

# John Player Transatlantic



ROUND 1

## Brands Hatch April 16th

ORGANISED BY BRANDS RC

OFFICIAL PROGRAMME 25p



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# BRANDS HATCH

## John Player Transatlantic Trophy Races AND National Motor Cycle Road Races

A-CU PERMIT No. 1051

TRACK CERTIFICATE No. 1

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

Held under the General Competition Rules (10th Edition), of the A-CU for all Road Races and subsequent amendments and Supplementary Regulations.

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## Conditions of Admission

### **MOTOR RACING IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT THEIR OWN RISK**

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators, pass and ticket holders.

## For the Attention of Spectators

Please do not leave litter about the grounds—take it with you.

The Brands Racing Committee acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.

If an accident occurs, leave it to the marshals, the doctor and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public—**animals are not admitted. This is most important.**

**Prohibited Area Notices:** The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

## Flag Signals

National	...	...	...	Start
Red	...	...	...	Stop, all Riders
Black, with Rider's Number	...	...	...	That Rider to stop
Yellow (Motionless)	...	...	...	Danger, Drive slowly
Yellow (Waved)	...	...	...	Great Danger, be prepared to stop
Yellow with Red Stripes	...	...	...	Danger, Oil on track
Chequered Black and White	...	...	...	Finish

## Advice of Results

The result of each race will be announced by the commentator.

Reports on the racing are made in "Motor Cycle" and "Motor Cycle News" published weekly.

This meeting is promoted by

**MOTOR CIRCUIT DEVELOPMENTS LTD.**

**For BRANDS HATCH CIRCUIT LTD.**

Managing Director: JOHN WEBB

General Manager: JACKIE EPSTEIN

**Director of Motor Cycle Racing:** C. J. D. LOWE  
130-136 Maidstone Road, Sidcup, Kent DA14 5HS.

**Brands Hatch Circuit Ltd., Fawkham, Nr. Dartford, Kent, DA3 8NG.**  
**Ash Green (STD 0474) 872331**



## Officials of the Meeting

### STEWARDS OF THE MEETING:

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**Appointed by S.E. Centre A-CU:**

J. Walby

**Appointed by Brands Racing Committee:**

J. Hyde

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### A-CU TIMEKEEPER (in charge):

H. Shuttleworth (International)

**Assisted by:**

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V. Anstice

F. Micklewright

### A-CU MEASURER:

V. Anstice

### LAP SCORERS:

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D. Micklewright

A. Sprake

R. Pike

### STARTERS:

D. McNealy

H. Bratton

### JUDGE:

J. Fordham

### COMPETITORS' STEWARD & FUEL

### INSPECTOR:

E. Ranshaw

### COMMENTATORS:

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Fred Clarke

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**Assisted by:**

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### ACKNOWLEDGMENTS:

Course Marshals' machines by  
courtesy of Honda Motorcycles G.B.  
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Protective clothing by Rivetts of  
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### TELEPHONE COMMUNICATIONS:

J. Claridge

### COURSE MARSHALS:

Members of:

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and other A-CU Clubs

### SECRETARY OF THE MEETING:

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### FIRST AID:

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### Welding Services:

Mike Fiddaman of Colchester

## Scrutineering and Practising

Class	Scrutineering	Practising
250 cc Solos	8.30 am to 8.45 am	9.00 am to 9.15 am
350 cc Solos	8.45 am to 9.00 am	9.15 am to 9.30 am
500 cc Solos	9.00 am to 9.15 am	9.30 am to 9.45 am
750 cc Solos	9.15 am to 9.30 am	9.45 am to 10.00 am
1000 cc Solos	9.30 am to 9.45 am	10.00 am to 10.10 am
Threewheelers up to 1000 cc	9.45 am to 10.00 am	10.10 am to 10.20 am
Over 350 cc Solos		
National Licence holders	10.00 am to 10.15 am	10.20 am to 10.30 am
Production Machines	10.15 am to 10.30 am	11.30 am to 11.40 am
John Player Trans-		
Atlantic Trophy Races	9.15 am to 9.30 am	11.40 am to noon

# Programme of Events

Race	Class	Laps	Start
1	THE 350cc RACE ..... (Solo Motor Cycles over 250cc and not over 350cc)	8	12.30 hrs.
2	THE PRODUCTION MACHINE RACE ..... (Solo Production Motor Cycles up to 1000cc)	5	13.00 hrs.
3	THE JOHN PLAYER TRANSATLANTIC TROPHY RACE (Round 1) (Presentation 13.20 hrs.) ..... (Solo Motor Cycles over 647cc and not over 750cc)	13	13.40 hrs.
4	THE ShellSPORT 500cc CHAMPIONSHIP RACE ..... (Solo Motor Cycles over 350cc and not over 500cc)	8	14.20 hrs.
5	THE MOTOR CYCLE INTERNATIONAL SIDECAR CHAMPIONSHIP RACE ..... (Threewheeler Motor Cycles not over 1000cc)	5	14.45 hrs.
<b>INTERVAL</b>			
6	THE JOHN PLAYER TRANSATLANTIC TROPHY RACE (Round 2) ..... (Solo Motor Cycles over 647cc and not over 750cc)	13	15.25 hrs.
7	THE FOUR STROKE RACE ..... (Solo Four Stroke Motor Cycles over 350cc and not over 1000cc)	5	16.00 hrs.
8	THE MOTOR CYCLE NEWS SUPERBIKE RACE ..... (Solo Motor Cycles over 500cc and not over 1000cc)	10	16.20 hrs.
9	THE 250cc RACE ..... (Solo Motor Cycles over 125cc and not over 250cc)	8	17.05 hrs.
10	THE 1000cc RACE ..... (Solo Motor Cycles over 125cc and not over 1000cc)	5	17.30 hrs.

## Awards

RACE	1	£70	40	25	20	15	10	8	6	4	3	2
	2	£30	20	15	10	8	6	4	3	2		
	4	£100	40	25	20	15	10	8	6	4	3	2
	5	£125	75	50	30	20	12	8	4			
	7	£15	10	8	6	4	3	2				
	8	£150	50	40	25	20	15	8	6	4	2	
	9	£70	40	25	20	15	10	8	6	4	3	2
	10	£30	20	15	10	8	6	4	2			

In addition B.P. will award £75 to the rider making the fastest lap in the Motor Cycle International Sidecar Championship Race—Race 5.

B.P. will also award £100 to the rider making the fastest lap in the Motor Cycle News Superbike Race—Race 8.

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# What a Line-up!!

**BY BOB SNELLING**

The only people who got any joy out of last year's meeting were the photographers and they made a pretty good job of it, too! Let us hope that to-day they get some better shots from the superb supporting programme to the Match Race Series. What a line-up!! The opening rounds of the Motor Cycle News Superbike and the Motor Cycle International Sidecar Championships, together with the second round of the ShellSPORT 500 c.c. Championship, have really attracted all the stars and add to these the match races and we should be in for one of the most exciting programmes ever.

Barry Sheene, John Newbold, John Williams and Steve Parrish take time off from the Match Races to collect some valuable points in the ShellSPORT 500 championship with Barry no doubt having thoughts of missed opportunities last year, when he was sidelined through injury and lost the title. However, Steve Manship was a worthy winner in 1975 and will not give in easily to this strong opposition. Tony Rutter won the opening round at Mallory Park and with Percy Tait and Paul Smart there is a formidable front row on the grid. There is also a mass of talent behind, among them Wayne Dinham and Mick Patrick, who are showing fine early season form. Anyway, only six of them collect points with the odds being on Barry to take the maximum.

George O'Dell starts the defence of his sidecar title among a sparkling array of three-wheeler exponents. British Champion Mac Hobson (if fit), Dick Greasley, Gerry Boret, John Ring and Trevor Ireson, who has started the season in cracking form, look like being his biggest rivals. It will be nice to see Jeff Gawley back in action but his form and, indeed that of quite a few others on the list, has yet to be determined, particularly as racing is over the Grand Prix Circuit. Bearing in mind recent results, Trevor and Dick could well make the running here.

The Motor Cycle News Superbike race has provided one of the most exciting fields ever, which is not surprising, with the size of the prize money attached to the series. It tots up to some £11,000-plus throughout the season.

With the Match Races over for the day, the whole British team turn out in this free-for-all race, in which there could be one or two scores to be settled. Let us hope, however, that in the heat of the moment nobody does themselves a mischief as we still have Mallory Park and Oulton Park to look forward to during the rest of the weekend. At last Tony Rutter, Ron Haslam, Steve Manship, Paul Smart, Roger Marshall and Co., will have the opportunity to stake their claim for future selection. Wouldn't it be a great series if these riders were available for all of the rounds? Mick Grant holds the title and will be determined to hang on to it, so a win here would be more than welcome. Whatever the outcome, it will be a great race and it's a guess that some of our American visitors would love to be out there. There is a wealth of new talent spread out in the remaining solo races, in addition to the established stars, and the competition is bound to be keen in each and every event.

Take it easy on the way home and come back for the Evening News King of Brands Meeting on 31st May.



## EVENT TWO

## The 350cc Race

Solo Motor Cycles over 250cc and not over 350cc

No.	Rider	Home Town	cc Machine
<b>1st Row</b>			
6	David Potter Entrant—Broad Motors	Orpington	350 Broad Yamaha
12	Steve Parrish Entrant—Dave More Team Castrol	Steeple Morden	350 Yamaha
22	Tony Rutter Entrant—R. Priest	Brierley Hill	348 Yamaha
26	Bob Heath	Walsall	347 Yamaha
28	Steve Manship Entrant—Len Manchester	Leicester	347 Yamaha
31	Graham Waring Entrant—M.J.K. Civil Eng.	St. Helens	347 Yamaha
32	Austin Hockley Entrant—Granby Motors	Long Eaton	348 Granby Yamaha
34	Mick Patrick Entrant—Harold Coppock	Oxford	348 Coppock Yamaha
<b>2nd Row</b>			
38	Neil Tuxworth Entrant—Granby Motors	Louth	348 Yamaha
39	Paul Cott Entrant—Barber Haulage	Spalding	347 Yamaha
43	Peter Ellis	Wirral	347 Maxton Yamaha
44	Wayne Dinham	Newport	347 Fowler Yamaha
46	Bernard Murray	Manchester	349 Maxton
49	John Cowie Entrant—Premier Motors	London	347 Premier Yamaha
53	Dave Camier Entrant—Paul Smart Ltd.	Bethersden	350 R.I.G.P. Towerbrook Yamaha
57	John Williams	Birkenhead	347 Yamaha
<b>3rd Row</b>			
58	Roger Nicholls Entrant—G. Beale	Newport	347 Yamaha
65	Trevor Elliott	Greenford	347 Yamaha
66	Ron Mellor Entrant—You Name It. We Do It!	Battersea	346 Yamaha
77	Stuart Morrell	Royston	348 Shepherd Suzuki
82	Mick Jeffreys	Iver Heath	350 Yamaha
87	John Harding	Evesham	347 Yamaha
90	Roger Winfield Entrant—Halletts of Canterbury	Bexhill	350 Yamaha
92	Bernard Frost Entrant—R. W. Parkinson	Colchester	350 Yamaha
<b>4th Row</b>			
94	Brett Collyer	Mountain Ash	347 Yamaha
95	Alexander Taylor Entrant—W. J. Taylor	Abingdon	347 Yamaha
96	Dave Saltwell	Billericay	347 Yamaha
107	Michael Quaife Entrant—R. T. Quaife Eng.	Tonbridge	347 Yamaha
115	Erwin Chwistek	Malmesbury	347 Yamaha
116	John Durey	Aylesford	348 Yamaha
120	Alan Lee Entrant—Visnews Racing	Bishops Stortford	347 Yamaha
121	Brian Flak Entrant—Brian Flak Kawasaki	Maidstone	348 Yamaha

## Race 1 continued

### 5th Row

125	Roger Nott	Liverpool	347 Maxton
128	Nicholas Tidman	Bristol	347 Yamaha
130	Kevin Ainscough	Oakham	347 Yamaha
138	Martin Read	Marston Moreteyne	347 Yamaha
140	Simon Ayers	Woking	340 Honda
143	Larry McMahon	Melksham	347 Fowler Yamaha
	Entrant—Cyril Trollope		
145	Russell Webb	Crawley	347 Yamaha
146	Gary Hickman	Merstham	347 Yamaha

### Reserves

35	Keith Trubshaw	Rainhill	347 Yamaha
	Entrant—Tom Hall M/c		
48	Grahame Hobbs	Shepperton	347 Yamaha
167	Alan Duffus	Glenrothes	347 Yamaha
	Entrant—T. B. Oliver		
54	Alan Rogers	Enfield	347 Yamsel
159	Les Bibby	Wirral	347 Yamaha
163	Ivor Morgan	Ramsgate	347 Yamaha
	Entrant—M.M. Racing		

### RESULTS:

1st.....	22	2nd.....	48	3rd.....	44	4th.....	49
5th.....	43	6th.....	38	7th.....		8th.....	
9th.....		10th.....		11th.....		12th.....	
13th.....		14th.....		15th.....		16th.....	
Winners Time.....	14 m 17.25	Speed.....	87.811 mph				
Fastest Lap.....	22	Time.....	1 m 44.65	Speed.....	89.952 mph		

Lap record—to be established. For comparison, the record for the previous (2.65 miles) circuit was as follows:

#### LAP RECORD

Solo motor cycles 251-350cc

John Williams (346cc Yamaha)

Race Record: John Williams (346cc Yamaha—10 laps)

min	secs	mph	date
1	40.6	94.83	26.10.75
17	26.8	91.13	26.10.75

## "Motor Cycle" International Sidecar Championship

This is the third year of the "Motor Cycle" International Sidecar Championship which, in 1975, was the closest fought of all the British road racing championships. It was decided only at the final round and then only by the fastest lap. That was set by George O'Dell with passenger Alan Gosling, who snatched the title from British Champion Mac Hobson and passenger Gordon Russell.

After such a successful series, it is natural that the format should be unchanged for 1976, with eight rounds, all at Motor Circuit Developments circuits.

The only difference is an increase in the prize fund, so that the winner of each round will get at least £125. The total fund has gone up to £3,738, making it the most lucrative sidecar championship in the world.

The series winner will get £500, with £250 for the runners-up, £100 for third and £75, £50 and £25 for the fourth to sixth outfits. Scoring is on world championship lines with 15-12-10-8-6-5-4-3-2-1 for the first 10 but with the addition of five points for the fastest lap at each circuit. All points scored will count towards the final total.

Double points will be awarded for both places and the fastest lap at the final round, at Brands Hatch on October 31.

Qualifying rounds are: April 16, Brands Hatch; April 19, Oulton Park; May 31, Brands Hatch; June 13, Mallory Park; July 11, Snetterton; August 30, Oulton Park; September 12, Mallory Park; October 31, Brands Hatch.

# The Production Machine Race

Solo Production Motor Cycles up to 1000cc

No.	Rider	Town or country	cc	Machine
<b>1st Row</b>				
2	Ron Geary	Brighton	750	R.G.S. Norton
3	Barry Tingley	Sanderstead	750	Kawasaki
4	Martin Sharpe Entrant—Gus Kuhn Motors	Brackley	900	Gus Kuhn B.M.W.
5	Bill Marks Entrant—Fran Ridewood & Co.	Bridgwater	828	Ridewood Norton
6	Keith Trubshaw Entrant—Tom Hall Motor Cycle Ltd.	Rainhill	500	Honda
7	Ray Knight	Lingfield	898	B.M.W.
8	Dennis McMillan	London	812	Ongar Honda
9	Col Porter Entrant—Bennetts of Barnsley	Barnsley	750	Bennett Honda
<b>2nd Row</b>				
10	Dave Camier Entrant—Paul Smart Ltd.	Bethersden	900	Honda
11	Dennis Trollope Entrant—Cyril Trollope	Bristol	400	Fowler Yamaha
12	Roy Simmons Entrant—Cray Motor Cycle	Sevenoaks	400	Yamaha
14	Tony Holland Entrant—Thruxton Motor Cycle	Andover	830	Thruxton Commando
15	Hugh Evans Entrant—Mocheck Ltd.	Biggin Hill	736	Honda
16	Hartey Kerner Entrant—Parks of Lewisham	Norbury	750	Honda
17	John Judge	Luton	496	R.G.M. Kawasaki
18	Peter Broad	Basingstoke	850	Norton
<b>3rd Row</b>				
19	Bernie Toleman Entrant—Gilberts Motors	London	400	Honda
20	Frederick Huggett	Eastbourne	498	Honda
21	Robert Prior Entrant—Jim Sharp Motor Cycle	Borehamwood	500	Kawasaki
22	Bernard Frost Entrant—R. W. Parkinson	Colchester	500	Kawasaki
23	Tom Pemberton	Birmingham	500	Kawasaki
24	John McNicoll	Rickmansworth	750	Laverda
25	Graham Marchant Entrant—Jim Sharp Motor Cycle	Tonbridge	750	Norton
<b>4th Row</b>				
28	Alan Cathcart	London	750	Ducati Desmo
36	Derek Prebble	Ventnor I.o.W.	850	Norton
43	Adrian Symes	Fordingbridge	450	Ducati
44	Brian Bartlett	H. Wycombe	750	Norton
45	Tony Smith Entrant—Thruxton Motor Cycles	Brize Norton	830	Norton Commando
47	Philip Bootheystone	Croydon	500	Triumph
48	David Cartwright	Ipswich	745	Commando
<b>5th Row</b>				
49	Barnaby Williams	London	864	Ducati
50	Richard Hunter Entrant—Bob Hill Motor Cycle	Luton	250	Suzuki
51	Nicholas Sears	Letchworth	750	Norton
52	Tim Partington	London	400	Sondel Yamaha
53	Jeff Jones	Maesteg	749	B.S.A.
54	Alan Hercberg Entrant—A. Bennett	Rotherham	750	Bennett 3
55	John Oldfield		250	Benelli
56	Peter Davis	Birmingham	1000	Laverda



## Race 2 continued

### RESULTS:

1st.....	4	2nd.....	4.5	3rd.....	5	4th.....	15
5th.....	14	6th.....	7	7th.....		8th.....	
9th.....		10th.....		11th.....		12th.....	
13th.....		14th.....		15th.....		16th.....	
Winners Time.....	9m 18.25	Speed.....	84.279 mph				
Fastest Lap.....	5	Time.....	1m 48.65	Speed.....	86.639 mph		

Lap record—to be established.

## All change at Brands Hatch

**I**F YOU look around you will realise in a moment that a lot has happened at Brands Hatch during the winter months and a lot more is going on still.

It is all part of a £300,000 development plan to make the Kentish circuit one of the world's best, with extra safety for the riders, better facilities for the spectators and more exciting racing for everyone.

Part of the changes include re-shaping of the circuit and, with this, the opportunity has been taken to re-name several of the bends, at the same time honouring some of the greatest men in motor cycle and car racing, who have played a major part in the circuit's history over the past quarter-century.

Some of the old names were rather meaningless and the corners they described were more than a little difficult to define. So, to take you on a swift, conducted tour of the Short circuit (the Grand Prix circuit extension retains all its existing nomenclature), Paddock Hill Bend is the same name but a very different corner but the rise upwards towards Druids is now called Hailwood Hill, after that many-times world champion. The car people's great hero is recalled in the drop from Druids, now called simply Graham Hill, which leads into Graham Hill Bend.

The former Bottom Straight (which wasn't) has been altered drastically and has been renamed Cooper Straight and the left-hander away from it is now called Surtees, after the only man ever to be world champion on both two and four wheels.

This was where there used to be confusion as to what was called which, so now the right-hander onto the Short circuit is McLaren and the continuation and apex of the bend (where the GP circuit rejoins the Short circuit) retains the title and is more clearly identified as Clearways. The long sweep out of it is called Clark Curve and that leads into the former Top Straight, now Brabham Straight.

Of the track changes themselves, Paddock has been turned in earlier and most of the bend is now right inside the earlier track but the old portion has been retained as a very wide run-off area, but separated (to discourage wild riding) by a special kerb.

The new Graham Hill Bend goes round a bit further than the old Bottom Bend, leading into what really is a straight and the revised left-right of Surtees-McLaren is less abrupt than before. The circuit is 64 yards shorter than previously and it is probably a whole second quicker. Today's races ought to prove or disprove that theory.

That little lot has cost close on £100,000 with the associated works but there is also a vast new flat paddock nearing completion below the existing paddock. The reason for the re-shaping of the bottom part of the track is mainly a massive construction of new pits due to be completed by the John Player Grand Prix in July. There is a new pedestrian area near the shops (or, rather, new service roads behind), lots of new terracing, re-routing of traffic to allow the removal of the bridge over the Surtees bend exit (and thus widening of the track on the outside for greater rider safety), and in hand are new access roads, new shops, movement of marshals' posts out on the GP circuit for improved safety and so on. It really is "all change at Brands Hatch".

# The ShellSPORT 500cc Championship Race

Solo Motor Cycles over 350cc and not over 500cc

No.	Rider	Home Town	cc	Machine
<b>1st Row</b>				
7	Barry Sheene Entrant—Texaco Heron Suzuki Team	Wisbech	500	Suzuki
8	John Newbold Entrant—Texaco Heron Suzuki Team	S. Normanton	498	Suzuki
11	John Williams Entrant—Texaco Heron Suzuki Team	Heswall	500	Suzuki
12	Steve Parrish Entrant—Dave More Team Castrol	Steeple Morden	500	Yamaha
22	Tony Rutter Entrant—R. Priest	Brierley Hill	352	Yamaha
23	Percy Tait	Hay Mills	498	Suzuki
27	Paul Smart Entrant—Paul Smart Ltd.	W. Kingsdown	496	Barry Sheene Suzuki
28	Steve Manship Entrant—Len Manchester Motor Cycle	Leicester	500	Yamaha
<b>2nd Row</b>				
33	Charlie Sanby Entrant—Bryants of Biggleswade	Luton	500	Bryants Suzuki
34	Mick Patrick Entrant—H. Coppock	Oxford	500	Coppock Suzuki
36	Martin Sharpe	Brackley	497	Sparton
42	Steve Bowers Entrant—Godfreys of Cheam Ltd.	Addington	498	Kawasaki
44	Wayne Dinham	Newport	351	Fowler Yamaha
46	Bernard Murray	Manchester	351	Maxton
47	John Hackett Entrant—Crutchlon Embassy	Coventry	380	Crutchlon-Embassy Yamaha
<b>3rd Row</b>				
49	John Cowie Entrant—Premier Motors	London	351	Premier Yamaha
55	Michael Chatterton	Barnsley	352	Yamaha
58	Roger Nicholls Entrant—G. Beale	Newport	352	Beale Yamaha
61	Allen Blasdell	W. Molesey	500	Seeley Konig
68	Richard Hunter Entrant—Bob Hill Motor Cycle	Luton	500	Suzuki
69	Bernie Toleman Entrant—Gilberts Motors	London	498	Suzuki
73	Chris Neve	Shoreham	352	Yamaha
<b>4th Row</b>				
74	Brian Bartlett	H. Wycombe	499	Norton
75	Brian Wackett	Waltham Abbey	498	Konig
83	Tony Osborne	Dagenham	351	Yamaha
89	Edward O'Brien	Dagenham	500	Suzuki
98	Harry Dixey	Hartwell	498	Kawasaki
100	John Gray	Winchester	351	Yamaha
103	William Collard	Farnborough	500	Suzuki
108	John Norris Entrant—Brockliss Motor Cycle	Bexley Heath	351	Brockliss Yamaha

## Race 4 continued

### 5th Row

124	Ian Ratcliffe Entrant—Barton Motors	Banstead	499	Sparton
131	Dave Danks	Waterhouses	351	Yamaha
134	Ian Richards Entrant—D. Whitehouse	Wolverhampton	352	Yamaha
136	Geoffrey Barstard	Leigh-on-Sea	498	Ryan Crescent
149	Peter Evers	Benfleet	500	Crescent
153	Mick Nims	Newbury	500	Sparton
155	Geoff Carr	Barnsley	352	Yamaha
158	Anthony Myers	Hull	352	Yamaha

### Reserves

29	Clive Offer	Coulsdon	351	Yamaha
72	Vaughan Young	Edgware	351	Yamaha
111	Barry Seward	Copnor	351	Yamaha
71	Charles Ford	Chesham	351	T.Z. Cantilever
91	Roger Jennings	Cambridge	499	Seeley
115	Erwin Chwistek	Malmesbury	351	Yamaha

### RESULTS:

1st.....	7	2nd.....	49	3rd.....	28	4th.....	34
5th.....	22	6th.....	11	7th.....		8th.....	
9th.....		10th.....		11th.....		12th.....	
13th.....		14th.....		15th.....		16th.....	
Winners Time.....	14 m 25	Speed.....	89.396				
Fastest Lap.....	7	Time.....	1 m 42.65	Speed.....	91.705 mph		

Lap record—to be established. For comparison, the record for the previous (2.65 miles) circuit was as follows:

### LAP RECORD

	min	secs	mph	date
Solo motor cycles 351-500cc				
John Newbold (492cc Suzuki)	1	40.2	95.20	26.10.75
Race Record: John Newbold (492cc Suzuki—10 laps)	17	09.8	92.64	26.10.75

## ShellSPORT 500cc Championship

This prestigious Championship continues for the 1976 season as the main competition for British riders in the "Senior" world championship class.

In each race of the 11 event series, the winner will receive £100 and there is a year-end prize fund of £600. This will be divided up by the ShellSPORT 500 c.c. Champion receiving £250 and amounts of £150, £50, £30 and £20 to the next four highest points scorers.

### Qualifying events:—

April 18	Mallory Park
April 19	Oulton Park
May 31	Brands Hatch
June 13	Mallory Park
July 11	Snetterton
August 8	Brands Hatch
August 30	Oulton Park
September 12	Mallory Park
October 31	Brands Hatch

### (After one round, at Mallory Park)

1	T. Rutter .....	8 points
2	S. Parrish .....	6 points
3	P. Tait .....	4 points
4	P. Cott .....	3 points
5	J. Cowie .....	2 points
6	W. Dinham .....	1 point.



# The Motor Cycle International Sidecar Championship Race

Threewheeler Motor Cycles not over 1000cc

No.	Rider	Home Town	cc	Machine
<b>1st Row</b>				
1	Malcolm Hobson Passenger—Gordon Russell	Newcastle	750	Ham-Yam
2	Gerry Boret Passenger—Nick Boret	Molesey	750	Yamaha
3	George O'Dell Passenger—Alan Gosling	Hemel Hempstead	750	May-Yam
4	Dick Greasley Passenger—Cliff Holland	Market Drayton	700	Chell-Yamaha
5	Roy Hanks Passenger—Gerald Daniels	Birmingham	994	IMP
				Entrant—Fred Hanks Motor Cycle
<b>2nd Row</b>				
6	Trevor Ireson Passenger—William Boldison	Swindon	680	Konig
7	Bill Hodgkins Passenger—John Parkins	Bromley	700	Joe Francis Yamaha
8	John Ring Passenger—Chris Mould	Portsmouth	694	MRH Yamaha
9	Tony Wakefield Passenger—Colin Newbold	Spaldwick	750	British Magnum
				Entrant—Graham Head
<b>3rd Row</b>				
10	Graham Milton Passenger—John Brushwood	Spaldwick	750	British Magnum
11	Peter Young Passenger—Brian Vouden	Dartford	680	Quaife Konig
12	Dick Hawes Passenger—Victor Sampson	Romford	692	Yamaha
14	Andy Jackson Passenger—Tim Court	Gloucester	998	K.G.B. IMP
15	Roger Aldous Passenger—Peter Lucock	Thornton Heath	984	Royton Kawasaki
16	Dave Bexley Passenger—Mick Skeels	Leigh-on-Sea	900	Hadleigh Kawasaki
				Entrant—Hadleigh Custom Racing
<b>4th Row</b>				
17	Jeff Gawley Passenger—Ken Birch	Scunthorpe	700	Yamaha
18	Keith Lacey Passenger—John Jones	H. Wycombe	750	Beckett Suzuki
19	Pete Tyack Passenger—John Gay	Iver	750	Triumph 3
20	Malcolm Attrill Passenger—Mick Coomber	Crawley	998	H.R.D.
				Entrant—Reg Allen Motor cycle
<b>5th Row</b>				
21	Brian Houghton Passenger—Tony Diggle	Sidcup	998	Bevan IMP
22	Michael Smith Passenger—Mark Watson	Coulsdon	812	Smake Honda
23	Frederick Lewin Passenger—Lesley Lewin	Hayes	750	World of Wheels Suzuki
24	Derek Creasy Passenger—Andy Vernon	Hendon	850	Norton
25	Alan May Passenger—Micky Gray	Romford	848	Weslake

## Race 5 continued

### 6th Row

27	Dave Houghton Passenger—Charlie Birks	Didcot	760 Roboserve Konig
28	John Willmore Passenger—Bob Whiting	H. Hempstead	680 Konig
29	John Hartell Passenger—Robert Hartell	Leeds	738 Suzuki
30	Brian Denniss Passenger—Joyce Royle	London	480 Milmor Suzuki
31	Michael Yeatman Passenger—A. N. Other	Burford	998 Limpus
		Entrant—H. Coppock	

### RESERVES

32	John Barker Passenger—Mick Yetty	Hornchurch	738 Reynoldson Suzuki
33	Derek Jones Passenger—Brian Ayres	Greenford	700 Daytona Weslake
34	Ken Hull Passenger—Gerry Barker	Caterham	Entrant—Daytona Cycle Saloon 1000 Yathof Honda
35	Mick Barton Passenger—Nick Cutmore	Anerley	Entrant—Parks of Lewisham 1000 Yathof Honda
36	Roger Dutton Passenger—Tony Wright	Bury St. Edmunds	Entrant—Parks of Lewisham 700 Yamaha
37	David Tyler Passenger—Andrew Brown	Banbury	850 Windle Weslake

### RESULTS:

1st	4	2nd	6	3rd	17	4th	14
5th	15	6th	21	7th	33	8th	8
9th	7	10th	32	11th		12th	
Winners Time	9 min	6.63	Speed	85.94			
Fastest Lap	4	Time	1 min 46.45	Speed	88.30		

Lap record—to be established. For comparison, the record for the previous (2.85 miles) circuit was as follows:

RACE RECORD	min	secs	mph	date
Sidecars Up to 1000cc				
Dick Greasley (700cc Chell-Yamaha)	1	45.4	90.51	26.10.75
Race Record: George O'Dell (700cc May-Yamaha—8 laps)	14	24.4	88.29	26.10.75

### INTERVAL

**STOP PRESS!** As a result of an accident last week-end, John Newbold has had to withdraw from the British team in the John Player Transatlantic Match Race Series. His place is taken by Steve Parrish, and Ron Haslam comes in as reserve.

## VIC CAMP INTERNATIONAL MOTORCYCLE RACING SCHOOL.

*We are holding lessons at Brands Hatch almost every Wednesday  
throughout 1976 on our 350cc Ducati's  
Riding equipment available for hire.*

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# FOLLOW THE NEWS



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Cycle  
News**

**TODAY'S SUPERBIKE CHAMPIONSHIP ROUND SPONSORED BY  
TEE MILL SERVICES LIMITED**



# **“Will Great Britain win back ‘The Ashes’?”**

Asks David Way, Special Events Manager, John Player and Sons.

Last year, the U.S.A. won a remarkable victory in the fifth John Player Transatlantic Trophy series. The series, shortened to two legs because of freak snow conditions at Brands Hatch on Good Friday and run in treacherous wet conditions, was dominated by one man—American team leader Kenny Roberts—who set a captain's example by winning three of the four legs. His immaculate riding inspired the rest of his team so that, for the first time since the inception of the Transatlantic Trophy, the U.S.A. gained a notable victory.

The big question for 1976 is can Britain, with the return of seven times World Champion, Phil Read, and the ever popular Barry Sheene, regain their hold on “The Ashes” of the motor cycle world? Many people felt that in 1975 the Americans were helped to victory by the absence of these two. Certainly their appearances this year guarantee a determined assault on the American supremacy.

However, the American team is as strong, if not stronger than last year, with Steve Baker on the new Yamaha going really well at present, having won the famous Imola 200 just two weeks ago.

Whatever the outcome, I am confident that the John Player Transatlantic Trophy will provide a glittering start to the international racing season and, given good weather, we shall have record crowds at the three circuits.

Our thanks must go to Chris Lowe, motor cycle director of M.C.D., for arranging such outstanding teams, and also to the Clerks of the Course, Stewards, Marshals and Ambulance Men without whom the series could not take place. Finally let me thank you, the Spectators, for coming along and making the John Player Transatlantic Trophy a continuing success.

# John Player Transatlantic Trophy

Sixth Anglo-American Match Races—England 1976

BRANDS HATCH	16th APRIL
MALLORY PARK	18th APRIL
OULTON PARK	19th APRIL

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

In each race:

1st	16 points	=	£80
2nd	15 points	=	£75
3rd	14 points	=	£70
4th	13 points	=	£65
5th	12 points	=	£60
6th	11 points	=	£55
7th	10 points	=	£50
8th	9 points	=	£45
9th	8 points	=	£40
10th	7 points	=	£35
11th	6 points	=	£30
12th	5 points	=	£25
13th	4 points	=	£20
14th	3 points	=	£15
15th	2 points	=	£10
16th	1 point	=	£ 5

Every rider who starts a race will be eligible for points and awards, but only the points of finishers will go towards team totals.

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

**Total Series Points Fund £4,080**

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

**Total Lap Prize Fund £530**

John Player Man of the Series Award to the outstanding rider from either team as selected by an independent panel.



# John Player Transatlantic Trophy

Sixth Anglo-American Match Races—England 1976

Promoted by Motor Circuit Developments Ltd.

American Team Manager: Gavin Trippe, Trippe-Cox Associates Inc.

Brands Hatch: Two races each of 13 laps (29.77 miles)  
Mallory Park: Two races each of 22 laps (29.70 miles)  
Oulton Park: Two races each of 18 laps (29.77 miles)  
Total series distance: 178.48 miles

## ROUND 1

## ROUND 2

## ROUND 3

April 16th Brands Hatch			April 18th Mallory Park			April 19th Oulton Park			Final Total	Finish Order	Team Total
1	2	Tot.	3	4	Tot.	5	6	Tot.			
1	2	Tot.	3	4	Tot.	5	6	Tot.			
14	15	29									
0											
13	10	23									
8	6	14									
16	16	32									
11	12	23									
0	4	4									
7	0	5									
0											

### UNITED STATES

- 2 Kenny Roberts (Captain)  
Yamaha  
3 Gene Romero  
Yamaha  
9 Gary Nixon  
Kawasaki  
29 Randy Cleek  
Yamaha  
32 Steve Baker  
Yamaha  
40 Pat Hennen  
Suzuki  
51 Pat Evans  
Yamaha  
97 Ron Pierce  
Kawasaki  
58 Phil McDonald (Reserve)  
Yamaha  
United States ride with their  
AMA numbers

### GREAT BRITAIN

- 1 Phil Read (Captain)  
Yamaha  
4 Mick Grant  
Kawasaki  
5 Barry Ditchburn  
Kawasaki  
6 Dave Potter  
Yamaha  
7 Barry Sheene  
Suzuki  
8 John Newbold  
Suzuki  
10 Dave Croxford  
Cosworth Norton  
11 John Williams  
Suzuki  
12 Steve Parrish (Reserve)  
Yamaha

### RACE 1

\*See note on previous page 119 122 (57+65)

Finish Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Riding No.	32	7	2	9	5	40	6	11	29	97	10	4				
Time																
Speed																

### RACE 2

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

Finish Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Riding No.	32	2	7	1	40	4	9	24	6	12	29	97	51	5		
Time																
Speed																

Fastest Lap: No..... 32..... Time..... 31.65..... Speed..... 96.26.....





**Ken Roberts**



**Gene Romero**



**Gary Nixon**



*Photo: Graham Hind*

**Randy Clark**



*Photo: Graham Hind*

**Steve Baker**



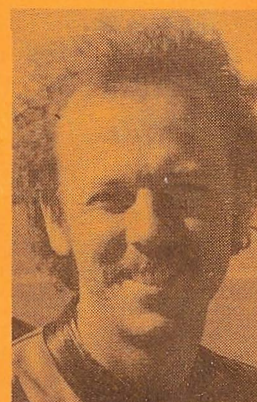
*Photo: Graham Hind*

**Pat Hennen**



*Photo: Graham Hind*

**Pat Evans**



*Photo: Graham Hind*

**Ron Pierce**



*Photo: Graham Hind*

**Phil McDonald**



# Now we are Equal— Whose Title this year?

It is now an acknowledged fact that Britain can no longer rate its stars as being the best in the world, but merely among the best. Since the arrival of Cal Rayborn and then, more latterly, that supreme bombshell in the guise of Kenny Roberts, British circuits have never seemed quite the same, for the Americans have proved a fact they have been trying to get over to us on paper for the last two decades—that their riders can compete successfully anywhere in the world. And how they proved the point last year when they took us by storm and flood and destroyed the British team's invincibility with their first win since the series began in 1971.

It is a moot point whether the cancellation of the Brands Hatch rounds would have helped our efforts or whether, in fact, the humiliation would have been that much worse. Our only consolation is that it did take them five years to do it! Along the way we have seen impressive performances from American riders; some quite startling and none more so than in 1971 when Dick Mann and Don Castro scored third places in the two opening rounds at Brands Hatch. With third and fourth places at Mallory Park and second and fourth places at Oulton Park, perhaps the writing was on the wall for the future.

In 1972 the late Cal Rayborn appeared for the first time and really set the cat among the pigeons with three firsts and three second places, equalling the lap record at Brands Hatch set by Ray Pickrell and Peter Williams in the opening race. In 1973 Yvon DuHamel scored convincingly for his team with a first place in the second race at Mallory Park while Cal Rayborn again equalled the lap record at Brands Hatch. Only two points separated the teams at the end of the competition.

By 1973 a new threat appeared on the scene—the young Kenny Roberts, looking little more than a sixth year student. He trailed Paul Smart into second place at Brands Hatch in the opening race but set a new lap record in the process, which he equalled in the second race when he again finished second, this time to DuHamel. He went on to win both races at Mallory Park, equalling the lap record, and scored first and second places at Oulton Park the following day. As in all cases, the balance of the United States' team wasn't quite able to give a decisive points total in favour of the Americans for what they gained in the sheer professional ability of half their team, they lost in depth.

1975 was a totally different story for, although Roberts broke no records (except by falling off at Oulton Park), he did lead his team to the first-ever victory over Britain and thus confidently expects to do the same this year when an almost identical team returns, unfortunately without Dave Aldana whose injuries have temporarily enforced his retirement. This is doubly unfortunate for the Americans as Dave was individual winner last year and finished second to Barry Sheene at the Race of the Year.

What is it about the Match Races that has elevated the series to one of the world's major competitions? For a start, it was a bold new concept which, although not necessarily original to two-wheeled sport, was certainly original to road racing. America had always set itself apart from Europe and existed within its own national environmental boundaries yet insisted that its riders were among the best in the world. While this fact was open to dispute by the initiated Europeans who could judge the two styles of competition, the opportunity to bring both together on road race machines was a pipe-dream that would alone provide the proof. That it took so long to achieve is a matter of history but that it did succeed has not only provided spectators with a unique form of entertainment but the world with a new standard, as the new skills from the New World have emerged.

No rider has ever set such a high standard as United States team captain Kenny Roberts, whose sole aim during 1976 is to regain his AMA Grand National Championship lost to Harley-Davidson's Gary Scott last year. In what was probably his best-ever season, this 24-year-old double champion lost his title by the margin of a third place in any race in which he took part. The points from that position would have elevated him above Scott and given him three championships in a row. He failed, of course, which was probably a pity for European promoters as there were whispers that Kenny was looking towards a full season at the world championships, particularly as the number of road races in America had been slashed to a paltry four. Losing his number one plate changed Kenny's mind, so it looks as though this may



well be his only British appearance in 1976 and his one European sojourn looks to have been at Imola. He is certainly the fastest rider ever seen on a road race circuit and, providing he suffers no mechanical failures, he invariably wins, for such is Roberts's outlook on life. To my mind, I doubt that even Barry Sheene or Phil Read will be able to live with this man during this series but I am sure that the battle between the three of them will be long remembered.

The absence of David Aldana probably makes Gary Nixon the next threat to Britain retaining any degree of confidence. Gary is back on top of the world after a second place at Daytona and a third and second place in Venezuela which again gave him second overall. Undoubtedly the toughest man in road racing, Gary's career has always been hampered with personal injuries, more often than not quite serious ones, which have kept him out of a competitive saddle for long, hard months. He raced once last year after a sixteen month lay-off but appeared as competitive as ever, nine years after winning the first of his two AMA titles. He has given up dirt track racing as none of his bones are up to the stresses, but has started the 1976 season on tarmac where he left off in 1973 and 1974, when he took four road races in succession. In fact all of Gary's last five wins have been road races. Along with Yvon DuHamel, he was the first American rider of any stature to race in Europe but with only minimal success. He has now switched from the privately-entered Suzuki, which he campaigned last year and in 1974 (or, perhaps, I should say *was* to campaign), to the Kawasaki camp for whom he rode in 1973. He won once on a Suzuki, at Loudon, New Hampshire, but he will always be remembered best by Kawasaki for winning Loudon, Monterey and Pocono for them in 1973. A team member in 1973 and 1974 (in 1972 he broke a wrist whilst practising at Brands Hatch) Gary has been a consistent points scorer for his team with seconds, thirds, fourths and fifth placings but has yet to win a race. He may well do so this year if his team captain allows him to get his wheel in front, which is doubtful indeed. Certainly Gary has all the experience necessary to provide able backing and should make a vast difference to the team scoring.

If Gary can boost the team, then what about Steve Baker who has already won Imola and the Venezuelan F750 round and who reluctantly retired from Daytona whilst lying third? Steve didn't score all that well last year—which is not particularly surprising, since the name Baker wasn't one that was well known until Daytona 1975, when he qualified fifth fastest at over 108mph. He proved by finishing second to Gene Romero (eighteen seconds behind) but in front of Cecotto, another young rider who made an impression last year for the first time. Riding now for Yamaha of Canada, Steve still lives in Bellingham, Washington, and, at 23, has the best of his abilities yet to show themselves. With such a lot of success already under his belt in the very short three years as a road racer, Steve Baker's confidence has never been higher. It can almost be guaranteed that his progress this year, during the match races, will go a long way to lifting the score to one which will hard press the British team.

Last, but not the least, of the "big four" is Gene Romero, still riding a Yamaha but not officially in the Yamaha works team; not that this factor will make any difference when the chips are down. Last year Gene rode with grim determination and improved both his style and technique from meeting to meeting, in spite of falling off at Mallory Park where his best position was third behind Roberts and Aldana. He improved even this performance at Oulton Park where he was runner-up to his captain but not being able to finish in the other two races demoted him to seventh overall. He won the 1975 Daytona 200 and achieved the world one hour record during the same week. This year he finished fourth, yet another impressive performance from the 1970 Champion.

Pat Hennen returns for his second appearance with the United States team and hopes to improve upon the 26 points he achieved last Easter with eleventh place overall. A consistent improver throughout the series, his best place was third during the final contest at Oulton Park—no mean achievement for the then 21-year-old rider from San Francisco. Always a favourite crowd puller at the Marlborough series in Australia, Pat has packed a great deal of experience into the 12 months since he was here last, rounding off with a superb third place at Daytona behind Gary Nixon, a surprise to no-one but himself—in spite of qualifying sixth fastest. He has a fine record in Junior classes and must now be ranked as one of the best prospects in American racing.

Pat Evans is a new addition to the team, qualifying in seventh place at Daytona but falling off on only the second lap of the race after jumping into a short lead. This 20-year-old comes from San Diego and has been a regular winner at Californian club races since the tender age of 13. An AMA expert for the last two seasons, he now rides for Don Vesco, who hopes to be



able to harness a lot of promise and mould Pat into a winning combination. Pat seems to prefer the tighter, twisting tracks and hopes to put in creditable performances in this series.

Ron Pierce is an old hand at the racing game and, during the years 1969 to 1974, rode factory machines for both Suzuki and Yamaha. He finished eighth at Daytona in 1975, fourth at Leguna Seca and first at Loudon riding TZ750 Yamahas. He is quite adaptable, riding a BMW into seventh place and a Harley Davidson into 13th place during the Friday and Saturday preceding the main Daytona races last year. His early years of racing were primarily spent on lightweight machines, building up an envious reputation as a competitor and tuner. He qualified 15th fastest at Daytona in March but retired during the race, having burnt out a clutch during a pit stop. The Kawasaki he is down to ride is one prepared by Kevin Cameron, who was with Team Hansen and Kawasaki, and now runs under the Boston Cycles banner.

Randy Cleek has come up in the world since last year, when he really didn't get much of a chance to have a look at what it was all about. His only ride gave him 10th place at Mallory Park but he snatched eighth place at Daytona and sixth in Venezuela at the two opening rounds of the FIM Championship and looks pretty well set for a good season. Yet another of the TZ750 riders, he is an ex-Junior rider who made good and was one of the few riders ever to beat Pat Hennen when they were competing against each other.

Rather as Randy was last year, so is Phil McDonald reserve rider for the team this year. Another common factor is that both come from Oklahoma! Phil finished sixth in the 250 race at Daytona but was unable to make it in the 200 miler, in spite of finishing 17th fastest amongst the top 30 qualifiers. His baptism at last year's match races was a little hot, to say the least, but you can bet that he will be trying even harder this year.

The British team is no less experienced, with team captain Phil Read leading the onslaught in an endeavour to regain some of the lost pride. Backed by the works Suzukis of Barry Sheene, John Newbold (surprise third place finisher in Venezuela) and John Williams; and the works Kawasakis that have shown a turn of speed last year to be envied by all and ridden by Mick Grant and Barry Ditchburn, this team stands to regain the advantage. Dave Potter and Dave Croxford make up the team, with reserve rider Steve Parrish the only new name to be added to those having ridden for Britain.

It should be a team contest but the biggest contest of all will come from three riders, none of whom know how to lose! There is no doubt that Roberts should reign supreme on present form but he is not going to get away with anything lightly. Phil Read will not easily be headed and, with the present competitive spirit between him and Barry, you can expect not a few fireworks from this direction. And don't forget that Barry Ditchburn holds the lap record at Brands Hatch and held it at Mallory Park as well until September when Sheene took it off him, so a challenge from the determined Kawasaki camp cannot be ruled out. In fact it would be nice to see Barry up front, where he can get if the mood takes him.

If the weather is dry then the racing will be extraordinarily fast throughout the whole series. The Yanks proved last year that they too, can race in wet and snow but such weather did tend to detune those of the American squad whose experience didn't extend towards these types of hardships. The use of slick tyres, banned from National races in this country, almost brought a premature halt to the Mallory Park rounds, as races which started in the dry soon turned into a nightmare when snow trickled from the sky. The choice of tyre is certain to decide the series if such weather conditions prevail this year and it would be a pity to mar a perfect series in this manner.

My money is on Britain this year but with Roberts stealing the glory from round to round. But then, like the Grand National, if there was such a thing as a certainty it would remove the pleasure of watching!

**JIM SWIFT**



# Great Britain v. United States

## Match Race – Past Results

### 1971

#### April 9th—Brands Hatch

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

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

#### April 14th—Mallory Park

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

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

#### April 15th—Oulton Park

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

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

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

### 1972

#### March 31st—Brands Hatch

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

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

#### April 2nd—Mallory Park

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

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

#### April 3rd—Oulton Park

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

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

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

### 1973

#### April 20th—Brands Hatch

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

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

#### April 22nd—Mallory Park

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

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

#### April 23rd—Oulton Park

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

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

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

### 1974

#### April 12th—Brands Hatch

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

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

#### April 14th—Mallory Park

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

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

#### April 15th—Oulton Park

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

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

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

### 1975

#### April 28th—Brands Hatch

Both races cancelled due to snow.

#### April 30th—Mallory Park

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

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

#### April 31st—Oulton Park

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

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

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

**A** Pronto Jacket All leather, quilt lined, 5 pockets, epaulettes. Exclusive to Speedman. The authentic traditional motorcycle jacket.

**£41.50**

# IT'S GENUINE motorcycle clothing

**B** Jeans, flared or straight. Hide with satin lining, made to measure from

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**C** Doddington Boots Primarily a Motorcross boot but ideal for touring. Reinforced toe.

**£28.08**

**D** The PXQZ Jacket Padded shoulders, racing collar

**£37.95**

**E** Brian Boots Modern styled motorcycle boot. All leather.

**£19.50**

**F** The Griffin Speedstar Helmet.

**£19.50**

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**SPEEDMAN**

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**Tel 01 237 3807**

## EVENT SEVEN

# The Four-Stroke Race

Solo Four-Stroke Motor Cycles over 350cc and not over 1000cc

No.	Rider	Home Town	cc Machine
<b>1st Row</b>			
2	Ron Geary	Brighton	750 R.G.S. Norton
3	Barry Tingley	Sanderstead	830 Seeley
4	Chris McGahan Entrant—Overhill M/c	Dartford	496 Judge Seeley
5	Bill Marks Entrant—Fran Ridewood & Co.	Bridgwater	745 Seeley Special
6	Michael Shoesmith	Worthing	828 Marigold Norton
7	Tom Newell	Potters Bar	498 Seeley
8	David Hughes	Canterbury	496 Arter Matchless
9	Col Porter Entrant—Bennetts of Barnsley	Barnsley	750 Bennett 4
<b>2nd Row</b>			
10	Terry Head	Hungerford	828 Headline Norton
11	Mike Salsbury	Hove	750 Norton
12	Tom Standing	Farncombe	750 Norton
14	Darryl Pendlebury Entrant—Caliber Design	Coventry	1000 Kawasaki
15	Hugh Evans Entrant—Moccheck Ltd.	Biggin Hill	736 Honda
16	Hartley Kerner Entrant—Parks of Lewisham	Norbury	713 Honda
17	Roger Monnery	Ashtead	498 Yoshimura Honda
18	Peter Broad	Basingstoke	850 Norton
<b>3rd Row</b>			
19	Arthur Moloney Entrant—Visnews Racing	London	900 Dresda Honda
20	Frederick Huggett	Eastbourne	498 Honda
21	Phil Lovett	Biggin Hill	830 Jones Norton
22			
23	Guy Sandall	Brighton	750 Foale Honda
24	John McNicoll	Rickmansworth	750 Norton
25	Clive Goodridge	Brighton	688 Weslake Metisse
26	Martin Harrison	London	750 Piper Honda
<b>4th Row</b>			
27	David Mawson	Hove	750 Norton
28	Alan Cathcart	London	496 Seeley Matchless
29	Andrew Trott	Pinner	750 Seeley Norton
30	Mike Wilson	Plymouth	828 Norton
31	David Young	S. Norwood	498 Norton
32	Tom Mair	Portslade	750 Seeley Trident
33	Jeff Pearce	Westcliff-on-Sea	900 Hadleigh Honda
34	Roger Cocks	Crawley	382 Aermacchi
<b>5th Row</b>			
35	Roland James	Tenterden	610 Piper Honda
36	Derek Prebble	Ventnor I.o.W.	850 Norton
37	Dave Kerby Entrant—Ray Bennett M/c	Coventry	750 Kerby Weslake
38	Peter Taylor	Tooting	749 Norton
39	Bryan Dorr	Billericay	745 Seeley
40	David Ballantyne	Saltash	750 Triumph
41	Roger Jennings	Cambridge	499 Seeley
42	Peter Sullivan	Datchet	497 Triumph



## Race 7 continued

### Reserves

43	Adrian Symes	Fordingbridge	450 Ducati
44	Brian Bartlett	H. Wycombe	499 Norton
45	Tony Smith	Brize Norton	830 Thruxton Norton
	Entrant—Thrupton M/c		
46	Nigel Palmer	Berkhamsted	750 Triumph
47	Philip Bootherstone	Croydon	500 Triumph
48	David Cartwright	Ipswich	745 Seeley Norton
49	Barnaby Williams	London	864 Ducati
50	Julian Soper	Westcliff-on-Sea	900 Hadleigh Honda
51	Roy Jeffreys	Iver Heath	750 Weslake Metisse

### RESULTS:

1st.....	50	2nd.....	29	3rd.....	5	4th.....	48
5th.....	20	6th.....	45	7th.....		8th.....	
9th.....		10th.....		11th.....		12th.....	
13th.....		14th.....		15th.....		16th.....	
Winners Time.....	9m 17.45	Speed.....	84.4				
Fastest Lap.....	50	Time.....	1m 47.65	Speed.....	87.444 mph		

Lap record—to be established.

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Tel: 01-644-8877**

# The Motor Cycle News Superbike Race

Solo Motor Cycles over 500cc and not over 1000cc

No.	Rider	Home Town	cc Machine
<b>1st Row</b>			
2	Phil Read Entrant—Team Read	Oxshott	750 Yamaha
4	Mick Grant Entrant—Team Kawasaki	Crigglestone	750 Kawasaki
5	Barry Ditchburn Entrant—Team Kawasaki	Northfleet	750 Kawasaki
6	David Potter Entrant—Broad Motors	Orpington	750 Broad Yamaha
7	Barry Sheene Entrant—Texaco Heron Suzuki Team	Wisbech	750 Suzuki
8	John Newbold Entrant—Texaco Heron Suzuki Team	S. Normanton	743 Suzuki
10	Dave Croxford Entrant—Team British Challenge	London	747 N.V.T. Challenge
11	John Williams Entrant—Texaco Heron Suzuki Team	Heswall	750 Suzuki
<b>2nd Row</b>			
12	Steve Parrish Entrant—Dave More Team Castrol	Steeple Morden	750 Yamaha
21	Cliff Carr Entrant—Harris-Everton Racing	Knightwick	750 Yamaha
22	Tony Rutter Entrant—R. Priest	Brierley Hill	748 Yamaha
23	Percy Tait	Birmingham	750 Suzuki
24	Ron Haslam Entrant—Mal Carter	Langley Mills	750 Pharaoh Yamaha
1	Roger Marshall Entrant—Machin & Saunders	Waltham	750 Machin-Saunders Yamaha
27	Paul Smart Entrant—Paul Smart Ltd.	W. Kingsdown	736 R.I.G.P. Towerbrook Suzuki
28	Steve Manship Entrant—Len Manchester	Leicester	750 Yamaha
<b>3rd Row</b>			
30	Geoff Barry	Derby	700 Yamaha
32	Austin Hockley Entrant—Granby Motors	Long Eaton	748 Granby Yamaha
33	Charlie Sanby Entrant—Bryants of Biggleswade	Luton	750 Bryants Suzuki
34	Mick Patrick Entrant—H. Coppock	Oxford	700 Coppock Yamaha
36	Martin Sharpe	Brackley	743 Yamaha
37	Tony Nash Entrant—F. R. Chandler	Romford	700 Yamaha
39	Paul Cott Entrant—Barber Haulage	Spalding	745 Yamaha
41	Terry Gardiner	Cuxton	680 Konig
<b>4th Row</b>			
42	Steve Bowers Entrant—Godfreys of Cheam	Addington	750 Norton
45	Chris Emmings Entrant—Brian Harris Racing	Crayford	750 Seeley Suzuki
49	John Cowie Entrant—Premier Motors	London	700 Premier Yamaha
51	John Jones Entrant—McVeigh Yamaha	Sandbach	700 McVeigh Yamaha
52	Dennis Trollope Entrant—Cyril Trollope	Bristol	525 Fowler Yamaha
53	Dave Camier Entrant—Paul Smart Ltd.	Bethersden	750 R.I.G.P. Towerbrook Suzuki
56	Derek Best Entrant—Cyril Trollope	Bristol	525 Fowler Yamaha

## Race 8 continued

### 5th Row

59	Norman White Entrant—Teign Valley M/c	Teignmouth	700 T.V.M. Yamaha
62	Michael Trimby	Luton	750 Yamaha
72	Vaughan Young	Edgware	694 Yamaha
76	Ian Martin Entrant—Medley Racing	Caistor	700 Yamaha
80	Julian Soper	Westcliff-on-Sea	900 Hadleigh Honda
81	Roy Jeffreys	Iver Heath	750 Weslake Metisse
86	Nigel Palmer	Berkhamsted	750 Triumph
113	Clive Watts	Llantwit Major	745 Yamaha

### Reserves

167	Alan Duffus Entrant—T. B. Oliver	Glenrothes	750 Yamaha
168	Jim Harvey	Colchester	700 Yamaha
67	Richard Peckett Entrant—Peckett & McNab	Woldingham	900 P & M Honda
109	James Wells	Manor Park	700 Yamaha
133	Stephen Peters	Hove	750 Foale Suzuki
150	Colin Aldridge	E. Ham	750 Kawasaki

### RESULTS:

1st.....	7	2nd.....	4	3rd.....	5	4th.....	11
5th.....	36	6th.....	1	7th.....	22	8th.....	21
9th.....	36	10th.....	30	11th.....		12th.....	
13th.....		14th.....		15th.....		16th.....	
Winners Time	16m 54.25	Speed	92.772 mph				
Fastest Lap	7	Time	1m 40.05	Speed	94.090 mph		

Lap record—to be established. For comparison, the record for the previous (2.65 miles) circuit was as follows:

RACE RECORD	min	secs	mph	date
Solo motor cycles Up to 1000cc				
John Williams (750cc Suzuki)	1	39.4	95.98	26.10.75
Race Record: John Williams (750cc Suzuki—12 laps)	20	14.8	94.33	26.10.75

## Race 9

Start: 17.05 hrs.

8 Laps

### EVENT ONE

## The 250cc Race

Solo Motor Cycles over 125cc and not over 250cc

No.	Rider	Home Town	cc Machine
<b>1st Row</b>			
4	Mick Grant Entrant—Team Kawasaki	Wakefield	250 Kawasaki
21	Cliff Carr Entrant—Harris-Everton Racing	Knightwick	250 Yamaha
22	Tony Rutter Entrant—R. Priest	Brierley Hill	248 Yamaha
31	Graham Waring Entrant—M.J.K. (Civil Eng.)	St. Helens	247 Yamaha
32	Austin Hockley Entrant—Granby Motors	Long Eaton	247 Granby Yamaha
38	Neil Tuxworth Entrant—Granby Motors	Louth	248 Yamaha
39	Paul Cott Entrant—Barber Haulage	Spalding	247 Yamaha
44	Wayne Dinham	Newport	247 Fowler Yamaha
<b>2nd Row</b>			
46	Bernard Murray	Manchester	249 Yamaha
48	Grahame Hobbs	Shepperton	247 Yamaha

# Race 9 continued

52	Dennis Trollope Entrant—Cyril Trollope	Bristol	247 Fowler Yamaha
56/	Derek Best Entrant—Cyril Trollope	Bristol	247 Yamaha
71	Charles Ford	Chesham	247 Yamaha
78	Robert Towse Entrant—Broadway Cycles	Hayes	250 Yamaha
79	Douglas Brocklesby	Seaford	247 Yamaha
85	David Whittaker	Horley	247 Eggspress Yamaha

## 3rd Row

93	Paul Greenwood	Edenbridge	250 Groombridge Yamaha
97	Rob Baptie	Abingdon	246 Yamsel
99	Denis Casement Entrant—Brazier Motors	Maidenhead	249 Yamaha
102	Adrian Godden	Braintree	247 Yamaha
104	Roger Keys	Worthing	246 Yamaha
105	Richard Dowland	Bickley	246 Yamaha
106	Peter Weale	Walthamstow	246 Warnell
112	Michael Newton	Oxford	247 Suzuki

## 4th Row

117	Reginald Lennon	Birkenhead	247 Yamaha
119	Donald Wears	Walthamstow	246 Yamaha
122	Ron Rowlands	Cirencester	247 Artdean Yamaha
123	Dennis Rapley Entrant—R. Bennett	Leatherhead	250 Yamaha
132	Ron Storey	Aveley	247 Maxton
134	Ian Richards	Wolverhampton	250 Yamaha
135	Kevin Richards Entrant—Halletts of Canterbury	Faversham	250 Suzuki
137	Ian Wood	Oxford	250 Yamaha

## 5th Row

139	Clive Wall Entrant—R. H. Smith M/c	Hayes	248 Yamaha
144	Roger Webb	Crawley	246 Yamsel
148	George Dziedzic	London	247 Yamaha
150	Colin Aldridge	East Ham	250 Yamaha
151	Geoffrey Greuter	Woodley	247 Suzuki
152	Peter Tibbitts	Walton-on-Thames	247 Yamaha
154	Sebastian Kent	London	250 Amesbury Yamaha
156	Steven Kibble	Cheadle	247 Johnson Yamaha

## Reserves

35	Keith Trubshaw Entrant—Tom Hall M/c	Rainhill	247 Yamaha
158	Anthony Myers	Hull	250 Yamaha
157	Christopher Hart Entrant—Tony Graham	Dursley	246 Yamaha
120	Alan Lee Entrant—Visnews Racing	Bishops Stortford	247 Yamaha
166	Michael Robinson	Eastbourne	250 Yamaha
108	John Norris Entrant—Brockliss M/c	Bexleyheath	248 Brockliss Yamaha

## RESULTS:

1st.....	48	2nd.....	38	3rd.....	31	4th.....	158
5th.....	105	6th.....	156	7th.....		8th.....	
9th.....		10th.....		11th.....		12th.....	
13th.....		14th.....	54.85	15th.....	84.12	16th.....	
Winners Time.....	48	Time.....	1 m 49.25	Speed.....	86.163 mph		
Fastest Lap.....	48						

Lap record—to be established. For comparison, the record for the previous (1.24 miles) circuit was as follows:

## LAP RECORD

	min	secs	mph	date
Solo motor cycles 126-250cc				
Phil Read (249cc Yamaha)	1	46.4	89.66	4.10.70
Rodney Gould (246cc Yamaha)	1	46.4	89.66	4.10.70
Race Record: Phil Read (249cc Yamaha—10 laps)			86.18	4.10.70

# John Player Grand Prix 14th-15th August '76 Silverstone

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ADVANCE BOOKING FORM FOR SUNDAY AUGUST 15th  
(August 14th not bookable in advance)

Please send the following tickets:	No. of tickets	Price in advance	
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*Grandstand Rover Ticket—Child (Cost on Day: 60p)	.....	@ £0.60	.....
*Paddock & Stewards Enclosure—Adult (Cost on Day: £3.00)	.....	@ £2.75	.....
*Paddock & Stewards Enclosure—Child (Cost on Day: 60p)	.....	@ £0.60	.....
*All include admission to Special Trackside Spectator Enclosures			
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(These tickets do not include admission to Special Trackside Spectator Enclosures and are only available to those ordering Grandstand Rover tickets)			
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Special Trackside Spectator Enclosures—Child (Cost on Day: 30p)	.....	@ £0.30	.....
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**Silverstone's Motor Cycling Spectacular—on Britain's Fastest Circuit**



# The 1000cc Race

Solo Motor Cycles over 125cc and not over 1000cc

No.	Rider	Home Town	cc Machine
<b>1st Row</b>			
21	Cliff Carr Entrant—Harris-Everton Racing	Knightwick	750 Yamaha
23	Percy Tait	Birmingham	750 Suzuki
1	Roger Marshall Entrant—Machin & Saunders	Waltham	750 M & S Yamaha
27	Paul Smart Entrant—Paul Smart Ltd.	W. Kingsdown	736 R.I.G.P. Towerbrook Suzuki
31	Graham Waring Entrant—M.J.K. Civil Eng.	St. Helens	347 Yamaha
33	Charlie Sanby Entrant—Bryants	Luton	750 Bryants Suzuki
34	Mick Patrick Entrant—H. Coppock	Oxford	500 Coppock Suzuki
35	Keith Trubshaw Entrant—Tom Hall M/c	Rainhill	347 Yamaha
<b>2nd Row</b>			
37	Tony Nash Entrant—F. R. Chandler	Romford	700 Yamaha
38	Neil Tuxworth Entrant—Granby Motors	Louth	348 Yamaha
43	Peter Ellis	Wirral	347 Maxton Yamaha
44	Wayne Dinham	Newport	350 Fowler Yamaha
45	Chris Emmings Entrant—Brian Harris Racing	Crayford	750 Seeley Suzuki
52	Dennis Trollope Entrant—Cyril Trollope	Bristol	525 Fowler Yamaha
56	Derek Best Entrant—Cyril Trollope	Bristol	525 Fowler Yamaha
57	John Williams	Birkenhead	347 Yamaha
<b>3rd Row</b>			
58	Roger Nicholls Entrant—G. Beale	Newport	347 Beale Yamaha
59	Norman White Entrant—Teign Valley M/c	Teignmouth	700 TVM Yamaha
63	Richard Healey Entrant—Len Manchester	Enfield	346 Manchester Yamaha
64	Tony Jarvis	Sidcup	347 Kaos Yamsel
67	Richard Peckett Entrant—Peckett & McNab	Woldingham	900 P & M Honda
69	Bernie Toleman Entrant—Gilberts Motors	London	498 Suzuki
70	Neville Frost	W. Wickham	350 JJM Yamaha
84	Derek Head	Warnham	347 Healine Yam
<b>4th Row</b>			
88	Lawrence Sadler	London	750 L.S.S.
101	Robert Pegram Entrant—Joe Henderson	Banbury	350 Yamaha
109	James Wells	London	700 Yamaha
110	David Ballantyne	Saltash	750 Triumph
111	Barry Seward	Portsmouth	351 Yamaha
114	Peter Jones	Abingdon	347 Foale Yamaha
118	David Street	Romford	500 Seeley Suzuki
126	Michael Downes	Enfield	350 Yamaha

## Race 10 continued

### 5th Row

127	Trevor Osborne	Dartford	346 Yamaha
129	Garth Neveling	London	350 Yamaha
133	Stephen Peters	Hove	750 Foale Suzuki
135	Kevin Richards	Faversham	350 Yamaha
	Entrant—Halletts of Canterbury		
141	Keith Buckley	London	347 Yamaha
142	Keith Lord	Ilford	750 Suzuki
143	Larry McMahon	Melksham	347 Fowler Yamaha
	Entrant—Cyril Trollope		
147	Gareth Jones	Feltham	347 Yamaha

### Reserves

158	Anthony Myers	Hull	347 Yamaha
159	Les Bibby	Wirral	347 Yamaha
160	Gary Carter	Pinner	348 Yamaha
161	Bill Lawrence	Chadwell	350 Chequers Yamaha
	Entrant—Chequers-Travel		
162	Andy Key	Egham	350 Yamaha
164	Asa Moyce	Waltham	347 Yamaha
165	Steve Parker	Walton-on-Thames	347 Yamaha

### RESULTS:

1st.....	2nd.....	3rd.....	4th.....
5th.....	6th.....	7th.....	8th.....
9th.....	10th.....	11th.....	12th.....
13th.....	14th.....	15th.....	16th.....
Winners Time.....	Speed.....		
Fastest Lap.....	Time.....	Speed.....	

### LAP RECORD:

Solo Motor Cycles—501-1000cc

Barry Sheene (750cc Suzuki)

Paul Smart (750cc Suzuki)

Race Record: Paul Smart (750cc Suzuki)—10 laps

min	secs	mph	date
1	42.8	92.80	28.10.73
1	42.8	92.80	28.10.73
17	24.8	91.31	28.10.73

## £11,000 for Superbike Championship in 1976

WITH £11,000 prize money, this year's 10-round Motor Cycle News Superbike Championship is the biggest and best non-world championship series.

Following the success of the 1975 series there are more sponsors and two extra rounds as well as more money in the new series, which opens at Brands Hatch today.

This first round is sponsored by Tee-Mill, the racing tour specialists, just one of the organisations which will be associating themselves with Motor Cycle News in supporting the 1976 series.

BP are supporting all 10 rounds with £100 for the rider making fastest lap at each round, for instance.

First place in each round is worth £150 and prizes go right down to 10th place in each race so that it is not only the Super-Stars out in front who benefit.

There is a £3,200 prize fund for the overall season prizes, starting with £1,000 for the Superbike Champion, £500 for the runner-up and prize money down to £15 for the 12-placed man.

A further incentive is at the final Brands Hatch round in October, when both prize money and points will be doubled.

Even more interest will be provided at specified rounds by awarding £60 to the rider leading at one-third and two-thirds distance and, just to keep everybody on their toes, cash will be paid down to sixth place at these distances.

There are further awards to sponsors, including non-works teams, and to the leading privateer, too.

The qualifying meetings are: April 16, Brands Hatch; May 9, Cadwell Park; May 31, Brands Hatch; June 13, Mallory Park; August 7/8, Brands Hatch; August 30, Oulton Park; September 4/5, Scarborough; September 11/12, Mallory Park; September 19, Cadwell Park; October, 30/31, Brands Hatch.

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# PICK THE TOP SIX

in today's round of the  
1976

**MOTOR CYCLE NEWS  
SUPERBIKE CHAMPIONSHIP  
and**

# WIN £50

from

**Tee Mill Services  
limited**

ALL YOU HAVE TO DO—Forecast the first six places in today's round of the Motor Cycle News Superbike Championship! The winning entry will be the one nearest to the actual result. You don't necessarily have to get all six right—but an entrant who correctly lists the 2nd, 3rd, 4th, 5th and 6th places will not be judged as skilful as one who names the winner.

**RULES:** No entries will be accepted after the start of the race. Employees of Motor Cycle News, Tee Mill Services Ltd, are not allowed to enter. In event of a tie the prize will be equally divided. The judges decision will be final and legally binding.

PLACE	NAME
1	SHEENE
2	DITCHBURN
3	BEAD
4	SMART
5	GRANT
6	HASHAM

*No correspondence may be entered into. All entries in ink or ball point pen. Each competitor may make only one entry. All entries will be checked but no responsibility can be accepted for entries lost or mislaid. Keep the paper the left as a check on your entry.*

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NEW CIRCUIT LENGTH: 2.61 miles  
LAP RECORD FOR PREVIOUS BRANDS HATCH  
GRAND PRIX CIRCUIT (2.65 miles)

JOHN WILLIAMS (750cc Suzuki)  
1m 39.4 secs., 95.98 mph, 26.10.75

# Brands Hatch Circuit

T	TOILET
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+	MEDICAL CENTRE

Portobello Straight

Hawthorn Bend

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Brabham Straight

Start & Finish

Starline Grandstand

Top Straight Grandstand

Grand Prix Grill Bar

CAR PARK

Children's Playground

Open Seating

MAIN ENTRANCE

CAR PARK

Padlock Hill Bend

Padlock Hill

Padlock Tunnel

Control Tower

Administration Arcade

Perpet Station

Telephones

Clear entrance & Padlock entrance

CAR PARK

CAR PARK

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# BRANDS HATCH LAP SPEED TABLE CONVERSION CHART

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
1-18.0	120.46	1-22.0	114.59	1-28.0	106.77	1-34.0	99.96	1-40.0	93.96	1-46.0	88.64	1-52.0	83.89	1-58.0	79.14	1-64.0	74.89	1-70.0	70.64
1-18.2	120.15	1-22.2	114.31	1-28.2	106.53	1-34.2	99.75	1-40.2	93.77	1-46.2	88.47	1-52.2	83.74	1-58.2	79.01	1-64.2	74.76	1-70.2	70.51
1-18.4	119.85	1-22.4	114.03	1-28.4	106.29	1-34.4	99.53	1-40.4	93.59	1-46.4	88.31	1-52.4	83.59	1-58.4	78.86	1-64.4	74.52	1-70.4	70.27
1-18.6	119.54	1-22.6	113.75	1-28.6	106.05	1-34.6	99.32	1-40.6	93.40	1-46.6	88.14	1-52.6	83.45	1-58.6	78.71	1-64.6	74.29	1-70.6	70.02
1-18.8	119.24	1-22.8	113.48	1-28.8	105.81	1-34.8	99.11	1-40.8	93.21	1-46.8	87.98	1-52.8	83.30	1-58.8	78.50	1-64.8	74.00	1-70.8	69.82
1-19.0	118.94	1-23.0	113.20	1-29.0	105.57	1-35.0	98.91	1-41.0	93.03	1-47.0	87.81	1-53.0	83.15	1-59.0	78.22	1-65.0	73.72	1-71.0	69.53
1-19.2	118.64	1-23.2	112.93	1-29.2	105.34	1-35.2	98.70	1-41.2	92.85	1-47.2	87.65	1-53.2	83.00	1-59.2	78.03	1-65.2	73.57	1-71.2	69.35
1-19.4	118.34	1-23.4	112.66	1-29.4	105.10	1-35.4	98.49	1-41.4	92.66	1-47.4	87.49	1-53.4	82.86	1-59.4	77.84	1-65.4	73.34	1-71.4	69.16
1-19.6	118.04	1-23.6	112.39	1-29.6	104.87	1-35.6	98.28	1-41.6	92.48	1-47.6	87.32	1-53.6	82.71	1-59.6	77.65	1-65.6	73.13	1-71.6	68.98
1-19.8	117.74	1-23.8	112.12	1-29.8	104.63	1-35.8	98.08	1-41.8	92.30	1-47.8	87.16	1-53.8	82.57	1-59.8	77.46	1-65.8	72.95	1-71.8	68.80
1-20.0	117.45	1-24.0	111.86	1-30.0	104.40	1-36.0	97.88	1-42.0	92.12	1-48.0	87.00	1-54.0	82.42	1-60.0	77.27	1-66.0	72.77	1-72.0	68.62
1-20.2	117.16	1-24.2	111.59	1-30.2	104.17	1-36.2	97.67	1-42.2	91.94	1-48.2	86.84	1-54.2	82.28	1-60.2	77.08	1-66.2	72.59	1-72.2	68.44
1-20.4	116.87	1-24.4	111.33	1-30.4	103.94	1-36.4	97.47	1-42.4	91.76	1-48.4	86.68	1-54.4	82.13	1-60.4	76.89	1-66.4	72.41	1-72.4	68.26
1-20.6	116.58	1-24.6	111.06	1-30.6	103.71	1-36.6	97.27	1-42.6	91.58	1-48.6	86.52	1-54.6	81.99	1-60.6	76.70	1-66.6	72.23	1-72.6	68.08
1-20.8	116.29	1-24.8	110.80	1-30.8	103.48	1-36.8	97.07	1-42.8	91.40	1-48.8	86.36	1-54.8	81.85	1-60.8	76.51	1-66.8	72.05	1-72.8	67.90
1-21.0	116.00	1-25.0	110.54	1-31.0	103.25	1-37.0	96.87	1-43.0	91.22	1-49.0	86.20	1-55.0	81.70	1-61.0	76.32	1-67.0	71.87	1-73.0	67.72
1-21.2	115.71	1-25.2	110.28	1-31.2	103.03	1-37.2	96.67	1-43.2	91.05	1-49.2	86.04	1-55.2	81.56	1-61.2	76.13	1-67.2	71.69	1-73.2	67.54
1-21.4	115.43	1-25.4	110.02	1-31.4	102.80	1-37.4	96.47	1-43.4	90.87	1-49.4	85.89	1-55.4	81.42	1-61.4	75.94	1-67.4	71.51	1-73.4	67.36
1-21.6	115.15	1-25.6	109.77	1-31.6	102.58	1-37.6	96.27	1-43.6	90.69	1-49.6	85.73	1-55.6	81.28	1-61.6	75.75	1-67.6	71.33	1-73.6	67.18
1-21.8	114.87	1-25.8	109.51	1-31.8	102.35	1-37.8	96.07	1-43.8	90.52	1-49.8	85.57	1-55.8	81.14	1-61.8	75.56	1-67.8	71.15	1-73.8	67.00
		1-26.0	109.26	1-32.0	102.13	1-38.0	95.88	1-44.0	90.35	1-50.0	85.42	1-56.0	81.00	1-62.0	75.37	1-68.0	70.96	1-74.0	66.82
		1-26.2	109.00	1-32.2	101.91	1-38.2	95.68	1-44.2	90.17	1-50.2	85.26	1-56.2	80.86	1-62.2	75.18	1-68.2	70.78	1-74.2	66.64
		1-26.4	108.75	1-32.4	101.69	1-38.4	95.49	1-44.4	90.00	1-50.4	85.11	1-56.4	80.72	1-62.4	74.99	1-68.4	70.60	1-74.4	66.46
		1-26.6	108.50	1-32.6	101.47	1-38.6	95.29	1-44.6	89.83	1-50.6	84.95	1-56.6	80.58	1-62.6	74.80	1-68.6	70.42	1-74.6	66.28
		1-26.8	108.25	1-32.8	101.25	1-38.8	95.10	1-44.8	89.66	1-50.8	84.80	1-56.8	80.45	1-62.8	74.61	1-68.8	70.24	1-74.8	66.10
		1-27.0	108.00	1-33.0	101.03	1-39.0	94.91	1-45.0	89.49	1-51.0	84.65	1-57.0	80.31	1-63.0	74.42	1-69.0	70.06	1-75.0	65.92
		1-27.2	107.75	1-33.2	100.82	1-39.2	94.72	1-45.2	89.32	1-51.2	84.50	1-57.2	80.17	1-63.2	74.23	1-69.2	69.88	1-75.2	65.74
		1-27.4	107.51	1-33.4	100.60	1-39.4	94.53	1-45.4	89.15	1-51.4	84.34	1-57.4	80.03	1-63.4	74.04	1-69.4	69.70	1-75.4	65.56
		1-27.6	107.26	1-33.6	100.38	1-39.6	94.34	1-45.6	88.98	1-51.6	84.19	1-57.6	79.90	1-63.6	73.85	1-69.6	69.52	1-75.6	65.38
		1-27.8	107.02	1-33.8	100.17	1-39.8	94.15	1-45.8	88.81	1-51.8	84.04	1-57.8	79.76	1-63.8	73.66	1-69.8	69.34	1-75.8	65.20

1 lap = 2.61 miles  
Speed in m.p.h. =  
265 x 3600 x No. of laps

TIME in seconds

## Brands Hatch 1976 Fixture List

DATE	EVENT	ORGANISER MAIN RACES		CHARGES (Inc. VAT)
16 APR	<b>JOHN PLAYER TRANSATLANTIC TROPHY INTERNATIONAL MOTOR CYCLE RACES</b>	<b>BRANDS RC SUPERBIKES, etc.</b>		<b>£2.00-A, 50p-C, £1.50-P, £1.00-S/OS</b>
17 Apr	Postponement date for 16 April	As above	As above	As above
18 Apr	Qualifying for 19 April	BRSCC	5000, FF	50p-A, CF, Rovers
19 APR	<b>Shell SPORT 5000 EUROPEAN CHAMPIONSHIP IN ASSOCIATION WITH THE EVENING NEWS</b>	<b>BRSCC</b>	<b>5000*, FF2000*, PS*, SS*, Cel, Mini 1275*</b>	<b>£2.00-A, 50p-C, £1.00-P, £1.00-S, 50p-OS</b>
25 Apr	Clubmans Car Races	Rochester MC	FF1600*, SS*, Sp	£1.00-A, 30p-C, Rovers
2 May	<b>Allied Polymer Ford 2000 Championship</b>	<b>BRSCC</b>	<b>FF2000*, FSV*, C*, FSp*, MSp*</b>	<b>£1.00-A, 30p-C, Rovers</b>
8 May	Clubmans Motor Cycle Races	BMCRC	All Classes	70p-A, CF, Rovers
9 May	<b>Indylantic Car Races</b>	<b>BRSCC</b>	<b>FA*, FF1600*, PSp*, Ren*</b>	<b>£1.50-A, CF, 50p-P, £1.00-S, 50p-OS</b>
15 May	Clubmans "Stars of Tomorrow" Motor Cycle Races	Brands RC	All Classes	70p-A, CF, Rovers
16 May	<b>Historic Racing Day</b>	<b>AMOC</b>	<b>Historic Racing and Sports Cars</b>	<b>£1.20-A, 50p-C, Rovers</b>
23 May	<b>BP Formula 3 Car Championship</b>	<b>BARC</b>	<b>F3*, FF1600*, MSp*, C*, PS*, SS*</b>	<b>£1.20-A, 30p-C, 50p-PS</b>
30 May	<b>BBC Radio 1 Championship</b>	<b>BRSCC</b>	<b>FF2000*, FF1600*, C*, PS*, SS*, Cel</b>	<b>£1.20-A, 50p-C, 50p-P, £1.00-S, 50p-OS</b>
31 MAY	<b>EVENING NEWS KING OF BRANDS INTERNATIONAL MOTOR CYCLE RACES</b>	<b>BRANDS RC</b>	<b>ALL CLASSES</b>	<b>£1.50-A, 50p-C, 50p-P, 50p-S/OS</b>
5 June	Clubmans Motor Cycle Races	BMCRC	All Classes	70p-A, CF, Rovers
6 June	<b>Indylantic Car Races</b>	<b>Rochester MC</b>	<b>FA*, etc.</b>	<b>£1.50-A, CF, 50p-P, £1.00-S, 50p-OS</b>
12 June	Clubmans Motor Cycle Races	Southern 67	All Classes	70p-A, CF, Rovers
13 June	<b>Open Single-seater Championship</b>	<b>BRSCC</b>	<b>OS*, C*, SS*, Esc*</b>	<b>£1.20-A, 30p-C, Rovers</b>
20 JUNE	<b>RAC BRITISH 2000 SPORTS CAR CHAMPIONSHIP</b>	<b>BARC</b>	<b>Sp2000*, FF1600*, C*, SS*, Cel</b>	<b>£1.50-A, 50p-C, 50p-P, 50p-S/OS</b>

† Grand Prix Circuit

### KEY

**Types:** Events listed in block capitals are fully international or other important meetings.

Events in normal black type are championship meetings involving prize money and are planned as public entertainments.

Events in lightweight type are clubman's meetings intended primarily for the benefit of competitors. Supporters are welcome, at the published charges, on the understanding that these are not professional promotions.

**Races:** F1-Formula 1. 5000-5000cc Single seaters. F3-Formula 3. FA-Formula Atlantic. FF-Formula Ford. FSV-Formula Super Vee. OS-Open Single-seater Formula. Sp-Sports Cars. Sp2000-Sports 2000. PSp-Production Sports Cars. MSp-Modified Sports Cars. C-Club Sports. T-RAC Championship Saloons. PS-Production Saloons. SS-Special Saloons. Esc-Escort Saloons. Cel-Celebrity Races. Ren-Renault 5s. Mini 7, 1000, 1275-BL Mini Formulae. Hist-Historics. SSF-Single-seater Formulae. GT-Grand Touring Cars. 500cc-500cc ex-F3 Cars.

At car meetings when an abbreviation is followed by an asterisk (\*) this indicates that this particular event is a car championship round.

**Charges:** A-Adults. C-Children (under 16). CF-Children Free. S-Covered Stands. OS-Open Seating. SF-Stands Free S/OS-Stands or Open Seating. P-Paddock. PF-Paddock Free. Inc-Included in basic charge. PS-Stands and Paddock combined. Pits/S-Pits and Stands combined. Rovers-Stands and Paddock Free.

**ALL PARKING FREE-ANIMALS NOT ADMITTED.**



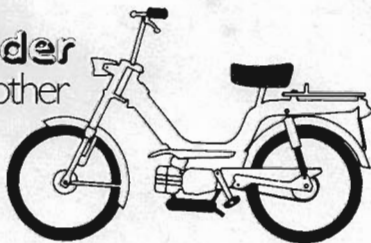
TRIUMPH



**Bonneville...**  
...the continuing legend



**Easy-Rider**  
...start of another



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John Player Special. A reflection of quality.

John Player Special  
20 FILTER

JPS 21F

MIDDLE TAR

As defined in H.M. Government Tables published in February 1976

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING



## **John Player Transatlantic Trophy, Brands Hatch, 16 April 1976**

I was a spectator at Paddock Hill bend.

As in previous years there was a full programme of events in addition to the two main Transatlantic Trophy races. For this year the races were run over 13 laps of the full Brands GP circuit of 2.61 miles.

In the Trophy races Steve Baker (Yamaha) took 2 good wins from Barry Sheene (Suzuki) and Kenny Roberts (Yamaha) in Race 1 and then from Roberts and Sheene in Race 2. Baker dived with Sheene and Roberts in Race 1 but Race 2 was a start-to-finish win for the young American riding British tracks for the first time. Dave Croxford was racing the new Cosworth Norton as the only 4-stroke in the field. He finished 11<sup>th</sup> in Race 1 and did not start Race 2 allowing Ron Haslam (Yamaha) a ride in which he finished in a creditable 8<sup>th</sup> place. The Americans took an overall lead of 137 to 122 points to the second round at Mallory Park.

If the 1974 series was the year of Kenny Roberts then 1976 saw the feat almost repeated by Steve Baker. Baker scored a total of 92 points out of a possible 96. Baker (4 wins, a 2<sup>nd</sup> and a 4<sup>th</sup>) led the points table from Barry Sheene (1 win, 1 2<sup>nd</sup>, 3 3<sup>rds</sup> and a 13<sup>th</sup>) and Kenny Roberts (1 win, 3 2<sup>nds</sup> a 3<sup>rd</sup> and one DNF). Brits packed the middle order places to assure an overall British victory by 412 to 384 points.

In the supporting Brands 350cc race with an all Yamaha field there was a win for Tony Rutter ahead of Graham Hobbs and Wayne Dinham.

The Production Machine race was won by Martin Sharpe on the Gus Kuhn BMW 900 ahead of Tony Smith (Norton 830) and Bill Marks (Norton 830).

In the Shellsport 500cc Championship race Barry Sheene (500 Suzuki) won from John Cowie (351 Yamaha) and Steve Manship (500 Yamaha).

For the sidecar race two-strokes filled the top three places with Dick Greasley and Cliff Holland (700 Yamaha) winning ahead of Trevor Ireson and William Boldison (680 Konig) and Jeff Gawley and Ken Birch (700 Yamaha).

The 5 lap Four-Stroke race was won by Julian Soper (900 Honda) from a trio of Seeley Nortons ridden by Andrew Trott, Bill Marks and Dave Cartwright.

The MCN Superbike Race over 10 laps was won by Barry Sheene (750 Suzuki) with Mick Grant (750 Kawasaki) in second and Barry Ditchburn (750 Kawasaki) in third. This also turned out to be the eventual order for the overall championship with Sheene taking the title over 10 rounds.

The 250cc support race was won by Graham Hobbs from Neil Tuxworth and Graham Waring all on Yamahas.

The final event was an open 1000cc race won by Roger Marshall (750 Yamaha) with Cliff Carr (750 Yamaha) in second and Paul Smart (750 Suzuki) in third.

Andy Heathwood  
23/5/12