HAILWOOD VICTORY AT I.O.M. TT

"I never buzzed the bike, It ran so well that I am sure I could have gone around at 112mph, "he added after nursing the V-Twin home and beating Williams by one minute 59.4 seconds.

Tom Herron, who took over a Mochek Honda with Yoshimura cams after Tony Rutter broke a leg in practice, was Hailwood's most serious challenger He was gaining on the maestro until his frame broke. (so much for Japanese technology..ed)

The only time Hailwood did not lead the race was at Ballacraine on lap one where Herron was five seconds ahead on corrected time. Then, at Mayhill, a twich from Herron's back end gave him a gipsy's warning.

But it was the way Hailwood caught and passed Read that send the crowds delirious. He started 50 seconds after Read and pursued him so relentless that, before the halfway mark, Hailwood was leading on the road!

Second on the road by the end of the first lap, Hailwood was 8.8 seconds in front of Read on corrected time. Although his opening lap speed was just under 110 mph, Hailwood's average from Ballacraine to Ballacraine was in excess of 111 mph. He was really on his way!

Herron was going well too, But after closing the gap to four seconds. The big Honda became too hot to handle and Hailwood was back in business.

At Ballaugh, where the time difference between himself and Herron remained unchanged, Hailwood was clearly catching last year's F1 Champion. He was averaging more than 110 mph. At the Bungalow, he had Read in sight!

Electrified by news of Hailwood's progress, the grandstand crowds waited expectantly as the two old timers hurtled over the Mountain road. The lights signaling their arrival at Signpost Corner were almost simultaneous! Hailwood had Read beaten by sitting on his tail but Herron was still a threat.

After two laps, Hailwood was leading Herron by 15 seconds. And although Read was still in front on the road, he had no hope of getting away. His only hope was to keep going.

Together at Ramsey, where a stray dog tried to join the scrap, the two gladiators tackled the gruelling climb for the third time but Herron didn't make it. With both rear damper brackets broken, he was out of the race at Quarry Bends. An, at the Bungalow Hailwood was 100 yards ahead of Read!

It was the most exciting comeback the TT has ever seen and the battle neared its turning point as pit crews prepared to tank up the leaders aftet three laps

Hailwood took on three gallons in 41.2 seconds but Read was quicker. The Honda fired instantly but the Ducati needed an extra push to help the limping Hailwood. The situation on the road was reversed but the Honda was on the blink.

Puffs of tell-tale smoke told their own story as Hailwood hounded his rival throughout the fourth lap. As they began their fourth lap, Read was still a few yards ahead. Not for long though!

His engine smoking badly, Read was behind through Union Mills. His leathers smothered in oil, he gave up atthe 11th Milestone after a couple of hectic slides at Ballacraine and Sarah s Cottage. It was all over for Honda.

With some 60 miles to go, Hailwood could afford to slacken the pace. He hammered on regardless but his rear chain would not have lasted another lap. Stretched beyond the limit, it was so slack that you could almost tie a knot in it.

A long way behind, williams had his work cut out holding a petrol tank which broke loose as he screamed down Cronk-y-Voddy straight. "I caught it with my right arm when it flew up," he explained.

Ian Richards, who finished third on a Peckett and McNabb 100 Kawasaki which reached him only two days before the race, developed an oil leak which spilled on his rear slick.

Handicapped by two pit stops to tank up his thirsty beast, Richards won a good scrap with Helmut Dahne, the West German who switched from BMW to Honda during practice.

Alex George recalled the hey days of "Slippery Sam" as he raced to fifth on the seven-year-old ex-Tony Jefferies Triumph triple he inherited after Sam McClements broke a collarbone in practice. "It ran perfectly, with only a spot of oil escaping from the gearbox breather," he said.

Charlie Mortimer, who ran out of road at the Bungalow, was surprised he had gone as quickly after the scrutineers insisted on 26mm carburators instead of the 29mm instruments which gave his Kuh Suzuki more speed in practice. He finished sixth.

Kevin Wrettom's Pantall Kawasaki misfired from the start but he was more successful than Roger Nicholls on a Ducati identical to Hailwood's. Runnerup last year, Nicholls retired after the sight glass on his oil sump shattered and the hot lubricant soaked his leg.

George Fogarty was in such a hurry after he oiled a plug at the start that he burnt the clutch of his Ducati. Eddie Roberts, on a similar twin, retired at the pits with a misfire.

Other Ducati runners fared little better. Jim Scaybrook, Hailwoods Australian racing partner laid his bike down at Govenor's after a full throttle fright caused by a broken coil bracket. The coil shorted on the throttle cable!

Dave Cartwright finished with the rear carburetor of his Ducati Dangling off, while Dennis Casement, on the other Mocheck Honda, survived the last lap with a badly slipping clutch.

Bill Smith, on the Bimota Suzuki, burnt a hole through a piston. But Charlie Sanby completed the distance on one cylinder after his Guzzi twin broke a con-rod.

After the race, Williams told Hailwood: "Its been a pleasure to race with you I hope I shall now have the pleasure of beating you."

And after flying to Manchester after a row over hotel bookings, Read talked of his old rival: "Mike was really riding great. Just like the old days. I was delighted for him.

RIGHT: Courtesy of Castrol, Hailwood celebrates in style in the winners enclosure where he was mobbed by adoring fans.

Provisional results

	h	m	s	mph
1 M Hailwood (860 Ducati)	2	5	10.2	108.51
2 J Williams (880 Honda)	2	7	09.6	106.81
3 I Richards (984 Kawasaki)	2	8	7.4	106.01
4 H Dahne (860 Honda)	2	8	26.8	105.74
5 A George (855 Triumph)	2	9	28.2	105.72
6 C Mortimer (1000 Suzuki)	2	10	50.4	103.81
7 M Lucas (850 BSA)	2	12	00.4	102.89
8 K Wrettom (1000 Kawasaki)	2	12	3.2	102.85
9 D Casement (810 Honda)	2	13	26.6	101.78
10 I Tomkinson (850 Triumph)	2	14	15.6	101.15
11 A Moyce (1000 Kawasaki)	2	15	5.4	100.54
12 C Sanby (850 Moto Guzzi)	2	16	00.0	99.87
13 R Knight (900 Honda)	2	17	49.4	98.55
The above receive silver replicas				
14 D Lunn (860 Ducati)	2	20	28.8	96.69
15 J Williams (810 Honda)	2	20	33.6	96.53
The above receive bronze replicas				
16 D Cartwright (860 Ducati)	2	23	3.8	94.94
17 J Wilkinson (1000 Suzuki)	2	23	14.0	94.83
18 M Nothinger (1000 Kawasaki)	2	23	49.0	94.44
19 F Rutter (850 Triumph)	2	24	58.2	93.69
20 B Roberts (1000 Laverda)	2	24	59.2	93.68
21 J Hammond (850 Moto Guzzi)	2	26	20.0	92.82
22 D Trollope (500 Yamaha)	2	26	46.0	92.54
23 D McMillan (1000 Kawasaki)	2	27	3.2	92.36
24 G Bentman (1000 BMW)	2	27	21.2	92.17
25 H Gasse (1000 Suzuki)	2	27	43.8	91.94
26 P Davies (1000 Laverda)	2	27	52.0	91.85
27 N Tuxworth (750 Honda)	2	31	13.0	89.82
28 P Taylor (1000 Kawasaki)	2	39	9.2	85.34

Record lap: M Hailwood on lap two 26m 27.8s — 110.62mph. **Old record:** P Read (820 Honda) 22m 15s — 101.74mph, 1977.

Analysis: Non-starters 22, retirements 32, finishers 29, five lap finishers 2.

Manufacturers team: No team finished.

Club team: Greenwich MCC — C Sanby, A Moyce, P Taylor.