

# 75



OFFICIAL PROGRAMME 50p

## F.I.M. WORLD CHAMPIONSHIP BRITISH ROUND

### BRANDS HATCH

Saturday 9th - Sunday 10th  
July 1977



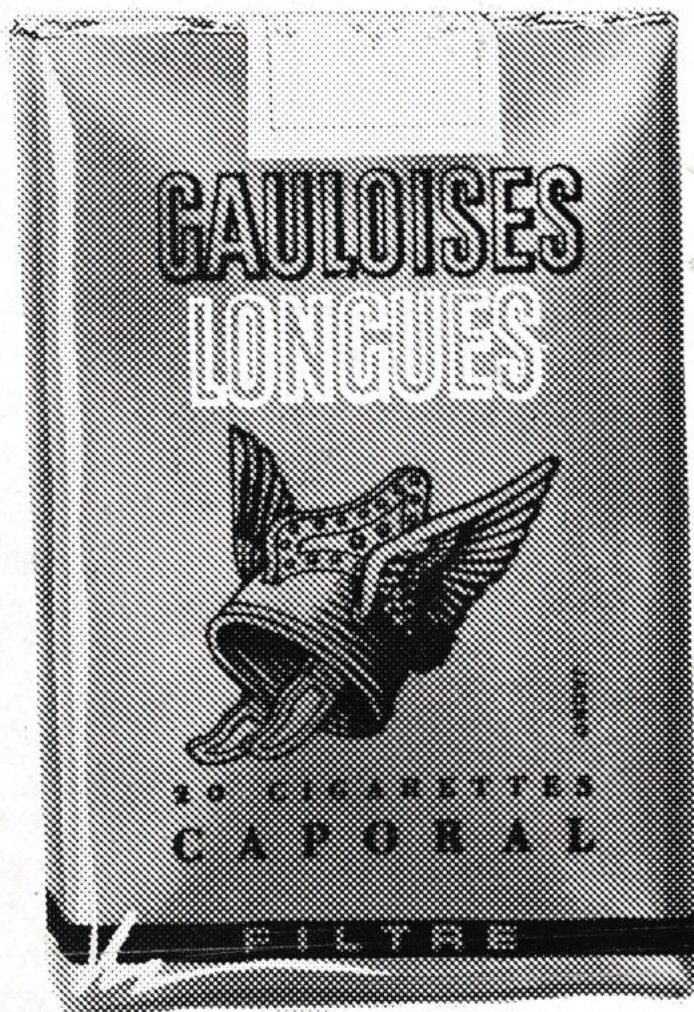
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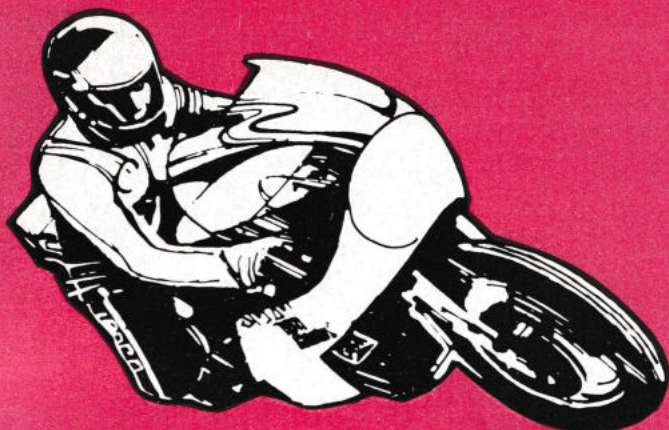
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# BRANDS HATCH

Britain's first ever  
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championship

## Brands Hatch

**July 9th/10th, 1977**

**The 1977 British round of the F.I.M.  
750 World Championship**



**SATURDAY, July 9th:**

"Free-for-all" practising and Timed Qualifying Sessions

**SUNDAY, July 10th:**

Two 100-Kilometre "legs" for the F.I.M. World  
Championship, starting at 2 p.m.  
Non-qualifiers Supporting Race  
International Sidecar Invitation Race

Adults £2.00, Children 50p, Paddock £1.50,  
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Rochester M.C.)



**Held at Brands Hatch Circuit, Fawkham, Kent,  
England on Saturday/Sunday 9th/10th July, 1977**

Held under the Code of the F.I.M. The GCR's and the Standing  
Regulations of the A.C.U. and the Supplementary Regulations.  
A.C.U. PERMIT No: 1177 IMN No: RO1/18  
PERMANENT COURSE LICENCE No. 1

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## OFFICIALS

**F.I.M. Representative:**  
W. A. McMaster.

**F.I.M. Technical Steward:**  
H. Bonsch.

**International Jury:**  
V. Cooper (President).  
B. S. Bonny, and any others nominated by the F.M.N. in accordance with the F.I.M. code.

**Steward appointed by the S/E Centre ACU:**  
J. Walby.

**Steward appointed by the Brands Racing Committee:**  
D. Overall.

**Chief Timekeeper:**  
H. Shuttleworth.  
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**First Aid:**  
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**Marshals:**  
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**Judge:**  
J. Hyde.

**Starters:**  
C. D. Elliott —  
H. Bratton.

**Commentators:**  
E. Dow. F. Clarke.  
A. Robinson.

**Press Officers:**  
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R. Snelling.

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**Chief Course Marshal:**  
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**Assistant Course Marshals:**  
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**Telephone Communications:**  
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**Secretary of the Meeting:**  
Dave G. McNealy.

## 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, or to their goods or vehicles.

### Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting.

## 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 Brigade 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.

## PROMOTERS

This meeting is promoted by: **MOTOR CIRCUIT DEVELOPMENTS LTD.**  
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# IS FORMULA 750 ON TRIAL?

ALTHOUGH Formula 750 racing has made full world championship status this year, the class is still controversial and, for the most part, still on trial.

The Formula was born to meet a demand for a class for production racing machines as opposed to factory specials like the MV and even further back the Hondas as raced by Mike Hallwood and other works riders.

The class developed to a large extent in the States, with the focal point possibly being the Florida glamour venue of Daytona where it became associated with big bikes.

But it was not, and is still not, a big bike only class, although it is increasingly becoming the domain of the 750cc machines.

The main word that controls the class is Homologation. To appease this ruling a manufacturer

**John Brown, of Motor Cycle News, examines the future of the youngest world championship class.**

must have produced a set number of similar machines before they can be run in a Formula 750cc race.

The homologation figure started at an almost impossible 200, which of course favoured the 350 Yamaha which is produced on an over the counter sales basis.

The figure now stands at 25 and this has made it possible for the class to develop into what it was really intended.

an extra class with different machines to those run in the accepted full world championship categories.

The 350 Yamahas which made the running in the early days are now seen only in small numbers and it was Barry Sheene (Suzuki) who became the first winner of the F.I.M. Formula 750 prize contest.

But it is the same factory which has the greatest

representation in this first full world championship year for Formula One.

The 680cc four cylinder Suzukis raced by 500 world champion Barry Sheene and his Suzuki GB team mates Steve Parrish and Pat Hennen are not permitted

because not enough have been produced to meet the homologation requirement.

The Kawasakis are in but only in small numbers and there is a definite fear that the Formula 750 could become a one make contest.

Formula 750 racing is costly with a privateer having to pay in excess of £7,000 for a competitive machine. For the Grand World Championship contenders the Formula 750 series means an even more crowded calendar with the 11 rounds being in addition to the 13 for the established world championship 50, 125, 250, 350 and 500 cc classes.

Formula 750 is however more world wide with rounds in the States, and Canada as well as throughout Europe.

It had lean times with often spasmodic support during its years as an FIM prize and European Formula 750 Championship, although it must be said that the three British rounds at Silverstone from 1974 to last year, did attract the top riders of the world.

This meeting at Brands Hatch is unique in that it is the first Motor Cycle world championship event to be run on the British mainland.

Like other Formula 750 rounds this year it will be judged from all angles to see if there is a future for the class.

Should it be run separately, as at present, or should efforts be made to include it in the existing world championship events?

These and many other points will no doubt be discussed at the next FIM congress in Venezuela later this year.



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# Things are looking great in the 750

THE season so far has been pretty mixed up for me. The 750 has been in great condition. We have had very few problems and things are looking great for the future.

In the 500 I guess I must admit that things are not so great. After the first race in Venezuela I felt that Barry (Sheene) would not be too difficult to beat. The Yamaha looked pretty good, we had the edge on top speed,

By



who is leading the 750 cc world championship

although we were hunting for acceleration at some stages. Yet I figured I could live with that and still come out ahead.

But Barry and the Suzuki really had their act together for Europe. It proved to be a pretty damned difficult combination to beat easily.

But we are still going to do it.

We should have won the 500 race in Paul Ricard, but the gas - cap broke and I finished up being soaked in gas and had to drop back. I finished the race riding with my arm on the gas - cap holding it shut, but for the first time we did have power where we needed it and more of it than the Suzuki, so things are shaping up great for the next Grand Prix.

Question: What is your opinion about Barry Sheene?

● Turn to page 8

## PROGRAMME OF EVENTS

### SATURDAY, 9th JULY

#### Scrutineering

Formula 750 machines..... 10. 00 hrs - 11. 00 hrs  
Threewheelers..... 12. 00 hrs - 12. 30 hrs

#### Untimed Practice

Formula 750 machines..... 11. 00 hrs - 13. 00 hrs

#### Timed Practice

Formula 750 machines from 14. 00 hrs - 3 separate 45  
..... minute sessions  
Threewheelers..... 16. 30 hrs - 17. 30 hrs

### SUNDAY, 10th JULY

#### Scrutineering

Formula 750 machines..... 11. 30 hrs - 12. 30 hrs  
Threewheelers..... 12. 30 hrs - 13. 00 hrs

#### Spectator Entertainment

Display of stunt riding by international stunt man  
Dave Taylor..... 11. 30 hrs  
Band of the Welsh Guards..... 12. 30 hrs - 13. 30 hrs  
Fanfair of trumpeters on startline tower preceeding  
riders approach to the grid..... 13. 45 hrs  
Fanfair trumpeters heralding presentation of awards  
..... 17. 00 hrs approx

#### Race 1 - Event 1

First leg of the British round of the FIM 750  
World Championship. 24 laps - 100. 95 km - 14. 00 hrs

#### Race 2 - Event 2

Formula 750 non-qualifiers race. 15 laps - 63. 09 km -  
..... 15. 00 hrs

#### INTERVAL

#### Race 3 - Event 1

Second leg of the British round of the FIM 750  
World Championship  
24 laps - 100. 95 km - 16. 00 hrs

#### Race 4 - Event 3

The Threewheelers race. 12 laps - 50. 47 km -  
..... 17. 15 hrs

#### ACKNOWLEDGEMENTS

THE band of the Welsh Guards appeared by kind permission of Colonel M. R. Lee, OBE, Lt. Colonel commanding the Welsh guards. Director of Music Captain D. N. Taylor, ARCM, LT. CL, BSM.

## AWARDS

Event 1: British round of the FIM 750 World Championship

Prize money in £ (pounds) sterling

Finishing position	First leg	Second leg	Bonus for overall placing
	£	£	£
1.....	1000	1500	1500
2.....	700	800	1000
3.....	500	600	800
4.....	300	400	600
5.....	250	300	500
6.....	200	250	400
7.....	150	200	300
8.....	100	160	200
9.....	80	140	100
10.....	70	100	80
11.....	60	90	60
12.....	50	80	50
13.....	45	70	40
14.....	40	60	30
15.....	35	50	20
16.....	30	40	10
17.....	25	30	
18.....	20	25	
19.....	15	20	
20-30.....	12	15	
31-40.....	10	10	

Bonus for leader across the finishing line on laps 1, 5, 10, 15, 20, of the second leg only: £200.

Bonus for best British rider overall, excluding the overall winner: £500.

A Silver Jubilee Year silver memento for 1st, 2nd and 3rd overall.

#### Event 2: F. 750 Non-Qualifiers Race

1st, £200; 2nd, £100; 3rd, £95; 4th, £80; 5th, £75; 6th, £70; 7th, £65; 8th, £60; 9th, £55; 10th, £50; 11th, £45; 12th, £40; 13th, £30; 14th, £20; 15th, £10.

#### Event 3: Threewheeler Race

1st, £450; 2nd, £350; 3rd, £250; 4th, £150; 5th, £100; 6th, £90; 7th, £80; 8th, £70; 9th, £60; 10th, £45; 11th, £35; 12th-20th, £25; 21st-28th, £15.



A profile of the man who has surged into a big lead in the 750 championship.

## Man of the moment

STEVE Baker is 24, and in previous races in Britain he has astonished spectators with his speed and riding technique.

Born in Bellingham, Washington State, USA, he has been a professional racer since he was 18.

At first he rode in the American National Championship (dirt track, TT, short track and road racing), but in the past three years he has specialised in road racing exclusively.

From the age of 18 he has been sponsored solely by Yamaha Motor Canada Ltd.

He first came to Europe in March 1976 to contest the Anglo - American Match races at Brands Hatch, Mallory Park and Oulton Park, and immediately set alight the British fans with his riding.

He then tackled the Imola 200 - mile race and also the Paul Ricard circuit, winning the Italian event.

For the 1977 season he has been contracted by Yamaha Motor Company of Japan to contest the World Championship 500 cc and 750 cc classes exclusively.

After a successful first 750 World Championship race in Daytona (1st place) and second place in the first 500 cc World Championship in Venezuela, he arrived back in Europe in March this year.

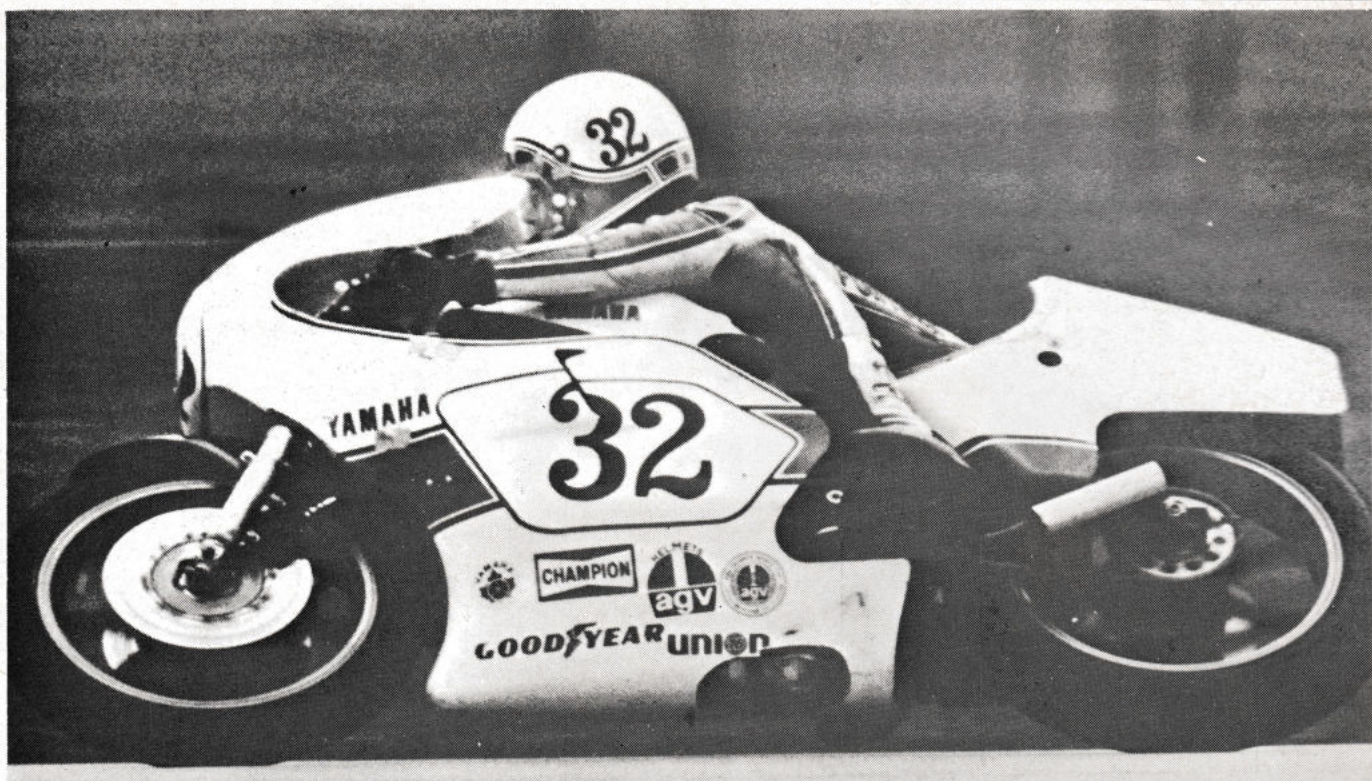
He was a member of the victorious American team in the Easter Transatlantic series in Britain and then moved to Italy where he finished second in the Imola 200. This he followed up with a first place in the Moto - Journal 200 750 cc road race at Paul Ricard in France.



K. B.

Steve Baker





Steve Baker in action at Daytona.

● From Page 6

Barry is naturally a great rider. He doesn't give up at all. There is only one place he wants to finish and that is first. But I guess we all want to do that.

Right now, he has an advantage because he has been riding the Suzuki for a couple of years and has all the little problems sorted out.

This is the first year I have ridden a 500 and its kind of different to a 750, plus we had a few bugs to sort out.

But now I am used to it, the bugs have gone, so Barry is gonna get a good view of the back - end of a 500 Yamaha in the near future.

**Question: How do you feel the season has been so far? and do you like racing in Europe as opposed to USA?**

Well, I guess I have answered those questions previously. The 750 World Championship I am very happy with. Couldn't be better, the 500, well like the car - hire company, we're gonna try harder!

Racing in Europe? For me it is much neater than racing back home.

For one thing we don't have to travel such long distances. There's still a lot of travelling in Europe, but the distance between each race is much less. This means I can enjoy the trip and stop off and see more of

# **'THIS RACE IS NOT GOING TO BE EASY . . . BUT I RECKON I CAN CROSS THE LINE FIRST'**

Europe in - between races.

In the States it's a wide open drive from one race - track to the other and occasionally we only just make it in a week with 1,500 to 2,000 miles between an event. You haven't got time to goof off much.

It is also neat being in a different country every weekend, different food, different money, different language, but what the heck . . . it's all part of racing and I enjoy it a lot.

**Question: What do you think of the riders in the 750 class?**

That's kind of difficult to answer, because I have had a lot of luck in the 750 class.

Things haven't been so difficult since Kenny (Roberts) went home after Paul Ricard in France.

The French rider Christian Sarron, is certainly developing into something good and after the World Championship race in Dijon I've got to say that Christian Estrosi and Phillipe Coulon are pretty good also.

I haven't raced much against Barry Sheene as he doesn't have a competitive 750.

If he did, I'm sure it would be very interesting, both for us and the spectators. It's a pity he doesn't have one for Brands Hatch.

**Question: What do you**

**think of Brands Hatch circuit as a World Championship circuit?**

I like the circuit a lot, but it's bumpy. The 750 will find bumps where there aren't any. There's not too much weight on the front wheel at the best of times and when you hit a ripple, all you can see is sky . . .

The race is not going to be easy. There is no time to rest around at Brands. You have to keep under the bubble all the time.

One thing I like about Brands, and British circuits generally, is they are well - organised. Everyone knows what to do, which has got to be re - assuring after some of the events this year.

Generally I've had great experiences here, although I've only ridden at three circuits (Brands, Mallory and Oulton). But the degree of professionalism, both from the organisation and the marshals, is fantastic. If they run many one - day events like the Match - Races I guess they've got to be pretty damned good to get that many races in one day with no hang - ups.

**Question: Who do you think will win on Sunday?**

Well, I'm gonna be on the line feeling pretty confident, but that's what I'm paid to be. Like I say, it won't be an easy race, but I reckon I can cross the line first.



Yamaha machines are dominating the 750 class. They're all ridden by men from abroad, which leads us to ask . . .

# Where are the British?

THE thing about the 750 cc World championship is that not a single British rider appears in the top-ten points table.

And that must be the first time this has happened in the bigger bike classes.

The top-ten before this Brands round comprised 2 Americans, 1 Swiss, 3 Frenchmen, 1 Japanese, 1 Italian, 1 Dutchman, and 1 Australian.

American Steve Baker is way out in front and seemingly in an unbeatable position.

Bar a miracle the 750 cc world title appears certain to

go overseas.

Before the season began Britain's main hopes, the Kawasaki pair of Barry Ditchburn and Mick Grant, were expected to be well up the points board by this stage of the season, but each has had a disappointing spell so far.

Moreover Kawasaki skipped two rounds — those at Daytona and at Dijon — and have really not got to grips with the championship.

On the other hand Yamaha have dominated the class and all top ten riders in the points league are on either works or privately entered Yamaha machines.

— K. B.

## FORMULA 750 WORLD CHAMPIONSHIP POINTS (after four rounds)

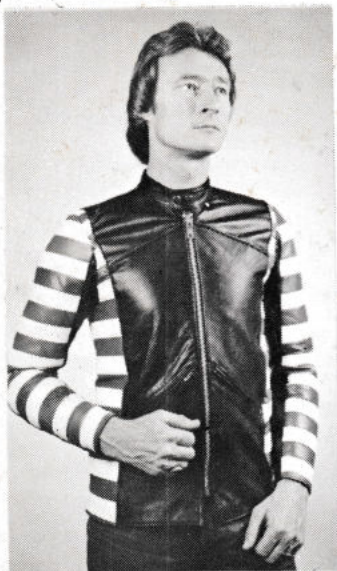
### Points

52	.....	Baker (Yamaha), USA
27	.....	Roberts (Yamaha), USA
24	.....	Coulon (Yamaha), Switzerland
	.....	Sarron (Yamaha), France
15	.....	Rigal (Yamaha), France
	.....	Katayama (Yamaha), Japan
	.....	Estrosi (Yamaha), France
10	.....	Agostini (Yamaha), Italy
9	.....	Willing (Yamaha), Australia
8	.....	Van Dulmen (Yamaha), Holland
	.....	Fau (Yamaha), France
	.....	Hansford (Yamaha), Australia

How the points are scored: 1st: 15; 2nd: 12; 3rd: 10; 4th: 8; 5th: 6; 6th: 5; 7th: 4; 8th: 3; 9th: 2; 10th: 1.

Where the riders picked up the points: BAKER: 15 — Daytona; 12 — Italy; 15 Spain; 10 — France. ROBERTS: 12 — Daytona; 15 — Italy. COULON: 5 — Italy; 8 — Spain; 12 — France. SARRON: 4 — Daytona; 6 — Italy; 12 — France. ESTROSI: 15 — France. KATAYAMA: 10 — Daytona; 4 — Italy; 1 — Spain. RIGAL: 1 — Italy; 10 — Spain; 2 — France. AGOSTINI: 10 — Italy. WILLING: 5 — Daytona; 4 — France. VAN DULMEN: 2 — Daytona; 6 — Italy. HANSFORD: 8 — Daytona. FAU: 8 — France.

Where the rounds were held — and future dates: Round 1: Daytona, USA Round 2: Italy Round 3: Spain Round 4: France Round 5: Brands Hatch Round 6: Austria, August 21 Round 7: Belgium, August 28 Round 8: Holland, September 4 Round 9: America, September 11 Round 10: Canada, September 18 Round 11: W. Germany, September 24, 25



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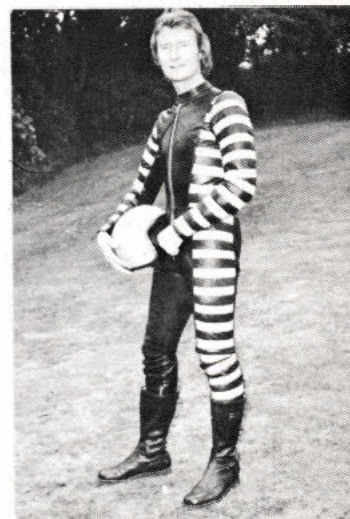
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Bob Snelling gives a few tips about the men to watch for in the big race.

# The first on the mainland

## Superb entry for Jubilee Year race

WHAT better for Jubilee Year than to have the first ever World Championship Round on a British mainland circuit. It could not have come at a more appropriate time.

It was back in 1971 that the first TransAtlantic Trophy series was held.

Since then the big bike events have caught on with both riders and spectators — this being highlighted by the increasing numbers making the trips to Daytona, Imola, Dijon and the like.

Now comes another moment of history here at Brands Hatch with the 1977 British Round for the FIM World Title.

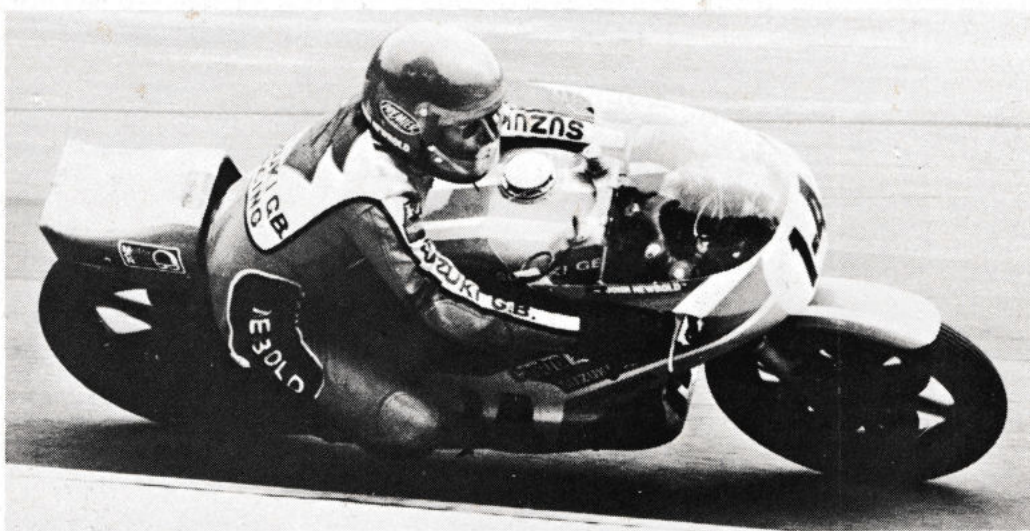
Domestically the Motor Cycle News/Brut 33 Superbike series is now the prestige solo event. It's not surprising then, that the Formula 750 will be the Championship Crown that will be most sought after by any present day rider.

Our first World Championship round has attracted a superb entry and the prize fund has enticed an incredible entry of international riders.

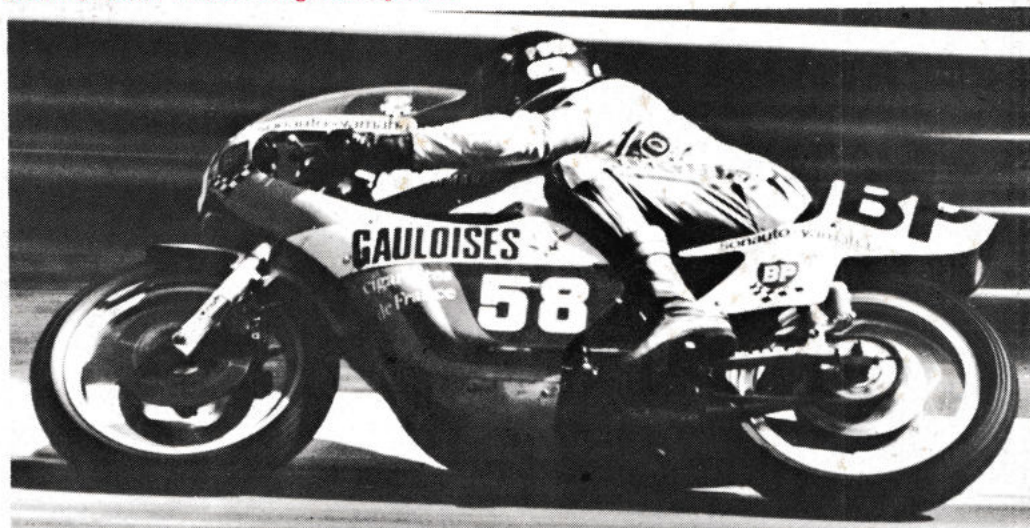
More than a third of the entry hail from outside these shores and we extend a warm welcome to them all. Some are regular visitors and old friends while quite a few are having their first outing on the circuit. To them, and of course our home-based riders, we wish the very best of luck and good racing.

There is bound to be some disappointment for the non-qualifiers for the final but the prize of £200 in the

● Turn to page 12



*John Newbold . . . he's riding well at present*



*Patrick Pans . . . he looks a good bet to qualify.*



*Dave Potter . . . he must be a contender for honours.*



● From page 11.

consolation race is certainly not to be sneezed at. There is also some nice money around for the competitors in the supporting international sidecar invitation race.

The opening day sees morning practice from 11.00am followed in the afternoon by three 45 minute sessions of timed practice with the fastest 40 qualifying for the Championship final, which is a two-race affair.

Each is over 24 laps (100.95 km) with the overall winner being the rider with the minimum number of aggregate points from the two races. For the purposes of this event, the winner of each half (ie each of the two races) scores one point, the second man two, and so on. Any ties will be decided on a time basis.

This is the fifth round in this new World Championship series and before deciding the likely front runners let us have a brief look at the rounds that have already been held.

It all started back in March at a rather dismal Daytona where they had the

## Previous rounds give a form guide

misfortune to suffer, for a change, some of our weather conditions.

One report opened with: "The most incredible week in the history of the Daytona 200 ended on Sunday with a rainstorm and victory for Steve Baker."

It certainly was a bit of a disaster with the second leg of the race being cancelled. Baker won the only race held from fellow American Kenny Roberts while Ron Haslam was the best Briton, finishing in 13th place.

Our only other finishers were Piers Forrester and Mike Trimby — both here this weekend.

Then came Imola and the tragic and fatal accidents of Pat Evans and Randy Cleek which was to spread gloom over the Easter Match Race

Series. This time Roberts turned the tables on Baker with the local hero Giacomo Agostini in third place. John Newbold and once again Ron Haslam were our best performers.

It was Jarama, near Madrid, for the Spanish round and another success for the diminutive Baker followed home by the leading French challenger Christian Sarron (who had scored points in both previous rounds) and Hubert Rigo, a surprise packet from Monte Carlo. Our first man home this time was Alex George.

So on to Dijon and the French round which developed into a duel between two home riders, Christian Estrosi and Phillipe Coulon, finishing in that order with Baker in third place. Sadly no British rider appeared in

the final overall positions. However, on home ground, we may see something different this weekend.

Baker clearly heads the championship table with Roberts, who is not available because of a conflicting AMA championship event, in second place. Behind these two come Coulon, Sarron, Estrosi, Agostini, Warren Willing from Australia, Bernard Fau (a regular visitor here) and Boet Van Dulman from Holland. None of these should have difficulty in qualifying for the final.

Continental visitors who have figured in earlier rounds and should join this elite bunch are Victor Palomo from Spain, winner of the FIM Prize last year, Patrick Pons, Jean-Claude Meilland, Michel Rougerie and Eric Saul from France, Teuvo Lausivuori (Finland), Marco Lucchinelli (Italy), Gerhard Vogt (Germany) and Kaj Jenson (Denmark).

The New Zealand pair Stuart Avant and John Woodley together with the South Africans Kork Balling-

● Continued on page 13.

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• From page 12.

ton and Leslie Van Breda (riding the lone Suzuki) should qualify but the biggest contingent must come from our own very talented list.

Perhaps at last the Kawasaki duo of Mick Grant and Barry Ditchburn will have some better luck in this series. Mick, as everybody knows, was in top form in the Island, which should be a good sign.

Ron Haslam often saves his best rides for the big occasion. Let us hope this is one of them. John Williams, Roger Marshall, John Newbold, Dave Potter and Roger Nicholls are all riding well and must be contenders for top honours. We shall see.

Taking into consideration

## They're bound to be furiously fought

his position at the top of the Championship Table Steve Baker must start a short odds favourite, but you never can tell in this game.

Any one of that trio of Frenchmen Estrosi, Coulon and Sarron, our old friend Ago or our own main lines of defence Mick Grant and Ron Haslam may scuttle the odds.

Come what may they are bound to be two furiously

fought races and may the best man win.

So to the supporting sidecar race and what a fantastic line-up! World Championship contenders, TT winners, plus the remainder of our home-bred talent.

What can you say after the TT and the recent Mallory Park meeting? You need a crystal ball to pick the winner from this lot.

At a guess he will come

from George O'Dell, Dick Greasley, Mac Hobson, Rolf Steinhäuser, Rolf Biland and Gote Brodin.

What a glorious scrap this is going to be. Don't forget that even the seventh man home collects £80 and there is still a lot of cash after that.

It only wants some of that top bunch to drop out and we shall have such riders as Bill Hodgkins, Scotland's 'Jock' Taylor, Trevor Ireson, Jeff Gawley, Frank Illingworth and Mick Boddice cashing in. Come what may, this race will provide excitement.

Well, that's it and we hope that our first World Championship will be blessed with fine weather and turn out a success. One way you can all help — please take it easy when leaving the circuit.

## Brands Hatch Fixture List

DAY	EVENT	ORGANISER	MAIN RACES	CHARGES (Inc VAT)
16 July	Clubmans Motor Cycle Races	Southern 67	All Classes	£1.00-A, CF, Rovers
17 July	Clubmans Car Races	RMC	SSF, FF1600*, SS, Sp	£1.00-A, 30p-C, Rovers
24 July	Championship Car Races	BRSCC	FF1600*, SS*, C*, MSp*	£1.50-A, 50p-C, Rovers
31 July	Festival of Speed	RMC and Promotaspport	Racing Cars, Saloons, Karts, Stock Cars, etc.	£1.50-A, 50p-C, 50p-P, 50p-S/OS
+ 6 Aug	Clubmans Motor Cycle Races and Practice for 7 August	BMCRC	All Classes	£1.00-A, CF, Rovers
+ 7 Aug	Bemsee Motor Cycle Races	BMCRC	All Classes	£1.00-A, 50p-C, 50p-P, 50p-S/OS
13 Aug	Clubmans Motor Cycle Races	BRC	All Classes	£1.00-A, CF, Rovers
14 Aug	BARC Championship Car Races	BARC	FF2000*, FF1600*, MSp*, SS*, C*, PS*	£1.50-A, 50p-C, Rovers
20 Aug	Clubmans Motor Cycle Races	Southern 67	All Classes	£1.00-A, CF, Rovers
21 Aug	BP Vintage Motor Cycle Race of the South	BRC	All Vintage Classes	£1.20-A, 50p-C, 50p-P, 50p-S/OS
+29 AUG	SHELLSPORT INTERNATIONAL CAR RACES In association with the EVENING NEWS	BRSCC	F1-2-5000*, T*, Sp2000*, PS*, FF1600*, Cel	£2.00-A, 50p-C, £1.00-P, £1.00-S/OS
4 Sept	Brands R.C. Stars of Tomorrow National Motor Cycle Races	BRC	All Classes	£1.20-A, 30p-C, Rovers
11 Sept	Championship Car Races	BARC	F3*, FF2000*, MSp*, SS*, Cel	£1.50-A, 50p-C, Rovers
18 Sept	MG Championship Car Races	MGCC	MGs, FF1600*	£1.50-A, 50p-C, Rovers
+25 SEPT	WORLD CHAMPIONSHIP OF MAKES	BRSCC	S5, Silhouette Cars	£3.00-A, £1.00-C, £1.00-S/OS, £2.00-P
9 Oct	Championship Car Races	BRSCC	FA*, FF1600*, R5*, Esc*, SS*, Mini 850*, Mini 1000*	£1.50-A, 50p-C, Rovers
+16 OCT	SHELLSPORT INTERNATIONAL CAR RACES	BARC	F1-2-5000, T*, PS*, Sp2000*, FF1600*, Cel	£2.00-A, 50p-C, £1.00-P, £1.00-S/OS
23 Oct	Championship Car Races	RMC	FF2000*, FF1600*, SS*, C*	£1.50-A, CF, 50p-P, SF
+30 OCT	GAULOISES POWERBIKE INTERNATIONAL Supported by the EVENING NEWS	BRC	SUPERBIKES, etc	£2.00-A, 50p-C, £1.50-P, £1.00-S/OS
5-6 Nov	Formula Ford Festival	BRSCC	FF2000, FF1600, Cel	£1.20-A, 30p-C, Rovers (each day)
27 Dec	Christmas Car Races	BARC	SSF, SS, Sp, Cel	£1.50-A, CF, 50p-P, £1.00-S, 50p-OS

+Grand Prix Circuit

<b>KEY</b> 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.			
<b>Races:</b>	F1 Formula 1 F2 Formula 2 5000 5000cc Single-seaters F3 Formula 3 FA Formula Atlantic FF1600 Formula Ford 1600 FF2000 Formula Ford 2000	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 Ford Escorts Cel Celebrity Races R5 Renault 5s Historic Historic Racing and Sports Cars Mini 850 BL Mini 1000 Mini Mini 1275 Formulae SSF Single-seater Formulae GT Grand Touring Cars S5 Group 5 Saloons
At car meetings when an abbreviation is followed by an asterisk (*) this indicates that this particular event is a car championship round.			
<b>Charges:</b>	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
<b>ALL PARKING FREE—ANIMALS NOT ADMITTED</b>			



Ken Blomeley, of the Kent Evening Post, outlines who could pose the biggest threat to championship leader, Steve Baker.

# Day of the stars

WHAT a line up for the first 750cc world championship meeting to come to Britain.

The fifth round of the Formula 750 title brings together riders who are household names, although some fans know them only through the printed word.

Now British enthusiasts have the chance to see them all pit their skills on the track at Brands.

Steve Baker, the American Yamaha rider who leads the championship with 52 points, is already well known, liked and admired in this country. He's the star everyone with a bike would like to emulate.

In Britain he always seems to deliver the goods whether

he rides at Brands, Mallory, or Oulton.

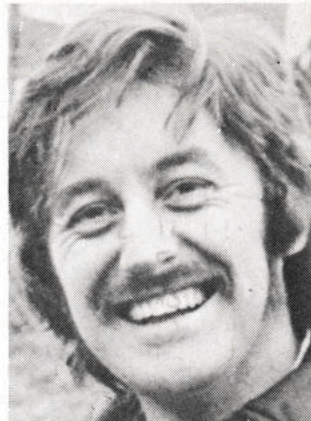
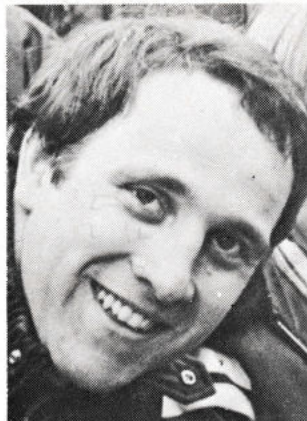
Yet the man almost everyone will be eager to see is Frenchman Christian Estrosi (Yamaha), who blew everyone off the track in the previous round at Dijon. He is comparatively unknown here, but as a fan said the other day: "If he can wallop Baker he must really be worth watching."

Phillipe Coulon, of Switzerland, and Christian Sarron (France) have both figured in tussles at Brands previously.

So, too, has the popular Japanese rider Katayama.

The 750 championship so far has been distinctly an overseas affair from the riding viewpoint.

But the Kawasaki pair



Barry Ditchburn, left, and Mick Grant will be flying the flag for Britain.

Barry Ditchburn and Mick Grant, who have figured in only two of the previous four rounds, will be out to fly the British flag at Brands.

Both had their share of early season troubles and it was not until the Isle of Man TT that things began to come good for Kawasaki — and for Grant.

That day in June in the International classic Grant became the fastest man ever on the island course, setting a new absolute lap record of 112.77 mph and ending with a winning margin of three - and - a - half minutes. His average speed was a record 110.76 mph.

Three days later Ditch-

burn, who had been tackling the Grand Prix championships on the Kawasaki 250, got rid of the gremlins that had followed him around Europe, and turned in a great performance in the Yugoslav G.P.

But it is going to take an awful lot to overhaul Steve Baker in the championship. With 52 points he is 25 ahead of Kenny Roberts, who has already given up any interest in the championship battle to concentrate on regaining his American crown.

Coulon and Sarron are the next best placed — 28 points behind the American superstar.

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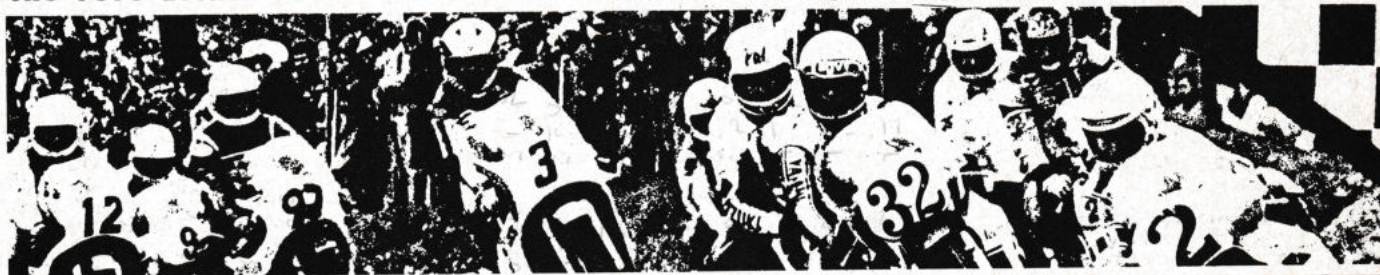
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# LIST OF COMPETITORS

## The 1977 British round of the F.I.M. 750 World Championship



NO.	NAME:	COUNTRY:	MACHINE:	NO.	NAME:	COUNTRY:	MACHINE:
2	Victor Palomo Ent: Team Sonauto Gauloises G. P. A.	Spain	750 Yamaha	38	Roger Christmas	England	747 Yamaha
3	Jack Findlay Ent: E. I. H. Obex Oil	Australia	750 Yamaha	39	Gary Carter	England	746 Yamaha
4	Phillipe Coulon Ent: Marlboro Total Mashe	Switzerland	750 Yamaha	40	Steve Bowers	England	750 Norton
5	Christian Sarron Ent: Team Sonauto Gauloises G. P. A.	France	750 Yamaha	41	Jean - Paul Boinet Ent: Team Murit	France	747 Yamaha
6	Christian Estrosi Ent: Marlboro Team Mashe	France	750 Yamaha	42	Gerard Melly	Switzerland	750 Yamaha
8	Hubert Rigal Ent: Moto Club de Monaco	Monaco	750 Yamaha	43	Mick Spivey Ent: Revoc Engineers Ltd	England	750 Yamaha
10	Warren Willing	Australia	750 Yamaha	44	Dominique Pernet	France	750 Yamaha
11	Bernard Fau Ent: Solamor G. P. A.	France	747 Yamaha	45	Gillies Husson	France	750 Yamaha
12	Mick Grant Ent: Kawasaki Motors (UK Ltd)	England	750 Kawasaki	46	John Robinson Ent: Percy Tait M/Cycles	England	750 Tait Yamaha
14	Barry Ditchburn Ent: Kawasaki Motors (UK) Ltd	England	750 Kawasaki	47	Alex George Ent: Obex Oil/Edinburgh In- dustrial Holdings	Scotland	750 Yamaha
15	Roger Marshall	England	750 Yamaha	48	Brian Wakett Ent: Brockliss M/Cycles	England	747 Yamaha
16	John Newbold Ent: J. M. Newbold	England	750 Yamaha	49	Michael Trimby	England	750 Yamaha
17	Steve Manship Ent: G. Grosvenor, Smokeless Fuels Ltd	England	750 Maxton Yamaha	50	Kaj Jensen	Denmark	747 Yamaha
18	Ron Haslam Ent: Mal Carter	England	750 Pharoah Yamaha	51	Gerhard Vogt Ent: Valvoline - Racing	Germany	747 Yamaha
19	Bernard Murray Ent: D. Johnson & White City M/Cycles Ltd	England	750 Maxton Yamaha	52	Pentti Lehtela Ent: Arwidsson Team	Finland	748 Yamaha
20	John Williams Ent: Team Appleby Glade	England	748 Yamaha	53	Clive Offer Ent: Team Castrol	England	746 Yamaha
21	Leslie Van Breda	S Africa	738 Suzuki	54	Dave Camier	England	748 Yamaha
22	Dave Potter Ent: Team B. P. /Broad Racing	England	745 Broad Yamaha	55	Piers Forester Ent: Team Castrol	England	748 Yamaha
23	Jean - Claude Melland Ent: Sol Amor - G. P. A.	France	747 Yamaha	56	Tony Nash Ent: Sanders & Lewis	England	747 Yamaha
24	Patrick Pons Ent: Team Sonauto Gauloises G. P. A.	France	750 Yamaha	57	James Wells	England	750 Yamaha
25	Teuvo Lansivuori Ent: Life Racing Team	Finland	750 Yamaha	58	Barry Homewood	England	750 Suzuki
26	Marco Lucchinelli Ent: Life Racing Team	Italy	750 Yamaha	59	Terry Hutton	England	750 Yamaha
27	Michael Rougerie	France	748 Yamaha	60	Jeff Crookbain Ent: The Motor Cycle Racing School	England	750 Harris Yamaha
28	Gerry Jenkins Ent: Bevelectric Ltd	England	746 Yamaha	61	Julian Soper	England	750 Yamaha
29	Neil Tuxworth Ent: Granby Motors	England	748 Granby Yamaha	62	Roger Nicholls Ent: George Beale	Wales	748 Beale Yamaha
30	Christian Dubuisson	France	747 Yamaha	63	Peter Lovell	England	745 Triumph
31	Derek Chatterton Ent: Chatterton Motors / Team Castrol	England	748 Chat Yamaha	64	Noel Clegg	England	750 Yamaha
32	Steve Baker Ent: Yamaha Motors	USA	750 Yamaha	65	Christian LeLiard	France	750 Yamaha
33	Roland Freymond Ent: Elf Racing Team	Switzerland	747 Yamaha	66	Ian Ratcliffe Ent: Albion Street Motors	England	700 Albion Yamaha
34	Ingo Reimer	Germany	680 Konig	67	Jean-Philippe Orban Ent: Team Sarome	Belgium	750 Yamaha
35	Herve Moineau	France	750 Yamaha	68	Herve Regout Ent: Team Sarome	Belgium	750 Yamaha
37	Alan Pacey Ent: Alan Hayes	England	750 Yamaha	69	George Fogarty	England	750 Suzuki
				70	Dennis Casement Ent: Mocheck Ltd	England	736 Mocheck Honda
				71	Herve Guilleux	France	747 Yamaha
				72	Stu Avant Ent: Sid Griffiths/ Team Castrol Racing	Australia	750 Yamaha
				73	Kork Ballington Ent: Sid Griffiths/ Team Castrol Racing	S. Africa	750 Yamaha
				74	Joey Dunlop	Ireland	750 Yamaha
				75	Eddie Roberts Ent: George Beale	England	750 Yamaha
				76	John Woodley	N Zealand	750 Yamaha
				77	Kurt Eisenberger	Germany	700 Yamaha
				78	Borje Nielson	Denmark	750 Yamaha



THE keener fans at this weekend's Formula 750cc world championship round may well have travelled 200 miles to watch. But for the competitors in this new series the trip to Brands Hatch could have been five times that!

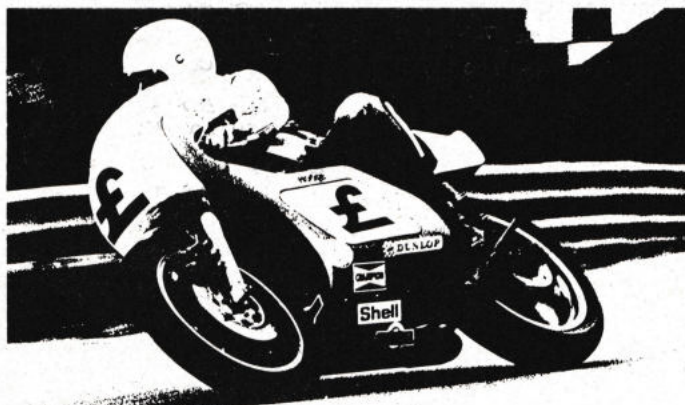
The enormous distance involved in the championship is just one hidden expense that privateer and factory team alike must face in a season which started in the sunshine of Florida back in March for the Daytona 200, and will end at Hockenheim, West Germany in September.

Overseas trips push the expenses up for any sport, but the serious contenders for the 750cc title have to make the trip over the Atlantic again in September for the second USA round at Laguna Seca, and then on to Mosport in Canada.

With a sizeable team that means a lot of cash. Most 750s need at least one, and better still two top-class

Chris Carter of Motor Cycle outlines some of the hidden expenses a top 750cc team faces . . .

## The high price of success



spannermen to work on them, and their wages can run up to £70 a week per man, plus his living expenses on top!

Hotels, meals and drinks can be expensive in Britain, but prices on the Continent make them look real value for money!

Not surprisingly many teams use caravans for the mechanics' sleeping arrangements, and that doubles up as a refuge and hospitality vehicle for the rider and his team on practice and race days.

The serious rider has two 750s to race, and, where possible a spare engine. In Britain a 750 TZD Yamaha will set you back the best part of £7,000, and spare parts don't come cheap.

Add to that fuel bills, with petrol at around £1 a gallon or more, and diesel, a little cheaper, to power the race transporters, and you can see that this branch of top class road racing sport is not for the penniless.

But the ambition that carries them on is the will to win the world's first ever Formula 750cc world title. And to notch up that, it's worth spending a few bob.

### GRIDS FOR THE BRITISH ROUND OF THE F.I.M. 750 WORLD CHAMPIONSHIP

Start: 14.00 hrs and 16.00 hrs.

Number of laps: 24 each part.

Row 1: 6 5 24 10 14 12 32 22

Row 2: 27 20

Row 3:

Row 4:

Row 5:

Row 6:

Reserves:

SPECTATORS are reminded that the Kodak Camera Gallery is open on the in-field of Druids hill bend for an additional fee of 50p.

FORMULA 750 awards will be presented after the second leg by 500cc world champion Barry Sheene.



(First leg)

F.I.M. 750 WORLD CHAMPIONSHIP

LAP NUMBERS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
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3	22	12	12	14	14	22	22	22	22	22	12	12	14	5	5	5	5	5	5	5	5	5	5	5
4	14	14	14	12	12	12	12	12	12	12	5	5	5	13	18	13	17	18	17	17	17	18	18	19
5		5	5	5	5	5	5	5	5	5	18	18	18	11	24	24	26	10	10	10	10	10	10	16
6		24	24	24	24	11	24	18	18	18	11	11	11	24	11	11	10		11	16	16	10	16	10
7		11	11	6	6	6	18	11	24	11	11	24	24	10	10	10		24	11	8	8	8	8	8
8			6	11	10		18	11	24	10	10	10	16	16	16		16	24	24	24	24	24	24	24
9			10	10	10			6	10	10	27	27	8	8	8	8		8	8	11	11	11	11	11
10			15	15	28			10	27	27	16	16	16	20	20	20		20	20	4	4	4	4	4
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POSITIONS

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13.8 14.2 14.4

# SHIP RACE - LAP POSITIONS

(Second leg)

-2.2 -0.2 3.4 -9.10.4

LAP NUMBERS

	1*	2	3	4	5*	6	7	8	9	10*	11	12	13	14	15*	16	17	18	19	20	21	22	23	24
1	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
2	10	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
3	12	10	5	5	5	5	16	14	14	14	14	5	5	5	14	14	14	14	14	14	14	14	14	14
4		12	12	12	14	14	5	5	5	5	5	14	14	14	5	5	5	5	5	5	5	5	5	5
5		5	14	14	16	16	16	16	16	16	16	16	16	10	10	10	8	8	8	8	8	8	8	8
6		14	10	16	24	24	24	24	24	24	24	24	24	16	16	8	10	10	16	16	16	16	16	16
7				24	10	10	10	10	10	10	10	10	10	24	8	16	16	16	10	10	10	10	10	10
8					11	11	11	11	11	8	8	8	8	8	24	24	24	24	24	24	24	24	24	24
9						8	8	8	8	57	57	57	57	57	56	56	56	56	41	41	56	56	61	61
10						4	4	57	57	56	56	56	56	56	41	41	41	41	56	56	41	61	56	56
11							56	56	56	41	41	41	41	41	61	61	61	61	61	61	61	61	41	41
12								41	61	61	61	61	61	61	53	53								
13								61	53	53	53	53	53	53	49	49								
14								53	49	49	49	49	49	49	42	42								
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POSITIONS

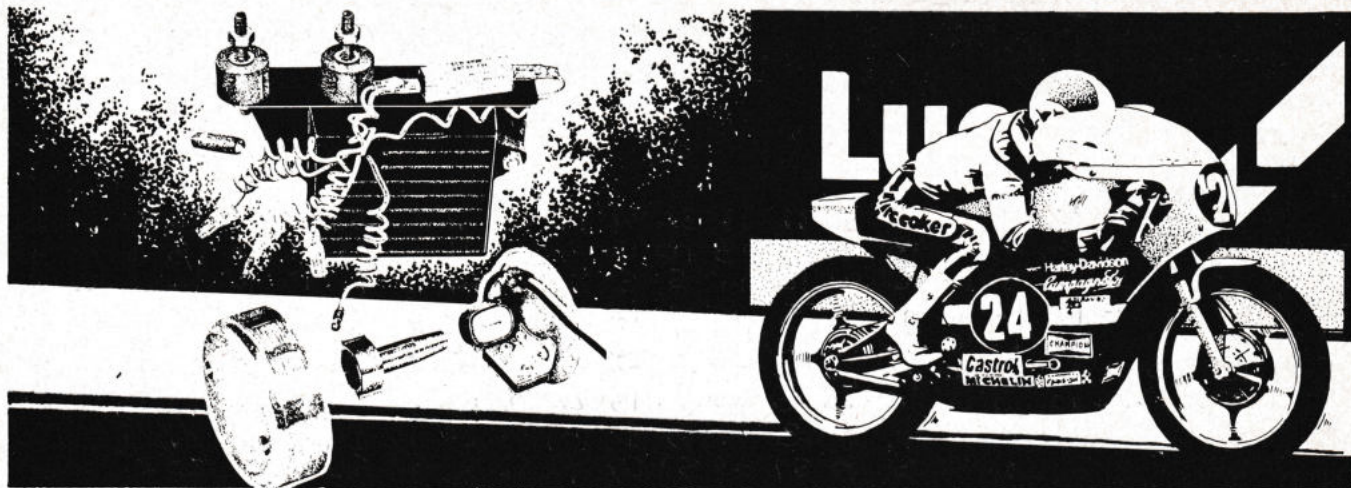
\* Bonus paid to leader at end of these laps.

32, 18, 14, 8, 16, 10, 24,

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Grand Prix of Great Britain





# RESULT OF THE F750 WORLD CHAMPIONSHIP

(British round)

## FIRST LEG:

1st 32 2nd 12 3rd 5  
 4th 16 5th 18 6th 10  
 7th 24 8th 8 9th 11  
 10th 4 11th 74 12th 41  
 13th ..... 14th ..... 15th .....  
 Winners Time 39.4.8  
 Speed 96.30  
 Fastest Lap 32  
 Time 1.35.8  
 Speed 98.21

## SECOND LEG:

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

## AGGREGATE RESULT:

1st 32 STEVE BAKER 2nd 18 RON MASLAM 3rd 16 JON NEWBOLD  
 4th ..... 5th ..... 6th .....  
 7th ..... 8th ..... 9th .....  
 10th ..... 11th ..... 12th .....  
 13th ..... 14th ..... 15th .....  
 Winners Time ..... Speed .....  
 Fastest Lap ..... Time ..... Speed .....

## FORMULA 750 NON-QUALIFIERS RACE

FOR RIDERS WHO  
DID NOT QUALIFY  
FOR THE WORLD  
CHAMPIONSHIP  
(EVENT 1)

START 15.00 hrs

No. of Laps: 15

ROW 1. 53, 21, 22, 34, 58, 53, 77  
 ROW 2. 18, 39, 44, 62, 19, 40, 45  
 ROW 3. 74, 37  
 ROW 4. ....  
 ROW 5. ....  
 ROW 6. ....

## RESULT OF NON-QUALIFIERS RACE

1st 18 2nd 75 3rd ..... 4th .....  
 5th ..... 6th ..... 7th ..... 8th .....  
 9th ..... 10th ..... 11th ..... 12th .....  
 13th ..... 14th ..... 15th ..... 16th .....  
 Winners Time ..... Speed .....  
 Fastest Lap ..... Time ..... Speed .....



# SIDECAR RACE COMPETITORS

**RACE 4: For Category B1, B2, Threewheelers having engines over 350cc and not exceeding 1000cc.**  
**Event 3: Start: 17.15 hrs** **Number of laps: 12**

NO.	NAME:	COUNTRY	MACHINE:	NO.	NAME:	COUNTRY	MACHINE:
1	Dick Greasley. Pass: Mick Skeels. Ent: C. G. Chell.	Market Drayton.	700 Chell Yamaha.	14	Alan Bale. Pass: David Powell.	Cardiff.	750 Yamaha.
2	Göte Brodin. Pass: Bengt Forsberg.	Sweden.	750 Yamaha.	15	Stan Stephens. Pass: Colin Ingleson.	Oxford.	987 Riley Kawasaki.
3	George O'Dell. Pass: Ken Arthur.	Hemel Hempstead.	750 May Yamaha.	16	Roger Aldous. Pass: Peter Lucock.	Thornton Heath.	984 Kawasaki.
4	Bill Hodgkins. Pass: John Parkins.	Bromley.	700 Joe Francis Yamaha.	17	Mick Boddice. Pass: Charles Birks.	Stourbridge.	750 Simmonds Yam.
5	Rolf Steinhausen. Pass: Sepp Huber.	Germany.	698 König.	18	Roboserve Ltd. Frank Illingworth. Pass: Ray Crowther.	Ossett.	750 Padgett Yam.
Ent: Steinhausen - Erzquell Racing Team.				Ent: P. Padgett Team Castrol.			
7	John Ring. Pass: Ken Beere.	Portsmouth.	694 M. R. H. Yamaha.	19	William Copper. Pass: David Cross.	Littleover.	700 Cooper Yamaha.
Ent: Graham Head.				Ent: Robinsons of Derby (Sales) Ltd.			
8	Jock Taylor. Pass: Lewis Ward.	East Lothian.	700 Yamaha.	20	Brian Webb. Pass: Brian Hoyle.	Rossington.	700 Yamaha.
Ent: Spike Hughes.				Ent: R. H. Rooke.			
9	Trevor Ireson. Pass: Bill Boldison.	Swindon.	750 König.	21	Alan Sansum. Pass: Chris George.	Tonbridge.	738 Suzuki.
Ent: Joe Henderson.				Ent: Mercury Despatch.			
10	Mac Hobson. Pass: Stu Collins	Gosforth	495 Suzuki	22	John Barker. Pass: Nick Cutmore.	Hornchurch.	700 Yamaha.
Ent: Switched On Racing				23	Derek Jones. Pass: Brian Ayres.	Greenford.	750 Daytona Yamaha.
11	Michael Horspole. Pass: John Horspole.	Spalding.	750 Yamaha.	Ent: Daytona M/Cycles.			
Ent: John Bingham.				24	Pete Coney. Pass: Phil Spendlove	Saltburn.	700 A. P. T. Yamaha.
12	Jeff Gawley. Pass: Ken Birch.	Scunthorpe.	700 Castrol Yamaha.	Ent: A. P. T. Group (Racing).			
Ent: Mike Connor.				25	Alan May. Pass: Mick Gray.	Chadwell Heath.	750 Yamaha.
				26	Derek Bayley. Pass: Peter Bayley.	Hythe.	700 BRS Yamaha.
				27	Alan Ellis. Pass: Jeffrey Harding	Welling.	904 Taylor Kawasaki.
				28	Raphael Pepin Pass: Frederick Pepin	France	738 Buche Suzuki
				29	David Bexley. Pass: Graham Twitchings.	Leigh.	984 Yamaha.
				Ent: Hadleigh Custom.			
				30	Tim Eade. Pass: Geoff Woodcock.	Ringmer.	750 Yamaha.
				31	Brian Reeves. Pass: Keith Croucher.	Biddenden.	750 Yamaha.
				Ent: Jim Sharp M/Cycles.			
				32	Andy Jackson. Pass: Tim Court.	Gloucester.	700 Yamaha.
				33	Brian Denniss. Pass: Joyce Denniss.	London.	480 Sparton.
				34	Kalevi Rahko. Pass: Karl Laatikainen.	Finland.	748 Suzuki.
				35	Rolf Biland Pass: Kenny Williams	Switzerland	750 Schmidt Yamaha



Alan Sansum and his passenger Chris George will be in action for Mercury Despatch.

## HOW THEY'LL LINE-UP

ROW 1: 16, 4, 14, 15, .....  
 ROW 2: .....  
 ROW 3: .....  
 ROW 4: .....  
 ROW 5: .....  
 ROW 6: .....  
 ROW 7: .....  
 ROW 8: .....



## NOSTALGIA DAY FOR 'BIKE FANS

Do you remember when Charlie Dodson won the Senior TT on a Sunbeam? When Stanley Woods won both the Senior and Junior for Norton? . . . And wouldn't you love to see the Indians and the water-cooled Scotts, the Velocettes, New Imperials, Triumphs, Cottons, Brough-Superiors, Moto-Guzzis, Harley-Davidsons?

That's the sort of thing you'll see here at the

### BP VINTAGE MOTOR CYCLE RACE OF THE SOUTH SUNDAY AUGUST 21

First Race 12.30 p.m.

Practice from 9.30 a.m. on the morning of the meeting

Many of the top stars from yesteryear will be appearing in the parades and races which include events for Vintage Racing, Early Post Vintage, Late Post Vintage and Post War, Vintage and Post Vintage Standard, as well as sidecar classes and Morgan Three-wheelers.

Organised by the Vintage Motor Cycle Club in conjunction with the Brands Hatch Committee

Adults £1.20, Children 50p,  
Paddock Transfer 50p, Stands and Open  
Seats 50p.

## SIDECAR RACE RESULTS

1st	2
2nd	3
3rd	12
4th	17
5th	8
6th	22
7th	10
8th	25
9th	
10th	
11th	
12th	
13th	
14th	
15th	
Winners time	
Speed	
Fastest Lap	
Time	
Speed	

## THE BIG ONE TO END A BIG SEASON

BRANDS HATCH  
Sunday October 30



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Organised by the Brands Racing Committee

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SATURDAY OCTOBER 29

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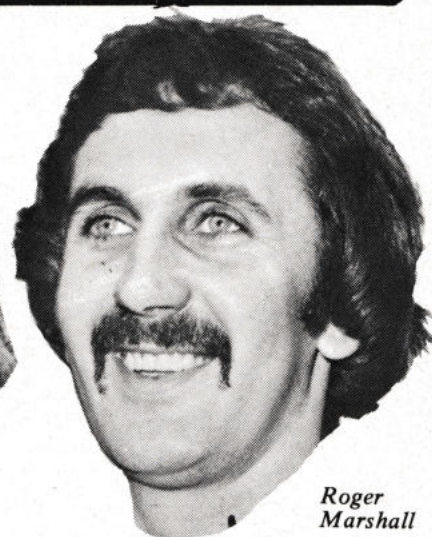
# Gallery of the stars . . .



*Mick  
Grant*



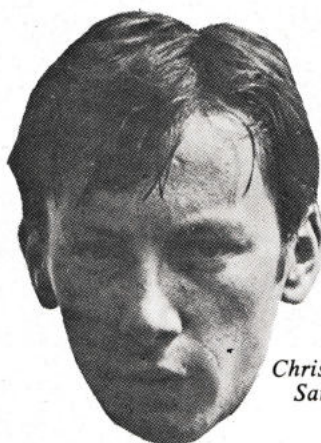
*John  
Newbold*



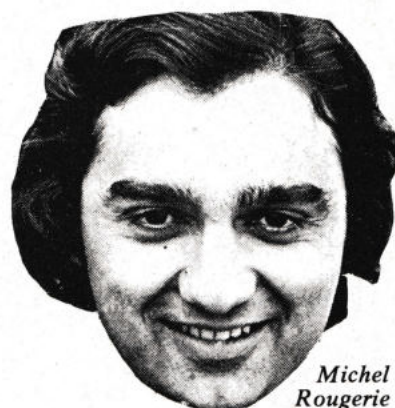
*Roger  
Marshall*



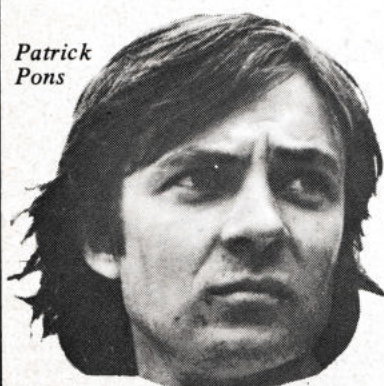
*John  
Williams*



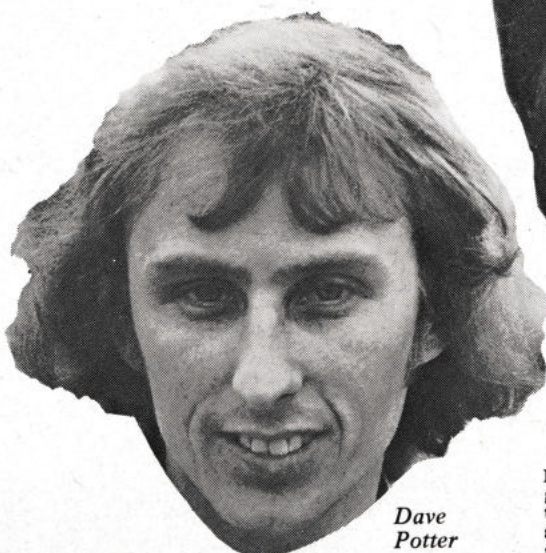
*Christian  
Sarron*



*Michel  
Rougerie*



*Patrick  
Pons*



*Dave  
Potter*



*Barry  
Ditchburn*

Information in this programme is printed in good faith and was correct at the time of going to Press. However, the organisers cannot accept responsibility for the non-appearance of any rider or machine.



LATE last year Honda set the motorcycle scene buzzing when they announced they were going to introduce and sponsor an eight - round 125cc championship with lucrative cash prizes throughout the series in a bid to revitalise the much - neglected 125cc racing scene.

I first laid eyes on Honda's 125cc "tiddler" at last year's Earls Court Motorcycle Show and I asked myself then what were the chances of me trying it out?

Time and patience paid off as, once again, Roy Francis, partner in Paul Smarts' Honda shop in Maldstone, relented to my persistent requests to let me give the 125 a run-out at Brands Hatch.

So, on an overcast Wednesday afternoon a few weeks ago, I was riding rather than spectating.

Doug McCormack, a mechanic at Paul Smarts, who is riding the Honda in the championship rounds, was already riding the bike around the circuit warming it up when I arrived. As I approached the pits Doug pulled in and started to give me the lowdown on the bike, with Roy Francis over-riding the proceedings.

"Power comes in strong around 9,000 rpm, below 8,000 rpm the motor's Woolly and nothing much happens", commented Doug. "It goes out at around 11,500-12,000 rpm, so there's not a terrific powerband."

Now, if you've never ridden a pukka 2-stroke racer the figures quoted might seem high, but they're accurate, imagine slipping the clutch up to around 6,500 rpm just to get the bike performing!

Jim Yarwood takes the Honda MT 125R for a test run round Brands.

# The 'tiddler' with a lot going for it

"Oh, and the gearchange is on the right - opposite to what you're used to", Roy quipped.

Getting astride the Honda first time while still on its stand I felt like Goliath - I'm not exactly a giant at 5ft 7ins (just).

But the bike did feel so small, and when I tried putting my feet on the rearsets it was a tight fit to say the least.

After familiarising myself with the bike it was time to go round the circuit.

A couple of steps and the Honda with its CDI ignition system crackled into life, building up the revs I joined the circuit proper and going up through the six - speed gearbox in no time at all I'd reached the apex of Paddock Bend.

Dropping down a couple of gears I was safely round and down Paddock Hill, keeping

the motor on the boil, Druids approached - the slowest part of the course - but negotiating the tight bend for the first time I let the revs die on the exit of the corner, quickly changing down a gear the revs built up and by the time I was into Graham Hill Bend the Honda was on song again.

Approaching Clark Curve first time I remembered the advice Roy gave me on the previous test aboard the Honda CB400F, which was to cut in close to the angled black and white slabs.

So, aiming as close as possible, it was safely through the deceptive left - hander with a wide line out to McLaren Curve, cutting across Clearways ready to hit the start and finish straight ready for a repeat performance.

So it went like clockwork

for several laps, with incredible angles of lean being exploited to the full and the Honda behaving beautifully.

Compared to the super-smooth Honda 400-4 that I last went round on, vibration was rather prevalent through the handlebars but, considering that it was one cylinder buzzing away beneath me at a phenomenal number of revs, it was perfectly acceptable.

I came in suffering from cramp in my thighs due to the really tight footrest position. Doug took the bike out for a few laps, while Roy and I discussed the finer points of the MT125R.

The engine unit is a derivation of Honda's very successful 2-stroke Elsinore 125cc motorcrossover, put into a road - racing frame - different carb, porting and gearing. Braking is a single cable - operated disc up front while at the rear a rod - operated drum brake suffices.

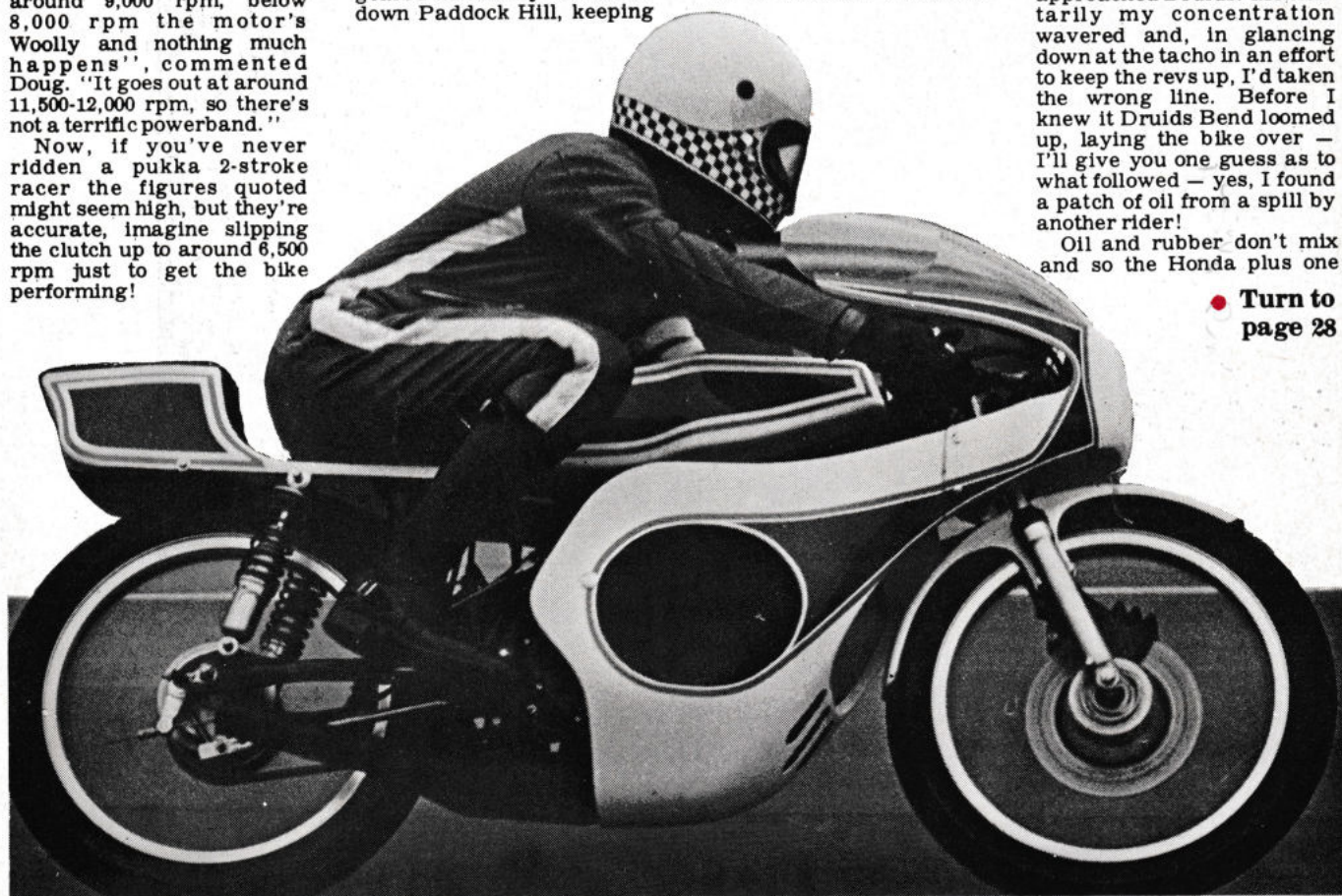
Weighing in at a mere 154lbs and with a claimed 26 bhp reaching the rear wheel, top speed is around 100 mph.

When the Honda came in again the plug was checked, found to be alright and more fuel of a 20:1 mixture put in, although it appeared to be guzzling the fuel quite freely.

Feeling confident out on the track again I'd just completed a further lap and approached Druids. Momentarily my concentration wavered and, in glancing down at the tachometer in an effort to keep the revs up, I'd taken the wrong line. Before I knew it Druids Bend loomed up, laying the bike over - I'll give you one guess as to what followed - yes, I found a patch of oil from a spill by another rider!

Oil and rubber don't mix and so the Honda plus one

• Turn to page 28



Yes, I did manage a few laps without mishap.

Photo R. Wallis.



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What do you mean, can I do a re-take?

Photo: R. Wallis.

### ● From page 26.

surprised rider were down on the tarmac testing the roadholding of the fairing! And you think Japanese tyres don't grip — you should try fibreglass — that's even worse!

Sliding to a halt at the edge of the track with the bike on its side, I quickly glanced around to make sure no one else had followed suit, and seeing it clear picked myself and the bike up.

Damage to the bike surprisingly was minimal; superficial scrapings on the newly-painted fairing (!) a scuffed brake lever and a cracked screen were all that was evident.

Remounting and with the Honda firing up I carried on around the circuit and pulled into the pits. A surprised Roy Francis, approaching from the nearside, wanted to know what was the problem? I pointed down to the offside of the Honda!

His smile froze and slowly disappeared from his face, while I was busy looking for the nearest hole to disappear into!

"We thought something had happened", said Roy, inspecting the damage.

Doug took the bike out to make sure nothing else had been damaged and pulling in after a couple of laps with the machine evidently running as sweet as a nut.

I glanced over to Roy and gingerly said: "Can I have another go?"

Expecting a torrent of abuse and four-letter words to be hurled at me, Roy smiled and nodded approvingly, although I sensed Doug wasn't too keen, well after all, it was his mount for the season.

Astride the bike and grabbing the handlebars I

pushed the Honda down the pit road and dropped the clutch, the motor burst into life.

This time my concentration didn't waiver and I completed a further four or five laps with everything going well. With a number of other riders out on the track I tucked in behind a guy on a racing Bantam at Paddock Hill and followed him around the circuit, noting his lines and approaches to parts of the track.

Gaining on him (due to the superiority of the machine's performance, I hasten to add), with both of us cranked hard over at the left-hander Surtees and drifting out wide to McLaren Bend and gaining on him fast, I decided to cut in on the inside and pass him.

Turning the power on I was keeled hard over on the right-hand Clark Curve, when stuff nightmares are made of happened. The Bantam plus rider started to drift towards my direction, unaware that I was coming up fast.

What were the alternatives? Either risk both of us plus the bikes coming to grief as I shunted him up the rear, or risk a little braking to reduce speed? I tried the latter and to say I had no chance banked over at around 30 degrees sounds like an excuse, but it isn't!

Not content with coming off at Druids, where nobody saw me, it was time to "perform" out at Clearways,

in full view of the grandstand and pits.

With a slight touch of the brake and in less time than it takes to say "whoops", — down yet again, and sliding towards the perimeter of the track, with the Bantam rider quite oblivious as to the drama going on behind him!

Highly embarrassed and once again picking up the Honda off its side, I climbed aboard and amazingly the MT125R started after a few paces. I didn't know whether to carry on straight out onto the A20 and try to escape Roy and Doug, who at this stage must have been blowing their tops, or take my medicine and face the fireworks.

Without lights, number plates and other road-going necessities, I wouldn't get far on the A20 without the Law catching me. Anyway, Roy knew my address and my passport wasn't handy, so there was no alternative!

Coasting into the pits, Doug looked somewhat coolly at me and said: "Roy's just about dragged himself off the floor where he's been in stitches laughing."

"I'm, I'm awfully sor—" I began to say. Roy cut in: "Good job it's beginning to rain, you can't go out and completely demolish it now! I think we'd better call it a day, no sense in pushing your luck!"

Dismounting and looking around for an almighty karate chop to fall across the

back of my neck from Roy's hand, it never came, instead there were a few words of reassurance.

"Everybody comes off sometimes," Roy remarked.

"It wouldn't be so bad," I replied, "but it's not my bike!"

With the rain steadily falling we pushed the Honda onto the pick-up and concluded the test.

My verdict of the bike is that it's got plenty going for it, provided Honda release more to the club racers, not strangle it by only letting selected dealers have the bikes as they have done this season.

It's not everyone who can pay anything from £2,500 upwards at club level just to be competitive, on larger capacity machines.

But at slightly more than £1,000 anybody who's serious enough could afford one. They're easy to maintain, cheap to run, handle well with a good top speed and spares are easily available, and I can't see why the 125cc class can't have a resurgence of popularity and provide a good training ground for potential champions of which at the moment we haven't too many of, (apologies to Barry!).

Since my "debut" Doug McCormack raced the MT125R at the Brands Hatch round of the Honda 125 Championship meeting.

In atrocious weather conditions — rain and strong winds — from a field of 30-odd starters — he got up to ninth and slid off at Paddock bend along with numerous others, fortunately without injury or damage to the bike!

Ah, well, that makes me feel better! Now, what's the chance of an OW31 or Suzuki 500-4 or Honda's Endurance racer for testing?

## TECHNICAL DETAILS

Length: 71 ins; Width: 19.6 ins; Saddle height: 30 ins; Ground clearance: 5.1 ins.

Weight: 154 lbs; Engine type and size: 2-stroke, air-cooled; 123cc; six port; 56x50 mm bore and stroke.

Ignition: CDI. Fuel: 20:1 mixture, 2 gallon tank. Tyres: Michelin, front and rear 2.50-18.





"On the track we have a one-way circuit all to ourselves but on the road it is a different story and motor cyclists are continually being clobbered by other traffic. Good professional instruction is, therefore, important to novice riders when they buy their first machines and I advise them to make use of the expertise offered by the RAC/ACU Training Scheme".



## **TELEPHONE THE APPROPRIATE NUMBER GIVEN BELOW FOR DETAILS:**

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*Centres at: Basildon, Braintree, Chelmsford, Colchester, Harlow, Rochford.*

**KENT** — Contact: MAIDSTONE 671411, Ext. 3448 or 3451

*Centres at: Ashford, Canterbury, Deal, Folkestone, Maidstone, Margate, Rochester, Sevenoaks, Sittingbourne, Swanley, Tonbridge, Tunbridge Wells.*

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*Centre at: Greenwich*

**SOUTHWARK** — Contact: 01-703 5464, Ext. 339

*Centre at: Crystal Palace*

**EXPERIENCED MOTOR CYCLISTS ARE CONTINUALLY NEEDED AS  
INSTRUCTORS — TRAINING WILL BE GIVEN**



MOST spectators coming into the Brands Hatch circuit enclosures today have been planning the trip for weeks.

Some others have been thinking about what makes the whole thing happen for a year or more. Not just the competitors (although meetings like this are on their minds all the time) but those who make sure that your brief stay within the precincts of the Kentish circuit is pleasant and free of aggravation.

Obviously, the planning for a meeting like this starts from the moment the date is firmly inscribed on the international motor cycle racing calendar. And that was well over a year ago.

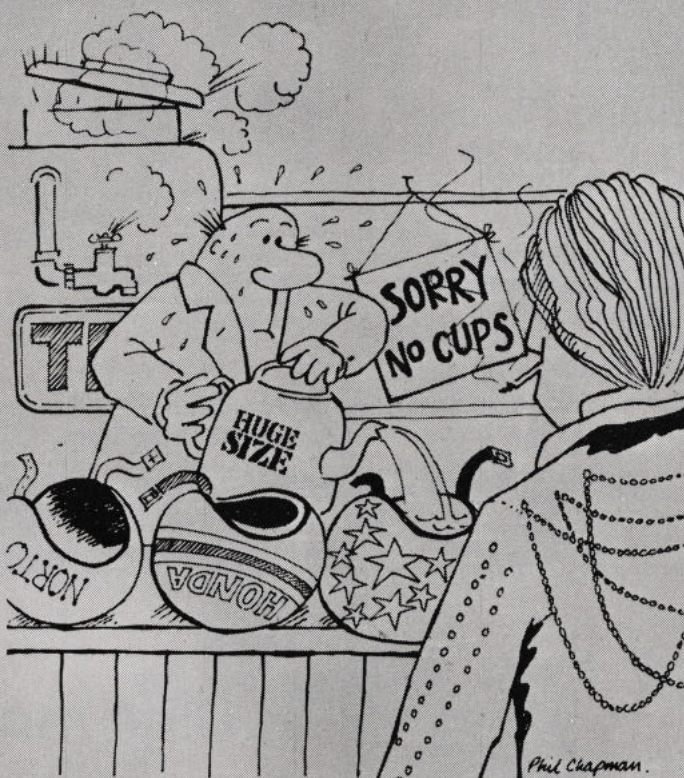
Most of the routine planning began last winter, when some people start to organise their holidays. In the same sort of way, the planners of the various facets of the circuit organisation need to ensure that not only the right number of people, but the right people, are going to be around today to carry out the multitude of tasks associated with a crowd of this size.

After all, there are literally hundreds of them. More than 100 are involved in collecting your money at the pay gates, ensuring that you have a programme and seeing not only that your car is parked in such a way that it does not impede the passage of other people's cars, but that you will get away as easily as possible at the end of the meeting.

Another 40 or so are involved with security, seeing that the right people are in the proper places (or, perhaps more importantly, that they are not in the wrong places, cluttering up the

Graham Macbeth tells how Brands Hatch has prepared for the visit of the F750 supporters

## All this – and 35,000 cups of tea



"Fill 'em up, Grandad..."

stand seats and paddock for which other people have paid).

Some of them have been here all night, for at this sort of meeting, the circuit is in 24-hour operation so far as competitors are concerned.

A further 100 or so are involved with catering – and there's a massive lottery for you!

How would you like the task of deciding, last month, what today's weather would be like and how many spectators are going to be here? Because on those two considerations depends how many hamburgers, hot dogs, sandwiches and so on are going to be needed.

Because it is a motor cycling crowd, as opposed to one of car racing supporters, the pattern is different, not only as to their feeding tastes but also their location. There will probably be far more round Clearways and South Bank today than there were, for instance, at the Race of Champions in March, but fewer on Brabham Straight or round Paddock Bend.

They will drink about twice as much tea as their car racing counterparts, who have a greater thirst for coffee. And, if the weather is really hot, they will want less tea and more minerals, while their consumption of hamburgers will fall as the temperature rises.

If this is an average sort of day, weatherwise, the caterers will expect to supply some 5,000 packs of sandwiches but 20,000 or so hamburgers and hot dogs, around 15,000 - 20,000 cans of beer, 500 gallons of draught ale, 15,000 cups of coffee and 35,000 cups of tea.

Then, tomorrow, another small army will move into Brands Hatch. There will be a fair bit of litter to pick up...

## Who needs two wheels when Dave is around?

DAVE Taylor is the man who has lapped Brands Hatch on one wheel, has wheeled non-stop for 6½ miles and been clocked at 94 mph with the front wheel 4 foot off the ground.

On Sunday morning he'll be entertaining spectators with his display of stunt riding.

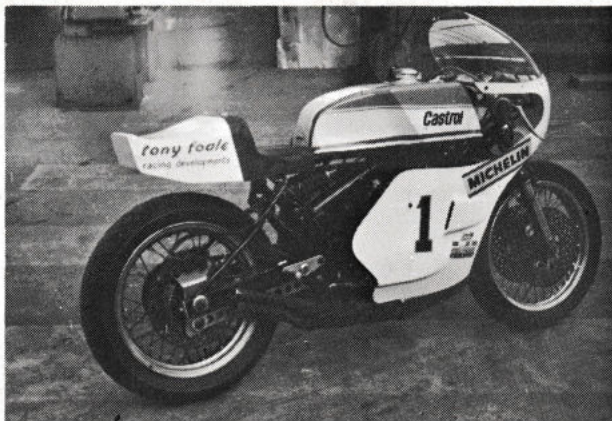
He's lapped Brands at 80 mph average while standing on the petrol tank of a motorcycle and in several other odd positions.

He now makes a living travelling the world riding at various venues, GPs, car rallies, speedway meetings. He was once a very bored civil servant. Now he doesn't have time to get bored.



Dave Taylor





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KAWASAKI 900/1000**

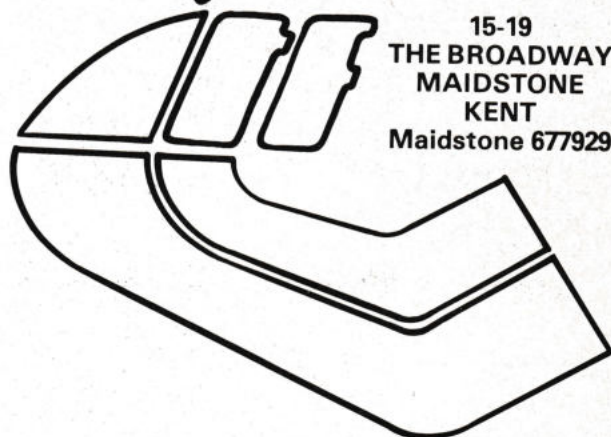
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but also Sidecars . . . Stan Stevens is  
leading the 1977 Bemsee Sidecar  
Championship.

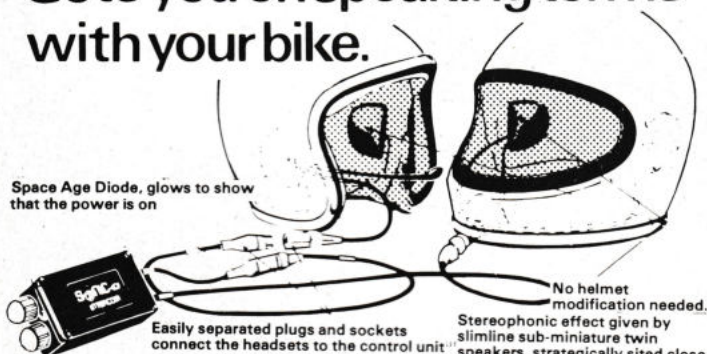
**tony foale**



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Barry Sheene, the 500cc world champion will not be on the track, but hopes to be there next year . . .

## Why Sheene is in the Grandstand

ONE of the most distinguished spectators expected at the British round of the 750 world championship at Brands will be world 500cc champion Barry Sheene.

The Suzuki works rider will be watching closely, no doubt wishing that he too was out on the track.

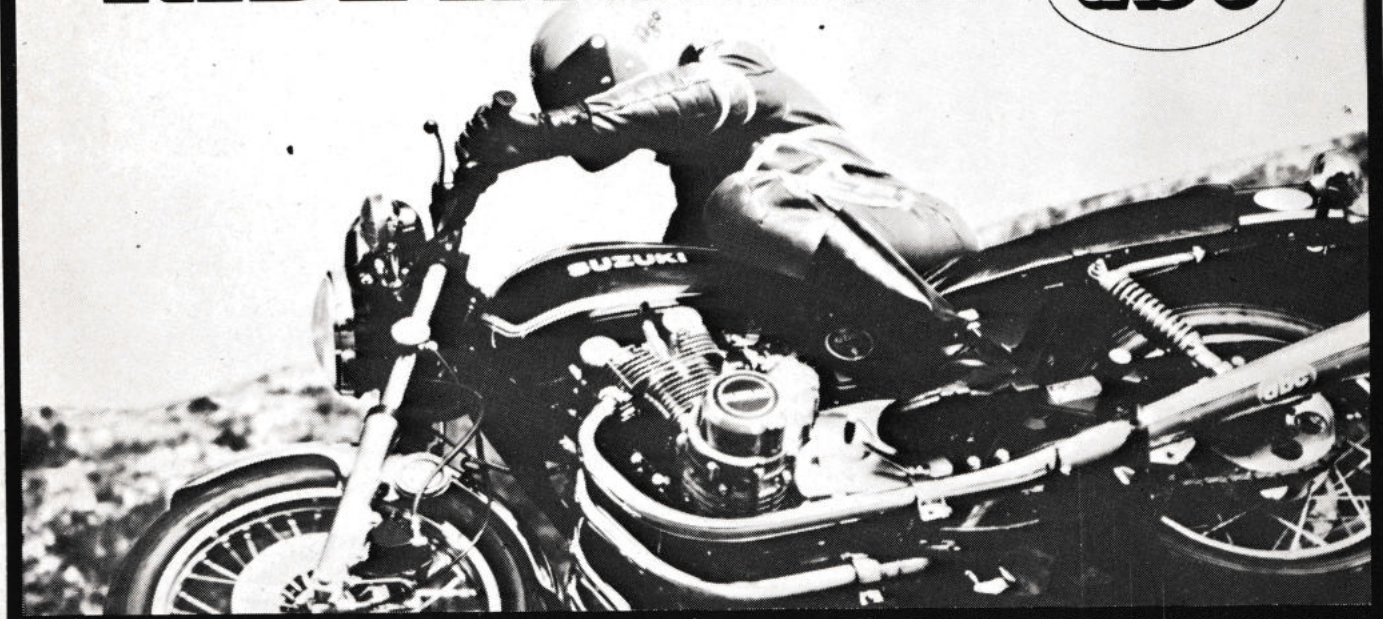
Next year he will be. But

for 1977 he has to be content with being a spectator because Suzuki have not manufactured sufficient 750 machines to permit a works bike to compete in the championship. Twenty-five machines is the qualifying mark, and so far Suzuki have produced only about ten.

So it's best suit instead of leathers for the 500 world champion as he runs his eye over the opposition he is likely to encounter on the tracks next year.



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# LAP SPEED TABLE

Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph
1.22.0	114.74	1.29.8	104.78	1.36.6	97.40	1.43.4	91.00	1.50.2	85.38
1.22.2	114.46	1.30.0	104.54	1.36.8	97.20	1.43.6	90.82	1.50.4	85.23
1.22.4	114.19	1.30.2	104.31	1.37.0	97.00	1.43.8	90.65	1.50.6	85.07
1.22.6	113.91	1.30.4	104.08	1.37.2	96.80	1.44.0	90.47	1.50.8	84.92
1.22.8	113.63	1.30.6	103.85	1.37.4	96.60	1.44.2	90.30	1.51.0	84.77
1.23.0	113.36	1.30.8	103.62	1.37.6	96.40	1.44.4	90.12	1.51.2	84.61
1.23.2	113.09	1.31.0	103.40	1.37.8	96.21	1.44.6	89.95	1.51.4	84.46
1.23.4	112.82	1.31.2	103.17	1.38.0	96.01	1.44.8	89.78	1.51.6	84.31
1.23.6	112.55	1.31.4	102.94	1.38.2	95.81	1.45.0	89.61	1.51.8	84.16
1.23.8	112.28	1.31.6	102.72	1.38.4	95.62	1.45.2	89.44	1.52.0	84.01
1.24.0	112.01	1.31.8	102.49	1.38.6	95.43	1.45.4	89.27	1.52.2	83.86
1.24.2	111.75	1.32.0	102.27	1.38.8	95.23	1.45.6	89.10	1.52.4	83.71
1.24.4	111.48	1.32.2	102.05	1.39.0	95.04	1.45.8	88.93	1.52.6	83.56
1.24.6	111.22	1.32.4	101.83	1.39.2	94.85	1.46.0	88.76	1.52.8	83.41
1.24.8	110.95	1.32.6	101.61	1.39.6	94.66	1.46.2	88.60	1.53.0	83.27
1.25.0	110.69	1.32.8	101.39	1.39.6	94.47	1.46.4	88.43	1.53.2	83.12
1.25.2	110.43	1.33.0	101.17	1.39.8	94.28	1.46.5	88.26	1.53.4	82.97
1.25.4	110.18	1.33.2	100.95	1.40.0	94.09	1.46.8	88.10	1.53.6	82.83
1.25.6	109.92	1.33.4	100.74	1.40.2	93.90	1.47.0	87.93	1.53.8	82.68
1.25.8	109.66	1.33.6	100.52	1.40.4	93.71	1.47.2	87.77	1.54.0	82.53
1.26.0	109.41	1.33.8	100.31	1.40.6	93.53	1.47.4	87.61	1.54.2	82.39
1.26.2	109.15	1.34.0	100.10	1.40.8	93.34	1.47.6	87.44	1.54.4	82.25
1.26.4	108.90	1.34.2	99.88	1.41.0	93.16	1.47.8	87.28	1.54.6	82.10
1.26.6	108.65	1.34.4	99.67	1.41.2	92.97	1.48.0	87.12	1.54.8	81.96
1.26.8	108.40	1.34.6	99.46	1.41.4	92.79	1.48.2	86.96	1.55.0	81.82
1.27.0	108.15	1.34.8	99.25	1.41.6	92.61	1.48.4	86.80	1.55.2	81.68
1.27.2	107.90	1.35.0	99.04	1.41.8	92.43	1.48.8	86.64	1.55.4	81.53
1.27.4	107.65	1.35.2	98.83	1.42.0	92.24	1.48.8	86.48	1.55.6	81.39
1.27.6	107.41	1.35.4	98.63	1.42.2	92.06	1.49.0	86.32	1.55.8	81.25
1.27.8	107.16	1.35.6	98.42	1.42.4	91.88	1.49.2	86.16	1.56.0	81.11
1.28.0	106.92	1.35.8	98.21	1.42.6	91.71	1.49.4	86.01	1.56.2	81.11
1.28.2	106.68	1.36.0	98.01	1.42.8	91.53	1.49.6	85.85	1.56.4	80.83
1.28.4	106.44	1.36.2	97.81	1.43.0	91.35	1.49.8	85.69	1.56.6	80.69
1.28.6	106.20	1.36.4	97.60	1.43.2	91.17	1.50.0	85.54	1.56.8	80.56
1.28.8	105.96							1.57.0	80.42
1.29.0	105.72							1.57.2	80.28
1.29.2	105.48							1.57.4	80.14
1.29.4	105.25							1.57.6	80.01
1.29.6	105.01							1.57.8	79.87

BRANDS HATCH GRAND PRIX SPEED TABLE:

1 LAP = 2.6136 MILES

SPEED (in mph) =  $\frac{2.6136 \times 3600 \times \text{No. of laps}}{\text{TIME in seconds}}$

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## MAP OF THE COURSE

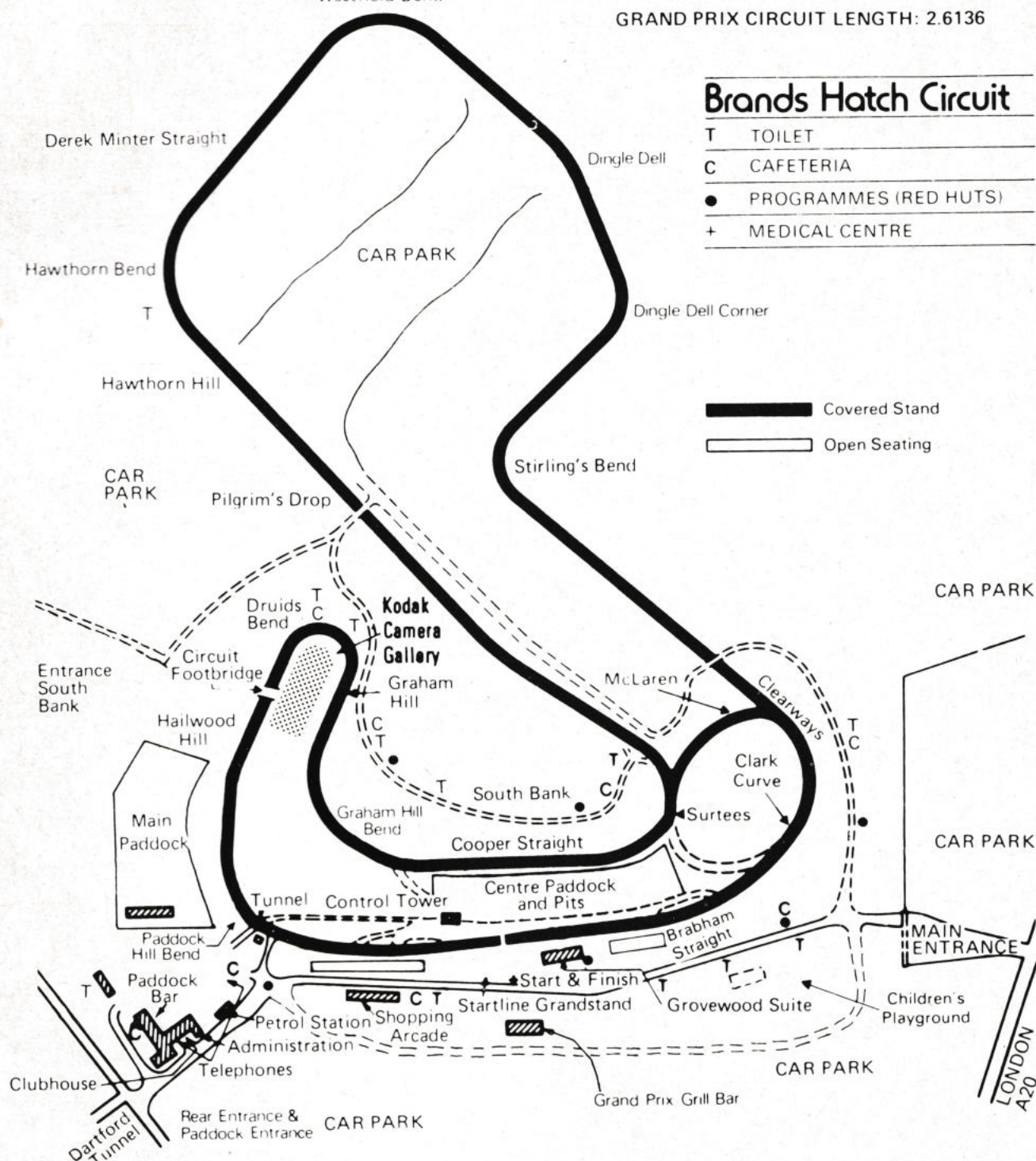
Westfield Bend

GRAND PRIX CIRCUIT LENGTH: 2.6136

### Brands Hatch Circuit

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## CURRENT MOTORCYCLE OUTRIGHT LAP RECORDS FOR BRANDS HATCH

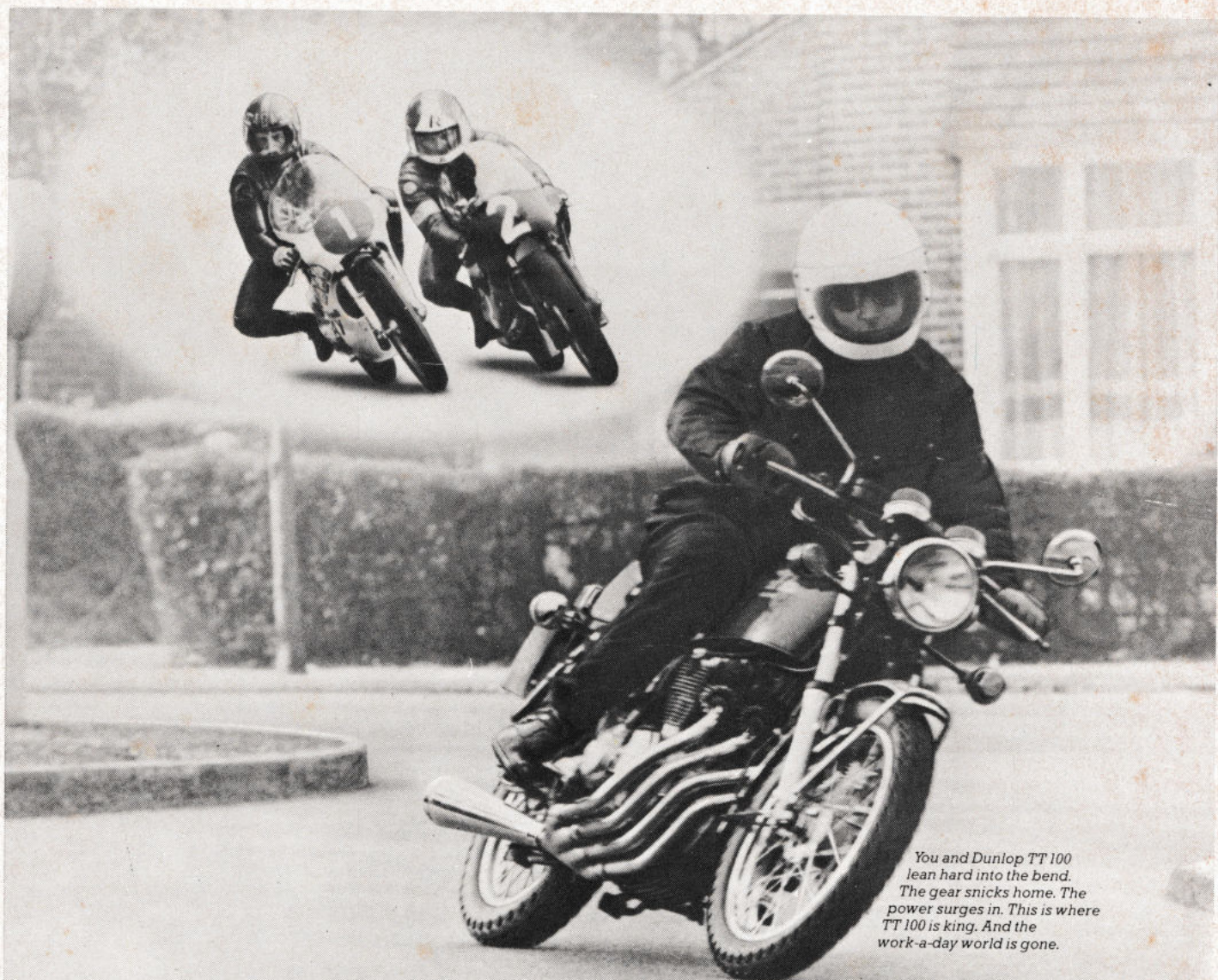
Solos:

	min	secs	mph	date
<b>Barry Sheene (682cc Suzuki)</b> .....	1	35.8	98.21	8.4.77
Race Record: Steve Baker (750cc Yamaha — 13 laps).....	21	11.4	96.21	8.4.77

Sidecars:

<b>George O'Dell (750cc May-Yam)</b> .....	1	45.4	89.27	31.10.76
Race Record: George O'Dell (750cc May-Yam — 8 laps) .....	14	17.4	87.79	31.10.76





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