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NEWS**

Souvenir Official Programme 2s.

ISLE of MAN

RAMSEY SPRINT

THURSDAY

17th JUNE 1965

First Event 2p.m.

**MOTOR
CYCLE
NEWS**

ORGANISED by the **NATIONAL SPRINT ASSOCIATION**
(affiliated to the ACU)

With assistance from the **Ramsey & District MC & CC**
(affiliated to the IOM Centre ACU)



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SPRINTING

Because this is the magic Isle most of you here this afternoon will be keen followers of road racing and will not have interested yourselves in motor cycle sprinting, yet it is probably the oldest form of motor sport still practised.

Indeed in the early days of motor cycle competition most of the leading riders planned their racing season to take in events at Brooklands, a number of sprint meetings, the odd hill climb and of course the T.T. races and perhaps a couple of European Grand Prix.

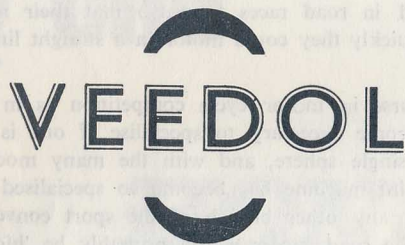
The manufacturers too in the early days were very keen that the public should have the opportunity not only of seeing how well their products performed in road races but also that their machines should demonstrate how quickly they could motor in a straight line from A to B.

Today of course in motor cycle competition as in most modern activities it has become necessary to specialise if one is to achieve the top place in any single sphere, and with the many modifications available today the sprint machine has become so specialised that it can no longer be used for any other branch of the sport conversely of course even the best of the road racers would probably be 'blown off' by the pure sprinter over a standing start quarter of a mile, although it is recognised by the N.S.A. the leading authority on sprinting in this country that over the flying kilometer distance the road racer should come into its own.

Pure sprinting is the art of getting a machine as quickly as possible from A to B in a straight line and therefore is really a contest between the rider and the clock rather than a contest between two riders, and it is for this reason that in sprinting 'no holds are barred' so far as equipment and fuel are concerned.

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on the road

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SPRINT PROGRAMME FOREWORD

Under the guidance of Hugh Kelly, then Chairman of the Ramsey and District Motor Cycle and Car Club, the Ramsey Sprint came into being in 1961.

Since that day in June, the event has grown in popularity, but further growth has been restricted by the lack of club committee members able to give the necessary time to the organisation, at the height of the Isle of Man tourist season.

This problem has now been solved by the kindness of the National Sprint Association who, in liason with Hugh Kelly over here in the Island offered to take over the organisation.

The Sprint has national status for the first time, and run on the Thursday of T.T. week, when so many motor cycle enthusiasts are in the Isle of Man, must surely become one of the most important and popular events in the A.C.U. calendar.

My only claim to sprinting experience, lies in my efforts to arrive at the top of Bray Hill on the first lap of the T.T., a little bit quicker than the opposition, but I do know that sprinting is a most interesting and exciting spectacle to the enthusiasts, young and old alike, and I have little doubt that the 1965 Ramsey Sprint will go down on record as the greatest ever.

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Programme of The Ramsey Sprint

Organised by THE NATIONAL SPRINT ASSOCIATION

Assisted by

THE RAMSEY AND DISTRICT M.C. & C.C.

ACU Permit. ACU 774. T.C.C. 170.

THURSDAY, 17th JUNE, 1965

MOORAGH PARADE, RAMSEY, I.O.M.

Racing Commences 2 p.m.

EVENTS

- No. 1—Over 125 cc but not over 250 cc RACING SOLOS
No. 2—Over 250 cc but not over 350 cc RACING SOLOS
No. 3—Over 350 cc but not over 500 cc RACING SOLOS
No. 4—Over 500 cc but not over 750 cc RACING SOLOS
No. 5—Over 750 cc but not over 1000 cc RACING SOLOS
No. 6—Over 1000 cc but not over 1300 cc RACING SOLOS
No. 7—Up to 500 cc SIDECARS AND THREE WHEELERS
No. 8—Over 500 cc but not over 1300 cc SIDECARS AND THREE WHEELERS
No. 9—Over 125 cc but not over 250 cc PRODUCTION
Over 250 cc but not over 350 cc PRODUCTION
Over 350 cc but not over 500 cc PRODUCTION
No. 10—Over 500 cc but not over 750 cc PRODUCTION
Over 750 cc but not over 1000 cc PRODUCTION

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OFFICIALS

Stewards of the Meeting : J. WYLD and S. BROUGHTON.

A.C.U. Steward : T. SHEPHERD.

A.C.U. Timekeeper : A. NASH. Automatic App. (Grade B).

Scrutineers : E. WOODS and ASSISTANTS.

Medical Officer : Dr. WILKINSON.

Clerk of Course and Secretary of Meeting :

J. PARKER, 14 HOLMDENE AVENUE, HERNE HILL,
LONDON, S.E. 24.

AWARDS

A PERPETUAL TROPHY presented by the Ramsey Commissioners and known as the Ramsey Commissioners Trophy with replica for retention and £5 cash will be awarded to the driver whose time betters the existing National Record for quarter mile standing start for his class by the greatest margin. If no driver betters the record for his class the Trophy will go to the driver whose time most nearly approaches the class Record.

A PERPETUAL TROPHY with replica for retention and £5 cash for the fastest time of the day by a machine in Category A.1.

A PERPETUAL TROPHY with replica for retention and £5 cash for the fastest time of the day by a machine in Category B.1.

AN AWARD and £5 cash to the best non expert.

A PERPETUAL TROPHY with replica for retention to the driver making best time for the day on petrol closest to the record for the class in which he is competing.

A PERPETUAL TROPHY with replica to the driver making best time of the day on a Standard machine closest to the record for the class in which he is competing.

AN AWARD to the 1st and 2nd in each class subject to 5 entries.

CLOSED AWARDS—presented by Honda Ltd.

A TROPHY and £2-10-0 cash to the fastest Honda 250 in the Standard class.

A PEWTER TANKARD to the 2nd fastest Honda 250 in the Standard class.

A TROPHY and £2-10-0 cash to the fastest Honda 305 in the Standard class.

A PEWTER TANKARD to the 2nd fastest Honda 305 in the Standard class.

No driver may win more than one award in each class entered. The existing Class Records will be published in the Official Programme.

oooooooooooo

The Course is 440 yards long; chequered boards mark the finish. Drivers start singly at their own time on being given the signal, and are times by automatic equipment actuated by the passing of the machine. Machines will be allowed three runs; the best time to count.

Machines run on Petrol are indicated by the Letter P.

RED FLAG indicates—STOP—Course closed.

GREEN FLAG indicates—Course clear.

Introducing you to

THE NATIONAL SPRINT ASSOCIATION

by its Chairman : H. J. E. WYLD.

Founded in 1957 by a small band of enthusiasts the N.S.A. now has a membership in excess of 750 members drawn from all parts of the United Kingdom.

One of the Associations first tasks was to purchase by voluntary subscription among its members the very expensive electronic timing equipment which is in use here today—it is accurate to one hundredth of a second and is actuated by a light beam, the watches used are checked and certified by the National Physical Laboratory each year, and of course the apparatus has the approval of the Auto Cycle Union.

From the days that the late Eric Fernihough was attempting to establish sprint records right up to the present time the sprinters greatest difficulty has been to obtain suitable courses, and while the Royal Air Force and the Ministry of Defence have assisted greatly in this regard we are extremely grateful to the Isle of Man Authorities and in particular to the Ramsey Commissioners that they have so generously placed today's course at our disposal.

If you should feel inclined to join the Association be assured that you will be made most welcome, membership is but £1 per year and in addition to monthly discussions held in London, Coventry and York your membership card will obtain for you free entry to any N.S.A. promoted event and you will receive a copy of the Associations Magazine which will keep you in touch with the latest developments in the sprint world.

There are no paid officials in the Association and the whole of your subscription is devoted to the furtherance of the sport and pastime of sprinting for powered vehicles by the encouragement of clubs to run meetings; the encouragement of riders and those interested in competing in all its branches; the maintenance of relations with all organising bodies, both national and international.

Introduction to N.S.A. (Cont.)—

Provided that the capacity class of the engine complies with A.C.U. regulations then a rider may use any equipment which in his opinion will tend to increase his speed, you will notice for instance that many machines are fitted with superchargers, most will be running on alcohol fuels and some will be using special tyres know as 'slicks.'

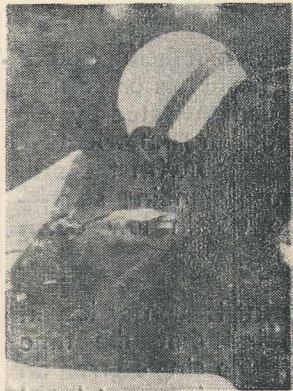
It is true to say that sprinting as a spectacle cannot compare with road racing and there are no bends or corners calling for the superb handling skill as demonstrated by the T.T. riders, nevertheless the enthusiastic and knowledgeable motor cyclist cannot fail to be impressed with the skill and expertise required to take off from a standing start—the delicate control that is required to obtain low down power having regard to tyre traction.

It is probably true to say that a sprint is won or lost in the first twenty five yards—bear in mind that the time taken to cover 440 yards allows for not one single error on the part of a rider, a fluffed gear change the incorrect 'revs' on take off or the slightest mistake will probably spell a poor time.

Many of the world's greatest and best known racing men have at some time or other competed at sprint meetings, and who among those you will see competing this afternoon will be fated to join their number.

LEADING

SPRINTERS



Neville Higgins



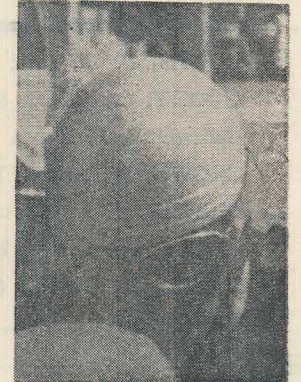
Charlie Rous



Jack Terry



Fred Cooper



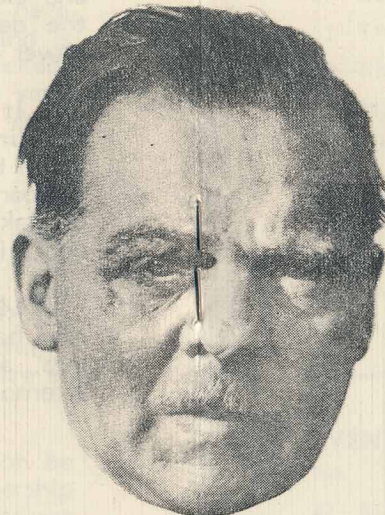
Ernie Woods



Arthur Breese



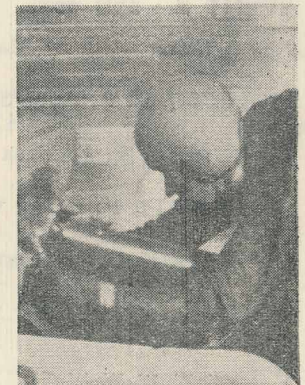
Ian Ashwell



George Brown



David Lecoq



Bill Bragg



Maurice Brierley

1964-

-1965

Presented by Motor Cycle News

SOLO RACING MACHINES

EVENT 1—250 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
1	LINEY, W. J.	L. Rudge (E)			
2	SHARROCKS, M.	Aermacchi (P)			
3	KERSEY, P. J.	Ariel (P)			
4	SANDELL, T. W.	Velo			
5	WELCH, P. A.	Rudge (P)			
6	BOOTH, F. D.	Ariel (E)			
7	GOODY, C.	C.H.G. Spl. (P)			
8	CHEADLE, J.	Honda (P)			
9	BROWN, A.	Ariel (E)			
10	CARTER, T. E. C.	B.S.A.			
11	TERRY, A.	Gilbert Honda (E)			
12	HAZEL, B.	Greeves (P)			
14	GREENGRASS, R. I.	Cotton/Ariel (P)			
15					

P—Petrol. E—Expert.

SOLO RACING MACHINES

EVENT 2—350 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
16	LECOQ, D. P.	A.J.S. Spl. (E)			
17	HURLEY, E. I.	Manx Dragster (E)			
18	BENNETT, P.	Pet-net Velo			
19	SHARROCKS, M.	Norton (P)			
20	LINEY, W. J.	Sinstar			
21					
22					

P—Petrol. E—Expert.

SOLO RACING MACHINES

EVENT 3—500 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
23	MANZANO, P.	Triumph			
24	BREESE, A. E.	Jap (E)			
25	BIGGS, M. V.	Long Shot (P)			
26	WILSHERE, W. H.	Rudge			
27	WELCH, P. A.	Triumph (P)			
28	MOSS, F. J. N.	Rudge			
29	BELL, D. P.	Rudge			
30	JAMES, P. G.	Triumph			
31	RAWLINGS, J.	Nameless (P)			
32	THOMPSON, I.	Sunbeam (P)			
33	BREED, K.	Triumph (P)			
34	FLEW, W. J.	Norton			
35	HARMAN, P.	Velo (P) (E)			
36	WARREN, K. D.	Vincent			
37	WOODS, E. A.	Norton Jap			
38	ASHWOOD, N. J.	Royal Enfield			
39	TERRY, J.	Jap (E)			
40	BARLOW, J.	Triumph (E)			
41					

P—Petrol. E—Expert.

SOLO RACING MACHINES

EVENT 4—750 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
42	ROUS, C. W.	CRS Triumph (E)			
43	SHIRE, D.	Scott			
44	BEST, J.	Scott (P)			
45	AMOS, J.	Triumph (P)			
46	ELLISON, D.	Norton (P)			
47	ROBERTS, M.	Triumph (E)			
48	POPPITT, D.	B.S.A. (P)			
49					
50					

P—Petrol. E—Expert.

SOLO RACING MACHINES

EVENT 5—1000 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
51	LLOYD, J. S., Vincent (E)				
52	WOODS, E. A., Jap Spl. (E)				
53	BROWN, G., Vincent Spl. (E)				
54					
55					

P—Petrol. E—Expert.

RACING S/C AND 3 WHEELERS

EVENT 6— 500 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
56	DODD, P., Velo (P)				
57	BOOTH, F., Matchless (E)				
58	POTTER, M., Triumph (P)				
59					
60					

P—Petrol. E—Expert.

RACING S/C AND 3 WHEELERS

EVENT 7—501 - 1,200 cc Run 1 2 3

No.	Driver	Machine	Run 1	2	3
61	WEBB, C. J., B.M.W. (P)				
62	LEECE, E., Triumph (P)				
63	BRIERLEY, M., Methamon (E)				
64					
65					

P—Petrol. E—Expert.

SOLO RACING MACHINES

EVENT 8—1300 cc

*No Entries
for this Event*

STANDARD MACHINES

EVENT 9—250 cc, 350 cc, 500 cc **Run 1 2 3**

No.	Driver	Machine	Run 1	2	3
66	—HYDE, P.,	Velo 348 cc			
67	—TIMBERLEY, T. V. M.,	Honda 250 cc			
68	—WOODS, S. V.,	Ducati 250 cc			
69	—PAPE, R.,	Honda 250 cc			
70	—MOORE, G.,	Norton 500 cc			
71	—ROGERS, A. M.,	Ducati 250 cc			
72	—ROGERS, P. D.,	Honda 305 cc			
73	—TERRY, A.,	Honda 250 cc			
74	—ROBINSON, A.,	Honda 305 cc			

STANDARD MACHINES

EVENT 10—750 cc, 1000 cc **Run 1 2 3**

No.	Driver	Machine	Run 1	2	3
75	—ELLISON, A.,	Norton 650 cc			
76	—FALLOWS, D.,	B.S.A. 650 cc			
77	—BARRY, P.,	Vincent 1,000 cc			
78	—				

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350 cc D. LECOQ, 348 A.J.S.	13.70 (Record)
500 cc A. E. BREEZE, 497 JAP-Spcl	12.87 (Record)
1000 cc G. BROWN, 998 Vincent Spcl	1-15
RACING s/c AND 3 WHEELERS	
Up to 1200 cc J. E. REYNOLDS, 498 Triumph	17.96
VINTAGE SOLOS	
F. J. N. MOSS, 499 Rudge, 1930	14.99
STANDARD SOLOS	
500 cc G. MOORE, 499 Norton	16.15
1000 cc R. R. MITCHELL, 646 A.J.S.	16.22

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SPEED TABLE FOR QUARTER MILE

mph	sec.	mph	sec.	mph	sec.	mph	sec.
50	18.00	60	15.00	70	12.86	80½	11.18
50½	17.82	60½	14.88	70½	12.77	81	11.11
51	17.65	61	14.75	71	12.68	81¼	11.08
51½	17.48	61½	14.63	71½	12.63	81½	11.04
52	17.31	62	14.52	72	12.50	82	10.98
52½	17.14	62½	14.40	72½	12.41	82½	10.91
53	16.98	63	14.29	73	12.33	83	10.84
53½	16.82	63½	14.17	73½	12.24		
54	16.67	64	14.06	74	12.16		
54½	16.51	64½	13.95	74½	12.08		
55	16.36	65	13.85	75	12.00		
55½	16.22	65½	13.74	75½	11.92		
56	16.07	66	13.64	76	11.84		
56½	15.93	66½	13.53	76½	11.76		
57	15.79	67	13.43	77	11.69		
57½	15.65	67½	13.33	77½	11.61		
58	15.52	68	13.24	78	11.54		
58½	15.38	68½	13.14	78½	11.46		
59	15.25	69	13.04	79	11.39		
59½	15.13	69½	12.95	79½	11.32		
				80	11.25		

Times are shown to the nearest 1/100 of a second.

EXISTING NATIONAL RECORDS FOR QUARTER MILE SOLO

	Date	secs.
125 cc—D. SIMMONDS	10-8-63	16.24
250 cc—G. BROWN	23-9-61	14.32
350 cc—A. HURLEY	16-9-64	13.1975
500 cc—J. TERRY	16-9-64	12.4475
750 cc—A. HAGON	11-8-62	11.7905
1000 cc—G. BROWN	21-8-64	10.283
1300 cc		

SIDECARS and THREEWHEELERS

250 cc—G. BROWN	11-8-62	15.140
350 cc—G. BROWN	11-8-62	15.140
500 cc—A. BASCOMBE	11-8-62	13.846
750 cc—R. GILBERT	11-8-62	12.6635
1000 cc—G. BROWN	23-9-61	11.441
1300 cc—M. BRIERLEY	26-6-64	13.076

The Committee of the National Sprint Association wish to express their appreciation and thanks to the following for their many services—

The Ramsey Commissioners.
 The Ramsey and District M.C. & C.C.
 Motor Cycle News
 St. John's Ambulance Brigade.
 The Isle of Man Constabulary.
 The Round Table.
 Veedol Oil Co., Ltd.
 Honda Ltd.

All those who have advertised in our Programme

All the many helpers overlooked by name but not forgotten.

WARNING

MOTOR CYCLING IS DANGEROUS !

You are present at this meeting entirely at your own risk and subject to the condition that all persons having any connection with the promotion and-or conduct of the meeting, including the 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.