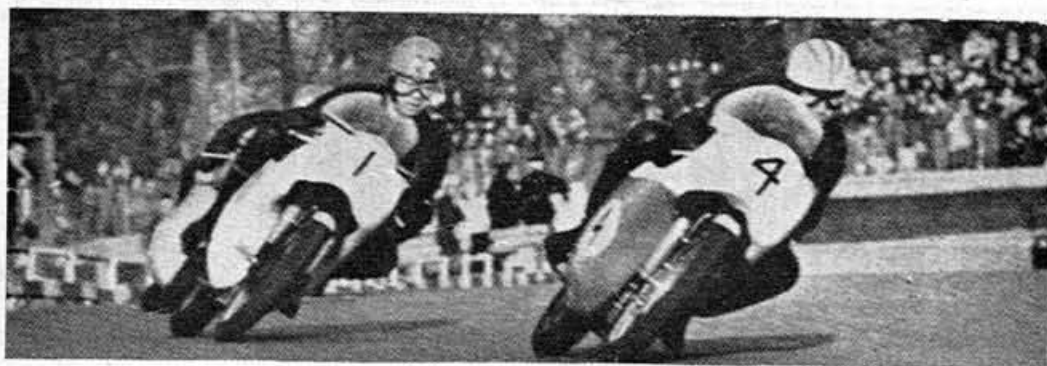
Entered by C. Bishop.  
 First Driver CLIVE BISHOP (23)  
 A planning engineer of Cardiff.  
 Second Driver DAVID JONES (26)  
 An electrician of Ponthir.

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## Detailed Description of 750 cc Entries (Continued)

### 49. 1966 TRIUMPH T120 BONNEVILLE 649 cc

Entered by A. D. Sutton.  
First Driver ALAN SUTTON (28)  
An undertaker of Hastings.  
Second Driver CHARLES HORTON (25)  
A railway clerk of Hastings.

### 50. 1967 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Comerfords Ltd.  
First Driver BRIAN KEMP (27)  
A motor cycle shop owner of Windsor.  
Second Driver CLIVE BROWN (28)  
A company director of Harpenden.

### 51. 1967 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Paul Dunstall Motorcycles.  
First Driver RAY PICKRELL (31)  
A print process worker of Harrow.  
Second Driver REX BUTCHER (26)  
A company director of Tonbridge.

### 52. 1967 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Triumph Engineering Co. Ltd.  
First Driver PERCY TAIT (39)  
A motor cycle tester of Coventry.  
Second Driver MALCOLM UPHILL (29)  
A fitter of Caerphilly.

### 53. 1969 TRIUMPH T120 BONNEVILLE 649 cc

Entered by Triumph Engineering Co. Ltd.  
First Driver JOHN COOPER (31)  
A garage proprietor of Derby.  
Second Driver STEPHEN JOLLY (25)  
A racing motor cyclist of Leek.

### 54. 1967 BSA SPITFIRE MARK II 654 cc

Entered by BSA Motor Cycles Ltd.  
First Driver ANTHONY SMITH (26)  
A motor cycle fitter of Kingshurst.  
Second Driver PATRICK MAHONEY (23)  
A racing motor cyclist of Crayford.

### 55. 1967 BSA SPITFIRE MARK II 654 cc

Entered by Tom Kirby Motor Cycles Ltd.  
First Driver ALAN BARNETT (24)  
A racing motor cyclist of Iwer.  
Second Driver STEPHEN SPENCER (28)  
A racing motor cyclist of Birmingham.

56. 1969 BSA LIGHTNING 654 cc

Entered by Fred Hanks Motor Cycles.  
First Driver TONY RUTTER (27)  
A tool maker of Stourbridge.  
Second Driver NORMAN HANKS (24)  
A development mechanic of Birmingham.

57. 1967 BSA LIGHTNING 654 cc

Entered by K. A. Redfern  
First Driver KENNETH REDFERN (23)  
A draughtsman of Rugby.  
Second Driver CHRIS HOPES (23)  
A fitter and turner of Norton on Tees.

58. 1969 NORTON COMMANDO 745 cc

Entered by R. Wittich.  
First Driver RONALD WITTICH (29)  
A plastering contractor of Luton.  
Second Driver ANTHONY MELODY  
A garage proprietor of Hillingdon.

59. 1969 NORTON COMMANDO 745 cc

Entered by Gus Kuhn Motors Ltd.  
First Driver DAVE CROXFORD (27)  
An engineer of Ruislip.  
Second Driver MICK ANDREW (22)  
A motor cycle fitter of Ware.

60. 1969 NORTON COMMANDO 745 cc

Entered by Arter Bros. Ltd.  
First Driver PETER WILLIAMS (29)  
A racing motor cyclist of Lee.  
Second Driver TONY GODFREY (over 21)  
An international Twit of Southampton.

61. 1969 TRIUMPH T120 BONNEVILLE 649 cc

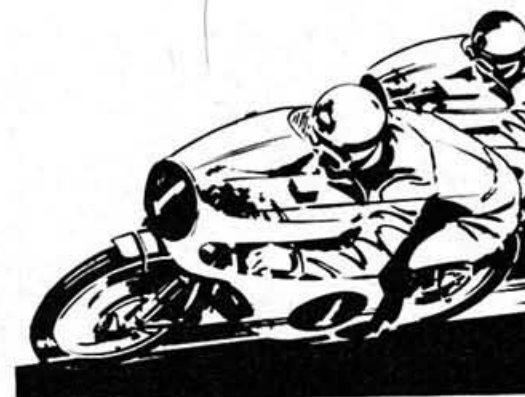
Entered by Boyer of Bromley Ltd.  
First Driver MARTYN ASHWOOD (28)  
An estate agent of Blindley Heath.  
Second Driver ALAN BAKER (25)  
A consultant engineer of Cookham.

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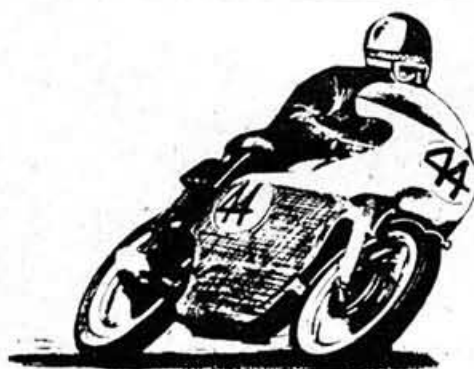
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							2 pm
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							Finish

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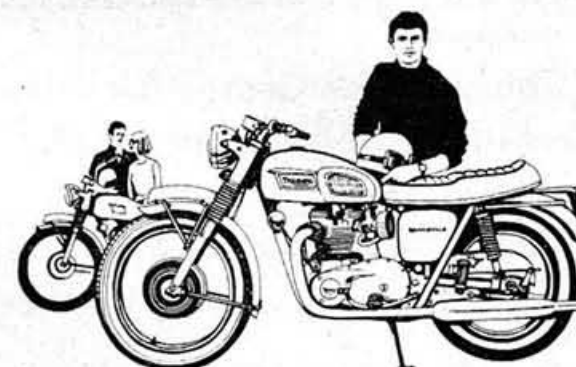
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3 pm						
4 pm						
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							12 noon
							1 pm
							2 pm
							3 pm
							4 pm
							5 pm
							6 pm
							Finish

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4 pm						
5 pm						
6 pm						
Finish						

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RACING  
EQUIPMENT

No.	Laps	No.	Laps	No.	Laps	Time
						12 noon
						1 pm
						2 pm
						3 pm
						4 pm
						5 pm
						6 pm
						Finish

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Time	FIRST		SECOND		THIRD	
	No.	Laps	No.	Laps	No.	Laps
12 noon						
1 pm						
2 pm						
3 pm						
4 pm						
5 pm						
6 pm						
Finish						

	FOURTH		FIFTH		SIXTH		Time
	No.	Laps	No.	Laps	No.	Laps	
							12 noon
							1 pm
							2 pm
							3 pm
							4 pm
							5 pm
							6 pm
							Finish

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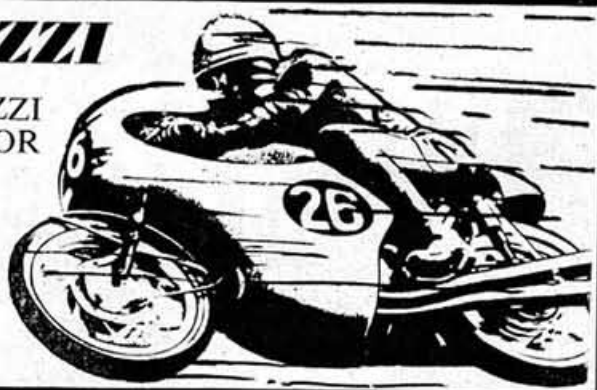
Solo 125 cc	DAVE SIMMONDS. Kawasaki. 13.4.69. 1m.43.2s. (82.19).
Solo 250 cc	DAVID PAGE. Bultaco. 21.4.68 and DAVID BROWNING. Yamaha. 23.6.68. 1m.40s. (84.82 m.p.h.). RODNEY GOULD. Yamaha. 13.4.69. CLIFF CARR. Yamaha. 13.4.69.
Solo 350 cc	TOM DICKIE. Petty Norton. 2.9.68. 1m.36.2s. (88.17 m.p.h.).
Solo 500 cc	DAVE CROXFORD. Matchless. 21.4.68 and 2.9.69. 1m.33.4s. (90.81 m.p.h.). ALAN BARNETT. Kirby Metisse. 2.9.68 and DAVE CROXFORD. Matchless. 2.9.68. 1m.33.2s. (91.00 m.p.h.). RAY PICKRELL. Dunstall. 13.4.69.
Solo 1000 cc	
Three-Wheeler 1300 cc	CHRIS VINCENT. BSA Watsonian. 13.4.69. 1m.40.2s. (84.65 m.p.h.).

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# THRUXTON SPEED TABLE

(2.356 miles)

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
1 10	121.17	1 24	100.97	1 38	86.55	1 52	75.73	2 06	67.31
.2	120.82	.2	100.73	.2	86.37	.2	75.59	.2	67.21
.4	120.48	.4	100.49	.4	86.20	.4	75.46	.4	67.10
.6	120.14	.6	100.26	.6	86.02	.6	75.33	.6	67.00
.8	119.80	.8	100.02	.8	85.85	.8	75.19	.8	66.89
1 11	119.46	1 25	99.78	1 39	85.67	1 53	75.06	2 07	66.78
.2	119.12	.2	99.55	.2	85.50	.2	74.93	.2	66.68
.4	118.79	.4	99.32	.4	85.33	.4	74.79	.4	66.57
.6	118.46	.6	99.08	.6	85.16	.6	74.66	.6	66.47
.8	118.13	.8	98.85	.8	84.99	.8	74.53	.8	66.37
1 12	117.80	1 26	98.62	1 40	84.82	1 54	74.40	2 08	66.26
.2	117.47	.2	98.39	.2	84.65	.2	74.27	.2	66.16
.4	117.15	.4	98.17	.4	84.48	.4	74.14	.4	66.06
.6	116.83	.6	97.94	.6	84.31	.6	74.01	.6	65.95
.8	116.51	.8	97.71	.8	84.14	.8	73.88	.8	65.85
1 13	116.19	1 27	97.49	1 41	83.98	1 55	73.75	2 09	65.75
.2	115.87	.2	97.27	.2	83.81	.2	73.62	.2	65.65
.4	115.55	.4	97.04	.4	83.64	.4	73.50	.4	65.55
.6	115.24	.6	96.82	.6	83.48	.6	73.37	.6	65.44
.8	114.93	.8	96.60	.8	83.32	.8	73.24	.8	65.34
1 14	114.62	1 28	96.38	1 42	83.15	1 56	73.12	2 10	65.24
.2	114.31	.2	96.16	.2	82.99	.2	72.99	.2	65.14
.4	114.00	.4	95.95	.4	82.83	.4	72.87	.4	65.04
.6	113.69	.6	95.73	.6	82.67	.6	72.74	.6	64.94
.8	113.39	.8	95.51	.8	82.51	.8	72.62	.8	64.84
1 15	113.09	1 29	95.30	1 43	82.35	1 57	72.49	2 11	64.75
.2	112.79	.2	95.09	.2	82.19	.2	72.37	.2	64.65
.4	112.49	.4	94.87	.4	82.03	.4	72.25	.4	64.55
.6	112.19	.6	94.66	.6	81.87	.6	72.12	.6	64.45
.8	111.89	.8	94.45	.8	81.71	.8	72.00	.8	64.35
1 16	111.60	1 30	94.24	1 44	81.55	1 58	71.88	2 12	64.25
.2	111.31	.2	94.03	.2	81.40	.2	71.76	.2	64.16
.4	111.02	.4	93.82	.4	81.24	.4	71.64	.4	64.06
.6	110.73	.6	93.62	.6	81.09	.6	71.51	.6	63.96
.8	110.44	.8	93.41	.8	80.93	.8	71.39	.8	63.87
1 17	110.15	1 31	93.20	1 45	80.78	1 59	71.27	2 13	63.77
.2	109.87	.2	93.00	.2	80.62	.2	71.15	.2	63.68
.4	109.58	.4	92.80	.4	80.47	.4	71.04	.4	63.58
.6	109.30	.6	92.59	.6	80.32	.6	70.92	.6	63.49
.8	109.02	.8	92.39	.8	80.17	.8	70.80	.8	63.39
1 18	108.74	1 32	92.19	1 46	80.02	2 00	70.68	2 14	63.30
.2	108.46	.2	91.99	.2	79.86	.2	70.56	.2	63.20
.4	108.18	.4	91.79	.4	79.71	.4	70.45	.4	63.11
.6	107.91	.6	91.59	.6	79.56	.6	70.33	.6	63.01
.8	107.63	.8	91.40	.8	79.42	.8	70.21	.8	62.92
1 19	107.36	1 33	91.20	1 47	79.27	2 01	70.10	2 15	62.83
.2	107.09	.2	91.00	.2	79.12	.2	69.98	.2	62.73
.4	106.82	.4	90.81	.4	78.97	.4	69.86	.4	62.64
.6	106.55	.6	90.62	.6	78.83	.6	69.75	.6	62.55
.8	106.29	.8	90.42	.8	78.68	.8	69.64	.8	62.46
1 20	106.02	1 34	90.23	1 48	78.53	2 02	69.52	2 16	62.36
.2	105.76	.2	90.04	.2	78.39	.2	69.41	.2	62.27
.4	105.49	.4	89.85	.4	78.24	.4	69.29	.4	62.18
.6	105.23	.6	89.66	.6	78.10	.6	69.18	.6	62.09
.8	104.97	.8	89.47	.8	77.96	.8	69.07	.8	62.00
1 21	104.71	1 35	89.28	1 49	77.81	2 03	68.96	2 17	61.91
.2	104.45	.2	89.09	.2	77.67	.2	68.84	.2	61.82
.4	104.20	.4	88.91	.4	77.53	.4	68.73	.4	61.73
.6	103.94	.6	88.72	.6	77.39	.6	68.62	.6	61.64
.8	103.69	.8	88.53	.8	77.25	.8	68.51	.8	61.55
1 22	103.43	1 36	88.35	1 50	77.11	2 04	68.40	2 18	61.46
.2	103.18	.2	88.17	.2	76.97	.2	68.29	.2	61.37
.4	102.93	.4	87.98	.4	76.83	.4	68.18	.4	61.28
.6	102.68	.6	87.80	.6	76.69	.6	68.07	.6	61.19
.8	102.43	.8	87.63	.8	76.55	.8	67.96	.8	61.11
1 23	102.19	1 37	87.44	1 51	76.41	2 05	67.85	2 19	61.02
.2	101.94	.2	87.26	.2	76.27	.2	67.74	.2	60.93
.4	101.70	.4	87.08	.4	76.14	.4	67.64	.4	60.84
.6	101.45	.6	86.90	.6	76.00	.6	67.53	.6	60.76
.8	101.21	.8	86.72	.8	75.86	.8	67.42	.8	60.67

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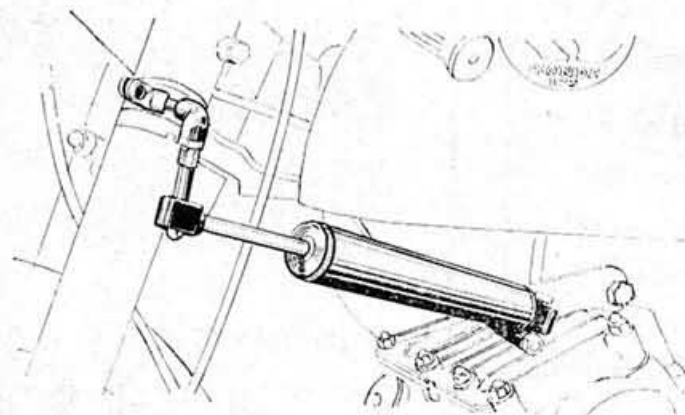
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