

THRUXTON

Motor Cycle

XVIII
international
500 MILE
GRAND PRIX

Sunday, 1 Oct 1972

ORGANISED BY
THE SOUTHAMPTON
& DISTRICT
MOTOR CYCLE CLUB



Official Programme 15p



Lucas have always been attached to motor-cycles

We've been involved with the Motor Cycle Industry for over seventy years and we've loved every minute of it.

During that time we've kept ahead of the industry's demands and have set many world quality standards on the way. We've kept our image bright by notching up a string of competition successes—from the 1922 TT to many world 350 and 500 cc championships, and many successes in today's popular production racing—BSA's, Norton, Triumph and that keeps us where we want to be—racing on to new

successes at every level of the sport from road and club work to Moto-X, trials and scrambles.

Today, Lucas motorcycle equipment is fitted to many continental machines including Montessa, Bultaco, Moto-Guzzi and Laverda.

'Made by enthusiasts for enthusiasts' is more than a slogan; it's a promise of unbeatable quality and service now and in the future.

LUCAS

THRUXTON

Nr. ANDOVER, HAMPSHIRE

This meeting is held under A-CU Permit No. 520. A-CU Permanent Course Licence No. 16 and subject to the International Sporting Code of the FIM, the General Competition Rules of the A-CU and the Supplementary Regulations.
FIM Inscription No. IMN 2/92.

SUNDAY, 1st OCTOBER, 1972

THE 18TH MOTOR CYCLE INTERNATIONAL 500 MILE GRAND PRIX D'ENDURANCE

Organised by
SOUTHAMPTON & DISTRICT M.C.C.

OFFICIALS

Stewards : F. E. Vigers, Esq.

(Appointed by the A-C.U.)

A. E. Lambert (Appointed by
Ch. Supt. E. Thorne (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 :

P. Philipps F. Snell

Press Relations Officers :

M. O'Hanlan ("Motor Cycle")
Mrs. J. Venes

Travelling Marshal : P. Bugden

Commentators :

Bill Mills Pete Smith

Recovery Service : B. Venes

Incident Officer : W. Tardivel

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

PREVIOUS WINNERS

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

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

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

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

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

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.

1961 THRUXTON 500 MILES

General Classification: T. Godfrey & J. Holder (649 Triumph) 67.29 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.

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.

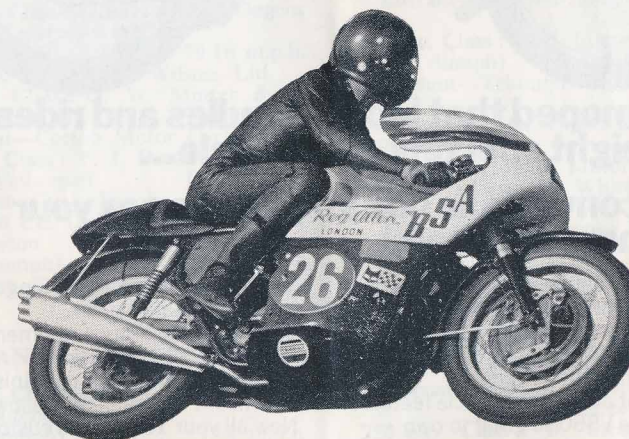
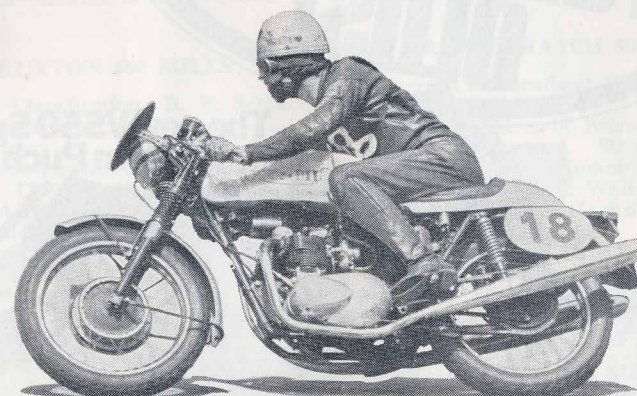
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1963 THRUXTON 500 MILES

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.

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.

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.

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) 75.3 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.

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—Taggs Motor Cycles Depot

1968 BRANDS HATCH 500 MILES

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

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.

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 Camp Motorcycles,
Ltd.

1971 THRUXTON 500 MILES

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

84.63 m.p.h.

Entrant—Triumph Engineering Co. Ltd.

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

Entrant—BSA Ltd.

500 c.c. Class: C. Brown and 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.

AWARDS

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

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

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

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

SPECIAL AWARDS

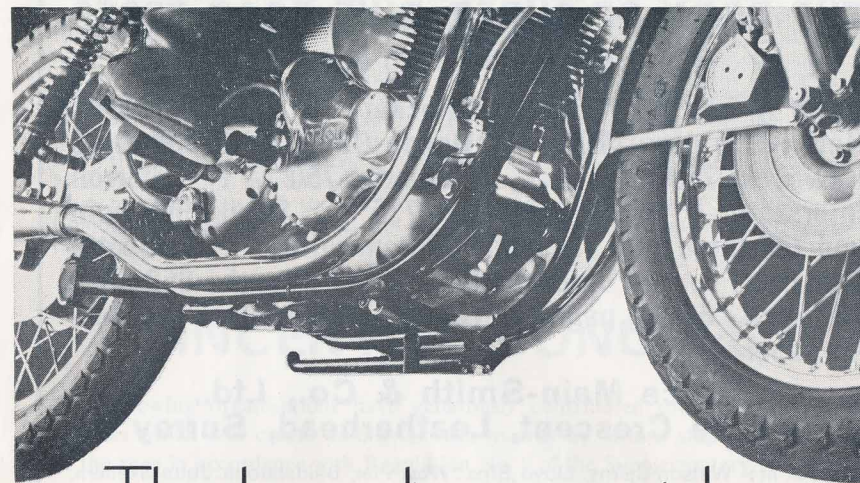
THE CASLAKE TROPHY, presented by J. Caslake, Esq., M.B.E.

To the entrant of the driver scoring the highest number of points awarded on the following basis. At 1 p.m., 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.

THE GEORGE COLLIS TROPHY

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. The overall class winners are excluded.

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 long distance strider
laps up the compliments

“The uncanny smoothness of the Norton Interstate when it is searing along at over the 100 mph mark — even when topping 120 mph — is the key to its sparkling character.

Steering is excellent, road-holding and handling almost impeccable, and the front disc brake superb.

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Motor Cycle Road Test 26th July 1972

the isolastic
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Interstate.**

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Machines in the "Motor Cycle" 500 Mile Grand Prix d'Endurance must be standard catalogued models, 100 of which must have been sold and delivered to the general public. The only modifications permitted to each machine, as originally specified by the makers, are those which are listed as optional equipment together with certain minor alterations allowed in the interest of the safety of the drivers; the machines must also conform to the production machine specifications of the F.I.M. This is in most respects far less strict than our own standard machine specification and allows many alterations. Machines which comply only with the F.I.M. specification, but do not meet the Southampton and District M.C.C.'s standard machine specification are marked thus * in the programme. They compete for all the awards and score points in the F.I.M. Endurance Championship series, but will not qualify for a standard machine certificate of performance.

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.

The Avon India Rubber Co. Ltd.
 Castrol Ltd.
 Duckhams Motor Oils Ltd
 Norton Villiers Ltd.
 Shell Mex & B.P. Ltd.
 Suzuki (Great Britain) Ltd.
 Triumph Engineering Co. Ltd.
 Elite Motors Ltd.
 Hermetite Products Ltd.

Exact details of each award and the amount are given below.

1200 hrs. Start of race.

1300 hrs. Establishment of overall race leadership and class positions.
 £5 Caslake award to race leader.

1400 hrs. Overall race leadership and class positions.
 £5 Caslake award to race leader.
 £10 Castrol award to 500 c.c. class leader.
 £10 Castrol award to 250 c.c. class leader.
 £10 Shell Mex & B.P. award for greatest number of laps between 1300 and 1400 hrs. by a 750 c.c. class machine.

1500 hrs. Overall race leadership and class positions.
 £5 Caslake award to race leader.
 £25 Triumph award to 750 c.c. class leader.
 £15 Suzuki award to 500 c.c. class leader.
 £10 Suzuki award to 250 c.c. class leader.
 £15 Duckhams award for the fastest lap by a 500 c.c. machine between 1445 and 1500 hrs.

1600 hrs. Overall race leadership and class positions.
 £5 **Caslake** award to race leader.
 £15 **Avon** award to 750 c.c. class leader.
 £10 **Elite Motors** award to 500 c.c. class leader.
 £10 **Elite Motors** award to 250 c.c. class leader.

1700 hrs. Overall race leadership and class positions.
 £5 **Caslake** award to race leaders.
 £15 **Norton Villiers** award for the fastest lap by any machine between 1645 and 1700 hrs.
 £10 **Castrol** award for the greatest number of laps between 1600 and 1700 hrs. by a 750 c.c. class machine.
 £10 **Shell Mex & B.P.** award for the greatest number of laps between 1600 and 1700 hrs. by a 250 c.c. class machine.

1815 hrs. approx. Finish of race.
 Overall and class finishing order.
 £10 **Duckhams** award to mechanic of race winner.
 £10 worth of **Hermetite** products to the highest placed private driver/owner at the finish whose names is inscribed in the registration book for the competing machine.

1830 hrs. approx. Presentation of "Motor Cycle" trophy to race winners.

FLY FROM THRUXTON

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Note—There is an hourly train service from London to Andover which
 takes only 1 hour 10 minutes

THINGS HAPPEN AT THRUXTON!

DETAILED DESCRIPTION OF ENTRIES

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

ALL FRONT NUMBERS BLACK ON WHITE PLATES

Over 500 c.c. but not over 750 c.c. class

SIDE NUMBERS BLACK ON WHITE PLATES

1. 1972 NORTON COMMANDO 745 c.c.

Entered by Norton Villiers Ltd.
 First Driver DAVE CROXFORD (30)
 A racing motorcyclist of Ruislip
 Second Driver MICK GRANT (28)
 A motor cyclist of Wakefield

2. 1972 NORTON COMMANDO 745 c.c.

Entered by Norton Villiers Ltd.
 First Driver REX BUTCHER (29)
 A company director of Tonbridge
 Second Driver JIM HARVEY (24)
 A decorator of Colchester

3. 1969 NORTON COMMANDO 745 c.c.

Entered by A. D. Carlton
 First Driver ANTHONY CARLTON (31)
 A haulage contractor of Liverpool
 Second Driver MELVIN CRAMNER (23)
 A commercial artist of Marple

4. 1972 NORTON COMMANDO 745 c.c.

Entered by Geoff Daryn Motorcycles
 First Driver REX PILES (29)
 A motor mechanic of Herne Bay
 Second Driver DAVID HUGHES (25)
 An electrical fitter of Canterbury

5. 1972 NORTON COMMANDO 745 c.c.

Entered by Park Road Motorcycles Southampton
 First Driver RICHARD ALLEN (27)
 A painter and decorator of Portsmouth
 Second Driver TONY SMITH (25)
 A farmer of Brize Norton

6. 1969 NORTON COMMANDO 745 c.c.

Entered by Stewart Developments
 First Driver GRAHAM BENTMAN (30)
 A clerk of works of Twickenham
 Second Driver JOHN McKIERNAN (29)
 An engineer of Plumstead

Detailed Description of over 500 c.c. but not over 750 c.c. Entries—(Continued)

7. **1972 NORTON COMMANDO 745 c.c.**
Entered by R. H. Smith Motorcycles Ltd.
First Driver CLIVE WALL (27)
A motorcycle mechanic of Haynes
Second Driver TOM DICKIE (30)
A haulage contractor of Staines
8. **1971 NORTON COMMANDO 745 c.c.**
Entered by T. Waterer
First Driver TOM WATERER (26)
A sales executive of Woking
Second Driver HARVEY PORTER (31)
An engineer of Oldbury
9. **1972 NORTON COMMANDO 745 c.c.**
Entered by John Judge
First Driver LARRY SWANN (22)
A sheet metal worker of Kensworth
Second Driver WILLIAM HAWKINS (42)
A motor cycle tester of Andover
10. **1970 NORTON COMMANDO 745 c.c.**
Entered by Mazz Racing
First Driver PETER HITCHCOX (25)
A car fitter of Kenton
Second Driver MICHAEL GREGORY (22)
A millwright of Hayes
11. **1971 NORTON COMMANDO 745 c.c.**
Entered by W. J. Baxter
First Driver WALTER BAXTER (32)
A mechanic of Bicester
Second Driver ROGER DAVIES (33)
A steel erector of Llanelli
12. **1972 NORTON COMMANDO 745 c.c.**
Entered by Group Captain S. P. Coulson
First Driver GRAHAM DIXON (27)
An insurance representative of Dartford
Second Driver MICHAEL TRIMBY (23)
A brand manager of St. Albans
14. **1972 DUNSTALL COMMANDO 745 c.c.**
Entered by W. Thomas
First Driver WYNFORD THOMAS (23)
A garage proprietor of Luton.
Second Driver ROBERT NEWBY (27)
An engine tester of Aston Abbotts
15. **1969 TRIUMPH TRIDENT 741 c.c.**
Entered by A. Bennett and Son
First Driver DARRYL PENDLEBURY (29)
A motorcycle tester of Coventry
Second Driver ERNIE PITT (31)
A methods engineer of Cwmbran

Detailed Description of over 500 c.c. but not over 750 c.c. Entries—(Continued)

16. **1972 TRIUMPH TRIDENT 741 c.c.**
Entered by D. W. Jones
First Driver DAVID JONES (29)
An electrician of Ponthir
Second Driver CHRISTOPHER BOND (31)
An engineer of Cressyceilog
17. **1970 TRIUMPH TRIDENT 741 c.c.**
Entered by Charlie's Motorcycles
First Driver DEREK BEST (30)
A fitter of Bristol
Second Driver NEILL HUNTER (21)
A motorcycle fitter of Bristol
18. **1972 TRIUMPH TRIDENT 741 c.c.**
Entered by Boyer Racing
First Driver DAVID NIXON (28)
An engineering foreman of Ashford
Second Driver PETER BUTLER (34)
An art director of New Eltham
19. **1969 TRIUMPH TRIDENT 741 c.c.**
Entered by L. J. B. R. French
First Driver RAY KNIGHT (41)
A journalist of Orpington
Second Driver MICHAEL HEMMINGS (28)
An advertising representative of Westone
20. **1972 TRIUMPH TRIDENT 741 c.c.**
Entered by A. Bennett and Son
First Driver MARTIN SHARPE (26)
A service manager of Brackley
Second Driver HOWARD ROBINSON (27)
A welder of Northampton
21. **1970 TRIUMPH TRIDENT 741 c.c.**
Entered by K. G. Buckmaster
First Driver HUGH ROBERTSON (25)
A project engineer of Knebworth
Second Driver ALASTAIR COPLAND (35)
A motorcycle tester of Coventry
22. **1970 TRIUMPH TRIDENT 741 c.c.**
Entered by Elite Motors (Tooting) Ltd.
First Driver GARY GREEN (27)
A chargehand tinsmith of Coventry
Second Driver JOHN HEDGER (28)
A toolmaker of Weybridge
23. **1969 TRIUMPH TRIDENT 741 c.c.**
Entered by Knightriders
First Driver COLIN AGATE (29)
A fitter of Wallington
Second Driver PAUL COOMBS (27)
A laboratory technician of Pettswood

Detailed Description of over 500 c.c. but not over 750 c.c. Entries—(Continued)

24. 1969 TRIUMPH BONNEVILLE 649 c.c.

Entered by C. A. Horton,
First Driver CHARLES HORTON (29)
An operations manager of Hastings
Second Driver ALAN SUTTON (32)
An undertaker of Hastings

25. 1971 B.S.A. ROCKET 3 741 c.c.

Entered by Reg Allen
First Driver PETER BATES (27)
A foreman engineer of Codsall
Second Driver ROBERT BIGCARDINE (29)
An engineer of Stanmore

26. 1971 B.S.A. ROCKET 3 741 c.c.

Entered by B. Adams
First Driver BRIAN ADAMS (26)
An engineer of Cardiff
Second Driver MICHAEL HEARD (27)
A service engineer of Cardiff

27. 1970 HONDA CB750 736 c.c.

Entered by P. Darvill
First Driver PETER DARVILL (37)
A street lighting contractor of Aylesbury
Second Driver RON BAYLIE (32)
A draughtsman of East Grinstead

28. 1972 HONDA CB750 736 c.c.

Entered by Ongar Motorcycles
First Driver HUGH EVANS (30)
A workshop chargehand of Biggin Hill
Second Driver DENNIS McMILLAN (29)
A painter and decorator of Wimbledon

29. 1971 HONDA CB750 749 c.c.

Entered by Frerichs Co. Switzerland
First Driver FLORIAN BURKI (23)
A racing motorcyclist of Geneva
Second Driver GILBERT ARGO (27)
A racing motorcyclist of Lausanne

30. 1971 HONDA CB750 736 c.c.

Entered by Screen and Plastics Ltd.
First Driver DOUGLAS LUNN (27)
A printer of South Harrow
Second Driver ROGER COPE (25)
An electrician of Cowley

31. 1972 LAVERDA 750SFC 744 c.c.

Entered by Slater Bros.
First Driver JEFFREY WADE (27)
A telecommunications engineer of Buckhurst Hill
Second Driver BOB HEATH (22)
An inspector of Birmingham

Detailed Description of over 500 c.c. but not over 750 c.c. Entries—(Continued)

32. 1972 SUZUKI GT550 544 c.c.

Entered by Suzuki (G.B.) Ltd.
First Driver KEVIN COWLEY
A toolmaker of Luton
Second Driver ROGER SUTCLIFF
A heating engineer of Douglas, I.O.M.

33. 1972 YAMAHA XS1 649 c.c.

Entered by Sondel Sport Ltd.
First Driver GARY CARTER (19)
An apprentice engineer of Pinner
Second Driver JOHN WEEDEN (23)
A transport contractor of London, N.7

Over 250 c.c. but not over 500 c.c. class

SIDE NUMBERS BLACK ON YELLOW PLATES

34. 1959 VELOCETTE VENOM 499 c.c.

Entered by R. W. Bates
First Driver ROGER BATES (28)
An office manager of Nottingham
Second Driver LEIGH NOTMAN (25)
An estimating draughtsman of Stapleford

35. 1971 TRIUMPH DAYTONA 490 c.c.

Entered by J. A. Oliver
First Driver JAMES OLIVER (41)
A planning engineer of Coventry
Second Driver ROGER NAUL (22)
A telephone engineer of Coventry

36. 1969 TRIUMPH DAYTONA 490 c.c.

Entered by J. R. Witt-mann
First Driver JOHN WITT-MANN (24)
A maintenance engineer of Luton
Second Driver DAVE STREET (25)
An advertising representative of Romford

37. 1970 TRIUMPH DAYTONA 490 c.c.

Entered by John Robertson
First Driver BOB HARRINGTON (33)
A motor engineer of Rugby
Second Driver BRYAN OWEN (37)
A carburation engineer of Dunstable

Detailed Description of over 250 c.c. but not over 500 c.c. Entries—(Continued)

- 38. 1969 TRIUMPH DAYTONA 490 c.c.**
 Entered by R. S. May
 First Driver KENNETH HUGGETT (29)
 A contractor of Wimbledon
 Second Driver PETER ELMORE
 Of Birmingham
- 39. 1972 B.S.A. B50 SS 499 c.c.**
 Entered by Mead and Tomkinson Ltd.
 First Driver CLIVE BROWN (32)
 A works director of Luton
 Second Driver PHILIP GURNER
 An operative of Sheffield
- 40. 1972 B.S.A. B.50 SS 499 c.c.**
 Entered by Mead and Tomkinson Ltd.
 First Driver NIGEL ROLLASON (23)
 An engineer of Sutton Coldfield
 Second Driver ROGER BOWLER (28)
 An engineer of Crawley
- 41. 1972 HONDA CB500 498 c.c.**
 Entered by J. P. Webber
 First Driver JEFFREY WEBBER (29)
 A company director of Caerphilly
 Second Driver STUART SHANNON (28)
 An electrician of Cardiff
- 42. 1972 KAWASAKI H1B 498 c.c.**
 Entered by Motorcycle Mechanics
 First Driver TERRY GROTEFELD (34)
 A transport contractor of Mill Hill
 Second Driver GRANT GIBSON (29)
 A sales manager of London, N.6
- 43. 1972 SUZUKI T500R 493 c.c.**
 Entered by Bran Bardsley Motorcycles Ltd.
 First Driver BRIAN WARBURTON (43)
 A motor engineer of Stockport
 Second Driver PHILLIP CARPENTER
 A fork lift truck driver of Warrington
- 44. 1971 SUZUKI T500R 493 c.c.**
 Entered by G.S.L. Motorcycles
 First Driver CHRISTOPHER WILLIAMS (35)
 A tanker driver of Chepstow
 Second Driver JOHN WILKINSON (33)
 A wholesaler of London, W.12
- 45. 1971 SUZUKI T500R 493 c.c.**
 Entered by Suzuki (G.B.) Ltd.
 First Driver STANLEY WOODS (27)
 An electrician of Chester
 Second Driver CHARLES WILLIAMS (22)
 A motorcycle mechanic of Cheshire

Detailed Description of over 250 c.c. but not over 500 c.c. Entries—(Continued)

- 46. 1971 SUZUKI T500R 493 c.c.**
 Entered by Eddie Crooks Motorcycles
 First Driver COLIN HOPE (24)
 A design draughtsman of Hitchin
 Second Driver PETER McKINLEY (23)
 A motor engineer of Stourport
- 47. 1972 SUZUKI T500R 493 c.c.**
 Entered by T. Lablans of Holland
 First Driver TED LABLANS (40)
 An engineer of Uden, Holland
 Second Driver LEO BOVEE
 An engineer of Meerlo, Holland
- 48. 1972 SUZUKI T500R 493 c.c.**
 Entered by P. Hogervorst of Holland
 First Driver PETE HOGERVORST (41)
 An engineer of Volgel, Holland
 Second Driver HERMAN LOOMAN (22)
 A student of Enschede, Holland
- 49. 1971 SUZUKI T500R 493 c.c.**
 Entered by Two Wheel Services Ltd.
 First Driver ROGER NICHOLLS (27)
 An electrician of Ponthir
 Second Driver WAYNE BOWEN (23)
 A company director of Rhondda

Over 175 c.c. but not over 250 c.c. class

SIDE NUMBERS WHITE ON GREEN PLATES

- 50. 1972 M.Z. ISDT 243 c.c.**
 Entered by G.S.L. Motorcycles
 First Driver DAVID GLADWIN (26)
 A machine toolfitter of Bristol
 Second Driver KENNETH TILLEY (29)
 A computer programmer of Cheltenham
- 51. 1968 DUCATI MACH III 249 c.c.**
 Entered by R. W. Judge
 First Driver RAYMOND JUDGE (23)
 A shop fitter of Northampton
 Second Driver BRIAN SMITH (28)
 A machinist of Bugbrooke
- 52. 1971 DUCATI MACH I 249 c.c.**
 Entered by R. Thomas of France
 First Driver ROGER THOMAS (37)
 An electrician of St. Jean D'Angely, France
 Second Driver MARC GROUSSET (25)
 A mechanic of Niort, France
- 53. 1971 MONTESA KING SCORPION 248 c.c.**
 Entered by C. McGahan
 First Driver CHRISTOPHER McGAHAN (21)
 An environmental engineer of Sidcup
 Second Driver BARRY MACALLISTER (26)
 A programmer of Erith

Detailed Description of over 175 c.c. but not over 250 c.c. Entries—(Continued)

54. 1972 KAWASAKI S2 249 c.c.

Entered by G. W. Barker
First Driver GEORGE BARKER (40)
A garage proprietor of Halifax
Second Driver ROY BOUGHEY (38)
A development engineer of Rainford

55. 1972 HONDA CB250 249 c.c.

Entered by Jim Pink (Wallingford) Ltd.
First Driver ANTHONY PINK (28)
A motorcycle dealer of Newbury
Second Driver MAURICE CARROLL (27)
A motorcycle dealer of Bournemouth

56. 1971 YAMAHA YDS7 247 c.c.

Entered by J. Evans
First Driver JIM EVANS (25)
A telecommunications technician of Thundersley
Second Driver ANTHONY JONES (25)
An electrician of Combe

57. 1972 YAMAHA DSX7 246 c.c.

Entered by Koichi Shimada of Japan
First Driver KOICHI SHIMADA (37)
A company director of Hamburg, W. Germany
Second Driver WILFRIED BEINERT (25)
A student of Herzebrock, W. Germany

58. 1968 SUZUKI SUPERSIX 247 c.c.

Entered by L. G. Jenkins
First Driver LYNDON JENKINS (24)
A steel erector of Blisworth
Second Driver JOHN CLARKE (24)
A machine toolfitter of Towcester

59. 1968 SUZUKI SUPERSIX 247 c.c.

Entered by Jack Meredith Motorcycles
First Driver LINDSAY PORTER (22)
A motor trader of Spalding
Second Driver NEIL TUXWORTH (20)
A student of Louth

60. 1972 SUZUKI T250J 247 c.c.

Entered by E. Hickman Motor Cycles
First Driver ROBERT FAULKS (34)
A motor cycle engineer of Crawley
Second Driver ROBERT JAMES (22)
A motor cycle engineer of Cheam

61. 1969 DUCATI MACH III 248 c.c.

Entered by R.A.F.M.S.A.
First Driver SGT. DAVID ARNOLD (26)
Serving in H.M. Forces
Second Driver SGT. PADDY REID (29)
Serving in H.M. Forces

250 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
12 noon	61	16	53	16	51	16	59	16	56	15	57	15
1 p.m.	61	38	53	33	56	33	59	32	57	31	51	31
2 p.m.	61	65	56	63	56	63	59	60	56	60	55	60
3 p.m.	61		56	20	56	24	57	23	56	20	56	23
4 p.m.												
5 p.m.												
6 p.m.												
Finish												

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
6 30 12 noon	15	19	12	18	12	18	17	19	15	17	25	34
1 p.m.	1	3	3	3	4	3	19	35	16	34	28	34
2 p.m.												
3 p.m.	1	100	18	106	2	108	21	200	17	108	27	10
4 p.m.												
5 p.m.												
6 p.m.												
Finish												

251 c.c. to 500 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
12 noon	18	18	19	18	18	18	18	18	18	18	18	18
1 p.m.	16	38	19	36	18	36	18	36	18	36	18	36
2 p.m.												
3 p.m.	18	18	18	18	18	18	18	18	18	18	18	18
4 p.m.												
5 p.m.												
6 p.m.												
Finish												

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.

DOGS

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

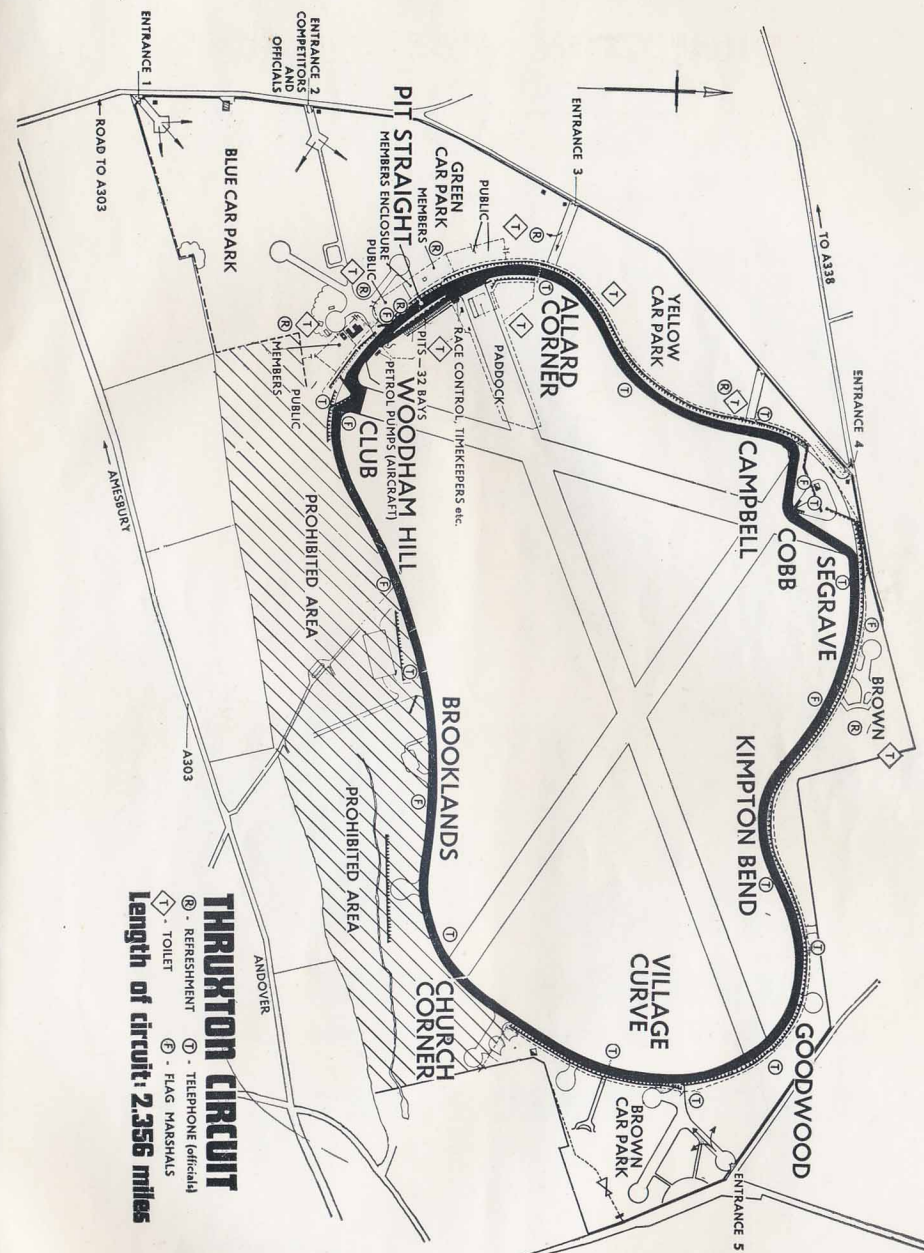
THE OVERALL LEADERS AT EACH HOUR

Time	FIRST		SECOND		THIRD		FOURTH		FIFTH		SIXTH	
	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps
12 noon												
1 p.m.	1	93	12	37	8	35	19	35	16	35	28	35
2 p.m.												
3 p.m.	1		78				8					
4 p.m.												
5 p.m.												
6 p.m.												
Finish												

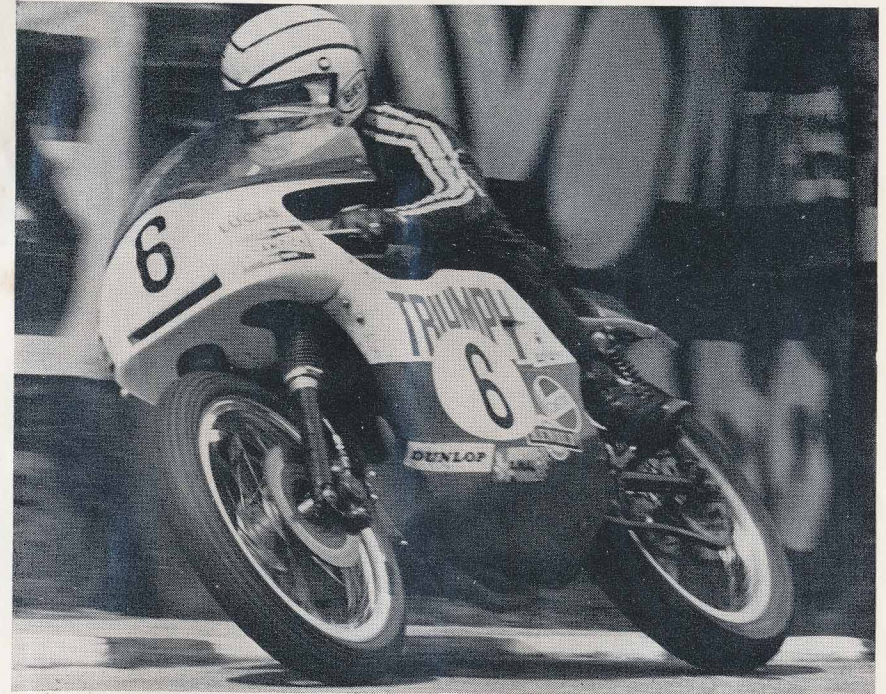
THRUXTON SPEED TABLE

(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	90.43	.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



ISLE OF MAN
TRIUMPH

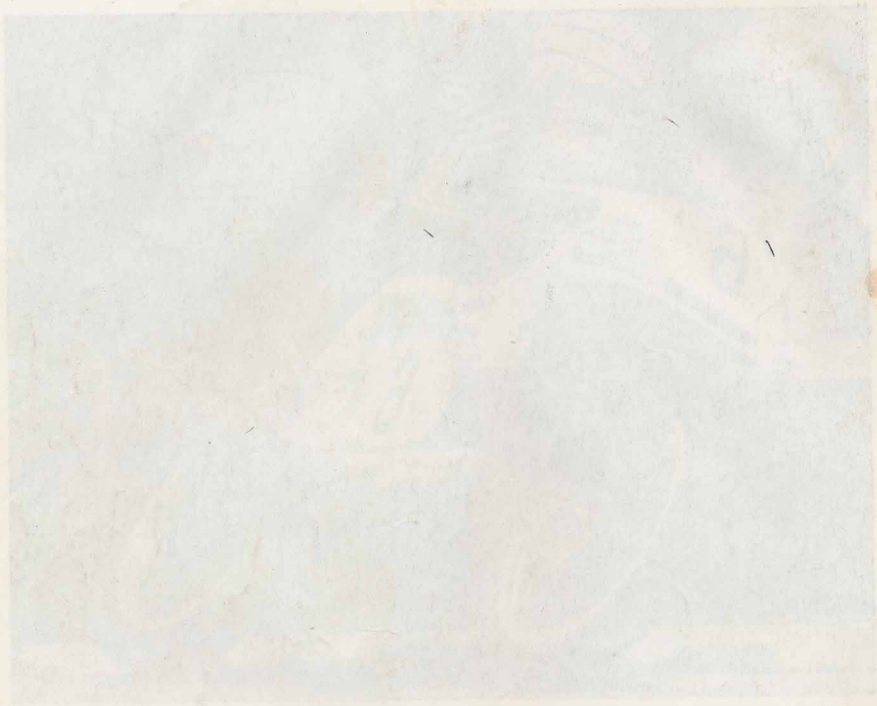


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