

Official Programme

John Player International



Grand Prix

Silverstone

10th/11th August '74

Supported by the Daily Express

Organised by the ACU

30p



John Player Norton Super bikes - Super team

JOHN PLAYER
NORTON



John Player Norton

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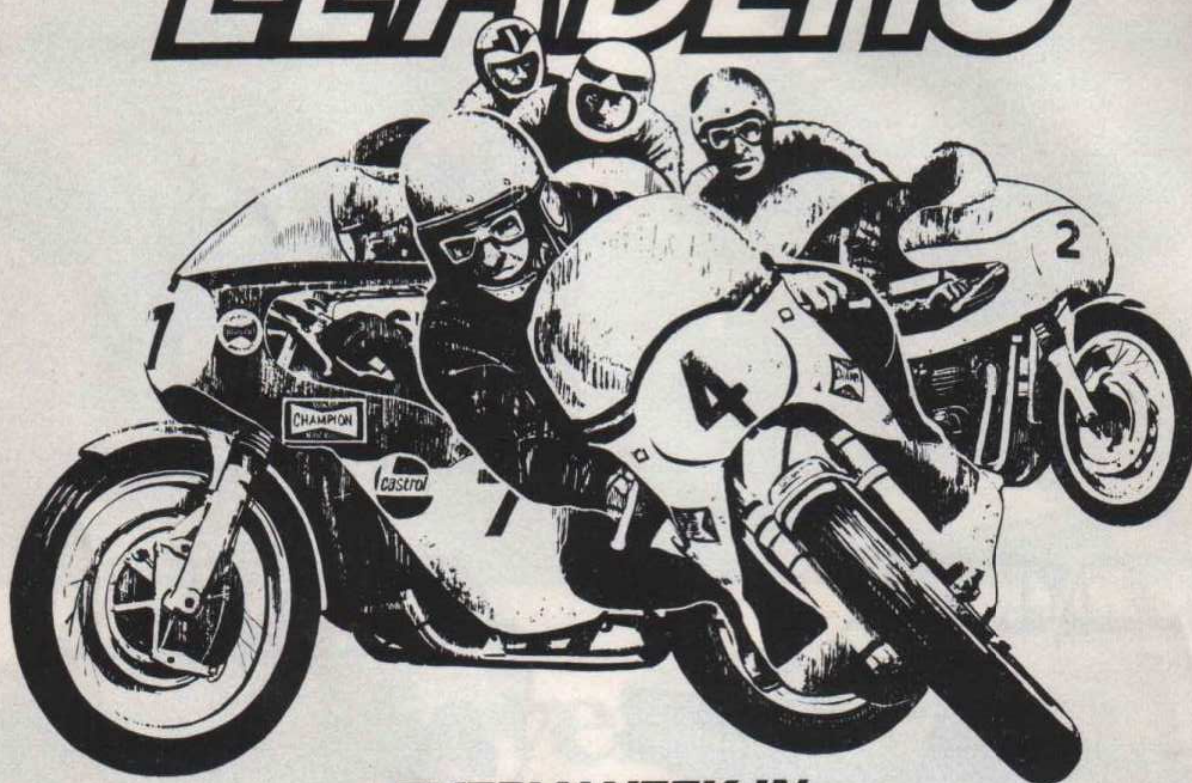
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THE SUPERBIKE PAPER

SILVERSTONE RACE DAY PROGRAMME

Vol. 3 No. 15

10th/11th August, 1974

This programme is published by Silverstone Circuits Limited and printed by Renault Printing Company Limited, 54 College Road, Birmingham B44 8BS.

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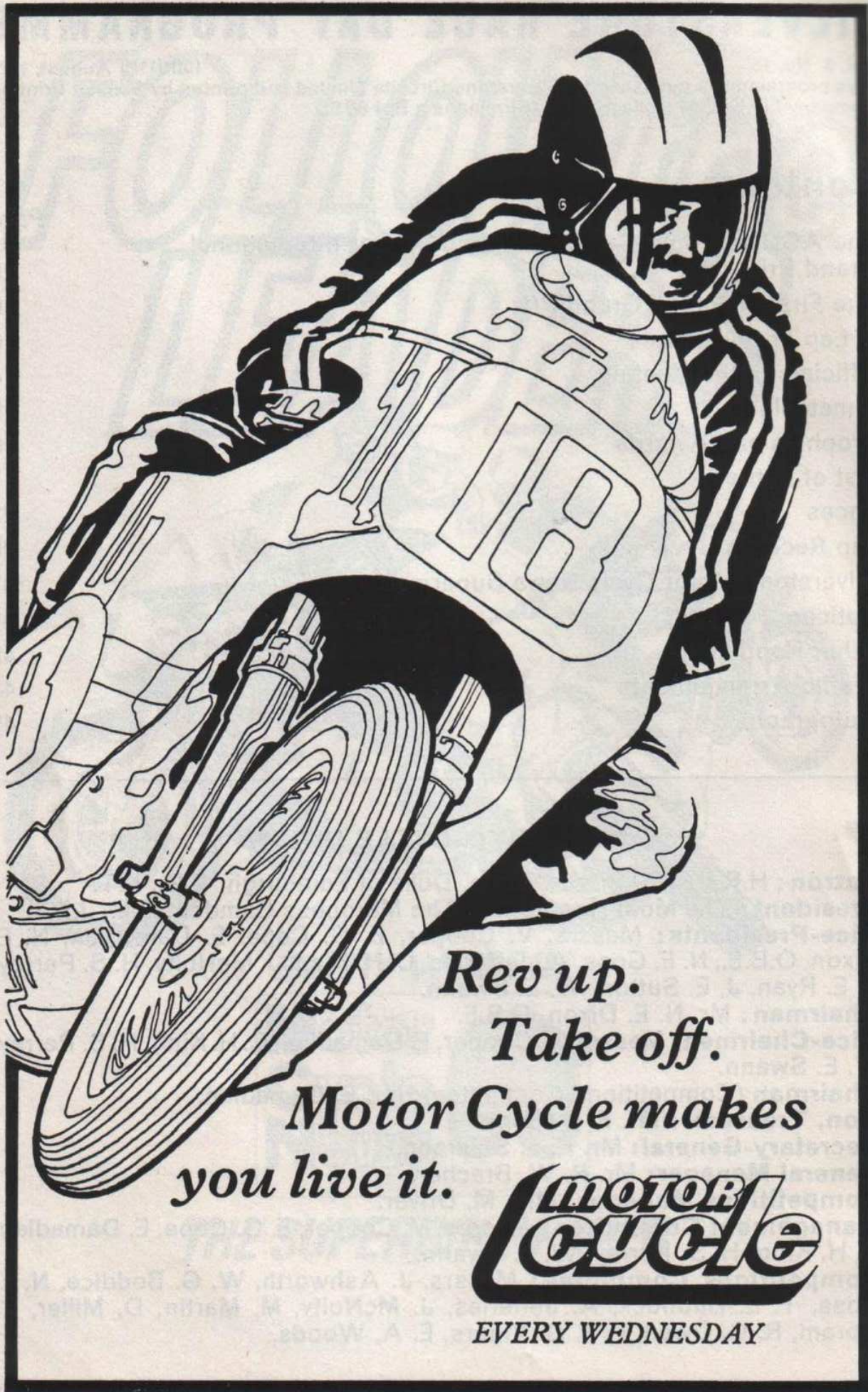
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*Rev up.
Take off.
Motor Cycle makes
you live it.*

**MOTOR
CYCLE**

EVERY WEDNESDAY

The ACU welcomes you to the John Player International Grand Prix



VERNON COOPER
Vice-Chairman of the ACU,
Chairman of the ACU Road
Racing Committee and
Clerk of the Course.

Motor-cycle racing now stands supreme above all other forms of motor sport. Just consider the facts — This year A.C.U. Affiliated Clubs and Centres will organise no less than 154 road race meetings, including many international events, all of which will receive full competitor support and be watched by an ever increasing number of enthusiastic spectators.

Today's John Player International Grand Prix is a typical example of how motor-cycle racing has 'grown up' — Three years ago these races were just another international event — last year they incorporated a qualifying round of the F.I.M. 750 Championships, and this year, in addition to the F.I.M. 750 round, for the very first time we have the British Grand Prix. In fairness we must say events at other circuits have also improved their image, and attracted much greater competitor and spectator support.

Why does our sport enjoy this spectator appeal? I believe it is because you can identify the racing machines with machines you can buy. The drivers are still recognisable as individuals with individual styles of riding and, although our sport now has a more professional approach, there is still the will to win by all competitors irrespective of monetary reward. This is especially true of sidecar competitors who, for some strange reason, do not receive the publicity they deserve, yet their enthusiasm for racing has never been greater, and the speeds they achieve have never been higher — Each sidecar machine is virtually a 'one-off', built by engineering skill and ingenuity unsurpassed by any other sport.

Motor-cycle racing not only provides a spectacle for your enjoyment, it provides a proving ground for machines — most of which in modified form are available for you to buy. It is therefore the duty of all A.C.U. officials who are members of the F.I.M. (the international body controlling our sport) to use their influence to ensure that international racing formulae are based on machine specifications which encourage maximum participation by all manufacturers, large or small, and thereby further improve the breed, and in so doing provide additional interest for you, the supporter.

The racing programme at Silverstone this weekend is unparalleled. It has everything — International Races for 125 c.c., 250 c.c., 350 c.c., 500 c.c., and Sidecar Events, PLUS an International Production Machine Race, PLUS a qualifying round of the F.I.M. Formula 750 Championships; PLUS the British Grand Prix, and a star-studded entry of drivers — In fact a non-stop programme which will, I believe, provide you with world class unbeatable entertainment, and I take this opportunity of thanking John Player & Son, the Daily Express, and Silverstone Circuit Management for making this possible.

VERNON COOPER.

The First Mainland Grand Prix

BY LESLIE NICHOL

(Daily Express Motoring Reporter)



When the great Mike Hailwood quit motorcycle racing and turned to cars, a lot of enthusiasts thought that Britain's image in the classic world of two wheels was collapsing . . . until the amazingly tough Phil Read proved them all wrong.

Read rightly tops the list of stars at this great John Player-Daily Express meeting, the first ever motorcycle battle in this country to be given the coveted title of "Grand Prix".

He races today with seven world titles to his credit—the 125 in 1968, 250 in 1964, 1965, 1968 and 1971 and the last two consecutive crowns.

The battle to reach the top is cruel enough: finding the courage, stamina and determination to stay there in today's world of continuous development demands one of the most exacting programmes any competitor can undertake.

But, astride the Italian four-cylinder M.V. Agusta, Read has met the challenge and, after numerous set-backs, mechanical and physical, lines up at Silverstone as champion rider of the world following his success at Imatra in Finland.

This was not only a great achievement by Read, it was a supreme moral-boosting success for this country's image throughout the world. If we cannot build championship-winning machines, at least we can still provide the men to win on them.

He rode one of the greatest races of his big bike career at last month's Belgium Grand Prix at Francorchamps. Over the 8.7 mile circuit—one of the world's fastest—the victorious Read established a new record lap in the 105 miles 500 Grand Prix of 133.42 m.p.h., claimed to be the fastest in the history of classic racing.

Phil won at a record race speed of 131.98 m.p.h., which was faster than the old lap record set by Italy's Giacomo Agostini on an M.V.

It was a terrific performance, leaving the Yamaha-mounted Agostini trailing more than one minute 12 seconds in second place—and earned a tremendous ovation from the vast international crowd.

It seemed impossible that this was the same Read who, before the season had commenced, was striving to overcome a serious operation on his right hand.

His two targets at Silverstone—Britain's fastest circuit—will be the talent-packed John Player Grand Prix and the 500 Senior. He is going to take a lot of beating, whatever the power against him.

Among the array of skill is the John Player Norton team, with its twin-cylinder 750 Commandos . . . bursting to remedy its Isle of Man misfortunes before a British audience.

Their captain, brave Peter Williams—who races wearing spectacles—was certain he could achieve a fastest-ever 110 miles an hour lap in the 750 T.T.

Peter was leading by eight seconds when piston trouble forced him to a halt. A shattering set-back when one remembers that he had proved himself the fastest man on the island during training with a practice lap of 107.27 m.p.h. in 21 minutes 0.2 seconds.

I shudder when I think what would happen to the status of British motorcycle racing if the Norton Villiers Triumph organisation was forced to withdraw from the international scene. They are the only remaining all-British manufacturer left in this country, the last crusaders of a once mighty and dominating two-wheeled empire.

There definitely could not be a more zealous squad than the Norton men and their co-rider Dave "Let's Laugh" Croxford. Led by team manager Frank Perris and prompted by the



Disc Jockey ED STEWART and PAUL SMART winner of the Allcomers Race at last year's JOHN PLAYER INTERNATIONAL. Paul Smart is the current holder of the outright motor cycle lap record for the Silverstone Grand Prix Circuit in 1 min. 38.6 secs. (106.87 m.p.h.)

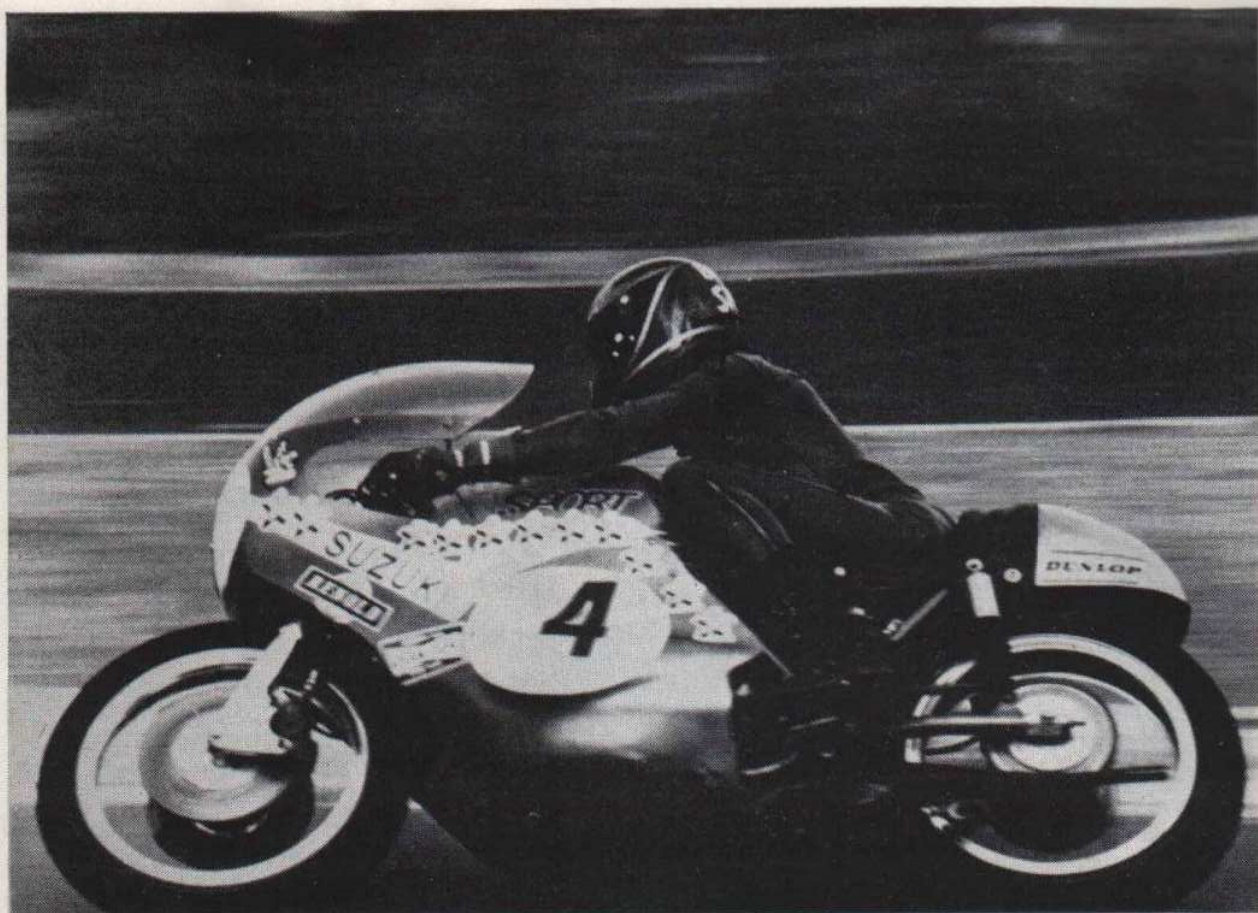
(Photo by John J. Walker)

relentless Dennis Poore, chairman of N.V.T., and a former racing driver, their mechanics work round the clock to bring the Norton thoroughbreds to peak perfection.

Next season Norton plan to have a new 750 engine in action. Its production could eventually cost around £7 million. It is reported to be a water-cooled vertical twin-cylinder, created by the Cosworth concern, architects of the V-8 Ford, which has such an exceptional record in Formula One car racing.

It is not difficult, therefore, to realise the importance of John Player's sponsorship of Britain's lone Norton bid. Millions of pounds worth of Japanese and other foreign motorcycles are pouring into this country. These invaders dominate the entire world championship series. **THERE IS NOW NO BRITISH MACHINE TO OPPOSE THEM.**

There is currently no 750 category in the world series. But, I predict, that in the near future this category alone will become the only classic counting for one world title—as in car racing.



BARRY SHEENE (Suzuki)—Will he be the first winner of a mainland Grand Prix?

My reasons for thinking this are displayed before you, both in the F.I.M. Formula 750 prize and the John Player Grand Prix. Take a peep down the entries in these two top events. Here is a breathtaking example of the technological advance of motorcycle racing in the 'Seventies—a glorious array of multi-cylinder power. Something no true fan could miss seeing. It excites me just to think about it—let alone listening to it!

Just look at the contenders—European 750 champion Barry Sheene, the globe-hopping heavyweight hope Paul Smart, Australia's ever-popular 1973 Senior T.T. winner, Jack Findlay, all on eye-catching, Formula One class Suzukis.

These are the bikes, like Read's M.V., that have rocketed near the 180 miles an hour bracket. Power, power and more power.

I suppose that is why anyone who wants to get anywhere racing a motorcycle, comes to Silverstone.

From Canada comes the speed-hungry Yvon Du Hamel on his really magnificent Kawasaki, a marque that has won instant acclaim among the real two-wheeler lads throughout the United Kingdom.

Yorkshire will be stoutly represented astride such a bike through the thirsty skill of T.T. expert Mick Grant; France includes Christian Leon and South Africa Kork Ballington.

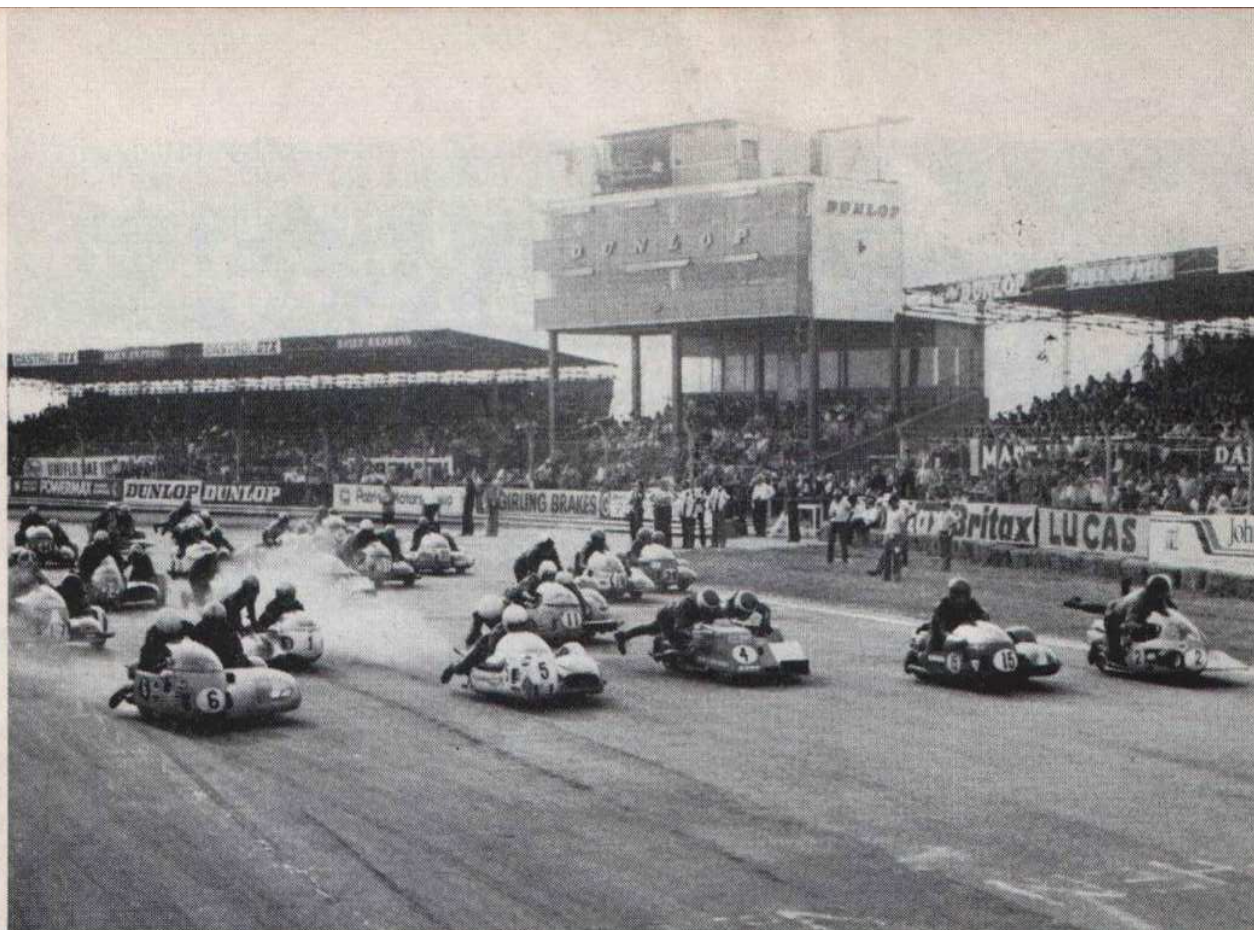
The Grand Prix field includes the man who has presented a big threat to Read's continuing title hopes, Finland's Teuvo "Tepi" Lansivouri on a 700 c.c. Yamaha.

Tepi revealed excellent style in Sweden by winning both the 500 and 350 classic events. The Yamaha stable is spending a fortune on its racing effort, but it's a wager that has lifted their image sky-high, both on the circuit and with the lads in the showroom.

So you can expect a really bold effort all the way from another five star Yamaha entry, West Germany's world 250 champion, Dieter Braun.

Note Tony Rutter, who notched his second successive win in this year's 350 Junior T.T. He is joined by a host of fighters who gallantly entertained a record attendance at the Manx marathon.

Charlie Mortimer (I must add what all the scribes say—he's 'an ex-public schoolboy') who shook the Isle of Man by beating the big guns in the 750 Formula on a 350 Yamaha. Nice lad. He works from the paddock.



THE THRILLING CLIMAX TO A GREAT MEETING. The start of the last race of the day—the Sidecar Race—at last year's meeting. (Photo by John J. Walker)

Then there is the unknown 26-year-old fork truck driver from Warrington, Phil Carpenter, winner of the Senior T.T. It shot him alongside Agostini in the world championship and gave Yamaha—who had no real works representation on the Island—their first Senior success! Nice one, Phil.

Cheshire's "Here-I-Come" Charlie Williams, who scored yet another sweeping 250 T.T. win, riding with a damaged left hand. Watch for one of the sports most wonderful characters, riding in the Daily Express Production Machine race—Corinthian Percy Tait.

Former Triumph tester, horse-breeder, pig-farmer, Percy brightens any meeting with his real race-for-the-fun-of-it-touch. Who said that there are no real amateurs left. Winner of the race last year, Percy now competes on one of the most fantastic British production mounts ever seen—"Slippery Sam".

This is the 750 three-cylinder Triumph Trident on which Mick Grant—with a broken right wrist—scored his first Production T.T. win at 99.72 m.p.h. The bike, owned by Triumph technician Les Williams, has won four of its last five Production T.T.s, and is being brought out of retirement for this, its last race.

Well, "Slippery Sam" has proved one thing—if Norton intend to get to the top of the racing business, they have just got to include a Triumph team.

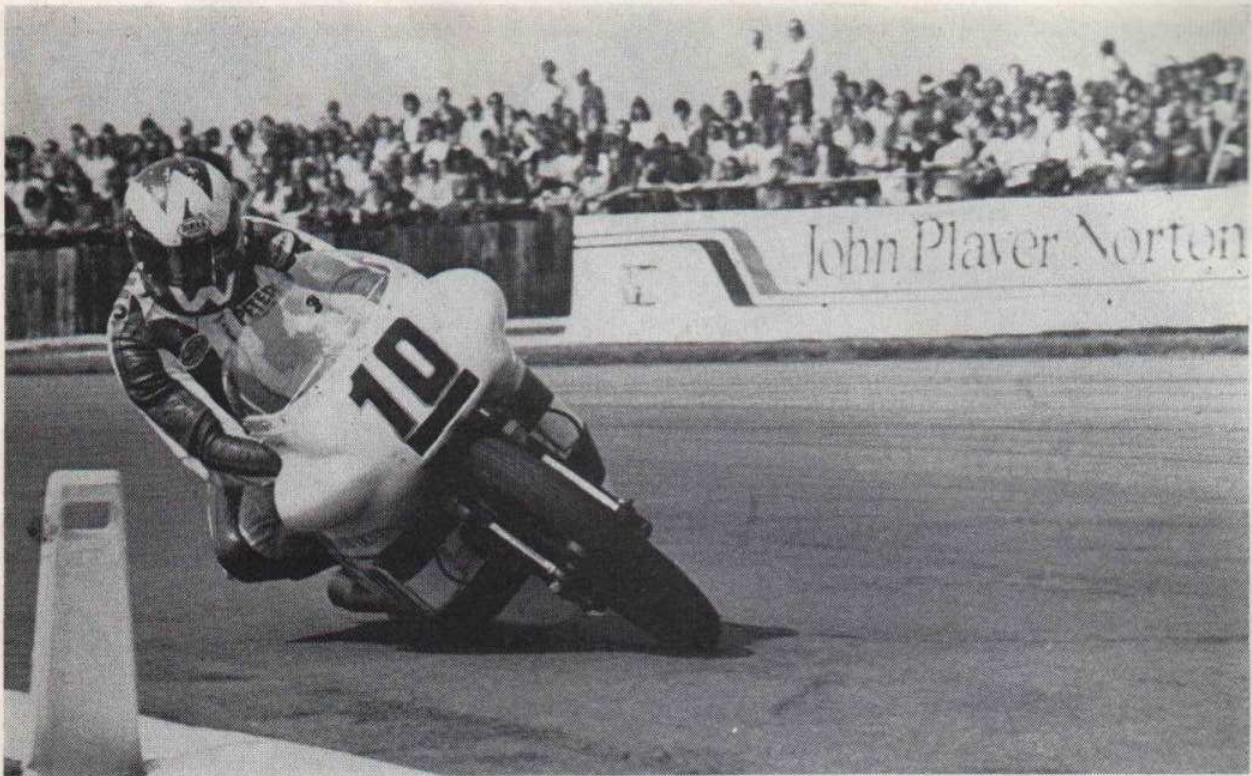
The 500 Senior clash, with battlers like regular grand prix runner Billy Nelson, could be one of the most exciting seen here. And give a cheer to world 125 champion Kent Andersson of Sweden, who is sure to give you performances to remember in his double attempt at the 250 and 125 races.

Solo machines continuously snatch all the glamour in our sport, leaving those daring men and their sidecar machines making a late appearance on the card.

But you could not wish for a more golden parade of "chairs" than we have here. The top boys, like five times world champion Klaus Enders, are only missing because of technical reasons involving their classic machinery.

As always the West Germans lead the struggle for championship points with their shaft-driven B.M.W.s Star hope Siegfried Schauzu and his daring passenger Wolfgang Kalauch are here after celebrating an eighth victory in the T.T. The German contingent also takes in another title-seeking rider, Werner Schwaerzel with Karl-Heinz Kleis.

And spare a cheer, please, for Britain's flag-wavers, including brilliant artists like Chris Vincent, Gerry Boret and the Mick Boddice circus . . . plus lady passenger Dane Rowe, aiding Rudi Kurth.



Peter Williams on the John Player Norton

PETER WILLIAMS describes a lap of Silverstone

BY PETE LYONS
(Overseas Editor of Autosport)

Silverstone circuit, for me, is one of the most demanding of all. It's a fast circuit requiring a lot of precision, for although the track is so wide there's only one line round it if you're going really quickly. At some other circuits, like Brands Hatch, there may be two or even three fast lines, but at Silverstone there's only one. You're going very fast, and you've got to be absolutely precise. Literally you have to use every inch of the road, and your line mustn't vary by two inches, it's got to be spot on every lap. When you get it right, you get an enormous sense of satisfaction.

My John Player Norton hasn't, I'm afraid, the power of some of the other bikes, and yet we've been able to lead at Silverstone. Last year I was leading nearly the whole of one race until the last two laps—when I ran out of petrol, dammit! You see, there are some "secrets" of really quick lapping here that work with a machine like ours (and I mean more than having enough petrol on board!).

GRANDSTAND STRAIGHT

You start a flying lap while still banked over coming out of Woodcote corner. You're accelerating as hard as you can go in fourth gear, going around 115, 120 miles-an-hour I suppose, with the bike drifting nicely out across the road to the edge of the tarmac on the grandstand side. You're busy tucking yourself in behind the fairing, out of the slipstream, trying to get the most speed up the straight under the Motor/John Player Special bridge. This isn't the quickest straight on the circuit, actually, and my bike doesn't build up enough speed to use top gear, so I stay in fourth all the way up to the first corner.

COPSE

To make my approach I stay hard on the power, still tucked in, all the way to the Dunlop sign which you see on the verge to the left. Opposite that, or perhaps a little beyond, I sit right up suddenly and squeeze the brakes on. I change down to third and then to second gear, and then—with the brakes still hard on—I lay the bike over and try to get across to the inside of the corner at the apex.

Although its hard to see them, the surface of the road here is a mass of little bumps which can upset the stability of the motorcycle; I want to pick the smoothest line through them, and in fact it is just possible to avoid them, but there's only the one line which will do it.

About halfway round I let off the brakes, and immediately put my power back on. If I can keep the bike off the bumps I can get it drifting nicely out across the road again, leaving the corner on a perfect line, drifting, using every bit of throttle, and using every inch of road—perhaps sometimes even using that little bit of banked kerbing there at the exit to help me finish the corner.

Almost immediately then I change up to third, and take fourth just as I arrive up entering the left hand bend which follows.

MAGGOTTS

I want to be over on the right side of the road fairly early to weigh myself up for Maggotts curve. I lay the machine down just at the 100-yard marker board, but I don't slack off on the throttle. I'm on full power, flat out, pressing myself down on the tank all the way round.

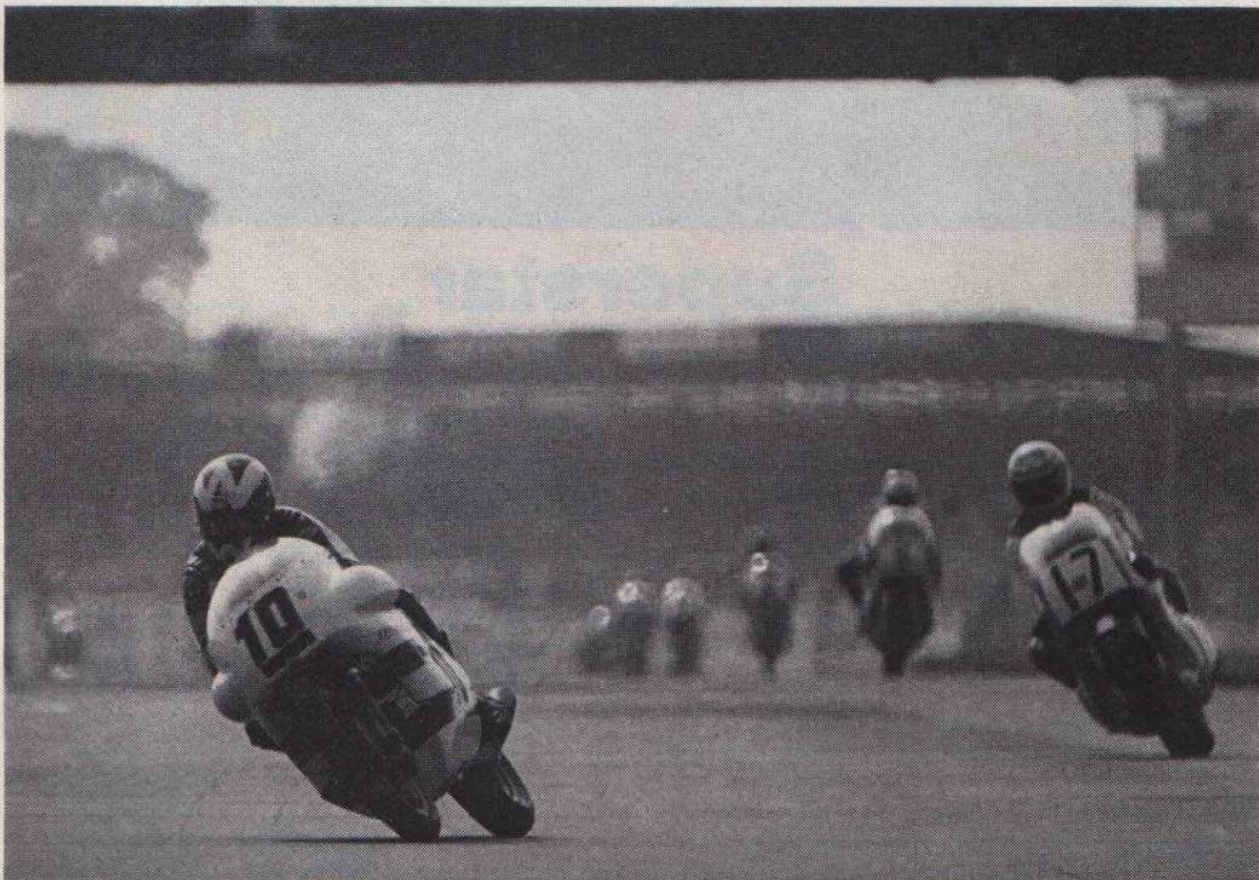
Now I mustn't let it go too far out to the right on the exit, because I've got to get it back to the left immediately to be set up just right for very hard braking.

BECKETTS

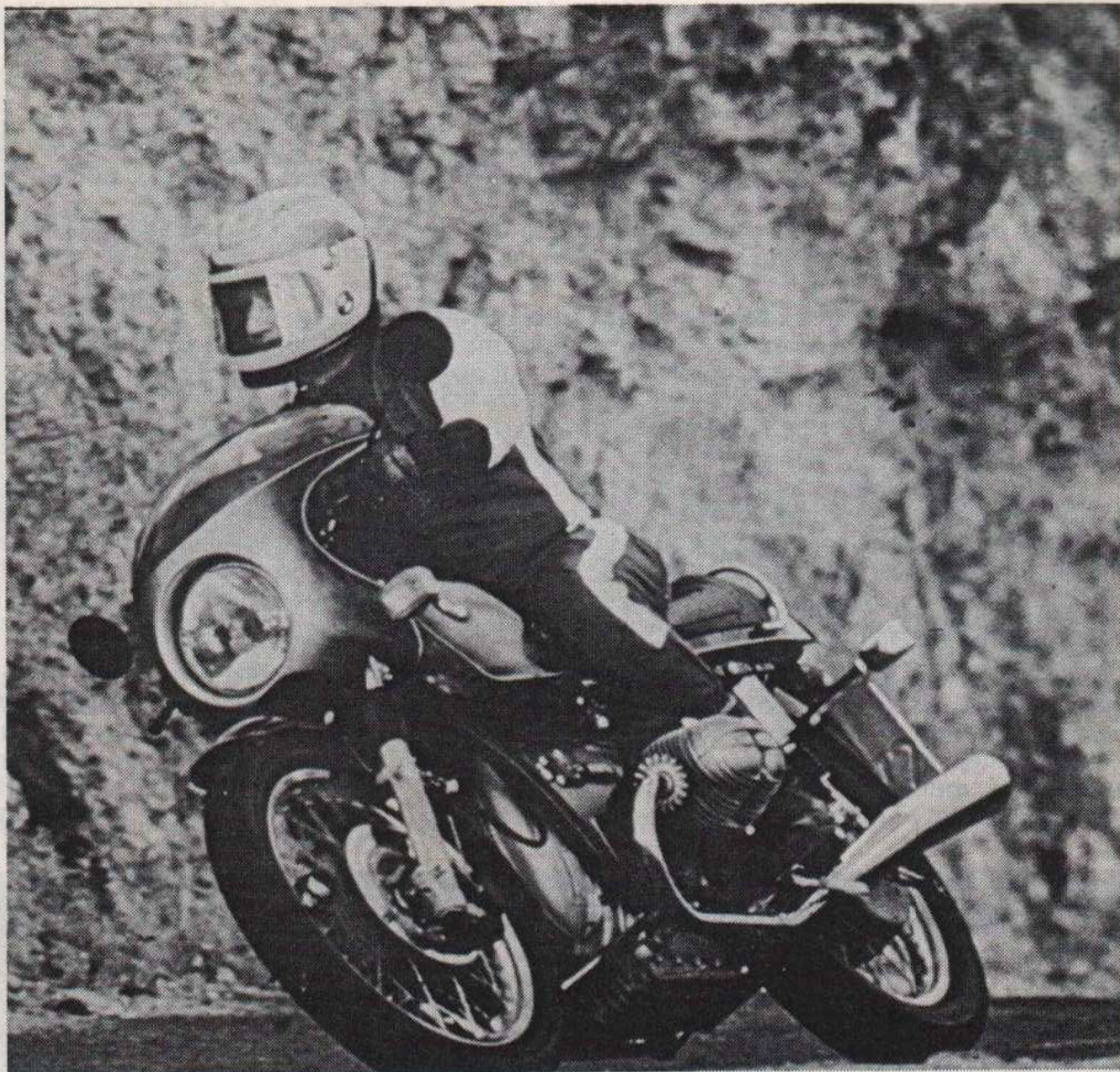
This is the slowest corner on the circuit. I'm braking really hard here, squeezing harder and harder on the front brake lever as the speed drops off and more weight comes on to the front tyre, and in fact sometimes I'm even locking my front wheel as I get into the corner but I've got to be very careful about that because it can mess me up! I change down to second gear again, and crank right over—the bike feels comparatively quite light at this sort of speed—and aim for the marker pylons on the inside. Sometimes here I've actually brushed my shoulder against them.

Becketts is done, I should judge, at about 50 m.p.h. in the middle, but it's such a long corner that by the time I'm exiting from it, drifting the bike under power, I'm up to about 75. I'm accelerating hard but I'm in second gear which means I've got a lot of torque going to the back wheel and it would be easy to slide, which would lose me time. So I must be very wary of this, and also of getting too far over to the left of the road coming out of Becketts because I've got to get right over to the other side again.

cont. on page 38



Copse: "I sit right up suddenly and squeeze the brakes on. I change down to third and then to second gear. . . ."



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BMW R75/6 750 cc 0-60 mph 6.2 secs.	BMW R60/6 600 cc 0-60 mph 7.4 secs.



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JOHN PLAYER INTERNATIONAL GRAND PRIX

Silverstone

Saturday/Sunday, 10th/11th August, 1974

Organised by the
Auto-Cycle Union

Presented and promoted by
Silverstone Circuits Ltd.

**Sponsored by John Player & Sons
supported by the Daily Express**

Held under the International Sporting Code of the F.I.M. and the General Competition Rules and Supplementary Regulations of the A.C.U.
A.C.U. Permit No. 769 I.M.N. No. 2/117.



Officials of the Meeting

Stewards of the Meeting : (International Jury)

Appointed by the A.C.U. —
N. E. Dixon, O.B.E.
E. G. Cope

Appointed by the South
Midland Centre A.C.U. —
D. Mobley

and any others nominated by
F.M.N.'s in accordance with
the International Sporting
Code

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Deputy Clerk of the Course : A. B. Mullee

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Timekeepers :

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V. C. Anstice
H. Clenshaw
R. Connor
F. J. Henley
A. Lee
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Lap Scorers : R. Pike Mrs. M. Pike

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Mr. G. Hadfield, F.R.C.S.

First Aid : St. John Ambulance Brigade

Vehicle Recovery : D. A. Slaughter Revetts Ltd.

A.C.U. Headquarters : Mrs. B. Davies D. Jackson P. Finnigan

Asst. Secretary of the Meeting : Mrs. M. Driver

Secretary of the Meeting : K. E. Shierson Auto-Cycle Union 31 Belgrave Square London SW1X 8QQ

A.T.C. M. East (Oxford Airport) G. Smith (Oxford Airport)

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Emergency Services :

Silverstone Circuits Emergency Services Team manned by members of the British Motor Racing Marshals Club.

Our grateful thanks go to the Northamptonshire St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.

Timetable

Saturday 10th August

09.00 — 11.35	Official Practice <i>Lunch Interval</i>	
13.00 — 14.55	Official Practice	
15.30	Ultra-Lightweight 125 c.c. Race	8 laps
16.10	Sidecar Race	12 laps

Sunday 11th August

12.00 — 12.15	Official Practice	
12.30	Parade of the Champions	
13.00	Lightweight 250 c.c. Race	12 laps
13.40	FIM Formula 750 Prize Race	20 laps
14.30	Senior 500 c.c. Race	12 laps
15.15	Daily Express Production Machine Race	12 laps
16.00	Junior 350 c.c. Race	12 laps
16.40	JOHN PLAYER INTERNATIONAL GRAND PRIX	20 laps
17.35	Sidecar Race	15 laps

Trophies and Awards

JOHN PLAYER INTERNATIONAL GRAND PRIX

Winning Driver — John Player Sword and Sash

1st £500; 2nd £300; 3rd £200; 4th £150; 5th £100; 6th £75; 7th £50; 8th £25.

FIM FORMULA 750 PRIZE RACE

Winning Driver — John Player Sword and Sash

1st £250; 2nd £150; 3rd £100; 4th £75; 5th £50; 6th £30; 7th £15; 8th £10.

SIDECAR RACE (Saturday)

Winning Driver and Passenger — John Player Swords and Sashes

1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

ULTRA-LIGHTWEIGHT 125 c.c. RACE

Winning Driver — John Player Sword and Sash

1st £50; 2nd £30; 3rd £20; 4th £12; 5th £10; 6th £6.

PRODUCTION MACHINE RACE

Winning Driver Overall — The Daily Express Trophy and Sash

750 c.c. class: 1st £60; 2nd £30; 3rd £20; 4th £15; 5th £10; 6th £5.

500 c.c. class: 1st £30; 2nd £15; 3rd £10; 4th £8; 5th £4; 6th £2.

250 c.c. class: 1st £30; 2nd £15; 3rd £10; 4th £8; 5th £4; 6th £2.

JUNIOR 350 c.c. RACE

Winning Driver — John Player Sword and Sash

1st £60; 2nd £30; 3rd £25; 4th £15; 5th £12; 6th £10; 7th £7; 8th £4.

LIGHTWEIGHT 250 c.c. RACE

Winning Driver — John Player Sword and Sash

1st £60; 2nd £30; 3rd £25; 4th £15; 5th £12; 6th £10; 7th £7; 8th £4.

SENIOR 500 c.c. RACE

Winning Driver — John Player Sword and Sash

1st £100; 2nd £50; 3rd £25; 4th £15; 5th £12; 6th £10; 7th £7; 8th £4.

SIDECAR RACE (Sunday)

Winning Driver and Passenger — John Player Swords and Sashes

1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

List of Entrants

SOLOS

Riding No.	Driver/Entrant	Events	Riding No.	Driver/Entrant	Events
1	Phil Read (Ent: MV Augusta)	5, 8	28	John Newbold (Ent: M. Newbold/Team Castrol) (Ent: John Rudge (Racing))	3, 7, 4, 8
2	Teuvo Lansivuori (Ent: Yamaha Motor Co.)	5, 8	29	Stan Woods (Ent: Suzuki Team Castrol)	4, 7, 8
3	Barry Sheene (Ent: Suzuki Team Castrol)	4, 5, 8	30	Percy Tait	4, 6, 8
4	Paul Smart (Ent: Suzuki Motor Co.)	4, 5, 8	32	Bill Smith (Ent: Bill Smith Motors) (Ent: Dixon Racing Ltd.)	4, 7 6
5	Jack Findlay	4, 5, 8	33	Pat Mahoney (Ent: Mahoney Plant Hire)	8
6	Chas. Mortimer	3, 4, 7, 8	34	Marty Lunde	3, 4, 8
7	John Dodds	3, 4, 7, 8	35	Harald Bartol (Ent: Memphis Team International)	1, 3
8	Mick Grant (Ent: John Davidson Group)	3, 4, 7, 8	36	Gerard Debrock	4, 7, 8
9	Dave Croxford (Ent: John Player Norton)	4, 8	37	Jean Claude Chemarin (Ent: Wrangler)	1, 3, 5, 7
10	Peter Williams (Ent: John Player Norton)	4, 8	38	Pierre Blosser	
11	Dieter Braun (Ent: Mitsui Maschinen GmbH)	3, 4, 7, 8	39	Roger Nicholls (Ent: Hi Tac Eng. Ltd.)	4, 5, 7, 8
12	Patrick Pons (Ent: Sonauto-Yamaha)	3, 4, 7, 8	40	Derek Chatterton (Ent: Chatterton Motors)	3, 4, 5, 7, 8
14	Olivier Chevallier (Ent: Equipe Gauloises)	3, 4, 5, 7, 8	41	Peter McKinley (Ent: Padgetts (Batley) Ltd.)	3, 4, 5, 7, 8
15	John Williams (Ent: G. E. Brown)	3, 4, 5, 7, 8	42	Bob Heath (Ent: Reg Gower)	3, 4, 7, 8
16	Billie Nelson	5, 7, 8	43	Rene Hordelalay	3, 5, 7
17	Yvon du Hamel	4, 8	44	Phil Gurner	4, 5, 8
18	Charlie Williams (Ent: H. Dugdale Motors)	3, 4, 5, 7, 8	45	Neil Tuxworth (Ent: Henstocks)	1, 3, 4, 5, 6, 7, 8
19	Phil Carpenter (Ent: N. Ball)	4, 5, 7, 8	46	Paul Cott (Ent: Team Castrol)	4, 5, 7, 8
20	Christian Leon (Ent: Elf Kawasaki Team)	4, 5, 8	47	Dave Potter (Ent: W. Ryan) (Ent: Gus Kuhn Motors Ltd.)	4, 5, 7, 8 6
21	Takazumi Katayama (Ent: Yamaha Motor Co.)	3	48	Bill Rae (Ent: Padgetts (Batley) Ltd.)	1, 3, 5, 7, 8
22	Kent Andersson	1, 3	49	Richard Haas	4, 8
23	Barry Ditchburn (Ent: Broad Motors Ltd.)	5, 8	50	Barrie Scully	4, 8
24	Tom Herron	3, 7, 8	51	Peter Casey	3, 4, 7, 8
25	Kork Ballington (Ent: Doug Aldridge)	3, 4, 8	52	Martin Sharpe (Ent: A. Bennet & Son) (Ent: Screen & Plastics)	4, 6, 8 3, 5, 7
26	Geoff Barry (Ent: John Rudge (Racing)) (Ent: E. C. Oakley)	4, 8 7	53	Alan Rogers (Ent: Arion International Ltd.)	3, 4, 5, 7, 8
27	Tony Rutter (Ent: Bob Priest) (Ent: John Rudge (Racing))	3, 4, 5, 7 8	54	Tom Dickie	3, 5, 7

Riding No.	Driver/Entrant	Events	Riding No.	Driver/Entrant	Events
55	Charlie Sanby (Ent: Bryants)	4, 6, 8	85	Chris Revett (Ent: Revetts Ltd.)	3, 6, 7
56	Gordon Pantall (Ent: Two Wheel Services)	4, 5, 8	86	Roger Nott (Ent: Grosvenor Smokeless Fuels)	3, 4, 7
57	Rod Scivyer	8	87	Robert Towse (Ent: Dave Goddard M/cycles)	3, 5, 7
58	Ron Chandler	4, 8	88	John Clark	3, 7
59	Keith Martin	4, 5, 6, 8	89	Bernard Murray	5, 7
60	Eddie Roberts (Ent: Bill Smith Motors) (Ent: H. Dugdale Motors) (Ent: Tom Hall M/cycles)	3 7 6	90	Adrian Godden (Ent: M. & M. Coaches Ltd.)	3, 7
61	Steve Manship (Ent: Len Manchester M/cycles)	4, 5, 7, 8	91	David Williams (Ent: Ray Cowles)	4, 5, 7
62	Austin Hockley (Ent: Granby Motors)	1, 3, 4, 7	92	Godfrey Benson (Ent: Richards Racing)	6, 7
63	Bernard Toleman	5	93	Hugh Rovertson	4, 5
64	Dennis McMillan (Ent: Dennis MacHarris M/cycles)	4, 6	94	Stewart Baldwin (Ent: Amesbury Motorcycles)	3, 6
65	Graham Bentman	4, 6	95	Clive Wall (Ent: David Owen)	6, 7
66	Gary Green (Ent: Elite Motors Ltd.)	4, 6	96	Chris Neve	3, 5
67	Tony Rodger (Ent: Dave More Racing)	4, 5, 7, 8	97	Tom Newell	5, 6
68	Bill Henderson (Ent: Albert Barnes)	3, 5, 7	98	Harvey Porter	4, 6
69	Brian Smith (Ent: Joe Henderson)	5, 7, 8	99	Mick Hemmings	4, 6
70	Steve Tonkin (Ent: Eddie Crooks)	4, 5, 6, 7, 8	100	Brian Peters (Ent: Bob Vincent)	5, 8
71	Leigh Notman (Ent: Fahron Engineering)	1, 3, 5, 6	101	Leo Castles (Ent: John Skellern)	5, 6
72	Ken Huggett	5, 7, 8	102	Steve Murray (Ent: Bill Smith Motors)	4
73	Clive Offer (Ent: Syd Lawton Racing)	3, 5, 7, 8	103	Brian Hussey	4
74	Noel Clegg	3, 4, 7	104	Godfrey Nash	8
75	John Weeden (Ent: Sondel Sports Ltd.) (Ent: J. R. Meredith)	3, 7 2, 6	105	Harry Nicol	8
76	Jack Machin	1, 3, 7	106	Dave Hughes	5
77	Leon Lerego	4, 7	107	Allen Blasdell	5
78	Tom Robinson	3, 5	108	Mick Chatterton	5
79	Ernie Pitt (Ent: Two Wheel Services)	4, 5, 8	109	Peter Gibson (Ent: Tony Blain)	5
80	Steve Goodrum	3, 4, 7	110	Tony Myers	5
81	Tony Nash (Ent: C. M. Wade)	3, 5, 7	111	Ian Ratcliffe	5
82	Hugh Evans (Ent: Ongar Motorcycles)	4, 6	112	David Habel	6
83	Dennis Trollope (Ent: Cyril Trollope)	3, 7, 8	113	John Silversides	5
84	Wayne Dinham (Ent: Harold Coppock)	5, 6, 7	114	Derek Loan (Ent: Bran Bardsley M/cycles)	5
			115	Don Grant	5
			116	Mike Trimby (Ent: Group Capt. Coulson)	5
			117	Brian Flak (Ent: Brian Flak Kawasaki)	5
			118	Tom Thomson (Ent: Brian Flak Kawasaki)	5

Riding No.	Driver/Entrant	Events	Riding No.	Driver/Entrant	Events
119	Brian Wackett	5	159	Derek Huxley (Ent: Dixon Racing Ltd.)	6
120	John Cowie	7	160	Robert Hill (Ent: Bob Hill Motorcycles)	6
121	Trevor Elliott (Ent: L. Stevens Ltd.)	7	161	Nigel Palmer (Ent: Bob Hill Motorcycles)	6
122	Roger Marshall	7	162	Roy Simmons (Ent: Cray Motorcycles)	6
123	Steve Parrish	7	163	Rob Prior (Ent: Jim Sharp Motorcycles)	6
124	Ian Richards	3	164	Michael Evans	6
125	Derek Head	3	165	Jeff Webber (Ent: J. W. Car Radio Cardiff)	6
126	James Wells	3	166	Philip Chaplin	6
127	Roy Bisbey	3	167	Paul Shoobridge	6
128	Richard Horton (Ent: Reg Allen (London))	3	168	Brian Bedford (Ent: John Gleed Motorcycles)	6
129	Raymond Judge	3	169	John Stephens (Ent: John Skellern)	6
130	Ivan Hodgkinson (Ent: Taggs Motorcycles) (Ent: Granby Motors)	3 1	170	Ian Martin (Ent: Gladwins Motorcycle Insurance)	6
131	Charles Ford (Ent: Frost Engineering)	1, 3	171	Colin Braddick (Ent: Stewart Developments)	6
132	Alan Jones	1, 3	172	John Judge	6
133	Alfred Speight (Ent: A. H. Speight)	1, 3	173	John Kirkby	1
134	Brian O'Neill (Ent: Bill Pope Motors Ltd.)	1, 3	174	Carl Ward	1
135	Chris McGahan (Ent: Overhill Motorcycles) (Ent: Oliver Cooke Ltd.)	7 6	175	Peter Howarth	1
136	Bill Kirkwood (Ent: Dave Goddard M/cycles) (Ent: John Graham)	1 6	176	John Shaw	1
137	Clive Horton (Ent: Agrati Sales)	1, 6	177	Adrian Drew	1
138	Richard Stevens (Ent: R. U. Holoway & Son Ltd.)	1, 6	178	Ken Daniels (Ent: Mrs. F. Evans)	1
139	Mark Wigan	1, 6	179	Dave Bedlington	1
140	Michael Cashmore	1, 6	180	Chris Kingsland (Ent: Brader Racing)	1
141	Rex Caunt (Ent: A. E. Milnes & Son)	1, 3, 6	181	Fred Launchbury (Ent: Raynes Park M/cycles)	1
142	George Hardwick (Ent: City Road Motorcycles)	1, 6	182	Neville Watts (Ent: Team Castrol)	1
143	Doug Lunn (Ent: Ducati UK)	6	183	Anthony Jones	1
144	Ray Knight	6	184	Geoff Pitcher	1
145	Roger Corbett (Ent: C. J. Racing)	6	185	Dave Barton	1
146	Alan Walsh (Ent: A. & A. Cox Motorcycles)	6	186	Bill Bowman	1
147	David Mason (Ent: Devimead Ltd.)	6	187	Ken Roads	1
148	Graham Sharp	6	188	Lewis Gardner	1
149	Tony Smith (Ent: Gus Kuhn Motors)	6	189	Richard Hunter (Ent: Bantam Racing Club)	1
150	Pete Davies	6	190	Ian Dyson (Ent: Ian Dyson Eng. Ltd.)	1
151	Martin Russell	6	191	Geoff Peace	1
152	Dave Cartwright	6	192	Larry Carter	1
153	Tony Carlton	6	193	Dennis Richings	1
154	Martyn Ashwood (Ent: Geoff Daryn)	6	194	Francis Raw	1
155	Lyle Govan (Ent: BR-AM Racing Team)	6	195	Robert Orton	1
156	Andy Goldsmith (Ent: Colney Heath Service Station)	6	196	Bernard Scouse	1
157	Colin Porter (Ent: Bennets (Barnsley) Ltd.)	6	197	Gordon Shirtliff	1
158	Robin Keating	6	198	Stephen Layton	1
			199	Michael Bates	1
			200	Trevor Heasman	1
			201	John Kernan	1
			202	Michael Cook	1
			203	Mick Potter (Ent: Revetts Ltd.)	1

SIDECARS

Riding No.	Driver/Entrant	Passenger	Events
1	Siegfried Schauzu	Wolfgang Kalauch	2, 9
2	Werner Schwaerzel	Karl-Heinz Kleis	2, 9
3	Chris Vincent (Ent: Peter Chapman)	Mick Casey	2, 9
4	Rudi Kurth	Miss Dane Rowe	2, 9
5	Gerry Boret (Ent: Renwick Developments)	Nick Boret	2, 9
6	Bill Currie (Ent: Weslake & Co.)	Ken Arthur	2, 9
7	Mac Hobson (Ent: Hamilton Motor Cycles)	Jack Armstrong	2, 9
8	Mick Horspole (Ent: John Bingham)	Graham Horspole	2, 9
9	Dennis Keen	Alex MacFadzean	2, 9
10	George O'Dell	Bill Boldison	2, 9
11	Trevor Ireson (Ent: Joe Henderson)	Gordon Hunt	2, 9
12	Mick Boddice (Ent: Bill Boddice Garages)	Dave Loach	2, 9
14	Bryan Rust (Ent: Peter Rust)	Alan Bedford	2, 9
15	Peter Williams (Ent: I.C.E. Electronic Systems)	John Service	2, 9
16	John Barker	Chris Emmins	2, 9
17	Bill Crook (Ent: Windle Racing)	Stuart Collins	2, 9
18	David Lawrence (Ent: Spike Hughes)	Jim Bronham	2, 9
19	Dave Edgington (Ent: John Gleed Motorcycles)	Tim Samways	2, 9
20	Roy Hanks (Ent: Fred Hanks Motor Cycles)	Gerald Daniel	2, 9
21	Alan Sansum (Ent: R. T. Quaife Eng. Ltd.)	Brian Harris	2, 9
22	Roger Dutton	Tony Wright	2, 9
23	Roy Woodhouse	Doug Woodhouse	2, 9
24	Dick Greasley (Ent: C. G. Chell)	Cliff Holland	2, 9
25	Dick Hawes (Ent: J. McIntyre)	Eddy Kiff	2, 9
26	Ron Coxon	Miss Pauline Goddard	2, 9
27	John Brandon	Stewart Atkinson	2, 9
28	Les Langridge (Ent: Rhombus Developments)	Laurie Evans	2, 9
29	Steve Sinnott (Ent: Industrial Services (Teeside) Ltd.)	Jim Williamson	2, 9
30	Derek Plummer	Gerald Older	2, 9
31	Bill Hodgkins (Ent: Joe Francis Motors)	Miss Ann Jelbert	2, 9
32	Ken Graham (Ent: Hamilton Motor Cycles)	Dennis Tower	2, 9
33	Brian Mee (Ent: Engine Improvements)	Colin Taylor	2, 9
34	Roger Aldous (Ent: Royton Racing)	Peter Lucock	2, 9
35	Mick Jones (Ent: HP Bulmer)	David Saunders	2, 9
36	Graham Hilditch (Ent: Grangeside Racing)	Vince Biggs	2, 9
37	Ian McDonald (Ent: A. Jones)	Phillip Godfery	2, 9
38	David Kruse	David Rawlinson	2, 9
39	Clyde Gough (Ent: Devimead Ltd.)	Peter Benson	2, 9
40	Malcolm Aldrick (Ent: Hadleigh Custom Racing)	Mick Skeels	2, 9
41	David Bexley (Ent: Hadleigh Custom Racing)	Bernard Tyler	2, 9
42	Dave Hemsworth	Dave Fletcher	2, 9
43	Stuart Applegate	Gary Townley	2, 9
44	Dave Saville (Ent: Sabre Tools)	Hugh Sanderson	2, 9
45	Gordon Nottingham	John Munday	2, 9
46	Dave Noughton (Ent: B & H Printers)	Bob Page	2, 9

SATURDAY

RACE 1

ULTRA-LIGHTWEIGHT RACE

8 Laps

Start 15.30 hrs.

for solos of over 100 c.c. and not over 125 c.c.

23.42 Miles

No.	Driver	Town/Country	Machine
22	Kent Andersson	Sweden	Yamaha 124
35	Harald Bartol	Austria	Suzuki 125
37	Jean-Claude Chemarin	France	Yamaha 124
45	Neil Tuxworth	Louth	Yamaha 125
48	Bill Rae	Wakefield	Padgett Yamaha 124
62	Austin Hockley	Long Eaton	Granby Yamaha 124
71	Leigh Notman	Stapleford	Lojo Yamaha 125
76	Jack Machin	Lincoln	Sumac 125
130	Ivan Hodgkinson	Mansfield	Granby Yamaha 124
131	Charles Ford	Chesham	Yamaha 125
132	Alan Jones	Scotland	Maico 124
133	Alf Speight	Grimsby	Bultaco 125
134	Brian O'Neill	Widnes	Yamaha 124
136	Bill Kirkwood	Hampton	Maico 124
137	Clive Horton	Derby	Yamaha 124
138	Richard Stevens	Trowbridge	Yamaha 124
139	Mark Wigan	Wokingham	Honda 124
140	Michael Cashmore	Towcester	Yamaha 125
141	Rex Caunt	Leicester	Yamaha 124
142	George Hardwick	Bristol	Yamaha 125
173	John Kirkby	Alford	Ellis Yamaha 124
174	Carl Ward	Rothwell	Yamaha 125
175	Peter Howarth	Derby	Yamaha 124
176	John Shaw	Derby	Yamaha 124
177	Adrian Drew	Greenford	Yamaha 124
178	Ken Daniels	Worsley	Yamaha 124
179	Dave Bedlington	York	Carlos Maico 125
180	Chris Kingsland	Market Rasen	Brader Maico 125
181	Fred Launchbury	New Malden	Maico 125
182	Neville Watts	Mellor	Honda 125
183	Anthony Jones	Oxford	BSA 125
184	Geoff Pitcher	New Malden	Bultaco 125
185	Dave Barton	Walsall	Honda 124
186	Bill Bowman	Lancaster	Yamaha 124
187	Ken Roads	Stretton	Crown Inn Yamaha 125
188	Lewis Gardner	Dronfield	Yamaha 125
189	Richard Hunter	Luton	BSA 125
190	Ian Dyson	Chessington	Yamaha 124
191	Geoff Peace	Rotherham	Yamaha 124
192	Larry Carter	Manchester	KMS Yamaha 124
193	Dennis Richings	Cirencester	Yamaha 125
194	Francis Raw	Accrington	Yamaha 124
195	Bob Orton	Raynes Park	BSA 125
196	Bernard Scouse	Northampton	Yamaha 124
197	Gordon Shirtliff	Barnsley	Granby Yamaha 125
198	Stephen Layton	Co. Durham	Granby Yamaha 124
199	Michael Bates	Northampton	Yamaha 124
200	Trevor Heasman	Northampton	Scitsu 124
201	John Kernan	Cornwall	Yamaha 124
202	Michael Cook	Bicester	Yamaha 124
Reserve			
203	Mick Potter	Ipswich	Yamaha 125

RESULTS

1st..... Time Speed.....m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th.....

Fastest Lap: No..... Time Speed.....m.p.h.

SATURDAY

RACE 2

SIDECAR RACE

12 Laps

Start 16.10 hrs. for Sidecars over 351 c.c. and not over 1000 c.c.

35.1 Miles

No.	Driver/Passenger	Town/Country	Machine
1	Siegfried Schauzu/Wolfgang Kalauch	Germany	BMW 560
2	Werner Schwaerzel/Karl-Heinz Kleis	Germany	Konig 680
3	Chris Vincent/Mike Casey	Atherstone	Munch 750
4	Rudi Kurth/Miss Dane Rowe	Switzerland	Cat 500
5	Gerry Boret/Nick Boret	West Molesey	Konig 680
6	Bill Currie/Ken Arthur	St. Leonards	Weslake 750
7	Mac Hobson/Jack Armstrong	Newcastle	Ham Yamaha 700
8	Mick Horspole/Graham Horspole	Spalding	Bingham Weslake 850
9	Dennis Keen/Alex Macfadzean	Aldbourne	Konig 680
10	George O'Dell/Bill Boldison	Hemel Hempstead	Konig 680
11	Trevor Ireson/Gordon Hunt	Swindon	Konig 500
12	Mick Boddice/Dave Loach	Halesowen	Konig 680
14	Bryan Rust/Alan Bedford	Alford	KGB Imp 998
15	Peter Williams/John Service	Birmingham	Imp 875
16	John Barker/Chris Emmins	Hornchurch	Reynoldson Suzuki 738
17	Bill Crook/Stuart Collins	Manchester	Windle BSA 750
18	Dave Lawrence/Jim Bromham	Chippenham	Limpet 1000
19	Dave Edgington/Tim Samways	Banbury	Windle Konig 680
20	Roy Hanks/Gerald Daniel	Birmingham	BSA 750
21	Alan Sansum/Brian Harris	Tonbridge	Quaife Triumph 750
22	Roger Dutton/Tony Wright	Bury St. Edmunds	BMW 750
23	Roy Woodhouse/Doug Woodhouse	Kidderminster	Honda 736
24	Dick Greasley/Cliff Holland	Market Drayton	Honda 750
25	Dick Hawes/Eddy Kiff	Romford	Konig 680
26	Ron Coxon/Miss Pauline Goddard	Leicester	BMW 560
27	John Brandon/Stewart Atkinson	Market Drayton	JC LS Honda 750
28	Les Langridge/Larue Evans	Horsham	Rhombus Imp 998
29	Steve Sinnott/Jim Williamson	Holbeach	Weslake 850
30	Derek Plummer/Gerald Older	Chertsey	Konig 500
31	Bill Hodgkins/Ann Jelbert	Bromley	Joe Francis Norton 749
32	Ken Graham/Dennis Tower	Newcastle	Ham Honda 900
33	Brian Mee/Colin Taylor	Shepshed	Konig 680
34	Roger Aldous/Peter Lucock	Croydon	Kawasaki 900
35	Mick Jones/Dave Saunders	Brackley	Norton 850
36	Graham Hilditch/Vince Biggs	Runcorn	Grangeside Imp 998
37	Ian McDonald/Phillip Godfery	Mansfield	Weslake 750
38	Dave Kruse/Dave Rawlinson	Wrexham	Rea Weslake 700
39	Clyde Gough/Peter Benson	Tamworth	Devimead Yamaha 700
40	Malcolm Aldrick/Mick Skeels	Westcliffe	Hadleigh Honda 900
41	Dave Bexley/Bernard Tyler	Leigh	Hadleigh Honda 900

Reserves

42	Dave Hemsworth/Dave Fletcher	Cleethorpes	Tri Shark BSA 840
43	Stuart Applegate/Gary Townley	Mossley	Chrysler 1000
44	Dave Saville/Hugh Sanderson	Doncaster	Norton 746
45	Gordon Nottingham/John Munday	Brigg	Gowood Twin Cam 796
46	Dave Houghton/Bob Page	Didcot	Dulon Konig 760

RESULTS

1st..... Time..... Speed.....mph
 2nd..... 3rd..... 4th.....
 5th..... 6th.....
 Fastest Lap: No..... Time..... Speed.....mph

SUNDAY

RACE 3

LIGHTWEIGHT RACE

12 Laps

Start 13.00 hrs.

for solos over 125 c.c. and not over 250 c.c.

35.1 Miles

No.	Driver	Town/Country	Machine
6	Chas. Mortimer	Lewes	Yamaha 250
7	John Dodds	Germany	Yamaha 250
8	Mick Grant	Wakefield	Yamaha 250
12	Patrick Pons	France	Yamaha 250
14	Olivier Chevallier	France	Yamaha 250
15	John Williams	Heswall	Yamaha 250
18	Charlie Williams	Tarporley	Yamaha 246
21	Takazumi Katayama	Japan	Yamaha 248
22	Kent Andersson	Sweden	Yamaha 247
24	Tom Herron	N. Ireland	Yamaha 250
25	Kork Ballington	S. Africa	Yamaha 248
27	Tony Rutter	Brierley Hill	Yamaha 246
28	John Newbold	Jacksdale	Yamaha 247
34	Marty Lunde	USA	Yamaha 250
35	Harald Bartol	Austria	Yamaha 250
37	Jean-Claude Chemarin	France	Yamaha 247
38	Pierre Blosser	France	Yamaha 247
40	Derek Chatterton	Boston	Chat Yamaha 248
41	Peter McKinley	Batley	Padgett Yamaha 247
42	Bob Heath	Birmingham	Yamaha 247
43	Rene Hordelalay	France	Yamaha 247
45	Neil Tuxworth	Louth	Yamaha 250
48	Bill Rae	Wakefield	Padgett Yamaha 246
51	Peter Casey	Malmesbury	Yamaha 247
52	Martin Sharpe	Brackley	Yamaha 247
53	Alan Rogers	Enfield	Yamaha 248
54	Tom Dickie	Staines	Yamaha 248
60	Eddie Roberts	Chester	Yamaha 247
62	Austin Hockley	Long Eaton	Granby Yamaha 247
68	Bill Henderson	Coventry	Yamaha 247
71	Leigh Notman	Stapleford	Lojo Yamaha 250
73	Clive Offer	Coulsdon	Harley Davidson 246
74	Noel Clegg	Isle of Man	Yamaha 248
75	John Weeden	London	Yamaha 246
76	Jack Machin	Lincoln	Yamaha 250
78	Tom Robinson	Warrington	Yamaha 247
80	Steve Goodrum	London	Yamaha 247
81	Tony Nash	Romford	Yamaha 247
83	Dennis Trollope	Kingswood	Fowler Yamaha 246
85	Chris Revett	Ipswich	Revett Yamaha 247
86	Roger Nott	Liverpool	Yamaha 247
87	Bob Towse	Hayes	Yamaha 250
88	John Clark	Canada	Yamaha 250
90	Adrian Godden	Braintree	Yamaha 247
94	Stewart Baldwin	Bracknell	Yamaha 246
96	Chris Neve (Reserve)	Shoreham	Yamaha 250
124	Ian Richards	Liverpool	Yamaha 247
125	Derek Head (Reserve)	Horsham	Yamaha 246
126	James Wells	London	Yamaha 250
127	Roy Bisbey (Reserve)	Walsall	Yamaha 247
128	Richard Horton (Reserve)	London	Yamsel 247
129	Raymond Judge (Reserve)	Northampton	Yamaha 249
130	Ivan Hodgkinson	Mansfield	Tagg Yamaha 246
131	Charles Ford (Reserve)	Chesham	Yamaha 250
132	Alan Jones	Scotland	Yamaha 249
133	Alf Speight	Grimsby	Yamaha 248
134	Brian O'Neill (Reserve)	Widnes	Yamaha 247
141	Rex Caunt (Reserve)	Leicester	Yamaha 246

RESULTS

1st..... Time Speed.....m.p.h.
 2nd..... 3rd..... 4th.....
 5th..... 6th.....
 Fastest Lap: No..... Time Speed.....m.p.h.

SUNDAY

RACE 4

Start 13.40 hrs.

FIM FORMULA 750 RACE
for Solos conforming to the specification
detailed in Reg. No. 13

20 Laps

58.54 miles

No.	Driver	Town/Country	Machine
3	Barry Sheene	Wisbech	Suzuki 750
4	Paul Smart	USA	Suzuki 750
5	Jack Findlay	France	Suzuki 750
6	Chas Mortimer	Lewes	Yamaha 350
7	John Dodds	Germany	Yamaha 350
8	Mick Grant	Wakefield	Yamaha 350
9	Dave Croxford	Ruislip	Kawasaki 750
10	Peter Williams	Andover	John Player Norton 748
11	Dieter Braun	Germany	John Player Norton 748
12	Patrick Pons	France	Yamaha 374
13	Olivier Chevallier	France	Yamaha 350
14	John Williams	Heswall	Yamaha 350
15	Yvon du Hamel	Canada	Yamaha 350
16	Charlie Williams	Tarporley	Kawasaki 750
17	Phil Carpenter	France	Yamaha 347
18	Christian Leon	France	Yamaha 347
19	Kork Ballington	South Africa	Kawasaki 750
20	Geoff Barry	Derby	Kawasaki 748
21	Tony Rutter	Brierley Hill	Kawasaki 750
22	John Newbold	Jacksdale	Yamaha 352
23	Stan Woods	Elton	Kawasaki 750
24	Percy Tait	Little Shrewley	Suzuki 738
25	Bill Smith	Chester	Triumph 748
26	Gerard Debrock	France	Triumph 750
27	Roger Nicholls	Newport	Honda 347
28	Derek Chatterton	Boston	Yamaha 347
29	Pete McKinley	Botley	Chat Yamaha 350
30	Bob Heath	Birmingham	Pagett Yamaha 347
31	Phil Gurner	Sheffield	Yamaha 347
32	Neil Tuxworth	South	Yamaha 350
33	Dave Potter	Spalding	Yamaha 347
34	Richard Haas	Orpington	Yamaha 350
35	Barrie Scully	Belgium	BSA 750
36	Peter Casey	Doncaster	Triumph 750
37	Martin Sharpe	Malmesbury	Yamaha 347
38	Alan Rogers	Brackley	Triumph 750
39	Charlie Samsby	Enfield	Triumph 745
40	Gordon Faintall	Luton	Triumph 745
41	Ron Chandler	Llanelli	TWS Suzuki 738
42	Keith March	Kemring	Triumph 748
43	Steve Manship	Biggin Hill	Suzuki 500
44	Dennis McMillan	Leicester	Yamaha 347
45	Gary Green	Long Eaton	Yamaha 347
46	Leon Lerego	London SW20	Yamaha 347
47	Steve Goodrum	Coventry	MacHarris Honda 749
48	Roger Nott	Bagshot	BSA 750
49	David Williams	Ross on Wye	Yamaha 347
50	Graham Bentman	Liverpool	Yamaha 347
51	Stephen Tonkin	Pontypool	Yamaha 347
52	Noel Clegg	Twickenham	Cowles Triumph 748
53	Ernie Pitt	Carnforth	Triumph 748
54	Hugh Evans	Isle of Man	Yamaha 347
55	Hugh Robertson	Cwmbran	Yamaha 348
56	Harvey Porter	Biggin Hill	Suzuki 496
57	Mick Hemmings	Biggin Hill	Triumph 750
58	Steve Murray	Knebworth	Triumph 750
59	Brian Hussey	Warley	Norton 750
60		Northampton	Suzuki 750
61		Chester	Yamaha 350
62		Welwyn Garden City	Harley Davidson 750

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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RESULTS

1st	Time	Speed	m.p.h.
2nd	3rd	4th	
5th	6th		
Fastest Lap: No.	Time	Speed	m.p.h.

FIM FORMULA 750 PRIZE RACE RESULTS

1st..... Time..... Speed.....m.p.h.
 2nd..... 3rd..... 4th.....
 5th..... 6th.....
 Fastest Lap: No..... Time..... Speed.....m.p.h.

Current Championship Positions

50 cc	pts.	125 cc	pts.	250 cc	pts.
1. H. Van Kessel (Holland) Kreidler	69	1. K. Andersson (Sweden) Yamaha	79	1. W. Villa (Italy) Harley Davidson	62
2. R. Kung (W. Germ) Kreidler	46	2. B. Kneubuhler (Switzerland) Yamaha	47	2. P. Pons (France) Yamaha	32
3. H. Rittberger (W. Germ) Kreidler	38	3. A. Nieto (Spain) Derbi	42	3. T. Katayama (Japan) Yamaha	31
		4. O. Buscherini (Italy) Malanca	38	6. C. Mortimer (GB) Yamaha	23

LAP RECORDS AS AT 10.8.74

Outright and Formula 750:

Paul Smart (750 Suzuki)
 1 min. 38.6 secs. 106.87 m.p.h. 171.99 km.h. 12.8.73

500 c.c.: Phil Read (500 MV)
 1 min. 40.0 secs. 105.37 m.p.h. 169.58 km.h. 12.8.73

350 c.c.: John Dodds (347 Yamaha)
 1 min. 40.4 secs. 104.95 m.p.h. 168.90 km.h. 12.8.73

250 c.c.: Jarno Saarinen (250 Yamaha) and
 Rod Gould (246 Yamaha)
 1 min. 41.8 secs. 103.51 m.p.h. 166.58 km.h. 13.8.72

125 c.c.: Barry Sheene (125 Suzuki)
 1 min. 52.4 secs. 93.75 m.p.h. 150.87 km.h. 22.8.71

PRODUCTION MACHINES

750 c.c.: Ray Pickerell (750 Triumph Trident)
 1 min. 43.8 secs. 101.52 m.p.h. 163.37 km.h. 13.8.72

500 c.c.: Stan Woods (492 Suzuki)
 1 min. 53.0 secs. 93.25 m.p.h. 150.07 km.h. 13.8.72

250 c.c.: John Williams (250 Honda)
 2 mins. 00.0 secs. 87.81 m.p.h. 141.32 km.h. 13.8.72

Sidecars: Klaus Enders/Rolf Englehardt (500 BMW)
 1 min. 49.2 secs. 96.49 m.p.h. 155.29 km.h. 13.8.72

SUNDAY

RACE 5

SENIOR RACE

12 Laps

Start 14.30 hrs. for Solos of over 350 c.c. and not over 500 c.c.

35.1 miles

No.	Driver	Town/Country	Machine
1	Phil Read	Oxshott	MV Agusta 498
2	Teuvo Lansivuori	Finland	Yamaha 500
3	Barry Sheene	Wisbech	Suzuki 500
4	Paul Smart	USA	Suzuki 500
5	Jack Findlay	France	Suzuki 492
15	John Williams	France	Yamaha 384
16	Billie Nelson	Sheffield	Yamaha 354
18	Charlie Williams	Tarporley	Dugdale Maxton Yamaha 385
19	Phil Carpenter	Warrington	Yamaha 354
20	Christian Leon	France	Kawasaki 500
23	Barry Ditchburn	Northfleet	Yamaha 500
27	Tony Rutter	Brierley Hill	Yamaha 352
29	Stan Woods	Elton	Suzuki 493
37	Jean-Claude Chemarin	France	Yamaha 354
39	Roger Nicholls	Newport	Hi-Tac Suzuki 492
30	Derek Chatterton	Boston	Chat Yamaha 385
41	Pete McKinley	Batley	Padgett Yamaha 351
43	Rene Hordelalay	France	Yamaha 354
44	Phil Gurner	Sheffield	Yamaha 351
45	Neil Tuxworth	Louth	Yamaha 354
46	Paul Cott	Spalding	Yamsel 354
47	Dave Potter	Orpington	Ryan Crescent 499
48	Bill Rae	Wakefield	Padgett Yamaha 354
52	Martin Sharpe	Brackley	Yamaha 352
53	Alan Rogers	Enfield	International Suzuki 492
54	Tom Dickie	Staines	Yamaha 352
56	Gordon Pantall	Llanelli	TWS Suzuki 492
59	Keith Martin	Biggin Hill	Seeley Suzuki 500
61	Steve Manship	Leicester	Yamaha 354
63	Bernie Toleman	Biggin Hill	Suzuki 492
67	Tony Rodger	Bagshot	Yamaha 351
68	Bill Henderson	Coventry	Yamaha 354
69	Brian Smith	Northampton	Suzuki 492
70	Stephen Tonkin	Carnforth	Suzuki 492
71	Leigh Notman	Stapleford	Suzuki 500
72	Ken Huggett	Wimbledon	Yamaha 351
73	Clive Offer	Coulsdon	Harley Davidson 380
78	Tom Robinson	Warrington	Yamaha 352
79	Ernie Pitt	Cwmbran	Suzuki 496
81	Tony Nash	Romford	Yamaha 352
84	Wayne Dinham	Newport	Yamaha 351
87	Bob Towse	Hayes	Yamaha 354
89	Bernard Murray	Manchester	Yamaha 352
91	David Williams	Pontypool	Cowles Matchless 498
93	Hugh Robertson	Knebworth	RGM Kawasaki 500
96	Chris Neve	Shoreham	Yamaha 351
107	Allen Blasdell	West Molesey	Seeley Konig 500
108	Mick Chatterton	Barnsley	Chat Yamaha 352
109	Peter Gibson	Romford	Suzuki 492
111	Ian Ratcliffe	Banstead	Yamaha 355
Reserves			
97	Tom Newell	Potters Bar	Kettle Norton 499
100	Brian Peters	St. Helens	Suzuki 492
101	Leo Castles	Worcester	Honda 498
106	Dave Hughes	Canterbury	Arter Matchless 496
110	Tony Myers	Hull	Yamaha 354
113	John Silversides	Portsmouth	Yamsel 354
114	Derek Loan	Battersea	Hi-Tac Suzuki 492
115	Don Grant	Bristol	Norton 499
116	Mike Trimby	Luton	Yamaha 351
117	Brian Flak	Maidstone	Kawasaki 498
118	Tom Thomson	Maidstone	Kawasaki 498
119	Brian Wackett	Waltham Abbey	Konig 489

RESULTS

1st Time Speed m.p.h.

2nd 3rd 4th

5th 6th

Fastest Lap: No. Time Speed m.p.h.

SUNDAY

RACE 6

Start 15.15 hrs.

DAILY EXPRESS PRODUCTION MACHINE RACE

for Solos conforming to the specification
detailed in Reg. No. 12

12 Laps
35.1 miles

1000 CLASS

No.	Driver	Town/Country	Machine
30	Percy Tait	Little Shrewley	Triumph 749
47	Dave Potter	Orpington	Norton 830
52	Martin Sharpe	Brackley	Triumph 750
55	Charlie Sanby	Luton	Ducati 750
65	Graham Bentman	Twickenham	Norton 745
66	Gary Green	Coventry	Triumph 750
82	Hugh Evans	Biggin Hill	Laverda 980
84	Wayne Dinham	Newport	Norton 745
95	Clive Wall	Hayes	Norton 748
97	Tom Newell	Potters Bar	Triumph 750
98	Harvey Porter	Warley	BSA 750
99	Mick Hemmings	Northampton	Triumph 750
143	Doug Lunn	Luton	Ducati 748
144	Ray Knight	Orpington	Triumph 741
145	Roger Corbett	Bishops Cleeve	Triumph 741
146	Alan Walsh	Grantham	Triumph 750
147	Dave Mason	Tamworth	Yamaha 725
149	Tony Smith	Brize Norton	Norton 830
150	Pete Davies	Birmingham	Laverda 750
151	Martin Russell	Birmingham	BSA 741
154	Martyn Ashwood	Edenbridge	BMW 900
155	Lyle Govan	Harrogate	Laverda 750

Reserves

152	Dave Cartwright	Ipswich	Norton 745
153	Tony Carlton	Liverpool	Norton 745
156	Andy Goldsmith	London Colney	Kawasaki 903
157	Colin Porter	Barnsley	Honda 736
158	Robin Keating	Thames Ditton	Norton 747
170	Ian Martin	Caistor	Dunstall 750
171	Colin Braddick	West Molesey	Norton 750

500 CLASS

32	Bill Smith	Chester	Honda 500
45	Neil Tuxworth	Louth	Honda 500
59	Keith Martin	Biggin Hill	Kawasaki 500
60	Eddie Roberts	Chester	Honda 500
64	Dennis McMillan	Merton Park	Honda 498
85	Chris Revett	Ipswich	Honda 498
148	Graham Sharp	Edgware	Honda 500
163	Rob Prior	Sevenoaks	Triumph 500
165	Jeff Webber	Caerphilly	Honda 498
166	Philip Chaplin	Northampton	Kawasaki 498
172	John Judge	Luton	Kawasaki 492

Reserve

136	Bill Kirkwood	Hampton	Kawasaki 498
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250 CLASS

70	Stephen Tonkin	Carnforth	Suzuki 250
71	Leigh Notman	Stapleford	Yamaha 250
75	John Weeden	London	Suzuki 250
92	Godfrey Benson	Swansea	Yamaha 248
101	Leo Castles	Worcester	Honda 249
112	David Habel	Crowthorne	Yamaha 250
135	Chris McGahan	Dartford	Montesa 247
137	Clive Horton	Derby	Benelli 231
138	Richard Stevens	Trowbridge	Yamaha 247
140	Mick Cashmore	Towcester	Suzuki 250
141	Rex Caunt	Leicester	Yamaha 247
142	George Hardwick	Bristol	Suzuki 250
159	Derek Huxley	Ellesmere Port	Honda 250
160	Robert Hill	Hertford	Suzuki 250
161	Nigel Palmer	Berkhamsted	Suzuki 250
162	Roy Simmons	Kemsing	Honda 249
164	Michael Evans	Atherstone	Suzuki 247
168	Brian Bedford	Banbury	Yamaha 247

Reserves

94	Stewart Baldwin	Bracknell	Honda 248
139	Mark Wigan	Wokingham	Yamaha 247
167	Paul Shoobridge	London	Ducati 250
169	John Stephens	Cheltenham	Honda 248

(For results see page 32)

SUNDAY

RACE 7

JUNIOR RACE

12 Laps

Start 16.00 hrs.

for solos over 250 c.c. and not over 350 c.c.

35.1 Miles

No.	Driver	Town/Country	Machine
6	Chas Mortimer	Lewes	Yamaha 350
7	John Dodds	Germany	Yamaha 350
8	Mick Grant	Wakefield	Yamaha 350
11	Dieter Braun	Germany	Yamaha 347
12	Patrick Pons	France	Yamaha 350
14	Olivier Chevallier	France	Yamaha 350
15	John Williams	Heswall	Yamaha 350
16	Billie Nelson	Sheffield	Yamaha 350
18	Charlie Williams	Tarporley	Dugdale Maxton Yamaha 350
19	Phil Carpenter	Warrington	Yamaha 347
24	Tom Herron	Northern Ireland	Yamaha 350
26	Geoff Barry	Derby	Yamaha 350
27	Tony Rutter	Brierley Hill	Yamaha 348
28	John Newbold	Jacksdale	Yamaha 347
32	Bill Smith	Chester	Yamaha 347
36	G rard Debrock	France	Yamaha 347
37	Jean-Claude Chemarin	France	Yamaha 347
39	Roger Nicholls	Newport	Yamaha 347
40	Derek Chatterton	Boston	Chat Yamaha 347
41	Pete McKinley	Batley	Padgett Yamaha 347
42	Bob Heath	Birmingham	Yamaha 347
43	Rene Hordelalay	France	Yamaha 347
45	Neil Tuxworth	Louth	Yamaha 350
46	Paul Cott	Spalding	Yamaha 347
47	Dave Potter	Orpington	Ryan Yamaha 350
48	Bill Rae	Wakefield	Padgett Yamaha 347
51	Peter Casey	Malmesbury	Yamaha 347
52	Martin Sharpe	Brackley	Yamaha 347
53	Alan Rogers	Enfield	International Yamaha 348
54	Tom Dickie	Staines	Yamaha 348
60	Eddie Roberts	Chester	Dugdale Maxton Yamaha 347
61	Steve Manship	Leicester	Yamaha 347
62	Austin Hockley	Long Eaton	Granby Yamaha 348
67	Tony Rodger	Bagshot	Yamaha 347
68	Bill Henderson	Coventry	Yamaha 347
69	Brian Smith	Northampton	Yamaha 347
70	Stephen Tonkin	Carnforth	Yamaha 347
72	Ken Huggett	Wimbledon	Yamaha 350
73	Clive Offer	Coulson	Harley Davidson 346
74	Noel Clegg	Isle of Man	Yamaha 348
75	John Weeden	London N.7.	Yamaha 346
76	Jack Machin	Lincoln	Yamaha 350
77	Leon Lerego	Ross on Wye	Yamaha 347
80	Steve Goodrum (Reserve)	Sydenham	Yamaha 347
81	Tony Nash	Romford	Yamaha 347
83	Dennis Trollope (Reserve)	Bristol	Fowler Yamaha 348
84	Wayne Dinham	Newport	Yamaha 347
85	Chris Revett	Ipswich	Revett Yamaha 347
86	Roger Nott (Reserve)	Liverpool	Maxton Yamaha 347
87	Bob Towse	Hayes	Yamaha 350
88	John Clark (Reserve)	Canada	Yamaha 350
89	Bernard Murray	Manchester	Yamaha 349
90	Adrian Godden (Reserve)	Braintree	Yamaha 347
91	David Williams (Reserve)	Pontypool	Cowles Yamaha 348
92	Godfrey Benson (Reserve)	Swansea	Richards Yamaha 347
95	Clive Wall (Reserve)	Hayes	Yamsel 348
120	John Cowie (Reserve)	London S.W.3.	Yamaha 349
121	Trevor Elliott	Chiswick	Yamaha 347
122	Roger Marshall	Waltham	Yamaha 347
123	Steve Parrish (Reserve)	Royston	Yamaha 347
135	Chris McGahan (Reserve)	Dartford	Overhill Yamaha 348

RESULTS

1st..... Time Speed.....m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th.....

Fastest Lap: No..... Time Speed.....m.p.h.

THE JOHN PLAYER INTERNATIONAL GRAND PRIX

RESULTS

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....
5th.....	6th.....	7th.....
8th.....	9th.....	10th.....
Fastest Lap: No.....	Time.....	Speed.....m.p.h.

Current Championship Positions

350 cc	pts.	500 cc	pts.	Sidecar	pts.
1. G. Agostini (Italy) Yamaha	60	1. P. Read (G.B.) MV	77	1. S. Schauzu (W. Germ.) BMW	58
2. D. Braun (Germany) Yamaha	40	2. G. Bonera (Italy) MV	66	2. W. Schwaerzel (W.Germ) Konig	55
3. P. Pons (France) Yamaha	39	3. T. Lansivuori (Finland) Yamaha	60	3. K. Enders (W.Germ)Busch BMW	54
6. C. Mortimer (GB) Yamaha	23	4. G. Agostini (Italy) Yamaha	42	4. H. Luthringshauser (W. Germ) BMW	45
		5. J. Findlay (Australia) Suzuki	30		
		6. B. Sheene (GB) Suzuki	22		

DAILY EXPRESS PRODUCTION MACHINE RACE

RESULTS

OVERALL:

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....

CLASS A — 1000 c.c.

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....
Fastest Lap: No.....	Time.....	Speed.....m.p.h.

CLASS B — 500 c.c.

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....
Fastest Lap: No.....	Time.....	Speed.....m.p.h.

CLASS C — 250 c.c.

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....
Fastest Lap: No.....	Time.....	Speed.....m.p.h.

SUNDAY

RACE 9

SIDECAR RACE

15 Laps

Start 17.35 hrs.

for Sidecars over 351 c.c. and not over 1000 c.c.

43.91 Miles

No.	Driver/Passenger	Town/Country	Machine
1	Siegfried Schauzu/Wolfgang Kalauch	Germany	BMW 560
2	Werner Schwaerzel/Karl-Heinz Kleis	Germany	Konig 680
3	Chris Vincent/Mike Casey	Atherstone	Munch 750
4	Rudi Kurth/Miss Dane Rowe	Switzerland	Cat 500
5	Gerry Boret/Nick Boret	West Molesey	Konig 680
6	Bill Currie/Ken Arthur	St. Leonards	Weslake 750
7	Mac Hobson/Jack Armstrong	Newcastle	Ham Yamaha 700
8	Mick Horspole/Graham Horspole	Spalding	Bingham Weslake 850
9	Dennis Keen/Alex Macfadzean	Aldbourne	Konig 680
10	George O'Dell/Bill Boldison	Hemel Hempstead	Konig 680
11	Trevor Ireson/Gordon Hunt	Swindon	Konig 500
12	Mick Boddice/Dave Loach	Halesowen	Konig 680
14	Bryan Rust/Alan Bedford	Alford	KGB Imp 998
15	Peter Williams/John Service	Birmingham	Imp 875
16	John Barker/Chris Emmins	Hornchurch	Reynoldson Suzuki 738
17	Bill Crook/Stuart Collins	Manchester	Windle BSA 750
18	Dave Lawrence/Jim Bromham	Chippenham	Limpet 1000
19	Dave Edgington/Tim Samways	Banbury	Windle Konig 680
20	Roy Hanks/Gerald Daniel	Birmingham	BSA 750
21	Alan Sansum/Brian Harris	Tonbridge	Quaife Triumph 750
22	Roger Dutton/Tony Wright	Bury St. Edmunds	BMW 750
23	Roy Woodhouse/Doug Woodhouse	Kidderminster	Honda 736
24	Dick Greasley/Cliff Holland	Market Drayton	Honda 750
25	Dick Hawes/Eddy Kiff	Romford	Konig 680
26	Ron Coxon/Miss Pauline Goddard	Leicester	BMW 560
27	John Brandon/Stewart Atkinson	Market Drayton	JC LS Honda 750
28	Les Langridge/Laruie Evans	Horsham	Rhombus Imp 998
29	Steve Sinnott/Jim Williamson	Holbeach	Weslake 850
30	Derek Plummer/Gerald Older	Chertsey	Konig 500
31	Bill Hodgkins/Miss Ann Jelbert	Bromley	Joe Francis Norton 749
32	Ken Graham/Dennis Tower	Newcastle	Ham Honda 900
33	Brian Mee/Colin Taylor	Shepshed	Konig 680
34	Roger Aldous/Peter Lucock	Croydon	Kawasaki 900
35	Mick Jones/Dave Saunders	Brackley	Norton 850
36	Graham Hilditch/Vince Biggs	Runcorn	Grangeside Imp 998
37	Ian McDonald/Phillip Godfery	Mansfield	Weslake 750
38	Dave Kruse/Dave Rawlinson	Wrexham	Rea Weslake 700
39	Clyde Gough/Peter Benson	Tamworth	Devimead Yamaha 700
40	Malcolm Aldrick/Mick Skeels	Westcliffe	Hadleigh Honda 900
41	Dave Bexley/Bernard Tyler	Leigh	Hadleigh Honda 900

Reserves

42	Dave Hemsworth/Dave Fletcher	Cleethorpes	Tri Shark BSA 840
43	Stuart Applegate/Gary Townley	Mossley	Chrysler 1000
44	Dave Saville/Hugh Sanderson	Doncaster	Norton 746
45	Gordon Nottingham/John Munday	Brigg	Gowood Twin Cam 796
46	Dave Houghton/Bob Page	Didcot	Dulon Konig 760

RESULTS

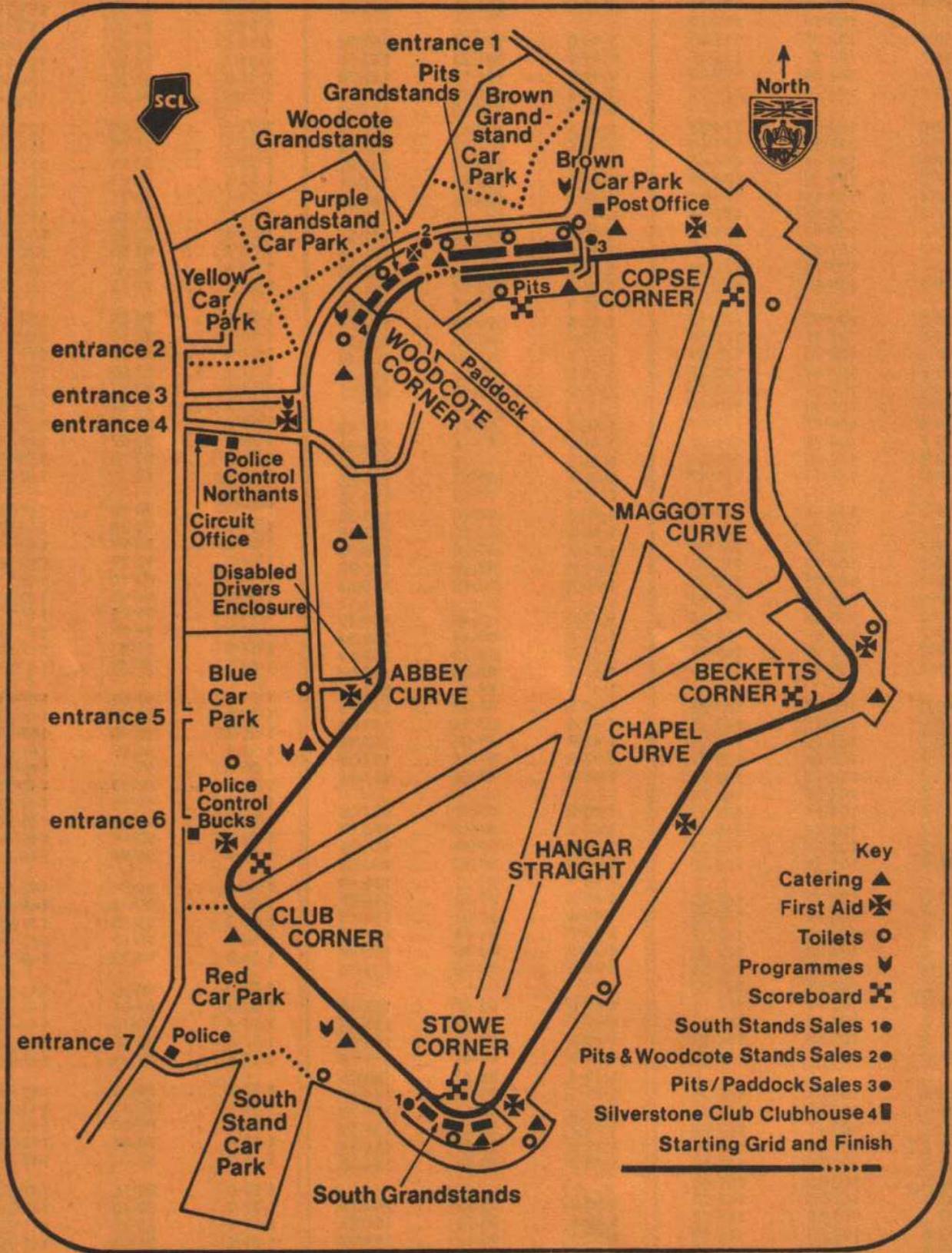
1st.....	Time.....	Speed.....	mph
2nd.....	3rd.....	4th.....	
	5th.....	6th.....	
Fastest Lap: No.....	Time.....	Speed.....	mph

SILVERSTONE LAP SPEED TABLE

One lap of Silverstone Circuit equals 2.927 miles (4.711 Kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

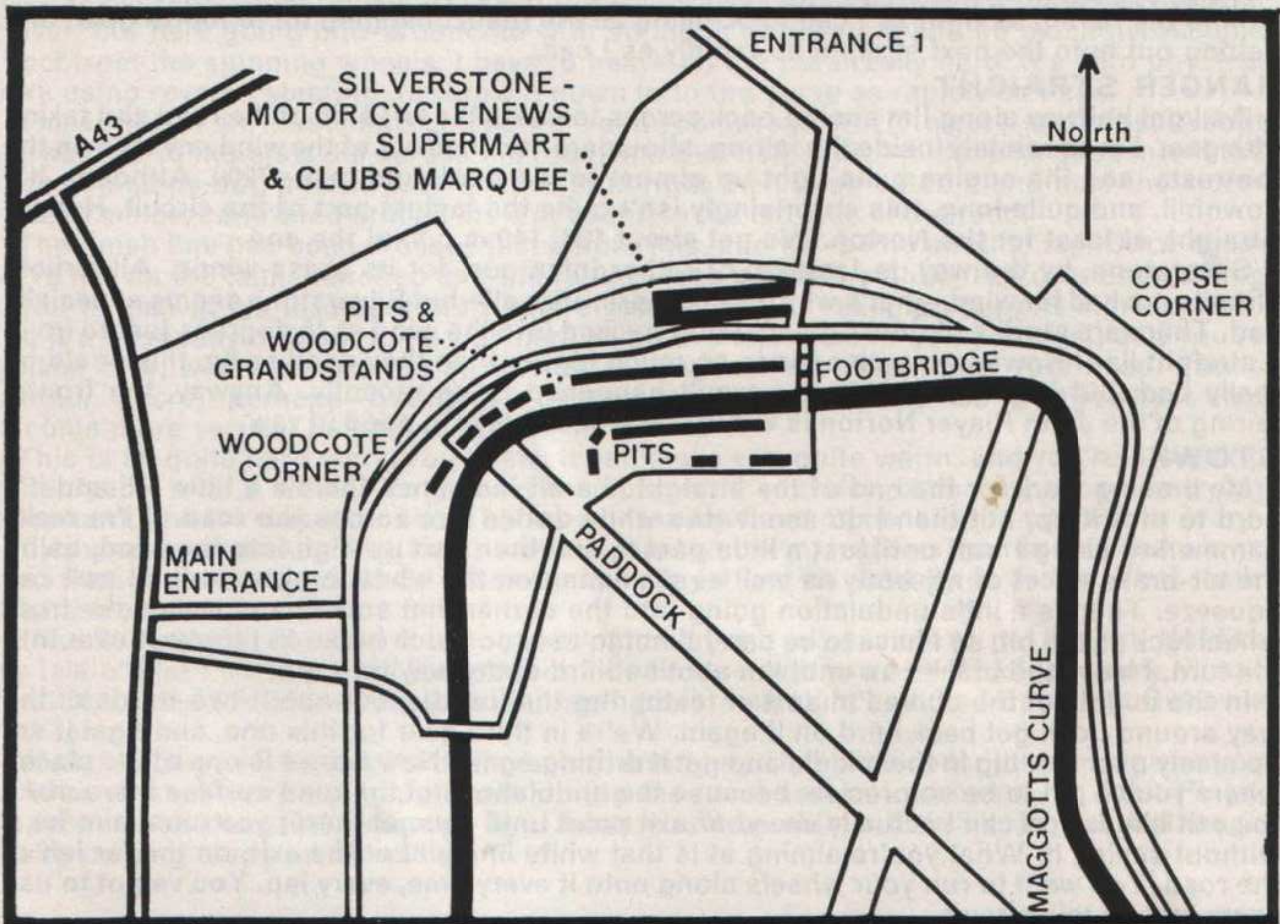
TIME	m.p.h.	k.m.h.	TIME	m.p.h.	k.m.h.	TIME	m.p.h.	k.m.h.	TIME	m.p.h.	k.m.h.	TIME	m.p.h.	k.m.h.	TIME	m.p.h.	k.m.h.
1:41.0	142.20	228.85	1:21.3	129.61	208.58	1:28.7	128.50	206.80	1:35.0	110.92	178.50	1:43.0	143.0	230.3	1:50.0	150.0	241.4
1:41.1	142.20	228.85	1:21.4	129.45	208.07	1:27.1	128.84	207.56	1:36.1	110.68	178.32	1:43.1	143.1	230.4	1:50.1	150.1	241.5
1:41.2	142.00	228.54	1:21.5	129.29	207.82	1:26.3	129.12	207.14	1:37.2	110.44	178.14	1:43.2	143.2	230.5	1:50.2	150.2	241.6
1:41.3	141.82	228.23	1:21.6	129.13	207.56	1:25.4	128.86	206.72	1:38.3	110.20	177.96	1:43.3	143.3	230.6	1:50.3	150.3	241.7
1:41.4	141.64	227.93	1:21.7	128.97	207.31	1:24.5	128.59	206.30	1:39.4	110.00	177.78	1:43.4	143.4	230.7	1:50.4	150.4	241.8
1:41.5	141.46	227.62	1:21.8	128.82	207.06	1:23.6	128.32	205.88	1:40.5	109.80	177.60	1:43.5	143.5	230.8	1:50.5	150.5	241.9
1:41.6	141.28	227.32	1:21.9	128.66	206.80	1:22.7	128.05	205.46	1:41.6	109.60	177.42	1:43.6	143.6	230.9	1:50.6	150.6	242.0
1:41.7	141.10	227.01	1:22.0	128.50	206.55	1:21.8	127.78	205.04	1:42.7	109.40	177.24	1:43.7	143.7	231.0	1:50.7	150.7	242.1
1:41.8	140.92	226.71	1:22.1	128.35	206.30	1:20.9	127.51	204.62	1:43.8	109.20	177.06	1:43.8	143.8	231.1	1:50.8	150.8	242.2
1:41.9	140.74	226.41	1:22.2	128.19	206.05	1:20.0	127.24	204.20	1:44.9	109.00	176.88	1:43.9	143.9	231.2	1:50.9	150.9	242.3
1:42.0	140.56	226.11	1:22.3	128.04	205.80	1:19.1	126.97	203.78	1:46.0	108.80	176.70	1:44.0	144.0	231.3	1:51.0	151.0	242.4
1:42.1	140.38	225.80	1:22.4	127.88	205.55	1:18.2	126.70	203.36	1:47.1	108.60	176.52	1:44.1	144.1	231.4	1:51.1	151.1	242.5
1:42.2	140.20	225.50	1:22.5	127.72	205.30	1:17.3	126.43	202.94	1:48.2	108.40	176.34	1:44.2	144.2	231.5	1:51.2	151.2	242.6
1:42.3	139.94	225.20	1:22.6	127.57	205.05	1:16.4	126.16	202.52	1:49.3	108.20	176.16	1:44.3	144.3	231.6	1:51.3	151.3	242.7
1:42.4	139.75	224.91	1:22.7	127.41	204.80	1:15.5	125.89	202.10	1:50.4	108.00	175.98	1:44.4	144.4	231.7	1:51.4	151.4	242.8
1:42.5	139.57	224.61	1:22.8	127.26	204.56	1:14.6	125.62	201.68	1:51.5	107.80	175.80	1:44.5	144.5	231.8	1:51.5	151.5	242.9
1:42.6	139.38	224.31	1:22.9	127.11	204.31	1:13.7	125.35	201.26	1:52.6	107.60	175.62	1:44.6	144.6	231.9	1:51.6	151.6	243.0
1:42.7	139.20	224.01	1:23.0	126.95	204.07	1:12.8	125.08	200.84	1:53.7	107.40	175.44	1:44.7	144.7	232.0	1:51.7	151.7	243.1
1:42.8	139.01	223.72	1:23.1	126.80	203.82	1:11.9	124.81	200.42	1:54.8	107.20	175.26	1:44.8	144.8	232.1	1:51.8	151.8	243.2
1:42.9	138.83	223.42	1:23.2	126.65	203.58	1:11.0	124.54	200.00	1:55.9	107.00	175.08	1:44.9	144.9	232.2	1:51.9	151.9	243.3
1:43.0	138.65	223.13	1:23.3	126.50	203.33	1:10.1	124.27	199.58	1:57.0	106.80	174.90	1:45.0	145.0	232.3	1:52.0	152.0	243.4
1:43.1	138.46	222.84	1:23.4	126.35	203.09	1:09.2	124.00	199.16	1:58.1	106.60	174.72	1:45.1	145.1	232.4	1:52.1	152.1	243.5
1:43.2	138.28	222.55	1:23.5	126.20	202.85	1:08.3	123.73	198.74	1:59.2	106.40	174.54	1:45.2	145.2	232.5	1:52.2	152.2	243.6
1:43.3	138.10	222.25	1:23.6	126.04	202.60	1:07.4	123.46	198.32	1:60.3	106.20	174.36	1:45.3	145.3	232.6	1:52.3	152.3	243.7
1:43.4	137.92	221.96	1:23.7	125.89	202.36	1:06.5	123.19	197.90	1:61.4	106.00	174.18	1:45.4	145.4	232.7	1:52.4	152.4	243.8
1:43.5	137.74	221.67	1:23.8	125.74	202.12	1:05.6	122.92	197.48	1:62.5	105.80	174.00	1:45.5	145.5	232.8	1:52.5	152.5	243.9
1:43.6	137.56	221.38	1:23.9	125.59	201.88	1:04.7	122.65	197.06	1:63.6	105.60	173.82	1:45.6	145.6	232.9	1:52.6	152.6	244.0
1:43.7	137.38	221.09	1:24.0	125.44	201.64	1:03.8	122.38	196.64	1:64.7	105.40	173.64	1:45.7	145.7	233.0	1:52.7	152.7	244.1
1:43.8	137.20	220.81	1:24.1	125.29	201.40	1:02.9	122.11	196.22	1:65.8	105.20	173.46	1:45.8	145.8	233.1	1:52.8	152.8	244.2
1:43.9	137.03	220.52	1:24.2	125.14	201.16	1:02.0	121.84	195.80	1:66.9	105.00	173.28	1:45.9	145.9	233.2	1:52.9	152.9	244.3
1:44.0	136.85	220.23	1:24.3	125.00	200.92	1:01.1	121.57	195.38	1:68.0	104.80	173.10	1:46.0	146.0	233.3	1:53.0	153.0	244.4
1:44.1	136.67	219.93	1:24.4	124.85	200.68	1:00.2	121.30	194.96	1:69.1	104.60	172.92	1:46.1	146.1	233.4	1:53.1	153.1	244.5
1:44.2	136.49	219.64	1:24.5	124.70	200.45	1:00.0	121.03	194.54	1:70.2	104.40	172.74	1:46.2	146.2	233.5	1:53.2	153.2	244.6
1:44.3	136.32	219.36	1:24.6	124.55	200.21	1:00.0	120.76	194.12	1:71.3	104.20	172.56	1:46.3	146.3	233.6	1:53.3	153.3	244.7
1:44.4	136.14	219.08	1:24.7	124.41	199.97	1:00.0	120.49	193.70	1:72.4	104.00	172.38	1:46.4	146.4	233.7	1:53.4	153.4	244.8
1:44.5	135.96	218.81	1:24.8	124.26	199.74	1:00.0	120.22	193.28	1:73.5	103.80	172.20	1:46.5	146.5	233.8	1:53.5	153.5	244.9
1:44.6	135.79	218.53	1:24.9	124.11	199.51	1:00.0	119.95	192.86	1:74.6	103.60	172.02	1:46.6	146.6	233.9	1:53.6	153.6	245.0
1:44.7	135.61	218.25	1:25.0	123.97	199.27	1:00.0	119.68	192.44	1:75.7	103.40	171.84	1:46.7	146.7	234.0	1:53.7	153.7	245.1
1:44.8	135.44	217.99	1:25.1	123.82	199.04	1:00.0	119.41	192.02	1:76.8	103.20	171.66	1:46.8	146.8	234.1	1:53.8	153.8	245.2
1:44.9	135.27	217.69	1:25.2	123.68	198.80	1:00.0	119.14	191.60	1:77.9	103.00	171.48	1:46.9	146.9	234.2	1:53.9	153.9	245.3
1:45.0	135.09	217.41	1:25.3	123.53	198.57	1:00.0	118.87	191.18	1:79.0	102.80	171.30	1:47.0	147.0	234.3	1:54.0	154.0	245.4
1:45.1	134.92	217.13	1:25.4	123.38	198.34	1:00.0	118.60	190.76	1:80.1	102.60	171.12	1:47.1	147.1	234.4	1:54.1	154.1	245.5
1:45.2	134.74	216.86	1:25.5	123.23	198.11	1:00.0	118.33	190.34	1:81.2	102.40	170.94	1:47.2	147.2	234.5	1:54.2	154.2	245.6
1:45.3	134.57	216.58	1:25.6	123.08	197.88	1:00.0	118.06	189.92	1:82.3	102.20	170.76	1:47.3	147.3	234.6	1:54.3	154.3	245.7
1:45.4	134.40	216.30	1:25.7	122.93	197.65	1:00.0	117.79	189.50	1:83.4	102.00	170.58	1:47.4	147.4	234.7	1:54.4	154.4	245.8
1:45.5	134.23	216.03	1:25.8	122.78	197.42	1:00.0	117.52	189.08	1:84.5	101.80	170.40	1:47.5	147.5	234.8	1:54.5	154.5	245.9
1:45.6	134.06	215.75	1:25.9	122.63	197.19	1:00.0	117.25	188.66	1:85.6	101.60	170.22	1:47.6	147.6	234.9	1:54.6	154.6	246.0
1:45.7	133.89	215.48	1:26.0	122.48	196.96	1:00.0	116.98	188.24	1:86.7	101.40	170.04	1:47.7	147.7	235.0	1:54.7	154.7	246.1
1:45.8	133.72	215.20	1:26.1	122.33	196.73	1:00.0	116.71	187.82	1:87.8	101.20	169.86	1:47.8	147.8	235.1	1:54.8	154.8	246.2
1:45.9	133.55	214.93	1:26.2	122.18	196.50	1:00.0	116.44	187.40	1:88.9	101.00	169.68	1:47.9	147.9	235.2	1:54.9	154.9	246.3
1:46.0	133.38	214.66	1:26.3	122.03	196.27	1:00.0	116.17	186.98	1:90.0	100.80	169.50	1:48.0	148.0	235.3	1:55.0	155.0	246.4
1:46.1	133.21	214.39	1:26.4	121.88	196.04	1:00.0	115.90	186.56	1:91.1	100.60	169.32	1:48.1	148.1	235.4	1:55.1	155.1	246.5
1:46.2	133.05	214.12	1:26.5	121.73	195.81	1:00.0	115.63	186.14	1:92.2	100.40	169.14	1:48.2	148.2	235.5	1:55.2	155.2	246.6
1:46.3	132.88	213.85	1:26.6	121.58	195.58	1:00.0	115.36	185.72	1:93.3	100.20	168.96	1:48.3	148.3	235.6	1:55.3	155.3	246.7
1:46.4	132.71	213.58	1:26.7	121.43	195.35	1:00.0	115.09	185.30	1:94.4	100.00	168.78	1:48.4	148.4	235.7	1:55.4	155.4	246.8
1:46.5	132.54	213.31	1:26.8	121.28	195.12	1:00.0	114.82	184.88	1:95.5	99.80	168.60	1:48.5	148.5	235.8	1:55.5	155.5	246.9
1:46.6	132.38	213.04	1:26.9	121.13	194.89	1:00.0	114.55	184.46	1:96.6	99.60	168.42	1:48.6	148.6	235.9	1:55.6	155.6	247.0
1:46.7	132.21	212.77	1:27.0	120.98	194.66	1:00.0	114.28	184.04	1:97.7	99.40	168.24	1:48.7	148.7	236.0	1:55.7	155.7	247.1
1:46.8	132.05	212.50	1:27.1	120.83	194.43	1:00.0	114.01	183.62	1:98.8	99.20	168.06	1:48.8	148.8	236.1	1:55.8	155.8	247.2
1:46.9	131.88	212.24	1:27.2	120.68	194.20	1:00.0	113.74	183.20	1:99.9	99.00	167.88	1:48.9	148.9	236.2	1:55.9	155.9	247.3
1:47.0	131.72	211.97	1:27.3	120.53	193.97	1:00.0	113.47	182.78	2:01.0	98.80	167.7						

SILVERSTONE GRAND PRIX CIRCUIT



Silverstone

Motor Cycle News Supermart



The above plan shows the location of the SILVERSTONE-MOTOR CYCLE NEWS SUPERMART. This trade area is well worth a visit as there are a number of very interesting exhibits on display and you will be able to purchase motorcycle accessories, models, film, decals, gear, etc.

EXHIBITORS

Slater Brothers
 Ducati Concessionaires UK
 Hanger Studios
 Chris Wilshaw Racing
 Motopix
 Souriau (UK) Ltd.
 BMW Motorcycles Ltd.
 Central Promotions
 D. Davies (Tools)
 Action Automotive
 Jaycessories Ltd.
 Jim Russell International
 Racing Drivers School
 John Player & Sons
 Tony Clark Motorcycles

Apple Motorcycles Ltd.
 Shane Hearty
 Davick Motique Ltd.
 Alexander Duckham & Co. Ltd.
 Gulf Oil (Great Britain) Ltd.
 Sheila Chadwick Mail Order
 Arney & Taylor Ltd.
 Barry Merchant Limited
 Barry Denny Motorcycle Gear
 BMW Ltd.
 Chater & Scott
 Silverstone Models
 International Girl
 Motor Cycle News

CHAPEL

I want to take a good racing line here; this is one of the "secrets" of getting a good lap speed with my Norton, taking these three left-hand bends of Silverstone flat out. These are the only parts of the circuit where I can keep my power screwed hard on where riders of more powerful machines might have to roll it off. Anyway, all through Chapel I'm down behind the fairing as tight as I can tuck, using all the road, changing up to fourth gear, and getting out onto the next straight as rapidly as I can.

HANGER STRAIGHT

As I get halfway along I'm aiming back across towards the left side of the road and taking fifth gear. I'm absolutely inside the fairing, shoulders hunched out of the wind, my toes on the footrests, and the engine pulls right up almost to its maximum revs—7200. Although it's downhill, and quite long, this surprisingly isn't quite the fastest part of the circuit, Hanger Straight, at least for the Norton. We get about 138, 140 m.p.h. at the end.

Silverstone, by the way, is famous, or rather infamous, for its cross-winds. All airfield circuits are bad for wind—that's why they're there, after all—but Silverstone seems especially bad. There are stories of riders going along banked into the wind at 45 degrees just to go in a straight line! Nowadays with speeds so much higher than they used to be, this could be really bad, but luckily high winds haven't happened to us recently. Anyway, the frontal fairing of the John Player Norton is very good, and the bike is good in yaw.

STOWE

My braking mark for the end of the straight is a bit indistinct, there's a little hill and it's hard to pick it up, but then I do see it—the white dotted line across the road. If I'm really hammering along I wait until just a little past it, and then I sit up high into the wind, using the air-brake effect of my body as well as slamming on the wheel brakes as hard as I can squeeze. There's a little undulation going into the corner that sometimes makes the front wheel lock a little bit, so I have to be careful not to use too much brake as I throw it over into the turn. I leave the brakes on until I'm about a third of the way through.

In the middle of the curve I'm sort of feathering the throttle, but about two-thirds of the way around I can get back hard on it again. We're in third gear for this one, and I get it set up nicely over that dip in the middle and get it drifting again. Now Stowe is one of the places where you've got to be so precise, because the undulations of the road surface there make the exit blind. You can't actually see your exit point until you get there; you must aim for it without seeing it. What you're aiming at is that white line just at the exit, on the far left of the road. You want to run your wheels along onto it every time, every lap. You've got to use every inch of this circuit.

I change up into fourth gear then, and sometimes depending on the direction of the wind I might change up into top briefly as well, building up to perhaps 130.

CLUB

There are some black tarmac lines on the road here, where the surface has been filled, and I use these as reference markers—this being an airfield circuit, so open and so flat, it's difficult to be sure just where you are on the road. It's third gear again, and hard braking as I go in, and here again I sometimes brush my shoulders on the apex markers but I've got to take no notice of that.

I said I use every bit of the road, but you may see that white painted line on the left, just at the exit. On a dry day I run right across it, but I've learnt that in the wet I must avoid it like the plague. Once in testing here in the rain I ran over it, and by golly it's slippery! The bally thing went right broadside on me

ABBEY

This one is my pride. I couldn't begin to really describe to you how it feels to go round Abbey curve really fast, I mean that is just a fantastic bend.

I must get it dead right, absolutely perfectly, because that's one of the "secrets" for my Norton doing a really fast lap. I get into top gear just as I arrive, and lay it down hard. I'm sitting up just a bit, I'm afraid, I can't quite take Abbey flat on the tank, but I *must not* close the throttle. This curve is so fast that some people are, uh, well they're scared of keeping wide open, but if you *can* do this, get it absolutely smooth and right and fast, you can cover the next bit of circuit at a higher speed than anywhere else.

If I don't close the throttle and if I don't let the bike twitch round on the bumps, I find that I won't scrub off too much speed. I'll come out right on the right edge of the road *just* next to the grass, and stay tucked into the fairing flat on the tank up the slight rise towards the Daily Express bridge. Here's where, if I've taken Abbey dead right, I'll see 7,200 in top, and that's a bit over 140 m.p.h.

If I've done Abbey *perfectly*, I can keep up such a speed along under the bridge approaching Woodcote that not even the Japanese two-strokes can get by me.

WOODCOTE

This burst of real speed comes to an end about 100 yards before the sign that says PITS. There I sit up, and brake just a little, only momentarily, and change down to fourth gear. I find that because we're going so fast here I have to work really hard to lay the bike down. Over at Becketts you'll remember when the bike travels more slowly it's quite easy to keel it over, but here going into Woodcote with so much momentum and so much gyroscopic effect from the spinning wheels, I have to heave on the bars really hard. It's hard physical work using reverse steering, to throw it down in to the curve as rapidly as I can.

This is one of the most important corners and you have to drift it to get it really fast. About halfway round there's a dip across the road, and that helps me. As the bike goes into it the back tyre steps out, and if I feed my power in right then I can catch it and hold the motor cycle in a nice, controlled drift all the way round to the left side of the road.

The finish line has been crossed just before this, and we're into another lap. Once again we're flat on the tank, hunched into the fairing, toes pointed, still banked over and drifting in fourth gear at full throttle. Here's where you want to be reading your pits signals, but I find it's unusually difficult to do this here at Silverstone. You're going so fast, and you're banked over, which means you have to be looking well *up* almost over your head. That's another "secret" perhaps—having your pit crew stationed far enough along so you have time to come more vertical before you get to them!

This is all quite hard work, you know. It can make you quite warm, and you're breathing quite deeply after a while. To give an example, on a cold day, in the dry, I can be trying quite hard, and if I stop after about six laps or ten laps and come into the pits where everybody's wearing anoraks—why, I'm as warm as toast just in my leathers, hands nice and warm, even though I'm air-cooled! On a hot summer day, I can be actually sweating. That really is hard work.

I like Silverstone, because it is so exacting, and yet it is possible to get it right. Not like the Isle of Man; you *can't* get *that* perfect, I don't care *who* you are! That's the only thing I don't like about the Island, because you can't get it really right and it's frustrating. But here you can.

Well, I hope you'll enjoy your day's racing, and I hope this little description has given you an idea of what we're doing out there during the race, and as I go by on my John Player Norton and as the other riders go by, I hope you'll be able, a little bit, to feel as though you're coming along on the pillion.



Maggotts: "I'm on full power, flat out, pressing myself down on the tank all the way round".

A tyre this fast we can't make fast enough.

Since its introduction in 1969, demand for Dunlop's TT100 tyre has always outstripped supply.

This is the tyre that has lapped the I.O.M. time after time on production machines at over 100 m.p.h.

It's the tyre that has won every class of the Production TT from 250cc through to 750cc.

It's the tyre that won the Spa 24 hour race in 1973 at an average speed in excess of 100 m.p.h.

If we stopped winning for a bit, maybe we'd catch up with demand.

Maybe.

But how much would you want us then?

 **DUNLOP**
TT100

**Leading the field
to give you the best.**



Notices

MOTOR 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.

PROGRAMME COPYRIGHT

All literary matter in this Programme, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted.

Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the Meeting or any part thereof.

DOGS

It is a condition of admission to the Circuit and Car Parks that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

GRANDSTAND ROVER TICKETS

Grandstand Rover Tickets costing £1.00 for adults and 30p for children under 14, can be purchased at the Grandstand Ticket Offices behind the Pits and Woodcote Stands and at the South Stand. These tickets allow the holders to move from grandstand to grandstand thus enabling them to watch the racing at various parts of the circuit from a seat.

PADDOCK TRANSFERS

Paddock Transfers, costing £1.00 for adults and 30p for children under 14, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock, Pits Balcony and Stewards' Enclosure where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

INTERNATIONAL FLAG SIGNALS

Red: Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Black (with competitor's number):** Signal for the competitor to stop on the next lap. **Black and White Chequered:** Signal for the winner and end of the race. The Union Jack will be used for starting races.

Other Happenings

DRAGSTER STUNT MOTOR CYCLIST DEMONSTRATION

Dragster stunt motor cyclist Dave Taylor will attempt to do a "wheelie" for part of the course; i.e. ride on his rear wheel only at speeds of up to 75 m.p.h.

He achieved such a target for $\frac{1}{4}$ mile at a recent drag meeting at Silverstone.

ROAD RACING CLUBS

If you are interested in joining one of the motor cycle clubs that organises and supports road racing, you will be able to meet representatives of a number of the leading clubs in the Clubs Area in the Silverstone Motor Cycle News Supermart.

CLUBS REPRESENTED

Auto 66 Club	Bantam Racing Club
British Formula Racing Club	British Motor Cycle Racing Club
Cheltenham Motor Cycle Club	Darley Moor Motor Cycle Racing Club
Louth & District Motor Cycle Club	North Gloucestershire Motor Cycle Club
Norton Owners Club	Port Talbot Motor Cycle Racing Club
Triumph Owners Motor Cycle Club	TT Supporters Club

BARBECUE & DISCO

There will be a Barbecue & Disco in the Camping Site on Saturday evening August 10th starting at 7.30 p.m. Tickets cost 60p each.

FREE COACH RIDES

For early arrivals on Sunday August 11th there will be the chance to have a free coach ride round the Grand Prix Circuit with a recorded commentary by Peter Williams. Coaches will leave at regular intervals starting at 7.30 a.m. from underneath the Dunlop Arch near Woodcote Corner and from the straight between Stowe Corner and Club Corner.

CAMPING SITE

The Camping Site is situated in the Outer Purple Car Park. The entrance is at Gate No. 2 close to the Main Entrance.

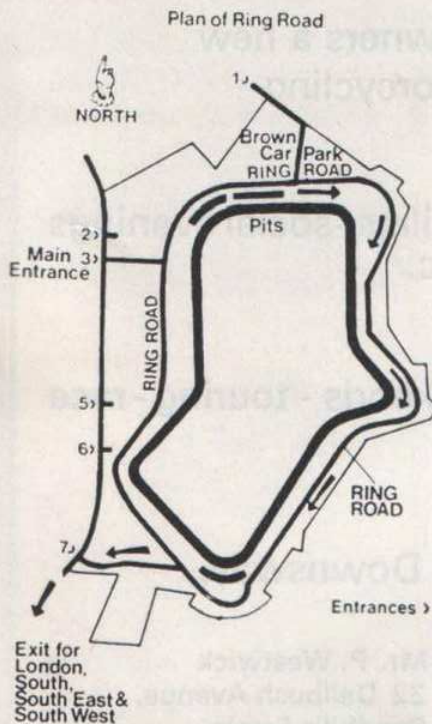
NO PUBLIC CAMPING WHATSOEVER IS ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE.

Traffic arrangements at the circuit

THE RING ROAD

The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South-East and South-West to leave by Gate No. 7.

The road will be one way in a clockwise direction. There may, however, be selected parts which are two way.



The Main Entrance

The second important feature for outgoing traffic is the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively. The diversions will be signposted and we request that you follow them. Please do not stop to argue with the Police Officers on duty as this only causes further delays.

Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

With such a vast number of cars we all know it is impossible to get away from any public event in five minutes, but with your co-operation it can be made far easier and less frustrating for everybody.





THE NORTON OWNERS CLUB

offer all Norton owners a new dimension in motorcycling

at the club:

legal advice—special discounts—films—social evenings
technical advice—discussions etc.

on the road:

club runs - rallies - camping weekends - touring - race
marshalling etc.

Interested?

drop a line to Mr. D. Pope, 89 Downsway,
Southwick, Sussex BN4 4WE

Mrs. P. Saunders-Hole
20 The Paddock,
Portishead,
Bristol.

or
Mr. P. Westwick
32 Dellbush Avenue,
Sandhills Estate,
Headington, Oxford.

NORTON

SILVERSTONE CALENDER 1974

(remaining major events this year)

Date	Event	Organiser
Monday 26th August	Bank Holiday Championship Car Races	BRDC
Sunday 8th September	Championship Car Races	BARC
Saturday 14th September	International Drag Race Finals	NDRC
Sunday 15th September	International Drag Race Finals	NDRC
* Saturday 21st September	RAC Tourist Trophy — Official Practice	BRDC
* SUNDAY 22nd SEPTEMBER	RAC TOURIST TROPHY	BRDC
* Saturday 5th October	Silverstone Championship Finals Meeting	BRDC
* Grand Prix Circuit event		

The Booking Office:
SILVERSTONE CIRCUITS LIMITED
Silverstone, Nr. Towcester, Northants, NN12 8TN
Tel: Silverstone 271/3 (032-734 271/2/3 STD)

WHY RUSH HOME AFTER THE MEETING?

Enjoy a drink and a chat in **THE SILVERSTONE CLUB**

The drivers do.

In addition to the well appointed Clubhouse, which is open at all meetings, there are social functions including driving your car round the circuit and concessions of up to 25p on Grandstand Seats plus good food and drink in a convivial atmosphere.
CALL IN AT THE CLUBHOUSE ON WOODCOTE CORNER
CONTACT THE MEMBERSHIP SECRETARY FOR DETAILS NOW!



“...then, without any warning, I lost second and third gears—with ten stages of the rally still to go. Imagine screaming up hills in bottom-and racing the engine to 10,500 revs to leap from first gear to fourth at 60mph! It was sheer engine torture—but Uniflo coped.”



“The Ford engineers were amazed. And I was delighted – for Uniflo had helped me to win the '72 Manx Rally and the Championship! Then we took the RAC Rally as well.

In '73 we won the Snowman, Seven Dales, Granite City, Welsh, Scottish, Jim Clark Memorial, Hackle, Burmah, Dukeries and Lindisfarne, and came a close second in the RAC Rally – which gave me the Championship yet again. This year, who knows?”

Roy Ink.

Because Uniflo is an SAE 10W/50 motor oil, it circulates faster and protects the engine sooner than any 20W/50 when starting from cold. And it goes on protecting through fierce engine heat, as Roger has proved at 10,500 revs in first!

Recent tests have found that Uniflo is 20–23% more economical than other leading British motor oils. So all in all, it takes a lot of beating.

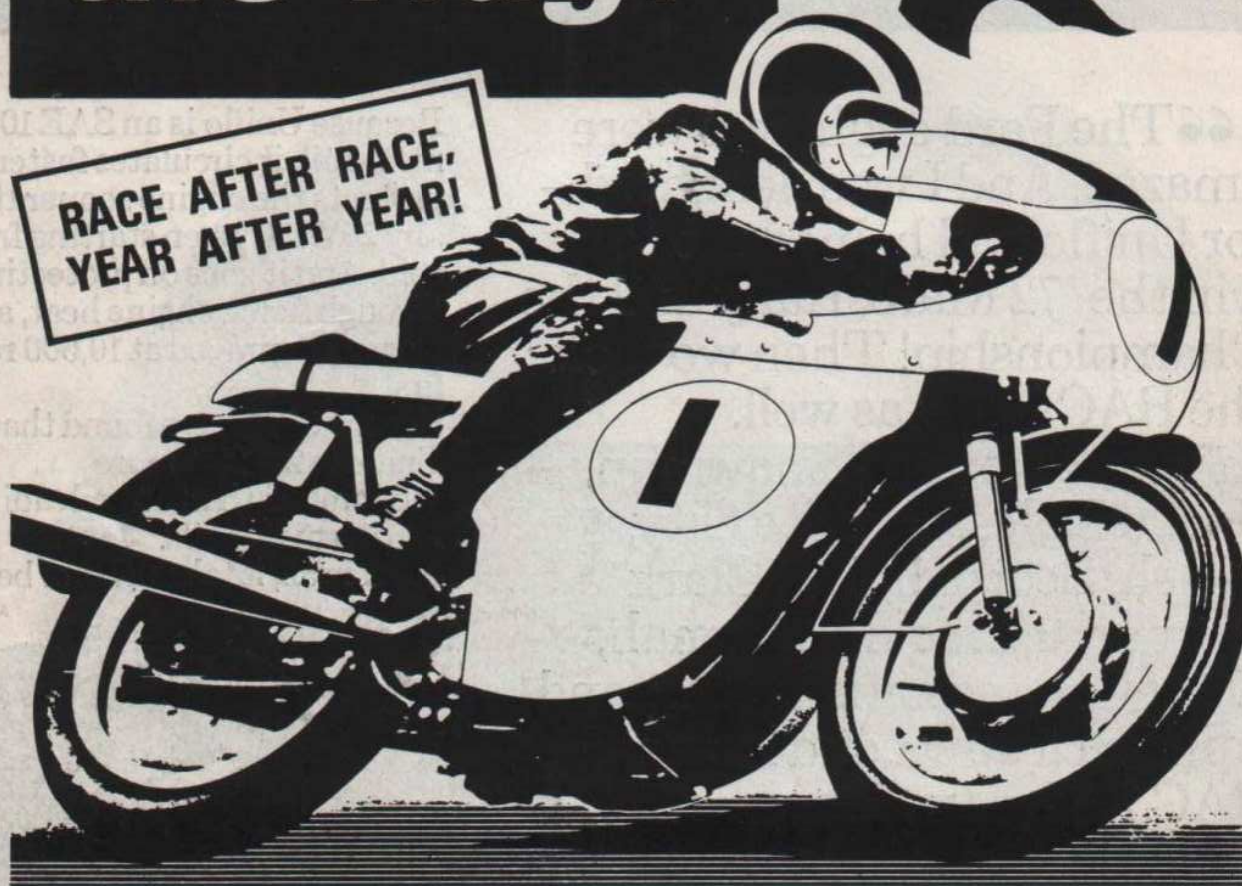


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RENOLD
takes
the flag!

RACE AFTER RACE,
YEAR AFTER YEAR!



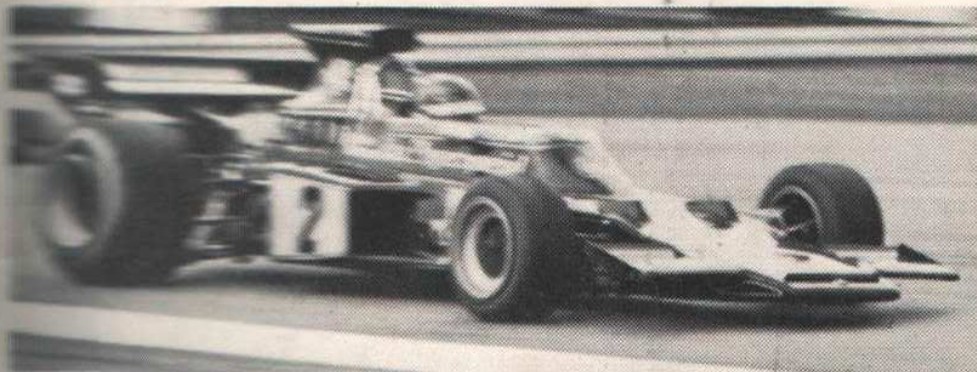
Join the top riders – depend on

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**MARK 10
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See Britain at its best

This year, John Player and Sons will again sponsor some of the best and most entertaining events in the British calendar.

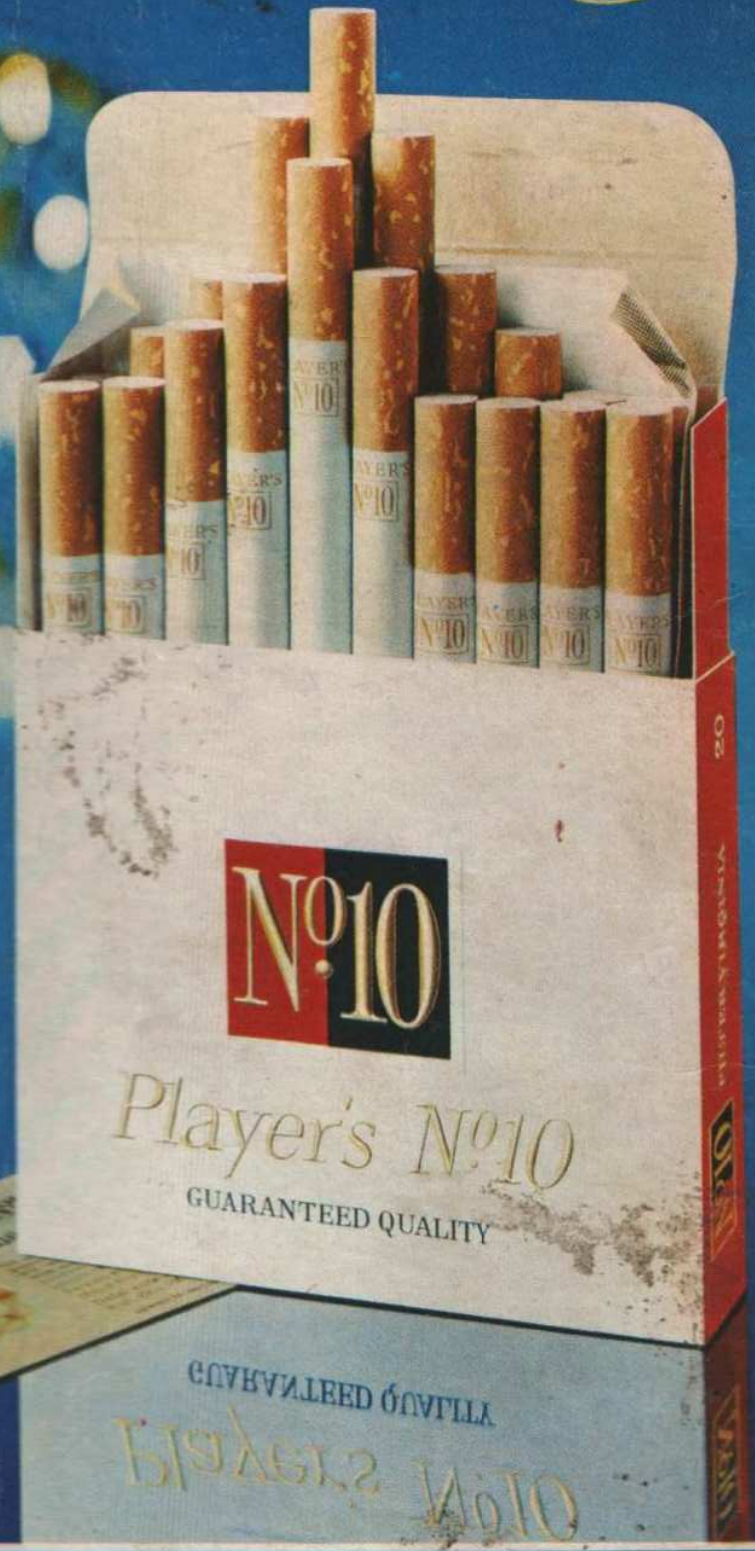
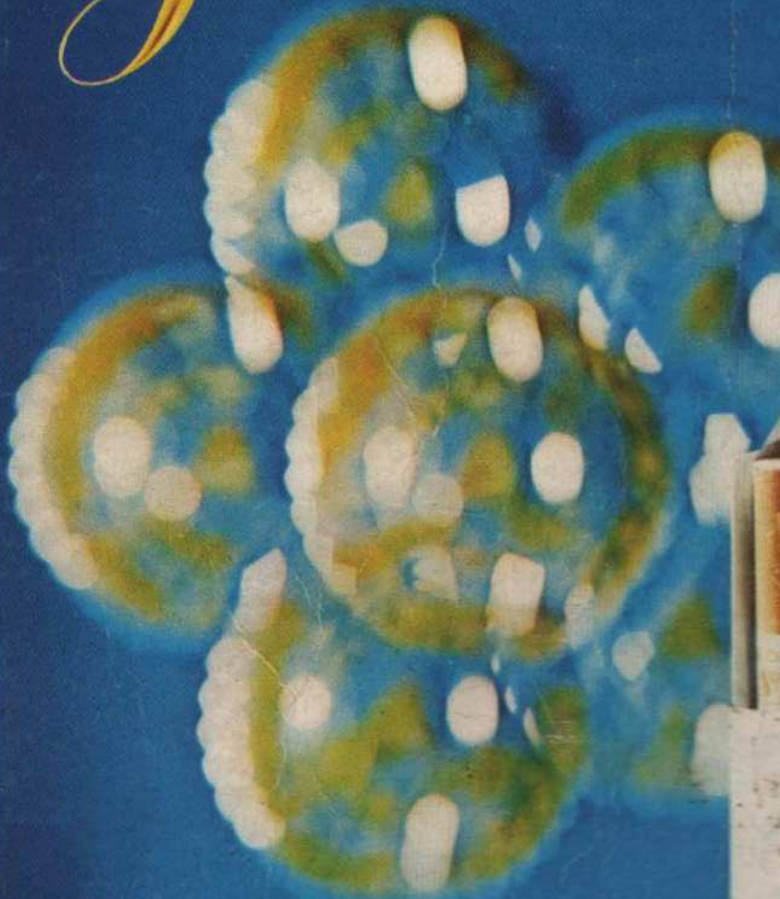
Ranging from symphony concerts to speed sailing, from cricket to motor racing, they've given pleasure to millions.

John Player sponsored events are advertised regularly.

Why don't you look out for them — and enjoy yourself.

John Player bringing you the best

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