

THE JOHN PLAYER TRANSATLANTIC TROPHY

Organised by the Brands Racing Committee
for Brands Hatch Circuit Ltd.

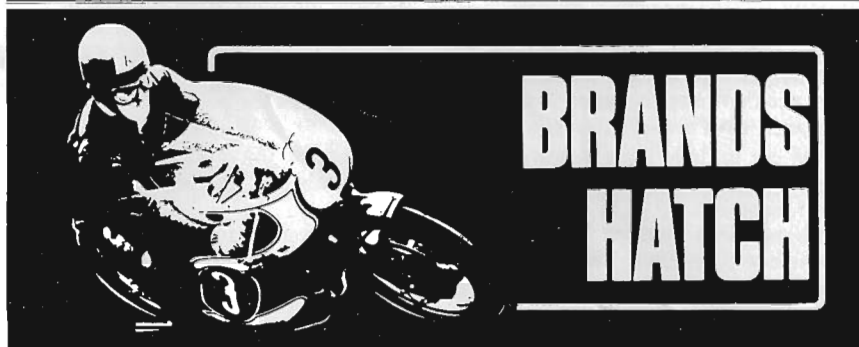
BRANDS HATCH / APRIL 20

Official **20p** Programme

You can't rush a good thing.

bike

Every two months. 30p.



John Player Transatlantic Trophy Races

AND

National Motor Cycle Road Races

A-CU PERMIT No. 572

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), the Standing Regulations of the A-CU for all Road Races (1966 Edition) and subsequent amendments and Supplementary Regulations.

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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.

Important Notice to Competitors

The attention of all competitors is drawn to the Regulations concerning:

(1) A-CU approved pattern crash helmets. (2) Leather Clothing.

Change of Machine. Any entry of a particular make of machine having been made and accepted, no change shall be permitted unless submitted to the Secretary of the Meeting **at least 24 hours before the commencement of the start.**

PRACTISING: Three practice laps of the course must be carried out by all riders.

WARNING: Competitors are reminded that riding in the paddock is strictly forbidden.

SCRUTINEERING: No machines will be accepted for scrutineering after 10.30 am, except by special permission of the Clerk of the Course.

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 public address system.

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

This meeting is promoted by

MOTOR CIRCUIT DEVELOPMENTS LTD.

Managing Director: John Webb

For BRANDS HATCH CIRCUIT LTD.

Director and General Manager: C. J. D. Lowe

Brands Hatch Circuit Ltd. Fawkham Nr. Dartford Kent.

Ash Green (0474) 872331

The possible dream.

The fabulous Triumph Trident.
With its own unique snarl,
it takes you up through the gears to
8000 r.p.m. with your cheeks pinned
back to your ears.

The thrill you get from doing
standing starts and feeling the big
hand trying to pluck you off the
back of the seat is unbelievable.

And that's the standard road-
going Trident.

On the track the Trident has
proved virtually unbeatable in
Production 750 and Formula 750 racing.

Ray Pickrell, Tony Jefferies and
Percy Tait are just three of
the well known riders who have
chalked up a long list of successes
on the Trident.

For the ultimate in performance
it has to be the Trident for you.



TRIUMPH
Your dream come true.

Isle of Man 1972 Formula 750 race

1st Trident—(Ray Pickrell)
2nd Trident—(Tony Jefferies)
4th Trident—(David Nixon)
Record Speed 104.23 mph
Lap Record 105.68 mph—(Ray Pickrell)

Production 750 race

1st Trident—(Ray Pickrell)
3rd Trident—(David Nixon)
6th Trident—(A. Copland)
Race Speed 100.00 mph
Lap Record 101.61 mph—(Ray Pickrell)

Officials of the Meeting

Stewards of the Meeting

Appointed by the A-CU—

T. Hubbuck

Appointed by S.E. Centre A-CU—

B. Bonny

Appointed by

Brands Racing Committee—

G. Shields

Clerk of the Course:

A. Lovett

A-CU Timekeeper (in charge):

H. Shuttleworth (International)

Assisted by—

H. Clenshaw A. Allcock

V. Anstice F. Micklewright

A-CU Measurer:

V. Anstice

Lap Scorers:

D. Swift D. Micklewright

A. Sprake

Starters:

D. McNealy H. Bratton

Judge:

S. Hayns

Competitors' Steward & Fuel

Inspector:

E. Ranshaw

Commentator:

Eddie Dow

Chief Paddock Marshal:

P. Cannon

Assisted by—

R. Wells

Welding Facilities:

"Stone Arc" Eng.

Prop.: H. Ditchburn

Chief Course Marshal:

K. Phillips

Assisted by—

J. Ward

J. E. Carr

D. Lewis

Chief Scrutineer:

W. Smith

Assisted by Machine Examiners:

E. Walker

R. Percival

R. Tyler

D. I'Anson

Scoreboards:

Members of the Greenwich

M & MCC

Telephone Communications:

J. Claridge

Course Marshals:

Members of—

Greenwich M & MCC

Gravesend Eagles MC & MC

Rochester MC

and other A-CU Clubs

Secretary of the Meeting:

C. D. Elliott,

50 Brook Road, Northfleet,

Kent.

First Aid:

Members of the

St. John Ambulance Brigade

Medical Officer:

Dr. H. Bezzi

Press Officer:

Bob Snelling

Press Liaison:

Laurie Hammond

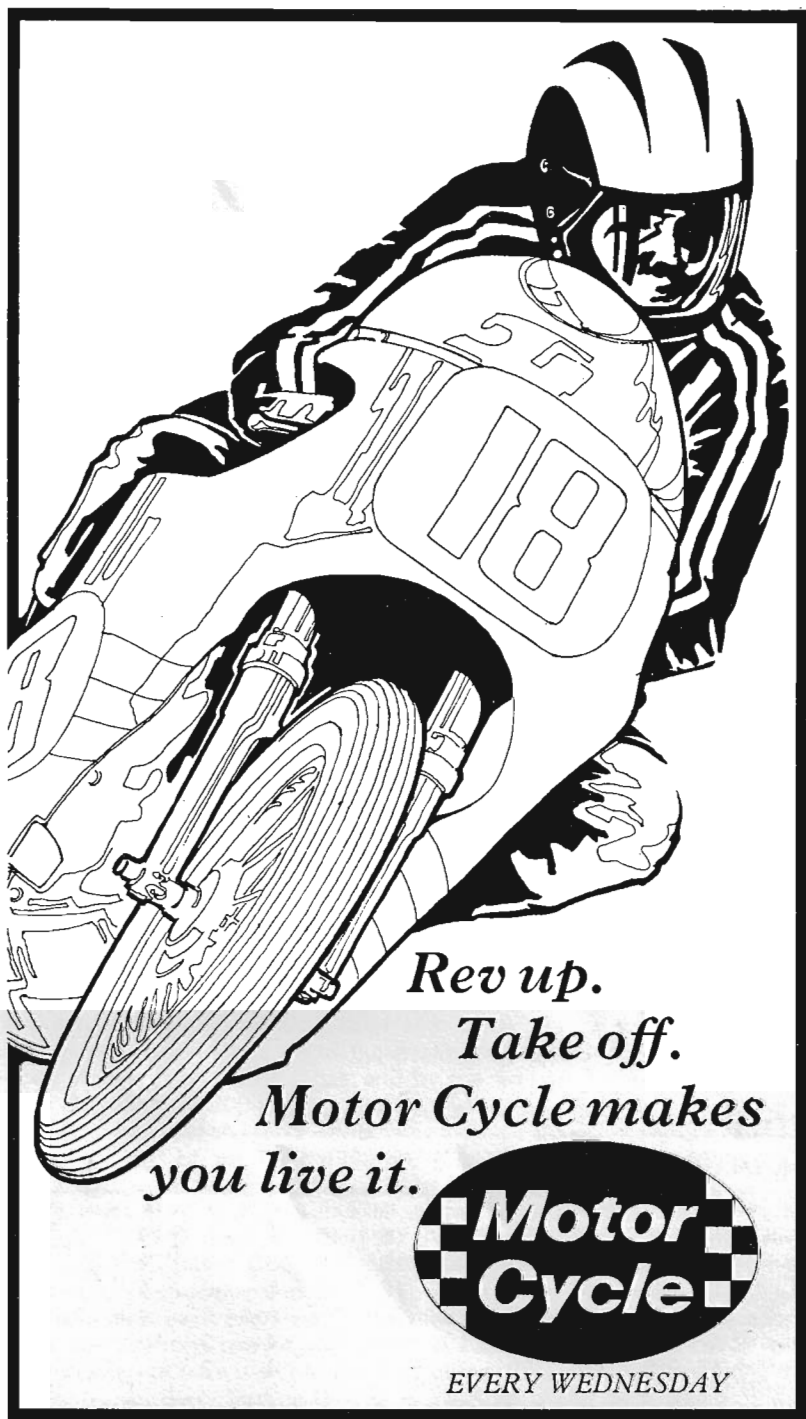
Recovery Vehicles:

Gilberts of Catford and

Streamline Motorcycles

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		
Non-International		
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 12 noon



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



EVERY WEDNESDAY

Programme of Events

Race	Class	Laps	Start
1	THE 350 cc RACE (Solo Motorcycles over 250 cc & not over 350 cc)	15	12.30 hrs.
2	THE PRODUCTION MACHINE RACE (Solo Production Motorcycles up to 1000 cc)	10	13.00 hrs.
3	THE JOHN PLAYER TRANSATLANTIC TROPHY RACE (Round 1) (Solo Motorcycles over 647 cc & not over 750 cc)	20	13.20 hrs.
4	THE ShellSPORT 500 cc CHAMPIONSHIP RACE (Solo Motorcycles over 350 cc & not over 500 cc)	15	14.20 hrs.
5	THE NATIONAL RACE (Drivers Holding National Licences Only) (Solo Motorcycles over 350 cc & not over 1000 cc)	10	14.45 hrs.

INTERVAL

6	THE JOHN PLAYER TRANSATLANTIC TROPHY RACE (Round 2) (Solo Motorcycles over 647 cc & not over 750 cc)	20	15.25 hrs.
7	THE SIDECAR RACE (Threewheeler Motorcycles not over 1000 cc)	10	16.00 hrs.
8	THE MOTORCYCLE NEWS SUPERBIKE RACE (Solo Motorcycles over 500 cc & not over 750 cc)	20	16.20 hrs.
9	THE 250 cc RACE (Solo Motorcycles over 125 cc & not over 250 cc)	15	17.05 hrs.
10	THE 1000 cc B.P./BILL IVY RACE (Solo Motorcycles over 125 cc & not over 1000 cc)	10	17.30 hrs.

Awards

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



A superb action shot of Peter Williams on his John Player Norton pictured here at Brands Hatch towards the end of last season.
(Photograph by John Stoddart)

Keen Competition in supporting races

What a great supporting programme we have to the Transatlantic Trophy series, for not only is there the first round of a bigger than ever Motor Cycle News Superbike Championship, but rounds of the 1973 ShellSPORT 500cc Championship, and the BP/Bill Ivy 1000cc Championship. Winding up the day will be the selection of the BP "Man of the Meeting". With all this action, the King of Brands title has been put back to the Spring Bank Holiday Meeting on May 28.

The Anglo/American series is dealt with elsewhere, so what better to start with than the Motor Cycle News Superbike Championship. This now becomes Europe's richest road racing series, and by the time of the final round here on October 28, some £8,000 in prize money and bonuses will have been paid out, the outright winner of the series collecting a cool £1,000.

Earlier winners of the Championship, Percy Tait (1971) and John Cooper (1972) are in the line-up for the opening round, but there must be a note of sadness for the absence of Ray Pickrell, whose serious crash at Mallory Park last year almost certainly robbed him of the title. One must not forget, however, the generous gesture of John Cooper in passing over a large share of his prize money. It's these acts of sportmanship that go to make motor cycle racing worth while. We are sure that everyone here today would wish Ray were in his customary position on the front row of the grid. There are a score of riders who will see that John does not have it all his own way in the series, and in the opening round the in-form man Barry Sheene should be a serious challenger. After riding with him in the race series, Peter Williams, Tony Jefferies, Percy Tait and Dave Potter will have no friendly feelings. Constantly described as a veteran, Ron Chandler

scored a great victory recently in Rouen, and this may well be the year for a come-back of the popular 32 years young Sevenoaks rider. Barry Ditchburn has been heading them home recently, while Charlie Sanby and Tony Holland have yet to show their true form. Others who are sure to be picking up prize money in the series are Steve Ellis, Graham Sharp, Terry Gardiner and David Nixon, a likely outsider for the title. This series has everything.

1972 Grovewood Award winning Paul Cott won the opening round of the Shell 500cc Championship at Mallory Park, but looks to have a pretty formidable job from the third row to catch Sheene, Woods, Sanby & Co. Jim Harvey, now happily fixed up with a mount, the third of the Suzuki trio, Ian Ratcliffe and that mobile Croydon police enthusiast, Graham Bailey, can all be reckoned to give a good account of themselves, as should point scorers in the opening round, Brian Hussey and Tom Newall.

The opening 350cc race sees British team riders John Cooper and Mick Grant getting in a little extra practice, but it will have to be seen if they are going to extend themselves against such riders as Barry Ditchburn, Tony Rutter, Bob Heath, Brian Kemp and Alan Barnett. They are all riding well. So too are Steve Machin and Rod Scivyer, who, coming back after a considerable lay-off, brought off the surprise of the day when winning the first round of the British 750cc Championship at the Mallory Park opener. Rod's white leathers and fluorescent helmet will be easily picked out as he moves up from the third row.

The answer to the Production Race result looks to be in the front row with perhaps Peter Williams, Dave Croxford and David Nixon leading the way home. However, Peter Butler, Ray Knight and Tony Smith will be by no means out of the hunt. The National licence holders have their own fling and here Lance Capon, Richard Peers-Jones and Mike Shoesmith look to have the best chance. There are, however, many up-and-coming good ones on this list.

With the cares of the match race series over, Mick Grant can enjoy himself in the 250cc race but he has a lot of tough competition from riders already showing fine form at earlier meetings. Any one of Tony Rutter, Bob Heath, Brian



The British team captain Paul Smart waits for the off. In today's big race Paul will be riding the 750cc Suzuki.

(Photograph by George Missetzís)



We will be glad to see John Cooper here today following his recent accident. Luckily he was not as badly hurt as was first thought and he will definitely be on the grid for today's big race.
(Photograph by George Missetzis)

Kemp, Alan Barnett, Steve Machin or Rod Scivyer could win this one with newcomer Colin Belcher well up with them. Like the rest of the programme, this race has a highly competitive field.

The first round of the BP/Bill Ivy Championship again sees Sheene, Cooper, Jefferies, and Potter in opposition, and with a day's rest before the Mallory meeting they may be tempted to have a go. There is plenty of talent lined up against them, but fighting for points as well as pounds they will all be trying very hard. The most serious challenge to these four may well come from Woods, Ditchburn, Sanby, Holland, Chandler and Nixon, but who knows, anything can happen at this time of the day.

One reads in the weekly papers of a little discontent among the sidecar contingent regarding their finances, but the single race for this class has attracted an entry good enough for any National or even International meeting. All credit to them. George O'Dell recently put up a great show at the Rouen meeting with only Luthringhauser and Schauzu in front of him in the first part of the two-leg race. An oil leak in the second robbed him of greater glory. With that form he will be hard to beat, but Alan Sansum, Mick Boddice, Tony Wakefield and others will surely be out to peg him back. Chris Nickels has been going well, and if Les Langridge and his back room boys can get the Rhombus Imp on song he could be in the reckoning.

From all of these happenings will be selected the BP 'Man of the Meeting'. Not necessarily a race winner, but any up-and-coming rider who, in the opinion of a selected panel, demonstrates outstanding ability, having regard to such factors as the quality of the machine he is riding, the strength of the opposition, the conditions and his experience. At the end of the season this leads up to the BP man of the year.

Don't forget Mallory on Sunday and Oulton Park on Monday when the Anglo/American Match Race Series continues.

TAKE CARE ON THE WAY HOME.

THE 350 cc RACE
SOLO MOTORCYCLES OVER 250cc AND NOT OVER 350cc
EVENT 2

No.	Rider/Entrant	Town	cc	Machine
Row 1				
11	John Cooper Ent: Wraggs M/c Ltd.	Derby	348	Yamaha
16	Mick Grant	Wakefield	350	Yamaha
19	Barry Ditchburn Ent: Broad Motors	Northfleet	347	Yamaha
20	Tony Rutter Ent: Bob Priest	Kingswinford	348	Yamaha
23	Bob Heath Ent: Reg. Gower	Birmingham	349	Yamaha
25	Brian Kemp Ent: Five Star Racing	Windsor	348	Subaqua Yamaha
26	Alan Barnett	Iver	348	Yamsel
29	Steve Ellis	Tring	348	Yamaha
Row 2				
31	Steve Machin	Wragby	348	Yamaha
34	Alan Rogers	Enfield	347	Yamaha
36	John Hedger Ent: D. E. Owen	Weybridge	348	Yamsel
38	John Rodgers Ent: Premier Motors	London	350	Yamaha
41	Tom Dickie	Staines	348	Yamaha
Row 3				
42	Jerry Lancaster Ent: Baldwin Racing Dev.	Streatham	347	Yamaha
44	Rod Scivyer Ent: Mike Wheeler M/c	Oxford	347	Yamaha
47	Trevor Elliott Ent: L. Stevens Ltd.	Greenford	348	Yamaha
49	Kevin Cowley Ent: Eddie Crooks	Luton	349	Yamaha
50	Martin Read	Luton	348	Yamaha
51	Alan Duffus Ent: Stark Knitwear	Fife	348	Stark-Yamaha
53	Peter Bowers Ent: Overhill M/c	Sevenoaks	350	Yamaha
Row 4				
62	Ray Jenkins	Roehampton	348	Yamaha
64	Robin Keating	Thames Ditton	348	Saxon Yamaha
65	Robin Gray Ent: Lawrence-tune	London	347	Yamaha
76	Chris McGahan Ent: Oliver Cooke Ltd.	Sidcup	350	Bultaco
77	Peter Pinion Ent: Joe Thomson	Staines	350	Yamaha
78	John Harding	Cirencester	350	Yamaha
Reserves				
90	Howard Robinson	Northampton	348	Yamsel
93	Richard Attenborough	Chislehurst	350	Invicta
111	John Weeden Ent: Sondel Sports	London	346	Yamaha
106	Harry Nicol	Glasgow	347	Yamaha

107 Anthony Myers
Ent: Auto 66
112 Peter Grove
114 Tony Nash

Hull
Swansea
Romford

347 Yamaha
346 Yamaha
348 Yamaha

RESULTS:

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

LAP RECORD:

251-350 cc SOLOS

	min	secs	mph	date
Phil Read (349 cc Yamaha)		56.4	79.15	26. 5.69
Barry Sheene (350 cc Yamaha)		56.4	79.15	31. 3.72
Race Record: Phil Read (349 cc Yamaha—15 laps)	14	35.0	76.53	26. 5.69

BP Motor Cycle Man of the Meeting Awards again for 1973

Having launched their Man of the Meeting awards into motor cycle racing during 1972, BP are to continue their sponsorship of this much publicised and coveted incentive to riders on the lower rungs of the ladder of fame.

The BP Man of the Meeting is not necessarily a race winner but an up-and-coming rider who, in the opinion of the panel, demonstrates outstanding ability having regard to such factors as the quality of the machine he is riding, the strength of the competition, the conditions and his experience.

The number of meetings covered is increased for 1973 to a total of eight and at each event a judging panel of representatives from Motor Cycle, Motor Cycle News and Motor Cycle Mechanics, together with a member of the BP competition staff, will appoint the BP Man of the Meeting.

The chosen rider will receive free fuel supply vouchers, a trophy worth £50 and a rally jacket. At the end of the season, one of the selected winners will be chosen as BP Superman of the Year and will receive a further special award.

The meetings where BP Men of the Meeting will be selected are as follows:

April 20	Brands Hatch	John Player Transatlantic Trophy Motor Cycle Races
April 22	Mallory Park	John Player Transatlantic Trophy Motor Cycle Races
April 23	Oulton Park	John Player Transatlantic Trophy Motor Cycle Races
May 13	Mallory Park	BP Vintage Motor Cycle Meeting of the Year
June 10	Mallory Park	Rothmans International Post-TT Motor Cycle Races
August 26	Snetterton	Rothmans International Motor Cycle Race of Aces
September 16	Mallory Park	Rothmans Motor Cycle Race of the Year
October 28	Brands Hatch	Evening News International Motor Cycle Race of the South

THE PRODUCTION MACHINE RACE
SOLO PRODUCTION MOTORCYCLES NOT OVER 1000cc
EVENT 8

No.	Rider/Entrant	Town	cc	Machine
Row 1				
9	Richard Allen Ent: Park Road M/c	Portsmouth	749	Norton Commando
10	Dave Croxford Ent: John Player Norton	Ruislip	748	Norton
11	Peter Butler Ent: Boyer of Bromley	New Eltham	750	Triumph
12	Peter Williams Ent: John Player Norton	Andover	748	Norton
14	David Nixon Ent: Boyer Racing	Ashford	750	Triumph Trident
15	Ray Knight	Orpington	741	Triumph
16	Hugh Robertson Ent: K.G. Buckmaster	Knebworth	741	Triumph
17	Brian Bartlett	High Wycombe	668	Triumph
Row 2				
18	Peter Hitchcock	Kenton	750	Norton Commando
19	Robert Prior Ent: Jim Sharp M/c	Sevenoaks	498	Triumph
20	Clive Wall Ent: R.H. Smith M/c	Hayes	748	Norton
21	Rupert Murden Ent: Team Humgromal	Dartford	500	Suzuki
22	Ronald Geary	Brighton	750	Dunstall Norton
23	Robert Faulks	Crawley	492	Suzuki
Row 3				
24	Tony Smith Ent: Gus Kuhn Motors	Brize Norton	746	Norton Kuhn Commando
25	Martin Harrison Ent: "Bike" Magazine	London	750	Kawasaki
26	David Cartwright	Ipswich	745	Commando
27	Malcolm Jones	London	749	Norton
28	Kenneth Rawlinson	Croydon	500	Triumph
29	Andrew Goldsmith	London Colney	750	Norton Commando
30	Hugh Evans	Biggin Hill	736	Ongar Honda
31	Derek Wood	Hereford	492	Suzuki
Row 4				
32	Dennis McMillan Ent: D. McHarris M/c	Wimbledon	500	Honda
33	Ted Reading	Hillingdon	654	BSA Spitfire
34	Chris McGahan Ent: Oliver Cooke Ltd.	Sidcup	249	Montesa
35	Jim Evans Ent: D.H. Barrett	Benfleet	247	Yamaha
36	Robert James	Cheam	247	Suzuki
Reserves				
38	Arthur Moloney	London	750	Norton Commando
39	Howard Pearman	Edgware	750	Norton

40 Gordon Mallick
41 Dave Potter
Ent: Gus Kuhn
42 Grant Gibson
43 John Witt-mann
44 Paul Coombs

Edgware
Orpington
Highgate
Luton
Orpington

650 Triumph
750 Norton
500 Kawasaki
498 Triumph
500 Kawasaki

RESULTS:

1st.....12..... 2nd.....24..... 3rd..... 4th.....41..... 5th.....
6th..... 7th..... 8th..... 9th..... 10th.....
11th..... 12th..... 13th..... 14th..... 15th.....

Winner's Time..... Speed.....
Fastest Lap..... Time..... Speed..... mph

LAP RECORD:

Solo Production Motor Cycles up to 1000 cc

Dave Potter (745 cc Kuhn Commando)

Race Record: Dave Potter (745 cc Kuhn Commando—10 laps)

min	secs	mph	date
57.8		77.23	31. 3.72
9	58.6	74.57	31. 3.72



Don't miss the
discotheque

A full-scale discotheque is a new circuit amenity sponsored by the local Kent Messenger newspaper and it can be found in a marquee adjoining the main service road, near the shopping parade.

The disco will be open for most of the afternoon and will remain in action after the meeting, so go along and dance to the latest hits instead of joining the big rush for the gates when racing ends. From now on when you visit Brands Hatch, the disco should be in action at all but the smallest race meetings.

THE ShellSPORT 500cc CHAMPIONSHIP RACE
SOLO MOTORCYCLES OVER 350cc & NOT OVER 500cc
EVENT 4

No.	Rider/Entrant	Town	cc	Machine
Row 1				
10	Barry Sheene Ent: Suzuki GB	Wisbech	500	Suzuki
17	Dave Potter	Orpington	500	Ryan Crescent
18	Stan Woods Ent: Suzuki GB	Chester	492	Suzuki
21	Charlie Sanby Ent: Hi-Tac Eng.	Hatfield	500	Hi-Tac Suzuki
25	Brian Kemp Ent: Five Star Racing	Windsor	492	Hi-Tac Suzuki
26	Pat Mahoney Ent: Colin Seeley	Crayford	500	Seeley Suzuki
28	Ron Chandler	Seveñoaks	498	Kawasaki
29	Steve Ellis	Tring	354	Yamaha
33	Terry Gardiner Ent: R.T. Quaife Eng.	Cuxton	500	Seeley
Row 2				
38	John Rogers Ent: Premier Motors	London	500	Premier
39	Jim Harvey	Colchester	492	TWS Suzuki
42	Jerry Lancaster Ent: Baldwin Racing Den	Streatham	500	Suzuki
45	Brian Hussey Ent: D. Walpole	Welwyn	499	Norton
47	Trevor Elliott Ent: L. Stevens Ltd.	Greenford	400	Orpin-Greeves
Row 3				
48	Chris Holt	St. Neots	498	Manx T5
49	Kevin Cowley Ent: Eddie Crooks	Luton Crooks	499	Suzuki
52	Paul Cott Ent: Stewart Willis	Spalding	354	Yamsel
58	Brian Flak	Maidstone	498	Kawasaki
60	Edward O'Brien	Dagenham	492	Suzuki
69	Peter Gibson Ent: Keith Burns	Romford	500	Suzuki
70	Chris Neve	Shoreham	496	Seeley
71	Tom Newell	Potters Bar	500	Kettle-Norton
Row 4				
72	Michael Bird	Littlehampton	496	Seeley
75	Roy Simmonds Ent: Cray M/c	Orpington	492	Cray-Suzuki
79	Ian Ratcliffe Ent: Suzuki GB	Croydon	498	Suzuki
80	David Hughes	Canterbury	496	Arter Matchless
83	Clive Grant	Camberley	500	Manx
86	Stewart Baldwin	Bracknell	499	Norton
Reserves				
91	Garth Neveling	Ealing	500	Suzel
94	Paul McGhie	Chester	500	Norton
89	Derek Tierney Ent: N. Tierney	Liverpool	492	Suzuki
103	Graham Bentman	Twickenham	492	TRC Suzuki
110	Peter Burton	High Halden	492	Suzuki

RESULTS:

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

LAP RECORD:

	min	secs	mph	date
351-500 cc Solos				
Barry Sheene (354 cc Yamaha)		56.6	78.87	31. 3.72
Race Record: Barry Sheene (354 cc Yamaha—15 laps)	14	29.6	77.00	31. 3.72

ShellSPORT 500 cc CHAMPIONSHIP-1973

Now firmly established in prestige and popularity, the 500 cc motor cycle championship continues for 1973, under the new ShellSPORT title, with an increase in end-of-year prize money from £200 to £250.

There are 11 rounds for 1973 at National and International meetings at Brands Hatch, Mallory Park, Snetterton and, for the first time, Oulton Park, all counting for championship points on the 8, 6, 4, 3, 2, 1 scale.

The Champion at the end of the season will receive £150 and the runner-up £50. Third man will win £25, fourth £15 and fifth £10.

The 1973 dates are as follows:

April 20	Brands Hatch	John Player Transatlantic Trophy Motor Cycle Races
April 22	Mallory Park	John Player Transatlantic Trophy Motor Cycle Races
April 23	Oulton Park	John Player Transatlantic Trophy Motor Cycle Races
May 28	Brands Hatch	Evening News International Motor Cycle Races
June 10	Mallory Park	Rothmans International Post-TT Motor Cycle Races
August 5	Brands Hatch	International Hutchinson 100 Motor Cycle Races
August 26	Snetterton	Rothmans International Motor Cycle Race of Aces
August 27	Oulton Park	Daily Express International ACU Motor Cycle Championships
September 16	Mallory Park	Rothmans Motor Cycle Race of the Year
October 28	Brands Hatch	Evening News International Motor Cycle Race of the South



TODAY FROM

RIVETTS CHAMPION

*SPONSORS OF TODAY'S ROUND OF
THE MOTOR CYCLE NEWS 1973
SUPERBIKE CHAMPIONSHIP*

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 3.45 pm Employees or agents of Motor Cycle News, Rivetts 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. 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 panel on the right as a check on your entry.

PLACE	RIDERS NAME
1	
2	
3	
4	
5	
6	

Tear here and hand to MCN Supergirls or the MCN caravan by 3.45 pm which is the closing time for all entries.

NAME.....

ADDRESS.....

.....

.....

PLACE	RIDERS NAME
1	
2	
3	
4	
5	
6	

THE WINNER WILL BE REQUIRED TO COLLECT HIS PRIZE from the Motor Cycle News Caravan (next to the Grovewood Suite) before the end of the meeting.

'Welcome to the circuit'

'Welcome to the circuit' says Lewis Rowe, Special Events Manager, John Player & Sons.

Last year, the John Player Transatlantic Trophy made its debut on the motor cycling scene. And what a first contest it turned out to be! The riding feats of Cal Rayborn on a Harley-Davidson, and the British contingent of Ray Pickrell, Peter Williams, John Cooper and Phil Read, were the talk of motor cycling people for weeks afterwards.

Formula 750 combat between several of today's team members has already been joined at Daytona and Imola. We feel the John Player Transatlantic Trophy, the first major event in the British motorcycling calendar, rivals the two international meetings, both as a spectacle and in the quality of the riders. The eight-man teams—two more than last year—include the cream of the world's top Formula 750s performers. Spectators can expect inch-perfect riding and nail-biting individual battles.

Last year Cal Rayborn and Ray Pickrell shared the honours with three wins each while the Great Britain team carried off the John Player Transatlantic Trophy. But the British riders know that they will have to be in tip-top form to hold on to the hardware.

Before today's Anglo-American battles begin, let me welcome everyone - spectators, riders, officials, the motor cycling trade and the Press. We hope the eight-man teams appeal to experts and enthusiasts and create the kind of excitement that will ripple round motor cycling circles throughout the world.

John Player Transatlantic Trophy

Anglo-American International Match Races—England 1973

BRANDS HATCH	APRIL 20th
MALLORY PARK	APRIL 22nd
OULTON PARK	APRIL 23rd

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.

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 £4080

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

Total Lap Prize Fund £570

BATES LEATHERS U.S.A.—ADDITIONAL PRIZE MONEY

Provided he is wearing Bates Leathers the winner of each race at each round and the overall winner of the series will receive additional prize money from Bates Leathers U.S.A. as follows:

	Race 1	Race 2
April 20, Brands Hatch	£20.00	£20.00
April 22, Mallory Park	£20.00	£20.00
April 23, Oulton Park	£20.00	£20.00
Series Winner	£100	Total £220

John Player Transatlantic Trophy

Anglo-American International Match Races—England 1973

Promoted by Motor Circuit Developments Ltd.

Brands Hatch: Two races each of 24 laps (29.76 miles)

Mallory Park: Two races each of 22 laps (29.70 miles)

Oulton Park: Two races each of 11 laps (30.25 miles)

Total Series Distance: 179.42 miles

UNITED STATES

- 1 Cal Rayborn (Capt.)
Harley Davidson
- 2 Mert Lawwill
Harley Davidson
- 3 Doug Sehl
Harley-Davidson
- 4 Gary Nixon
Kawasaki
- 5 Yvon du Hamel
Kawasaki
- 6 Art Baumann
Kawasaki
- 7 Ron Grant
Suzuki
- 8 Dave Aldana
John Player Norton

[illegible]

GREAT BRITAIN

- 9 Paul Smart (Capt.)
Suzuki
10 Barry Sheene
Suzuki
11 John Cooper
John Player-Norton
12 Peter Williams
John Player-Norton
14 Tony Jefferies
Triumph
15 Percy Tait
Triumph
16 Mick Grant
Seeley-Kawasaki
17 Dave Potter
Kuhn-Norton

[illegible]

RACE 1

[illegible]

RACE 2

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,	1	9	12													
Time																
Speed																
		Fastest Lap: No..... Time..... Speed.....														



1969 Grand National Champion Mert Lawwill now enters his tenth season of competition with Harley-Davidson.



32-year-old Gary Nixon now rides in Kawasaki green and white but has yet to force the win which everyone knows awaits him.

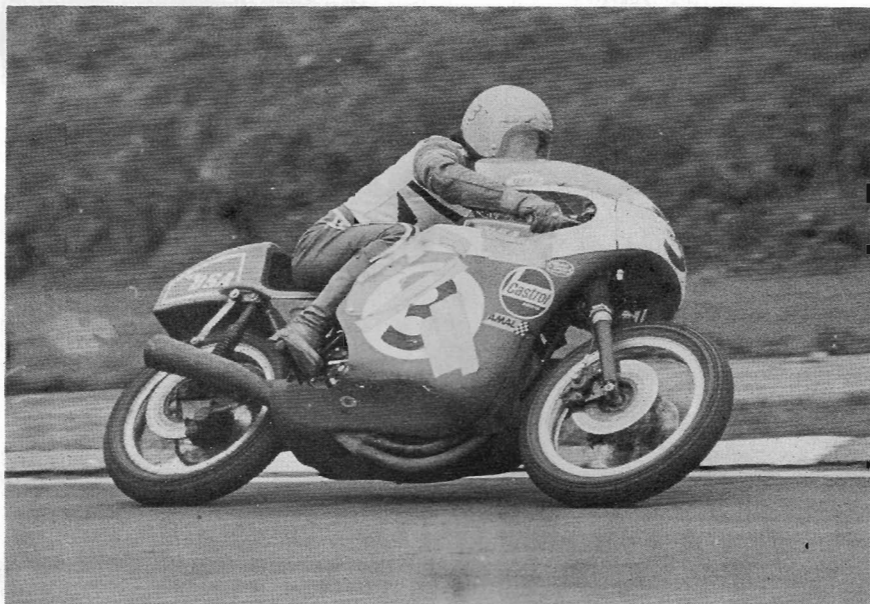
(Photograph by George Missetzis)



"Art the Dart" Baumann had a major league baseball tryout with Pittsburg Pirates before turning professional road racer in 1964.



In spite of his assumed dialect, Ron Grant is still English enough to confuse a partisan audience.



Dave Aldana is no stranger to these shores. He is pictured here during the 1971 Transatlantic Trophy Meeting at Brands Hatch.

(Photograph by John Stoddart)

John Player Transatlantic Trophy Races

United States and Great Britain clash for the third time

This series of match races between Great Britain and the United States marks yet another step forward in this outstanding sporting association between our two countries.

Each of the American riders is a star in his own right. The teams have been increased to eight riders from the six of the two previous years to create an even better spectacle for all concerned. Each of the riders is renowned for his skill and it would be difficult to differentiate between them on this score. Some have met with more success than others, but since the American rider has to compete in every type of racing, from road races to dirt track, he has become something of an enigma in the world of motor cycle sport and definitely a hard rider, be he on pavement or dirt.

Cal Rayborn needs no second introduction for you will have read or heard retold those exciting victories which marked him as one of the finest American road racers of all time. He suffered magneto trouble on his last appearance in England, which robbed spectators of the chance to see if he could overcome the consider-

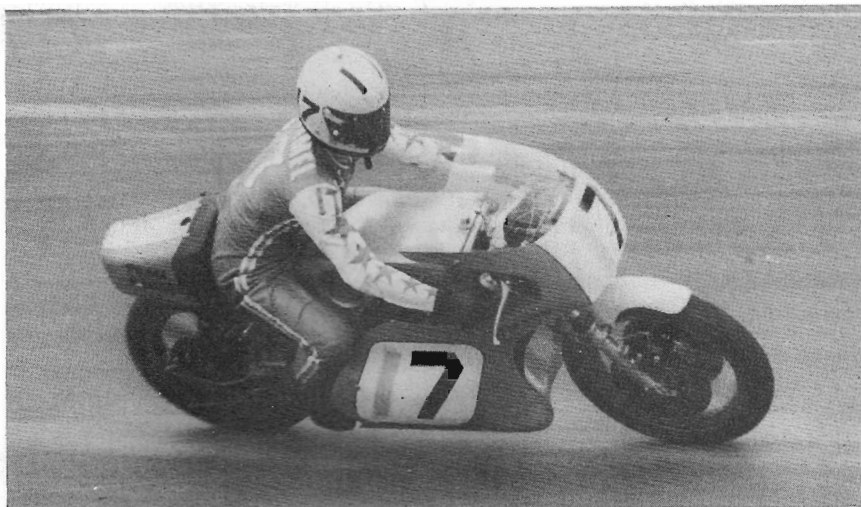
able prowess of Jarno Saarinen. The Rayborn coolness is awesome and the way he went about destroying the reputation of every British team member in 1972 was a revelation. The cast-iron engined Harley-Davidson had only two hundred miles of competitive life in it before he started practice. Cal was very much aware of the fact that he couldn't push it too hard. Few gave him any chance at all for Oulton is one of the more difficult circuits to learn. Cal shrugged off this fact by winning his first race in impeccable style and then calmly finishing second to Ray Pickrell. In all he won three and finished second in three of the six races; the only man to beat him was Ray Pickrell. Easter 1972 ended three years of comparative drought for Cal. He returned to America and won at Laguna Seca, came third at Indianapolis and put up the fastest practice time for the Ontario meeting. His challenge faded out in the race and he could only manage a fifth place in one of the heats. Cal crashed at Daytona this year, as did many other stars. If you need to look for a winner Cal will obviously be the man to back.

Mert Lawwill, Grand national champion in 1969, has never succeeded in equalling his former brilliance although he is undoubtedly more at home on a dirt track machine than a road bike. His inclusion in the team has come as a bit of a last minute exercise, in that the place was originally taken by Harley's other rider Mark Brelsford. Ascot last year saw his first victory since 1969, which does appear to highlight the unbelievably severe competition which exists in United States sport, where a champion can go without a win for two years. British public will perhaps remember him as the star of Bruce Brown's film 'On Any Sunday' which was something of a motor cycle epic.

Canadian *Doug Sehl* is the latest addition to the Milwaukee brigade and shows considerable promise. Already this year he has shot to the fore at Daytona with careful riding which earned him a sixteenth place, and on April Fools Day achieved an honourable eighth place at Dallas Texas in the main event of the day. Unlike his older brother Dave, who is also a works rider for Harley-Davidson, Doug is a pure road racing fanatic and shows considerable skills coupled with forceful riding and grim determination.



The now legendary Cal Rayborn seen here on board the marque of machine which he has made equally as famous in Europe as in his native America. (Photograph by John Stoddart)



"Superfrog" Yvon du Hamel never plans a race, if the bike lasts he normally wins.

(Photograph by John Stoddart)

What can one add to the story of *Gary Nixon*? By now he's almost as much part of the British scene as Paul Smart is of the American. Before he came to this country in 1970 he was probably the best known American racer to British racegoers. He won the American championship two years running for Triumph (1967 and 1968) and he's another rider who has broken most of the bones in his body at one time or another. This year he's changed the Triumph blue for Kawasaki green. His success here has been very much thwarted by machine problems, but an on-form Nixon could easily bring the HR2 Kawasaki into first place.

Yvon Du Hamel we've also seen before. On the American scene he is a pure road racer and won the Talledega road races for the second time in consecutive years. Earlier in the year he finished second in the Atlanta road races. Like many others he crashed at Daytona last month but, typical as ever, picked himself up and carried on, only to retire through mechanical failure. Last September he finished second to Paul Smart at Mallory Park following a previous crash at the Hairpin. He's one of the fastest riders ever seen on the vast American circuits and only last month fought the new Kawasaki round the Daytona speedbowl at over 160 mph.

If Yvon is fast, then so too is the new-boy of the Kawasaki team, *Art Baumann*. Art's freckled face belies the pure road racing ability which he has so ably improved upon, and his change to Kawasaki suggests the sort of new deal which may well take him to greater heights. He's yet another rider who has lived to survive a 150 mph crash at Talledega and was certainly the fastest to qualify at Daytona last year with a speed of 110.63 mph. Art's Talledega fall cost him a collarbone and five ribs. Heavily strapped(!) he rode the race and finished third to Yvon and Gary.

Ron Grant brings the only American works Suzuki but has one of three Suzukis in the race. Ron is, of course an expatriate Englishman who left for sunnier climes way back in 1962. He immediately proved himself to be a fine rider but luck ran out on him at Talledega eight years later when he was run down in a start mix-up and ended with a severely shattered left ankle. He won at Orange County last year, and broke a chain whilst leading Daytona this year. Like the other two Suzuki riders last Easter, he suffered from too much power and not enough

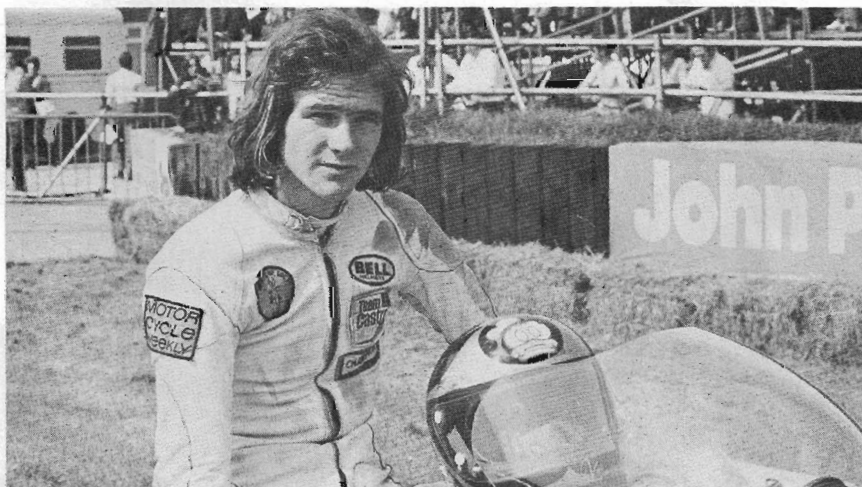
cornering ability to put him in the running. Perhaps this year we'll be able to see if winter improvements have done anything to make the 'flexy-flier' any more competitive.

Eighth man of the team is *Dave Aldana*. Dave first came over in 1971 with the team of BSA/Triumph riders. He started racing in 1965 and is yet another of the 'devil-may-care' band of Americans who will ride two wheels anywhere. Last year he took over from a friend who was hurt jumping a string of cars and although he had not done it before, proved remarkably successful. In 1971 he surprised everyone by winning the Talledega event setting a record average for the 200 mile event of 104.589 mph. On dirt he has a superb record particularly this last year when hardly anyone headed him at Ascot. He won the Yamaha half mile and later in the year he won at Sacramento. He is by no means a road racer and can be classed in the same category as Mert Lawwill rather than any of the other team members who also excel in road racing. It should be recorded that at Daytona in March he was well ahead of the rest of the John Player Norton team and actually passed John Cooper before clutch failure put him out of the race.

This slightly speedy summary of the fames and fortunes of the American team doesn't do any of them justice. When a man has to compete on all sorts of tracks under an equal variety of changeable conditions he has to be adaptable. Fortune cannot smile on him that often since the standard of competition is immense.

The British team are certainly sufficiently well known for me not to have to relate their experiences. But just let me briefly record some interesting facts about Paul Smart. Paul, has raced in the United States for a season. He won Ontario by an aggregate of a fifth place and a second. At Talledega he finished fourth behind Du Hamel, Nixon and Baumann, setting the third fastest qualifying time at 110.243 mph. At Ontario in January Paul retired, as did he at Daytona this year where he was top of the qualifying list at 101.871 mph (infield circuit). From these statistics you will appreciate that Paul is finding it a hard struggle against tremendous opposition, and most of the riders who have lead him are here today.

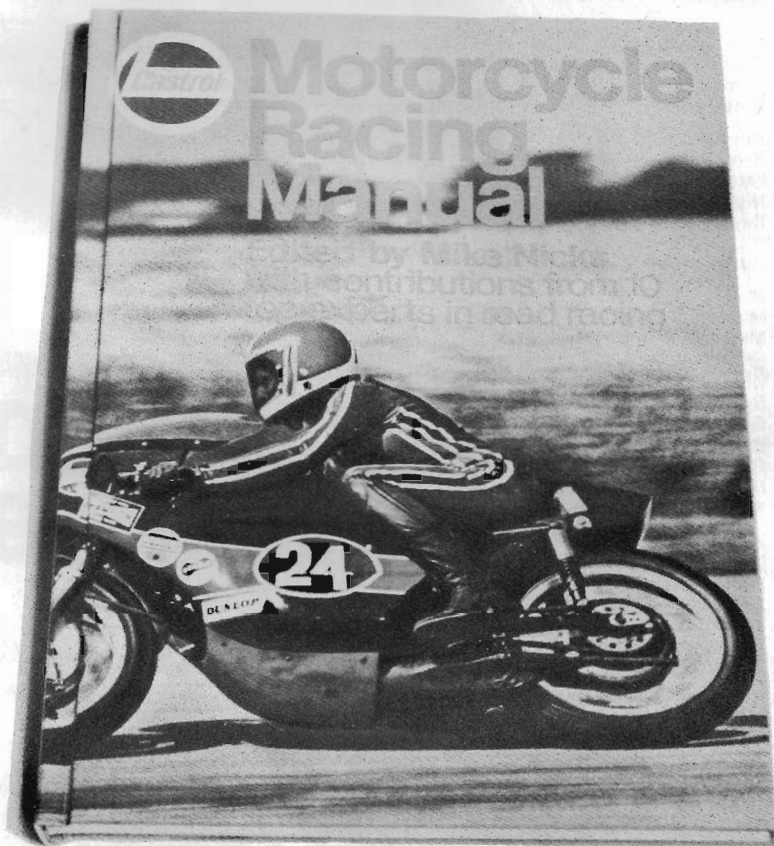
It would require a prophet to predict the winners of this battle. The finest 750cc racing machines in the world are on the startline and so are some of the finest riders. Everyone is out to enjoy the occasion, and the spirit of friendship and co-operation under which this series is run is a lesson to everyone. JIM SWIFT



Pictured here is Barry Sheene the brother-in-law and Suzuki team mate of the Great Britain captain, Paul Smart.
(Photograph by George Missetzis)

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THE NATIONAL RACE
SOLO MOTORCYCLES OVER 350cc & NOT OVER 1000cc
NATIONAL LICENCE HOLDERS ONLY
EVENT 7

No.	Rider/Entrant	Town	cc	Machine
Row 1				
1	Ron Mellor	Battersea	499	Seeley
2	Philip Stentiford	London	496	Seeley
3	Roger Hunt	Surbiton	750	Norton
4	Tony Jarvis	Sidcup	745	Norton
5	Lance Capon	Guildford	998	Vincent
6	Tom Standing	Godalming	496	Matchless G50
7	Tommy Mair	Portslade	700	Weslake Triumph
8	John Power	Plumstead	747	Norton
Row 2				
9	Barry Homewood	E. Malling	750	Norton Seeley
10	Peter Bennett	Welling	747	C.S.R.
11	Nigel Warne	Witley	747	Triumph
12	David Forrester	Greenwich	496	G50 Metisse
14	Richard Peckett	Woldingham	740	Dresda 3
15	Richard Peers-Jones	New Malden	750	Norton
Row 3				
16	Michael Shoesmith	Worthing	745	Norton
17	Michael Ellison	Widnes	750	Seeley
18	Ralph Stevens	Selsey	745	Norton
19	David Morgan	Lingfield	499	Norton
20	Roger Monnery Ent: Dixon Racing	Leatherhead	740	Triumph-Metisse
21	Brian Wackett	Waltham Abbey	356	Yamsel
22	Rodney Pickwell	Muswell Hill	750	Norton
23	Ronald Norrington	London	496	Matchless
24	Roger Winfield	Bexhill	750	Seeley Norton
Row 4				
25	David Grant	Lingfield	650	Triumph Metisse
26	David Whittaker Ent: Crawley M.C.C.	Horley	500	Norton
27	Roger Cocks Ent: Crawley M.C.C.	Crawley	382	Aermacchi
28	Adrian Richmond	Littlehampton	499	Manx Norton
29	David Endean	Southampton	745	Commando Metisse
30	David Miles	London	745	Gus Kuhn Norton
Reserves				
31	Roy Jeffreys	Iver Heath	750	Norton Metisse
32	Tom Thomson	Earls Court	498	Kawasaki H.I.R.
33	Derek Head	Horsham	750	Norton
34	Terry Head	Horsham	499	Matchless
35	Lawrence Sadler	Tonbridge	706	Tri-Lowboy
36	Rod Cull	Stroud	745	Norton Commando
37	Derek Scudder	Borehamwood	750	Norton
38	Roger Wilson	Rainham	810	Norton

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....
6th.....	7th.....	8th.....	9th.....	10th.....
11th.....	12th.....	13th.....	14th.....	15th.....
Winner's Time.....		Speed.....		
Fastest Lap.....		Time.....		
		Speed:.....		
		mph		

LAP RECORD:

351-1000 cc Solos

Ray Pickrell (741 cc BSA)

Peter Williams (745 cc Norton)

Cal Rayborn (750 cc Harley-Davidson)

Race Record: Cal Rayborn (750 cc Harley-Davidson—20 laps)

min	secs	mph	date
	54.6	81.76	31. 3.72
	54.6	81.76	31. 3.72
	54.6	81.76	31. 3.72
18	36.4	80.97	31. 3.72

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THE SIDECAR RACE
THREEWHEELER MOTORCYCLES NOT OVER 1000cc
EVENT 6

No.	Rider/Entrant	Town	cc	Machine
Row 1				
1	Tony Wakefield Pass:- Alex Macfادهان	Spaldwick	750	B.M.W.
2	Alan Sansum Pass:- Chris Emmings Ent: R.T. Quaife Eng.	Romford	855	Quaife Triumph
3	George O'Dell Pass:- William Boldison Ent: A.S. Racing	H. Hempstead	750	BSA
Row 2				
5	Graham Milton Pass:-	Spaldwick	745	B.M.W.
6	Lawrence Currie Pass:- Keith Scott Ent: Weslake & Co.	Rye	700	Weslake
7	William Hodgkins Pass:- John Parkins Ent: Joe Francis Motors	Bromley	749	Joe Francis Norton
8	Derek Plummer Pass:- Malcolm Brett	Chertsey	998	Vincent
Row 3				
9	Jack Trustham Pass:- Alex Notman	Hornchurch	750	Vincent BSA
10	Malcolm Attrill Pass:- Denis Bryant	Crawley	998	H.R.D.
11	John Barker Pass:- Mick Yetty	Hornchurch	750	Reynoldson BSA
12	Dick Hawes Pass:- Alan Barclay	Woodford	745	Cooper Weslake
Row 4				
14	Ian McGhee Pass:- Philip Brading Ent: RNJ Racing	Hampton	700	Triumph Weslake
15	Roger Dixon Pass:- Francis Knights	Derby	750	Weslake
16	Les Langridge Pass:- Laurie Evans Ent: Rhombus Development	Horsham	875	Rhombus Imp
17	Chris Nickels Pass:- Jim Waddas Ent: Swindon Racing	Swindon	970	Konig
Reserves				
18	Eric Vant Pass:- Norman Panter Ent: RNJ Racing	Edgware	741	Weslake
19	Roger Aldous Pass:- Peter Lucock Ent: T. Harris Racing	Croydon	750	Triumph
20	Peter Young Pass:- Douglas Young Ent: Fred Cooper	Dartford	740	Cooper Triumph 3

21 Fred Lewin
Pass:- Lesley Lewin
22 David Randell
Pass:- Brian Heyburn

Hayes
Meopham

745 Norton
734 Invicta Triumph

RESULTS:

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

LAP RECORD:

Threewheelers up to 1000 cc

Chris Vincent (654 cc BSA)

Race Record: Chris Vincent

(654 cc BSA—10 Laps)

min	secs	mph	date
	60.0	74.40	26. 5.69
10	19.6	72.05	26. 5.69

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These are the dates to remember in 1973...

Brands Hatch

28 May	EVENING NEWS KING OF BRANDS INTERNATIONAL MOTOR CYCLE RACES
5 August	INTERNATIONAL HUTCHINSON 100 MOTOR CYCLE RACES
28 October	EVENING NEWS INTERNATIONAL MOTOR CYCLE RACE OF THE SOUTH

Mallory Park

10 June	ROTHMANS INTERNATIONAL POST-TT MOTOR CYCLE RACES
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and on 16 September the fabulous
**ROTHMANS
INTERNATIONAL
RACE of the YEAR**

Motor Cycle News Superbike Series



Europe's richest road race series, the Motor Cycle News Superbike Championship kicks off today with 20 laps of the Brands Hatch short circuit.

The prize fund for the eight round series totals almost £8,000, with £1,000 to the winner.

With the exception of the first round, the length of the races this year has been increased to 50 miles. The prize money for each race is also increased.

Again, the Championship will be scored in world style—15, 12, 10, 8, 6, 5, 4, 3, 2, 1—with five bonus points to the rider setting the fastest lap at each round. If the fastest lap is shared, each rider receives five points.

Points scored in all rounds will count. Similar to the past two years, the final round at Brands Hatch on October 28 will count as double points with double prize money.

The old £10 lap awards have been dropped this season in favour of a new system. Awards of £35, £20, £10 and £5 will be given to the first four men to cross the finish line at the end of the quarter, half and three-quarter distance laps. In addition, there will be a mystery prize of £15. This award will be kept secret until shortly after the start of each of the eight races.

Norton Villiers again back the fastest lap award with a £25 prize at each round. Today's round is being backed by Rivetts Leathers.

Lap Rivetts Awards

5	1.....
	2.....
	3.....
	4.....
10	1.....
	2.....
	3.....
	4.....
15	1.....
	2.....
	3.....
	4.....

Norton Villiers fastest lap award:

THE MOTOR CYCLE NEWS SUPERBIKE CHAMPIONSHIP RACE
SOLO MOTORCYCLES OVER 500cc & NOT OVER 750cc
EVENT 4

No.	Rider/Entrant	Town	cc	Machine
Row 1				
9	Paul Smart	Maidstone	750	Suzuki
10	Barry Sheene Ent: Suzuki GB	Wisbech	748	Suzuki
11	John Cooper Ent: John Player Norton	Derby	748	Norton
12	Peter Williams Ent: John Player Norton	Andover	748	Norton
14	Tony Jefferies Ent: Allan Jefferies M/c	Shipley	750	Triumph Trident
15	Percy Tait	Warwick	740	Triumph
17	Dave Potter Ent: Gus Kuhn Motors	Orpington	745	Gus Kuhn Norton
18	Stan Woods Ent: Suzuki GB	Chester	750	Suzuki
Row 2				
19	Barry Ditchburn Ent: Broad Motors	Northfleet	521	Broad Yamaha
21	Charlie Sanby Ent: Hi-Tac Eng.	Hatfield	700	Hi-Tac Suzuki
22	Tony Holland	Andover	745	Norton
24	Barrie Scully	Doncaster	745	Norton
26	Pat Mahoney Ent: Colin Seeley	Crayford	750	Seeley Kawasaki
27	John Taylor Ent: Rotago Racing	Northfleet	750	Rotago Racing
28	Ron Chandler	Sevenoaks	748	Triumph
Row 3				
29	Steve Ellis	Tring	746	Triumph
30	Dave Croxford	Ruislip	750	Norton
32	Graham Sharp Ent: Gus Kuhn Motors	Edgware	750	Gus Kuhn Norton
33	Terry Gardiner Ent: R.T. Quaife Eng.	Cuxton	750	Quaife Triumph
35	Steve Goodrum Ent: J. Goodson	Sydenham	750	Seeley Norton
37	David Nixon Ent: Boyer Racing	Ashford	750	Boyer Trident
38	John Rogers Ent: Premier Motors	London	750	Trident
42	Jerry Lancaster Ent: Baldwin Racing Dev.	London	680	Konig
Row 4				
43	Dennis Trollope Ent: C.J. Trollope	Bristol	749	Triumph
45	Brian Hussey Ent: D. Walpole	Welwyn	750	Norton
46	Keith Martin Ent: Monty & Ward	Erith	740	Monard
68	Roger Bowler Ent: Hilliers of Oxted	Crawley	736	Honda
73	Bob Steele Ent: T.E. Rutherford	Glasgow	746	Rutherford
84	Tony Rodger Ent: D.M. More Dev. Co.	Bagshot	742	D.M. Three

Reserves			
92	Vaughan Young	London	745 Kuhn Norton
95	John Hackett	Coventry	748 Kawasaki
	Ent: T.S. Motors		
97	Steve Eldridge	Haslemere	745 Seeley Commando
98	Adrian Cooper	Dunstable	745 Kuhn Seeley
109	Philip Smith	New Malden	750 Norton
105	Gary Carter	Pinner	750 Petty

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th.....
 6th..... 7th..... 8th..... 9th..... 10th.....
 11th..... 12th..... 13th..... 14th..... 15th.....

Winner's Time..... Speed.....

Fastest Lap..... Time..... Speed..... mph

LAP RECORD:

	min	secs	mph	date
501-750 cc Solos				
Ray Pickrell (741 cc BSA)		54.6	81.76	31. 3.72
Peter Williams (745 cc Norton)		54.6	81.76	31. 3.72
Cal Rayborn (750 cc Harley-Davidson)		54.6	81.76	31. 3.72
Race Record: Cay Rayborn (750 cc Harley-Davidson—20 laps)				
	18	36.4	80.97	31. 3.72

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THE 250cc RACE
SOLO MOTORCYCLES OVER 125cc & NOT OVER 250cc
EVENT 1

No.	Rider/Entrant	Town	cc	Machine
Row 1				
16	Mick Grant	Wakefield	250	Yamaha
20	Tony Rutter	Kingswinford	246	Yamaha
	Ent: Bob Priest			
23	Bob Heath	Birmingham	249	Yamaha
	Ent: Reg Gower			
25	Brian Kemp	Windsor	246	Hi-Tac Yamaha
	Ent: Five Star Racing			
26	Alan Barnett	Iver	249	Yamsel
31	Steve Machin	Wragby	248	Yamaha
34	Alan Rogers	Enfield	246	Yamaha
35	Steve Goodrum	Sydenham	247	Yamaha
	Ent: John Goodson			
Row 2				
41	Tom Dickie	Staines	247	Yamaha
43	Dennis Trollope	Bristol	246	Fowler Yamaha
	Ent: C.J. Trollope			
44	Rod Scivyer	Oxford	247	Yamaha
	Ent: Mike Wheeler M/c			
46	Keith Martin	Erith	246	Yamaha
	Ent: Monty & Ward			
50	Martin Read	Luton	248	Yamaha
Row 3				
54	John Riley	Bexleyheath	247	Yamaha
59	Graeme Corbett	Luton	246	Grayam
61	Geoff Went	Bulphan	246	Yamaha
63	Peter Crew	Camberley	250	Yamaha
66	Francis Piner	Southall	250	Yamaha
67	Eric Piner	Southall	250	Yamaha
74	John Gardiner	Stroud	247	Kawasaki
81	Peter Casey	Malmesbury	249	Yamaha
Row 4				
82	Stephen Manship	Leicester	247	Yamaha
	Ent: Len Manchester			
87	Colin Belcher	Croydon	246	Yamaha
88	Geoffrey Greuter	Crowthorne	246	Yamaha
89	Derek Tierney	Liverpool	247	Yamaha
	Ent: N. Tierney			
105	Gary Carter	Pinner	248	Yamaha
111	John Weeden	London	246	Yamaha
Reserves				
99	Dennis Rapley	Leatherhead	250	Ducati
100	Barry Seward	Portsmouth	246	Yamaha
101	Tony Anderson	Maidenhead	247	Yamaha
115	John Murphy	Crayford	250	Yamaha

RESULTS:

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

LAP RECORD:

125-250 cc Solos

Barry Sheene (250 cc Yamaha)

Race Record: Barry Sheene (250 cc Yamaha—15 laps) 15 min 00.2 secs 77.23 mph 9. 4.71

74.38 31. 3.72

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THE 1000cc RACE
SOLO MOTORCYCLES OVER 125cc & NOT OVER 1000cc
1st ROUND OF THE B.P./BILL IVY 1000cc CHAMPIONSHIP
EVENT 5

No.	Rider/Entrant	Town	cc	Machine
Row 1				
10	Barry Sheene Ent: Suzuki GB	Wisbech	750	Suzuki
11	John Cooper Ent: Wraggs M/c	Derby	348	Yamaha
14	Tony Jefferies Ent: A. Jefferies M/c	Shipley	750	Triumph Trident
17	Dave Potter Ent: Gus Kuhn Motors	Orpington	745	Gus Kuhn Norton
18	Stan Woods Ent: Suzuki GB	Chester	750	Suzuki
19	Barry Ditchnurn Ent: Broad Motors	Northfleet	521	Broad Yamaha
20	Tony Rutter Ent: Bob Priest	Kingswinford	348	Yamaha
Row 2				
21	Charlie Sanby Ent: Hi-Tac Eng.	Hatfield	700	Hi-Tac Suzuki
22	Tony Holland	Andover	745	Norton
23	Bob Heath Ent: Reg Gower	Birmingham	349	Yamaha
25	Brian Kemp Ent: Five Star Racing	Windsor	492	Hi-Tac Suzuki
26	Pat Mahoney Ent: Colin Seeley	Crayford	750	Seeley Kawasaki
27	John Taylor Ent: Rotago Racing	Northfleet	750	Rotago Norton
28	Ron Chandler	Sevenoaks	748	Triumph
Row 3				
29	Steve Ellis	Tring	746	Triumph
31	Steve Machin	Wragby	348	Yamaha
32	Graham Sharp Ent: Gus Kuhn Motors	Edgware	750	Gus Kuhn Norton
33	Terry Gardiner Ent: R.T. Quaife-Eng.	Cuxton	750	Quaife-Triumph
34	Alan Rogers	Enfield	347	Yamaha
36	John Hedger Ent: D.E. Owen	Weybridge	348	Yamsel
37	David Nixon Ent: Boyer Racing	Ashford	750	Boyer Trident
39	Jim Harvey	Colchester	492	T.W.S. Suzuki
Row 4				
48	Chris Holt	St. Neots	350	Yamaha
51	Alan Duffus Ent: Stark Knitwear	Fife	499	Stark Norton
55	John Silversides	Portsmouth	354	Yamsel
56	Michael Attenborough	Chislehurst	748	Invicta
85	Stuart Morrell	Royston	348	Yamsel
94	Paul McGhie	Chester	749	Norton
Reserves				
52	Paul Cott Ent: Stewart Willis	Spalding	354	Yamsel

96	Andy Barr Ent: Jack Robertson	Peterborough	750	BSA Triple
106	Harry Nicol	Glasgow	347	Yamaha
107	Anthony Myers Ent: Auto 66	Hull	347	Yamaha
109	Philip Smith	New Malden	750	Norton
110	Peter Burton	High Halden	492	Suzuki
111	John Weeden Ent: Sondel Sports Ltd.	London	346	Yamaha
112	Peter Grove	Swansea	346	Yamaha

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....
6th.....	7th.....	8th.....	9th.....	10th.....
11th.....	12th.....	13th.....	14th.....	15th.....

Winner's Time..... Speed.....
Fastest Lap..... Time..... Speed..... mph

LAP RECORD:	min	secs	mph	date
126-1000 cc Solos				
Ray Pickrell (741 cc BSA)		54.6	81.76	31. 3.72
Peter Williams (745 cc Norton)		54.6	81.76	31. 3.72
Cal Rayborn (750 cc Harley-Davidson)		54.6	81.76	31. 3.72
Race Record: Cal Rayborn (750 cc Harley-Davidson—20 laps)	18	36.4	80.97	31. 3.72

BP/Bill Ivy 1000 cc Championship

The successful 1000 cc solo championship formula, used to decide the winner of the much-sought-after Bill Ivy Silver Helmet Challenge Trophy, continues to operate for 1973.

Results will be based on eight rounds at major meetings during the season, points being awarded on the basis of 8, 6, 4, 3, 2, 1 for the first six riders home in each final.

All rounds count towards the championship, for which the prizes at the end of the season are £100, £50, £25, £15, £10. The dates of the 1973 championship rounds are as follows:

April 20	Brands Hatch
April 22	Mallory Park
May 28	Brands Hatch
June 10	Mallory Park
August 5	Brands Hatch
August 26	Snetterton
October 28	Brands Hatch

John Player Transatlantic Trophy Motor Cycle Races
John Player Transatlantic Trophy Motor Cycle Races
Evening News International Motor Cycle Races
Rothmans International Post-TT Motor Cycle Races
International Hutchinson 100 Motor Cycle Races
Rothmans International Motor Cycle Race of Aces
Evening News International Motor Cycle Race of the South

Brands Hatch 1973 Fixture List

Date	Event	Organiser	Main Races	Charges (Inc. VAT)
23 APR.	ROTHMANS F5000 EUROPEAN CHAMPIONSHIP RACES (in association with the EVENING NEWS)	BRSCC	F5000*, FA*, FF*, S*, T*	£1.00-A, 50p-C, 50p-S, 50p-P
5 May	Clubmans Motor Cycle Races	BMCRC	All Classes	50p-A, CF, Rovers
6 May	STP Championship Car Races	BRSCC	S*, PS*, T*, FF	80p-A, 30p-C, 40p-SP
12 May	Clubmans Motor Cycle Races	Brands RC	All Classes	50p-A, CF, Rovers
13 May	Clubmans Car Races	Rochester MC	SSF, S, T, Karts	70p-A, 30p-C, 30p-SP
20 May	Championship Car Races	BARC	F3*, FF*, PS*, GT*, C*	80p-A, 30p-C, 40p-SP
26 May	Clubmans Motor Cycle Races	BMCRC	All Classes	50p-A, CF, Rovers
27 MAY	FORDSPORT DAY AND CAR RACES	BRSCC	FA*, FF*, MEX*, T*	80p-A, 30p-C, 50p-S, 50p-P, FORD CARS AND DRIVERS FREE
28 MAY	*EVENING NEWS KING OF BRANDS INTERNATIONAL MOTOR CYCLE RACE	BRANDS RC	ALL CLASSES	80p-A, 30p-C, 50p-S, 50p-P
2 June	Clubmans Motor Cycle Races	Southern 67	All Classes	50p-A, CF, Rovers
3 June	Clubmans Car Races	London CC	SSF, S, T	70p-A, 30p-C, 30p-SP
10 June	BOC Championship Car Races	Rochester MC	SSF, FF*, PS*, T	80p-A, 30p-C, 40p-SP
16 June	Clubmans Motor Cycle Races	BMCRC	All Classes	50p-A, CF, Rovers
17 June	Clubmans Car Races	Romford ECC	SSF, S, T	70p-A, 30p-C, 30p-SP
24 June	ShellSPORT Championship Car Races	Sevenoaks DMC	FA*, FF*, C*, T	80p-A, 30p-C, 40p-SP
30 June	Clubmans Motor Cycle Races	Southern 67	All Classes	50p-A, CF, Rovers
1 July	Clubmans Car Races	MMKMC	SSF, S, T	70p-A, 30p-C, 30p-SP
8 July	Avon Tour of Britain and Car Races	Rochester MC	PS, SSF, T, FF	70p-A, 30p-C, 40p-SP
15 July	National Motor Cycle Races	Brands RC	All Classes	50p-A, CF, Rovers
22 July	Clubmans Car Races	MGCC	SSF, S, T, MGs	70p-A, 30p-C, 30p-SP
28 JULY	INTERNATIONAL JOHN PLAYER F3 CHAMPIONSHIP CAR RACES	BRSCC	F3*, S, T, FF	£1.00-A, 30p-C, 50p-S, 50p-P

†On 2.65-mile Grand Prix Circuit

KEY *Denotes Championship status.

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.

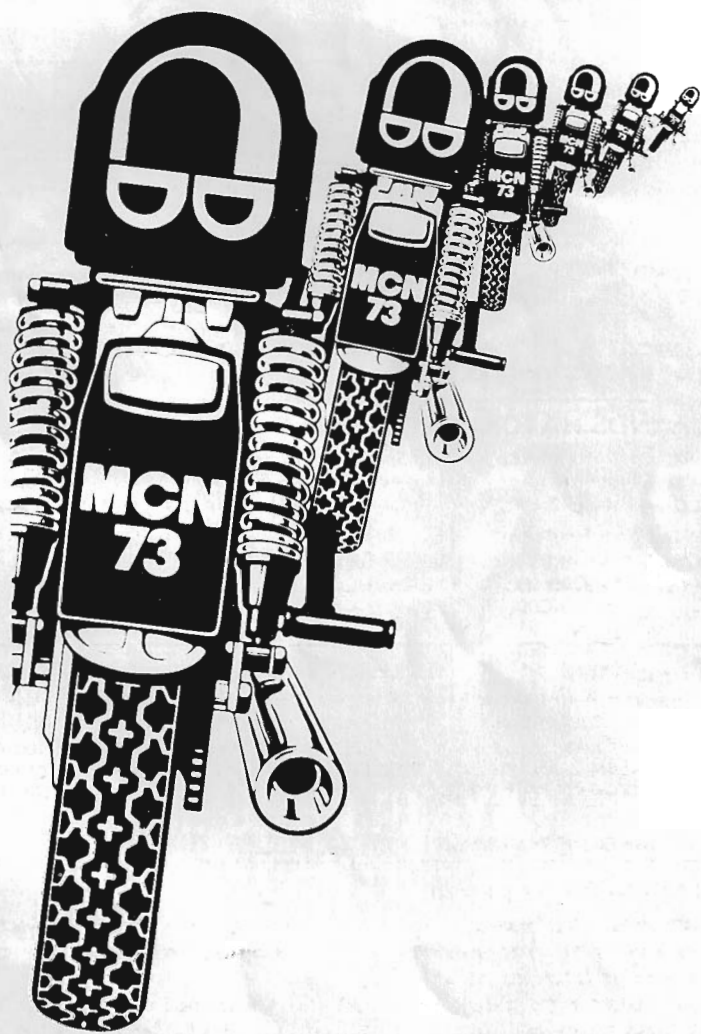
Events in lightweight type are clubman's meetings intended primarily for the benefit of competitors. Supporters are welcomed, at the published charges, on the understanding that these are not professional promotions.

Races: F1—Formula One. F2—Formula 2. F5000—Formula 5000. FA—Formula Atlantic. F3—Formula 3. FF—Formula Ford. Hist.—Historic Racing Cars. C—Clubman's Sports. T2—Group 2 Saloons. T—Modified Saloons. PS—Production Saloons. MEX—Mexico Saloons. V—Formula Vee. SV—Formula Super Vee. S—Sports Cars. SSF—Single Seater Formula.

Charges: A—Adults, C—Children. CF—Children Free. S—Covered Stands. OS—Open Seats or Stands. SF—Stands Free. P—Paddock. SP—Stands and Paddock combined. Rovers—Stands and Paddock Free.

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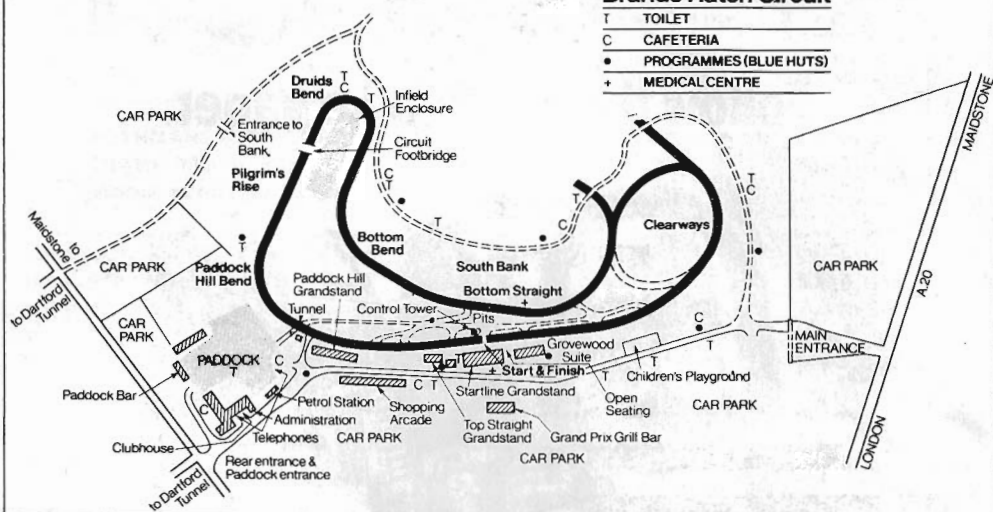
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LAP SPEED TABLE

BRANDS HATCH SPEED TABLE 1 LAP = 1.24 MILES

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph
42.0	106.29	47.0	94.98	52.0	85.85	57.0	78.32	61.0	73.18	65.0	68.68
42.2	105.78	47.2	94.58	52.2	85.52	57.2	78.04	61.2	72.94	65.2	68.47
42.4	105.28	47.4	94.18	52.4	85.19	57.4	77.77	61.4	72.70	65.4	68.26
42.6	104.79	47.6	93.78	52.6	84.87	57.6	77.50	61.6	72.47	65.6	68.05
42.8	104.29	47.8	93.39	52.8	84.55	57.8	77.23	61.8	72.23	65.8	67.84
43.0	103.81	48.0	93.00	53.0	84.23	58.0	76.97	62.0	72.00	66.0	67.64
43.2	103.33	48.2	92.61	53.2	83.91	58.2	76.70	62.2	71.77	66.2	67.43
43.4	102.86	48.4	92.23	53.4	83.60	58.4	76.44	62.4	71.54	66.4	67.23
43.6	102.38	48.6	91.85	53.6	83.28	58.6	76.18	62.6	71.31	66.6	67.03
43.8	101.92	48.8	91.48	53.8	82.97	58.8	75.92	62.8	71.08	66.8	66.83
44.0	101.45	49.0	91.10	54.0	82.67	59.0	75.66	63.0	70.86	67.0	66.63
44.2	101.00	49.2	90.73	54.2	82.36	59.2	75.41	63.2	70.63	67.2	66.43
44.4	100.54	49.4	90.36	54.4	82.06	59.4	75.15	63.4	70.41	67.4	66.23
44.6	100.09	49.6	90.00	54.6	81.76	59.6	74.90	63.6	70.19	67.6	66.04
44.8	99.64	49.8	89.64	54.8	81.46	59.8	74.65	63.8	69.97	67.8	65.84
45.0	99.20	50.0	89.28	55.0	81.16	60.0	74.40	64.0	69.75	68.0	65.65
45.2	98.76	50.2	88.92	55.2	80.87	60.2	74.15	64.2	69.53	68.2	65.45
45.4	98.33	50.4	88.57	55.4	80.58	60.4	73.91	64.4	69.32	68.4	65.26
45.6	97.89	50.6	88.22	55.6	80.29	60.6	73.66	64.6	69.10	68.6	65.07
45.8	97.47	50.8	87.87	55.8	80.00	60.8	73.42	64.8	68.89	68.8	64.88
46.0	97.04	51.0	87.53	56.0	79.71						
46.2	96.62	51.2	87.19	56.2	79.43						
46.4	96.21	51.4	86.85	56.4	79.15						
46.6	95.79	51.6	86.51	56.6	78.87						
46.8	95.38	51.8	86.18	56.8	78.59						

1.24 x 3600 x No. of laps

SPEED (IN MPH) =

TIME (in seconds)

OUTRIGHT LAP RECORDS FOR BRANDS HATCH CIRCUIT

GRAND PRIX CIRCUIT:

	min	secs	mph	date
Jean-Pierre Beltoise (2998cc Marlboro BRM P160)	1	23.0	114.94	18. 3.73
Niki Lauda (2998cc Marlboro BRM P160)	1	23.0	114.94	18. 3.73
Ronnie Peterson (2993cc John Player Special)	1	23.0	114.94	18. 3.73
Race Record: Emerson Fittipaldi (2993cc John Player Special)			112.22	19. 3.72

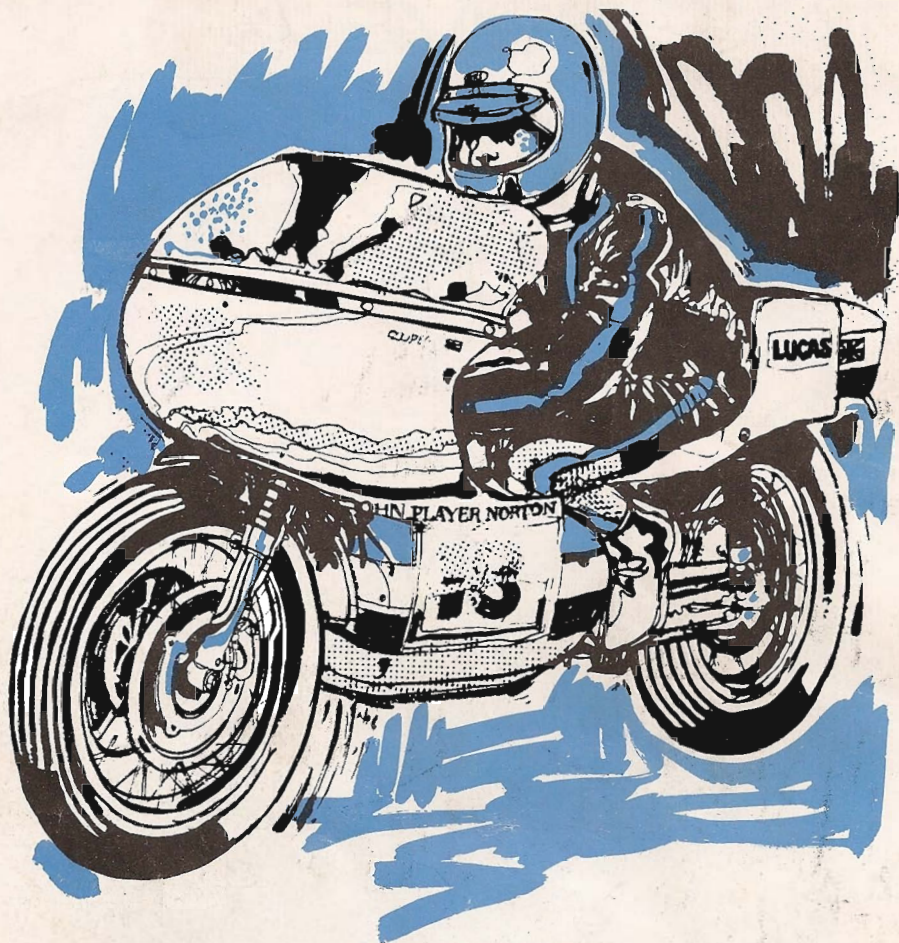
CLUB CIRCUIT:

	secs	mph	date
Brian Redman (4992 cc Chevron B24 Smith Chevrolet)	44.0	101.45	21.10.72
Graham McRae (4992 cc GM1 Morand Chevrolet)	44.0	101.45	21.10.72
Race Record: Brian Redman (4992 cc Chevron B24 Smith Chevrolet)	99.58		21.10.72

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John Player Transatlantic Trophy, Brands Hatch, 20 April 1973

I was a spectator on the South Bank.

There was a full programme of events in addition to the two main Transatlantic Trophy races of 24 laps each run on the Brands short circuit.

The Production Race was won by Peter Williams on his 750cc Factory Norton Commando from Tony Smith on the Gus Kuhn Commando. Williams set a new class race record and equalled the class lap record at 57.8s, a speed of 77.23mph.

In the first Trophy race there were several fallers including Cal Rayborn at Paddock Hill bend and Peter Williams on the exit from Druids. The unlikely but highly capable winner was Dave Potter on his Kuhn Norton, followed by Yvon du Hamel (Kawasaki) and Doug Sehl (Harley Davidson).

The second Trophy race was won by the legendary Rayborn (Harley Davidson) from Paul Smart (Suzuki) and Peter Williams (John Player Norton). Rayborn was a truly great rider on a machine that was barely competitive. In 1972 he had won half of the Transatlantic Trophy races at the British circuits he was riding at for the first time. Rayborn was a master at carrying high corner speed and drifting both wheels around the corners. A sight and sound not to be forgotten.

Great Britain went on to win the series narrowly by 416 to 398 with Peter Williams and Yvon du Hamel being the joint top points scorers with 84 points.

Sadly Cal Rayborn was killed in December 1973 riding a Suzuki TR500 twin at Pukekohe Park Raceway outside of Auckland, New Zealand.

Andy Heathwood
21/5/12