

BRANDS HATCH. 21.3.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c.
RIDER - GORDON KEITH.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 48T
MAIN JET - 540 (Slightly Rich)
MAXIMUM R.P.M. - 8200 (In 4th Gear)
PLUG - LODGE R.51

WEATHER CONDITIONS - OVERCAST & COLD.
ROAD CONDITIONS - SLIGHTLY WET.

GENERAL REMARKS

JANDLING - EXCELLENT. Rear Units. 60/90 - 8" Middle Post.
BRAKES - O.K.
ENGINE - EXCELLENT.
GEARBOX - O.K.
CLUTCH - O.K. BUT EXCESSIVE PLAY IN LEVER AT END OF RACE.

Weight saving and more power from engine desirable.
Rear Hub - Frame broken (one side)
Wrong front fork links fitted.

6th Place.

BRANDS HATCH. 16.4.65.

MACHINE. - ROYAL ENFIELD MK.II 247 c.c.
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 48T
MAIN JET - 540
MAXIMUM R.P.M. - 8200
PLUG - RL.52

WEATHER CONDITIONS - SLIGHTLY OVERCAST, WARM.
ROAD CONDITIONS - DRY.

FASTEST PRACTISE LAP - 2.04

RACE DATA	-	LAP	1.	2.07	-	20th.	LAP	5.	1.59	-	10th
		"	2.	2.01	-	14th.	"	6.	1.57	-	9th
		"	3.	2.00	-	12th.	"	7.	1.58	-	9th
		"	4.	1.58	-	12th.	"	8.	1.59	-	8th

GENERAL REMARKS.

REAR UNITS - 60/90 - 8.1" Low Post.
HANDLING - EXCELLENT (BUT SOME REAR WHEEL PATTERN)
BRAKES - O.K.
ENGINE - EXCELLENT
GEARBOX - O.K.
CLUTCH - O.K. (Suspicion of slip towards end, not substantiated by Lap Times).

Generally satisfactory, although bad start prevented better final placing.
Weight reduction and more power essential.

8th PLACE.

OULTON PARK (INTERNATIONAL) 19.4.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP. HEAD).
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 18T.
REAR WHEEL SPROCKET - 47T.
MAIN JET - 540.
MAXIMUM R.P.M. - 8400.
PLUG - RL.50.

WEATHER CONDITIONS - VERY WINDY (HEADWIND DOWN STRAIGHT).
ROAD CONDITIONS - DRY (OCCASIONAL SHOWERS).

FASTEST PRACTISE LAP - 2.10

RACE DATA

LAP 1 - 2.16 - 3rd.	LAP 11 - 2.15 - 3rd.
" 2 - 2.07 - 3rd.	" 12 - 2.15 - 3rd.
" 3 - 2.07 - 2nd.	" 13 - 2.14 - 4th.
" 4 - 2.05 - 1st.	" 14 - 2.11 - 4th.
" 5 - 2.08 - 1st.	" 15 - 2.13 - 4th.
" 6 - 2.09 - 1st.	" 16 - 2.13 - 4th.
" 7 - 2.11 - 1st.	" 17 - 2.13 - Retired in 4th
" 8 - 2.09 - 1st.	
" 9 - 2.13* 2nd.	" 18
* 10 - 2.15 - 3rd.	" 19

* SLOWING, EXHAUST MANIFOLD LOOSE.

Retired when last bolt came out of manifold. When engine stripped, big-end failure found.

GENERAL REMARKS

HANDLING - EXCELLENT (60/90 - 8.0" Low Position) No Steering
BRAKES - O.K. Damper.
ENGINE - EXCELLENT (UNTIL SLOWED BY LOOSE MANIFOLD).
GEARBOX - GOING THROUGH 2nd.GEAR, CHANGING UP.
CLUTCH - LOSING ADJUSTMENT (DRAG).

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (LOW COMP. HEAD).
RIDER - PERCY TAIT

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 48T
MAIN JET - 520
MAXIMUM R.P.M. - 8400
PLUG - RL.50

WEATHER CONDITIONS - VERY WINDY (HEADWIND DOWN STRAIGHT).
ROAD CONDITIONS - DRY.

FASTEST PRACTISE LAP - 2.07

RACE DATA

LAP 1 - 2.15 - 2nd.
" 2 - 2.07 - 2nd.
" 3 - 2.08 - 1st.
" 4 - 2.08 - 2nd.
" 5 - RETIRED. ENGINE SEIZED. (BIG-END FAILURE).

GENERAL REMARKS

HANDLING - O.K. (STEERING DAMPER FITTED) 60/90 - 8.1" Low Post.
BRAKES - O.K.
ENGINE - O.K. (Until Seizure on 5th Lap).
GEARBOX - O.K.
CLUTCH - O.K.

CASTLE COMBE ROAD RACES. 1.5.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMPRESSION).
RIDER - GORDON KEITH

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 46T
MAIN JET - 520
MAXIMUM R.P.M. - 8000
PLUG - RL.52

WEATHER CONDITIONS - WINDY
ROAD CONDITIONS - DRY

FASTEST PRACTISE LAP - 1.21 (MACHINE RIDDEN BY P.H.TAIT).

RACE DATA

HEAT 1	-	-	<u>FINAL</u> 1	-	1.29
" 2	-	1.21	2	-	1.19
" 3	-	1.21	3	-	1.19
			4	-	1.19
			5	-	1.20 (FINISHED 2nd.PLACE - 3 Secs).

GENERAL REMARKS

HANDLING - O.K. (STEERING DAMPER FITTED) 60/90 - 8.0" Low Pos.
BRAKES - O.K.
ENGINE - O.K. (VERY SLIGHTLY RICH)
GEARBOX - O.K.
CLUTCH - O.K.

Big-end failure in own machine during practise. Above machine taken over from Percy Tait.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP).
RIDER - P.H.TAIT.

Machine handed over to Gordon Keith after practise.

BRANDS HATCH 9.5.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP).
RIDER - P.H.TAIT.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET -
MAIN JET -
MAXIMUM R.P.M. -
PLUG -

WEATHER CONDITIONS *

ROAD CONDITIONS -

FASTEST PRACTISE LAP -

RACE DATA

Machine ridden by Rex Butcher (9th Place).

SPANISH GRAND PRIX (BARCELONA) 9.5.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP).
RIDER - GORDON KEITH

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 47T LOW 1st GEAR FITTED.
MAIN JET - 530
MAXIMUM R.P.M. - 8300
PLUG - RL.50

WEATHER CONDITIONS - DRY & SUNNY.
ROAD CONDITIONS - DRY

FASTEST PRACTISE LAP - 2.07

RACE DATA

LAP 1 - 2.16	LAP 8 - 2.04
" 2 - 2.07	" 9 - 2.07
" 3 - 2.05	" 10 - 2.04
" 4 - 2.05	" 11 - 2.06
" 5 - 2.05	" 12 - 2.10
" 6 - 2.05	" 13 - Retired in 8th Place (Big-end failure)
" 7 - 2.04	

33 LAP RACE - 125 km.

GENERAL REMARKS

HANDLING - *FRONT FORK POOR ON BUMPY GOING (Rear Dampers 60/90 - 8.0" Middle Setting)
BRAKES - GOOD
ENGINE - GOOD UNTIL BEARING FAILURE
GEARBOX - GOOD
CLUTCH - GOOD (But requiring frequent adjustment, also marked wear on Klinger Linings).

* Incorrect Front Fork Links fitted (i.e. $\frac{1}{2}$ " short).

Fuel consumption checked in practise over 12 laps - 24.8 m.p.g.

9-5-65

SPANISH GRAND PRIX.

<u>No.LAPS.</u>	<u>GROWING TIME.</u>	<u>LAP TIME.</u>	<u>POS.</u>
1	2.16	2.16	12th
2	4.23	2.07	10th
3	6.28	2.05	10th
4	8.33	2.05	10th
5	10.38	2.05	9th
6	12.43	2.05	9th
7	14.47	2.04	9th
8	16.51	2.04	9th
9	18.58	2.07	9th
10	21.04	2.04	9th
11	23.10	2.06	9th
12	25.20	2.10	8th
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
* 23			
24			
25			
26			
27			
* 28			
29			
30			
31			
* 32			
33			

LIGHTWEIGHT '250' T.T. 14.6.65

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (LOW COMPRESSION).
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 43T
MAIN JET - 550
MAXIMUM R.P.M. - 8200 (Level Going)
PLUG - RL.51

WEATHER - COOL & DRY.
ROAD CONDITIONS - DRY.

FASTEST PRACTISE LAP -

RACE DATA

LAP 1 -
" 2 -
" 3 - Retired on mountain in 10th place
" 4 -
" 5 -
" 6 -

Retired due to Loose Battery Post.

GENERAL REMARKS

HANDLING - POOR.
BRAKES - O.K.
ENGINE - O.K. Until retirement.
GEARBOX - O.K.
CLUTCH - O.K. (FERODO)

24-1 Petroil ratio, plus direct feed to Big-end and mains.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMPRESSION)
RIDER - P.H.TAIT. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 42T
MAIN JET - 550
MAX. R.P.M. - 8000 (LEVEL GOING)
PLUG - RL.51

WEATHER CONDITIONS - COOL & DRY
ROAD CONDITIONS - DRY

FASTEST PRACTISE LAP -

RACE DATA

LAP 1
" 2
" 3 Retired at Barragarrow in 10th Place.
" 4
" 5
" 6

Retired due to Engine seizure, Circlip detached from Piston
(Bush had moved in Piston Gudgeon Pin Boss)

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD UNTIL SEIZURE
GEARBOX - GOOD
CLUTCH - GOOD

32 - 1 PETROIL RATIO + direct feed to Big-end and mains.

MALLORY PARK (INTERNATIONAL) 20.6.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP. 17.5-1)
RIDER - GORDON KEITH.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 47T
MAIN JET - 550
MAX. R.P.M. - 8000
PLUG - RL.51

WEATHER CONDITIONS - DRY, WARM & BREEZY.
ROAD CONDITIONS - DRY.

FASTEST PRACTISE LAP - 1.00

RACE DATA

<u>HEAT</u>	<u>LAP</u>		<u>FINAL</u>	<u>LAP</u>		<u>LAP</u>	
	1	-		1	- 1.03	6	- .58
"	2	- 1.01	"	2	- .58	"	7 - .58
"	3	- 1.00	"	3	- .57	"	8 - .58
"	4	- .59	"	4	- .59	"	9 - .59
"	5	- .59	"	5	- .57	"	10 - .58

7th Place (Bad Start).

5th Place.

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - GOOD

8" Springs.
(CENTRE PRE-LOAD POSITION)

32 - 1 PETROIL RATIO.

BRANDS HATCH 27.6.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP. 15.5 - 1)
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 47T
MAIN JET - 550
MAXIMUM R.P.M. - 8200
PLUG - RL.51

WEATHER CONDITIONS - DRY & WARM.
ROAD CONDITIONS - DRY.

FASTEST PRACTISE LAP - 2.01

RACE DATA

LAP 1 - 2.06	LAP 6 - RETIRED IN 3rd PLACE.
" 2 - 1.57	" 7
" 3 - 1.54	" 8
" 4 - 1.55	" 9
" 5 - 1.54	" 10

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD (Until loss of compression due to burning
GEARBOX - GOOD piston)
CLUTCH - GOOD

Fastest lap in race, and leading for half a lap. On checking ignition timing, advance had increased from 102 thou. to 115 thou. Probable cause of piston trouble.

27-6-65

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP. 17.5)
RIDER - P.H.TAIT.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 47T
MAIN JET - 550
MAXIMUM R.P.M. - 8000
PLUG - RL.52

WEATHER CONDITIONS - WARM & DRY.
ROAD CONDITIONS - DRY.

FASTEST PRACTISE LAP - 2.00

RACE DATA

LAP 1 - 2.06	LAP 6 - 1.58
2 - 1.59	7 - 1.57
3 - 1.58	8 - 1.57
4 - 1.58	9 - 1.58
5 - 1.57	10 - 1.57

6th Place.

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - SLIPPING.

Clutch slip in practise. New springs fitted O.K.
Started to slip again soon after start of race.

SOLITUDE GRAND PRIX 18.7.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (HIGH COMP).
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 43T
MAIN JET - 570
MAX. R.P.M. - 8000 (122 M.P.H.)
PLUG - RL.52

WEATHER CONDITIONS - OVERCAST, COOL & DRY.
ROAD CONDITIONS - MAINLY DRY, (WET IN PLACES DUE TO
WASHING OF ROAD)

FASTEST PRACTICE LAP - 5.00

RACE DATA

LAP 1 - 5.26	LAP 6
2 - Retired in 12th Place.	7
3	8
4	9
5	10

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD BUT ON 2nd.LAP MAXIMUM REVS. REDUCED TO
6000 BY IGNITION TROUBLE.
GEARBOX - GOOD
CLUTCH - GOOD, BUT REQUIRED ADJUSTMENT.

Trouble with ignition due to water during 1st. practice.
2nd. practice trouble free. Retired due to failure at end
of second lap in race (Coil Breakdown).

THRUXTON 1.8.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (COMPRESSION HEAD).
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 47T
MAIN JET - 570
MAXIMUM R.P.M. - 8000
PLUG - RL.52

WEATHER CONDITIONS - DRY
ROAD CONDITIONS - DRY.

FASTEST PRACTICE LAP -

RACE DATA -

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - GOOD

19 seconds down at end of 1st. lap, due to bad start.
20 seconds down at end of race.

ULSTER GRAND PRIX. 7.8.65.

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (COMPRESSION HEAD).
RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 43T
MAIN JET - 570
MAXIMUM R.P.M. - 8000
PLUG - RL.52

WEATHER CONDITIONS - WET, OCCASIONAL SHOWERS.
ROAD CONDITIONS - WET.

FASTEST PRACTICE LAP - 5.24

RACE DATA

LAP 1 - 5.49
2 - RETIRED (CLUTCH FAILURE)
3

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - FAILURE DUE TO SPREAD OF HOUSING.

HUTCHINSON "100" SILVERSTONE. 14.8.65.

MACHINE - ROYAL ENFIELD MK.II (TWIN-PLUG HEAD. TRANSISTOR IGN.
17.8 COMP).

RIDER - PERCY TAIT. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 44T
MAIN JET - 570
MAXIMUM R.P.M. - 8000
PLUG (2) - 10 mm RL.52

WEATHER CONDITIONS - DRY (WARM)
ROAD CONDITIONS - WET (DRYING SLOWLY)

FASTEST PRACTICE LAP - 1.51

RACE DATA

LAP 2	-	2.07	LAP 10	-	2.07
3	-	2.10	11	-	2.06
4	-	2.07	12	-	2.07
5	-	2.07	13	-	2.08
6	-	2.07	14	-	2.07
7	-	2.07	15	-	2.08
8	-	2.08			
9	-	2.07			

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - GOOD

Finished in 3rd. place behind two "works" Yamahas.

HUTCHINSON "100" SILVERSTONE. 14.8.65.

MACHINE - ROYAL ENFIELD MK.II (TWIN-PLUG HEAD. TRANSISTOR IGN.
17.8 COMP).

RIDER - PERCY TAIT. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 44T
MAIN JET - 570
MAXIMUM R.P.M. - 8000
PLUG (2) - 10 mm RL.52

WEATHER CONDITIONS - DRY (WARM)
ROAD CONDITIONS - WET (DRYING SLOWLY)

FASTEST PRACTICE LAP - 1.51

RACE DATA

LAP 2	-	2.07	LAP 10	-	2.07
3	-	2.10	11	-	2.06
4	-	2.07	12	-	2.07
5	-	2.07	13	-	2.08
6	-	2.07	14	-	2.07
7	-	2.07	15	-	2.08
8	-	2.08			
9	-	2.07			

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - GOOD

Finished in 3rd. place behind two "works" Yamahas.

HUTCHINSON "100" SILVERSTONE. 14.8.65.

MACHINE - ROYAL ENFIELD MK.II (TWIN-PLUG HEAD. TRANSISTOR IGN.
17.8 COMP).

RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET - 19T
REAR WHEEL SPROCKET - 45T
MAIN JET - 560
PLUG - RL.52
MAXIMUM R.P.M. - 8000

WEATHER CONDITIONS - DRY & WARM.
ROAD CONDITIONS - WET (DRYING SLOWLY).
FASTEST PRACTICE LAP - 1.53

RACE DATA

LAP 1 - 3.40 (ENGINE FAILED TO START)
2 - 2.15
3 - 2.14
4 - RETIRED (POINTLESS TO CONTINUE).

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - GOOD
CLUTCH - GOOD

Left at start, due to plug lead being detached from plug.
Retired on 4th Lap, too far behind to figure in results.

BRITISH CHAMPIONSHIPS OULTON PARK. 30.8.65.

MACHINE - ROYAL ENFIELD MK.II (TWIN-PLUG TRANSISTOR IGN).

RIDER - GORDON KEITH. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET
REAR WHEEL SPROCKET
MAIN JET
PLUG
MAXIMUM R.P.M.

WEATHER CONDITIONS
ROAD CONDITIONS

FASTEST PRACTICE LAP

RACE DATA

LAP 1
2
3
4
5
6
7
8
9
10

LAP 11
12
13
14
15
16
17
18
19

GENERAL REMARKS

30-8-65

MACHINE - ROYAL ENFIELD MK.II 247 c.c. (TWIN-PLUG TRANSISTOR
IGN).

RIDER - PERCY TAIT. MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET
REAR WHEEL SPROCKET
MAIN JET
PLUG
MAXIMUM R.P.M.

WEATHER CONDITIONS

ROAD CONDITIONS

FASTEST PRACTICE LAP

RACE DATA

LAP 1	LAP 6	LAP 11	LAP 16
2	7	12	17
3	8	13	18
4	9	14	19
5	10	15	

GENERAL REMARKS

HANDLING
BRAKES
ENGINE
GEARBOX
CLUTCH

SCARBOROUGH ROAD RACES. 9.10.65.

MACHINES (2) - ROYAL ENFIELD MK.II 247 c.c.
RIDERS - GORDON KEITH. PERCY TAIT.

GORDON KEITH - ROYAL ENFIELD G.P.250/1 ENGINE.
G.P.250/1 FRAME.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 48T
MAIN JET - 540
MAXIMUM R.P.M. - 8500
PLUG - R.L.51

WEATHER CONDITIONS - DRY.
ROAD CONDITIONS - SLIGHTLY WET.

PERCY TAIT - ROYAL ENFIELD G.P.250/2 ENGINE.
G.P.250/2 FRAME.

FINAL DRIVE SPROCKET - 18T
REAR WHEEL SPROCKET - 48T
MAIN JET - 520
MAXIMUM R.P.M. - 8500
PLUG - RL.51

WEATHER CONDITION - DRY.
ROAD CONDITIONS - SLIGHTLY WET.

GENERAL REMARKS.

LIMITED PRACTISE ONLY. After repeated troubles, due to bad preparation of machines at the factory, we decided to abandon the meeting.

Results - Nil.

CASTLE COMBE "500" MILE RACE. 24.7.65.

MACHINE - ROYAL ENFIELD "G.T.* 248 c.c.
RIDERS - GORDON KEITH & JOHN RUDGE.
MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET
REAR WHEEL SPROCKET
MAIN JET 310
PLUG R.51

FASTEST PRACTICE LAP - 1.35
MAX. R.P.M. - 8000

WEATHER CONDITIONS - WET AT FIRST, THEN DRY WITH SOME WIND.

GENERAL REMARKS

HANDLING - GOOD
BRAKES - GOOD
ENGINE - GOOD
GEARBOX - SOMETIMES MISSING GEAR TOWARDS END OF RACE.
CLUTCH - PRONE TO SLIP WHEN KICKSTARTING OTHERWISE O.K.

Trouble free run, finished 4th in '250' class.
Lack of "fairing", and close ratio gears prevented a
much better showing.

BARCELONA 24 HOUR RACE. 10/11.7.65.

MACHINE - ROYAL ENFIELD "G.T." 248 c.c.
RIDERS - GORDON KEITH & PERCY TAIT.
MECHANIC - FRED SWIFT.

FINAL DRIVE SPROCKET
REAR WHEEL SPROCKET
MAIN JET
PLUG

FASTEST PRACTICE LAP 2.16
MAXIMUM R.P.M. - 7000

Big-end bearing failure during practice resulted in inability to start in race. Cause of failure - faulty composition of a batch of Shell Super "M" oil. Not discovered beforehand due to lack of pre-race testing at factory.