

# **motor cycle**

## **POWERBIKE INTERNATIONAL '74**



ORGANISED BY  
THE SOUTHAMPTON  
& DISTRICT  
MOTOR CYCLE CLUB



### 20th International **GRAND PRIX D'ENDURANCE**

**THRUXTON**  
**Sunday, 29 Sept., 1974**

**Official Programme 20p**



# RIVETTS of LONDON LTD.

234-6-8, HIGH RD., E11

143 GROSVENOR RD., S.W.1.

Tel: 01-534-3021/1304

Tel: 01-828-3092



## THE BEST IN THE WORLD



HUGE SELECTION OF WORLD FAMOUS  
CLOTHING AND ACCESSORIES. COME AND GET  
SERVICE SECOND TO NONE

# THRUXTON

Nr. ANDOVER, HAMPSHIRE

*A-CU Permit No. 795. A-CU Permanent Course Licence No. 16. An International Competition held under the International Sporting Code of the F.I.M., the General Competition Rules (10th Edit.) of the A-CU, the Standing Regulations of the A-CU for Road Racing and the S. & D. M.C.C. Supplementary Regulations.*

## Motor Cycle

## POWERBIKE INTERNATIONAL '74

### 20th International

## GRAND PRIX D'ENDURANCE

### Sunday, 29th September, 1974

Organised by  
SOUTHAMPTON & DISTRICT M.C.C.

## OFFICIALS

Stewards : F. E. Vigers, Esq.  
(Appointed by the A-CU)

A. E. Belenger, Esq. (Appointed by  
E. Thorne, Esq. Southampton &  
D. J. Dunford, Esq. District M.C.C.)

Clerk of Course and  
Secretary of the Meeting :  
N. E. Goss,  
60 Bursledon Road,  
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 Marshall : D. C. Pragnell

Chief Recorder : B. Coombes

Chief Course Marshal : B. Venes

Starter : F. Page

Race Control Officers :  
F. Snell, R. Goss

Press Relations Officers :  
Howard Hills (IPC Specialist &  
Professional Press)  
C. Harris

Travelling Marshals :  
P. Bugden J. Graham

Commentators :  
Bill Mills G. Powell

Recovery Service : B. Venes

Incident Officer : P. Bugden

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



# Freedom is keynote of the race!

FREEDOM . . . that's the key to the new style "Motor Cycle" Powerbike International. Freedom to use any type of sports or racing motor-cycle up to the FIM maximum of 1,300c.c.

Gone are the restrictions limiting the race to fully equipped sports machines with lights, silencers and starters. It is wide open and any machine that can pass scrutineering and complies with international road racing regulations can be raced here today.

## RELAXED

The change was made after careful consideration by "Motor Cycle", sponsors of the race for nearly 20 years, and by Neville Goss of the organising Southampton club, the man who has been clerk of the course for the Thruxton marathon every year since it was first held in 1955.

Some do not agree with the change. They would have preferred to stick to the sports machine limitations of previous years.

But the trend for long distance races on the Continent has been to relax the regulations and to allow extensive modifications, megaphone exhaust systems and comprehensive streamlining.

The outcome was that this new breed of exotic long distance bike was not eligible for Thruxton under the old rules — and although the FIM Coupe d'Endurance winning team of Alain Genoud and Georges Godier wanted to compete in our race last year we had to turn them down because their bike did not comply with our regs.

By the same token all those exotic 900 c.c. Kawasakis and 1,000 c.c. —

kitted Hondas built by the Continentals for the French Bol d'Or were not eligible either. It was time for a change.

We could simply have followed the Continentals and adopted the Bol d'Or regs. But we decided to go a step farther. We agreed to throw the race wide open for 1974 and allow out-and-out racers to compete as well as the Continental style enduro racers.

We admit that it is an experiment. A suck-it-and-see to find out if this is the best formula for this particular event, the longest motor-cycle race in the British road racing calendar.

The pros and cons are many and varied. It is true that the pukka racers will have the advantage of lightness and handling. But 400 miles is a long way for a modern racing two-stroke and fuel consumption will be a major factor.

## FASCINATING

Then again the modern Continental multis, developed for this type of racing, are incredibly fast and have tremendous acceleration. And around Thruxton I would back Godier and Genoud on their 900 c.c. Egli-framed Kawasaki to beat a 350 c.c. Yamaha over 400 miles. Maybe the works Formula 750 John Player Nortons can beat them all. It is a fascinating prospect.

Of course we could be way out. We may be on the wrong tack and have to alter the rules for 1975. But one thing is certain. By changing the regs we have attracted the most impressive and varied entry of big bikes ever to contest a Thruxton marathon . . . and that can't be bad.



## TEST THE BEST GEOFF DARYN MOTORCYCLES

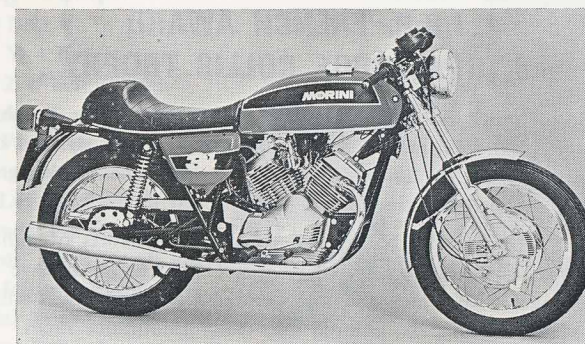
BMW . HONDA . SUZUKI . YAMAHA  
LAUERDA . DUCATI

Always a good stock of late clean superbikes  
also Continental Clothing, Boots, Helmets  
Competitive terms - Part exchanges

CANTERBURY ROAD, SANDWICH, KENT  
Tel. Sandwich (03046) 2161

## MOTO MORINI

A MODERN CLASSIC



MOTO MORINI 3 1/2 SPORT

" . . . unlikely to be improved upon as an uncompromising sports motor cycle . . ."  
M.C. 1 Aug., 1974

For details of this thoroughbred from a famous Italian racing stable write :-  
HARGLO LIMITED, 462 STATION ROAD, DORRIDGE, SOLIHULL



# AWARDS

## Winner: Motor Cycle Trophy

Entrant of the winning machine wins the Motor Cycle Trophy to be held for one year, a replica of the Trophy and £250.

|           |      |            |     |
|-----------|------|------------|-----|
| 1st ..... | £250 | 6th .....  | £20 |
| 2nd ..... | £100 | 7th .....  | £15 |
| 3rd ..... | £75  | 8th .....  | £10 |
| 4th ..... | £50  | 9th .....  | £5  |
| 5th ..... | £25  | 10th ..... | £3  |

All awards presented by Motor Cycle.

## SPECIAL AWARDS

### L.J.B.R. FRENCH AWARD and THE GEORGE COLLIS TROPHY

The L.J.B.R. French Award of £25 and the George Collis Trophy will be presented to the Entrant of the Team which in the opinion of the Judges, Mr. N. E. Goss and Mr. W. G. Paskins, makes the greatest effort to overcome difficulties in order to succeed in the race.

In making this award the Judges will consider the efforts of individual riders and mechanics at any or all stages of the race who have maintained the spirit with which the late George Collis, who was killed in the 1970 Manx Grand Prix, entered into many Endurance races.

**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 2 p.m., 3 p.m., 4 p.m. and 5 p.m. 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.

## BENNETTS BIKE BRITISH! THEY ALWAYS DID!

In the early Nine Hour Races, in 500 Milers, in Manx Grand Prix, T.T. and now the Power Biker.

Bennetts have entered British Bikes Nos. 33 and 45 today.

### A. BENNETT & SON THE TRIUMPH SPECIALISTS

Station Street Garage  
Atherstone  
Warks.

Phone: Atherstone 4076



## S. & P. Products

*Touring Equipment:*

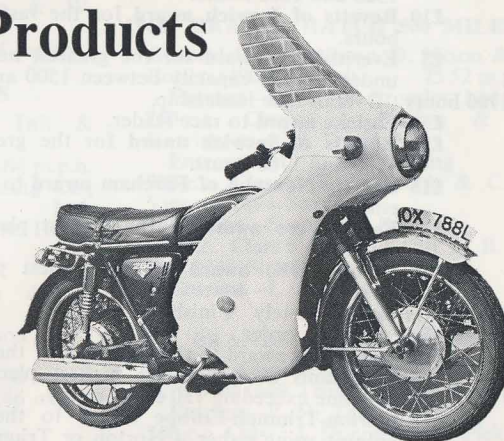
HONDA  
YAMAHA  
SUZUKI  
BSA  
JAWA etc.

From our accessory range we offer — Luggage Carriers, Windscreens, Fly Screens, Mudguards, Seats, Sports and Touring fairings. Racing equipment, Trials and Scrambles. Full colour range.

*Price and illustrations send s.a.e. stating machine*

**The Screen & Plastic Co. Ltd., Heming Road,  
Washford Ind. Estate, Redditch, Worcs. B98 0DP**

**Tel: Redditch (0527) 23277**





## INCENTIVE BONUSES

The following organisations have generously contributed towards the incentive bonuses which will create additional cash awards at various stages in the course of the race in accordance with Regulation No. 8 of the Supplementary Regulations:—

|                          |                         |
|--------------------------|-------------------------|
| Amal Ltd.                | Rafferty Newman         |
| Duckhams Motor Oils Ltd. | Lucas                   |
| Everitt-Vero Ltd.        | Hermetite Products Ltd. |
| Norton-Triumph-Europe    | Honda (UK) Ltd.         |
| Revetts of Ipswich       |                         |

Exact details of each award and the amount are given below in the race development schedule.

- 1300 hours** Start of race.  
**1400 hours** Establishment of overall race leadership.  
**£5 Caslake award** to race leader.  
**£5 Everitt-Vero award** to the highest placed machine of less than 500 c.c. capacity.  
**1500 hours** Overall race leadership  
**£5 Caslake award** to race leader.  
**£10 Revetts of Ipswich award** for greatest number of laps between 1400 and 1500 hours.  
**£10 Revetts of Ipswich award** for fastest lap between 1430 and 1500 hours.  
**£10 Rafferty Newman of Fareham award** for the fastest lap by a private rider entrant between 1430 and 1500 hours.  
**£10 Honda (UK) award** to the highest placed entrant using a Honda machine.  
**£5 Everett-Vero award** for the greatest number of laps by a machine of less than 500 c.c. capacity between 1400 and 1500 hours.  
**1600 hours** Overall race leadership  
**£5 Caslake award** to race leaders.  
**£10 Revetts of Ipswich award** for the greatest number of laps between 1500 and 1600 hours.  
**£10 Revetts of Ipswich award** for the fastest lap between 1530 and 1600 hours.  
**£5 Everitt-Vero award** for the greatest number of laps by a machine of under 500 c.c. capacity between 1500 and 1600 hours.  
**1700 hours** Overall race leadership.  
**£5 Caslake award** to race leader.  
**£10 Revetts of Ipswich award** for the greatest number of laps between 1600 and 1700 hours.  
**£15 Rafferty Newman of Fareham award** to the highest placed private rider entrant.  
**£10 Everitt-Vero award** to the highest placed machine of under 500 c.c. capacity.  
**£10 Honda (UK) award** to the highest placed entrant using a Honda machine.  
**1745 hours** approximately Finish of race.  
 Final finishing order.  
**£10 Duckhams award** to the mechanic of the race winner.  
**£15 Duckhams award** to the highest placed private rider entrant of a machine exceeding 750 c.c. capacity.  
**£25 Norton-Triumph-Europe award** to the highest placed private rider entrant using either a Norton or Triumph machine.  
**£15 Lucas award** to the entrant of the highest placed machine using Lucas ignition.  
**£5 Lucas award** to the mechanic of the highest placed machine using Lucas ignition.  
**£10 of Hermetite products** to the highest placed private owner driver whose name is inscribed in the Registration Book for the competing machine.  
**£30 Amal award** to the race winner subject to Amal equipment being used in the winning machine.  
**£10 Honda (UK) award** to the highest placed entrant using a Honda machine.

## PREVIOUS WINNERS

### 1973 THRUXTON 500 MILES

**General Classification:** B. Butcher & N. White (745 Norton) 82.57 m.p.h.

**Entrant**—John Player Norton

**750 c.c. Class:** T. Dickie & C. Wall (745 Norton)

**Entrant**—R. H. Smith Motorcycles Ltd.

**500 Class:** D. McMillan & H. Evans (Honda)

**Entrant**—Dennis MacHarris

**250 Class:** M. Chatterton & C. Meheuw (Yamaha)

**Entrant**—Chatterton Motors

### 1972 THRUXTON 500 MILES

**General Classification:** D. Croxford & M. Grant (745 Norton) 85.0 m.p.h.

**Entrant**—Norton Villiers, Ltd.

**750 c.c. Class:** R. Butcher & J. Harvey (745 Norton)

**Entrant:** Norton Villiers Ltd.

**500 c.c. Class:** C. Brown & P. Gurner (500 BSA)

**Entrant**—Mead & Tomkinson, Ltd.

**250 c.c. Class:** K. Shimada & W. Beinert (246 Yamaha)

**Entrant**—Koichi Shimada of Japan

### 1971 THRUXTON 500 MILES

**General Classification:** P. Tait & D. Croxford (744 Triumph)

84.64 m.p.h.

**Entrant**—Triumph Engineering Co., Ltd.

**750 c.c. Class:** J. Barton & R. Heath (750 BSA)

**Entrant**—BSA LTD.

**500 c.c. Class:** C. Brown & N. Rollason (500 BSA)

**Entrant**—Mead & Tomkinson

**250 c.c. Class:** Not held  
**Formula 750 c.c. 200 Miles Winner:** R. Pickrell (750 c.c. BSA) 88.46 m.p.h.

**Entrant**—BSA Ltd.

### 1970 THRUXTON 500 MILES

**General Classification:** P. Williams & C. Sanby (750 Norton) 74.8 m.p.h.

**Entrant**—Norton Villiers Performance Shop Ltd.

**750 c.c. Class:** B. Steenson & P. Mahoney (750 BSA)

**Entrant**—Irish Racing Motor Cycles

**500 c.c. Class:** F. Whiteway & S. Woods (500 Suzuki)

**Entrant**—Eddie Crooks Motorcycles Ltd.

**250 c.c. Class:** D. Browning & C. Mortimer (250 Ducati)

**Entrant**—Vic Cramp Motorcycles, Ltd.

### 1969 THRUXTON 500 MILES

**General Classification:** P. H. Tait & M. Uphill (650 Triumph) 84.3 m.p.h.

**Entrant**—Triumph Engineering Co., Ltd.

**750 c.c. Class:** J. H. Cooper & S. Jolly (650 Triumph)

**Entrant**—Triumph Engineering Co., Ltd.

**500 c.c. Class:** R. Knight & M. Carney (490 Triumph)

**Entrant**—Hughes Motor Cycles

**250 c.c. Class:** F. Whiteways & S. Woods (247 Suzuki)

**Entrant**—Eddie Crooks Motorcycles, Ltd.

### 1968 BRANDS HATCH 500 MILES

**General Classification:** D. Nixon & P. Butler (490 Triumph) 75.52 m.p.h.

**Entrant**—Bover of Bromley Ltd.

**750 c.c. Class:** J. Strijbis & R. Harrington (649 Triumph)

**Entrant**—M. J. T. Whiting

**500 c.c. Class:** T. H. Robb & C. J. Vincent (494 Suzuki)

**Entrant**—Suzuki (G.B.) Ltd.

**250 c.c. Class:** G. A. Keith & B. A. Ball (249 Suzuki)

**Entrant**—L. Stevens, Ltd.

### 1967 BRANDS HATCH 500 MILES

**General Classification:** P. H. Tait & R. Gould (649 Triumph) 79.15 m.p.h.

**Entrant**—P. H. Tait

**750 c.c. Class:** J. Dunphy & R. Pickrell (649 Triumph) 78.86 m.p.h.

**Entrant**—Comerfords

**500 c.c. Class:** G. Penny & T. Dunnell (347 Honda) 72.10 m.p.h.

**Entrant**—Read Brothers (Cycles) Ltd.

**250 c.c. Class:** K. Cass & C. Vincent (247 Suzuki) 73.5 m.p.h.

**Entrant**—Tags Motor Cycles Depot



# 1966 BRANDS HATCH 500 MILES

**General Classification :** D. F. Degens & R. Butcher (649 Triumph) 79.1 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.  
**250 c.c. Class :** R. Everett & P. Inchley (Cotton) 75.25 m.p.h.  
**Entrant—**Cotton Motor Cycles, Ltd.  
**500 c.c. Class :** T. Phillips & D. L. Croxford (Velocette) 73.3 m.p.h.  
**Entrant—**Geoff Dodkin Motor Cycles  
**750 c.c. Class :** D. F. Degens & R. Butcher (649 Triumph) 79.1 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.

# 1965 CASTLE COMBE 500 MILES

**General Classification :** D. F. Degens & B. J. Lawton (649 Triumph) 79.16 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.  
**250 c.c. Class :** D. W. Minter & P. Inchley (Cotton) 75.29 m.p.h.  
**Entrant—**Cotton Motor Cycles, Ltd.  
**500 c.c. Class :** P. J. Dunphy & D. J. Dixon (Velocette) 66.79 m.p.h.  
**Entrant—**D. J. Dixon  
**Over 500 c.c. Class :** D. F. Degens & B. J. Lawton (649 Triumph) 79.16 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.

# 1964 THRUXTON 500 MILES

**General Classification :** B. P. Setchell & D. Woodman (647 Norton) 69.57 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.  
**250 c.c. Class :** P. J. Williams & T. Wood (AJS) 61.60 m.p.h.  
**Entrant—**Arter Bros., Ltd.  
**500 c.c. Class :** A. Harris & H. D. German (Velocette) 68.70 m.p.h.  
**Entrant—**L. Stevens, Ltd.  
**Over 500 c.c. Class :** B. P. Setchell & D. Woodman (647 Norton) 69.57 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.

# 1963 THRUXTON 500 MILES

**General Classification :** P. W. Read & P. Setchell (647 Norton) 68.7 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.  
**250 c.c. Class :** K. Martin & F. Gonzales (196 Bultaco) 64.6 m.p.h.  
**Entrant—**Bultaco Concessionaries, Ltd.  
**500 c.c. Class :** B. J. Davis & W. Scott (Triumph) 67.45 m.p.h.  
**Entrant—**Antar Motors Ltd.  
**Over 500 c.c. Class :** P. W. Read & B. P. Setchell (647 Norton) 68.7 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.

# 1962 THRUXTON 500 MILES

**General Classification :** P. W. Read & B. P. Setchell (647 Norton) 76.45 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.  
**250 c.c. Class :** D. W. Minter & W. A. Smith (Honda) 70.98 m.p.h.  
**Entrant—**Hondis, Ltd.  
**500 c.c. Class :** R. Ingram & F. Swift (Norton) 73.72 m.p.h.  
**Entrant—**Denis Parkinson, Ltd.  
**Over 500 c.c. Class :** P. W. Read & B. P. Setchell (647 Norton) 76.45 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.

# 1961 THRUXTON 500 MILES

**General Classification :** T. Godfrey & J. Holder (649 Triumph) 67.28 m.p.h.  
**Entrant—**Alec Bennett, Ltd.  
**250 c.c. Class :** W. A. Smith & J. Hartle (Honda) 63.40 m.p.h.  
**Entrant—**Bill Smith Motors, Ltd.  
**500 c.c. Class :** D. Greenfield & F. Swift (Norton) 67 m.p.h.  
**Entrant—**Denis Parkinson, Ltd.  
**Over 500 c.c. Class :** T. Godfrey & J. Holder (649 Triumph) 67.29 m.p.h.  
**Entrant—**Alec Bennett, Ltd.

# 1960 THRUXTON 500 MILES

**General Classification :** R. J. Langston & D. G. Chapman (646 AJS) 68.48 m.p.h.  
**Entrant—**G. Monty & Dudley-Ward Ltd.  
**250 c.c. Class :** R. Prowting & M. Munday (Royal Enfield) 61.26 m.p.h.  
**Entrant—**Lawton & Wilson, Ltd.  
**500 c.c. Class :** D. Greenfield & F. Swift (Norton) 65.72 m.p.h.  
**Entrant—**Denis Parkinson, Ltd.  
**Over 500 c.c. Class :** R. J. Langston & D. G. Chapman (646 AJS) 68.48 m.p.h.  
**Entrant—**G. Monty & Dudley-Ward Ltd.

# 1959 THRUXTON 500 MILES

**General Classification :** J. H. L. Lewis & B. J. Daniels (592 BMW) 66.88 m.p.h.  
**Entrant—**MLG Motorcycles, Ltd.  
**250 c.c. Class :** A. S. Pavey & P. W. Jordan (NSU) 58.11 m.p.h.  
**Entrant—**P. W. Jordan  
**350 c.c. Class :** F. J. Wallis & I. Watton (BSA) 59.04 m.p.h.  
**Entrant—**S. Hoff  
**1000 c.c. Multi-Cylinder Class :** J. H. L. Lewis & B. J. Daniels (592 BMW) 66.88 m.p.h.  
**Entrant—**MLG Motorcycles Ltd.  
**1000 c.c. Single-Cylinder Class :** D. T. Powell & L. Carr (499 BSA) 66.10 m.p.h.  
**Entrant—**Bob Foster

# 1958 THRUXTON 500 MILES

**General Classification :** S. M. B. Hailwood & D. F. Shorey (649 Triumph) 66 m.p.h.  
**Entrant—**Ecurie Sportive  
**350 c.c. Class :** T. Jeffery & L. Carr (BSA) 59.66 m.p.h.  
**Entrant—**T. Jeffery  
**1000 c.c. Multi-Cylinder Class :** S. M. B. Hailwood & D. F. Shorey (649 Triumph) (66 m.p.h.)  
**Entrant—**Ecurie Sportive  
**1000 c.c. Single-Cylinder Class :** B. F. Herbert & G. Turner (490 Norton) 60.10 m.p.h.  
**Entrant—**B. F. Herbert  
**1957 THRUXTON 9 HOURS**  
**General Classification :** F. Webber & R. A. Avery (348 BSA) 67 m.p.h.  
**Entrant—**F. Webber  
**350 c.c. Class :** F. Webber & R. A. Avery (348 BSA) 67 m.p.h.  
**Entrant—**F. Webber  
**500 c.c. Class :** J. Tickle & V. Graham (BSA) 62 m.p.h.  
**Entrant—**J. Tickle  
**750 c.c. Class :** G. J. Hughes & S. W. Stevens (649 Triumph) 66 m.p.h.  
**Entrant—**G. J. Hughes

# 1956 THRUXTON 9 HOURS

**General Classification :** K. W. James & I. I. Lloyd (348 BSA) 72.30 m.p.h.  
**Entrant—**Marsh & Fry, Ltd.  
**350 c.c. Class :** K. W. James & I. I. Lloyd (348 BSA) 72.30 m.p.h.  
**Entrant—**Marsh & Fry, Ltd.  
**500 c.c. Class :** B. D. Codd & A. R. Rutherford (BSA) 70.77 m.p.h.  
**Entrant—**Austin Munks  
**750 c.c. Class :** P. H. Tait & K. Bryen (649 Triumph) 68.01 m.p.h.  
**Entrant—**Bob Foster

# 1955 THRUXTON 9 HOURS

**General Classification :** W. E. Dow & E. B. Crooks (499 BSA) 67.71 m.p.h.  
**Entrant—**Eddie Dow  
**350 c.c. Class :** K. W. James & I. I. Lloyd (BSA) 67.40 m.p.h.  
**Entrant—**Marsh & Fry, Ltd.  
**500 c.c. Class :** W. E. Dow & E. B. Crooks (499 BSA) 67.71 m.p.h.  
**Entrant—**Eddie Dow  
**750 c.c. Class :** G. J. Hughes & S. W. Stevens (649 Triumph) 63.11 m.p.h.  
**Entrant—**G. J. Hughes

**A SAFETY FIRST!**

The famous Everoak GRAND PRIX helmet now with even better protection. The first helmet in the world to pass the technicalities of the eight impact Snell test of America, combined with the massive 150 ft. lb. impact of BS. 2495

**EVEROAK GRAND PRIX**

BS. 2495 & Snell Approved

Double anchorage on chin strap

Close fitting leather ear pieces

Double chin strap—inner strap of leather, outer of terylene with extra strong 'D' ring buckles

**RECOMMENDED RETAIL PRICE**

**£19-20**

BS. 2495, Snell Memorial Foundation, A.C.U. and CAMS approved. Police special model available complete with S. G. Brown transducer ear piece

**Everoak**

Manufactured exclusively by: EVERETT W. HEND & CO. LTD., EAST DULWICH RD., LONDON, S.E.22



**There are lots  
of superbikes.**

**But only one  
super bike.....**

**HONDA**





# 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

ALL SIDE NUMBERS BLACK ON YELLOW PLATES

## 1. JOHN PLAYER NORTON 830 c.c.

Entered by John Player Norton  
First Driver DAVE CROXFORD (32) *KEITH MARTIN*  
A racing motorcyclist of Ruislip  
Second Driver GEOFF BARRY (30)  
A physicist of Derby

## 2. JOHN PLAYER NORTON 830 c.c.

Entered by John Player Norton  
First Driver NORMAN WHITE (25)  
A motorcycle mechanic of Andover  
Second Driver CHARLES NIES *REX BUTCHER*  
A mechanic of Brussels, Belgium

## 3. KAWASAKI H2R 748 c.c.

Entered by Boyer Team, Kawasaki  
First Driver BARRY DITCHBURN (26)  
An engineer of Northfleet  
Second Driver KORK BALLINGTON (23)  
An engineer of Beeston

## 4. TRIUMPH TRIDENT 741 c.c.

Entered by Percy Tait  
First Driver PERCY TAIT (45)  
A racing motorcyclist of Warwick  
Second Driver BOB HEATH (24)  
An inspector of Birmingham

## 5. B.S.A. B50 499 c.c.

Entered by Mead and Tomkinson Ltd.  
First Driver NIGEL ROLLASON (26)  
A work study engineer of Solihull  
Second Driver BERNARD BERGER (25)  
A surveyor of Le Mans, France

## 6. LAVERDA 1000 1000 c.c.

Entered by Mead and Tomkinson Ltd.  
First Driver CLIVE BROWN (34)  
A company director of Luton  
Second Driver PHIL GURNER (21)  
A mechanic of Sheffield

## 7. EGLI KAWASAKI 900 21 901 c.c.

Entered by Georges Godier  
First Driver GEORGES GODIER (30)  
A mechanic of St. Julien, France  
Second Driver ALAIN GENOUD (26)  
A wine waiter of Geneva, Switzerland

## 8. DUCATI SUPER SPORT 748 c.c.

Entered by Ducati U.K.  
First Driver DOUGLAS LUNN (29)  
A sales manager of Luton  
Second Driver DOUGLAS CASH (33)  
A director of Elstree

## 9. HARLEY DAVIDSON XC750 750 c.c.

Entered by Pratts Vintage Motor Cycle Co.  
First Driver BRIAN HUSSEY (29)  
A building contractor of Welwyn Garden City  
Second Driver DAVID HUGHES (27)  
An electrical fitter of Folkestone

## 10. HONDA CB 750 748 c.c.

Entered by A. G. Briggs  
First Driver JOHN WILLIAMS (28)  
A racing motorcyclist of Wirral  
Second Driver CHARLIE WILLIAMS (24)  
A racing motorcyclist of Tarporley

## 11. KUHN NORTON COMMANDO 745 c.c.

Entered by Gus Kuhn Motors Ltd.  
First Driver DAVID POTTER (24)  
A racing motorcyclist of Orpington  
Second Driver GARY GREEN (29)  
An engineer of Coventry

## 12. KUHN NORTON COMMANDO 828 c.c.

Entered by Gus Kuhn Motors Ltd.  
First Driver PAT MAHONEY  
A company director of Crayford  
Second Driver JOHN COWIE (24)  
A finance officer of London, S.W.3

## 14. BMW R90S 898 c.c.

Entered by Gus Kuhn Motors Ltd.  
First Driver ADRIAN RIVETT (24)  
A mechanic of Norwood  
Second Driver RONALD MELLOR (30)  
A painter of Battersea

## 15. DRESDA FOUR 970 c.c.

Entered by Dresda Autos Ltd.  
First Driver DAVE DEGENS (35)  
A company director of Hounslow  
Second Driver ETIENNE GEERAERD (21)  
A student of Genval, Belgium

## 16. BMW R90S 898 c.c.

Entered by Karl Woide  
First Driver KARL WOIDE (37)  
A mechanic of Berlin, W. Germany  
Second Driver HORST GLUCK (34)  
A data technician of Berlin, W. Germany

## 17. YAMAHA TZ 750 694 c.c.

Entered by Koichi Shimada  
First Driver KOICHI SHIMADA (39)  
A mechanic of Hamburg, W. Germany  
Second Driver BERNWARD WIENKER (27)  
A military helicopter pilot of Hamburg, W. Germany

## 18. KAWASAKI 21 900 984 c.c.

Entered by Guy Bougard  
First Driver GUY BOUGARD (21)  
A mechanic of Brussels, Belgium  
Second Driver ROLAND MULLENDER (27)  
A merchant of Brussels, Belgium



**19. NORTON COMMANDO 745 c.c.**

Entered by Graham Bentman  
First Driver GRAHAM BENTMAN (32)  
A Clerk of Works of Twickenham  
Second Driver ROBIN KEATING (25)  
A research assistant of Thames Ditton

**20. HONDA CB 750 810 c.c.**

Entered by Freyters Racing  
First Driver TED LABLANS (42)  
A mechanic of Eden, Holland  
Second Driver RONALD VINGER HOED (31)  
A mechanic of Eden, Holland

**21. HONDA CB 500 498 c.c.**

Entered by Freyters Racing  
First Driver PIET HOGERVORST (43)  
A mechanic of Volkel, Holland  
Second Driver PIET LEYTEN (37)  
A mechanic of Waspik, Holland

**22. HONDA CB 750 736 c.c.**

Entered by Kenneth Stigefelt  
First Driver KENNETH STIGEFELT (26)  
A businessman of Andersdorp, Sweden  
Second Driver JONNY BENGTON (26)  
A works foreman of Landeryd, Sweden

**23. BMW R90S 898 c.c.**

Entered by Arne Rindar AB  
First Driver JAN-INGE PERSSON (28)  
A computer operator of Hagersten, Sweden  
Second Driver ROBERT LAVER (23)  
A journalist of Jarfalla, Sweden

**24. B.S.A. DAYTONA 741 c.c.**

Entered by Richard Haas  
First Driver RICHARD HAAS (26)  
An advertising agent of U.S.A.  
Second Driver BOB BISCARDINE (31)  
An engineer of Stanmore

**25. EGLI KAWASAKI ZI 903 c.c.**

Entered by Grant Gibson  
First Driver GRANT GIBSON (31)  
A salesman of Highgate  
Second Driver TERRY GROTEFELD (37)  
A transport contractor of London, N.W.7

**26. NORTON COMMANDO 745 c.c.**

Entered by Park Road Motorcycles  
First Driver CLIVE WALL (29)  
A mechanic of Hayes  
Second Driver DAVID ENDEAN (27)  
A printer of Southampton

**27. DUCATI SUPER SPORT 746 c.c.**

Entered by Sports Motorcycles, Manchester  
First Driver ROGER NICHOLLS (29)  
An electrician of Newport, Gwent  
Second Driver ALASTAIR COPLAND (36)  
A fitter of Coventry

**28. NORTON COMMANDO 826 c.c.**

Entered by Richard Negus  
First Driver PETER DAVIES (31)  
A manager of Birmingham  
Second Driver MARTIN RUSSELL (28)  
A welding engineer of Birmingham

**29. BENNETT'S HONDA CB750 736 c.c.**

Entered by Bennetts (Barnsley) Ltd.  
First Driver COLIN PORTER (24)  
A joiner of Barnsley  
Second Driver BOB BROWN (23)  
A coal merchant of Barnsley

**30. TRIUMPH TRIDENT 741 c.c.**

Entered by C.J. Racing  
First Driver ROGER CORBETT (32)  
A haulage contractor of Bishop's Cleeve  
Second Driver TONY SMITH (26)  
A farmer of Brize Norton

**31. SEELEY MK3 745 c.c.**

Entered by J. D. Stewart  
First Driver COLIN BRODDICK (26)  
A civil engineer of W. Molesey  
Second Driver DAVID CARTWRIGHT (23)  
An electrician of Ipswich

**32. HONDA CB750 749 c.c.**

Entered by Ongar Motor Cycles  
First Driver HUGH EVANS (28)  
A company director of Biggin Hill  
Second Driver RAY KNIGHT (42)  
A journalist of Orpington

**33. TRIUMPH TRIDENT 741 c.c.**

Entered by A. Bennett and Son  
First Driver MARTIN SHARPE (28)  
An assembler of Brackley  
Second Driver HOWARD ROBINSON (29)  
A welder of Northampton

**34. MAXTON YAMAHA TZ 350 348 c.c.**

Entered by Peter Crew  
First Driver PETER CREW (25)  
An aircraft electrician of Camberley  
Second Driver STEWART BALDWIN (26)  
A research engineer of Bracknell

**35. BREW SUZUKI T500 499 c.c.**

Entered by Grand Prix Motorcycles  
First Driver DANNY SHIMMIN (27)  
A coal merchant of Douglas, I.O.M.  
Second Driver ALLAN JACKSON (26)  
A plumber of New Longton

**36. DRESDA HONDA 810 c.c.**

Entered by E.M. Motorcycles  
First Driver ARTHUR MALONEY (32)  
A motor fitter of London, N.W.2  
Second Driver EDWARD MONAHAN (32)  
A motorcycle trader of Bushey

**37. DRESDA HONDA CB 750 749 c.c.**

Entered by Dennis McHarris Motorcycles  
First Driver DENNIS McMILLAN (30)  
An interior decorator of Merton Park  
Second Driver HARTLEY KERNER (28)  
An engineer of London, S.W.6



38. **HONDA CB750 736 c.c.**  
 Entered by Peter Darvill  
 First Driver PETER DARVILL (39)  
 Street lighting contractor of Aylesbury  
 Second Driver STEVE ELDRIDGE (27)  
 A branch manager of Bacup
39. **MURINI 3½ SPORT 448 c.c.**  
 Entered by Devimead Ltd.  
 First Driver DAVID MASON (25)  
 A builder of Tamworth  
 Second Driver MALCOLM LUCAS (28)  
 A motorcycle mechanic of Tamworth
40. **YAMAHA TZ 350 347 c.c.**  
 Entered by Group Captain S. P. Coulson  
 First Driver ROGER KEEN (31)  
 A company director of High Wycombe  
 Second Driver GRAHAM DIXON (28)  
 An insurance inspector of Crowborough
41. **EGLI LAVERDA 748 c.c.**  
 Entered by BR-AM Racing Team  
 First Driver PETER BATES (28)  
 A motorcycle mechanic of Codshall  
 Second Driver LYLE GOVAN (22)  
 A motorcycle mechanic of Harrogate
42. **YAMAHA TZ350 347 c.c.**  
 Entered by Revetts Ltd.  
 First Driver CHRIS REVETT (22)  
 A motorcycle salesman of Ipswich  
 Second Driver STEPHEN PARRISH (21)  
 An agricultural engineer of Royston
43. **STAFFORD B.S.A. ROCKET 3 741 c.c.**  
 Entered by Bill Fulton  
 First Driver BILL FULTON (42)  
 A coal merchant of Liverpool  
 Second Driver TONY CARLTON (33)  
 A haulage contractor of Liverpool
44. **YAMAHA RD350 347 c.c.**  
 Entered by R. U. Holloway and Son  
 First Driver RICHARD STEVENS (27)  
 A motorcycle engineer of Trowbridge  
 Second Driver PETER CASEY (28)  
 A turner of Malmesbury
45. **TRIUMPH TRIDENT 741 c.c.**  
 Entered by H. Bennett and Son  
 First Driver ERNIE PITT (33)  
 A production engineer of Cwmbran  
 Second Driver DARRYL PENDLEBURY (31)  
 A motorcycle tester of Coventry
46. **SPONDON YAMAHA TZ 350 347 c.c.**  
 Entered by Team Castrol  
 First Driver GRAEME CORBETT (28)  
 A sales supervisor of Luton  
 Second Driver MARTIN READ (26)  
 A fitter of Luton
47. **RICKMAN RGM HONDA CR 736 c.c.**  
 Entered by H. A. Robertson  
 First Driver HUGH ROBERTSON (27)  
 A project engineer of Knebworth  
 Second Driver JOHN JUDGE (35)  
 A company director of Luton

48. **HONDA CB 750 736 c.c.**  
 Entered by Honda Service Centre No. 1 Brussels  
 First Driver MIKE TRIMBY (25)  
 A marketing manager of Luton  
 Second Driver THIERRY VAN DER VEKEN (28)  
 A company director of Brussels, Belgium
49. **TRIUMPH T100T 496 c.c.**  
 Entered by Ronald S. May  
 First Driver ALAN ROGERS (30)  
 A supervisor of Enfield  
 Second Driver TONY RODGER (26)  
 A development fitter of Bagshot
50. **NORTON HWK 745 c.c.**  
 Entered by Antelope Motorcycle Club  
 First Driver JAMES OLIVER (43)  
 A planning engineer of Coventry  
 Second Driver ANTHONY HEAD (21)  
 A telephone engineer of Coventry
51. **SUZUKI TR500 492 c.c.**  
 Entered by Arion International Ltd.  
 First Driver DAVID HABEL (31)  
 A machine setter of Crowthorne  
 Second Driver IAN RATCLIFFE (30)  
 A works controller of Banstead

## RESERVES

52. **TRIUMPH T120R 648 c.c.**  
 Entered by L. F. Rugg  
 First Driver TONY OSBORNE (24)  
 A motorcycle fitter of Woodford  
 Second Driver ANDREW GOLDSMITH (23)  
 A playboy of London Colney
53. **BENELLI 2C 348 c.c.**  
 Entered by Agrati Sales (UK) Ltd.  
 First Driver CLIVE HORTON (24)  
 A foundry supervisor of Derby.  
 Second Driver LINDSEY PORTER (24)  
 A car salesman of Spalding
54. **YAMAHA TZ 350 347 c.c.**  
 Entered by Nettleton Motorcycles  
 First Driver JOHN KIDSON (40)  
 A company secretary of Stroud  
 Second Driver JIM CURRY (35)  
 A garage proprietor of Cheltenham

## REFUELLING SERVICE

The provision of an efficient and safe refuelling service for machines is an essential requirement of any long distance race. Earlier this year there was in fact some doubt about the future of the race unless a supplier could be found.

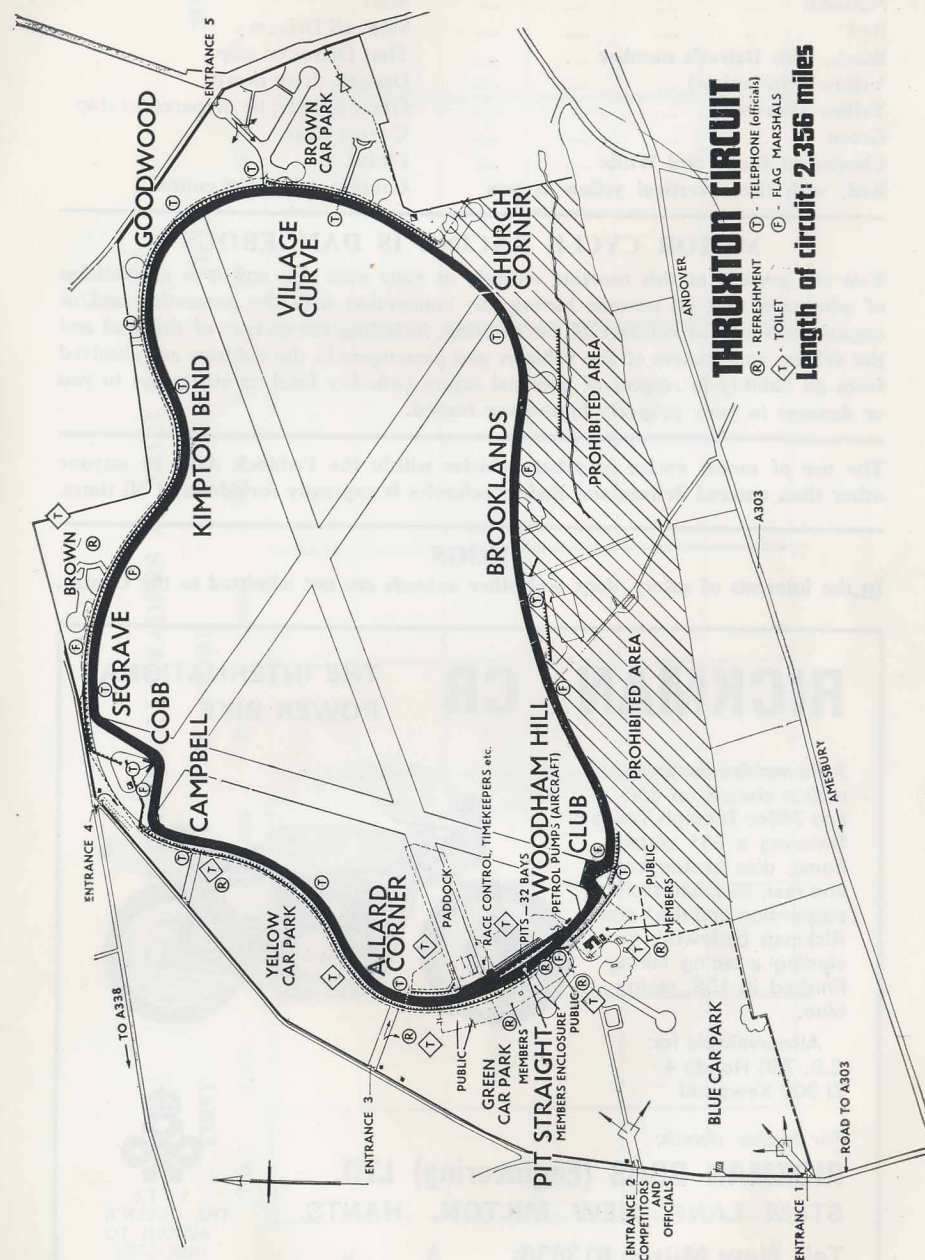
The organisers wish to express their great appreciation to GULF OIL (BRITAIN) LTD., together with their Agents, SOUTHDOWN OIL SUPPLIES LTD., 64 GREENHAM ROAD, NEWBURY, BERKSHIRE, who have combined to provide today's service entirely free of charge.



# 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       | 87.62  | .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  |





# Flag Signals

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

## MOTOR CYCLE RACING IS DANGEROUS

You are present at this meeting entirely at your own risk and 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 in the vehicles are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

The use of motor cycles or other vehicles within the Paddock Area by anyone other than entered drivers and their mechanics is expressly forbidden at all times.

## DOGS

In the interests of safety, dogs and other animals are not admitted to the Course.

## RICKMAN CR THE INTERNATIONAL POWER BIKE

A Powerbike competition replica chassis for 650 and 750cc Triumph Twins featuring a 531 plated frame, disc brakes front and rear, Rickman racing suspension and the latest Rickman bodywork including a racing fairing finished in U.S. racing blue.

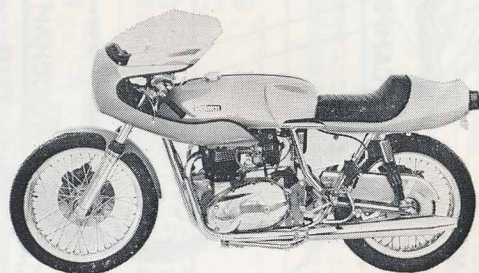
Also available for:  
C.B. 750 Honda 4  
Z1 900 Kawasaki

For further details:

**RICKMAN BROS (Engineering) LTD.**

STEM LANE, NEW MILTON, HANTS.

Tel: New Milton 613838



## THE OVERALL LEADERS AT EACH HOUR

| Time   | FIRST |      | SECOND |      | THIRD |      | FOURTH |      | FIFTH |      | SIXTH |      |
|--------|-------|------|--------|------|-------|------|--------|------|-------|------|-------|------|
|        | No.   | Laps | No.    | Laps | No.   | Laps | No.    | Laps | No.   | Laps | No.   | Laps |
| 1.30   | 5     | 38   | 11     | 38   | 4     | 37   | 7      | 37   | 1     | 37   | 12    | 37   |
| 2 p.m. | 3     | 56   | 2      | 56   | 11    | 73   | 4      | 72   | 1     | 72   | 12    | 72   |
| 3 p.m. | 3     | 74   | 11     | 74   | 12    | 89   | 4      | 85   | 2     | 85   | 12    | 85   |
| 4 p.m. | 3     | 94   | 11     | 91   | 7     | 106  | 33     | 85   | 4     | 85   | 12    | 85   |
| 5 p.m. | 3     | 100  | 11     | 109  | 4     |      |        |      |       |      |       |      |
| 6 p.m. |       |      |        |      |       |      |        |      |       |      |       |      |
| Finish |       |      |        |      |       |      |        |      |       |      |       |      |



# Bike British. You've arrived.

Remember what it felt like when you bought your first bike? It felt good. It felt like you'd arrived and everybody knew it.

Well that's what it feels like to own a Big British Bike.

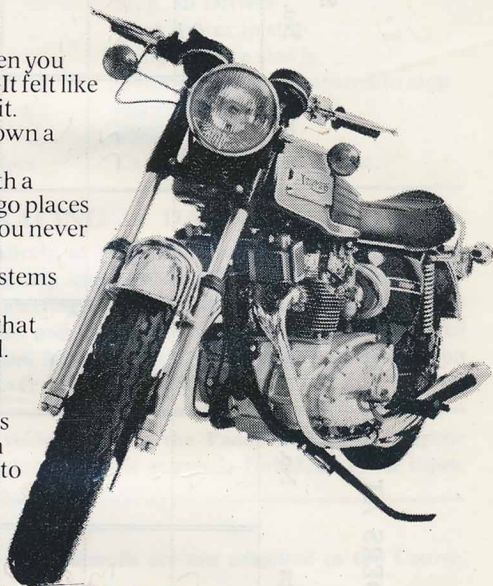
Suddenly, you find yourself with a reputation to keep up. You start to go places you didn't go before. Meet people you never knew before.

It's the kind of reputation that stems from the bikes themselves.

Nortons and Triumphs. Bikes that handle like nothing else on the road. Race-bred bikes that get you where you want to go. Fast. Safe.

If you think you can handle this kind of reputation, see your Norton Triumph dealer and talk yourself into a Big British Bike.

Do it now. And you'll know you've arrived.



## BIKE BRITISH BONANZA

### Over £3,000 worth of prizes to be won...

Order a Triumph or a Norton before 31st December 1974 and you could win another one free!

That's the offer we're making you if you order your bike before the end of October, November, or December, as we're giving away one bike every month.

When you order, you'll get a competition entry form – **the chance to win another Norton or Triumph of your own choice absolutely free.**

And even if you don't win, you'll still receive tickets for 1975 Transatlantic Match Races when you take delivery of your Triumph or Norton. So you can't lose.



Norton Triumph Europe  
Limited, Andover, Hants.