

SOUTHAMPTON & DISTRICT M.C.C.

1976 ENDURANCE GRAND PRIX
FINAL ROUND E.I.M. ENDURANCE
CHAMPIONSHIPS



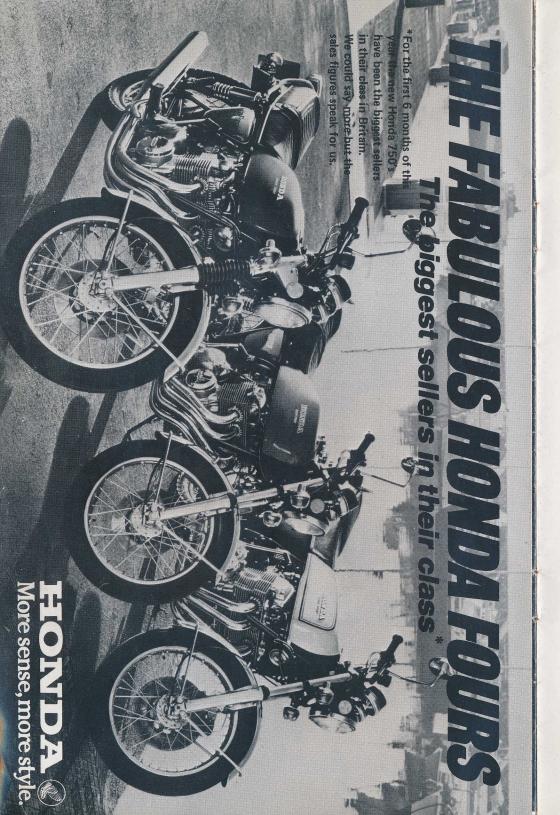
## HONDA (CONTIDA) ALL DAY FESTIVAL

HONDA EXPO 76

22nd INTERNATIONAL GRAND PRIX D'ENDURANCE

THRUXTON Sunday, 26th September, 1976

Official Programme 30p.



## **THRUXTON**

Nr. ANDOVER, HAMPSHIRE

A-CU Permit No. 1068. 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. F.I.M. Inscription 1MN 2/104.

Southampton & Distsict M.C.C.

> **POWERBIKE INTERNATIONAL '76**

22nd International GRAND PRIX D'ENDURANCE Sunday, 26th September, 1976

> Organised by SOUTHAMPTON & DISTRICT M.C.C.

## **OFFICIALS**

Stewards: V. Cooper, Esq. (Appointed by the A-CU)

A. E. Bellenger, Esq. (Appointed by E. Thorne, Esq. D. J. Dunford, Esq.

Southampton & District M.C.C.)

Clerk of Course: N. E. Goss

Secretary of the Meeting W. Mills. 55 High View Way, Midanbury, Southampton

Deputy Clerk of the Course: W. G. Paskins

Chief Timekeeper: R. Allcock

Chief Scrutineer and Measurer: L. Harfield

Chief Pit Marshal: D. C. Pragnell

Chief Recorder: J. Stanfield

Chief Course Marshal: I Thomson

Starter: F. Page

Race Control Officer: F. Snell

**Press Relations Officers:** C. Harris & D. Dunford

Travelling Marshals: P. Bugden & J. Graham

Incident Officer: P. Bugden

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

#### TO-DAY'S RACE

by Neville Goss, Clerk of the Course at Thruxton since 1950

Endurance racing, as it's name implies, has always been the supreme test of riding skill and machine reliability, to-day will be no exception.

Ever since this type of competition was first introduced to this country, in 1955, by the Southampton Club at Thruxton, it has been a participation event. Participation not only by the intrepid riders who handle the machines involved but participation by the teams of mechanics and race managers who by swift and skilful manipulation of tools and equipment save valuable seconds in the pits, seconds which can be vital when the concluding race climax arrives. Participation too by the public at large who watch, become absorbed and obsessed in the struggle of the race teams for success, invariably associating themselves at the time with their own favourite make of machine engaged in the race.

For the motor cycle manufacturing industry and the retail distribution trade a measure of total involvement is provided in Endurance Racing which is never encountered in any other branch of motor cycle sport. To be successful they must produce and prepare a machine which is not only faster but which is completely reliable and needs the minimum of routine adjustments. More miles per gallon means less stops for refuelling and a saving in vital race time.

In short a successful endurance machine must possess all the features most desired by to-day's riding enthusiasts. That is why the industry regards successes in these races as vital publicity for future sales.

In past years Thruxton has been dominated by the pick of machines from the once strong British manufacturing industry. B.S.A., Norton and finally Triumph, all enjoyed a run of success which subsequently made them fashion leaders with the motor cycling public.

But times have changed. The bulk of the world's motor cycling industry is now centred in Japan with European manufacturers filling a lesser role with products of very high quality, even so their attitude towards Endurance Racing has not changed.

In 1975 it was Kawasaki which dominated the whole of the Endurance series, crowning it with a final success at Thruxton.

1976 has brought a new challenge, this time from Honda, with superbly prepared machines, brilliant riders and an efficient supporting organisation they have established complete mastery in each of the European races held to date.

To-day they come to Thruxton bent on setting a final seal of success on their season's endeavours. Equally determined to share in the spoils are machines prepared by Kawasaki, Yamaha, Suzuki, Ducati and Moto Guzzi, and by early evening to-day the result of this race-track clash of major manufacture interests will be finally resolved in full view by the spectating public.

To-day's race is indeed a challenge by Honda to the rest of the world and in providing the setting for this challenge the Southampton Club as race organisers are much indebted to Honda (UK) Ltd. for the generous financial support and professional expertise which they have provided for the event in order to make it successful and a memorable and fitting finale to the 1976 F.I.M. Endurance Championship series.

## **AWARDS**

The Entrant of the winning machine will receive the Southampton & District M.C.C. Premier Trophy to be held for one year, a replica of the Trophy and £250. In addition the following cash awards will be given:—

2nd	 £125	7th	 £40
3rd	£100	8th	 £30
4th	£80	9th	 £25
5th	£60	10th	£20
6th	 £50		

#### THE GEORGE COLLIS TROPHY

The "GEORGE COLLIS TROPHY" and £25 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.

## **INCENTIVE BONUSES**

In addition to the cash awards to the first 10 finishers in the race the following bonuses will be offered at various stages during the race. The organisers gratefully acknowledge the generosity and encouragement of those organisations who have contributed towards both the prize money and the under-mentioned bonuses, which will be distributed as follows:—

Honda (UK) Ltd. £1,020 lap leaders awards to be awarded to the Entrants of the machines placed 1st, 2nd and 3rd on each of the 170 laps in the race as follows: — 1st on each lap £3; 2nd on each lap £2; 3rd on each lap £1.

Revetts of Ipswich £100 Under 500c.c. awards to be awarded as follows: - £20 to the Entrant of the leading machine of under 500c.c. capacity at 2 p.m., 3 p.m., 4 p.m., 5 p.m. and 6 p.m.

A. Bennett and Sons, Atherstone, £25 to be awarded to the highest placed machine of British manufacture at the finish.

NGK Spark Plugs £25 to be awarded to the highest placed machine at the finish which has used NGK Spark Plugs.

Sports Motor Cycles, Manchester, £25 to be awarded to the highest placed Ducati machine at the finish.

4

## PREVIOUS WINNERS

1975 THRUXTON POWERBIKE INTERNATIONAL

1. A. Vial & J. Luc (1000 Kawasaki) 87.47 m.p.h. Entrant—Godier-Genoud

2. J. C. Chemarin & H. Rigal (748 Honda) 87.05 m.p.h. Entrant—Honda France

3. G. Godier & A. Genoud (1000 Kawasaki) 86.74 m.p.h. Entrant—Godier - Genoud

## 1974 THRUXTON POWERBIKE INTERNATIONAL

 B. Ditchburn/K. Ballington (748 Kawasaki) 86.44 m.p.h. Entrant—Boyer Team Kawasaki

2. D. Potter/G. Green (741 Triumph) 85.27 m.p.h. Entrant—Gus Kuhn Motors Ltd.

3. P. Tait/B. Heath (741 Triumph) 85 m.p.h.

Entrant-P. Tait

1973 THRUXTON 500 MILES

General Classification: R. Butcher & N. White (745 Norton) 82.57 m.p.h. Entrant—John Player Norton 750c.c. Class: T. Dickie & C. Wall (745 Norton) Entrant—R. H. Smith Motorcycles

Ltd.

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

Entrant—Dennis MacHarris
Motorcycles

Motorcycles

250c.c. Class: M. Chatterton & C. Mehew (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.
750c.c. Class: R. Butcher & J. Harvey (745 Norton)

Entrant—Norton Villiers Ltd. 500c.c. Class: C. Brown & P. Gurner (500 BSA)

Entrant—Mead & Tomkinson Ltd. 250c.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)

Entrant—Triumph Engineering Co.

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

Entrant—BSA Ltd.

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

Entrant—Mead & Tomkinson 250c.c. Class: Not held

Formula 750c.c. 200 Miles Winner: R. Pickrell (750c.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. 750c.c. Class: B. Steenson & P. Mahoney (750 BSA)

Entrant—Irish Racing Motor Cycles 500c.c. Class: F. Whiteway & S. Woods (500 Suzuki)

Entrant—Eddie Crooks Motorcycles

250c.c. Class: D. Browning & C. Mortimer (250 Ducati)
Entrant—Vic Cramp Motorcycles,

1969 THRUXTON 500 MILES
General Classification: P. H. Tait &
M. Uphill (650 Triumph) 84.3 m.p.h.
Entrant—Triumph Engineering Co.,

750c.c. Class: J. H. Cooper & S. Jolly (6.50 Triumph)

Entrant—Triumph Engineering Co.,

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

Entrant—Hughes Motor Cycles 250c.c. Class: F. Whiteways & S. Woods (247 Suzuki)

Entrant—Eddie Crooks Motorcycles,

1968 BRANDS HATCH 500 MILES
General Classification: D. Nixon & P.
Butler (490 Triumph) 75.52 m.p.h.
Entrant—Bover of Bromley Ltd.

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

Entrant—M. J. T. Whiting 500c.c. Class: T. H. Robb & C. J. Vincent (494 Suzuki)

Entrant—Suzuki (G.B.) Ltd. 250c.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

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

500c.c. Class: G. Penny & T. Dunnell (347 Honda) 72.10 m.p.h. Entrant—Read Brothers (Cycles) Ltd.

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

250c.c. Class: R. Everett & P. Inchley
(Cotton) 75.25 m.p.h.

Entrant—Cotton Motor Cycles Ltd.

500c.c. Class: T. Phillips & D. L.
Croxford (Velocette) 73.3 m.p.h.

Entrant—Geoff Dodkin Motor Cycles

750c.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.

250c.c. Class: D. W. Minter & P.
Inchley (Cotton) 75.29 m.p.h.

Entrant—Cotton Motor Cycles, Ltd.

500c.c. Class: P. J. Dunphy & D. J.
Dixon (Velocette) 66.79 m.p.h.

Entrant—D. J. Dixon

Over 500c.c. Class: D. F. Degens &
B. J. Lawton (649 Triumph)

79.16 m.p.h. Entrant—Lawton & Wilson, Ltd.

1964 THRUXTON 500 MIES

General Classification: B. P. Setchell & D. Woodman (647 Norton)

69.57 m.p.h.
Entrant—Lawton & Wilson Ltd.
250c.c. Class: P. J. Williams & T.
Wood (AJS) 61.60 m.p.h.
Entrant—Arter Bros. Ltd.

Entrant—Arter Bros. Ltd.
500c.c. Class: A. Harris & H. D.
German (Velocette) 68.70 m.p.h.
Entrant—L. Stevens, Ltd.

Over 500c.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 & B. Setchell (647 Norton) 68.7 m.p.h. Entrant—Lawton & Wilson, Ltd. 250c.c. Class: K. Martin & F. Gonzales (196 Bultaco) 64.6 m.p.h. Entrant—Bultaco Concessionaries,

500c.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. 250c.c Class: D. W. Minter & W. A. Smith (Honda) 70.98 m.p.h. Entrant—Hondis, Ltd. 500c.c. Class: R. Ingram & F. Swift (Norton) 73.72 m.p.h. Entrant—Denis Parkinson, Ltd. Over 500c.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.
250c.c. Class: W. A. Smith & J. Hartle
(Honda) 63.40 m.p.h.
Entrant—Bill Smith Motors, Ltd.
500c.c. Class: D. Greenfield & F.
Swift (Norton) 67 m.p.h.
Entrant—Denis Parkinson, Ltd.

Over 500c.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. Langton & D. G. Chapman (646 AJS)
68.48 m.p.h.

Entrant—G. Monty &

& Dudley-Ward Ltd.

250c.c. Class: R. Prowting & M.
Munday (Royal Enfield) 61.26 m.p.h.
Entrant—Lawton & Wilson, Ltd.

500c.c. Class: D. Greenfield & F.
Swift (Norton) 65.72m.p.h.
Entrant—Denis Parkinson, Ltd.

Over 500c.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. 250c.c. Class: A. S. Pavey & P. W. Jordan (NSU) 58.11 m.p.h. Entrant-P. W. Jordan

350c.c. Class: F. J. Wallis & I. Watton 59.04 m.p.h. (BSA)

Entrant-S. Hoff 1000c.c. Multi-Cylinder Class: J. H. L. Lewis & B. J. Daniels (592 BMW) 66.88 m.p.h. Entrant-MLG Motorcycles Ltd. 1000c.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
350c.c. Class: T. Jeffery & L. Carr 59.66 m.p.h. (BSA)

Entrant—T. Jeffery 1000c.c. Multi-Cylinder Class: S. M. B. Hailwood & D. F. Shorey (649 Triumph) (66 m.p.h.)

Entrant—Ecurie Sportive 1000c.c. Single-Cylinder Class: B. F. Herbert & G. Turner 60.10 m.p.h. (490 Norton)

Entrant-B. F. Herbert

1957 THRUXTON 9 HOURS

General Classification: F. Webber & R. A. Avery (348 BSA) Entrant—F. Webber 67 m.p.h.

350c.c. Class: F. Webber & R. A. Avery (348 BSA) 67 m.p.h. Entrant—F. Webber

500c.c. Class: J. Tickle & V. Graham (BSA) 62 m.p.h. Entrant-J. Tickle

750c.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 & 72.30 m.p.h. I. I. Lloyd (348 BSA) Entrant-Marsh & Fry, Ltd. 350c.c. Class: K. W. James & I. I. Lloyd (348 BSA) 72.30 m.p.h.

Entrant-Marsh & Fry, Ltd. 500c.c. Class: B. D. Codd & A. R. Rutherford (BSA) 70.77 m.p.h.

Entrant-Austin Munks 750c.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

350c.c. Class: K. W. James & I. I. Lloyd (BSA) 67.40 m.p.h. Entrant-Marsh & Fry, Ltd.

500c.c. Class: W. E. Dow & E. B. Crooks (499 BSA) 67.71 m.p.h. Entrant-Eddie Dow

750c.c. Class: G. J. Hughes & S. W. Stevens (649 Triumph) 63.11 m.p.h. ENTRIES

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

ALL FRONT NUMBERS MATT BLACK ON MATT WHITE PLATES

ALL SIDE NUMBERS MATT BLACK ON MATT YELLOW PLATES

1. HONDA RCB750 941cc

Entered by A. G. Briggs STAN WOODS (32) First Driver

An Auto Electrician of Elton Second Driver CHARLIE WILLIAMS (26)

A motor mechanic of Alvaney

2. HONDA RCB750 941cc

Honda France S.A. Entered by **HUBERT RIGAL (28)** First Driver

A racing motorcyclist of Monte Carlo

Second Driver RENE GUILI (28)

A racing motorcyclist of Douvaine, France

3. HONDA RCB750 941cc

Honda France S.A. Entered by

CHRISTIAN LEON (28) First Driver

A racing motorcyclist of Versailles, France Second Driver JEAN CLAUDE CHEMAKIN (24)

A restauranteur of Meudon, France

4. HONDA RCB750 941cc

Honda France S.A. Entered by

ROGER RUIZ (30) First Driver

A mechanic of Leraincy, France

Second Driver CHRISTIAN HUGUET (30)

A racing motorcyclist of Champs par Follembray, France

5. HONDA CB750 860cc

Entered by Jack Motors, France

First Driver PIERRE BLOSSER (32)

A mechanic of Aulnay, France Second Driver GERRARD ROLLAND (27)

A representative of Cahors, France

6. HONDA CB750 812cc

Entered by Keith Manning Motorcycles DOUGLAS RANDALL (30) First Driver

A foreman of Reading Second Driver JOHN LAVENDER (27)

An estate agent of Newbury

7. EGLI HONDA CR900 888cc

Renngemeinschaft Motorrad Meyer SCHERER HURST Entered by

First Driver

Of Aachen, W. Germany Second Driver NEUFERT GUNTER Of Aachen, W. Germany

8. EGLI HONDA 901cc

Entered by Ecurie Freyters

HARRY VAN DEN HOUT (27) First Driver A representative of Uden, Holland

Second Driver FREDO DE BRAY

A salesman of Antwerp, Belgium

9. HONDA CB750 736cc

Darvill Constructions Ltd. Entered by STEVE ELDRIDGE (29) First Driver

An electrical contractor of Chinnor

Second Driver ALASTAIR COPLAND (38) A motor cycle tester of Coventry

10. PIPER-DHOLDM 900cc

RAYMOND ANTONSEN (27) First Driver A textile worker of Renoux, France

Second Driver ROBERT PRIOR (28) A teacher of Boreham Wood

11. HONDA CB750 812cc

Entered by Pat Hawkins

BERNIE TOLEMAN (29) First Driver A computer engineer of London

Second Driver PETE GIBSON (36) An engineer of Romford

12. HONDA CB750 748cc

Entered by Henstucks of Mansfield BILLY HILL (30) First Driver A newsagent of Louth Second Driver MALC WHEELER (28) A representative of Louth

14. HONDA CB750 812cc

Mocheck Ltd. Entered by HUGH EVANS (29) First Driver An engineer of Biggin Hill

Second Driver DENIS CASEMENT (30) An engineer of Maidenhead

15. YOSHIMURA HONDA 812 812cc

Dixon Racing Ltd. Entered by MARTY LUNDE (32) First Driver A technician of Guildford Second Driver BILL SMITH (42) A director of Chester

16. BENNETT HONDA CB750 750cc

Entered by Bennetts (Barnsley) Ltd. First Driver COL PORTER (26) A joiner of Barnsley Second Driver IAN MARTIN (29) A motor fitter of Caistor

17. HADLEIGH HONDA CR900 888cc

Entered by Hadleigh Custom JULIAN SUPER (27) First Driver

A motor cycle manager of Westcliff

Second Driver DAVID BEXLEY (32)

A shop proprietor of Leigh-on-Sea

18. PIPER SMART HONDA 998cc

Paul Smart Entered by First Driver PAUL SMART (33)

A director of West Kingsdown Second Driver DAVE CAMIER (23)

A mechanic of Bethersden

19. HONDA CB400 430cc

Entered by Paul Smart MICHAEL THORPE First Driver Of Maidstone Second Driver PHILLIP REEVES Of Brenchley

20. KAWASAKI 21 900cc

Ecurie Casse Grain Entered by JEAN-BERNARD PEYRE (24) First Driver A mechanic of Jouy en Josas, France

Second Driver MAURICE MAINGRET (27) A representative of Pont De Vaux, France

21. KAWASAKI Z2 892cc

Entered by Piet Hoger Vorst First Driver PIET HOGER VORST (45) Of Volkel, Holland

Second Driver HERMAN LOOMAM (26)

Of Aidam, Holland

22. KOSTA KAWASAKI 21 987cc

RAINER GAUMANN (29) First Driver

A mechanical engineer of Frankfurt, W. Germany

Second Driver HARALD GASSE (22)

A student of Frankfurt, W. Germany

23. SEGUNI KAWASAKI 1000 998cc

Segoni Corse Entered by ANDREA SORCI (26) First Driver

A collator of Florence, Italy

Second Driver GINO MANDRO (30) A mechanic of Venice, Italy

24. KAWASAKI 1000 998cc

J. M. Perez De Vega Entered by

JOSE MANUEL PEREZ DE VEGA (28) First Driver

A businessman of Barcelona

Second Driver ENRIQUE LOPEZ DE VEGA (25) A student of Barcelona

25. CROOKS SUZUKI T500 492cc

**Eddie Crooks** Entered by

First Driver TOM LOUGHRIDGE (37)

A motor cycle dealer of Wirral Second Driver LESLIE TROTTER (29)

A fitter of Barrow-in-Furness

26. RICKMAN KAWASAKI Z1CR 998cc

ANDY GOLDSMITH (24) First Driver A racing motorcyclist of St. Albans

Second Driver PETER HITCHCOX (30)

A motor trader of Wealdstone

27. DUCATI 900SS 860cc

Entered by Sports Motor Cycles Ltd. STEVE WYNNE (30) First Driver

A company director of Cheadle Second Driver MICHAEL HUNT (29)

An electrician of Leicester

28. DUCATI 900SS 860cc

J. R. Witt-Mann Entered by

JOHN WITT-MANN (28) First Driver

An engineer of Luton

Second Driver DOUG CASH (35)

A transport contractor of Elstree

29. DUCATI A60 SPORTS 860cc

Entered by Mick Taylor

MICK TAYLOR (34) First Driver

A mechanic of York

Second Driver JOHN KIRBY (34)

A farmworker of Alford

30. DUCATI 900SS 860cc

J. M. Mallol Guerra Entered by

JOSE MARIA MALLOL GUERRA (24) First Driver A businessman of Barcelona, Spain

Second Driver ALEJANDRO TEJEDO ZABACO (25) An economist of Barcelona, Spain

31. DUCATI 900SS 860cc

Entered by Scuderia N.C.R. Ducati STEVE MANSHIP First Driver Second Driver ROGER NICHOLS

32. DUCATI 900SS 860cc

Entered by Scuderia N.C.R. Ducati First Driver VIRGINO FERRARI Of Bologna, Italy Second Driver BENJAMIN GRAU Of Barcelona, Spain

33. DUCATI 900SS 860cc

Entered by Scuderia N.C.R. Ducati CHRISTIAN BOURGEOIS First Driver Of France Second Driver PHILLIPPE BOUZANNE Of France

34. JAPAUTO 1000 VX 969cc

Entered by Japauto S.A. GARY GREEN (32) First Driver

A sheetmetal worker of Coventry Second Driver BERNARD SAILLER (27)

Of Le Raincy, France

35. NORTON THRUXTON COMMANDO 830cc

Thruxton Motorcycles Entered by First Driver TONY HOLLAND (30) A Business Partner of Andover

36. TRIUMPH T150 750cc

Entered by A. Bennett and Sons First Driver ALAN HERLBERG Of Rotherham Second Driver ROGER CORBETT (34)

A haulage contractor of Bishops Cleave

37. SUZUKI GT 500A 492cc

Entered by Fred Broadbent FRED BROADBENT (27) First Driver A shop manager of Wallsend Second Driver BILL ROBERTSON (31)

A motor engineer of Alnwick

38. STAFFORD BSA R3 733cc

Entered by Bill Fulton BILL FULTON (44) First Driver

A coal merchant of Liverpool Second Driver TONY CARLTON (34)

A haulage contractor of Liverpool

39. BMW R90S 980cc

Entered by Gus Kuhn BMW Centre First Driver MARTIN SHARPE (29)

A racing motorcyclist of Brackley

Second Driver JOHN COWIIE (25) A finance officer of Chelsea 40. BMW R90S 980cc

**DENNIS McMILLAN (33)** First Driver

A company director of Merton Park Second Driver RICHARD PECKETT (27)

A motor cycle designer of Woldingham

41. BMW R100 980cc

Entered by Robert Laver

First Driver ROBERT LAVER (25)

A journalist of Stockholm, Sweden Second Driver JAN-INGE PERSSON (30)

A computer operator of Bandhagen, Sweden

42. RACEWAYE 496cc

SKF Steel Entered by

First Driver THOMAS NEWELL (37) A director of Potters Bar

Second Driver ALAN ROGERS (32) Self-Employed of Enfield

43. MORINI SPORT 460cc

Devimead Ltd. Entered by

DAVID MASON (28) First Driver A joiner of Tamworth Second Driver ROBERT PEABODY

A retraining officer of Atherstone

44. HONDA 750F 750cc

Entered by Devimead Ltd.

EDDIE ROBERTS (26) First Driver

A racing motorcyclist of Birkenhead Second Driver NIGEL ROLLASON (28) An engineer of Sollhull

45. MOTO GUZZI 850cc

Entered by James Wells

First Driver JAMES WELLS (24)

A motor cycle dealer of Romford

Second Driver TONY OSBORNE (25) A fitter of Dagenham

46. LAVERDA 981cc

Entered by Mead and Tomkinson First Driver NORMAN WHITE (27)

A motor cycle engineer of Andover

Second Driver KEITH HODGSON (24)

47. LAVERDA 981cc

Entered by P. K. Davies

PETER DAVIES (33) First Driver

A manager of Kings Heath Second Driver MARTIN RUSSELL (30)

A motor cycle engineer of Yardley

48. DRESDA CB750 750cc

A. D. Sutton Entered by

ALAN SUTTON (36) First Driver

A sheet erector of Hastings

Second Driver JOHN EDWARDS (26)

A site agent of Hastings

49. SPONDON YAMAHA TZ350 347cc

Entered by G. Corbett

GRAEME CORBETT (30) First Driver

A sales manager of Luton

Second Driver MARTIN READ (28)

A manager of Marston More Teyne

#### 50. YAMAHA TZ350 347cc

Entered by Visnews Racing ROGER KEEN (33) First Driver An engineer of Aylesbury Second Driver ALAN LEE (27)

A representative of Bishops Stortford

#### 51. REVETT YAMAHA TZ350 347cc

Entered by Revetts Ltd.

First Driver CHRIS REVETT (24)

A motor cycle salesman of Ipswich

Second Driver JERRY REVETT (21)

A motor cycle mechanic of Ipswich

#### RESERVES IN ORDER OF PRIORITY

#### 52. KAWASAKI Z1 998cc

DARRYL PENDLEBURY (33) First Driver

An engineer of Coventry

Second Driver RENE HORDELALAY

A lorry driver of Athis Mons, France

#### 53. TRIUMPH TRIDENT 747cc

Entered by Nigel Palmer

First Driver NIGEL PALMER (30)

A mechanic of Berkhamsted

Second Driver RICHARD HUNTER (26)

A mechanic of Harpenden

#### 54. COWLES Triumph Trident 741cc

Entered by Ray Cowles Motorcycles

First Driver DAVID WILLIAMS (30) A foreman toolmaker of Pontypool

Second Driver RAY KNIGHT (44)

A journalist of Lingfield

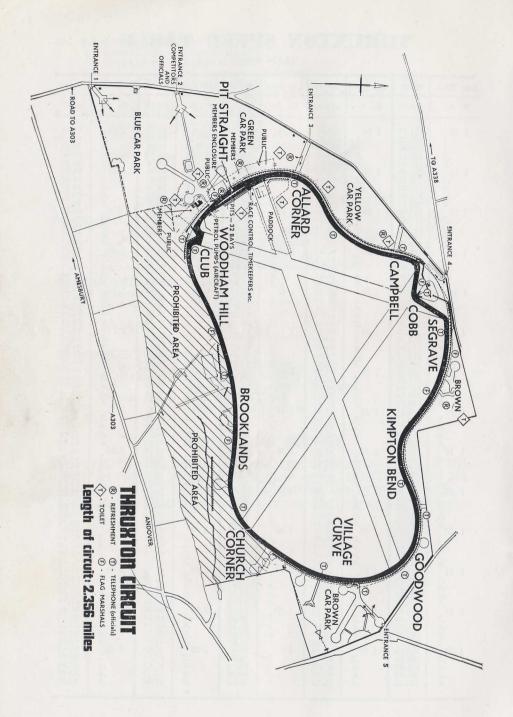
#### REFUELLING SERVICE

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, BERKS., who have combined to provide to-day'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.	м.р.н.	M. S.	м.р.н.	M. S.	м.р.н.	M. S.	M.P.H.
1 10 .4 .6 .6 .8 1 12 .4 .6 .8 1 13 .2 .4 .6 .8 1 14 .2 .4 .6 .8 1 15 .2 .4 .6 .8 1 17 .2 .4 .6 .8 1 18 .2 .4 .6 .8 1 19 .2 .4 .6 .8 .8 1 10 .8 .8 .8 .8 .8 .8 .8 .8 .8 .8	121.17 120.82 120.48 120.14 119.86 119.46 119.12 118.79 118.46 117.47 117.15 116.83 117.80 117.47 115.55 115.24 114.93 114.60 113.69 112.79 112.19 111.89 111.89 111.60 111.31 111.02 111.81 111.02 111.81 111.02 111.07 110.70 11	1 24 .24 .68 1 25 .4 .68 1 26 .8 1 27 .4 .68 1 28 .8 1 29 .4 .6 .8 1 30 .2 .4 .6 .8 1 31 .2 .4 .6 .8 1 32 .4 .6 .8 1 31 .2 .4 .6 .8 1 32 .4 .6 .8 1 31 .6 .6 .8 1 32 .4 .6 .6 .8 1 32 .4 .6 .6 .8 .8 .8 .8 .8 .8 .8 .8 .8 .8	100.97 100.73 100.49 100.26 100.02 99.78 99.52 99.08 98.85 98.62 98.39 97.74 97.49 97.77 97.97 97.97 97.97 96.60 96.38 95.95 95.73 95.51 95.30 95.95 95.73 94.66 94.45 94.24 94.03 93.82 93.83 9	1 38 .2 .4 .6 .6 .8 .8 .1 .40 .2 .4 .6 .6 .8 .8 .1 .44 .6 .6 .8 .1 .44 .6 .6 .8 .1 .45 .2 .4 .6 .6 .8 .1 .45 .2 .4 .6 .6 .8 .1 .45 .2 .4 .6 .6 .8 .1 .47 .2 .4 .6 .6 .8 .1 .49 .2 .4 .6 .6 .8 .1 .49 .2 .4 .6 .6 .8 .1 .49 .2 .4 .6 .6 .8 .1 .50 .2 .4 .6 .8 .1 .50 .2 .4 .6 .8 .2 .4 .6 .8 .8 .2 .4 .4 .6 .6 .8 .2 .4 .4 .6 .8 .2 .4 .4 .6 .8 .2 .4 .4 .6 .8 .2 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4 .4	86.55 86.37 86.20 86.02 85.85 85.67 85.50 85.33 85.16 84.99 84.82 84.48 83.81 83.71 83.71 83.71 83.71 73.81 73.71 74.81 77.73 77.81 77.73 77.73 77.73 77.73 77.73 77.73 77.73 77.74 76.65	1 52 4 6 8 1 53 2 4 6 8 1 55 2 4 6 8 1 55 2 4 6 8 1 57 2 4 6 8 1 57 2 4 6 8 1 59 2 4 6 8 2 00 2 4 6 8 2 01 2 4 6 8 2 02 4 6 8 2 03 2 4 6 8 2 04 2 4 6 8 2 05 8 2 05 8 2 05 8	75.73 75.59 75.46 75.33 75.19 74.66 74.93 74.40 74.27 74.14 74.01 73.88 73.75 73.62 73.37 73.24 73.12 72.99 72.87 72.25 72.12 72.99 72.87 72.72 73.72 74.75 75.71 76.74 76	2 06 2 4 68 2 07 2 4 68 2 08 2 10 2 4 68 2 10 2 4 68 2 11 2 4 68 2 11 2 4 68 2 12 2 4 68 2 13 2 4 68 2 14 2 4 68 2 15 2 4 68 2 16 8 2 16 8 2 16 8 2 17 2 4 6 8 2 17 8 2 18 8 2 16 8 8 2 17 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	67.31 67.21 67.10 67.00 66.89 66.57 66.47 66.26 66.16 66.06 65.95 65.75 65.44 65.14 65.14 65.24 65.36 64.45 64.65 64.45 64.65 64.65 64.45 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 64.65 65.85 66.75 66.86 66.95 66.86 66.95



## 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 interest of safety, dogs and other animals are not admitted to the Course.

Printed by The Romsey Printing Company, 34 Church Road, Romsey, Hants.

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12 Months Warranty with unlimited mileage on all Honda motorcycle road machines registered after April 1st 1976

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