

**SOUTHAMPTON  
& DISTRICT M.C.C.  
POWERBIKE  
INTERNATIONAL '75**



ORGANISED BY  
THE  
SOUTHAMPTON  
& DISTRICT  
MOTOR CYCLE  
CLUB



21st International  
**GRAND PRIX  
D'ENDURANCE**  
THRUXTON

Sunday, 28th Sept., 1975

**Official Programme 30p.**



# THRUXTON

Nr. ANDOVER, HAMPSHIRE

*A-CU Permit No. 928. 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.*

## Southampton & District M.C.C.

**POWERBIKE  
INTERNATIONAL '75**

**21st International  
GRAND PRIX D'ENDURANCE  
Sunday, 28th September, 1975**

Organised by  
SOUTHAMPTON & DISTRICT M.C.C.

### OFFICIALS

**Stewards :** T. E. Hubbuck, Esq.  
(Appointed by the A-CU)

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

**Clerk of Course :** N. E. Goss

**Secretary of the Meeting :**  
R. Fursman,  
20 Lanehays Road, Hythe,  
Nr. Southampton

**Deputy-Clerk of the Course :**  
W. G. Paskins

**Chief Timekeeper and Measurer :**  
S. Nicholls

**Chief Scrutineer :** J. Stanfield

**Scrutineers (Machine Specifications) :**  
L. B. Caldecutt L. C. Harfield

**Chief Pit Marshal :** D. C. Pragnell

**Chief Recorder :** M. Viret

**Chief Course Marshal :** I. Thomson

**Starter :** F. Page

**Race Control Officers :**  
F. Snell, R. Goss

**Press Relations Officer :**  
C. Harris

**Travelling Marshals :**  
P. Bugden J. Graham

**Commentators :**  
Alan Robinson P. Smith

**Incident Officer :** P. Bugden

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



## **TWENTY-ONE YEARS ON**

**By Neville Goss, Clerk of the Course at Thruxton since 1950**

It was in June, 1955 that the Southampton Club launched their first long distance race at Thruxton—a circuit which by their own efforts they had created out of a war-time airfield 5 years earlier.

The idea behind the race was to provide the then flourishing British motorcycle industry with the opportunity to publicly demonstrate the speed and endurance qualities of its products.

Throughout the intervening years manufacturers grasped this opportunity with both hands and it became a well-known fact that the Thruxton 500 Miles Race winner would be the most popular selling machine the following year.

But times change, the rise of the Japanese industry and the increased interest of European manufacturers saw the growth of similar long distance events in Europe, where races developed their own individuality and in the process created difficulties for riders trying to prepare endurance machines to contest the whole series.

Two years ago the Southampton Club again took the initiative and called together the endurance race organisers from Spain, France, Belgium and Great Britain.

At a meeting in Paris they hammered out a common policy for their races and then successfully persuaded the F.I.M. to accept it as the formula for an Endurance Championship Series.

1974 was the testing year, the Thruxton rules changed to a free for all specification and out and out racers battled with specially built 24 hour prototypes.

This year sees the continuation of that policy. Today's meeting is the last of five rounds which will decide the F.I.M.'s 1975 Endurance Prize. Some 40% of the entry comes from Europe, proof indeed of the international spirit which now exists in these races. The magnificent Kawasaki Specials of Godier and Genoud vie with the Honda engined monsters of the Paris based Jap Auto concern, whilst Italian made Laverdas and Ducatis join with German BMWs and a solitary American Harley to meet the cream of the British riders headed by three times Thruxton winner Percy Tait and his new partner John Newbold on a works prepared Formula 750 racer and matched by T.T. stars John and Charlie Williams on an equally potent Honda.

Never has the result of the Thruxton race been less predictable. The twisting, undulating course provides a supreme test of machines, the preparation of which must be a vital factor; British riders have the advantage of previous knowledge of the circuit. But watch the superb teamwork of the Continental mechanics backing up their riders when they stop to change and refuel. This could be the deciding factor and after all this is the great thing about endurance racing — it is not only a competition between very skilled riders but it involves everyone else in the pits as well.

## **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.**

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# AWARDS

## Winner: S. & D. M.C.C. Premier Trophy

Entrant of the winning machine wins the Southampton & District M.C.C. Premier 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

## 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.

## SPECIAL AWARDS

The "CASLAKE TROPHY", awarded to the entrant of the machine gaining most points awarded on the following basis :- to the race leader at 2.00 p.m., 3.00 p.m., 4.00 p.m. and 5 p.m.—3 points; to the second placed at the same times—2 points; and to the third placed—1 point.

In addition to the Trophy this competition carries a special FERIDAX bonus of £2.00 per point scored.

The "LEN HARFIELD TROPHY" to the driver whose performance is judged the most meritorious having regard to his age.

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## INCENTIVE BONUSES

The Organisers gratefully acknowledge donations towards prize money and bonuses from the following :-

Messrs. Wynns Oil Ltd.  
 Sulby Engineering Development Company Ltd.  
 Dunlop Ltd.  
 Feridax (1957) Ltd.  
 Harvey Owen Ltd.  
 Revetts of Ipswich Ltd.  
 Honda (UK) Ltd.

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

- 2.00 p.m.**  
 £10, "Harvey Owen" Award to the driver of the leading Kawasaki machine  
 £20, "Wynns" Award to the race leader.
- 3.00 p.m.**  
 £10, "Harvey Owen" Award to the driver of the leading Kawasaki machine  
 £10, "Honda" Award to the driver of the leading Honda machine  
 £10, "Revetts of Ipswich" Award to the driver of the leading 500c.c. or under machine  
 £10, "Norton Triumph" Award to the driver of the leading Norton Triumph machine  
 £20, "Revetts of Ipswich" Award to the driver of the machine completing the greatest number of laps between 2.00 p.m. and 3.00 p.m.  
 £20, "Wynns" Award to the race leader
- 4.00 p.m.**  
 £10, "Harvey Owen" Award to the driver of the leading Kawasaki machine  
 £10, "Honda" Award to the driver of the leading Honda machine  
 £10, "Revetts of Ipswich" Award to the driver of the leading 500c.c. or under machine  
 £10, "Norton Triumph" Award to the driver of the leading Norton Triumph machine  
 £20, "Revetts of Ipswich" Award to the driver of the machine completing the greatest number of laps between 3.00 p.m. and 4.00 p.m.  
 £20, "Wynns" Award to the race leader
- 5.00 p.m.**  
 £10, "Harvey Owen" Award to the driver of the leading Kawasaki machine  
 £10, "Honda" Award to the driver of the leading Honda machine  
 £10, "Revetts of Ipswich" Award to the driver of the leading 500c.c. or under machine  
 £10, "Norton Triumph" Award to the driver of the leading Norton Triumph machine  
 £20, "Revetts of Ipswich" Award to the driver of the machine completing the greatest number of laps between 4.00 p.m. and 5.00 p.m.  
 £20, "Wynns" Award to the race leader
- Finish**  
 £10, "Revetts of Ipswich" Award to the first 500c.c. or under finisher  
 £20, "Wynns" Award to the winner  
 Set of Race Tyres to the entrant of the first finishers in the "over 500c.c." and "500c.c. and under" classes using DUNLOP race tyres and carrying DUNLOP decals.

## PREVIOUS WINNERS

### 1974 THRUXTON POWERBIKE INTERNATIONAL

1. B. Ditchburn/K. Ballington (748 Kawasaki) 86.44 m.p.h.  
 Entrant—Boxer 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:** B. 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
- 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) 84.64 m.p.h.  
 Entrant—Triumph Engineering Co., Ltd.
- 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 Ltd.
- 250c.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.
- 750c.c. Class:** J. H. Cooper & S. Jolly (650 Triumph)  
 Entrant—Triumph Engineering Co., Ltd.
- 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, Ltd.

### 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.

250 c.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 MILES**

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.

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 & P. 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, Ltd.

500c.c. Class: B. J. Davis & W. Scott (Triumph)

67.45 m.p.h.

Entrant—Antar Motors Ltd.

Over 500c.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)

65.72 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.

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 (BSA)

59.04 m.p.h.

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 (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

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 & I. I. Lloyd (348 BSA)

72.30 m.p.h.

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

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

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.



**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. **SUZUKI 750c.c.**  
Entered by Suzuki (GB)  
First Driver PERCY TAIT (46)  
A racing motorcyclist of Warwick  
Second Driver JOHN NEWBOLD  
A racing motorcyclist of Croydon
2. **KAWASAKI 1000c.c.**  
Entered by Godier-Genoud  
First Driver GEORGES GODIER (31)  
A mechanic of St. Julien, France  
Second Driver ALAN GENOUD (27)  
A wine waiter of Geneva, Switzerland
3. **BSA ROCKET 3 741c.c.**  
Entered by Bee Bee Bros.  
First Driver GARY GREEN (30)  
A motor fitter of Coventry  
Second Driver DARRYL PENDLEBURY (32)  
A motorcyclist research technician of Coventry
4. **HONDA CB750 747c.c.**  
Entered by A. G. Briggs  
First Driver JOHN WILLIAMS (29)  
A racing motorcyclist of Heswall  
Second Driver CHARLIE WILLIAMS (25)  
A racing motorcyclist of Alvanley
5. **SUZUKI TR750 738c.c.**  
Entered by Barton Motors  
First Driver GORDON PANTALL (36)  
A motorcyclist shop proprietor of Llanelli  
Second Driver COLIN BEVAN (27)  
A tyre fitter of Merthyr Tydfil
6. **KAWASAKI 1000c.c.**  
Entered by Godier-Genoud  
First Driver ALAIN VIAL  
A racing motorcyclist of France  
Second Driver JACQUES LUC  
A racing motorcyclist of France
7. **NORTON COMMANDO 828c.c.**  
Entered by T. Holland  
First Driver TONY SMITH (28)  
A farmer of Brize Norton  
Second Driver TONY HOLLAND (29)  
A director of Andover
8. **REVETT MAXTON YAMAHA 347c.c.**  
Entered by Revetts Ltd.  
First Driver CHRIS REVETT (23)  
A motorcycle salesman of Ipswich  
Second Driver STEVE PARRISH (21)  
A panel beater of Royston

9. **YAMAHA TZ350 347c.c.**  
Entered by H. Coppock  
First Driver MICK PATRICK (23)  
A motorcycle mechanic of Oxford  
Second Driver WAYNE PINHAM (25)  
An engineer of Newport
10. **JAPAUTO 1000c.c.**  
Entered by Japauto  
First Driver ROGER RUIZ (29)  
A racing motorcyclist of France  
Second Driver CHRISTIAN HUGUET  
A racing motorcyclist of France
11. **LAVERDA 1000 981c.c.**  
Entered by Mead & Tomkinson  
First Driver NORMAN WHITE (26)  
A racing motorcycle development engineer  
Second Driver JOHN WHEEDON  
A racing motorcyclist
12. **HARLEY DAVIDSON XR750 750c.c.**  
Entered by Pratts Vintage Motorcycle Co.  
First Driver BRIAN HUSSEY (30)  
A building contractor of Welwyn Garden City  
Second Driver DAVID HUGHES (28)  
An electrical fitter of Folkestone
14. **BMW R90S 900c.c.**  
Entered by Gus Kuhn BMW Centre  
First Driver MARTIN SHARPE (29)  
A racing motorcyclist of Northants  
Second Driver JOHN COWIE (25)  
A finance officer of Chelsea
15. **JAPAUTO 1000c.c.**  
Entered by Japauto  
First Driver CHRISTIAN BOURGEOIS  
A racing motorcyclist of France  
Second Driver GUIDO MANDRACCI (29)  
A racing motorcyclist of France
16. **DRESDA 4 900c.c.**  
Entered by D. Degens  
First Driver DAVE DEGENS (36)  
A director of Hounslow  
Second Driver RICHARD PECKETT (27)  
A director of Woldingham
17. **DUCATI 860SS 863c.c.**  
Entered by Sports Motorcycles  
First Driver ROGER NICHOLLS (30)  
An electrician of Gwent  
Second Driver STEVE MANSHIP (27)  
A heating engineer of Leicester
18. **SUZUKI TR500 492c.c.**  
Entered by D. Endean  
First Driver DAVE ENDEAN (27)  
A racing motorcyclist of Chilworth  
Second Driver BARRY SEWARD (27)  
A shop proprietor of Copnor
19. **BMW R90S 894c.c.**  
Entered by Geoff Daryn Motorcycles  
First Driver RAY KNIGHT (43)  
A journalist of Crowhurst  
Second Driver ALAN WALSH (31)  
A service engineer of Grantham



20. **BMW R90S 980c.c.**  
 Entered by BMW Krauser  
 First Driver ALFRED HALBFELD (26)  
 A motorcycle mechanic of Makartstr  
 Second Driver PETER ZETTELMEYER (34)  
 A mechanical engineer of Makartstr
21. **DRESDA HONDA 900 898c.c.**  
 Entered by Dennis MacHarris Motorcycles  
 First Driver DENNIS McMILLAN (28)  
 A decorator of Merton Park  
 Second Driver HARTLEY KERNER (26)  
 An 'ole digger of S.W.16
22. **TRIUMPH TRIDENT 749c.c.**  
 Entered by A. Copland  
 First Driver ALASTAIR COPLAND (37)  
 A grover grinder of Coventry  
 Second Driver ERNIE PITT (35)  
 A production engineer of Cumbray
23. **KAWASAKI Z1 984c.c.**  
 Entered by J. P. Orban  
 First Driver JEAN ORBAN (27)  
 A motorcyclist of Brussels  
 Second Driver ROWLAND MULLENDER (27)  
 A programmer of Shuntt
24. **KAWASAKI Z1 903c.c.**  
 Entered by R. Vingerhoed  
 First Driver RONALD VINGERHOED (32)  
 A mechanic of Baarn  
 Second Driver HERMAN LOOMAN (25)  
 A motorcycle salesman of Amsterdam
25. **SUZUKI T500 492c.c.**  
 Entered by T. Loughridge  
 First Driver TOM LOUGHRIDGE (36)  
 A director of Heswall  
 Second Driver IAN RICHARDS (29)  
 A mechanic of Wolverhampton
26. **HONDA 400 408c.c.**  
 Entered by Motorcycle  
 First Driver TONY RUTTER (32)  
 A racing motorcyclist of Derby  
 Second Driver JIM HARVEY (26)  
 An interior decorator of Colchester
27. **BMW R90S 892c.c.**  
 Entered by Owgar Motorcycles  
 First Driver HUGH EVANS (28)  
 A company director of Biggin Hill  
 Second Driver DENIS CASEMENT (29)  
 A mechanic of Maidenhead
28. **NATIONAL MOTO 1000 1000c.c.**  
 Entered by National Moto  
 First Driver GILBERT LAVELLE (25)  
 A racing motorcyclist of France  
 Second Driver PHILIPPE BOUZANNE (20)  
 A racing motorcyclist of France
29. **KAWASAKI Z1 984c.c.**  
 Entered by Dow-Bar  
 First Driver GUY BOUGARD (22)  
 A mechanic of Bruxelles  
 Second Driver JEAN WOUTERS (24)  
 A racing motorcyclist of St. Germain

30. **SPONDON YAMAHA 347c.c.**  
 Entered by M. Read  
 First Driver MARTIN READ (27)  
 A manager of Luton  
 Second Driver GRAEME CORBETT (29)  
 A sales manager of Luton
31. **KAWASAKI Z1R 998c.c.**  
 Entered by J.P.M.  
 First Driver DIDIER RAVEL (29)  
 A mechanic of Arpajon  
 Second Driver JEAN PEYRE (22)  
 A mechanic of Arpajon
32. **YAMAHA TZ350 347c.c.**  
 Entered by Visnews Racing  
 First Driver ROGER KEEN (32)  
 An engineer of High Wycombe  
 Second Driver ALAN LEE (26)  
 A car sales Representative of Bishop's Stortford
33. **YAMAHA TZ350 347c.c.**  
 Entered by Wells Motorcycles  
 First Driver JAMES WELLS (23)  
 A motorcycle dealer of Manor Park  
 Second Driver TONY NASH (23)  
 A racing motorcyclist of Gidea Park
34. **CORKI 1000 1000c.c.**  
 Entered by Moto Corki  
 First Driver LULU CORDONNIER (27)  
 A racing motorcyclist of France  
 Second Driver DANIEL LHUILLIER (30)  
 An essayeur of chevilly
35. **RICKMAN KAWASAKI 903c.c.**  
 Entered by Potten End Motorcycles  
 First Driver ANDY GOLDSMITH (24)  
 A man of leisure  
 Second Driver TONY OSBORNE (25)  
 A racing motorcyclist of Dagenham
36. **DUCATI 750SS 748c.c.**  
 Entered by Motorshop Rob Noorlander  
 First Driver ROB NOORLANDER (37)  
 A garage owner of Gouderak  
 Second Driver RICHARD BORREBERGS (26)  
 A mechanic of Zaandam
37. **HONDA GB750 750c.c.**  
 Entered by Darvill Constructions Ltd.  
 First Driver PETER DARVILL (40)  
 A contractor of Aylesbury  
 Second Driver STEVE ELDRIDGE (28)  
 An electrician of Aylesbury
38. **LAVERDA 3C 980c.c.**  
 Entered by R. Negus  
 First Driver PETER DAVIES (32)  
 A manager of Birmingham  
 Second Driver MARTIN RUSSELL (30)  
 A motorcycle technician of Birmingham
39. **BSA ROCKET 3 750c.c.**  
 Entered by Bee Bee Bros. Ltd.  
 First Driver MALCOLM LUCAS (29)  
 A mechanic of Tamworthy  
 Second Driver ROY HAWKS (28)  
 A motorcycle manager of Birmingham



40. **YAMAHA TZ700** 694c.c.  
Entered by G. Sharp  
First Driver GRAHAM SHARP (32)  
A sign erector of Edgware  
Second Driver VAUGHAN YOUNG (28)  
A mechanical engineer of Edgware
41. **DHOLDA 810** 810c.c.  
Entered by R. A. R. Linder  
First Driver ROLAND LINDER (25)  
A mechanic of Bruxelles  
Second Driver MICHEL RENSON (24)  
A mechanic of Bruxelles
42. **TRIUMPH TRIDENT** 750c.c.  
Entered by Robertson Racing Equipe  
First Driver JAN STRIJIBIS (33)  
A garage owner of Holland  
Second Driver BOB NEWBY (21)  
A carburation engineer of Kilsby
43. **STAFFORD BSA 3** 741c.c.  
Entered by B. Fulton  
First Driver BILL FULTON (43)  
A coal merchant of Liverpool  
Second Driver ANTHONY CARLTON (34)  
A haulage contractor of Liverpool
44. **BENNETT HONDA 750** 742c.c.  
Entered by Bennetts (Barnsley) Ltd.  
First Driver COL PORTER (25)  
A joiner of Barnsley  
Second Driver MARK WIGAN (33)  
A planner of Wokingham
45. **YAMAHA TZ350** 347c.c.  
Entered by Brighthouse Cycles  
First Driver ROB BROWN (24)  
A coal merchant of Barnsley  
Second Driver JOHN ASKEW (28)  
A motorcycle dealer of Almondbury
46. **RACEWAYE** 496c.c.  
Entered by SKF Steel  
First Driver THOMAS NEWELL (37)  
A director of Potters Bar  
Second Driver ALLAN ROBINSON (40)  
A director of Ripley
47. **DHOLDA HONDA** 888c.c.  
Entered by Dholda-Borguy  
First Driver JACK BUYTAERT (25)  
A racing motorcyclist of Antwerpen  
Second Driver MARK STINGLHAMBERT (22)  
A racing motorcyclist of Brussels
48. **HONDA 750** 748c.c.  
Entered by Honda, France  
First Driver JEAN-CLAUDE CHEMARIN  
A racing motorcyclist of Paris  
Second Driver HUBERT RIGAL  
A racing motorcyclist of Lyon
49. **RICKMAN KAWASAKI** 903c.c.  
Entered by F. Exelmans  
First Driver FRANCOIS EXELMANS (24)  
A mechanic of Belgium  
Second Driver PHILIPPE WYBO (28)  
A mechanic of Belgium

50. **RICKMAN CRZ1** 1140c.c.  
Entered by R. Kunstler  
First Driver REINHARD KUNSTLER (29)  
A mechanic of West Germany  
Second Driver HELMUT ALBRECHT (25)  
A technician of West Germany
51. **TRIUMPH TRIDENT** 750c.c.  
Entered by A. Bennett & Son  
First Driver RICHARD HERIBERC (24)  
A service engineer of Rotherham  
Second Driver STUART ARMITAGE (24)  
An engineer of Huddersfield

## RESERVES

52. **YAMAHA TZ350** 347c.c.  
Entered by Holloway Motorcycles Ltd.  
First Driver RICHARD STEVENS (28)  
A motorcycle technician of Trowbridge  
Second Driver PETE CASEY (29)  
A machine setter of Malmesbury
53. **HONDA CB400F** 408c.c.  
Entered by Paul Smart Ltd.  
First Driver DAVID CAMIER (22)  
A mechanic of Bethersden  
Second Driver ROGER WINFIELD (21)  
A workshop foreman of Bexhill
54. **YAMAHA TZ350** 347c.c.  
Entered by C. Ford  
First Driver CHARLIE FORD (33)  
A carpet layer of Chesham  
Second Driver ADRIAN COOPER (34)  
A plasterer of Hockliffe
55. **YAMAHA RD350** 347c.c.  
Entered by Wally Searl Motorcycles  
First Driver DOUGLAS RANDALL (29)  
A motor mechanic of Reading  
Second Driver JOHN LAVENDER (26)  
An estate agent of Didcot

## 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.

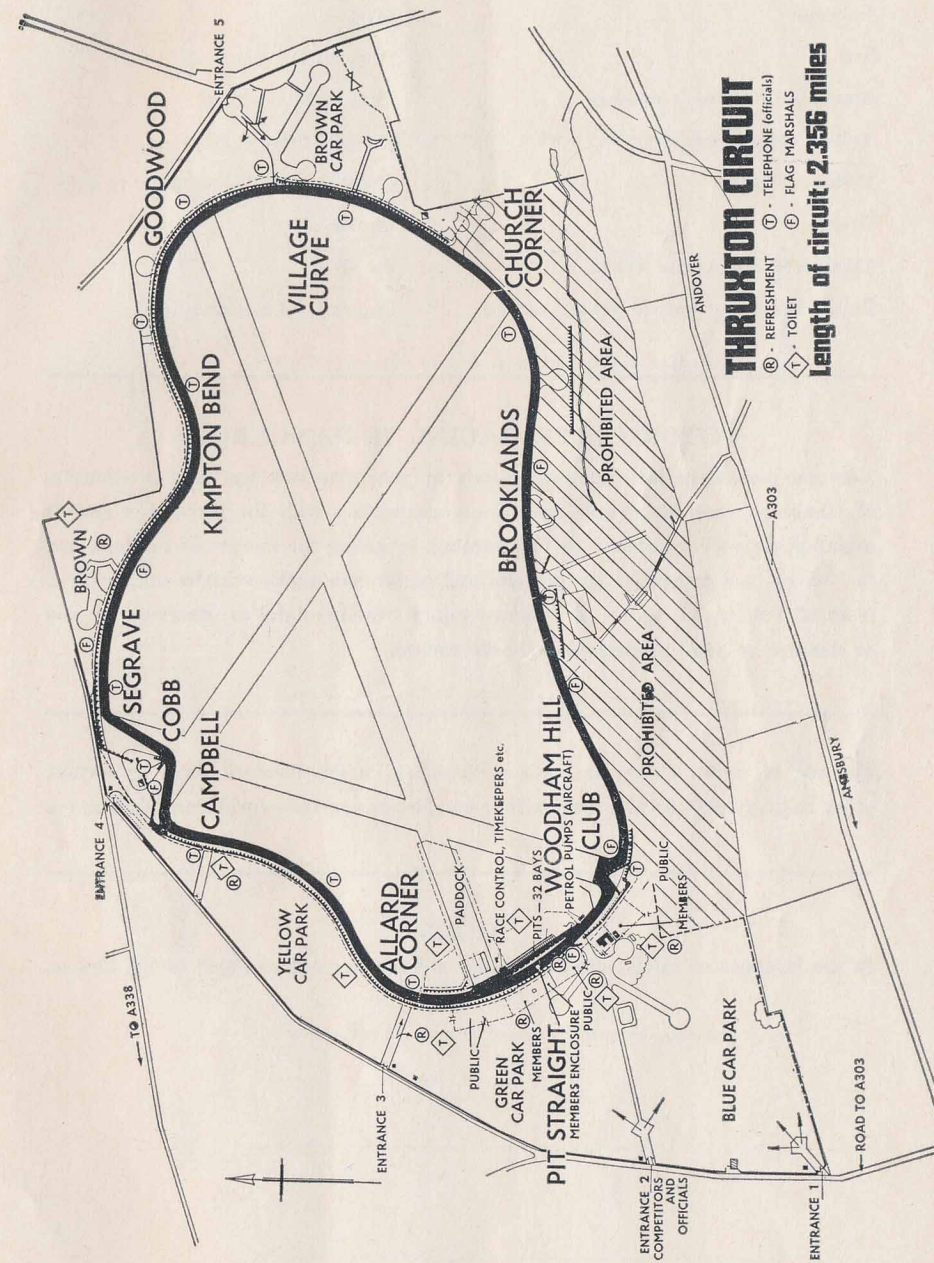
The organisers wish to express their great appreciation to GULF OIL (BRITAIN) LTD., together with their agents, SOUTHDOWN OIL SUPPLIES LTD., 64 GREENHAM ROAD, NEWBURY, BERKSHIRE, who have combined to provide today's service entirely free of charge.



# 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.

## 501 c.c. to 750 c.c. CLASS LEADERS AT EACH HOUR

Time	FIRST		SECOND		THIRD		FOURTH		FIFTH		SIXTH	
	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps
2 p.m.												
3 p.m.												
4 p.m.												
5 p.m.												
6 p.m.												
Finish												