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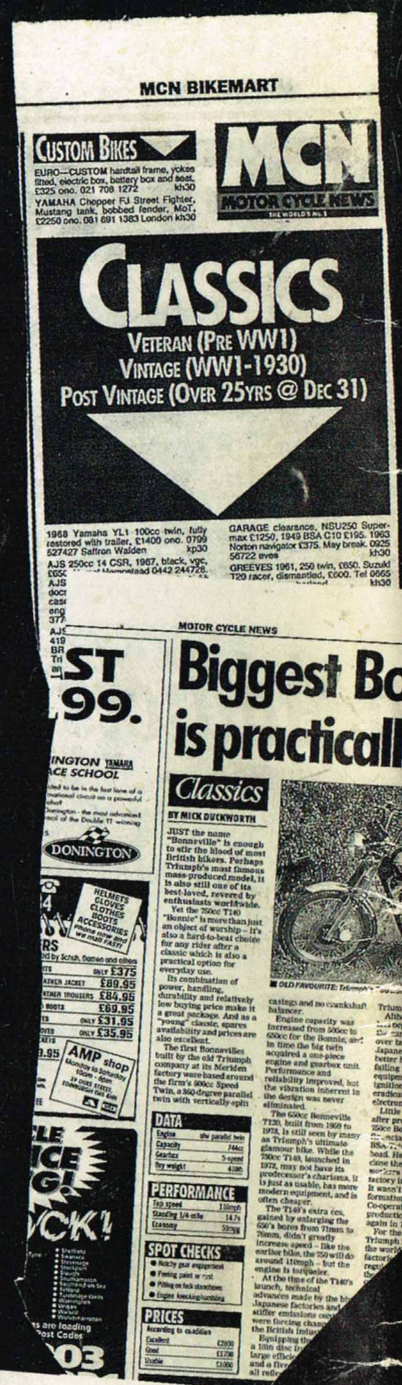
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John Surtees Anniversary

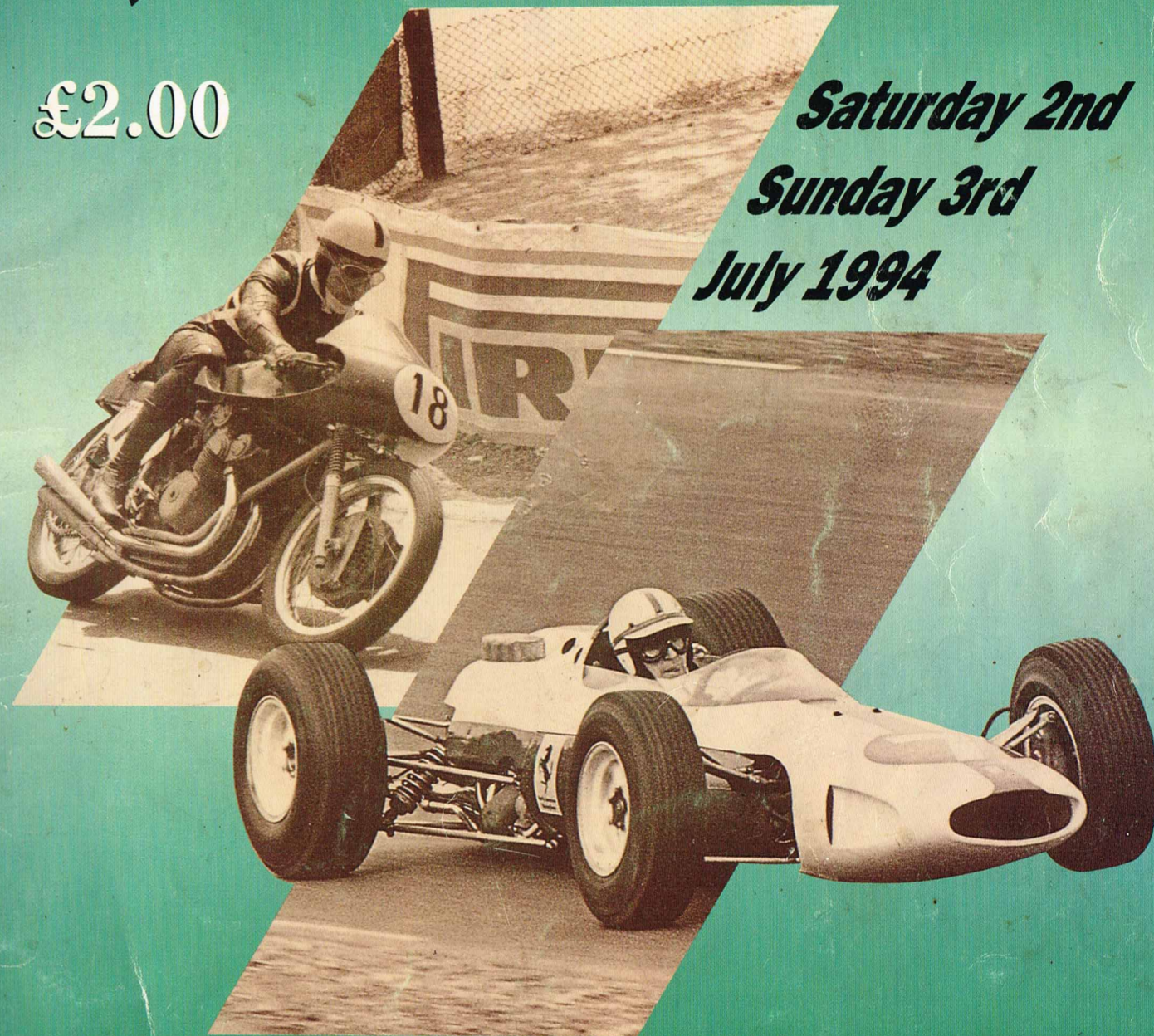
# SUPER PRIX



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## BRANDS HATCH

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Operations Manager  
REGINA HENEGHAN

**EDITORIAL**  
Production Editor Caroline O'Connor  
Designer/ Sub Editors  
Adam Smith & Jason Pyne

**Editorial Address**  
Brands Hatch Circuits Ltd.  
Fawkham, Longfield, Kent DA3 8NG  
Tel: (0474) 872331  
Fax: (0474) 874766

**ADVERTISING**  
Tel: (0474) 872331.  
Fax: (0474) 874766

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Motor racing is dangerous and persons attending the meeting do so at their own risk. It is condition of admission that all persons having any connection with the promotion and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents, however caused, resulting in damage and/or personal injury to spectators, pass and tickets holders, or to their goods vehicles.



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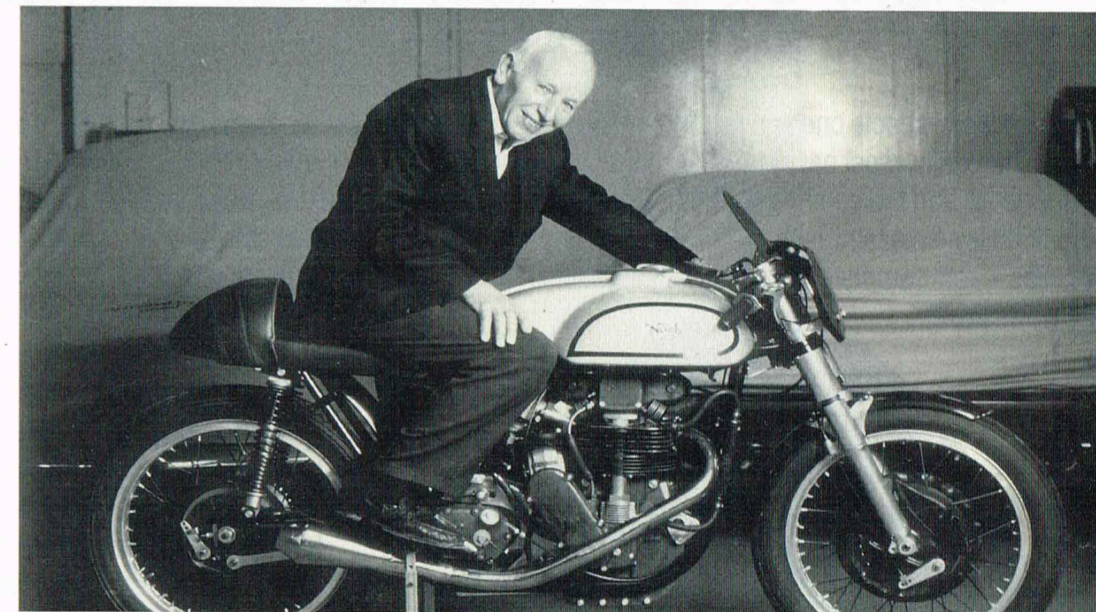
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# Welcome from John Surtees MBE



First of all may I thank all those who are supporting this event.

Despite the recession, the individuals and companies who are listed in this programme have come along and given their support.

There are some names missing (who I honestly thought the weekend's activities were made for) but this in no way detracts from the wonderful sight and sound of thoroughbred racing machinery of past years whether it be of supercharged machines like the BMW Kompressor, the Velocette Roarer, the AJS four cylinder or the DKW's that made up a lot of my reading as a young boy in the early war years. There was also the excitement of that post-war period through to 1974 where the sound of single, twin, four, five and six cylinders could all be heard on the world's two wheeled scene, created by families with a passion for motorcycling such as Agusta, Benelli, Gilera, Morini and companies like Moto Guzzi, Ducati, Mondial, Norton, BMW, AJS, Matchless, Velocette, NSU, Bianchi and household names in the way of engineers such as Remor, Carcano and Craig etc.

In the '50s I was too busy motorcycling to notice what was happening in the car world, apart from the odd headline, and the machines that we have here this weekend certainly made the headlines: Fangio, Moss and the 196 Mercedes Benz.

Mercedes, in both the UK and Germany, has given us its enthusiastic support from the very start. It has provided me with, not only the opportunity to re-acquaint myself with the 196 which I last drove in 1987, but also valuable assistance on moving men and machines.

Tony Brookes, Stirling Moss and the machine that started the renaissance of British motor-racing industry, the Vanwall (which is also here this weekend), was put together into a world champion grand prix car by Tony Vandervell.

Maserati, that other company from Modena, Italy, provide the wonderful 250F (the car that all the stars at one time or another drove) - it couldn't be anything else other than Italian! To back it up, again from the Neil Corner stable, the last of the front-engined grand prix Ferraris, although fitted with one of those glamorous V12 engines.

I recall that in my very first year of motor racing (1960), I drove against this car on the Tasman series.

A special personal guest, and one who has shown enthusiastic support from the start, is Derek Bell, a driver long associated with Porsche and particularly with Le Mans. Amongst others, he drove for my team on occasions and was an official Ferrari driver. So Derek has seen all sides of the sport.

Another rather special guest, together thankfully with the support of Porsche cars with his 8 cylinder, 1.5-litre French grand prix winning car of 1962, is Dan Gurney all the way from America. Dan needs no introduction but I just recall him as someone who just bubbled with enthusiasm and always gave 100% effort. It is a pleasure to have Dan and his charming wife Evi with us.

Last but certainly not least, a marque which I have always had a soft spot for, relative to its machinery, BMW. I became fascinated as a young boy looking at bikes of George Meier flying down Bray Hill. I notched up many miles in my 507 V8 BMW in the late '50s, racing between circuits around Europe. The forerunner of that machine, the wonderful 328 model, came third in the 1940 Mille Miglia driven by Adolf Brudes and Ralph Roese

So all in all, I hope we have a weekend of enjoyment for all the family. We have the machines and we have the wide variety of past drivers, riders and enthusiastic owners. On top of that though, there is an opportunity that by having come along and participated in some of the activities on offer this weekend we, as two and four wheeled enthusiasts who turned the clock back, can also help a very worthy charity to carry out the building programme at St Piers.

John Surtees MBE



# Don't let the caring stop here.

Epilepsy affects one in two hundred children.

Thankfully, most have milder forms which can be managed within the community, but in some, the condition is so disastrous that they – and their families – rely completely on St Piers Lingfield for a life worth living.



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In more recent years, research into the management of epilepsy has yielded exceptional results and St Piers is now recognised as a centre of national influence in the field.

Although registered as a school with the Department for Education, St Piers Lingfield receives no funds from central government and has to look to the generosity of voluntary support to maintain many areas of operation. Hence the launch of The St Piers Appeal – a massive challenge to raise £3 million for new and refurbished buildings so that we can provide the very special care facilities these very special children need and deserve.

We desperately need your donation and we need it now. If you would like further information on how you or your company can help us ensure the future of this unique establishment – please telephone Janet Wickens on 0342 832243 or use the coupon below.

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## St Piers Lingfield

*Education and Care for Children with severe epilepsy*



### Dear Friend,

As chairman of St Piers Lingfield, I am both honoured and delighted to offer sincere congratulations to all involved in this spectacular and historic event.

In celebration of an internationally acclaimed career, 'The John Surtees Anniversary Superprix' will be a fitting tribute to the man himself and to his many friends and colleagues who have helped make this event possible.

Proceeds from this weekend's activities will help us provide a brighter future for some very special children, who all face the day to day challenge of living with severe epilepsy and other neurological problems.

Our thanks go to all who have given their time, enthusiasm and commitment, including sponsors, participants and exhibitors, the team at Brands Hatch Leisure, the Classic Racing Motorcycle Club, F.O.R.E., Sotheby's, organisers - Pamela Lawton, John Corless, all the team at Surtees Ltd. and, of course, John Surtees. His response to our cry for help has launched the cause of epilepsy and the needs of those diagnosed, into the world of motorsport and John's personal interest and support of our work is invaluable.

Finally, we thank you for supporting this event. I wish you a memorable and exciting occasion and can assure you that this weekend will make a major impact on the lives of the children in our care.

With best wishes,

**Sir Geoffrey Otton KCB**  
Chairman, St Piers Lingfield





# A LEGEND IN HIS OWN NAME



I make no excuse for the fact that I am still excited by the sight and sound of grand-prix machinery, whether it be two or four wheels. This does not mean that I wish for things to be just as they were or to live in the past, but I do believe that in many cases the lessons of the past can certainly be used to plan a better today and tomorrow. I therefore applaud the manufacturers that support this principle, such as Mercedes Benz.

The sudden interest for classic machines, both two and four wheels, created a threat to events such as this. Machines that had lain in factories but were occasionally available, suddenly became of more interest to the company accountants, resulting in the heritage being obviously sold off or just disappeared. It is notable that with this weekend's event, not one of the two wheeled machines has been officially entered or loaned by a manufacturer. It is therefore fortunate that we have enthusiastic private collectors who have rallied around with their friends and provided us with the machines that will entertain you over the weekend.

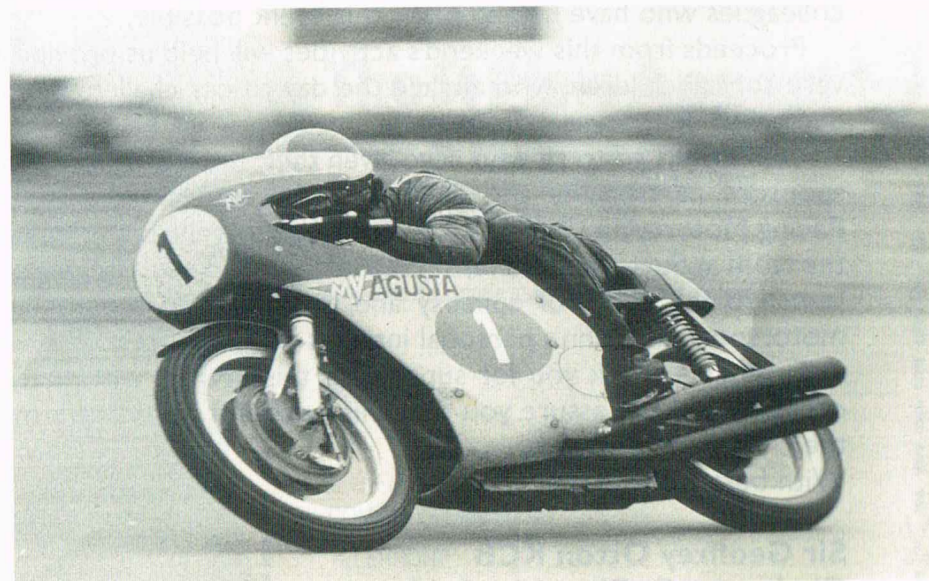
The exciting 1958 and 1972 six cylinder machines from MV Agusta is here, together with all the very best that ever came out of the MV factory during its world championship years.

Obviously I have a special feeling for

machines of my time but the 1972-75 500MV's raced by Phil Read and Giacomo Agostini, with 100hp available and 14,000 revs is the machinery that brought me back into motorcycling when given to me for the Millennium TT of honour in 1978 after 17 years out of the saddle.

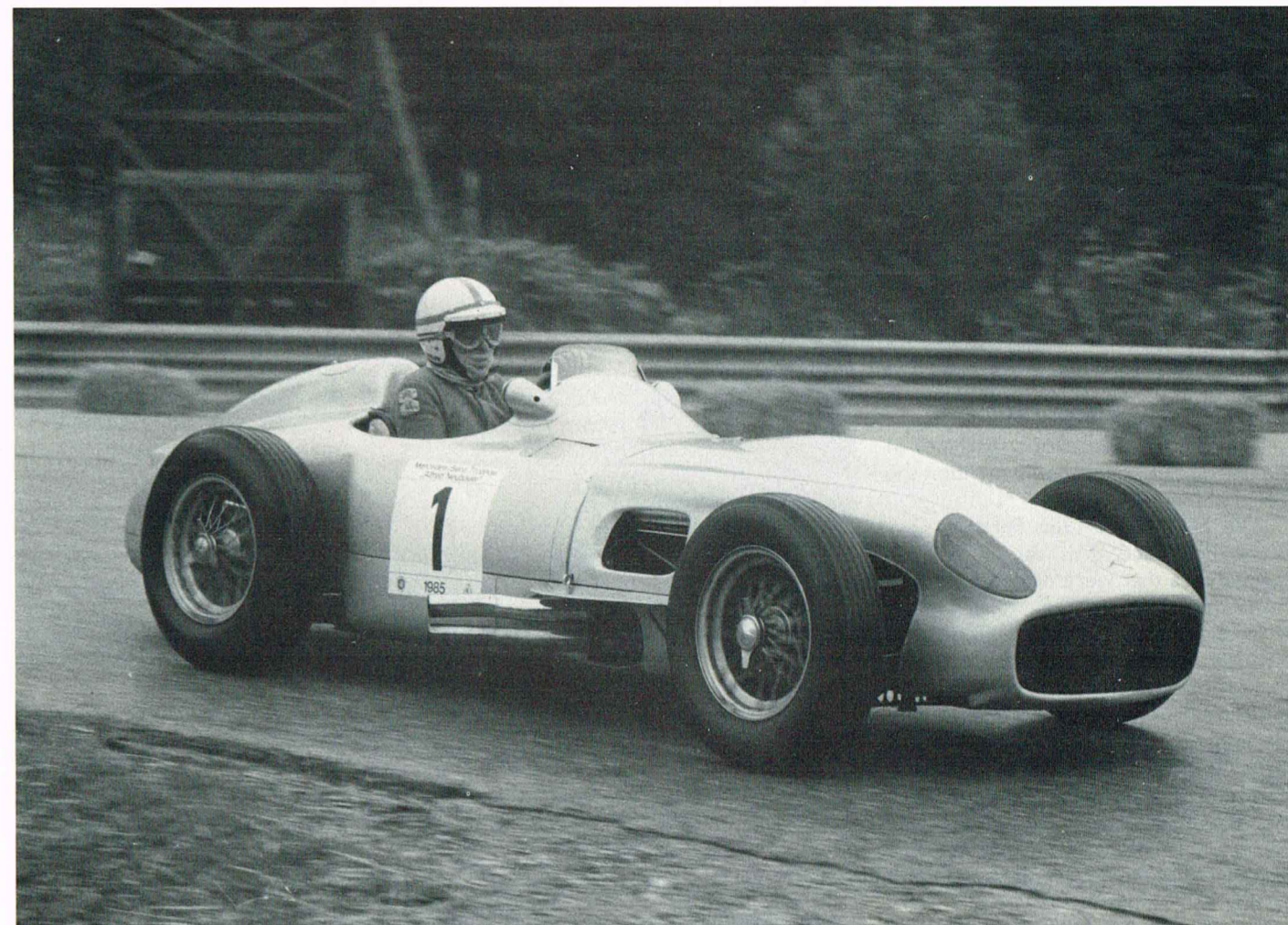
Gilera - what a wonderful factory and family that was, and how beautifully developed and prepared these machines were. Moto Guzzi - unfortunately we don't have the eight cylinder that is no longer in running order, but the wonderful singles that Bill Lomas rode in his championship victories are with us together with examples of their striking 120V twins. Speaking of Bill, a meeting such as this wouldn't be possible without the support of personalities, people like Sammy Miller and his machines, Luigi Taveri, Hugh Anderson, John Cooper, Derek Minter, Cecil Sandford, Walter Zeller, Tommy

by John Surtees MBE



Giacomo Agostini in the MV Agusta at Silverstone in 1972

Photo by: Mick Woodllett



John Surtees driving the Mercedes 196 in 1985.

Photo by: Wolfgang Gribner

Robb, Rod Coleman, Alan Shepherd, John Kidson, Arthur Wheeler, Ivan Rhodes, Stuart Graham, Mick Grant, Roger Marshall and Phil Read.

Dr Helmut Krackowizer is heading the Austrian/German/Swiss contingent bringing with them the exciting three cylinder DKW that I raced against in 1956, and those fabulous pump supercharged machines of the pre-war period together with single cylinder Gileras and Moto Guzzis.

Stephen Mathews, currently leading the US Classic Championship, together with some of his machines.

Backing up the exotica from abroad we must not forget the British contingent, Ivan Rhodes' Velocette Roarer, Sammy Miller's V4 AJS Supercharged which when they take the line for the pre 1950 group, together with my BMW Kompressor, will be the first time that all three machines

have been on the circuit together since the TT in 1939.

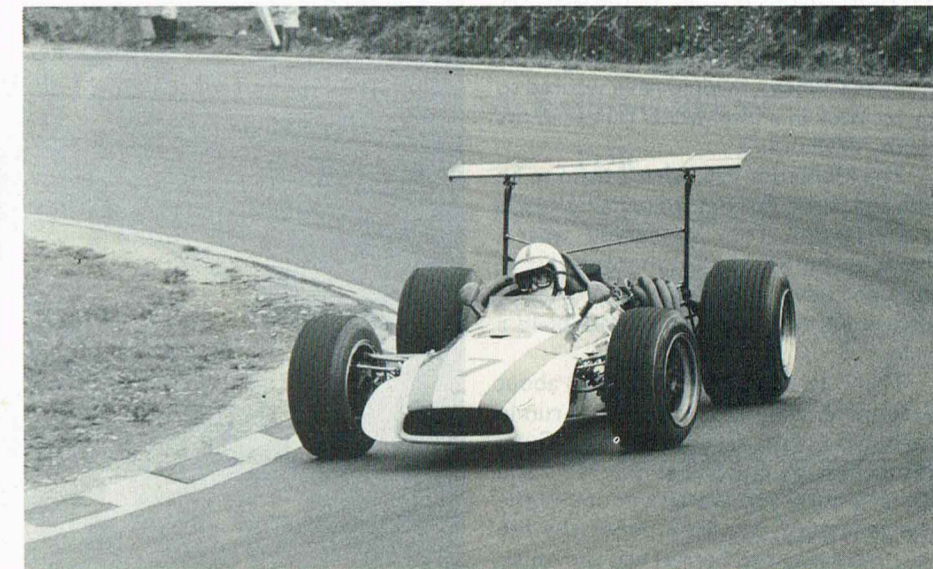
Mick Hemming will be bringing along the McIntyre Matchless as well as the Linto. The Summerfield brothers will have a selection of Manx Nortons for which they now manufacture so many spares.

I will also be bringing along my big twin Vincent which I built as a youngster in my early days at Vincent. Also a Ray

## FROM AROUND THE WORLD

From Italy we have a whole host of people, past head of the MV Agusta racing department Arturo Magni, who I worked with during my whole period at MV Agusta in Italy, and Ruggerio Mazza, are with us. Also are the enthusiastic owners and collectors like Ubaldo Ellis, Romano Colombo, Sergio Radici, Willi Marewski and Gianni Perrone, and their friends and fellow collectors.

From America, George Barber of Barber Dairies, and the creator of what is destined to be one of the largest and most comprehensive museums in the world devoted to motorsport has brought along his whole team including rider



John Surtees at Druids in the 1968 British Grand Prix.

Photo by: Peter Collins



Amm outside flywheel works Norton, reported to be the machine that set the lap record in the 1954 TT and won the German Grand Prix.

On the BMW front we have my 'ex-Meier' supercharged BMW 1939, the 1954 Rensport long stroke and a short stroke 1956 machine; Sammy Miller's 250cc Sportmax of which I have so many fine memories when I raced one in 1955; John Kideon's so rare 1953 Rennmax 250cc twin, housed in a Reynold frame. I have already touched on the DKW's but we must not forget the NSU Bullus models which were directly derived from the early Manx Norton engines.

There are other exotic machines in the line up but now I should mention the world of four wheels.

We have a pre-1965 Formula One Grand Prix race. This caters for rear engined cars that were developed at the end of the 2.5 litre formula which finished in 1960, Tasman series cars of various capacities up to three litre and the 1.5-litre formula which commenced in 1961.

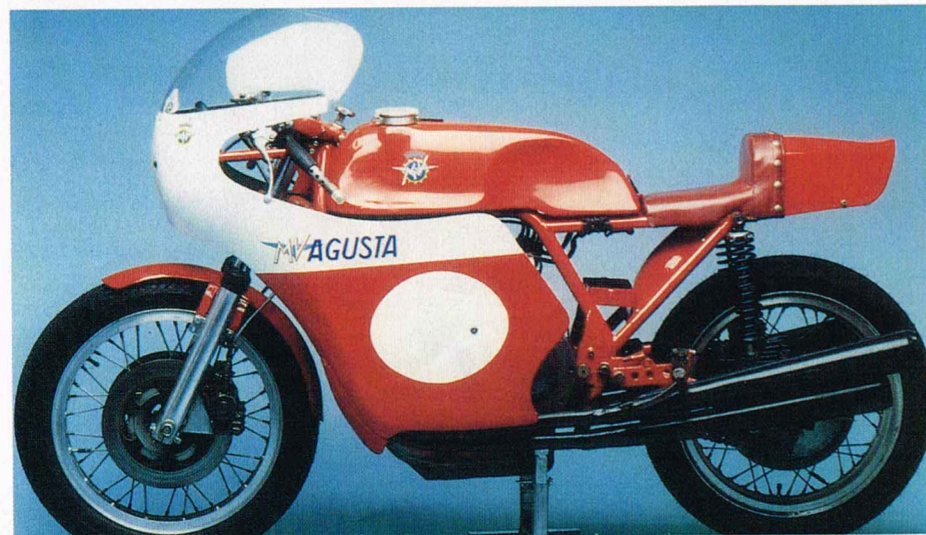
In the previous race at Silverstone, despite the lethargy of some of the owners of these machines who had previously been voicing their support, we finally had 16 cars provided by the more enthusiastic owners which went forward to put on a race that kept the crowd on its toes with passing and re-passing at virtually every corner. The sound of the fours and eights at Brands Hatch should be worth hearing!

If my father had been in car racing instead of motorcycling it was possible that I would have grown up and been actively campaigning at the same time as Stirling Moss in the '50s although I would not have missed my motorcycling career for anything. If we could have a few extra lives to live I would have loved to have taken part in both motorcycle racing and car racing with the fabulous BMWs and Gilera's on two wheels and the Markets and Auto Unions on four, of the late '30s. But, in recent years I have had the opportunity of occasionally driving some of the machines - I would have wanted to try to pack in a four-wheel career in the 1950s. Well I can't.

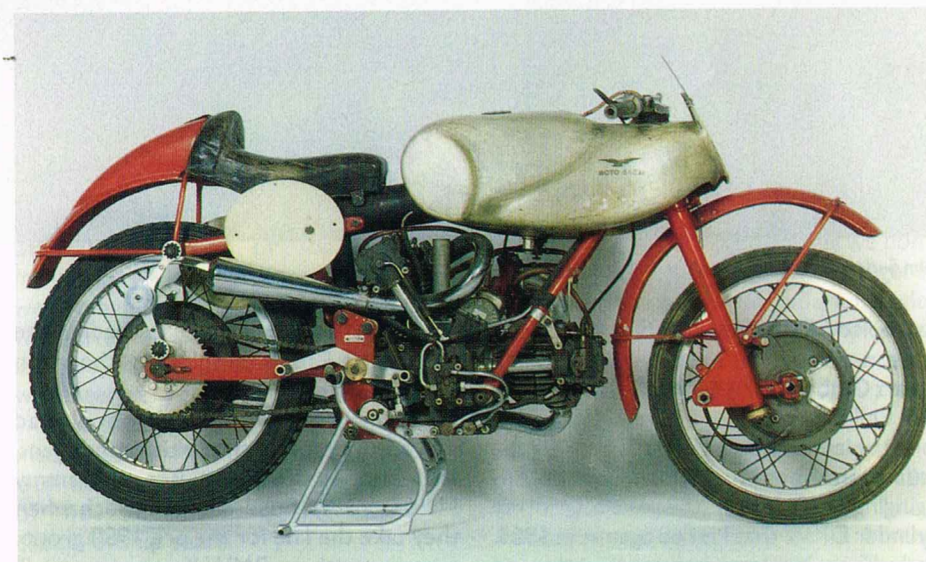
The Mercedes 196, what a team to be with and particularly with a certain J Fangio as the master. Tony Vandervell, what a character he was, a real motorcyclist at heart and never forgiving Norton for not proceeding with letting him help build a multi.

There is something romantic about Maserati. A wonderful car, rather run in the fashion of the Gilera and Moto Guzzi teams. Not so political as the MV's and Ferrari's but if you weren't in one of the new generation cars like Cooper, the 246 Dino front-engined Ferrari was the car to have at the end of the '50s.

## A Classic Museum



1951 Moto Guzzi 500cc Works V twin



MV Agusta 750 Imola/Daytona Agostini



Monza 1958 - John Hartle, John Surtees and Nello Pagini of the MV team

Photo by: Mick Woollett



Guest of Honour, Dan Gurney, will be driving the car he drove at the French Grand Prix (1962) this weekend at Brands Hatch

If we leap into my period on the car front, unfortunately we don't have a Ferrari, V6, V8 or flat 12 at Brands Hatch as those that still exist, and there are a few; either in no condition to run or are in owners' hands who have no interest in running. But we do have a very fine example of one of the very best engineered of all the 1.5-litre contenders, the flat 8 Porsche.

I did in fact have the opportunity of driving a works Porsche just once. It was in 1960 and one of the Formula 2 cars was at Solitude near the Porsche factory. It was one of those events where I rode the bike then drove the car. I won with the MV and then promptly picked up the wrong gear and put the car in the ditch. Somehow I never seemed to drive for Porsche again!

As already mentioned, we have one of the Porsche stars with us, Dan Gurney and what more I can say - Dan was one of the real underrated drivers of my time. One, perhaps a little like myself, in that we tended to let our enthusiasm get the better of us, and that often meant that we ended with an exciting project but not a race winning car to drive.

Not all the activities are not on the track. You will see the St Piers and Sotherby's stands which are behind the grandstands and note there are lots of exciting things to buy raffle tickets for, or to put bids in for the auction which Sotherby's is holding at St Piers' celebration dinner on Saturday night. Sotherby's has given its enthusiastic support through Malcolm Barber and their press department are helping us in raising funds for St Piers. So I sincerely hope that you will go along and see them. ●

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# From the grass track beginnings....

For many of us from North Kent and South London, Brands Hatch was our track, especially after 1946. Pre-war speedway rider Joe Francis bought the Brands Hatch estate and formed the stadium as a commercial enterprise, initially for grass track racing and scrambling but ultimately road racing. Charlie Rous takes us back to the beginning of Brands Hatch...

What Francis overlooked though was that all motorcycle sports in this country were controlled by the Auto Cycle Union and that no racing could take place without an ACU permit and organised by an affiliated club. This was why the original Brands Hatch Combine, was an agreement with the Greenwich, Gravesend Eagles and Rochester & Chatham clubs. The Bermondsey, Sidcup and OWLS clubs withdrew, having organised grass track racing from 1932.

The estate was occupied by the Army during the war, when it could have been bought as a post-war investment for £3,000! Presumably there were no immediate buyers until Joe Francis appeared in '46 and reputedly paid £10,000.



The bottom of Paddock Hill Bend as it was in 1948/9.

Racing resumed in 1946 with Sunday meetings every fortnight throughout the summer. Most memorable was the visit by a team from Northern Ireland, including Artie Bell, Ernie Lyons, Bill Nicholson and Cromie McCandless. The legend says the locals were trounced, but records prove that the Belfast boys did not win a race.

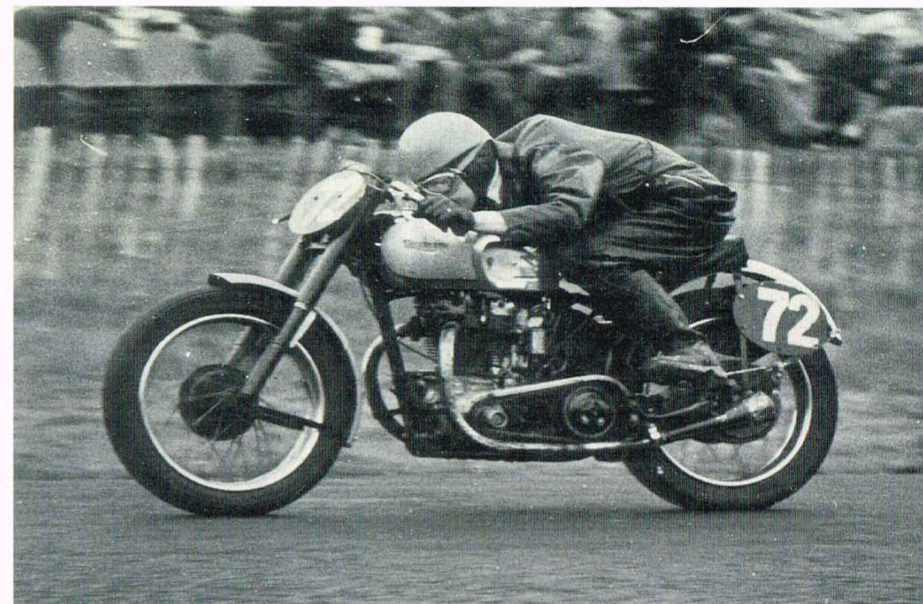
## Winning Irish

But the real winners were the Irish machines, fitted with tele front forks and swinging arm rear suspension which ironed out the bumps and bought a new meaning to steering and handling. Several of the

Brands bikes went to Belfast for the £25 conversion - which led to the Norton featherbed in 1950.

Grass track racing continued until 1949 and it was in July that Cyril Roger set the all-time lap record of 60.39mph on Tom Arter's 500 OHC AJS. But perhaps the greatest spectacles were the handicap races where ace riders like Cyril Roger, and his brother Albert, Don Gray, Jack Keel, Jack Colver and Don Whitebread (quite apart from Harold Daniell, Jock West, Eric Oliver, Les Schweiso, Wally Lock and many more) would give more than a lap start and then storm through clouds of blinding dust and still win.

In 1949, Brands Hatch played host to the *Mot Cross des Nations*, that was won by Britain.



'Ginger' Rous on the 500cc Triumph Tiger on the straight at over 90mph. It was written of him in May 1951: "A comparative newcomer to road racing, Rous is said by experts to be developing a great style and a dogged determination."



The 1957 works Gilera 4-cylinder.

Photo by: Mick Woollett

## Prize fund

Race speeds were not impressive; some were even sorry that it was no longer on grass, and the season ended with Jack Keel (500cc Triumph) fastest over six laps at 65.2mph. The shock of the season was Ernie Brown's two-lap speed of 67.79mph on his rigid 1927 JAP Special. A prize of £10 was offered for the first 70mph lap. It was not won. The best attempt was Keel's 68.96mph.

During the winter of 1951/52, the track was resurfaced and at the opening meeting John Surtees (500cc Vincent) lapped at 69.6mph. Racing anti-clockwise, several crashes occurred at the top of Paddock Hill, and it was decided to go clockwise, down the hill - which then caused problems at the bottom. So that led to adding the Druid's Hill loop, which took the distance out to 1.24 miles.

Success with his Grey Flash Vincent led to John Surtees moving on to a pair of Manx Nortons and a 250cc NSU, with which he was all but unbeatable until 1955 when he joined MV Agusta for the world championships.

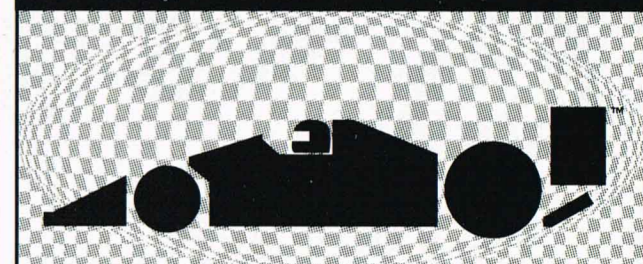
By then too many names featured at Brands - Mike O'Rourke, Bob Keeler, Alan Trow, John Clark. Even Bob McIntyre and Jack Brett raced at one meeting, as did Geoff Duke on a Gilera-4 in 1955, when he had to settle for third place behind Surtees and Trow on Nortons. It was, then, Trow subsequently beat Surtees on a MV-4 in 1957.

## Aces from Brands

Brands Hatch has seen many ace riders, far too many to mention here. But ace of aces, particularly between 1957 and 1963, was King of Brands Derek Minter. So many fine riders won sidecars won their spurs around this venue and went on to world fame - Mike Hailwood, Phil Read, Bill Ivy, Frank Perris, Peter Williams, Bob Anderson, Jim Redman, Paddy Driver, Tony Godfrey, Chris Vincent, Bill Boddice, Pip Harris, Owen Greenwood - the list goes on and on. ●

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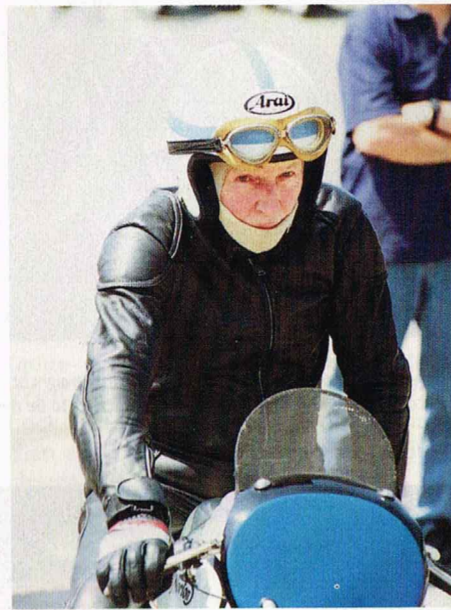
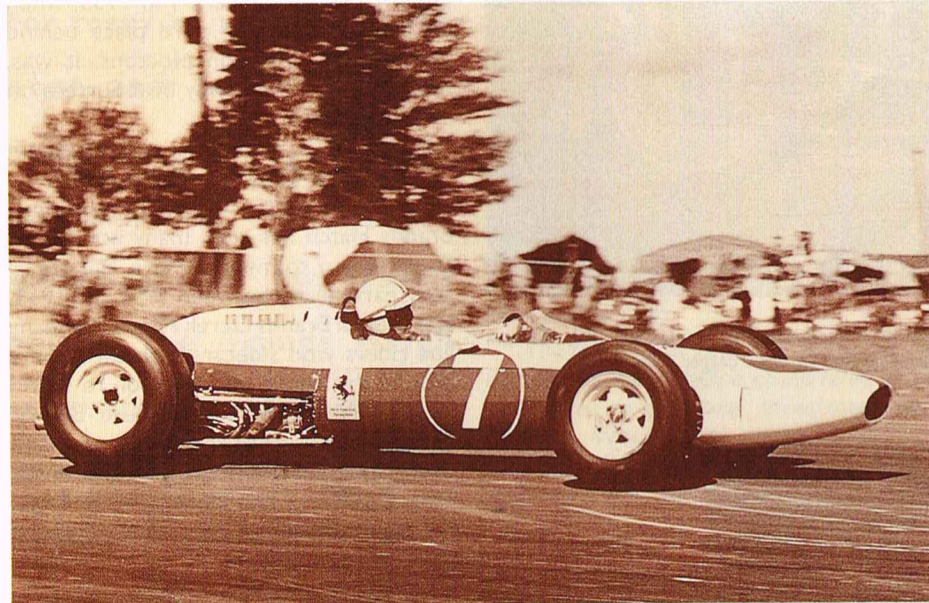
To: Formula 1 Grand Prix Challenge, Greater London Fund for the Blind, 2 Wyndham Place, LONDON W1H 2AQ  
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BHP1



# The John Surtees Anniversary Superprix



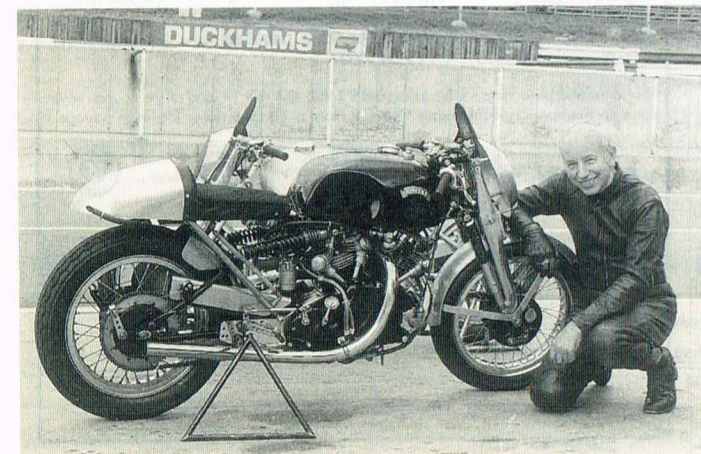
Above left: John Surtees racing the Ferrari 158 in Mexico, the car with which he went on to win the race and championship. The car is in the American colours after Enzo Ferrari fell out with the Italian officials.

Above: John Surtees on a Norton at last year's Historic Superprix. **Photo by:** Stephen Mummery

Left: Discussing a front-end preparation problem on the Surtees TS5 car in the paddock at Brands Hatch prior to the second ever race on April 7th, 1969. **Photo by:** Peter Collins

Below left: John Surtees with his special 998cc Vincent twin-cylinder built in 1984. **Photo by:** Mick Woollett

In the Lotus here at Brands Hatch last year for the Historic Superprix. **Photo by:** Fred Taylor



# THE JOHN SURTEES ANNIVERSARY SUPERPRIX

## SATURDAY 2 JULY 1994

<b>Practice</b>	Motorcycle Session 1	09.15 - 09.25
	Motorcycle Session 2	09.30 - 09.40
	Motorcycle Session 3	09.45 - 09.55
	Motorcycle Session 4	10.00 - 10.10
	Sidecars	10.15 - 10.25
	Pre 1950 Grand Prix Motorcycle warm up	10.40 - 11.00
	Post 1950 Grand Prix Motorcycle warm up	11.00 - 11.30
	Duckhams Norton Demonstration	11.40 - 11.50
<b>12.00</b>		
<b>Race 1</b>	AON Entertainments 350cc Single Cylinder	8 Laps
<b>Race 2</b>	Quaife Engineering 500cc Allcomers	8 Laps
<b>Demonstration</b>	Pre 1950 Grand Prix Motorcycles	
<b>12.55 LUNCHBREAK</b>		
<b>14.00 Demonstration</b>	Post 1950 Grand Prix Motorcycles	
<b>14.30 Race 3</b>	Boyer Ignition Unlimited Motorcycles	8 Laps
<b>Race 4</b>	Summerfield Engineering/Ray Petty Manx Norton	10 Laps
<b>Race 5</b>	Condale Plastics Ltd. 250cc Single Cylinder	8 Laps
<b>Demonstration</b>	Champions Cars	
<b>Demonstration</b>	Glasurit Automotive Refinish Champion Motorcycles	
<b>Race 6</b>	Kentucky Fried Chicken 500cc Group 1	8 Laps
<b>Race 7</b>	Arai Helmets Sidecars - period 1 and 2	8 Laps
<b>Demonstration</b>	M.V. Owners Club	

## SUNDAY 3 JULY 1994

<b>Practice</b>	Celebrity car drive warm up	09.45 - 10.00
	National motorcycles only - practice	10.00 - 10.15
	Formula 1 Qualifying	10.20 - 10.50
<b>11.00 Race 8</b>	Carlton Broadcasting Allcomers Motorcycles	8 Laps
<b>Race 9</b>	Arai Helmets 250cc Single Cylinder	8 Laps
<b>Race 10</b>	RAC Motoring Services Sidecar - period 1 and 2	8 Laps
<b>Warm up</b>	Post 1950 Grand Prix Motorcycles	
<b>Demonstration</b>	Pre 1950 Grand Prix Motorcycles	
<b>12.30 LUNCHBREAK</b>	On track activities	
	12.30 - 12.50 Duckhams Norton Demonstration	
	12.50 - 13.10 Celebrity Car Drives	
<b>13.30 Demonstration</b>	Champion Cars	
<b>14.00 Race 11</b>	Kentucky Fried Chicken 500cc Group 1	8 Laps
<b>Race 12</b>	Bob Rowe Unlimited Motorcycles race	8 Laps
<b>Race 14</b>	Venhill Powerhose 250cc Single Cylinder	8 Laps
<b>Race 15</b>	Glasurit Automotive Refinish Formula 1	20 Laps
<b>Race 16</b>	Classic Bike Magazine Allcomers Motorcycles	8 Laps
<b>Race 17</b>	1000 Guineas National Classic Race	12 Laps
<b>Demonstration</b>	Post 1950 Grand Prix Motorcycles	
<b>Race 18</b>	Quaife Engineering 350cc Single Cylinder	8 Laps
<b>Demonstration</b>	Champion Cars	
<b>Race 19</b>	Condale Plastics Ltd. Unlimited	8 Laps

TIMETABLE



# The John Surtees Anniversary Superprix

## Race 1 — 8 Laps

### AON Entertainments 350 Single Cylinder Race

No	Rider/Home Town	Machine	Year	cc
<b>Group 1, Period 1</b>				
1	Hugh Anderson/New Zealand	Norton		350
3	David James/Pevensey	Manx	1960	350
6	Phil Moss/Ledbury	Norton		350
7	Adrian Sellars/Barnsley	Manx	1962	348
15	Bob Warren/Wrotham	AJS 7R	1961	349
17	Con Chivers/London	Norton	1955	350
19	Barry Stickland/Finchampstead	Manx Norton	1960	348
22	Bryan Lumley/Ilford	Norton	1954	348
24	Roger Summerfield/Matlock	Norton	1958	348
25	Jerry Summerfield/Wirksworth	Manx	1959	348
<b>Group 1, Period 2</b>				
8	David Dock/Hayes End	Aermacchi	1968	344
9	Andy Reynolds/Hemel Hempstead	Seeley 7R	1971	349
10	John Witt-Mann/Caddington	Ducati SCD17	1968	349
21	David Varney/Betchworth	Ducati	1968	349
26	Phil Farmer/Kidderminster	Bultaco TSS	1969	350
29	Malcolm Clark/Betchworth	Aermacchi	1968	350
32	Roger Skipp/Fulmer	Aermacchi	1969	344
34	John Blanchard/Keston	Seeley 7R	1969	348
40	Colin Adie/Rugeley	Greeves	1968	344
47	David Whitehouse/Caddington	Aermacchi	1968	344
<b>Group 2, Periods 1 and 2</b>				
2	Adam Wilson/London	Ducati	1971	350
5	Eric Anderson/Potters Bar	Ducati	1965	344
11	Mel Boustead/Chrisshall	Ducati	1972	350
12	Simon Morris/Thorpe le Soken	Ducati	1972	350
14	Phil Beaton/Littlehampton	BSA	1966	350
16	Les Judkins/Burton Latimer	Ducati	1972	340
18	Jerry Fiford/New Malden	Ducati	1972	350
23	Francis Taylor/Sturminster Newton	Ducati	1968	350
33	Richard Bool/Datchet	Ducati	1967	350
39	Len Homer/Milton Keynes	Ducati	1968	349

#### RESULTS

##### Group 1, Period 1

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

##### Group 1, Period 2

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

##### Group 2, Periods 1 and 2

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

# The John Surtees Anniversary Superprix

## Race 2 — 8 Laps

### Quaife Engineering 500cc Allcomers Race

No	Rider/Home Town	Machine	Year	cc
<b>500cc Group 2, Period 1</b>				
5	Cliff Ransley/London	Venom	1965	500
20	Brian Ashworth/Southampton	BSA Clubmans	1953	500
26	Barry Scrivener/Hemel Hempstead	Norton Gold Star	1959	500
27	Roy Randall/West Wickham	Norton Velo	1958	499
28	Clive Horton/Kidderminster	Norton	1960	500
37	Stephen Potter/Ashford	Norton	1960	500
57	Tony Morris/Enfield	Triton	1964	490
<b>350cc Groups 1 and 2, Periods 1 and 2 Twins</b>				
2	Mark Turner/Reddish	MV	1972	350
3	Dave Daws/Yateley	Honda	1972	346
4	Andrew Eite/Bolton	Honda	1971	350
8	Keith Soall/Colchester	Honda	1972	350
9	Roger Bryant/Colchester	Honda	1963	350
16	Richard Arnold/London	Honda	1972	333
17	Phillip Dyson/Bognor Regis	Honda	1971	348
18	Nigel Collier/Waltham Abbey	Honda	1971	350
22	David Whiteside/Dunstable	Scott	1964	350
23	Andrew Mahon/Luton	Honda CB77	1964	347
24	David Adby/Hythe	Honda	1972	350
33	Kevin Fawsitt/Dagenham	Honda	1972	334
35	Steven Gibbs/Tewkesbury	Honda	1972	347
36	Dean Johnson/Coalville	Honda	1972	350
44	Dean Simpkins/Burton upon Trent	MV Agusta	1970	350
46	Trevor Parkerson/Swadlincote	Honda	1970	349
48	Norman Edwards/Barton on Sea	Honda	1972	350
49	Les Cornell/North Harrow	Honda K4	1972	350
<b>250cc Groups 1 and 2, Periods 1 and 2 Twins</b>				
7	Ron Green/Petts Wood	Invicta Arrow	1960	247
39	Fred Ellis/Hemel Hempstead	Suzuki	1967	250
40	Andy Ellis/Hemel Hempstead	Suzuki	1967	247
42	Victor Keunen/London	Honda	1972	250
43	Trevor Wilkinson/Manchester	Yamaha TDIC	1967	250
47	David Whitehouse/Caddington	Yamaha TDIC	1967	246
59	Rob Edwards/Luton	Arrow	1961	247

#### RESULTS

##### 500cc Group 2, Period 1

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

##### 350cc Groups 1 and 2, Periods 1 and 2 Twins

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

##### 250cc Groups 1 and 2, Periods 1 and 2 Twins

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



## Pre-1950 Grand Prix Motorcycles

No	Rider	Entrant	Specification	cc	Date
1	S Miller	AJS	4 cylinder	500	
2	I Rhodes	Vellocette	Single	500	
3	I Rhodes	Vellocette	Twin supercharged	500	
4	I Rhodes	Vellocette	Single	350	
49	J Surtees	BMW	Kompressor	500	1939
5	K Zimmerman	DKW Works	3 cylinder	350	1956
6	C Krackowizer	DKW	SS	350	1939
7	O Schimpf	DKW	Supercharged	250	1939/47
8	C Warneke	Excelsior	OHC	350	1936
9	J Warmann	Gilera	Saturno Comp	500	1946
10	K Fischer	Moto Guzzi	Condor	500	1939
11	H R Leutwyler	NSU Bullus	OHC	500	1930
12	A Huber	NSU Bullus	OHC	500	1934
14	BMW	BMW		500	1939
15		Moto Guzzi	Condor	500	1939
16		Moto Guzzi	Twin	500	
17	R Ainscoe	Gilera	San Remo	500	1947
18					
19					
20					
21					
22					

In some cases the machines will be ridden by the owners but invited celebrity riders will also be appearing — please listen for tannoy announcements.

Special thanks to Mercedes Benz, P&O European Ferries and Virgin Cargo for their assistance in transporting these machines.

# MATCHLESS G50. AJS 7R.

Replica Motorcycles, Replica Engines.  
Standard & Lightweight versions available.  
Large range of spares available for  
both makes.

### RESTORATION

Fixed labour charge - no deposit or interim payments - we can restore all or part of your machine.

### MACHINE SALES

Racing machines often for sale. Ring us for details and stock list.

## GEORGE BEALE MOTORCYCLES

ESTABLISHED 1976

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## Post 1950 Grand Prix Motorcycles

No	Rider	Entrant	Specification	cc	Date
25	T Provini	Benelli	4 cylinder	250	1958
26	S Radici	Benelli	Single	250	1960
27	J Ilmberger	Bianchi	Twin	250	1961
28	J Ilmberger	Bianchi	Twin	500	1961
29	J Surtees	BMW	Rennsport	500	1954
30		BMW		500	1957
31	G Perrone	Cardano	3 cylinder	350	1972
32	G Knuppertz	Ducati GP	2 cylinder	500	1972
33	K Zimmerman	DKW Works	3 cylinder	350	1956
34	G Perrone	Gilera	4 cylinder	500	1967
35	R Ainscoe	Gilera	Saturno		
36	K Dengler	Gilera	Saturno Corsa	500	1951
37	M Guglieminetti	Gilera	4 cylinder	500	1956
38		Gilera	4 cylinder	500	
39		Gilera	4 cylinder	500	
40		Gilera	4 cylinder	500	
41		Gilera	4 cylinder	500	
42	L Taveri	Honda	4 cylinder	250	
43	S Miller	Mondial	Single	250	
44	M Michaeli	Moto Guzzi	Single	350	
45		Moto Guzzi	Single	350	1956
46	R Colombo	Motor Morini	Single Rubello	250	1956
47	G Barber	MV Agusta	4 cylinder	500	1974
48	Imola/Daytona	MV Agusta	4 cylinder	750	1972
50	G Barber	MV Agusta		500	1963
51	J Surtees	MV Agusta		500	1960
52	P Jones	MV Agusta		350	1960
53	U Elli	MV Agusta	6 cylinder	500	1957
54	U Elli	MV Agusta	3 cylinder	500	1958
55	U Elli	MV Agusta	4 cylinder	350	1972
56	U Elli	MV Agusta	3 cylinder	350	1958
57	U Elli	MV Agusta	4 cylinder	500	1972
58	U Elli	MV Agusta	twin	250	1972
59	L Castelli	MV Agusta	Single Desmo	125	1957
60	L Castelli	MV Agusta	6 cylinder	350	1972
61	R Colombo	MV Agusta	4 cylinder	350	1954
62		MV Agusta	4 cylinder	500	
63	G Knuppertz	MV Agusta	Twin	500	1973/3
64	S Miller	NSU	Single	250	
65	J Kidson	NSU	Twin	250	
66	S Radici	Paton	Twin	500	
67	J Ramba	Vostok GP	4 cylinder	500	1965
68	Dr Thoma	AJS	7R	350	1959
69	K Oechsle	AJS	7R	350	1954
70	T Arter	AJS	Porcupine		
71	M Hemmings	Linto	Twin	500	
72	A Shepherd	MZ		125	
23	J Surtees	Manx Norton		500	1958
73	J Surtees	Norton Works	Ray Am O/S Flywheel	350	
74	(D Minter)	Norton	Summerfield	500	
75	S Radici	Tickle Norton		500	1966
76	G Barber	Magni MV Augusta		750	
77					
78					
79					
80					

Special thanks to Mercedes Benz, P&O European Ferries and Virgin Cargo for their assistance in transporting these machines.



# The John Surtees Anniversary Superprix

## Race 3 — 8 Laps

### Boyer Ignition Unlimited Motorcycles Race

No	Rider/Home Town	Machine	Year	cc
<b>501cc — Unlimited Period 1</b>				
7	Steve Childerley/St. Neots	Triton	1960	650
17	Stephen Batchelor/Sandwich	Triton	1961	650
22	John Wheeldon/Rainham	Triton	1963	650
33	Geoffrey Rogers/Framlingham	Norton SS	1961	650
34	Larry Lewis/Tunbridge Wells	Triton	1962	650
37	Tim O'Connell/Farnborough	Norton	1958	600
<b>501cc — Unlimited Period 2</b>				
8	Euan Thacker/Redhill	BSA Rocket	1972	750
10	Denys Holder/Bristol	Norton Metisse	1971	750
11	Derek Howlett/Warlingham	Trident	1971	750
15	Mike Gower/Tonbridge	Seeley Norton	1972	750
16	Peter Fraser/London	BMW R75/5	1972	750
18	Barry Gooding/Ash	Seeley	1971	750
19	Denis Carter/Tadley	Triumph Metisse	1966	750
20	Pete Evans/Tollerton	Triton	1972	650
23	Toni Jones/Wrexham	Weslake Metisse	1968	750
24	John Hughes/Shrewsbury	Weslake Metisse	1968	747
41	Cliff Gobell/London	Triumph	1971	750
50	Alan Windsor/Worcester Park	Triumph	1972	750
51	Willie Collins/Scotland	Rob North Trident	1970	748
52	Ian Longstaff/Maidstone	BMW	1972	985
53	Roger Marchant/London	BMW	1972	999
54	Paul Mooney/Crawley	Trident	1972	750
55	Brett Randall/London	Trident	1972	750
56	Jean-Pierre Capel/Belgium	Seeley Norton	1971	750
<b>Group 3 (Production)</b>				
2	Gary Hall/St. Neots	Triumph	1971	750
3	Brendan Ryan/Heston	Triumph	1971	750
5	Tony Hayward/Wadhurst	Triumph	1972	750
6	Jez Murray/Stamford	Norton	1972	750
9	Graham Salter/Morley	Trident	1971	750
12	Simon Morris/Thorpe le Soken	Ducati	1972	750
26	Peter Haylock/Romford	Triumph	1970	750
30	Robert James/Seaford	Norton	1972	750
31	Andy Ware/Shrivenham	BMW	1972	750
32	Brian Wackett/Waltham Abbey	Triumph	1972	741
45	Cliff Boddy/Stockport	Laverda	1975	750
90	Alan Walsh/Grantham	Triumph	1972	750
<b>Reserve Entries</b>				
58	Alan Thompson/Bexhill-on-Sea	Triton	1963	750

#### RESULTS

##### 501cc — Unlimited Period 1

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

##### 501cc — Unlimited Period 2

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

##### Group 3 (Production)

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

# The John Surtees Anniversary Superprix

## Race 4 — 10 Laps

### Summerfield Engineering/Ray Petty

### Manx Norton Race

No	Rider/Home Town	Machine	Year	cc
<b>500cc, Periods 1 and 2</b>				
1	Hugh Anderson/New Zealand	Norton		500
4	Michael Bellerby/Eldroth	Norton		499
7	Adrian Sellars/Barnsley	Manx Norton	1962	499
10	Frank Allinson/Alston	Norton	1956	500
11	Brian Penfold/Tunbridge Wells	Kettle Norton	1960	499
15	Robert Reynolds/USA	Manx Norton		500
16	John Rodgers/Bromley	Kettle Norton	1960	500
17	Phillip Dyson/Bognor Regis	Manx Norton	1958	499
18	John Mitchell/Maidstone	Manx Norton	1961	499
19	Bruce Carter/Tadley	Allen Manx	1961	499
24	Roger Summerfield/Matlock	Norton	1958	499
25	Jerry Summerfield/Wirksworth	Petty Manx	1970	499
26	Robert Rowe/Pembury	Manx Norton	1959	499
30	Marten Morren/Netherlands	Manx	1957	500
31	Dave Duxbury/Feltham	Manx Norton	1958	500
44	Mark Blackden/Crowborough	Manx Norton	1956	499
79	Edward Poole/New Malden	Manx Norton	1962	498
<b>350cc, Periods 1 and 2</b>				
3	David James/Pevensey	Manx	1960	350
6	Phil Moss/Ledbury	Norton		350
22	Bryan Lumley/Ilford	Norton	1954	348
71	Con Chivers/London	Norton	1955	350
73	Rob Wingrave/Farnham	Manx	1961	350
91	Barry Stickland/Finchampstead	Manx Norton	1960	348

#### RESULTS

##### 500cc, Periods 1 and 2

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

##### 350cc, Periods 1 and 2

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

#### OFFICIALS AND ACKNOWLEDGEMENTS

##### Clerk of the Course:

John Ward

##### Deputy Clerk of the Course:

Bob Hickman

##### Secretary:

Brenda Miller

65 Hillmead

Gossops Green

Crawley

Sussex RG11 8RP

##### Commentators:

Alan Robinson, MBE

Eddie Hammond

##### Starter:

Brian Rogers

##### Chief Scrutineer:

Chris Jones

##### Safety Officer:

Martin Hanson

##### Deputy Safety Officer:

Grant Foulsten

##### Eligibility:

Denis Murfin

##### Noise Meter:

Chris Jones

##### Recovery Vehicle:

A. Fraser,

Budget Van Rental

##### Travelling Marshals:

R. Sennett

S. Shortiss

##### Chief Marshal:

L. Peat

##### Club Steward:

Keith Gilbert

##### Deputy Steward:

TBA

##### Timekeepers:

Roy Williams

Colin Arnold

Paul Spicer

John Taylor

##### Chief Medical Officer:

R. Dunn

##### Cars:

##### Clerk of the Course:

M. Norman

##### Deputy Clerk of the Course:

J. McGregor

##### RAC Steward:

TBA

##### Club Stewards:

E. Goodman

A. Johnstone

R. McGhee

##### Secretary:

G. Franks

Leighbridge Farm,

Headcorn,

Kent TN27 9PD

Eligibility may be checked by a member or members of the Technical Commission listed: G. Bracegirdle, D. Elsmore, R. Fewkes, J. Harris, K. Laidlaw, P. Riches, D. Russell, S. Vincent, N. Wordsworth.

These Technical Commissioners will be considered to be "JUDGES OF FACT" within the regulations laid down.

The BRSCC would like to thank Kentish Saab and Wolfe Garage for the loan of the Course Cars and MCS (Bexhill) with Honda (UK) for the Fast Doctor's Car.



# The John Surtees Anniversary Superprix

## Race 5 — 8 Laps

### Condale Plastics Ltd 250cc Single Cylinder Race

No	Rider/Home Town	Machine	Year	cc
<b>201 — 250cc Group 1, Periods 1 and 2</b>				
2	David Lecoq/Caddington	Aermacchi	1963	246
8	Denis Redpath/Sandwich	Royal Enfield	1965	246
15	Peter Crew/Camberley	Merlin	1967	250
17	Terry Younge/Thetford	Greeves	1966	250
24	Shaun Harvey/Braintree	Cotton Telstar	1964	246
38	Henry Curry/Spennymoor	Greeves	1966	246
40	Brian Foster/Hertford	Cotton	1964	250
43	Adrian Armson/Mansfield Woodhouse	Cotton Telstar	1964	250
46	David Brasier/Wales	Aermacchi	1964	250
47	David Whitehouse/Caddington	Greeves Silverstone	1967	246
71	Douglas Snow/Peaslake	DMW	1967	247
72	John Snow/Peaslake	DMW	1967	247
<b>201 — 250cc Group 2, Periods 1 and 2</b>				
7	Robin Scudder/Lower Earley	Ducati	1968	250
9	Andrew Hinton/Weston Turville	BSA	1970	250
10	Derek Jebson/High Wycombe	Ducati	1966	250
11	Bill Davidson/Belvedere	B25	1971	250
12	Duncan Fitchett/Witney	Ducati Desmo	1974	249
21	Terry Conner/London	Ducati	1969	250
22	Jonathan Fox/Coalville	Ducati	1966	250
23	Rex Edwards/Eastbourne	Ducati	1965	250
25	Daniel Bowers/Fareham	Triumph	1963	207
26	Allan Edwards/Frome	BSA	1968	250
28	Rob Scowen/Olney	Ducati	1971	250
31	Richard Powell/Haynes	Ducati	1964	250
32	Steve Crook/Cambridge	Ducati	1966	250
35	Geoff Brown/Sheffield	BSA	1968	249
36	John Tickner/Farningham	Ducati Mach I	1965	250
39	James Clarke/Eastbourne	Ducati	1968	250
44	Steve Bath/St. Leonards on Sea	Ducati	1968	250
<b>Up to 200cc</b>				
5	Simon Scroggins/Mitcham	Triumph	1965	200
6	Karen Latimer/Harold Park	BSA Bantam	1963	125
13	Vince Gunning/Swindon	Van Veen Kreidler	1972	50
29	Guy Kay/Stafford	Minarelli	1970	50

#### RESULTS

##### 201 — 250cc Group 1, Periods 1 and 2

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

##### 201 — 250cc Group 2, Periods 1 and 2

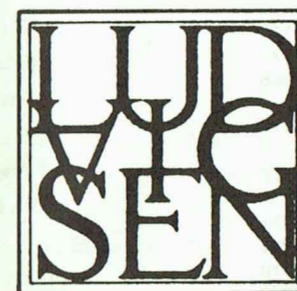
1st ..... 2nd ..... 3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th ..... 9th ..... 10th ..... 11th ..... 12th .....  
 Winner's Time ..... Speed ..... mph Fastest Lap: No ..... Time ..... Speed ..... mph

##### Up to 200cc

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

## MERCEDES BENZ W 196 (coming from Stuttgart)

Model	Owner
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# The John Surtees Anniversary Superprix

## Race 6 — 8 Laps

### Kentucky Fried Chicken 500cc

#### Group 1 Race

No	Rider/Home Town	Machine	Year	cc
<b>Period 1</b>				
1	Hugh Anderson/New Zealand	Norton		500
4	Michael Bellerby/Eldroth	Norton		499
5	Tim Jackson/Chichester	Matchless	1958	500
7	Adrian Sellars/Barnsley	Manx Norton	1962	499
10	Frank Allinson/Alston	Norton	1956	500
11	Brian Penfold/Tunbridge Wells	Kettle Norton	1960	499
12	Mick Hemmings/Sywell	McIntyre	1962	498
16	John Rodgers/Bromley	Kettle Norton	1960	500
17	Phillip Dyson/Bognor Regis	Manx Norton	1958	499
18	John Mitchell/Maidstone	Manx Norton	1961	499
19	Bruce Carter/Tadley	Allen Manx	1961	499
20	Tony Smith/Shinfield	Matchless	1962	500
24	Roger Summerfield/Matlock	Norton	1958	499
26	Robert Rowe/Pembury	Manx Norton	1959	499
29	Malcolm Clark/Betchworth	Matchless	1962	500
30	Marten Morren/Netherlands	Manx	1957	500
31	Dave Duxbury/Feltham	Manx Norton	1958	500
35	Peter Lockwood/Marple	Matchless G50	1961	500
37	Dave Hughes/London	Arter Matchless	1962	500
44	Mark Blackden/Crowborough	Manx Norton	1956	499
73	Rob Wingrave/Rowledge	Manx	1961	500
79	Edward Poole/New Malden	Manx Norton	1962	498
80	Vic Sell/Loughton	G50 Matchless	1961	500
<b>Period 2</b>				
2	Vince Gedge/Attleborough	Matchless	1968	496
3	Peter Brown/Bracknell	Seeley	1970	496
8	David Dock/Hayes End	G50 Rickman	1968	496
9	Andy Reynolds/Hemel Hempstead	Seeley G50		496
14	Martin Page/Woodlesford	Seeley	1972	499
15	Robert Reynolds/USA	Manx Norton		500
25	Jerry Summerfield/Wirksworth	Petty Manx	1970	499
27	Bob Hirst/Wheaton Aston	Seeley	1971	496
28	Mick Robinson/Eastbourne	Seeley G50	1971	496
34	John Blanchard/Keston	Seeley G50	1969	498
36	Chris McGahan/Sevenoaks	Seeley	1970	496
50	Alan Windsor/Worcester Park	Seeley G50	1970	500

#### RESULTS

##### Period 1

1st ..... 2nd ..... 3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th ..... 9th ..... 10th ..... 11th ..... 12th .....

Winner's Time ..... Speed ..... mph Fastest Lap: No ..... Time ..... Speed ..... mph

##### Period 2

1st ..... 2nd ..... 3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th ..... 9th ..... 10th ..... 11th ..... 12th .....

Winner's Time ..... Speed ..... mph Fastest Lap: No ..... Time ..... Speed ..... mph

# The John Surtees Anniversary Superprix

## Race 7 — 8 Laps

### Arai Helmets Sidecars — Period 1 and 2

No	Rider & Passenger/Home Town	Machine	Year	cc
<b>Period 1</b>				
8	Roger Cocks/Keith Millar/Crawley	BMW	1972	750
17	Dave Mallows/Nick Archer/Tiptree	Vincent	1958	1150
<b>Period 2</b>				
2	Mike Bellaby/Tom Durcan/Solihull	Weslake	1972	900
3	John Phillips/Michael Fairhurst/Ashbourne	Limpet	1972	998
4	Chris Durcan/Keith Baynam/Tyseley	Yamaha	1970	650
5	Denis Etheridge/Matthew Etheridge/Maidstone	Triumph	1972	830
6	Nigel Ashton/Rose Ashton/Southampton	Trident	1969	750
7	Tim Aggas/Marion Aggas/Griffydham	Triumph	1972	830
9	Phil Evans/Martin Casbon/Peterborough	Lynx Saab	1965	891
10	Pete Cardy/Mike Gibbs/Taunton	BSA	1970	750
11	Andy Evans/Kevin Scott/Bexley	Windle Triumph	1970	830
12	Ivan Ducker/David Wheeler/Kings Lynn	Lynx Yamaha	1972	850
14	Nigel Thomas/Martin Best/Aylesford	Yamaha	1971	840
15	Alan Bedford/Jon Reeves/Hornchurch	BSA	1968	750
16	Jan Herbert/Ray Camden/Brentwood	BSA	1970	750
18	Ray Gower/Alan Gadd/Leatherhead	Tri Weslake	1972	850
19	Pete Morgan/Dave Hickman/Fleckney	Lynx BSA	1969	840
35	Raymond Reeves/John Marshall/Bethersden	Weslake	1972	900
38	Mick McGinley/Eric Farrant/South Woodham Ferry	Honda	1971	791
68	Alan Critcher/Terry Kelly/Rochester	Fiddaman BSA	1969	750

#### RESULTS

##### Period 1

1st ..... 2nd ..... 3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th ..... 9th ..... 10th ..... 11th ..... 12th .....

Winner's Time ..... Speed ..... mph Fastest Lap: No ..... Time ..... Speed ..... mph

##### Period 2

1st ..... 2nd ..... 3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th ..... 9th ..... 10th ..... 11th ..... 12th .....

Winner's Time ..... Speed ..... mph Fastest Lap: No ..... Time ..... Speed ..... mph

**FOOD &  
DRINK**

During Race Events  
At Brands Hatch

## Kentagon

Breakfast 7.30 am – 11.30 am  
Lunch 11.30 am – 2.30 pm  
Bar Open 10.00 am – 11.00 pm

## Hailwoods

Breakfast 7.30 am – 11.30 am  
Lunch 11.30 am – 2.30 pm  
Bar Open 10.00 am – ½ hour after last race

AT SOME MINOR MEETINGS EITHER HAILWOODS OR THE KENTAGON MAY BE CLOSED



# The John Surtees Anniversary Superprix

## Race 8 — 8 Laps

### Carlton Broadcasting Allcomers Race

No	Rider/Home Town	Machine	Year	cc
<b>350cc Groups 1 and 2, Periods 1 and 2 Twins</b>				
2	Mark Turner/Reddish	MV	1972	350
3	Dave Daws/Yateley	Honda	1972	346
4	Andrew Eite/Bolton	Honda	1971	350
8	Keith Soall/Colchester	Honda	1972	350
9	Roger Bryant/Colchester	Honda	1963	350
16	Richard Arnold/London	Honda	1972	333
17	Phillip Dyson/Bognor Regis	Honda	1971	348
18	Nigel Collier/Waltham Abbey	Honda	1971	350
22	David Whiteside/Dunstable	Scott	1964	350
23	Andrew Mahon/Luton	Honda CB77	1964	347
24	David Adby/Hythe	Honda	1972	350
33	Kevin Fawsitt/Dagenham	Honda	1972	334
35	Steven Gibbs/Tewkesbury	Honda	1972	347
36	Dean Johnson/Coalville	Honda	1972	350
44	Dean Simpkins/Burton upon Trent	MV Agusta	1970	350
46	Trevor Parkerson/Swadlincote	Honda	1970	349
48	Norman Edwards/Barton on Sea	Honda	1972	350
49	Les Cornell/North Harrow	Honda K4	1972	350
<b>500cc Group 2, Period 2</b>				
6	Jean-Paul Cerfontain/Belgium	Velo	1964	500
11	Jeff Pickering/Northallerton	Norton Metisse	1972	500
14	Anthony Rowan/Kingston Upon Thames	Triumph	1973	490
19	Danny Pullen/Addlestone	Rickman Triumph	1969	500
21	Roy Gillard/Saffron Walden	Ducati	1970	496
25	Martin Taylor/Hornchurch	Honda	1970	496
29	Dave Woods/Stalybridge	Triton	1960	500
31	Philip Ingle/Boxworth	BSA	1970	498
32	Keith Jaggard/Rugby	Triumph	1969	490
34	Fred Pettit/Melbourn	Norton Daytona	1969	500
38	Paul Potter/Betchworth	BSA	1971	500
41	Wally Vernon/Dunstable	Triumph	1968	490
<b>500cc Group 1, Periods 1 and 2</b>				
10	Mick Grant/Scarborough	Seeley Matchless G50	1968	498
12	Nick Stewart/Bury St. Edmunds	Seeley	1972	500
15	Peter Crew/Camberley	DMW Typhoon	1965	500
30	Marten Morren/Netherlands	Seeley	1968	500
45	Tony Hierons/Leatherhead	Aermacchi Metisse	1967	402
52	Paul Hooper/Chard	Richman Weslake	1971	492

#### RESULTS

##### 350cc Groups 1 and 2, Periods 1 and 2 Twins

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

##### 500cc Group 2, Period 2

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

##### 500cc Group 1, Periods 1 and 2

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

# The John Surtees Anniversary Superprix

## Race 9 — 8 Laps

### Arai Helmets 250cc Single Cylinder Race

No	Rider/Home Town	Machine	Year	cc
<b>201 — 250cc Group 1, Periods 1 and 2</b>				
2	David Lecoq/Caddington	Aermacchi	1963	246
8	Denis Redpath/Sandwich	Royal Enfield	1965	246
15	Peter Crew/Camberley	Merlin	1967	250
17	Terry Younge/Thetford	Greeves	1966	250
24	Shaun Harvey/Braintree	Cotton Telstar	1964	246
38	Henry Curry/Spennymoor	Greeves	1966	246
40	Brian Foster/Hertford	Cotton	1964	250
43	Adrian Armson/Mansfield Woodhouse	Cotton Telstar	1964	250
46	David Brasier/Wales	Aermacchi	1964	250
47	David Whitehouse/Caddington	Greeves Silverstone	1967	246
71	Douglas Snow/Peaslake	DMW	1967	247
72	John Snow/Peaslake	DMW	1967	247
<b>Up to 200cc</b>				
5	Simon Scroggins/Mitcham	Triumph	1965	200
6	Karen Latimer/Harold Park	BSA Bantam	1963	125
13	Vince Gunning/Swindon	Van Veen Kreidler	1972	50
29	Guy Kay/Stafford	Minarelli	1970	50
<b>201 — 250cc Group 2, Periods 1 and 2</b>				
3	Allen Fribence/Buntingford	Royal Enfield	1963	250
4	Chris Wallace/Buntingford	Royal Enfield	1963	250
14	John Calvert/Elvington	Ducati	1969	250
16	Pete Lidster/Bradford	Ducati	1966	250
18	Jerry Fiford/New Malden	Ducati	1971	250
19	Steve Cullum/Sidcup	Ducati	1966	250
20	David Hopwood/France	Ducati	1970	250
27	Roy Randall/West Wickham	Ducati	1964	250
33	Richard Bool/Datchet	Ducati	1965	250
34	Steven South/Farnborough	BSA	1971	250
37	John Gammidge/Wellingborough	Ducati	1972	250
41	Bernard Chequer/Daventry	Ducati	1967	250
42	Jack Hollands/Ilford	Ducati	1967	250
45	Tony Hierons/Leatherhead	Ducati	1966	250
62	Roy Ballard/Stotfold	Ducati	1961	250
70	Roger Bye/Cinderford	Ducati	1964	250
88	John Pee/Southampton	Ducati	1967	250

#### RESULTS

##### 201 — 250cc Group 1, Periods 1 and 2

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

##### Up to 200cc

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

##### 201 — 250cc Group 2, Periods 1 and 2

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



# The John Surtees Anniversary Superprix

## Race 10 — 8 Laps

### RAC Motoring Services Sidecar Race

#### Period 1 and 2

No	Rider & Passenger/Home Town	Machine	Year	cc
<b>Period 1</b>				
8	Roger Cocks/Keith Millar/Crawley	BMW	1972	750
17	Dave Mallows/Nick Archer/Tiptree	Vincent	1958	1150
<b>Period 2</b>				
2	Mike Bellaby/Tom Durcan/Solihull	Weslake	1972	900
3	John Phillips/Michael Fairhurst/Ashbourne	Limpet	1972	998
4	Chris Durcan/Keith Baynam/Tyseley	Yamaha	1970	650
5	Denis Etheridge/Matthew Etheridge/Maidstone	Triumph	1972	830
6	Nigel Ashton/Rose Ashton/Southampton	Trident	1969	750
7	Tim Aggas/Marion Aggas/Griffydham	Triumph	1972	830
9	Phil Evans/Martin Casbon/Peterborough	Lynx Saab	1965	891
10	Pete Cardy/Mike Gibbs/Taunton	BSA	1970	750
11	Andy Evans/Kevin Scott/Bexley	Windle Triumph	1970	830
12	Ivan Ducker/David Wheeler/Kings Lynn	Lynx Yamaha	1972	850
14	Nigel Thomas/Martin Best/Aylesford	Yamaha	1971	840
15	Alan Bedford/Jon Reeves/Hornchurch	BSA	1968	750
16	Jan Herbert/Ray Camden/Brentwood	BSA	1970	750
18	Ray Gower/Alan Gadd/Leatherhead	Tri Weslake	1972	850
19	Pete Morgan/Dave Hickman/Fleckney	Lynx BSA	1969	840
35	Raymond Reeves/John Marshall/Bethersden	Weslake	1972	900
38	Mick McGinley/Eric Farrant/South Woodham Ferris	Honda	1971	791
68	Alan Critcher/Terry Kelly/Rochester	Fiddaman BSA	1969	750

#### RESULTS

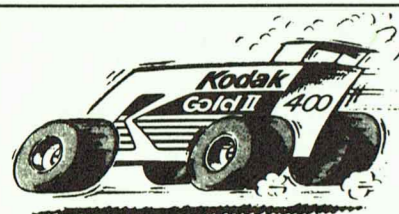
##### Period 1

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

##### Period 2

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

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# The John Surtees Anniversary Superprix

## Race 11 — 8 Laps

### Kentucky Fried Chicken 500cc

#### Group 1 Race

No	Rider/Home Town	Machine	Year	cc
<b>Period 1</b>				
1	Hugh Anderson/New Zealand	Norton		500
4	Michael Bellerby/Eldroth	Norton		499
5	Tim Jackson/Chichester	Matchless	1958	500
7	Adrian Sellars/Barnsley	Manx Norton	1962	499
10	Frank Allinson/Alston	Norton	1956	500
11	Brian Penfold/Tunbridge Wells	Kettle Norton	1960	499
12	Mick Hemmings/Sywell	McIntyre	1962	498
16	John Rodgers/Bromley	Kettle Norton	1960	500
17	Phillip Dyson/Bognor Regis	Manx Norton	1958	499
18	John Mitchell/Maidstone	Manx Norton	1961	499
19	Bruce Carter/Tadley	Allen Manx	1961	499
20	Tony Smith/Shinfield	Matchless	1962	500
24	Roger Summerfield/Matlock	Norton	1958	499
26	Robert Rowe/Pembury	Manx Norton	1959	499
29	Malcolm Clark/Betchworth	Matchless	1962	500
30	Marten Morren/Netherlands	Manx	1957	500
31	Dave Duxbury/Feltham	Manx Norton	1958	500
35	Peter Lockwood/Marple	Matchless G50	1961	500
37	Dave Hughes/London	Arter Matchless	1962	500
44	Mark Blackden/Crowborough	Manx Norton	1956	499
73	Rob Wingrave/Rowledge	Manx	1961	500
79	Edward Poole/New Malden	Manx Norton	1962	498
80	Vic Sell/Loughton	G50 Matchless	1961	500
<b>Period 2</b>				
2	Vince Gedge/Attleborough	Matchless	1968	496
3	Peter Brown/Bracknell	Seeley	1970	496
8	David Dock/Hayes End	G50 Rickman	1968	496
9	Andy Reynolds/Hemel Hempstead	Seeley G50		496
14	Martin Page/Woodlesford	Seeley	1972	499
15	Robert Reynolds/USA	Manx Norton		500
25	Jerry Summerfield/Wirksworth	Petty Manx	1970	499
27	Bob Hirst/Wheaton Aston	Seeley	1971	496
28	Mick Robinson/Eastbourne	Seeley G50	1971	496
34	John Blanchard/Keston	Seeley G50	1969	498
36	Chris McGahan/Sevenoaks	Seeley	1970	496
50	Alan Windsor/Worcester Park	Seeley G50	1970	500

#### RESULTS

##### Period 1

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

##### Period 2

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



# The John Surtees Anniversary Superprix

## Race 12 — 8 Laps

### Bob Rowe Unlimited Motorcycle Race

No	Rider/Home Town	Machine	Year	cc
<b>501cc — Unlimited Period 1</b>				
7	Steve Childerley/St. Neots	Triton	1960	650
17	Stephen Batchelor/Sandwich	Triton	1961	650
22	John Wheeldon/Rainham	Triton	1963	650
33	Geoffrey Rogers/Framlingham	Norton SS	1961	650
34	Larry Lewis/Tunbridge Wells	Triton	1962	650
37	Tim O'Connell/Farnborough	Norton	1958	600
<b>Group 3 (Production)</b>				
2	Gary Hall/St. Neots	Triumph	1971	750
3	Brendan Ryan/Heston	Triumph	1971	750
5	Tony Hayward/Wadhurst	Triumph	1972	750
6	Jez Murray/Stamford	Norton	1972	750
9	Graham Salter/Morley	Trident	1971	750
12	Simon Morris/Thorpe, le Soken	Ducati	1972	750
26	Peter Haylock/Romford	Triumph	1970	750
30	Robert James/Seaford	Norton	1972	750
31	Andy Ware/Shrivenham	BMW	1972	750
32	Brian Wackett/Waltham Abbey	Triumph	1972	741
45	Cliff Boddy/Stockport	Laverda	1975	750
90	Alan Walsh/Grantham	Triumph	1972	750
<b>501cc — Unlimited Period 2</b>				
4	Micky Carter/South Chailey	Triumph	1969	750
14	Martin Page/Woodlesford	Seeley	1971	749
21	Geoff Baines/Long Buckby	Ducati	1974	883
25	Neville Morris/Bishops Castle	BSA	1971	750
27	Ian Glennie/Milton Keynes	Ducati	1971	748
28	Adrian Cooper/Flitton	Norton Seeley	1971	750
29	David Barrett/Cranfield	Ducati	1974	883
35	Graham Pearce/Drayton	Norton	1971	750
36	John Wallace/London	Triumph	1972	750
38	John Conroy/London	Norton	1971	750
39	Axel Schilling/Germany	Laverda	1972	744
40	Dave Saltwell/Billerica	Triumph	1972	750
42	Nicholas Sears/Biggleswade	Seeley Norton		850
43	Steve Veasey/Gurney Slade	Triumph	1972	850
44	Richard Peckett/Isleworth	Triumph	1972	749
46	John Downs/New Malden	BMW	1972	750
47	Philip Davenport/Bournemouth	Triumph	1972	750
48	Steve Maney/Skelmanthorpe	Norton	1970	750
<b>Reserve Entries</b>				
58	Alan Thompson/Bexhill-on-Sea	Triton	1963	750

#### RESULTS

##### 501cc — Unlimited Period 1

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

##### Group 3 (Production)

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

##### 501cc — Unlimited Period 2

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

# The John Surtees Anniversary Superprix

## Race 14 — 8 Laps

### Venhill Powerhose 250cc Single Cylinder Race

No	Rider/Home Town	Machine	Year	cc
<b>201 — 250cc Group 2, Periods 1 and 2</b>				
7	Robin Scudder/Lower Earley	Ducati	1968	250
9	Andrew Hinton/Weston Turville	BSA	1970	250
10	Derek Jebson/High Wycombe	Ducati	1966	250
11	Bill Davidson/Belvedere	B25	1971	250
12	Duncan Fitchett/Witney	Ducati Desmo	1974	249
21	Terry Conner/London	Ducati	1969	250
22	Jonathan Fox/Coalville	Ducati	1966	250
23	Rex Edwards/Eastbourne	Ducati	1965	250
25	Daniel Bowers/Fareham	Triumph	1963	207
26	Allan Edwards/Frome	BSA	1968	250
28	Rob Scowen/Olney	Ducati	1971	250
31	Richard Powell/Haynes	Ducati	1964	250
32	Steve Crook/Cambridge	Ducati	1966	250
35	Geoff Brown/Sheffield	BSA	1968	249
36	John Tickner/Farningham	Ducati Mach I	1965	250
39	James Clarke/Eastbourne	Ducati	1968	250
44	Steve Bath/St. Leonards on Sea	Ducati	1968	250
<b>201 — 250cc Group 2, Periods 1 and 2</b>				
3	Allen Fribence/Buntingford	Royal Enfield	1963	250
4	Chris Wallace/Buntingford	Royal Enfield	1963	250
14	John Calvert/Elvington	Ducati	1969	250
16	Pete Lidster/Bradford	Ducati	1966	250
18	Jerry Fiford/New Malden	Ducati	1971	250
19	Steve Cullum/Sidcup	Ducati	1966	250
20	David Hopwood/France	Ducati	1970	250
27	Roy Randall/West Wickham	Ducati	1964	250
33	Richard Bool/Datchet	Ducati	1965	250
34	Steven South/Farnborough	BSA	1971	250
37	John Gammidge/Wellingborough	Ducati	1972	250
41	Bernard Chequer/Daventry	Ducati	1967	250
42	Jack Hollands/Ilford	Ducati	1967	250
45	Tony Hierons/Leatherhead	Ducati	1966	250
62	Roy Ballard/Stotfold	Ducati	1961	250
70	Roger Bye/Cinderford	Ducati	1964	250
88	John Pee/Southampton	Ducati	1967	250

#### RESULTS

##### 201 — 250cc Group 2, Periods 1 and 2

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

##### 201 — 250cc Group 2, Periods 1 and 2

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







# The John Surtees Anniversary Superprix

Race 17 — 12 Laps

1000 Guineas National Classic Championship Race

Sponsored by  Morgan, Read & Sharman Limited in conjunction with **LLOYD'S** LLOYD'S OF LONDON

No	Rider/Home Town	Machine	Year	cc
<b>500cc Group 1, Drum Brake Machines</b>				
1	Hugh Anderson/New Zealand	Norton		500
2	Vince Gedge/Attleborough	Matchless	1968	496
3	Peter Brown/Bracknell	Seeley	1970	496
4	Steve Ruth/Sible Hedingham	Seeley	1970	496
5	Tim Jackson/Chichester	Matchless	1958	500
8	Doug Jones/Walsall	Manx Norton	1958	500
9	Bill Swallow/Huddersfield	Seeley	1968	496
11	Brian Penfold/Tunbridge Wells	Kettle Norton	1960	499
12	Mick Hemmings/Sywell	McIntyre	1962	498
14	Martin Page/Woddesford	Seeley	1972	499
16	John Rodgers/Bromley	Manx Norton	1960	500
19	Bruce Carter/Tadley	Allen Manx	1961	499
20	Tony Smith/Reading	Matchless	1962	500
22	Geoff Tunstall/Huddersfield	Seeley Matchless	1968	496
24	Roger Summerfield/Matlock	Manx Norton	1958	500
25	Jerry Summerfield/Wirksworth	Petty Manx	1970	499
26	Robert Rowe/Pembury	Manx Norton	1959	499
27	Bob Hirst/Wheaton Aston	Seeley	1971	496
28	Mick Robinson/Eastbourne	Seeley G50	1971	496
31	Dave Duxbury/Feltham	Manx Norton	1958	500
32	George Cant/Thornton Heath	Manx Norton	1961	499
35	Ian Lawton/Southampton	Lawton Aermacchi	1968	444
35	Peter Lockwood/Marple	Matchless G50	1961	500
36	Chris McGahan/Sevenoaks	Seeley	1970	496
37	Norman Lyons/London	Arter Matchless	1962	500
44	Mark Blackden/Crowborough	Manx	1956	499
50	Alan Windsor/Worcester Park	Seeley G50	1970	500
<b>350cc Group 1, Drum Brake Machines</b>				
6	Colin Breeze/Market Harborough	Aermacchi	1970	350
7	Adrian Sellars/Cirencester	Manx Norton	1962	348
21	David Varney/Betchworth	Ducati	1968	349
29	Malcolm Clark/Betchworth	Beart Aermacchi	1968	350
33	Mark Baldwin/Bolton	Aermacchi	1969	350
47	David Whitehouse/Caddington	Aermacchi	1968	344
73	Rob Wingrave/Farnham	Manx Norton	1961	350
<b>Reserve Entries</b>				
17	Phillip Dyson/Bognor Regis	Manx Norton	1958	499
18	John Mitchell/Maidstone	Manx Norton	1961	499
34	John Blanchard/Keston	Seeley 7R	1969	348
38	Ian Lee/Bourne End	Aermacchi	1967	350

**RESULTS**

**500cc Group 1, Drum Brake Machines**

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

**350cc Group 1, Drum Brake Machines**

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

# The John Surtees Anniversary Superprix

Race 18 — 8 Laps

Quaife Engineering 350cc Single Cylinder Race

No	Rider/Home Town	Machine	Year	cc
<b>Group 1, Period 1</b>				
1	Hugh Anderson/New Zealand	Norton		350
3	David James/Pevensey	Manx	1960	350
4	Michael Bellerby/Eldroth	Norton	1955	348
6	Phil Moss/Ledbury	Norton		350
7	Adrian Sellars/Barnsley	Manx	1962	348
15	Bob Warren/Wrotham	AJS 7R	1961	349
17	Con Chivers/London	Norton	1955	350
19	Barry Stickland/Finchampstead	Manx Norton	1960	348
22	Bryan Lumley/Ilford	Norton	1954	348
24	Roger Summerfield/Matlock	Norton	1958	348
25	Jerry Summerfield/Wirksworth	Manx	1959	348
29	Malcolm Clark/Betchworth	AJS 7R	1958	350
73	Rob Wingrave/Rowledge	Manx	1961	350
<b>Group 1, Period 2</b>				
8	David Dock/Hayes End	Aermacchi	1968	344
9	Andy Reynolds/Hemel Hempstead	Seeley 7R	1971	349
21	David Varney/Betchworth	Ducati	1968	349
26	Phil Farmer/Kiddersminster	Bultaco TSS	1969	350
32	Roger Skipp/Fulmer	Aermacchi	1969	344
34	John Blanchard/Keston	Seeley 7R	1969	348
40	Colin Adie/Rugeley	Greeves	1968	344
47	David Whitehouse/Caddington	Aermacchi	1968	344
66	Colin Breeze/Market Harborough	Aermacchi	1970	350
<b>Group 2, Periods 1 and 2</b>				
2	Adam Wilson/London	Ducati	1971	350
5	Eric Anderson/Potters Bar	Ducati	1965	344
11	Mel Boustead/Chrishall	Ducati	1972	350
12	Simon Morris/Thorpe le Soken	Ducati	1972	350
14	Phil Beaton/Littlehampton	BSA	1966	350
16	Les Judkins/Burton Latimer	Ducati	1972	340
18	Jerry Fiford/New Malden	Ducati	1972	350
23	Francis Taylor/Sturminster Newton	Ducati	1968	350
33	Richard Bool/Datchet	Ducati	1967	350
39	Len Homer/Milton Keynes	Ducati	1968	349

**RESULTS**

**Group 1, Period 1**

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

**Group 1, Period 2**

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

**Group 2, Periods 1 and 2**

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



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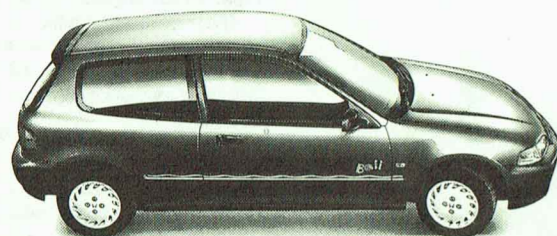


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*23 Normal Monthly Repayments of	£99.00
<b>APR 4.20%</b>	
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# The John Surtees Anniversary Superprix

## Race 19 — 8 Laps

### Condale Plastics Ltd Unlimited Race

No	Rider/Home Town	Machine	Year	cc
<b>501cc — Unlimited Period 1</b>				
8	Euan Thacker/Redhill	BSA Rocket	1972	750
11	Derek Howlett/Warlingham	Trident	1971	750
15	Mike Gower/Tonbridge	Seeley Norton	1972	750
16	Peter Fraser/London	BMW R75/S	1972	750
18	Barry Gooding/Ash	Capon Vincent	1946	998
19	Denis Carter/Tadley	Triumph Metisse	1966	750
20	Pete Evans/Tollerton	Triton	1972	650
23	Toni Jones/Wrexham	Weslake Metisse	1968	750
24	John Hughes/Shrewsbury	Weslake Metisse	1968	747
41	Cliff Gobell/London	Triumph	1971	750
50	Alan Windsor/Worcester Park	Triumph	1972	750
51	Willie Collins/Scotland	Rob North Trident	1970	748
52	Ian Longstaff/Maidstone	BMW	1972	985
53	Roger Marchant/London	BMW	1972	999
54	Paul Mooney/Crawley	Trident	1972	750
55	Brett Randall/London	Trident	1972	750
56	Jean-Pierre Capel/Belgium	Seeley Norton	1971	750
66	Colin Breeze/Market Harborough	BSA	1970	890
<b>501cc — Unlimited Period 2</b>				
4	Micky Carter/South Chailey	Triumph	1969	750
14	Martin Page/Woodlesford	Seeley	1971	749
21	Geoff Baines/Long Buckby	Ducati	1974	833
25	Neville Morris/Bishops Castle	BSA	1971	750
27	Ian Glennie/Milton Keynes	Ducati	1971	748
28	Adrian Cooper/Flitton	Norton Seeley	1971	750
29	David Barrett/Cranfield	Ducati	1974	883
35	Graham Pearce/Drayton	Norton	1971	750
36	John Wallace/London	Triumph	1972	750
38	John Conroy/London	Norton	1971	750
39	Axel Schilling/Germany	Laverda	1972	744
40	Dave Saltwell/Billerica	Triumph	1972	750
42	Nicholas Sears/Biggleswade	Seeley Norton	1972	850
43	Steve Veasey/Gurney Slade	Triumph	1972	850
44	Richard Peckett/Isleworth	Triumph	1972	749
46	John Downs/New Malden	BMW	1972	750
47	Philip Davenport/Bournemouth	Triumph	1972	750
48	Steve Maney/Skelmanthorpe	Norton	1970	750

### RESULTS

#### 501cc — Unlimited Period 2

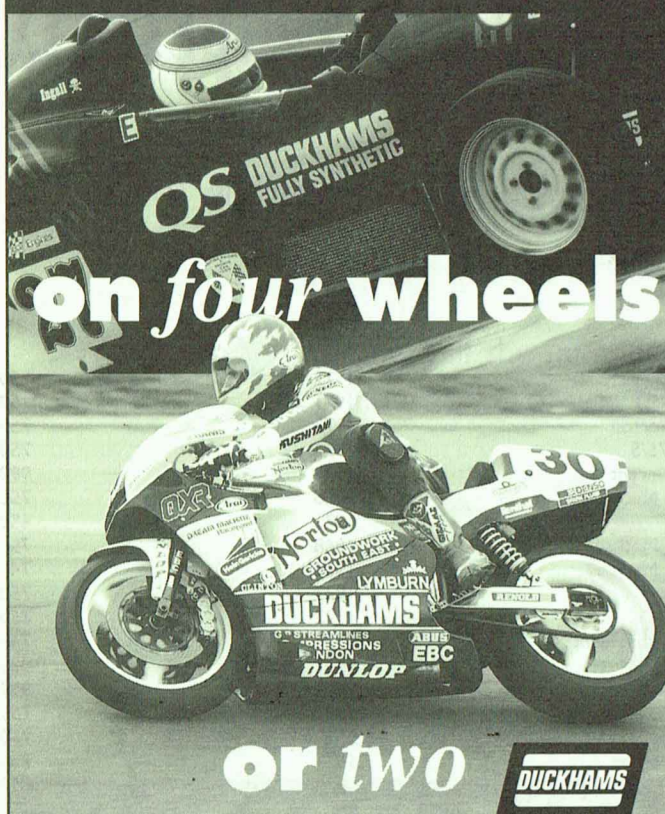
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Winner's Time ..... Speed ..... mph Fastest Lap: No ..... Time ..... Speed ..... mph

#### 501cc — Unlimited Period 2

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



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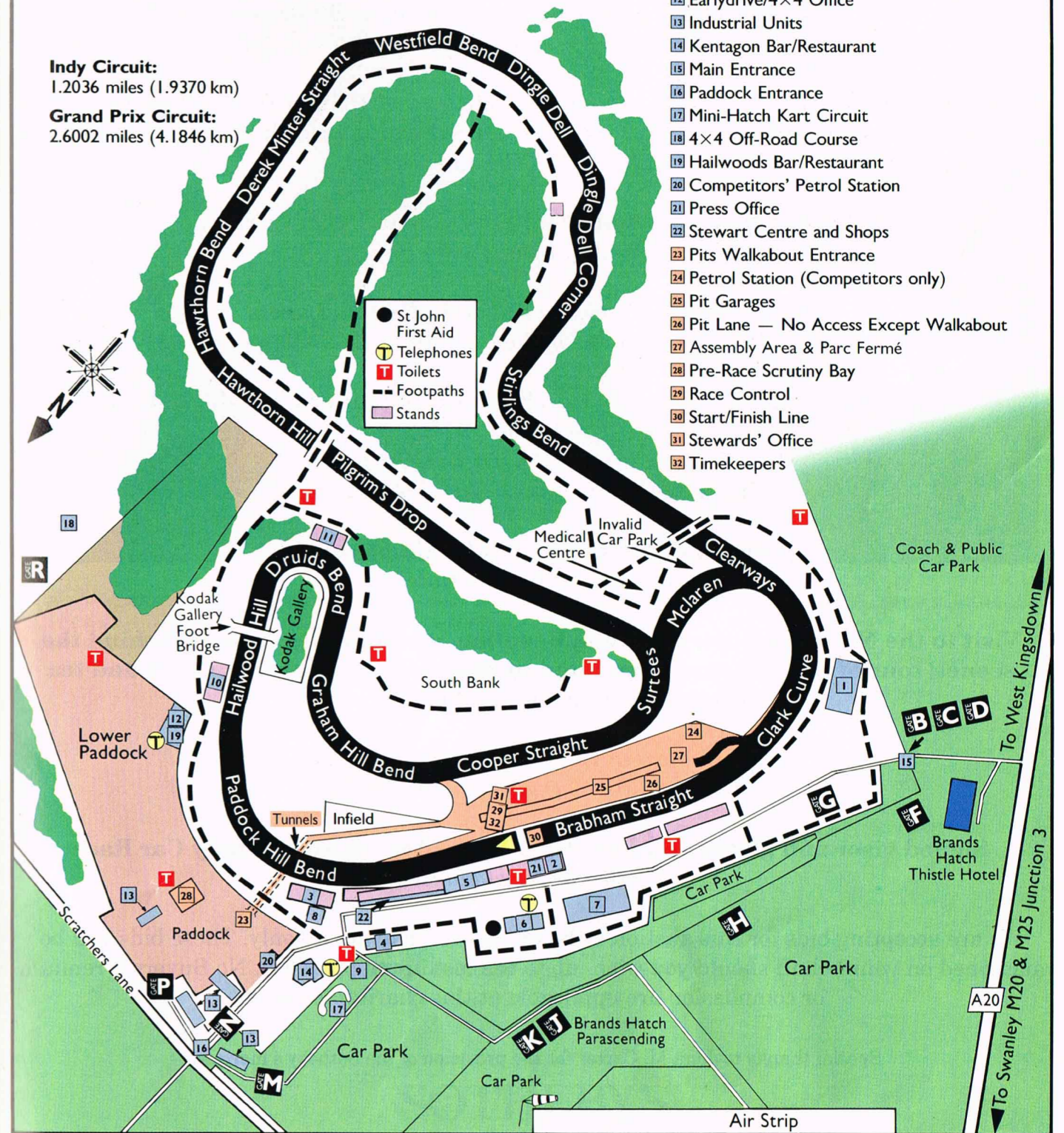
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- 11 Druids Stand
- 12 Earlydrive/4x4 Office
- 13 Industrial Units
- 14 Kentagon Bar/Restaurant
- 15 Main Entrance
- 16 Paddock Entrance
- 17 Mini-Hatch Kart Circuit
- 18 4x4 Off-Road Course
- 19 Hailwoods Bar/Restaurant
- 20 Competitors' Petrol Station
- 21 Press Office
- 22 Stewart Centre and Shops
- 23 Pits Walkabout Entrance
- 24 Petrol Station (Competitors only)
- 25 Pit Garages
- 26 Pit Lane — No Access Except Walkabout
- 27 Assembly Area & Parc Fermé
- 28 Pre-Race Scrutiny Bay
- 29 Race Control
- 30 Start/Finish Line
- 31 Stewards' Office
- 32 Timekeepers



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# JOHN SURTEES CELEBRATION DINNER CHARITY AUCTION BY SOTHEBY'S

*Saturday 2nd July 1994*

The following are a selection of items to be included in the auction to raise funds for the St Piers Lingfield (Education and Care for Children with Severe Epilepsy)  
The full selection of approximately 25 lots can be viewed at the Sotheby's stand (nos 19 & 20) during Saturday 2nd July

## **2 Pit passes for the British Grand Prix at Silverstone**

*donated by Bernie Ecclestone*

**Invitation for 2 people to attend the motorcycle Grand Prix at Donington, including passes, hospitality and a chance to meet Kevin Schwantz and the Lucky Strike team**

*donated by Suzuki Grand Prix Team*

## **Pair of Nigel Mansell's Williams' Grand Prix overalls**

*donated by Frank Williams*

## **Steering wheel from a Formula One McLaren**

*donated by Ron Dennis*

## **Drives around the Brands Hatch circuit on Sunday 3rd July in:**

- i) Ferrari 521 - Driver: John Surtees
- ii) Porsche 911 - Driver: Dan Gurney
- iii) Mercedes 300 SL - Driver: Derek Bell

## **Brands Hatch Super Trial, valued at £169**

*donated by Brands Hatch*

**Visit to the National Motor Museum, Beaulieu, which would include 'behind the scenes' tour of the museum, conducted by the museum's curator, lunch and tea**

*donated by The National Motor Museum*

## **Pair of Martin Brundle's Racing Overalls**

*donated by Benetton Formula Limited*

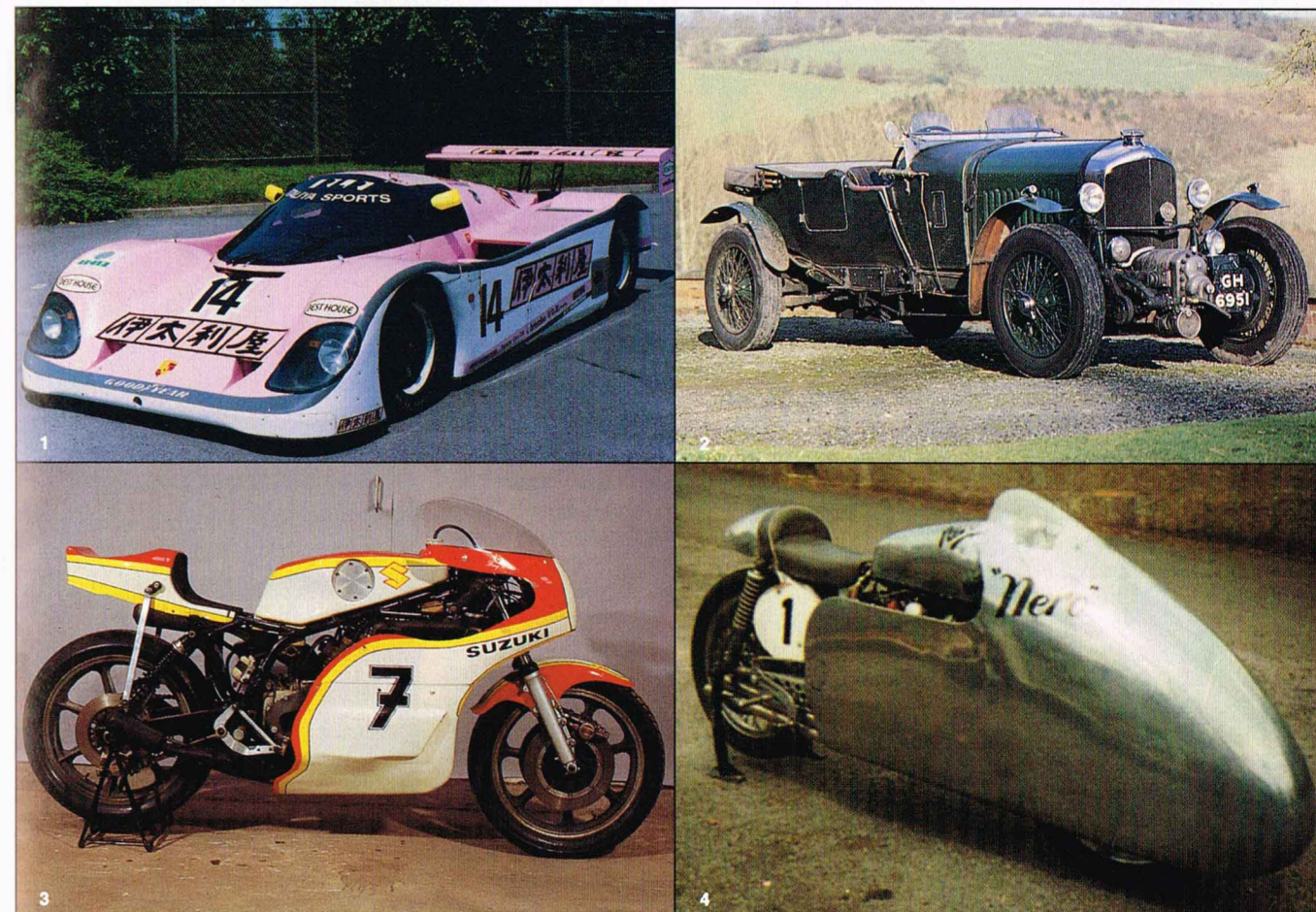
**Signed visor and gloves worn by Nigel Mansell in his recent Indy Car Race**

*donated by Nigel Mansell*

We are accepting bids for this auction although dinner is by invite only. These bids will be auctioned on your behalf should you wish, up to the maximum price left. No Buyers' Premium or commission are applicable at this charitable event.

Special thanks to John M. Carter for the provision of the Sotheby's marquee.

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1. Porsche 962 RLR 962/201 one of seven RLR chassis built, ex Le Mans - Damon Hill and David Hobbs. To be sold by Sotheby's on 18th July at the RAF Museum Hendon.
2. 1930 Bentley 4 1/2 litre Supercharged Vanden Plas Tourer. Sold by Sotheby's on 16th May for £386,500.
3. 1975 Suzuki TR 750 Works Solo Racing Motorcycle. Sold by Sotheby's on 24th April 1994 for £17,250.
4. The ex George Brown 1947/1953 Vincent "Nero" 998cc Record Breaking Motorcycle. Sold by Sotheby's on 6th December for £55,400.

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# THE REAR-ENGINEED FORMULA ONE CAR

One is inclined to believe that the rear-engined racing car is a comparatively recent innovation. This is not so.

It is now a century since the very first motor sport event occurred. In 1894 this first event, a trial from Paris to Rouen, took place. There were only twenty one entrants, of which a number were steam cars, but the car which finished first was a Peugeot Vis-a-Vis which had its engine at the rear, thus the world's first motoring competition was won by a rear-engined car.

However, the fashion became, early on in the century, for the engine to be placed at the front of the car, driving through either chains or shaft to the rear wheels. From time to time designers rebelled against this orthodoxy. Benz in the '20s produced the *Tropfenwagen*, which was a teardrop shaped car (hence the name) which had the two litre engine behind the driver, and the car contested a number of grands prix but without success. It was not until the '30s that the rear engined racing car had its first run of success when the German Auto Unions vied with Mercedes Benz for the supremacy in pre-war grand prix events.

## War Ends

When racing resumed after the war, the convention of front-engined cars continued. Only in the 500cc Formula Three did rear engined hold sway, and these cars were powered by single cylinder motorcycle engines driving the rear wheels via a motor cycle gearbox and chains. There was in 1949 the *Cisitalia*, an Italian car, which owed much to the pre-war Auto Union but which never appeared in a race. Some of the design team of this car co-operated in the design of the *Sacha Gordine*, a rear-engined Formula 2 car powered by a two-litre V8 engine, but this also was never raced, if it was completed.

In 1955 there appeared at the British Grand Prix the underpowered Bristol engine version of the Cooper 'Bob-tailed' sports car, the first rear-engined car to run in a grand prix since the Auto Unions. With its all enveloping bodywork and lack of preparation it was never a serious competitor, but it was a design milestone. A year later Cooper was back for the Formula 2 with a proper open wheeled rear-engined which used a 1500cc Coventry Climax engine.

It was not long before bored out versions of the Coopers began to appear in Formula One events and early in 1958 Stirling Moss drove a Cooper to victory in the Argentinean Grand Prix against the might of Ferrari and Maserati. Cooper also won the Monaco Grand Prix that year, this time driven by Maurice Trintignant.

In 1959 Jack Brabham won the first of his World Championships in the Cooper - the first time that it had been won in a rear-engined car, a feat which he repeated in 1960, by which time a front-engined car was a rarity.

The regulations of Formula One changed for 1961 to allow only cars powered by engines of 1500cc. This ushered in an era of dominance by British manufacturers and names like Lotus and Lola joined the established manufacturers of Cooper and B.R.M. on the grids. It was also a time when British drivers were in the ascendancy with Jim Clark, John Surtees, Graham Hill, Trevor Taylor and Peter Arundel joining the established grand prix stars

of Stirling Moss, Jack Brabham, Innes Ireland and Bruce McLaren. In the period from 1961 to 1965, the championship was only won once by a non British driver, Phil Hill in 1961. On only two occasions was it won by a non-British car; Phil Hill drove a Ferrari in 1961 as did John Surtees, the only man to win the World Championship on both two wheels and four, when he won it in 1964.

The revolution was exported. In 1959 Cooper took a car to the Indianapolis 500 mile race. There had been rear engined cars before, of note being the Gulf Miller cars of 1939 which also employed four wheel drive. The Cooper, driven by Jack Brabham finished a creditable ninth. In 1963 Lotus took a Ford-powered car to Indy and in 1964 Jim Clark, on his second attempt, took the Lotus victory. Thereafter the front-engined car was obsolete.

In 1966 the formula changed yet again to allow cars powered by engines of 3000cc and this formula, with minor digressions has continued today. There has not been a front-engined car in grand prix racing now for thirty-four years.

It was to look after the interests of the rear-engined Formula One cars of the period from the late '50s to 1965 that Formula One Rear Engined, or F.O.R.E., was formed early this year. This organisation is the brain child of Cedric Selzer, one time personal mechanic of Jim Clark and owner of one of the few Lotus 25s that is regularly raced, and fellow enthusiast Michael Strauss. The club exists to foster interest in the rear-engined racing cars of the period up to the end of 1965. The club organises races for them both here and abroad and is very fortunate to have John Surtees as its President.

## Racing today

In this weekend's races, cars from across the spectrum will be seen. The Cooper driven to victory by Jack Brabham in the 1959 championship is now owned and driven by Rod Jolley, who, no doubt will be seen lifting wheels at the corners just as Jack Brabham did in his period, whilst Rick Hall will be driving Cedric Selzer's Lotus 25. Sid Hoole will be driving his Cooper T66, raced in period by Jo Bonnier. The Indy cars are represented by Geoff Ironsides' Gerhardt, a competitor in the 1965 race. Allan Miles will be running the ex-Bernard Collomb Cooper and also Cooper mounted will be Gerry Porter in the ex-Bruce McLaren T53. Stephen Griswold will be racing either his ex-Surtees Lola Mk4, or his Cooper T53. Lead musician Mark Knopfler, from the group Dire Straits, will be piloting his B.R.M P57. Cedric Selzer's Lotus 18, which was raced by Syd Van der Vyver in South Africa, will be driven by Martin Stretton. John Harper will be driving his ex-Bob Gerard Cooper Bristol, last seen at the 1957 British Grand Prix, held at Aintree that year. Alan Baillie will be racing the B.R.M. powered Lotus 24 that he has painstakingly restored over the last few years. Peter Hannen will also be driving a Lotus 18 and Robs Lamplough will be driving the only Lotus 33 that is outside a museum.

These then are some of the cars making up today's race. Watch them carefully for they are a slice of British motor sport history.

● by Alan Putt



# Classic Racing Motorcycle Club Ltd.

Since the foundation of the CRMC in 1981 the increase in both membership of the club and interest in its activities has spread beyond the wildest dreams of the founders. The term "Classic Racing" is generally accepted as defining racing under the rules and/or auspices of the Classic Racing Motorcycle Racing Club.

These rules cater for solos and sidecars manufactured in the period 1945 to 1972, although the cut-off date is December 1967 for two stroke machines. Under CRMC terminology, two separate periods have been created so as not to disadvantage machinery of early manufacture - Period 1 caters for machines produced before December 31st, 1963 and Period 2 for machines produced after January 1st, 1964.

The aim of the club is to encourage the prevention and racing of all racing and sporting motorcycles. Not only is the CRMC recognised as the unofficial arbiter and eligibility authority, the non-territorial nature of the club has made it one of the largest clubs in the UK affiliated to the Auto Cycle Union.

Indeed with more than a 1000 members in a dozen countries at the height of its popularity, the Classic movement accounts for the single largest sector of road racing licences issued by the ACU. Such has been the popularity with spectators that classic races are now included in the programmes of most racing clubs.

Of course, most spectators are attracted to classic racing because it offers a variety of genuine Grand Prix racing machines and sounds, and it offers a sharp contrast to modern races that are predominantly production machine based with all the bikes looking and sounding the same.

We hope to provide you with a weekend to remember, so sit back and savour the wonderful memories and sounds from the marvellous collection of Grand Prix machinery on show, and see some of the best classic riders in the world racing for honours at the Brands Hatch venue.

## The Ray Petty Race

A special event taking place this weekend is the Ray Petty memorial race, a tribute to the late tuner and sponsor. It's an annual event at CRMC meetings where riders compete for the Ray Petty trophy riding only Manx Nortons.

Although he prepared a variety of different machinery, he is synonymous with the Manx Norton. And what a tribute it is, to see and hear a gridful of these wonderful machines racing around Brands Hatch, ridden by some of the top names in classic racing. Because all riders are on almost identical machines, previous events have shown the racing will be close. It is very apt that Jerry Summerfield is riding this event on a machine that Ray Petty built as a result of his experience and

development long after the Norton factory ceased manufacture, the Petty Norton. It is important to note the contribution that Summerfield Engineering has made to ensure newly manufactured parts are available to the owners so that they can continue to race them rather than become rare museum pieces. In fact anyone can now buy a brand new Manx engine!

Also competing in this race is Hugh Anderson on Ian Telfers Norton, a formidable combination that will take some beating. Last years winner John Rodgers and Brian Penfold will be riding Nortons tuned by Phil Kettle. Jerrys brother Roger Summerfield will be riding one of the "company bikes" from the Summerfield Engineering stable.

### 500cc Allcomers

This event has an incredible variety of Italian, British and Japanese machinery, ranging from the lightweight and incredibly fast Yamaha and Suzuki two stroke twins, to the bigger capacity and heavier Triumphs and BSA's. Can the 350cc Hondas beat the Seeley G50? What will the winning combination be around the swooping bends of Brands - power or handling? The field also includes Norton, MV, Rickman, Weslake, Ducati, Velocette, Aermacchi. One of the favourites for honours is Andy Elite riding a 350cc Honda prepared by his father Peter.

The mixture of Andy's aggressive riding style and the power from the Honda engine more than overcomes any handling difficulties, and the combination has a string of wins in the twins class at CRMC meetings to their credit.

Andy Alexander, riding his 500cc Rickman Triumph, is certain to be near the front and maybe the super handling of the Rickman frame can compensate for the weight penalty of the bigger machine. An interesting addition is the 500cc DMW Typhoon two-stroke ridden by Peter Crew and owned by Roy Martin. The only example used in classic racing - it remains to be seen whether the embarrassment of excess power can be used!

### 500cc Group 1

This event is for genuine single-cylinder thoroughbred TT and grand prix machinery limited to a maximum of two valves and drum brakes. We can expect the battle for honours to be fought by Hugh Anderson, Bill Swallow and American newcomer Stephen Mathews. However they can expect Jerry and Roger Summerfield on their Nortons, Tim Jackson on his very standard Matchless, Mick Hemmings on the McIntyre Matchless and Mick Robinson on a Seeley to provide stiff opposition. Also included in the line up is Malcolm Clarke, a top contender on his Matchless G50. But it's not all G50's; John Rodgers will be there at the finish on the Kettle Norton and Ian Lawton will be in the thick of the action on the big 444cc Lawton Aermacchi.

### Sidecar

Of all the CRMC meetings this year, the one class that has provided the visitor with the most racing has been the sidecar event. Every inch of tarmac has been fought for tooth and nail, and the fearless crews' determination to win has provided spectacular results. And don't forget that some of these outfits are passengered by some very brave ladies! Watch from a left-handed bend, see the passenger trying to prevent the sidecar

wheel lifting clear of the track, spectate on a right-handed bend and watch the three wheel drift as the driver struggles for grip. As the racing has been so close this year there are no clear favourites for the class this weekend, but contenders are likely to be Andy Evans/ Kevin Scott/Mike Bellaby and Tom Durcan.

### 350cc Singles

This class not only includes the usual mix of Norton, AJS and Aermacchi machinery, but also the unusual such as the Bultaco of Phil Farmer and the Beart Aermacchi of Dave Varney, with the added ingredient of a mix of Ducatis and BSA Gold Stars. Favourite for this event will be Colin Breeze on the Aermacchi with Geoff Tunstall, Mark Baldwin and Malcom Clarke trying very hard. When the flag drops look out for Jerry Fiford on the Ducati who is an acknowledged expert of the fast start. Steve Radakovic may be riding the oldest bike in the race, a 1954 BSA Gold star but he may spring a surprise on the established regulars.

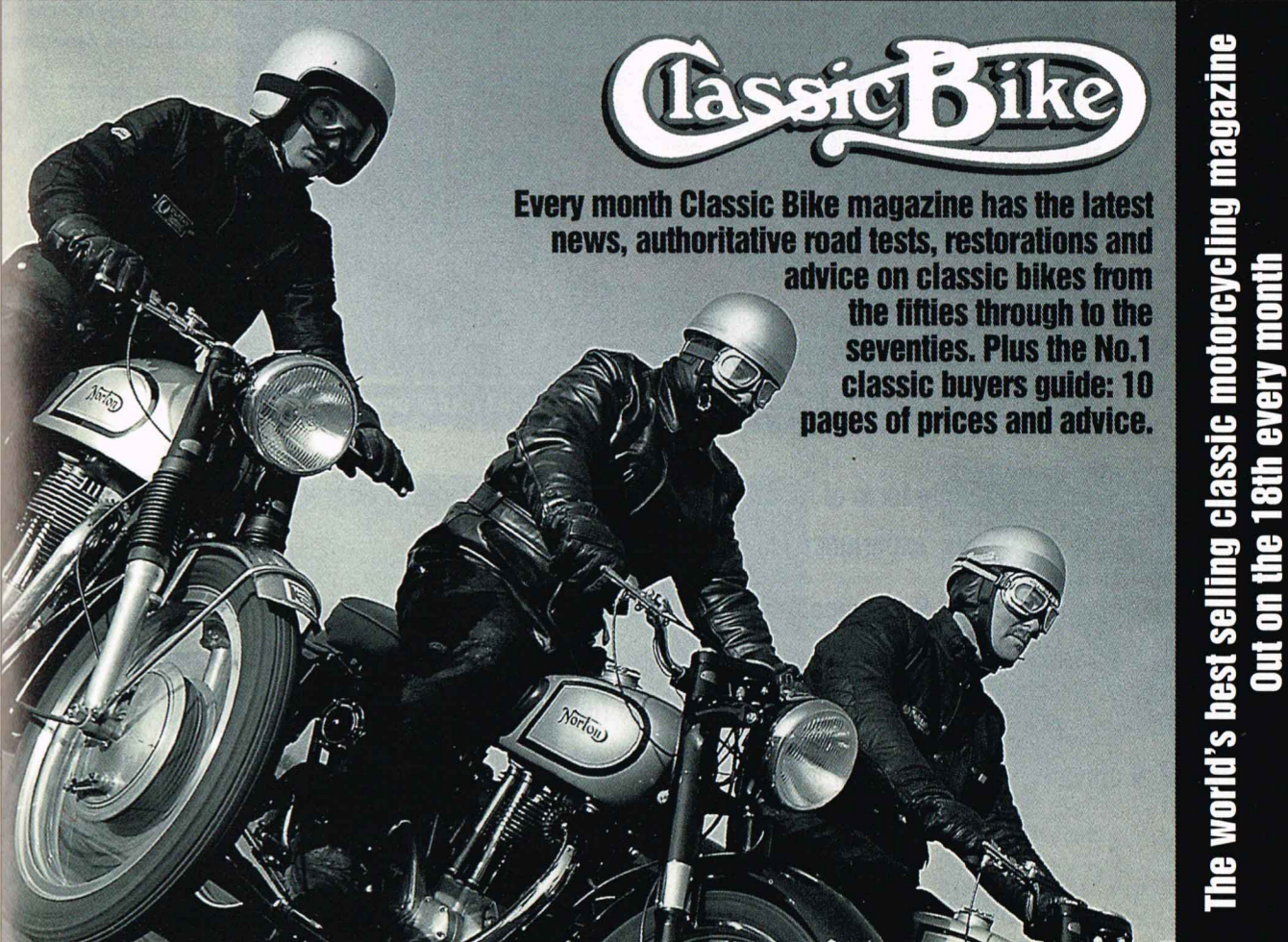
### 250cc singles

The most popular class within the CRMC is without doubt the 250cc single cylinder - in fact entries have been so high at each meeting this year that extra races have had to be added to the programme to accommodate everyone! Certainly the majority of the entry is made up of the little overhead cam Ducati singles, but there is still technical interest in the class, such as the Greeves Silverstone, Aermacchi, Cotton and DMW. With six so far this year on his Ducatti, fast starting Jerry Fiford will be the man to beat at his favourite circuit.

Chasing will be Tony Hierons, Terry Corner and Pete Lidster all on Ducatti's. A green Aermacchi will be ridden by Peter Crew. This is the ex-Terry Grotefeld machine that won the 1963 North West 200 owned by David James, who is also campaigning the ex-Charlie Sanby Norton in the 350cc single race. Father and son, John and Douglas Snow will be fighting for position in the same race on their two stroke DMW's, and John also owns the Seeley that Mick Robinson campaigns.

### Unlimited

The unlimited class represents the muscle bikes - these are the fastest of all the classes and there is nothing more stirring than to see a group of BSA and Triumph triples in close formation howling around a racetrack fighting for position. The sight and sound of these machines remind us all of the memories of those glorious races from the past, when these British bikes were totally dominant. Expect the leading pack to contain Phil Davenport and Richard Peckett, but don't rule out Mickey Carter, Paul Mooney and Steve Veasey, all capable of winning this event. It's not all triple though, with Ian Longstaff, John Downs and Roger Marchant on the BMW Boxer twins, Cliff Boddy on a Laverda, Barry Gooding on the Capon Vincent and John Baines riding the big Ducati Vee Twin. Also, look for Alan Walsh riding a bog standard production Triumph triple to embarrass a few "proper" race machines!



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# *The Cream of Classics*

The centrepiece of this weekends racing activities is the 1000 Guineas National Classic Championship race, sponsored by Morgan Read and Sharmen Ltd. in conjunction with Lloyds of London. This is the second round of a three round series for national licence holders to compete for a championship purse worth £8000. The championship is for thoroughbred single cylinder drum-braked machines, two-stroke or maximum of two valve four-stroke. The entry for this race contains a stunning line up of some of the worlds' finest classic racing riders, and topping the list is former multiple world champion Hugh Anderson, all the way from New Zealand. His list of racing successes is endless, as he has never really retired. But he has not lost the competitive edge over the years, and the style remains the same - smooth, consistent, accurate lines through the corners and very fast! Another visitor making his first appearance in this country is Daytona winner Stephen Mathews from Alabama, USA. The Brands Hatch circuit is tricky to learn for anyone making their debut, but he has the ability to spring a surprise on the established stars. Also competing this weekend is Bill Swallow who needs no introduction, one of the very top classic racers, who not only excels on proper road circuits such as the IOM (Manx Grand Prix winner) but is equally at home on the short circuits. Again he is another rider with consistent lines through corners, and is an example to any racer on how it should be done. Winner of the first round at Silverstone and top contender for this event is Steve Ruth. A regular top flight competitor in the modern singles class, he is able to combine both modern and classic with equal success, which is a rare combination. Jerry and

Roger Summerfield will be among the front runners on their immaculate Summerfield Engineering Manx Nortons. Jerry rides a Ray Petty replica and is achieving some excellent results so far this season, including a very close second to Steve Ruth in the first round. Other contenders are Mick Robinson who rides a Seeley owned by John Snow, Mick Hemmings on the McIntyre Matchless, John Rodgers on another Manx Norton, Chris McGahan on a Seeley and third place finisher at Silverstone Doug Jones. Also, Ian Lawston is making a welcome return riding father Syd's rare 444cc Aermacchi. The 350cc class also contains an excellent entry, and the man to beat is Colin Breeze on the Alf Mountford Aermacchi. Out of luck at Silverstone when the Italian machine suffered an oil leak, his record win on the Aermacchi is impressive. Again he is another rider who excels on a variety of machinery ranging from the little 350 to BSA triples and also contends modern Supercup meetings on a Kawasaki 750cc. Having missed the first round because of it clashing with the TT, Mark Baldwin will be hoping for top honours on another Aermacchi. First round winner Geoff Tunstall will be trying very hard to win this Brands Hatch round, because if class winners win all three rounds, they win a substantial bonus of prize money. Also making a welcome return to the fray after several years absence is Ian Lee on his Aermacchi. Malcom Clarke always achieves excellent results in his AJS 7R at Brands. Also look out for the Francis Beart Aermacchi owned and ridden by Dave Varney in its distinctive green. This machine is well worth a closer inspection in the paddock to see the workmanship of preparation.

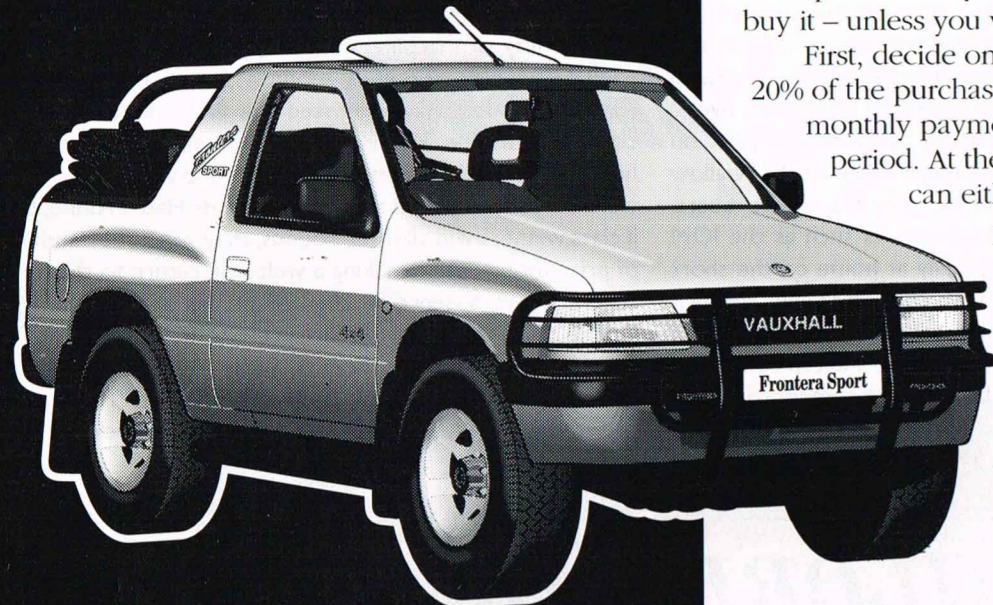
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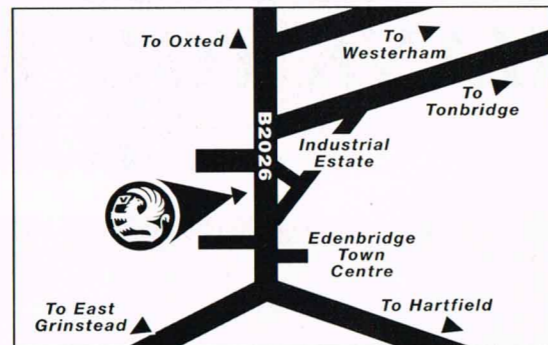
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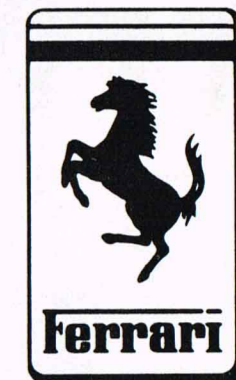
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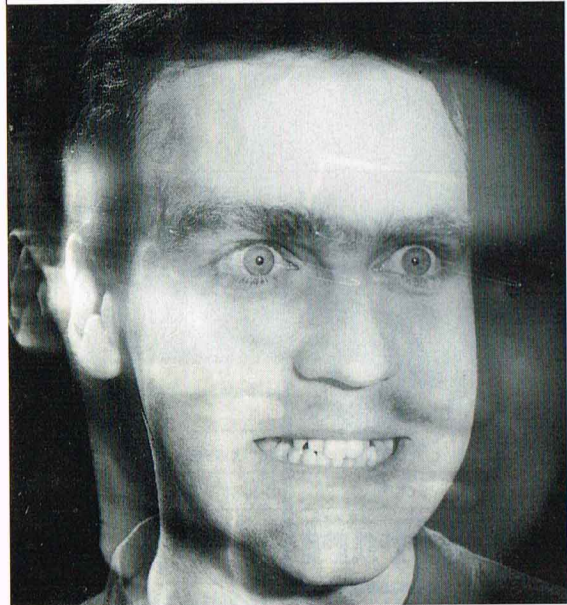
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# ALTERNATIVE TRAVEL GUIDE

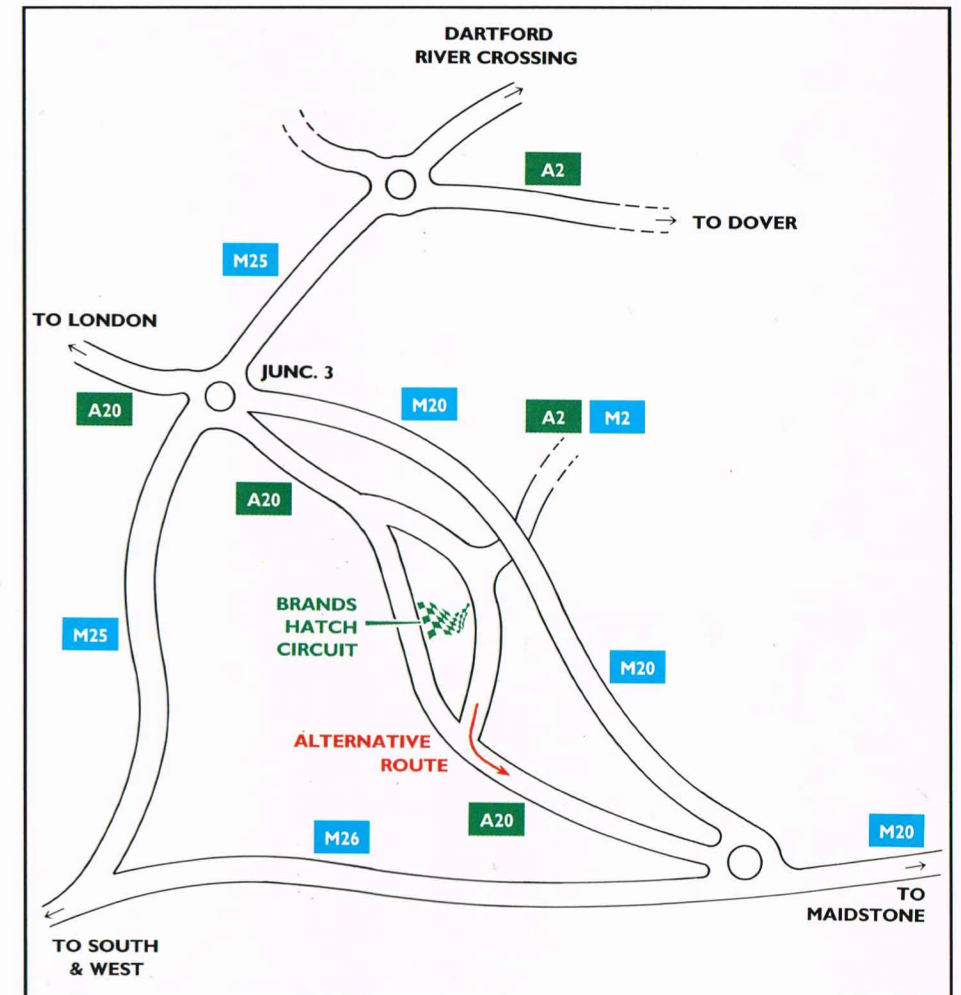
If you were caught in a queue getting to the venue, here are a few suggestions as to ways to ease the flow and make your trip home hopefully much easier.

As an alternative to joining the M25 at Junction 3, you can join the M25 (WEST) via the M26 and the M25 (NORTH) via the M20. These are easily accessed by turning left as you leave the front entrance onto the A20 (EASTBOUND) and are all clearly signed. It may seem longer, but is certainly quicker.

For those leaving the rear of the venue (Scratchers Lane) and wishing to travel into London or towards the Dartford Tunnel, there is an alternative route, via the A2, through Longfield. This route is also clearly signed.

Alternatively, why not stagger your departure times, as even a short wait could prevent you sitting in a traffic jam.

Please drive carefully and have a safe journey home.



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Please enjoy and respect the venue - Don't damage trees, fences, facilities Please use the litter bins provided - Don't leave it lying around Please don't bring any animals with you Don't go into Prohibited Areas (Notices are displayed) - Stay behind the fences (They're there for your protection) Don't play any ball sports anywhere around the venue Do enjoy your day!

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