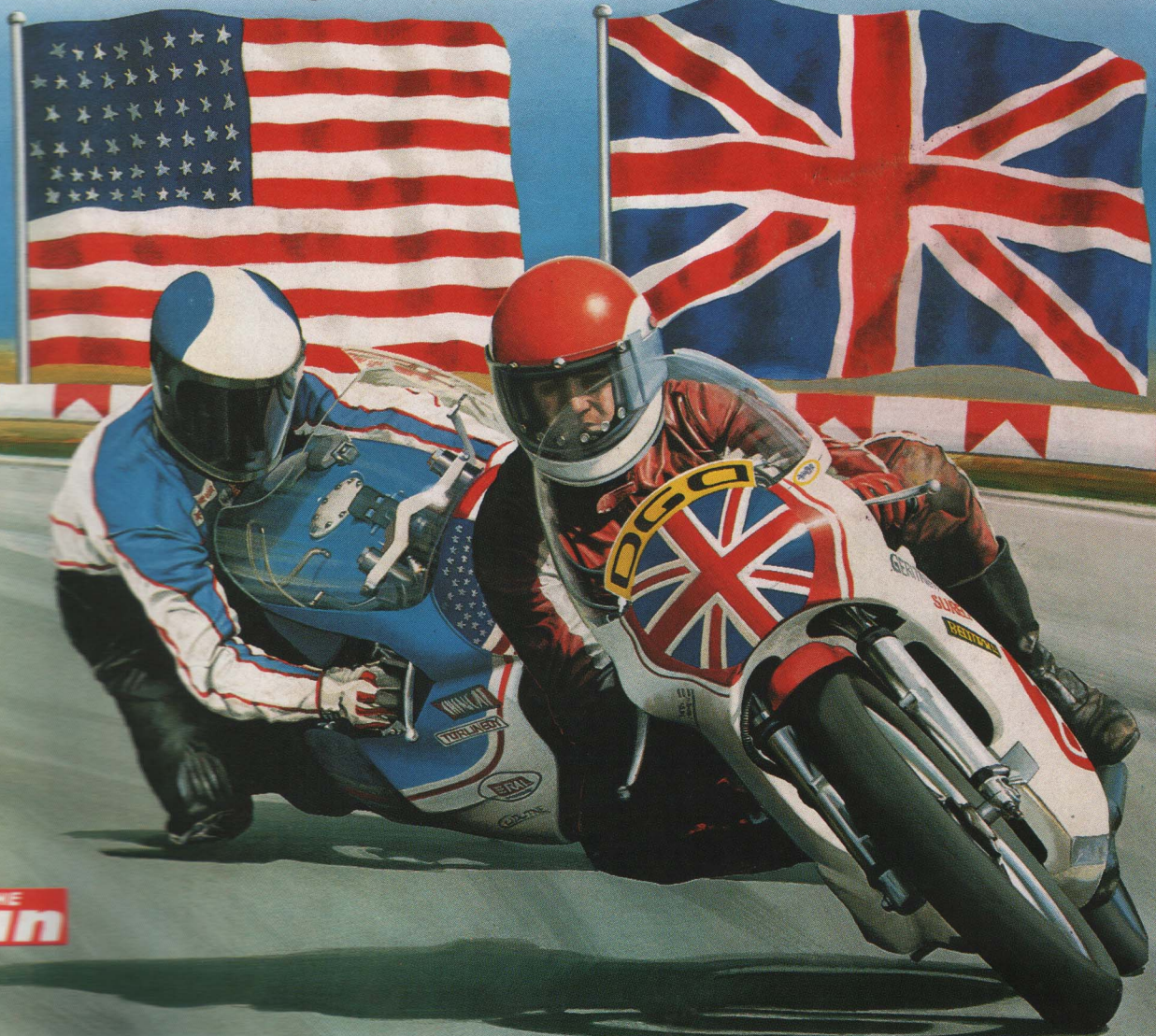


Marlboro Transatlantic Trophy

10th Anniversary America v Britain Match Challenge Series



**THE
Sun**

**BRANDS
HATCH**

April 4th
Round 1
Organiser: BRC

**MALLORY
PARK**

April 6th
Round 2
Organiser: EMACU

**OULTON
PARK**

April 7th
Round 3
Organiser: Wirral Hundred

For conditions & admission see inside.
The Promoters reserve the right to alter or cancel the programme without notice

Official
Programme **80**

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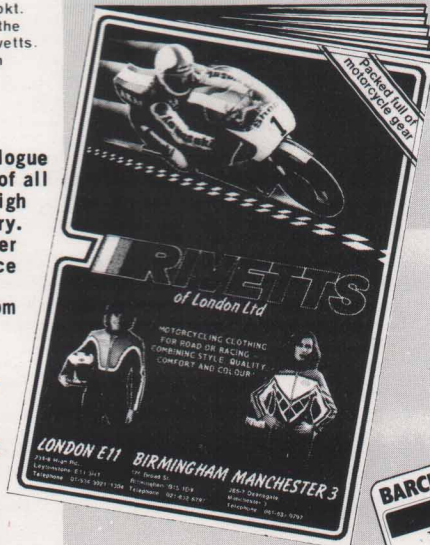
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Marlboro

Transatlantic Trophy Races

in Association with The SUN

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Marlboro Aerobatic Team

Philip Meeson will perform an aerobatic display during the intervals at Brands Hatch, Mallory Park and Oulton Park in his Marlboro Pitts Special.

Full details of the team may be found on page 41.

Brands Hatch



Photographically minded spectators are reminded that the KODAK CAMERA GALLERY is available on the inside of Druids Bend on payment of a £1 transfer. This location offers the chance for some really super shots to be snapped with the cars travelling at relatively slow speeds.

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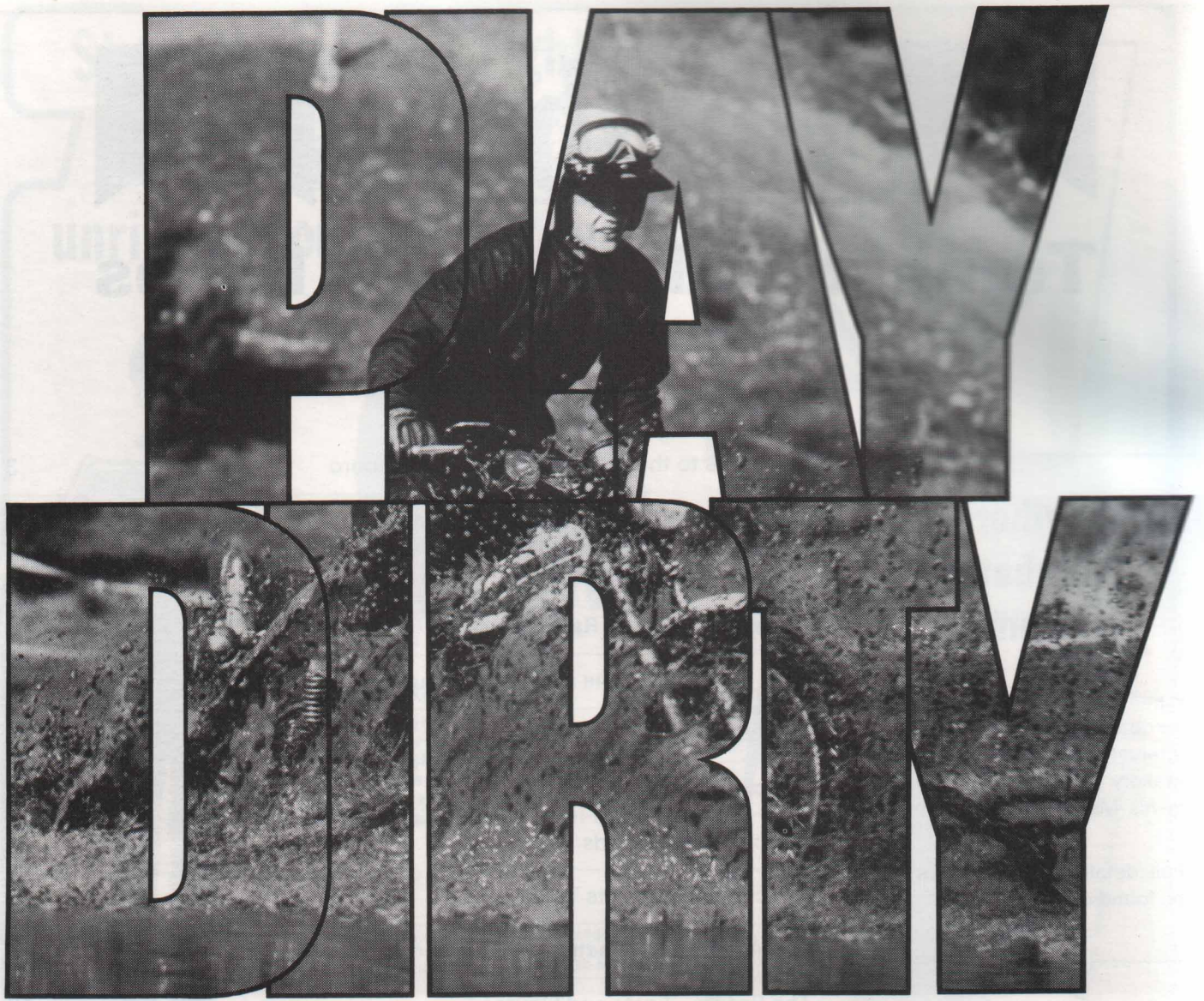
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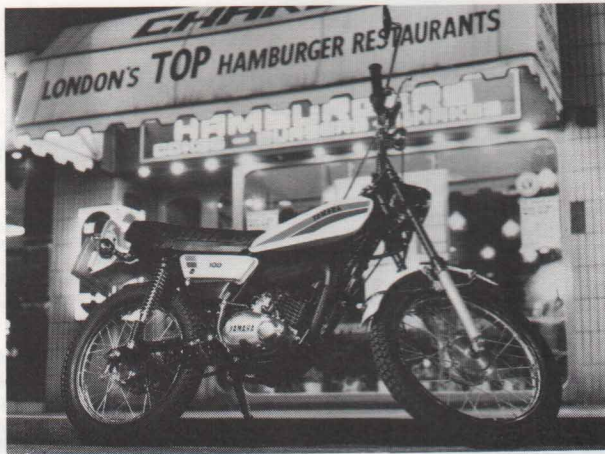
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GEORGE MACKIN
Sales Director Philip Morris Limited

Welcome to the Marlboro Transatlantic series, the annual battle between Britain and America which captivates the imagination of motorcycle racing fans every Easter.

This year is the tenth running of the competition, and, as always the races at Brands Hatch, Mallory Park and Oulton Park bring the exciting series to the South, the Midlands and the North. We know, however, that enthusiasm for the contest brings motorcycling fans from far and wide.

Marlboro's involvement with the Transatlantic began last year and we hope that we helped contribute to its success.

This year, The SUN joins us for the first time and we welcome their valuable support.

Whilst experts predict an American win this year, the British side is set to make it a superb struggle.

Marlboro's thanks go to the riders, mechanics, officials and marshals and all those who help make this international event one of the highlights of the British motorsport season.

George Mackin
Sales Director
Philip Morris Limited

Sheene v Roberts –

the Transatlantic battle we've all been waiting for

BARRY SHEENE has an impressive record in the Transatlantic Series. In the ten-year history of the series he has scored more points than anyone else, has logged up a lucky seven race wins, and consistently been Britain's top points scorer. Statistics aside we have often seen Barry at his best in the series, fighting wheel to wheel with Kenny Roberts on many occasions — often riding Suzukis with a cubic capacity disadvantage over the well proven Roberts' Yamahas.

This tenth running of the series has all the makings of a real classic with Sheene and Roberts on equal machines for the first time. The pair will also be taking up the cudgels which saw last season end on such a high spot.

Few will forget the classic Marlboro British Grand Prix battle which Roberts won so narrowly. But don't forget either that Barry did have his revenge in the French GP and then in some lesser internationals. Finally, Roberts hit back by winning the Marlboro Race of the Year at Oulton Park — leaving a hastily stitched up Sheene, smarting not only from the pain of a collar bone plating, but also from a sound defeat by Roberts.

There is every reason to expect that the 1980 Marlboro Transatlantic will be mainly about Sheene v Roberts. Sheene first rode in the Transatlantic in 1973, Roberts a year later.

Roberts has logged up no fewer than 13 Match Race wins since then, Sheene seven — three of them last year when Roberts missed the series due to injury. Currently, however, Sheene, who also missed a year due to injury, has more points; 413 to Roberts' 359.

Few will argue that Sheene and Roberts are the greatest exponents of modern motorcycle racing. Plenty will argue which of them, both with two World Championships apiece is faster. The Transatlantic is bound to add further fuel to that argument.

Barry will above all want to show the effectiveness of his new Team Akai with Texaco set-up and prove he can do as well, if not better, than he did as a full Suzuki works rider. If he can beat Roberts in the Transatlantic, round one of the psychological battle between the pair in preparation for this year's World Championship will have been won. It adds extra spice to this great motorcycling clash of nations.



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Supervised by Jeff Crookbain

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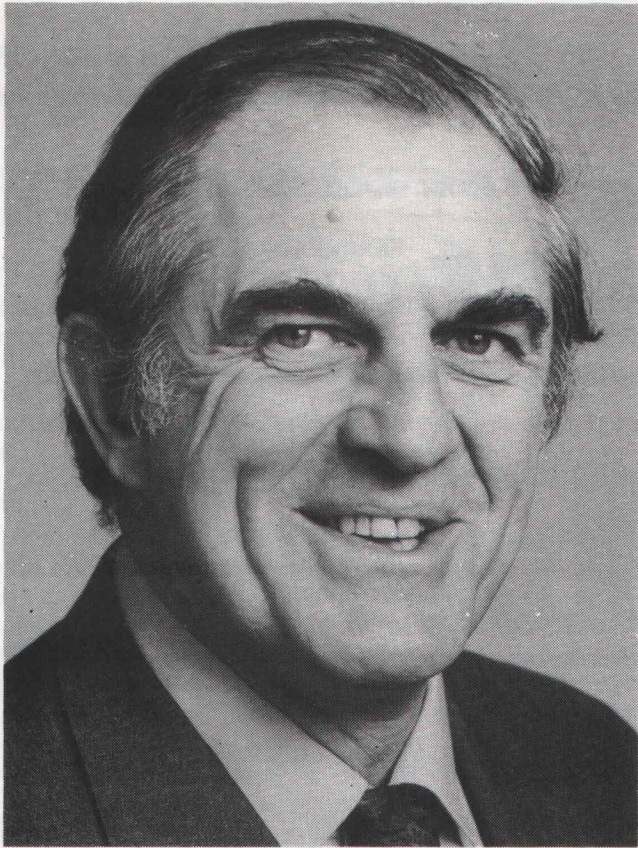
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Marlboro Transatlantic Trophy

in association with



*Message of welcome
from
Frank Nicklin*

This year The SUN is backing the Marlboro Transatlantic Series for the first time. We are delighted to be associated with this annual struggle between two great motorcycling nations and a unique event on the international motorcycling calendar. The association illustrates our continued interest in the sport backed up by our increased coverage of motorcycle racing's events and news which has been so well received by our 14 million readers.

Last year the SUN sponsored the August Bank Holiday International at Oulton Park and we will continue with that meeting too. For those of you not familiar with the Sun's motorcycle coverage, you should know that Barry Sheene writes for us every Wednesday, we cover all the 500cc Grands Prix and many more races and bring you the hot gossip from around the world of speed.

And of course we are delighted that Mike Hailwood, Britain's non-riding captain in this Transatlantic, is now contributing bike road tests, every month.

It is a super line-up.

This year America has some tremendous talent in the team and some great personalities too but Britain is so often at its best when they are the under-dogs. May the best team win — and read about it first in The SUN.

Frank Nicklin, Sports Editor, The SUN

The World's No. 1 Spark Plug

1979 750cc World Champion
1st Patrick Pons: Yamaha
Won on Champion Gold
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1979 500cc World Champion
1st Kenny Roberts: Yamaha
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1979 350cc World Champion
1st Kork Ballington: Kawasaki
Won on Champion Gold
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1979 250cc World Champion
1st Kork Ballington: Kawasaki
Won on Champion Gold
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1979 125cc World Champion
1st Angel Nieto: Minarelli
Won on Champion Gold
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1979 50cc World Champion
1st Eugenio Lazzarini: Kreidler
Won on Champion Spark Plugs

1979 World B2A Sidecar Champions
1st Rolf Biland &
Kenny Arthur: Yamaha
Won on Champion Gold
Palladium Spark Plugs

1979 World B2B Sidecar Champions
1st Bruno Holzer &
Carly Meirhans: Yamaha
Won on Champion Gold
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1979 Isle of Man Senior T.T.
1st Mike Hailwood: Suzuki
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1979 Isle of Man Junior T.T.
1st Charlie Williams: Yamaha
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1979 Isle of Man Sidecar T.T.
1st Trevor Ireson &
Clive Pollington: Yamaha
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CALGBCHO 43

Can we beat the Yanks?

by **Andrew Marriott**, *Motorcycle Racing Correspondent of the SUN*

REMEMBER LAST YEAR'S predictions? Everyone reckoned the Americans didn't stand a chance against a strong British team led by Barry Sheene. And you will almost certainly remember what happened. Despite a Briton winning the first four races of the series, strong team riding and point scoring by the Americans left us reeling. Then at Oulton Park, with Barry hitting problems, we were destroyed. It made the score over the years Britain 6—America 3.

This season with Kenny Roberts back in the side, and another World title under his belt, everyone is predicting another British defeat. But will the pundits be wrong again — and the British team spring a big surprise?

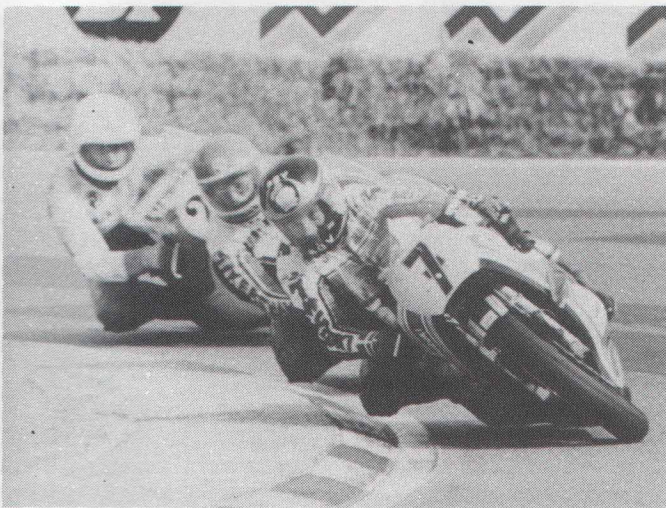
Personally I don't expect a British rout — but I do expect Britain will have to pull something sensational out of the bag to do anything other than score the narrowest of victories.

Of course Barry Sheene has to be a factor, the difference between a possible win or probably defeat for Britain. Barry will represent his country on the new Akai Yamahas and I would expect him to trade wheels with Kenny Roberts and score plenty of points. I can't see any of the other British riders racing Roberts wheel to wheel.

If America has a weakness I feel it might just be those racing versions of the Yoshimura Suzuki 4-stroke production bikes to be ridden by Dave Aldana and Wes Cooley. They were great on the Daytona banking and could really stretch their legs and 1000cc plus. But I can see them being much more of a handful around the British tracks, particularly Mallory. Not that I want to knock the machines, they look and sound great.

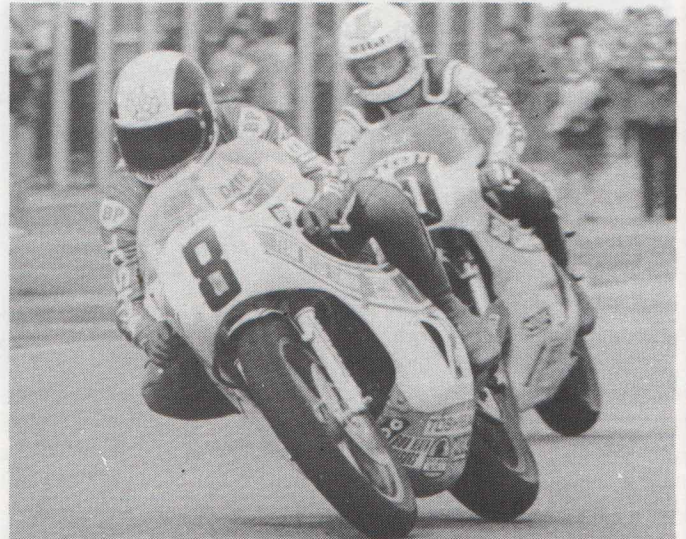
Another factor in the outcome this year is Mike Hailwood's appointment as non-riding Team Captain. Mike is tremendously keen to promote more team spirit and team riding — I think it could really work.

The British boys have got to set their sights on an individual American they should beat. If Sheene is taking on Roberts then Ron Haslam should set his sights on



Sheene leads Newbold and Aldana at Druids last years.

Photo: Jim Yarwood



A British battle between Dave Potter and Mick Grant at Mallory Park.

Photo: Brian Kelly

beating Freddy Spencer, Dave Potter on beating Dale Singleton and so on.

Often racing isn't as simple as that, I know, but team spirit is of vital importance. I hope the British will help each other this year both in the paddock and on the track and not ride just to impress their sponsors.

Marlboro, and particularly their enthusiast Sales Director George Mackin, have gone a long way to encouraging this by arranging for special mobile team meeting rooms and paddock areas. In their second year of sponsorship of the series Marlboro will also bring plenty of their style and razzmatazz to the circuits — particularly at Brands Hatch where a special treat is in store.

Perhaps the most impressive aspect of the Anglo-American match races have been their ability to discover and project new stars and launch them on their European and World class careers. Unfortunately they have nearly all been Americans. Kenny Roberts, Pat Hennen, Mike Baldwin (sadly still not fully fit) and Randy Mamola have all used the series as a spring board to 500cc World Championship success.

Now I hope it is the turn of the British. Graham Wood was superb at Mallory Park in the qualifying races, he could be a star turn, in his first Transatlantic appearance. Ron Haslam and Mick Grant have never won Transatlantic races and Dave Potter hasn't won one for years. How about it lads, you know the circuits well and surely "King" Kenny can be beaten?

Let us not forget another factor in Britain's favour — we are playing at home. Spectator support for the Brits has always been tremendous but how about raising the roof even higher this year. Cheer our lads on — particularly if he is on the tail of an American and about to pass him.

There certainly isn't another series in the World like the Marlboro Transatlantic, it is a true battle of the nations. I am banking on this Anniversary meeting being a classic and much closer than many anticipate.

SHELL Super Oil 500cc Championship

THE SHELL SUPER OIL 500cc Championship — Britain's prestigious road racing series takes on a new look for 1980 with a total prize fund of £12,000 (double that for 1979), end of season awards of £1,000 for the overall winner, £600 for second and £400 for third. This Shell supported series, now in its eleventh year has always been hotly contested by all of the top riders, being the home equivalent to the classic World 500cc Championship.

To be held over nine rounds, the prize money for each round will be as follows: 1st £500; 2nd £300; 3rd £100; 4th £80; 5th £70; 6th £60; 7th £50; 8th £40; 9th £30; 10th £20.

Dates for the 1980 Championship are: April 4, Brands Hatch; April 6, Mallory Park; April 7, Oulton Park; April 13, Donington Park; May 25, Brands Hatch; July 20, Snetterton; August 25, Oulton Park; September 21, Mallory Park; October 26, Brands Hatch.

1979 Winner: STEVE PARRISH



HONDA 125cc Championship

AS THE HONDA 125cc Championship enters its fourth season, it finds itself more firmly established than ever as part of the racing calendar, and is followed enthusiastically by race fans, the press, and most particularly by Honda's backing dealers who take their rivalry very seriously.

Once again, more money has been injected into the series, keeping it as one of the richest in the UK, and indeed, the wealthiest of its capacity class in the world. As each season goes by more top riders have been snapped up to contest this series.

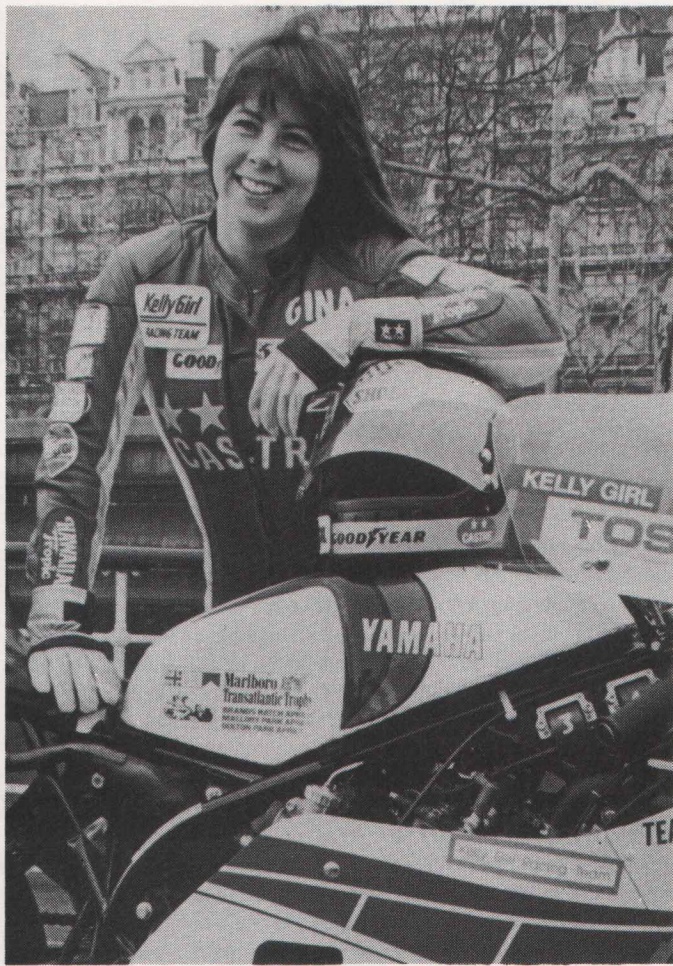
The specifications of these 125cc machines must not be varied, so the emphasis is on the skill of the rider and careful machine preparation.

The prize money for each round is: 1st £325; 2nd £200; 3rd £150; 4th £90; 5th £60; 6th £50; 7th £40; 8th £30; 9th £25; 10th £10.

For the Championship: 1st £1,500; 2nd £750; 3rd £450; 4th £300; 5th £250; 6th £175; 7th £125; 8th £75; 9th £50; 10th £25.

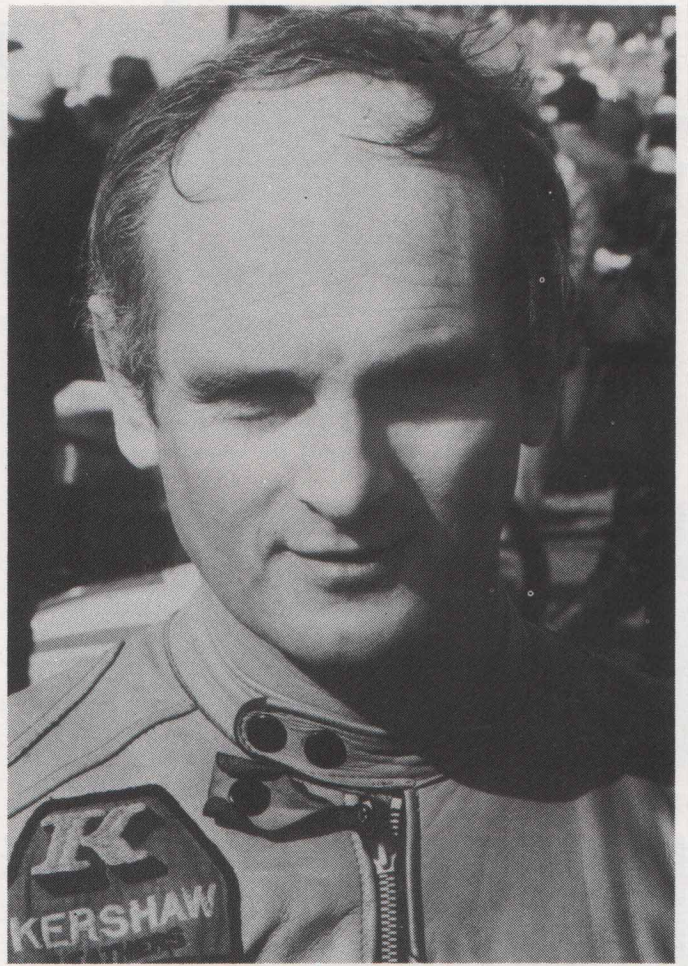
Dates at MCD circuits: April 6, Mallory Park; April 7, Oulton Park; May 25, Brands Hatch; July 19/20, Snetterton; August 25, Oulton Park; September 20/21, Mallory Park; October 25/26, Brands Hatch.

1979 Winner: ROD SCIVYER



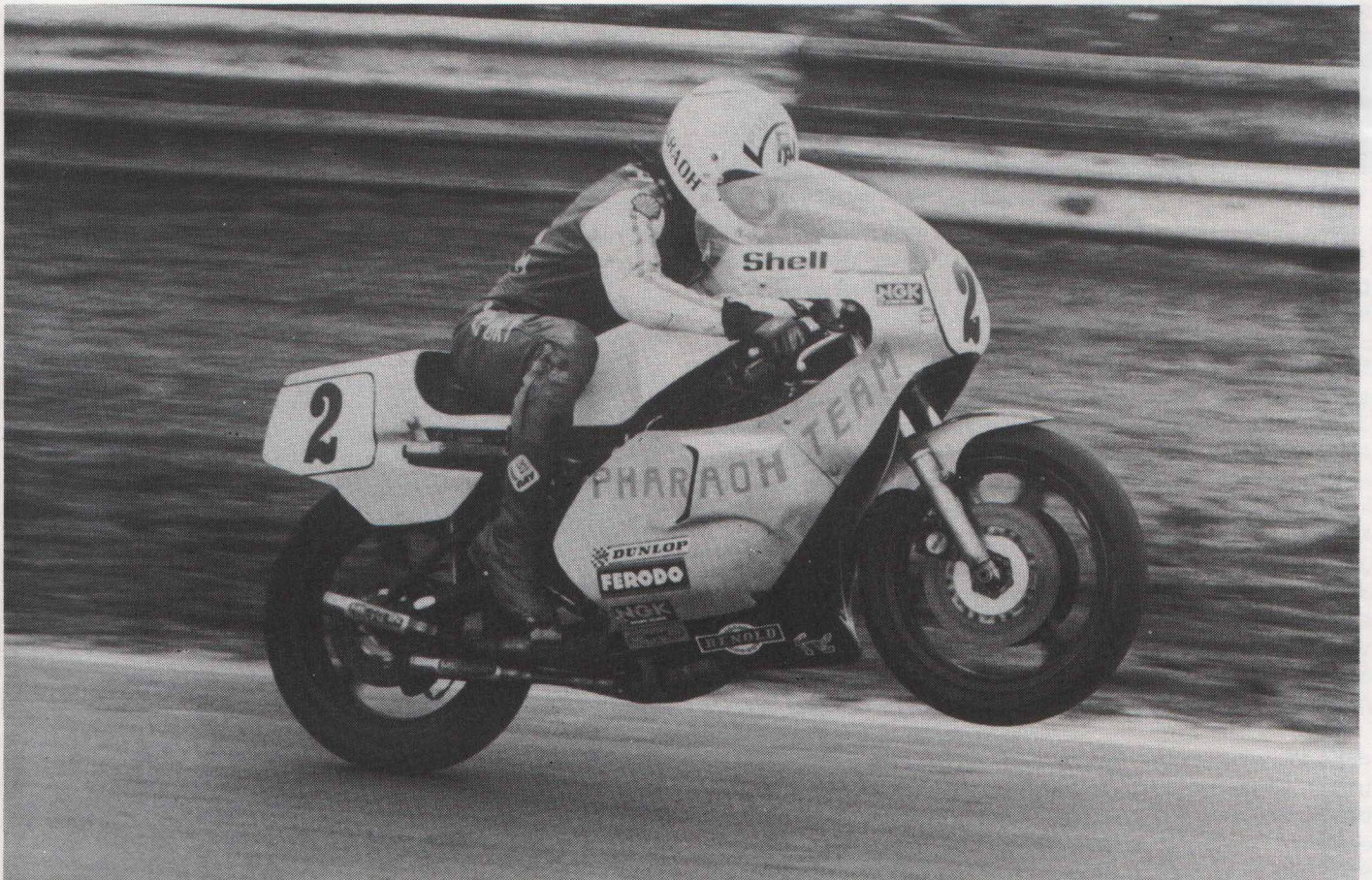
The talented Gina Bovaird pictured with Dave Potter's Team Mitsui Ted Broad Yamaha.

Photo: Peter Tempest



Tony Rutter looking for good results in the supporting events this weekend.

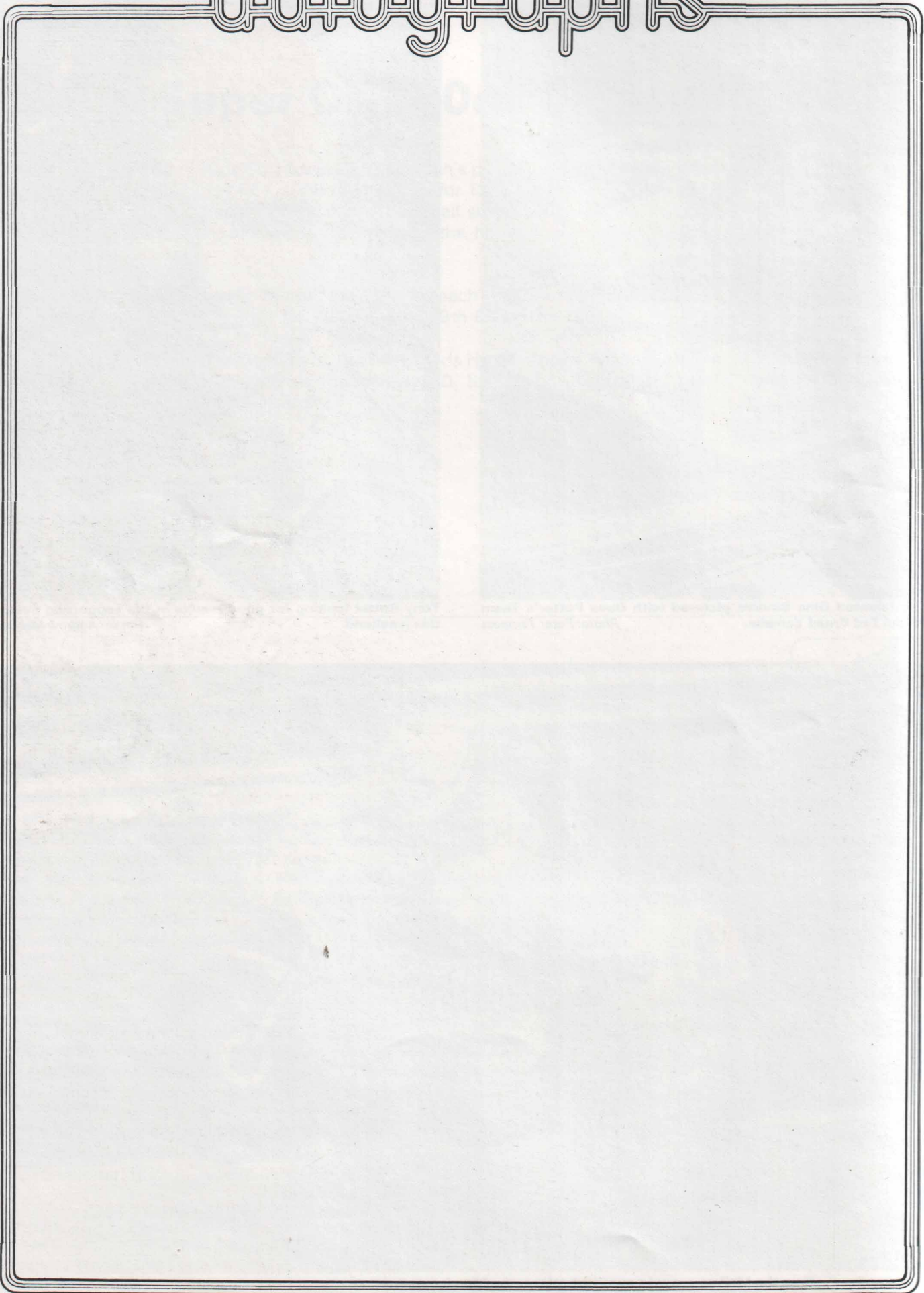
Photo: Andrew Marriott



"Rocket Ron" offers the Mallory crowd a super wheelie at the March meeting.

Photo: Andrew Marriott

autographs



Superb supporting race entry

A WARM WELCOME to our first Internationals of the season and the tenth running of the Transatlantic Match Race Series, sponsored for the second year by MARLBORO, but having a new partner from the newspaper world, The SUN.

For the first time in years the early part of the season got under way in decent weather conditions and while many familiar names were much in evidence there are already quite a number of new names with which to conjure. By the standard of the early racing it certainly looks as if we are in for a very good season, particularly in the many "domestic" championships, although this weekend sees only the SHELL and HONDA series setting the wheels moving. Shell have given their series a new title and it comes under the guise of the SHELL SUPER OIL 500cc Championship. The prize fund has been doubled and the sponsors awards have been dropped. The full details of this and the HONDA Championship appear elsewhere in the programme. There could be a change of plan with this latter series as there has been a problem due to the non-arrival of new machinery, however, come what may, there will be 125cc events at both Mallory and Ulton Park.

The Match Race Series are fully covered elsewhere so we will keep our comments to the supporting races for which there are some superb entries. From the variety of events it must be the 500cc and Unlimited races that will create the greatest interest. The Shell Championship has always been looked upon as the home edition of the World 500cc Championship with all the top riders having this as one of their main objectives. Suzuki in fact are desperately keen to retain this title and will be entering their riders as much as possible throughout the season. They want that World title too.

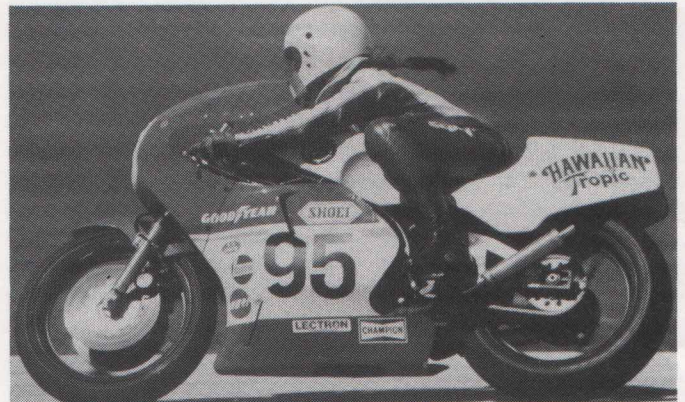
Another warm welcome, this time to our overseas visitors, many of them residents for the season and we could see more than the Vladivar Championship going to one or the other of them. The appearance of Randy Mamola and his charming compatriot Gina Bovaird will add relish to the opening rounds of the Shell Series and while we are familiar with the ability of young Randy, what of Gina? Known in the States as the "Leadfoot Lady" and described as a record-breaking housewife from



Bernie Murray leads '79 Honda 125 champion Rod Scivyer at Brands.
Photo: Brian Kelly



Intense concentration from Potter, Haslam and Grant.
Photo: Brian Holder

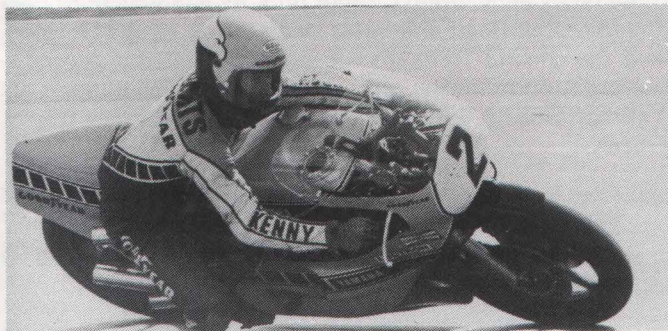


Gina Bovaird in action in the Daytona 200. Photo: Don Morley

Pennsylvania and the world's fastest women road racer, she is surely going in at the deep end on her British debut. If this raven-haired lady, entered by Brands Hatch Racing and sponsored by Kelly Girl Services Ltd, finishes in the first dozen in any of her races it will be a truly great performance. Meanwhile, Steve Parrish is going to be hard pressed to retain his Shell title if the runners listed for the early rounds are reckoning on doing the whole series. Suzuki's Graeme Crosby, Mamola, Ron Haslam, Dave Potter and Graeme McGregor all look likely contenders for honours this weekend.

Sidecar racing enthusiasts will be getting full value for money during the holiday, particularly at Brands Hatch, where the big entry necessitated two heats and a final. This should produce some excellent racing, particularly as that World Championship contender Jock Taylor is likely to be in the thick of the action. Many of the riders in this class will be having their first outings of the season, so look out for some surprises.

We are sure that there is enough good racing at each of the circuits to have made your visit worthwhile. If you are going to all three, take it easy on the way and on the way home at the end of the Easter Holiday. There are always a lot of people in a hurry to get home at this time of the year. Enjoy the racing.



King Kenny in '79. Photo: Jim Yarwood



Barry Ditchburn and Graeme McGregor in action in the 250 race at Mallory in '79. Photo: Brian Kelly

How the Yanks Came, Saw and Conquered

by Norrie Whyte, of *Motorcycle News*

ISN'T A DECADE a long time? It seems an age and a half since Pick and Smartie and Coop set up Britain for that first Transatlantic Trophy road race challenge in 1971.

It's hard to believe, too, now when we're totally dominated racingwise but not in road bikes by two-strokes, that in those far-off days of '71 the British racing scene was coming out of the doldrums with the sweet-sounding three cylinder Triumph and BSA four-strokes.

In fact, it was the combination of BSA-Triumph export boss, Peter Deverall and Motor Circuit Developments' biking director Chris Lowe, that set up that exciting first match race Easter series at Brands Hatch, Mallory Park and Oulton Park

It was looked on as a sales push for the British four-stroke Trident roadster, the enthusiasts' machine, which was expected to take over from the Bonneville.

Maybe the BSA-Triumph hopes were never realised, but British race fans, hooked by the interest created by seeing British machines winning, ended up with one of the world's most talked about series.

And it's not only the machinery that has changed in the decade which leads up to this Easter's tenth Transatlantic series.

Nowadays, it's not only the Japanese two-stroke bikes that dominate the scene. The US riders are as good as any in Britain, or Europe for that matter, and better than most.

In that opening Transatlantic Easter weekend in '71, Don Castro and Dick Mann spearheaded the US team. The riders were better known as dirt trackers.

Without knowledge of the tight schedules of a British road race meeting and without knowledge of any of the circuits, they banded together well. Their feet-down style, particularly at Mallory's notorious Shaw hairpin, didn't impress many of the British purists.

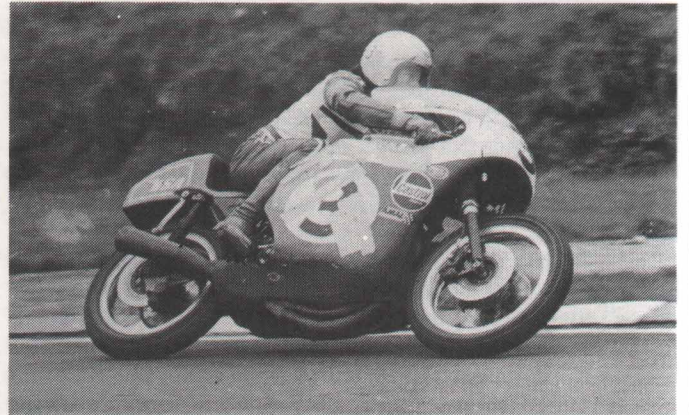
But they were game, gutsy riders. And, most important, they were willing to learn.

Forget about ten years ago for a moment. Forget, too, the "in-between" stars from across the Pond like Cal Rayborn and Yvon Duhamel.

Just look at the current world scene. It has a distinctly American flavour — Kenny Roberts is the world No 1, winner of the 500cc crown for the past two years; diminutive Randy Mamola shows experience and speed above his years, and is now in the Suzuki GB works line-up as a replacement to Barry Sheene; Mike Baldwin, if he recovers from injury, is a world contender; Skip Aksland, a Robert's protege, would make a considerable dent in the world championship if he chose to leave the States. Each new season brings a new crop of hungry and able US youngsters to the European scene. Many of them, if not all, have been initiated in the Transatlantic Trophy match races. The latest is Freddie Spencer, a bespectacled youngster who sprang to prominence by finishing second to Aksland in the 1979 Daytona 250cc race in sunny Florida. He makes his British debut this weekend.

Ten years ago, the American road racers weren't much more than a music hall joke. Now . . .

Let's go back for a quick run through the nine previous Transatlantic Trophy years:

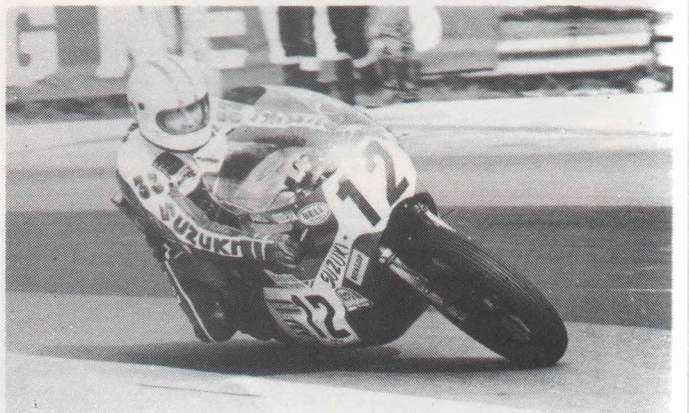


Dave Aldana is an all-time regular in the American team — here seen on a BSA in 1971.

Photo: John Stoddart

1971: A high-speed prang at Knickerbrook on the penultimate lap of the second five-lap leg at Oulton cost Ray Pickrell the top prizemoney award. It also wrecked the 750cc BSA-3 that Mike Hailwood rode at Daytona the previous month. Pickrell and Oulton double victor Paul Smart (Triumph-3), who had crashed in the Mallory round, were the joint top scorers. Leading US riders were Dick Mann and Don Castro. And Dave Aldana, who is still in today's USA team, finished all his races on a year-old Triumph-3.

1972: Cal Rayborn on a cast-iron barrelled Harley-Davidson and Pickrell dominated the series, winning three races each. John Cooper on a BSA-3 was third best ahead of Phil Read and Peter Williams on works Nortons. And the second Transatlantic series provided a never-to-be-forgotten memory: of brave Jody Nicholas fighting his 175mph Suzuki-3 down an inside line at Mallory's Devil's Elbow.

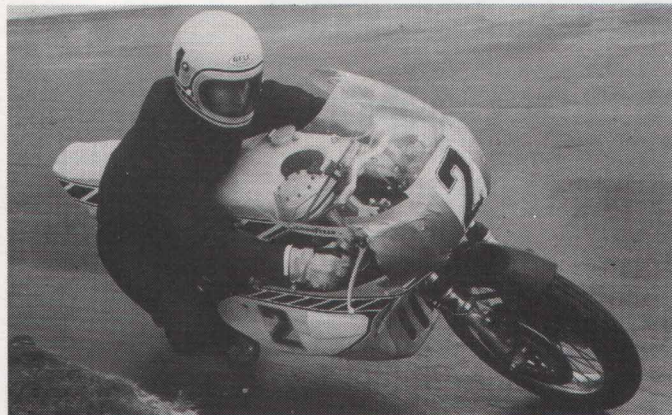


Former star British rider, Paul Smart keeps a tight line through Druids in 1974.

Photo: Les Thacker

1973: Another US team shock — French-Canadian, Yvon Duhamel, better-known as Super Frog, topped the scorers on a 750 Kawasaki-3 along with Peter Williams' Norton. Next came another Kawasaki pair — Art Baumann and Gary Nixon, ahead of Rayborn. In a bad weather weekend, it was Art's first wet weather race for four years . . . and he saw off most of the Britons! Aldana was back, finishing in all his races.

1974: After a brilliant Imola 200 win in Italy a fortnight before, Kenny Roberts, with just 40 road races to his credit, stormed the Transatlantic scene winning three of the six races. The Americans were improving, but they were still denied a first Transatlantic Trophy win.



Kenny Roberts is pictured here treading carefully through Shaws at Mallory in '75.

1975: That man Aldana was the top Yank on a 750 Suzuki-3. Despite Roberts crashing at Oulton's Old Hall when in a commanding lead, the US team gained her first win. After the Brands Hatch meeting was cancelled because of snow, Castro and Roberts and Aldana showed the British team, without the injured Barry Sheene, the way home by 278-243 points.

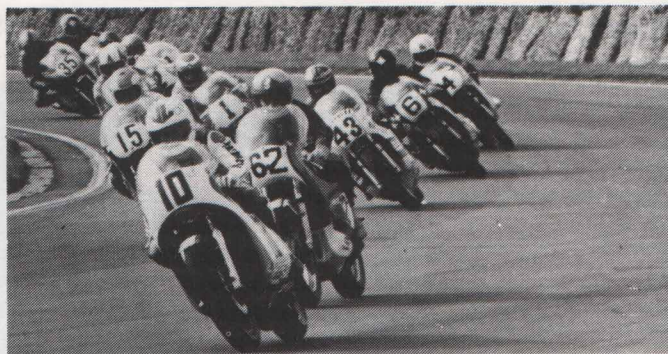
1976: Another new Yank hit the scene — bespectacled Steve Baker, later to become the first American to win a world road race championship. In one of the hardest fought Easter battles, Britain took a single point advantage to the final round at Oulton and won 412-384 to regain the trophy. Baker topped the individual points scorers, followed by Sheene and Roberts.

1977: A superhuman, record-breaking effort by Sheene at Oulton couldn't prevent the Yanks winning 410-379. British failures at Mallory really set seal on the home hopes. Yet another American topped the scoring — Suzuki's Pat Hennen, ahead of Baker and Sheene. Aldana was back; this time eighth.



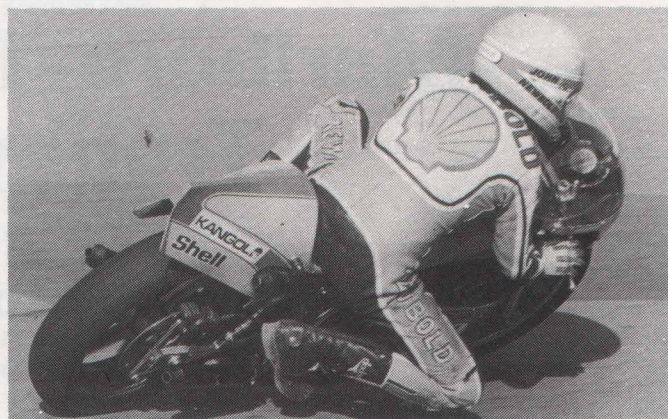
Pat Hennen took "the bull by the horns" in 1977; top scoring for the American winning team.

Photo: Spalding PR



The leaders bunch through Old Hall, Oulton Park on the first lap.

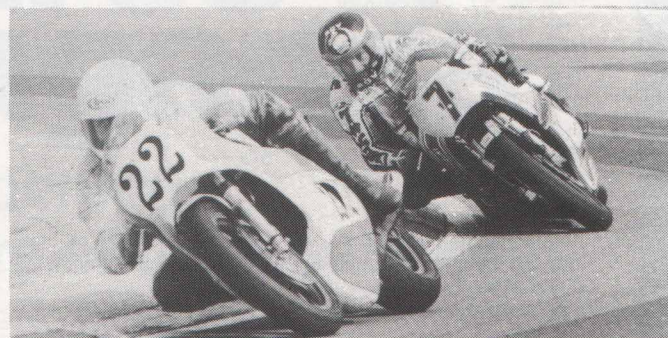
Photo: Gerry Stream



Spectacular action from John Newbold in the 1978 series.

Photo: Brian Kelly

1978: Britain notched only one win in the six races, Sheene being victorious in the Brands opener. With a win at each meeting, Hennen was the top scorer ahead of Roberts who won at Mallory and Oulton. The best Briton was Dave Potter ahead of Barry Ditchburn and Sheene, the latter falling at Esso hairpin at Oulton. The Americans lost their chance when they were thumped 81-55 in each Brands race.



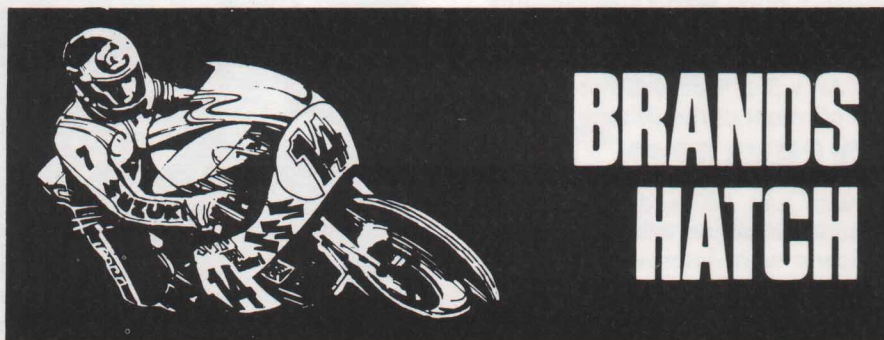
Another American to make his presence known, Mike Baldwin showing Barry Sheene the way round Druids last year.

Photo: Jim Yarwood

1979: Led by Sheene, the British led after round one but with Tom Herron injured and half the home squad off form the US team gained a 14 point advantage in the second meeting. So the Americans won again 448-355, the widest margin in the event's history. Another two new Yanks topped the individuals: Mike Baldwin leading Randy Mamola with Sheene third and Aldana fourth.

Many of the Union Jack victories are directly attributable to the simple fact that Britain has had more depth of talent in her team.

This Easter weekend brings the tenth USA v GB Transatlantic clash, this time with Kenny Roberts' American team taking on a British team skippered by Mike "the Bike" Hailwood. Alas, Mike won't be racing . . .



Marlboro Transatlantic Trophy Races and International Motor Cycle Road Races

in association with The SUN

PERMIT No. ACU 447

I.M.N. No. R07/15

TRACK CERTIFICATE No. 1

Organised by BRANDS RACING COMMITTEE, comprising GREENWICH M & MCC, GRAVESEND EAGLES MC & MC,
ROCHESTER MC

Held under The Federation Internationale Motorcyclists Code and Supplementary Regulations

Programme of Events

<i>Race</i>	<i>Class</i>	<i>Laps</i>	<i>Start</i>
1	THE THREEWHEELER RACE	4	13.30
	(Heat 1 — Threewheeler Motorcycles 351cc to 1000cc)		
	THE TRANSATLANTIC TROPHY TEAMS		13.45
	(Pre-Race Presentation)		
2	THE THREEWHEELER RACE	4	14.30
	(Heat 2 — Threewheeler Motorcycles 351cc to 1000cc)		
3	THE TRANSATLANTIC TROPHY RACE — ROUND 1	13	14.45
	(Solo Motorcycles 351cc to 1300cc)		
4	THE JUNIOR 350cc RACE — FINAL	8	15.15
	(Solo Motorcycles 251cc to 350cc)		
	INTERVAL		15.35
5	THE TRANSATLANTIC TROPHY RACE — ROUND 2	13	16.00
	(Solo Motorcycles 351cc to 1300cc)		
6	THE THREEWHEELER RACE — FINAL	8	16.30
	(Threewheeler Motorcycles 351cc to 1000cc)		
7	THE SHELL SUPER OILS 500cc CHAMPIONSHIP RACE — FINAL	10	16.55
	(Solo Motorcycles 351cc to 500cc)		
8	THE UNLIMITED 1300cc RACE — FINAL	8	17.30
	(Solo Motorcycles 501cc to 1300cc)		

For details of races 3 and 5 see pages 25-27

Awards

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Event 1 (Final)	£200	125	80	50	40	30	25	20	15	10
Event 2	£500	300	100	80	70	60	50	40	30	20
Event 3	£200	125	80	50	40	30	25	20	15	10
Event 4	£200	125	80	50	40	30	20	15	10	

Officials of the Meeting

STEWARDS OF THE MEETING:

Appointed by the A-CU:

L. Ellis

Appointed by S.E. Centre A-CU:

B. Bonny

Appointed by Brands Racing Committee:

R. Tyler & D. Overall
plus one from each F.M.N.
represented

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A-CU TIMEKEEPER (in charge):

H. Shuttleworth (National Grade 1)

Assisted by:

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C. Summerfield
R. Summerfield
J. Brewster
F. Henley
F. Micklewright

A-CU MEASURER:

R. Allcock

RACE RECORDERS:

M. Mellish

A. Robertson

E. Brewster

D. Micklewright

A. Sprake

STARTERS:

D. McNealy & A. Jones

JUDGE:

D. Syred

SAFETY OFFICER;

H. Bratton

COMPETITORS' STEWARD &

FUEL INSPECTOR:

E. Ranshaw

COMMENTATORS:

Eddie Dow

Fred Clarke

CHIEF PADDOCK MARSHAL:

P. Burren

ACKNOWLEDGEMENTS:

Course Marshals' machines by
courtesy of Honda Motorcycles

GB and Streamline Motorcycles
Protective clothing by Honda
Motorcycles GB

CHIEF COURSE MARSHAL:

K. Phillips

Assisted by:

J. Ward
J. E. Carr
N. Wallace

CHIEF SCRUTINEER:

E. Walker

Assisted by Machine Examiners:

T. Mount
J. Hyde
E. Ranshaw
D. I'Anson
J. Durey

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Members of the Greenwich
M & MCC

TELEPHONE

COMMUNICATIONS:

J. Claridge

COURSE MARSHALS:

Members of:
Greenwich M & MCC
Gravesend Eagles MC & MC
Rochester MC
and other A-CU Clubs

SECRETARY OF THE MEETING:

C. D. Elliott
50 Brook Road, Northfleet, Kent

FIRST AID:

Members of the
St John Ambulance Brigade

MEDICAL OFFICER:

Dr H. Bezzi

PRESS OFFICERS:

G. H. Macbeth & R. Snelling

PRESS LIAISON:

Laurie Hammond

RECOVERY VEHICLES:

Gilberts of Catford and
Streamline Motorcycles

WELDING SERVICES:

Mike Fiddaman of Colchester

SCRUTINEERING

Thursday, April 3rd

351cc to 1300cc Solo M/C	}	10.00 hrs to 11.00 hrs
Transatlantic Trophy Team Members		13.00 hrs to 14.00 hrs

Friday, April 4th

250cc to 350cc Solo M/C	08.30 hrs to 09.00 hrs
501cc to 1000cc Solo M/C	09.00 hrs to 09.30 hrs
351cc to 500cc Solo M/C	09.30 hrs to 10.00 hrs
351cc to 100cc Threewheeler M/C	10.00 hrs to 10.30 hrs
Transatlantic Trophy Team Members	11.00 hrs to 11.30 hrs

PRACTICE

Thursday, April 3rd

Transatlantic Trophy Team Members	}	10.30 hrs to 12.30 hrs
		13.30 hrs to 15.30 hrs

Friday, April 4th

251cc to 350cc Solo M/C (Timed)	09.30 hrs to 09.55 hrs
501cc to 1000cc Solo M/C (Timed)	10.00 hrs to 10.25 hrs
351cc to 500cc Solo M/C (Timed)	10.30 hrs to 10.55 hrs
351cc to 1000cc Threewheelers M/C	
Heat 1	11.00 hrs to 11.25 hrs
Heat 2	11.30 hrs to 11.55 hrs
Transatlantic Trophy Team Members	12.00 hrs to 12.30 hrs

Cleares Extravaganza

We're opening
The New Honda Centre of the South East.

- ★ See the 1980 Hondas
- ★ Test ride a selection of Hondas
- ★ Free oil change — inc. oil
- ★ Free Bike safety check
- ★ Big prizes in competitions
- ★ Fantastic deals on all Hondas
- ★ Free refreshments

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HONDA 5 STAR SERVICE

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EVENT FOUR

HEAT 1

The Threewheeler Race

Threewheeler Motorcycles over 350cc and not over 1000cc
 The first 14 finishers qualify for the Final — Race 6
 (Grid positions as printed below)

No.	Driver	Entrant	Town or Country	cc	Machine
1st Row					
2	Mick Boddice Pass: Chas Birks		Kidderminster	750	Yamaha
4	Roy Hanks Pass: Vince Biggs	Jalna Racing	Birmingham	700	Jalna Yamaha
7	Jock Taylor Pass: Benga Johansson	Team Castrol	Pencaitland	750	Fowler Yamaha
9	Keith Galtres Pass: Neil Shelton	Demon Tweeks	Clwyd	750	Yamaha
2nd Row					
11	David Saville Pass: Simon Birchall	Sabre Racing	Retford	700	Sabre Yamaha
14	Alan May Pass: Micky Gray	Capital Truck Rental	Romford	750	Capital Yamaha
16	Stewart Pearson Pass: Grahame Rose		Huddersfield	750	Yamaha
3rd Row					
18	Brian Webb Pass: Colin Booker	Ray Hamilton M/C	Doncaster	700	Hamilton Yamaha
20	Brian Gray Pass: Richard Skelton		High Wycombe	750	Yamaha
22	Alan Sansum Pass: Robin Drury		Tonbridge	738	Suzuki
24	Alan Bale Pass: Steve China		Cardiff	750	Yamaha
4th Row					
26	Dick Hawes Pass: Kevin Boldison	Anderson Plant Hire	Purfleet	745	Yamaha
28	Stuart Farquhar Pass: Chris McGahan	Two Cycle Competition	London	750	TCC Ireson
30	Andy Jackson Pass: Vic Sampson		Gloucester	700	Yamaha
5th Row					
32	John Cable Pass: Graham Stevens		Rochester	750	Anderson Yamaha
34	Clive Stirrat Pass: Roger Kingsmill		Worthing	750	Yamaha
36	Michael Burcombe Pass: Derek Rumble	Rumble Racing Devs	Bristol	750	Rumble Yamaha
38	Raymond Towse Pass: Michael Woods		Humberside	750	Euro Yamaha
6th Row					
40	John Boswell Pass: Graham Wellington		Wolverhampton	700	Yamaha
42	Steven Abbott Pass: Shaun Smith	Steven Chalmers Racing	Riddings	750	Yamaha
44	Michael Crawford Pass: Carl Cockrem		Sunderland	750	Altrate Yamaha
7th Row					
46	Dennis Bingham Pass: Julia Bingham	Jack Randall	Newark	700	Yamaha
8th Row					

LAP RECORD:

Jock Taylor/Benga Johansson (750cc Yamaha)

Race Record: Jock Taylor/Benga Johansson (750cc Yamaha) — 6 laps

min secs	mph	date
1 38.9	95.14	28.10.79
10 09.5	92.62	28.10.79

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
 9th..... 10th..... 11th..... 12th..... 13th..... 14th..... 15th.....
 Winner's Time..... Speed.....mph Fastest Lap: No..... Time..... Speed.....mph

The Threewheeler Race

Threewheeler Motorcycles over 350cc and not over 1000cc

The first 14 finishers qualify for the Final — Race 6

(Grid positions as printed below)

No.	Driver	Entrant	Town or Country	cc	Machine
1st Row					
3	Trevor Ireson Pass: Clive Pollington	Jue Henderson	Swindon	750	Yamaha
5	George O'Dell Pass: Bill Boldison		Hemel Hempstead	700	May Yamaha
8	John Barker Pass: Nick Cutmore	RNJ Racing	Hornchurch	700	RNJ Yamaha
10	Mal White Pass: Phil Spendlove	Staiano M/C	Harrogate	750	Rumbold Yamaha
2nd Row					
12	Peter Campbell Pass: Richard Goodwin	D. V. Godden	Australia	750	Yamaha
15	Gordon Nottingham Pass: Steve Johnson	Brian Lee M/C	Humberside	750	Lee Yamaha
17	Graham Milton Pass: Colin Newbold	Paul Taylor	Spaldwick	815	British Magnum
3rd Row					
19	Terry Haslam Pass: Bonner Freeman	Mal Carter	Langley Mill	750	Pharaoh Yamaha
21	Tony Wakefield Pass: Eddy Kiff	Paul Taylor	Spaldwick	815	British Magnum
23	Derek Bayley Pass: Peter Bayley	Golden Valley M/C	Hythe	746	Yamaha
25	Bruce Ford-Dunn Pass: Alistair Pirie		Steyning	700	Yamaha
4th Row					
27	Garry Lewis Pass: Brian Millson		Swansea	700	Yamaha
29	Peter Tyack Pass: Peter Redell		Iver	700	Yamaha
31	Tim Eade Pass: Dave Mawson	Nuglas	Ringmer	750	Yamaha
5th Row					
33	Derek Plummer Pass: Roger Tomlinson		Chertsey	984	Kawasaki
35	Roger Aldous Pass: Malcolm Aldous	Allan Fuller	Thornton Heath	1000	Aldous Suzuki
37	Brian Offen Pass: Ian Watson	Peter Bowles	Claygate	750	Yamaha
39	Allen Steele Pass: Colin Bairnson		Great Barrow	750	Windle Yamaha
6th Row					
41	Frank Wrathall Pass: Derek Fort	Dave Swarbrick Racing	Preston	750	Yamaha
43	Stuart Applegate Pass: Steve Wolfenden		Ashton-under-Lyne	750	Yamaha
45	William Drury Pass: David Kettle	Bingham Racing	Lincoln	750	Yamaha
7th Row					
8th Row					

LAP RECORD:

Jock Taylor/Benga Johansson (750cc Yamaha)

Race Record: Jock Taylor/Benga Johansson (750cc Yamaha) — 6 laps

min secs

1 38.9

10 09.5

mph

95.14

92.62

date

28.10.79

28.10.79

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
 9th..... 10th..... 11th..... 12th..... 13th..... 14th..... 15th.....
 Winner's Time..... Speed.....mph Fastest Lap: No..... Time..... Speed.....mph

EVENT ONE

The Junior 350cc Race

Solo Motorcycles over 250cc and not over 350cc
(Grid positions according to practice times)

No.	Driver	Entrant	Town or Country	cc	Machine
23	John Pace	Derrys Racing	Australia	347	Yamaha
30	Bernard Murray		Stockport	348	Maxton
32	Charlie Williams	Mitsui Yamaha	Warrington	347	Yamaha
33	Steve Wright	Len Manchester M/C	Barnsley	347	Manchester Yamaha
38	Tony Rutter	Sid Griffiths	Brierley Hill	348	Yamaha
39	Jeff Sayle	George Beale	New Zealand	350	Yamaha
44	Derek Chatterton	Chattertons Motors	Boston	348	Chatterton Yamaha
51	Stephen Tonkin	Denis Pratt	Carnforth	347	Pratt Yamaha
55	Grahame Hobbs		Tonbridge	347	Yamaha
57	Neil Tuxworth	Honda, Lincs	Louth	348	Yamaha
58	Steve May	WTS Yamahas	Bishop Stortford	347	Yamaha
61	Charlie Hughes	Ron Bromley	Warrington	347	Yamaha
62	Clive Offer		Coulsdon	346	Yamaha
66	Patrick Curtin		Ilford	347	Yamaha
68	Ron Storey	Gerry Porter	Aveley	350	Yamaha
71	Peter Melnik		Northants	347	Yamaha
72	Mick Bird		Littlehampton	347	Yamaha
73	Trevor Nation		Stockbridge	347	Duffield Yamaha
75	Alex Taylor	Team Castrol	Abingdon	347	Fowler Yamaha
76	Roger Lindsay		Barnsley	347	Yamaha
78	Simon Buckmaster	North London M/C	Brookmans Park	347	NLM Yamaha
81	Paul Greenwood		Tunbridge Wells	347	Yamaha
82	Richard Peers-Jones		New Malden	347	Yamaha
86	Jeff Webber		Cardiff	347	David Brown Yamaha
88	Barry Seward		Horndean	347	Yamaha
89	Alan Cathcart		London	348	Harley Davidson
92	Trevor Wise		Uppingham	347	Yamaha
93	Mark Salle		Barking	347	Yamaha
94	George Dziedzic		London	347	Yamaha
97	Phil Nicholls		Leyland	347	Yamaha
101	Kevin Richards	Lenham Builders	Faversham	347	Yamaha
102	Gordon Farmer		London	347	Yamaha
103	John Crellin		Eltham	347	Yamaha
104	Andy McGladdery	Ernest Jackson	Darlington	350	Yamaha
106	Andrew Bond	EARL	Lowestoft	347	Yamaha
108	Bernard Frost	Ron Parkinson	Colchester	348	Parkinson Yamaha
109	Dave Camier	Maitland Racing	Ashford	347	Yamaha
113	David Fellows		West Malling	347	Harris Yamaha
114	Graham Atha		Doncaster	347	Yamaha
Reserves					
53	Ian Richards	G. E. Leigh Ltd	Southport	347	Yamaha
115	Bob Jackson	John Clucas	Kendal	347	Clucas Yamaha
116	Steve Andrew	Webbs Yamaha Centre	Bardney	347	Webb Yamaha
117	Peter Pinion		London	349	Frepin Yamaha
118	Herrano Sobral		London	347	Yamaha
119	Conor Brennan	Mocheck Racing	London	347	Yamaha
120	Stephen Russell		Winchester	347	Yamaha
121	Colin Scarborough		Purley	347	Yamaha

GRID POSITIONS:

1st Row	.....	.....	.....	.....	.....	.....	.....
2nd Row	.....	.....	.....	.....	.....	.....	.....
3rd Row	.....	.....	.....	.....	.....	.....	.....
4th Row	.....	.....	.....	.....	.....	.....	.....
5th Row	.....	.....	.....	.....	.....	.....	.....
6th Row	.....	.....	.....	.....	.....	.....	.....
Reserves	.....	.....	.....	.....	.....	.....	.....

LAP RECORD:

Solos — 251-350cc	min secs	mph	date
Mick Grant (349cc Kawasaki)	1 37.7	96.30	29.10.78
Race Record: Mick Grant (349cc Kawasaki — 8 laps)	13 22.4	93.80	29.10.78

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....	13th.....	14th.....	15th.....	16th.....
		17th.....	18th.....	19th.....	20th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: No.....	Time.....	Speed.....	mph	

The Threewheeler Race

Threewheeler Motorcycles over 350cc and not over 1000cc

Riders in this race will be the first 14 finishers from Heats 1 and 2 — Race 1 and Race 2

(Grid positions according to heat finishing positions — as below)

Row 1	Rider	Machine	Rider	Machine
1st Heat 1	1st Heat 2	.....
2nd Heat 1	2nd Heat 2	.....
Row 2				
3rd Heat 1	3rd Heat 2	.....
4th Heat 1		
Row 3				
4th Heat 2	5th Heat 2	.....
5th Heat 1	6th Heat 2	.....
Row 4				
6th Heat 1	7th Heat 2	.....
7th Heat 1		
Row 5				
8th Heat 1	8th Heat 2	.....
9th Heat 1	9th Heat 2	.....
Row 6				
10th Heat 1	10th Heat 2	.....
			11th Heat 2	.....
Row 7				
11th Heat 1	12th Heat 2	.....
12th Heat 1	13th Heat 1	.....
Row 8				
14th Heat 1	13th Heat 2	.....
			14th Heat 2	.....

LAP RECORD:
 Jock Taylor/Benga Johansson (750cc Yamaha)
 Race Record: Jock Taylor/Benga Johansson (750cc Yamaha) — 6 laps

min secs	mph	date
1 38.9	95.14	28.10.79
10 09.5	92.62	28.10.79

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
 9th..... 10th..... 11th..... 12th..... 13th..... 14th..... 15th.....
 Winner's Time..... Speed.....mph Fastest Lap: No..... Time..... Speed.....mph

BRANDS HATCH

EVENING NEWS

“KING OF BRANDS”

INTERNATIONAL MOTORCYCLE RACES

Sunday, May 25

organised by BRC

Full championship programme

Adults £3 Children £1.50 Paddock £1 extra Stands £1.50 extra Open seats £1 extra

EVENT TWO

The Shell Super Oils 500cc Championship Race

Solo Motorcycles over 350cc and not over 500cc
(Grid positions according to practice times)

No.	Driver	Entrant	Town or Country	cc	Machine
9	Randy Mamola	Texaco Heron Suzuki	USA	497	Suzuki
12	Ron Haslam	Mal Carter	Langley Mill	494	Pharaoh Yamaha
14	Graeme Crosby	Texaco Heron Suzuki	Surbiton	497	Suzuki
15	Steve Manship	Robinson Racing	Leicester	500	Robinson Suzuki
16	Keith Huewen	Len Manchester M/C	Northants	500	Yamaha
17	John Newbold	Team Appleby Glade	Normanton	497	Suzuki
18	Graham Wood	Team Castrol	Scunthorpe	500	Fowler Yamaha
19	Dave Potter	Team Mitsui Yamaha	Royston	494	Yamaha
20	Mick Grant		Lepton	500	Suzuki
21	Roger Marshall	George Beale	Binbrook	494	Yamaha
22	Barry Ditchburn	Brian Anderson Plant Hire	West Kingsdown	500	Suzuki
24	Stan Woods		Chester	496	Suzuki
25	Bob Smith	Marcac Racing	St Helens	500	Suzuki
26	Steve Parrish	Steve Parrish Racing	Royston	500	Suzuki
27	Graeme McGregor	George Beale	Ibstock	494	Yamaha
28	Gina Bovaird	BH Racing School	USA	497	Suzuki
29	Alex George	Mal Carter	Scotland	498	Cagiva
30	Bernard Murray		Stockport	497	Suzuki
31	Gary Lingham	Derrys Racing	London	500	Suzuki
35	Steve Ward		Leeds	497	Suzuki
37	Steve Henshaw	H. Coppock	Jacksdale	498	Coppock Suzuki
39	Jeff Sayle	George Beale	New Zealand	494	Yamaha
41	Alan Pacey	Alan Haynes	Nottingham	500	Yamaha
45	Barry Woodland	Norwestern Turkeys	Northwood	495	Suzuki
49	Rob Marks	Fran Ridewood & Co	Wells	497	Ridewood Suzuki
50	Dennis Ireland	Derrys Racing	New Zealand	497	Suzuki
56	Bo Granath		Sweden	500	Suzuki
59	Joe Dunlop		Northern Ireland	500	Yamaha
63	Ian Ratcliffe		Banstead	498	Suzuki
64	Klaus Klein		West Germany	497	Suzuki
65	Sergio Pellandian		Switzerland	500	Suzuki
70	Heinrich Kimmig		West Germany	354	Bakker Yamaha
74	Stuart Jones		Sandbach	497	Suzuki
79	Edward O'Brien		London	492	Suzuki
83	Roger Klimcke		Leigh-on-Sea	500	Colourset Suzuki
84	Geoff Johnson	Lambert Racing	North Yorkshire	497	Lambert Yamaha
85	Alan Jackson	R. L. Henderson	Preston	498	Suzuki
90	Hermann Fuleda		West Germany	440	Wilbo Yamaha
91	Brendan McKenna	Michrome Electro Plating	Coventry	497	Suzuki
95	Billy Hill		Saltfleetby	498	Kawasaki
107	Brian Peters	Lane Ends Engineering Ltd	Liverpool	497	Howarth Suzuki
112	Norman White	Riley Callow Ltd	Bury	400	Suzuki
Reserves					
53	Ian Richards	G. E. Leigh Ltd	Southport	500	Suzuki
115	Bob Jackson	John Clucas	Kendal	351	Clucas Yamaha
122	Nigel Rigg	Noggin Inn	Warrington	496	Yamaha
123	Paul Harris		Grays	500	Colourset Suzuki
124	Robert Towse	DGC Racing	Ashford	500	Suzuki
129	Robin Drury		Haywards Heath	500	Suzuki

GRID POSITIONS:

1st Row	.....	.....	.....	.....	.....	.....	.....
2nd Row	.....	.....	.....	.....	.....	.....	.....
3rd Row	.....	.....	.....	.....	.....	.....	.....
4th Row	.....	.....	.....	.....	.....	.....	.....
5th Row	.....	.....	.....	.....	.....	.....	.....
6th Row	.....	.....	.....	.....	.....	.....	.....
Reserves	.....	.....	.....	.....	.....	.....	.....

LAP RECORD:

Solos: 351-500cc	min secs	mph	date
Barry Sheene (500cc Suzuki)	1 35.0	99.04	29.10.78
Wil Hartog (500cc Suzuki)	1 35.0	99.04	29.10.78
Race Record: Barry Sheene (500cc Suzuki — 10 laps)	16 04.6	97.54	29.10.78

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....	13th.....	14th.....	15th.....	16th.....
		17th.....	18th.....	19th.....	20th.....		
Winner's Time.....	Speed.....mph	Fastest Lap: No.....	Time.....	Speed.....mph			

We tested the new TT 100-K181 on the world's most punishing test equipment. Mike Hailwood.

Ten years ago, a legend was born on the Isle of Man.

The TT 100 became the first tyre to lap the TT circuit at over 100mph on a road bike, and it has been a favourite with all breeds of rider ever since.

But bikes have come a long way in ten years. They're bigger and faster and they put more stress on their tyres.

So we decided that even the TT 100 had to be updated.

For 3 years our designers and test-riders developed prototypes until we were satisfied.

Then we used our worldwide facilities to take the trials further.

We've got one machine that runs tyres at 150mph.

Another puts the

tyre under impossible stresses.

And another simulates aquaplaning conditions that no rider would be mad enough to risk.

Once the new TT 100-K181 had been through all that, you might think its ordeal was over.

Wrong.

A machine can test everything except feel.

And feel is the rider's most important asset.

So we brought in Mike Hailwood, the man who knows more

about feel than anyone, to ask the tyre a few questions at the Isle of Man, where it all started.

He lashed it through Guthrie's. He thrashed it past Sarah's cottage.

He caned it over Ballaugh Bridge.

And flogged it round the circuit, lap after lap.

His verdict?

That the new tyre had all the wet grip of the old one, but it handled even better, helping the bigger bike of today achieve its full potential.

When we told him that the new TT 100-K181 also lasted 30% longer at the back, he had only one comment.

Unfortunately, we can't print it here.

But he was really quite impressed.



The new TT 100-K181



EVENT THREE

The Unlimited 1300cc Race

Solo Motorcycles over 500cc and not over 1300cc
(Grid positions according to practice times)

No.	Driver	Entrant	Town or Country	cc	Machine
12	Ron Haslam	Mal Carter	Langley Mill	750	Pharaoh Yamaha
13	Chris Guy	Jeff Brett M/C	Frogmore	747	Yamaha
15	Steve Manship	Robinson Racing	Leicester	750	Robinson Yamaha
16	Keith Huewen	Len Manchester M/C	Northants	750	Yamaha
17	John Newbold	Team Appleby Glade	Normanton	747	Yamaha
18	Graham Wood	Team Castrol	Scunthorpe	750	Fowler Yamaha
19	Dave Potter	Team Mitsui Yamaha	Royston	750	Yamaha
20	Mick Grant		Lepton	1000	Honda
21	Roger Marshall	George Beale	Binbrook	747	Yamaha
22	Barry Ditchburn	Brian Anderson Plant Hire	West Kingsdown	750	Yamaha
24	Stan Woods		Elton	503	Suzuki
25	Bob Smith	Marmac Racing	St Helens	750	Yamaha
26	Steve Parrish	Steve Parrish Racing	Royston	750	Yamaha
29	Alex George	Mal Carter	Scotland	830	Pharaoh Yamaha
34	Kevin Wrettom		Luton	750	Yamaha
35	Steve Ward		Leeds	749	Yamaha
37	Steve Henshaw	H. Coppock	Jacksdale	747	Yamaha
38	Tony Rutter	S. Griffiths	Brierley Hill	748	Yamaha
39	Jeff Sayle	George Beale	New Zealand	749	Yamaha
40	David Vale	Egabourne Ltd	Stanford Bridge	750	Yamaha
41	Alan Pacey	Alan Haynes	Nottingham	750	Maxton Yamaha
42	Jim Wells		London	1195	Kawasaki
48	Bill Marks	Fran Ridewood & Co	Wells	747	Ridewood Yamaha
54	Asa Moyce	Oxford Fairings	Waltham Cross	998	Oxford Kawasaki
56	Bo Granath		Sweden	750	Yamaha
58	Steve May	WTS YAmahas	Bishop Stortford	750	Yamaha
59	Joe Dunlop		Northern Ireland	750	Yamaha
67	Tony Jarvis		Sidcup	984	Altec Kawasaki
69	Ray Shearer	Godfrey Hill	Erith	996	Kawasaki
70	Greg Pretty		Australia	750	Yamaha
77	Hartley Kerner		Norbury	984	PMS Kawasaki
87	Bill Pentelow	Interstate Leathers	Kettering	750	Yamaha
96	Colin Bevan	Bob Wilding M/C	Merthyr Tydfil	998	Suzuki
98	Brian Griffiths		Colchester	864	Pine ways Ducati
99	Keith Hanford		Port Talbot	984	Kawasaki
105	Bill Fry	John Robinson	Rugby	750	Yamaha
111	Chris Woodcock	Brian Crow	Tenterden	750	Trekdean Yamaha
Reserves					
116	Steve Andrew	Webbs Yamaha Centre	Lincoln	749	Yamaha
124	Robert Towse	DGC Racing	Ashford	508	Suzuki
125	Les Burgan	Oxford Fairings	Pailton	998	Oxford Kawasaki
126	Tony Harris	Geoff Daryn M/C	Sandwich	997	Daryn Suzuki
127	Colin Aldridge	British Sun Oil Co Ltd	London	998	Sunoco Kawasaki
128	Keith Buckley	Zoetrope Ltd	London	996	Honda

GRID POSITIONS:

1st Row	.....	.....	.....	.....	.....	.....	.....
2nd Row	.....	.....	.....	.....	.....	.....	.....
3rd Row	.....	.....	.....	.....	.....	.....	.....
4th Row	.....	.....	.....	.....	.....	.....	.....
5th Row	.....	.....	.....	.....	.....	.....	.....
6th Row	.....	.....	.....	.....	.....	.....	.....
Reserves	.....	.....	.....	.....	.....	.....	.....

LAP RECORD:

Johnny Cecotto (750cc Yamaha)
Race Record: Johnny Cecotto (750cc Yamaha) — 23 laps

min secs	mph	date
1 34.2	99.88	22.4.79
36 32.0	98.73	22.4.79

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....	13th.....	14th.....	15th.....	16th.....
		17th.....	18th.....	19th.....	20th.....		
Winner's Time.....	Speed.....mph	Fastest Lap: No.....	Time.....	Speed.....mph			

Transatlantic Trophy

Great Britain v. United States

Past Results

1971

April 9—Brands Hatch

Race 1: 1st, R. Pickrell; 2nd, P. A. Smart; 3rd, D. Mann.

Race 2: 1st, R. Pickrell; 2nd, P. A. Smart; 3rd, D. Castro.

April 14—Mallory Park

Race 1: 1st, R. Pickrell; 2nd, J. H. Cooper; 3rd, D. Mann.

Race 2: 1st, P. A. Smart; 2nd, R. Pickrell; 3rd, J. H. Cooper.

April 15—Oulton Park

Race 1: 1st, P. A. Smart; 2nd, R. Pickrell; 3rd, J. H. Cooper.

Race 2: 1st, P. A. Smart; 2nd, D. Mann; 3rd, J. H. Cooper.

Final Totals: United States—137 points
Great Britain—183 points

1972

March 31—Brands Hatch

Race 1: 1st, R. Pickrell; 2nd, C. Rayborn; 3rd, P. W. Read.

Race 2: 1st, C. Rayborn; 2nd, R. Pickrell; 3rd, P. Williams.

April 2—Mallory Park

Race 1: 1st, R. Pickrell; 2nd, C. Rayborn; 3rd, J. H. Cooper.

Race 2: 1st, C. Rayborn; 2nd, R. Pickrell; 3rd, J. H. Cooper.

April 3—Oulton Park

Race 1: 1st, C. Rayborn; 2nd, R. Pickrell; 3rd, J. H. Cooper.

Race 2: 1st, R. Pickrell; 2nd, C. Rayborn; 3rd, J. H. Cooper.

Final Totals: United States—210 points
Great Britain—252 points

1973

April 20—Brands Hatch

Race 1: 1st, D. Potter; 2nd, Y. Du Hamel; 3rd, D. Sehl.

Race 2: 1st, C. Rayborn; 2nd, P. A. Smart; 3rd, P. Williams.

April 22—Mallory Park

Race 1: 1st, P. Williams; 2nd, G. Nixon; 3rd, Y. Du Hamel.

Race 2: 1st, Y. Du Hamel; 2nd, P. Williams; 3rd, P. A. Smart.

April 23—Oulton Park

Race 1: 1st, P. Williams; 2nd, P. A. Smart; 3rd, A. Baumann.

Race 2: 1st, P. Williams; 2nd, Y. Du Hamel; 3rd, B. Sheene.

Final Totals: United States—385 points
Great Britain—387 points

1974

April 12—Brands Hatch

Race 1: 1st, P. A. Smart; 2nd, K. Roberts; 3rd, B. Sheene.

Race 2: 1st, Y. Du Hamel; 2nd, K. Roberts; 3rd, P. A. Smart.

April 14—Mallory Park

Race 1: 1st, K. Roberts; 2nd, B. Sheene; 3rd, P. A. Smart.

Race 2: 1st, K. Roberts; 2nd, B. Sheene; 3rd, G. Nixon.

April 15—Oulton Park

Race 1: 1st, B. Sheene; 2nd, K. Roberts; 3rd, G. Nixon.

Race 2: 1st, K. Roberts; 2nd, B. Sheene; 3rd, E. Romero.

Final Totals: United States—390 points
Great Britain—409 points

1975

April 28—Brands Hatch

Both races cancelled due to snow.

April 30—Mallory Park

Race 1: 1st, K. Roberts; 2nd, P. Mahoney; 3rd, D. Aldana.

Race 2: 1st, K. Roberts; 2nd, D. Aldana; 3rd, G. Romero.

April 31—Oulton Park

Race 1: 1st, K. Roberts; 2nd, G. Romero; 3rd, D. Aldana.

Race 2: 1st, S. Woods; 2nd, P. Mahoney; 3rd, P. Hennen.

Final Totals: United States—278 points
Great Britain—243 points

1976

April 16—Brands Hatch

Race 1: 1st, S. Baker; 2nd, B. Sheene; 3rd, K. Roberts.

Race 2: 1st, S. Baker; 2nd, K. Roberts; 3rd, B. Sheene.

April 18—Mallory Park

Race 1: 1st, B. Sheene; 2nd, K. Roberts; 3rd, M. Grant.

Race 2: 1st, K. Roberts; 2nd, S. Baker; 3rd, B. Sheene.

April 19—Oulton Park

Race 1: 1st, S. Baker; 2nd, K. Roberts; 3rd, B. Sheene.

Race 2: 1st, S. Baker; 2nd, R. Haslam; 3rd, J. Williams.

Final Totals: United States—384 points
Great Britain—412 points

1977

April 8—Brands Hatch

Race 1: 1st, K. Roberts; 2nd, B. Sheene; 3rd, S. Baker.

Race 2: 1st, K. Roberts; 2nd, B. Sheene; 3rd, S. Aksland.

April 10—Mallory Park

Race 1: 1st, K. Roberts; 2nd, D. Aldana; 3rd, P. Hennen.

Race 2: 1st, K. Roberts; 2nd, P. Hennen; 3rd, B. Sheene.

April 11—Oulton Park

Race 1: 1st, B. Sheene; 2nd, S. Baker; 3rd, P. Hennen.

Race 2: 1st, S. Baker; 2nd, M. Grant; 3rd, P. Hennen.

Final Totals: United States—410 points
Great Britain—379 points

1978

March 24—Brands Hatch

Race 1: 1st, B. Sheene; 2nd, K. Roberts; 3rd, P. Hennen.

Race 2: 1st, P. Hennen; 2nd, B. Sheene; 3rd, B. Ditchburn.

March 26—Mallory Park

Race 1: 1st, K. Roberts; 2nd, P. Hennen; 3rd, B. Sheene.

Race 2: 1st, P. Hennen; 2nd, K. Roberts; 3rd, D. Potter.

March 27—Oulton Park

Race 1: 1st, K. Roberts; 2nd, P. Hennen; 3rd, D. Potter.

Race 2: 1st, P. Hennen; 2nd, K. Roberts; 3rd, B. Sheene.

Final Totals: United States—379 points
Great Britain—435 points

1979

April 13—Brands Hatch

Race 1: 1st, B. Sheene; 2nd, D. Aldana; 3rd, M. Baldwin.

Race 2: 1st, B. Sheene; 2nd, M. Baldwin; 3rd, T. Herron.

April 15—Mallory Park

Race 1: 1st, B. Sheene; 2nd, M. Baldwin; 3rd, R. Haslam.

Race 2: 1st, J. Newbold; 2nd, B. Sheene; 3rd, M. Baldwin.

April 16—Oulton Park

Race 1: 1st, G. Romero; 2nd M. Baldwin; 3rd, R. Mamola.

Race 2: 1st, G. Romero; 2nd, M. Baldwin; 3rd, R. Mamola.

Final Totals: United States — 448 points
Great Britain—355 points

Marlboro Transatlantic Trophy

in association with The SUN

ENTRY

**No. Rider (Age)
Hometown**

**Entrant
Bike**

UNITED STATES

2	KENNY ROBERTS (28) (Captain) Oakdale, California	TEAM YAMAHA Yamaha
3	DALE SINGLETON (24) Dalton, Georgia	TAYLOR/WHITE RACING Yamaha
4	RICHARD SCHLACTER (28) Old Lyme, Connecticut	SKY CYCLES Yamaha
5	FREDDIE SPENCER (18) Sheveport, Louisiana	HOWARD RACING/ARAI HELMETS Yamaha
6	JOHN LONG (28) Miami, Florida	LONGEVITY RACING Yamaha
8	WES COOLEY (23) Mission Viejo, California	YOSHIMURA R & D of AMERICA Suzuki
9	RANDY MAMOLA (20) Santa Clara, California	TEXACO HERON TEAM SUZUKI Suzuki
10	DAVE ALDANA (30) Garden Grove, California	YOSHIMURA R & D of AMERICA Suzuki
11	SKIP AKSLAND (23) Modesta, California	PJI LUBRICANTS Yamaha

GREAT BRITAIN

7	BARRY SHEENE (29) Charlwood, Surrey	TEAM AKAI with TEXACO Yamaha
12	RON HASLAM (23) Langley Mill, Notts.	MAL CARTER Yamaha
14	GRAEME CROSBY (24) New Zealand	TEXACO HERON TEAM SUZUKI Suzuki
15	STEVE MANSHIP (34) Leicester	TONY ROBINSON RACING Yamaha
16	KEITH HUEWEN (24) Woolaston, Northants.	LEN MANCHESTER MOTORCYCLES Yamaha
17	JOHN NEWBOLD (27) Jacksdale, Notts.	APPLEBY GLADE Yamaha
18	GRAHAM WOOD (27) Scunthorpe, Lincs.	TEAM CASTROL Yamaha
19	DAVE POTTER (29) St. Mary's Cray, Kent	TEAM MITSUI Yamaha
20	MICK GRANT (35) Wakefield, Yorkshire	SID GRIFFITHS Yamaha

Transatlantic Team numbers: the colours used for the background of each rider's number refers specifically to the Match Race events only. The American team will use white numbers on a blue background and the British white on red.

TEAM CAPTAIN:
MIKE HAILWOOD
Birmingham

Marlboro Transatlantic Trophy

Tenth Anglo-American Match Races—England 1980

in association with The SUN

BRANDS HATCH	4th APRIL
MALLORY PARK	6th APRIL
OULTON PARK	7th APRIL

This series of match races has been organised as a team event but riders will gain prize money on an individual basis as follows:

In each race:

1st	16 points	=	£100.00
2nd	15 points	=	£93.75
3rd	14 points	=	£87.50
4th	13 points	=	£81.25
5th	12 points	=	£75.00
6th	11 points	=	£68.75
7th	10 points	=	£62.50
8th	9 points	=	£56.25
9th	8 points	=	£50.00
10th	7 points	=	£43.75
11th	6 points	=	£37.50
12th	5 points	=	£31.25
13th	4 points	=	£25.00
14th	3 points	=	£18.75
15th	2 points	=	£12.50
16th	1 point	=	£6.25

Eighteen riders start each race but only the best eight results for each team count towards points and awards in each leg.

The winning team will be the team whose riders have collectively accrued the greatest number of points. The winning team will be presented with the Marlboro Transatlantic Trophy at the conclusion of the series and every team member will be presented with a commemorative tankard by Motor Circuit Developments

Total Series Points Fund £5,100

In addition a sum of £5 will be awarded to the leader on each lap of each race.

Total Lap Prize Fund £460

Team Bonus Prize £1,000

For the overall winning team of the series

Marlboro Transatlantic Trophy

Tenth Anglo-American Match Races — England 1980
in association with The SUN

Brands Hatch: Two races each of 13 laps (33.98 miles)
Mallory Park: Two races each of 22 laps (29.70 miles)
Oulton Park: Two races each of 11 laps (30.37 miles)
Total series distance: 188.10 miles

	ROUND 1			ROUND 2			ROUND 3			Final Total	Finish Order	Team Total
	April 4			April 6			April 7					
	Brands Hatch			Mallory Park			Oulton Park					
1	2	Points Total	3	4	Points Total	5	6	Points Total				
UNITED STATES												
2 Kenny Roberts (Captain) Yamaha												
3 Dale Singleton Yamaha												
4 Richard Schlacter Yamaha												
5 Freddie Spencer Yamaha												
6 John Long Yamaha												
8 Wes Cooley Yoshimura Suzuki												
9 Randy Mamola Suzuki												
10 Dave Aldana Yoshimura Suzuki												
11 Skip Aksland Yamaha												

GREAT BRITAIN

- 7 Barry Sheene
Yamaha
- 12 Ron Haslam
Pharaoh Yamaha
- 14 Graeme Crosby
Suzuki
- 15 Steve Manship
Yamaha
- 16 Keith Huewen
Yamaha
- 17 John Newbold
Yamaha
- 18 Graham Wood
Fowler Yamaha
- 19 Dave Potter
Yamaha
- 20 Mick Grant
Yamaha

Mike Hailwood UK (Non-riding Captain)

RACE 1 *See note on previous page

Finish Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Riding No.																
Time																
Speed																

RACE 2 **Fastest Lap: No..... Time..... Speed.....**

Finish Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Riding No.																
Time																
Speed																

Fastest Lap: No..... Time..... Speed.....

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Facts and Figures about the American Match Race Team

KENNY ROBERTS from Oakdale, California (28). Kenny returns to the American team this year following injury which caused him to miss last year's series. He regains his Team Captain status and comes to the series with a second consecutive World Championship title to his credit. His two most recent races in Britain last year, were the Marlboro British Grand Prix and the Marlboro Race of the Year, and he won them both; the Silverstone win following that classic battle with Barry Sheene.

Now in his tenth professional year as a rider, Kenny twice won the American (AMA) Championship in 1973 and 1974, before turning to Europe, first making his mark in the Transatlantic back in 1974. Roberts' strength is his brilliant ability as an all rounder — he made his name initially on the dirt track ovals of America and still rides them as well as the Grands Prix tracks of the world. Indeed, "King" Kenny won the opening round of this season's AMA series on the dirt. But this was followed by pole position and almost immediate retirement in the Daytona 200.

His efforts to set up the stillborn World Series currently shelved, No 1 factory Yamaha rider Roberts will now be racing for his third World Championship this year. Kenny has a total 13 Transatlantic race wins to his credit over the years, almost double that of any other rider. He would love to be the first rider to complete the Grand Slam and win all six races.



Kenny Roberts.

DAVE ALDANA from Garden Grove, California (30). Proved an excellent stand-in captain for America's victorious team last year. Dave rode in the very first Transatlantic clash ten years ago and has only missed two runnings of the series — and was US' top points scorer in the Yanks' 1975 defeat of UK.

This year Dave returns to the world of four stroke machines and will ride a Yoshimura Suzuki machine which despite problems was good enough to give him sixth place at Daytona. It was on such a machine he won the Anglo-American battle of Brands Hatch last October.

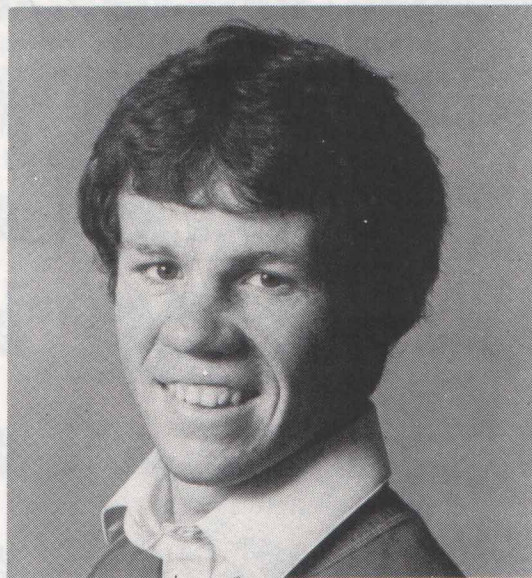
A former AMA Junior Champion, of Mexican descent, he is a larger than life character. Late last year he married

an English girl. A former works Suzuki rider, he has never actually won a Transatlantic race, but he is the all-time third highest points scorer behind Sheene and Roberts.

RANDY MAMOLA from Santa Clara, California (20). The discovery of the Transatlantic last year, young freckle-faced Mamola went on to become the World Championship's star new boy — the Americans would say Rookie of the Year. He closed last season with sensational second places in the 500cc Finnish and French Grands Prix and ended up with a factory Suzuki contract, replacing Barry Sheene.

After showing early promise as a teenager in dirt track racing, he quickly decided to concentrate on road racing. He gained considerable early experience in New Zealand, due to a lack of events in America. Made enormous progress in 1979 under the management of "star maker" Jim Doyle, who helped Roberts in his early career.

The Transatlantic will be his first ride on the Suzuki 650cc machines and young Mamola is high in the spectator appeal stakes with his aggressive style and regular wheelies. He will desperately want to put Freddy Spencer in his place.



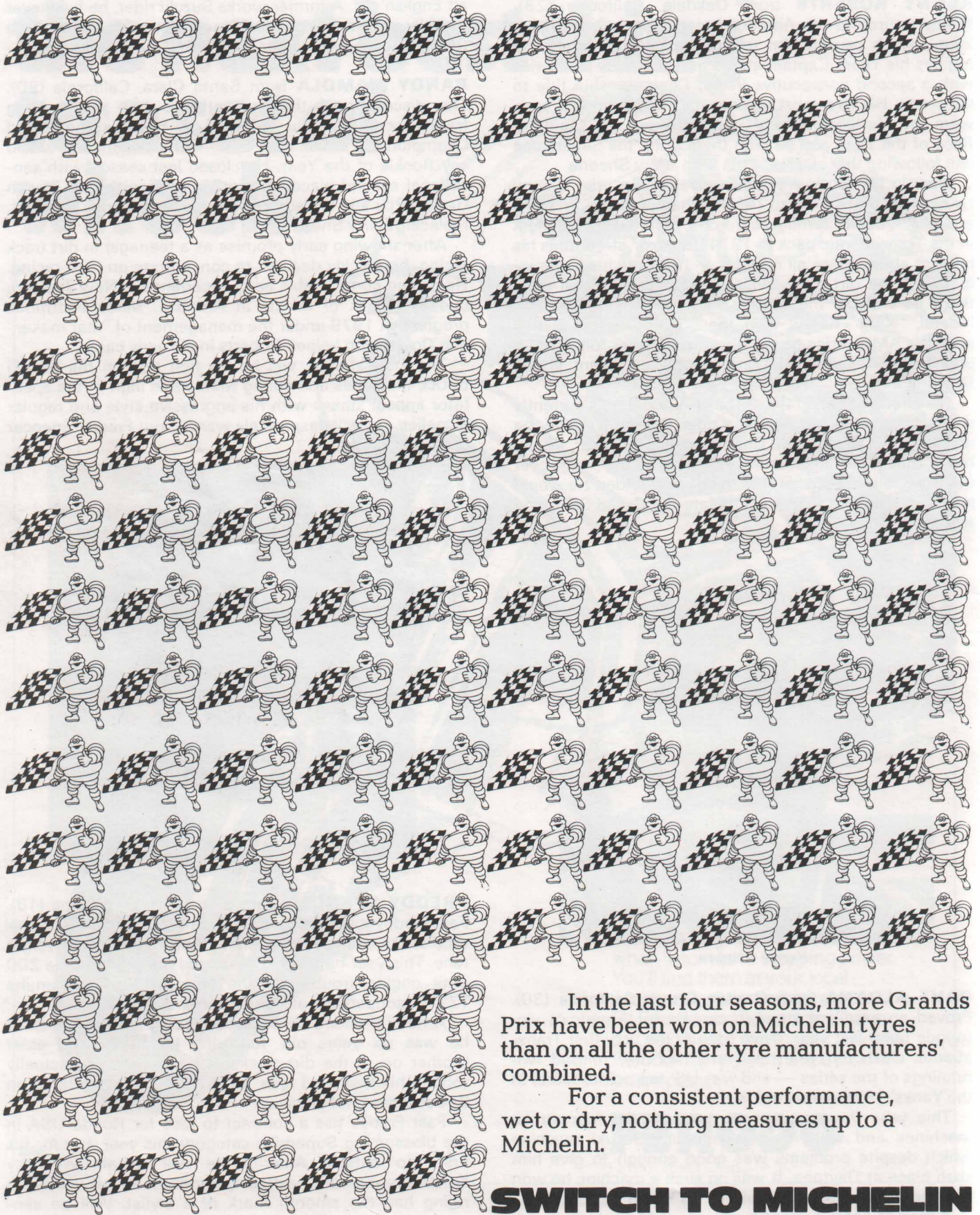
Randy Mamola.

FREDDY SPENCER from Sheveport, Louisiana (18). Fast Freddy made a sensational arrival on the professional race scene last year by winning the Daytona Lightweight race. This year he totally dominated the big Daytona 200 until engine trouble on the Howard Racing Yamaha TZ750 stopped him at three-quarter distance.

A natural talent, he has been racing motorbikes since he was six years old, following his father and elder brother on to the dirt tracks of Louisiana. He actually rode in his first road race, aged 11, but concentrated on 250cc bikes until this year.

Fast Freddy has a contract to race for Honda USA in the blossoming Superbike category this year, but for his first trip outside America he will remain with Irv Kanemoto Yamaha. Amazingly mature for his years, his riding has the smooth mark of a stylist. Will be sensationally fast in the series. When not racing he is a keen basketball player.

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SWITCH TO MICHELIN

DALE SINGLETON from Dalton, Georgia (24). After winning the Daytona 200 last year, Dale hit the low spots last year following a high-speed crash at Mallory Park. But now the extrovert Southerner with the drawl is back on form with a second place in this year's Daytona. And again he had a piglet called Elmer in the Victory Circle screaming along with him.

In actuality, Dale is now a professional racer, rather than a pig farmer and joins the World Championship trail this year in Europe, racing in a team with Frenchman, Bernard Fau. He will continue to receive strong backing from Beaulieu, a German carpet company, with a Georgia subsidiary. America's top novice in 1974, and top Junior in 1975, Dale was also runner-up in the US Road Racing Championship last season. This will be Dale's third Transatlantic, he intends it to be his best to date.



Smooth riding around Druids from Dale Singleton in the '79 series. Photo: Jim Yarwood

SKIP AKSLAND from Modesta, California (23). Returning to the Transatlantic after missing a year, Skip is a protege of Kenny Roberts. Equally at home in dirt track or road racing, Skip's career has been dogged by injury problems and has yet to fulfil early promise.

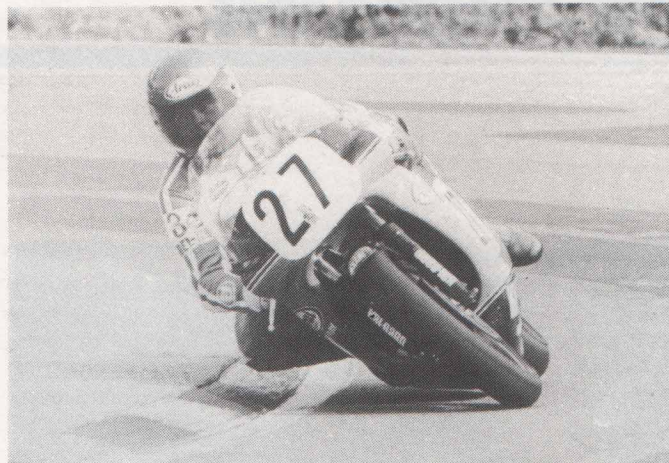
Skip first raced professionally, way back in 1975 and was the winner of the one-off Long Beach street race in 1977. He was in the speed again last year with a win at Loudon and second at Sears Point, he finished twelfth in the AMA Pro Series, but won the road race section.

Skip, who also enjoys a game of golf, was a leading contender at Daytona in this year's 200 and finished fourth on the PJ1 Lubricants Yamaha.

RICHARD SCHLACTER from Old Lyme, Connecticut (28). Rich really benefited from his first Transatlantic appearance last year and admits it gave him a competition edge that he had lacked from several years of club racing in the New England area.

Schlacter returned to the US, shaved off his beard and built a totally professional team behind him. He was second to Roberts in the FIM 750 Championship race at Laguna Seca and also second at Loudon. A leading qualifier at Daytona, he led the first lap of the 200 but was halted with clutch trouble. Rich will ride a Yamaha 750.

WES COOLEY from Mission Viejo, California (23). Another newcomer to the series last season, Wes is more at home on a four stroke than the two stroke Yamaha he rode in last year's Transatlantic. This year he will come equipped with a Yoshimura Suzuki four stoker. In 1979 he won the AMA Superbike Championship on just such a machine. Riding such machines, he has scored many successes including a win in the Suzuka International in



Wes Cooley takes a closer kerb line than Singleton.

Photo: Jim Yarwood

Japan, in 1978. He has been riding at International level since he was 18, following in the footsteps of his racing father. He showed the speed of the Yoshimura bike at Daytona this year until hampered by problems — an interesting combination.

JOHN LONG from Miami, Florida (28). A Transatlantic team member in 1974 and again last year, John completes the US team again this year and particularly enjoys racing in England. In 1978 he lost both the 250 Expert and the Superbike Production Championships on tie-breakers. John remained faithful to a BMW in the Production class until last year.

Last year he finished sixth at Daytona and this year he worked his way up to an impressive second spot until he hit re-fuelling problems. John does much of his own work on his Longevity Yamaha.

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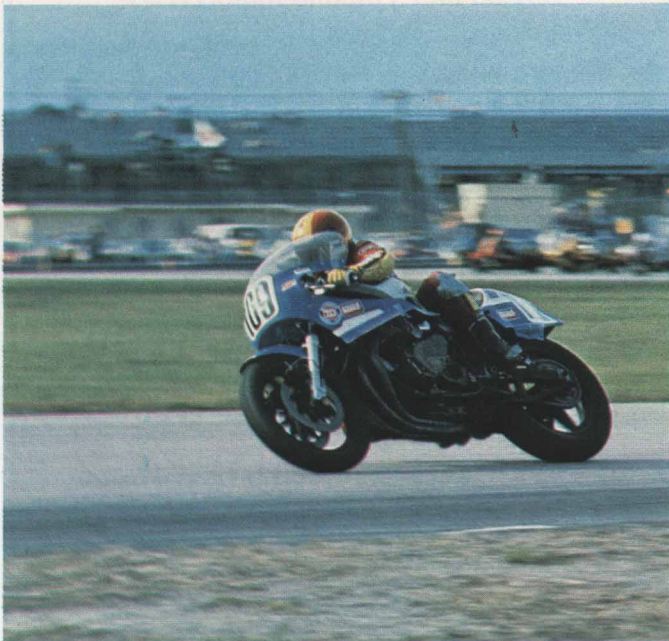
THE AMERICANS

KENNY ROBERTS



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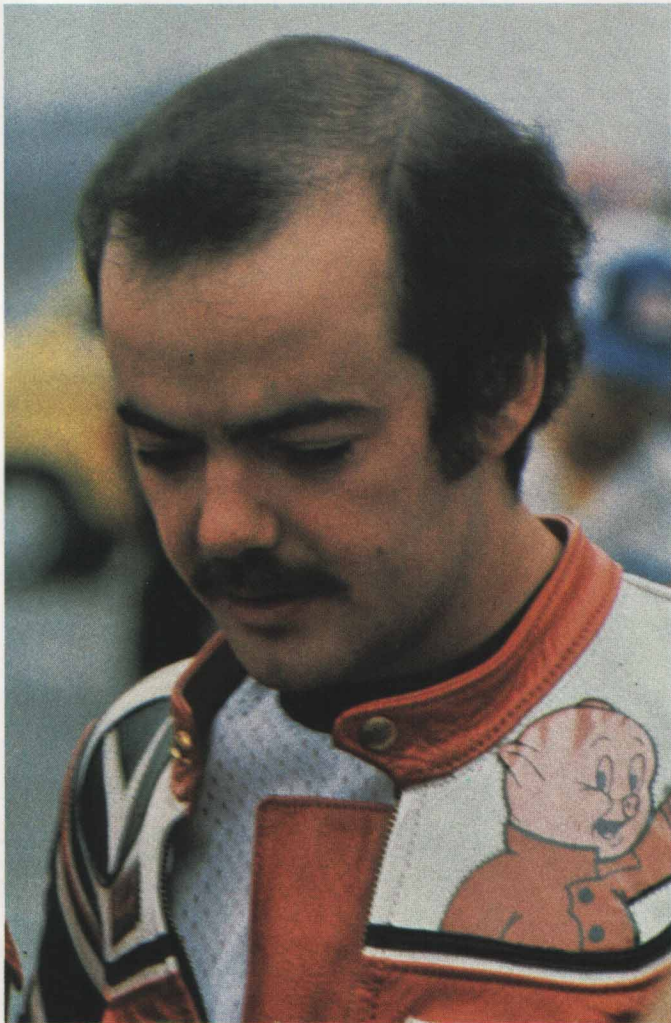
Aldana in action at Daytona in March



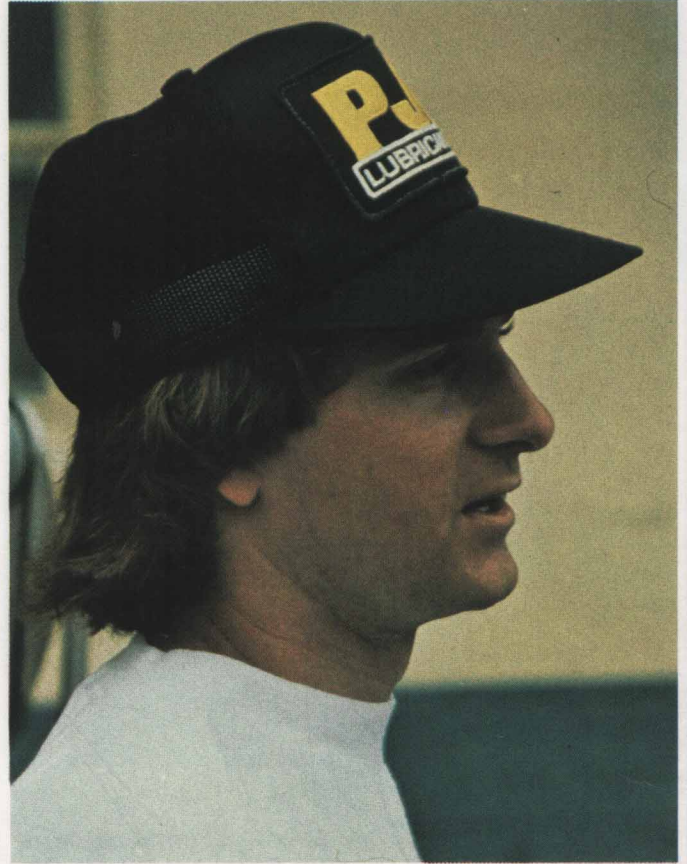
Wes Cooley "Pits" at Daytona



DAVE ALDANA



DALE SINGLETON



SKIP AKSLAND

WES COOLEY



John Long in the Oulton Park Match Race in '79



THE AMERICANS



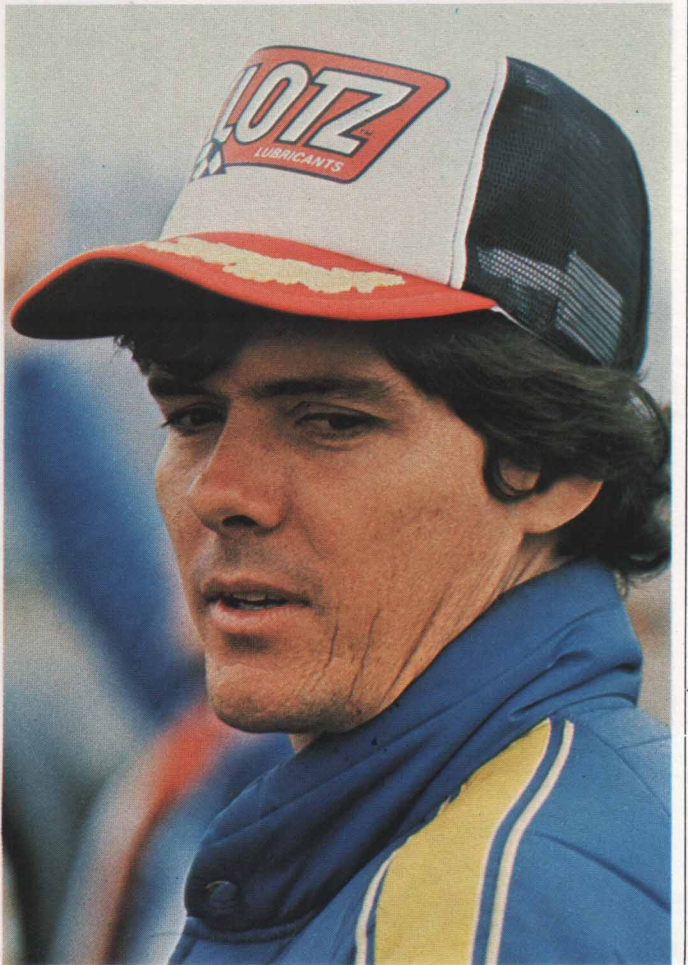
FREDDY SPENCER



The opening round of the Transatlantic series — Brands Hatch '79

JOHN LONG

John Long "wheelies" alongside Keith Huewen at Mallory Park in '79



THE AMERICANS



RICHARD SCHLACTER

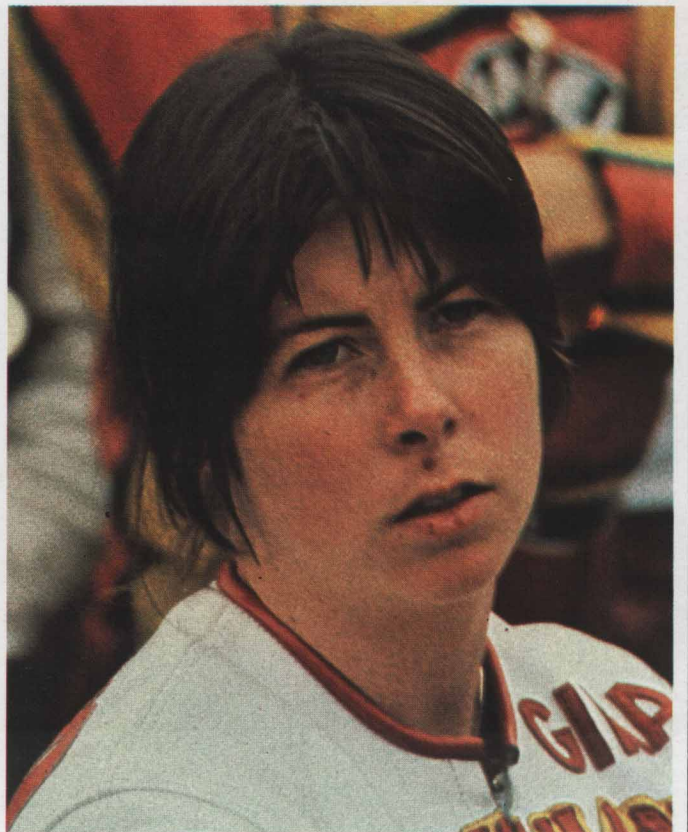


The Riders parade at Mallory Park in '79

RANDY MAMOLA



GINA BOVAIRD — not actually part of the American team this year but you'll see this talented Bostonian in the 500 and 250 races over the weekend on her Brands Hatch Racing Yamahas



UK 80

