



**Motor
Cycle**

THE RIDERS' PAPER
WEDNESDAY

Friday 9th April 1971

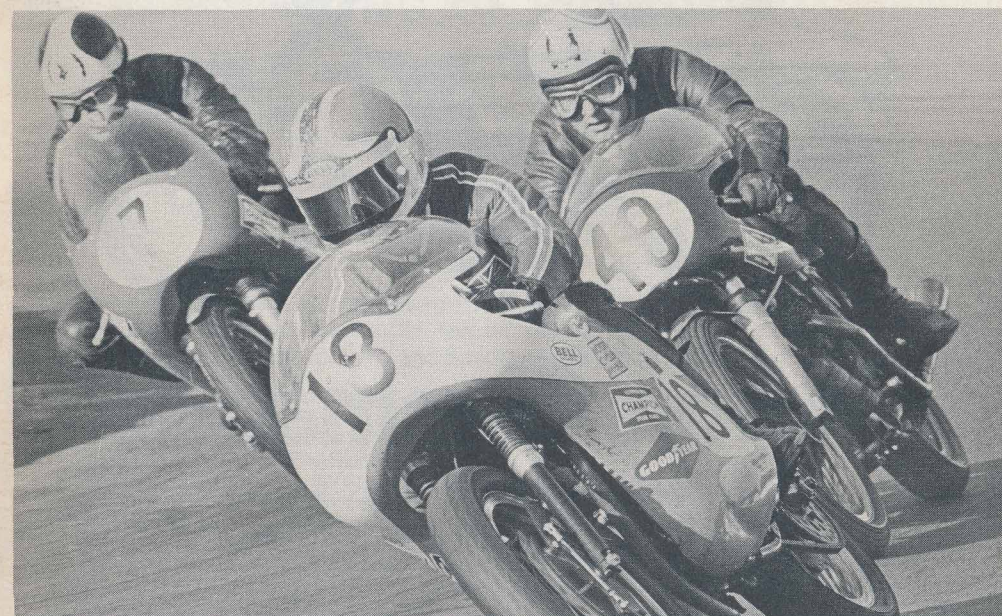
Programme 15p

Brands Hatch

FIRST ANGLO-AMERICAN MATCH RACES

promoted by MCD in collaboration with the
BSA/Triumph Motor Cycle Division

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

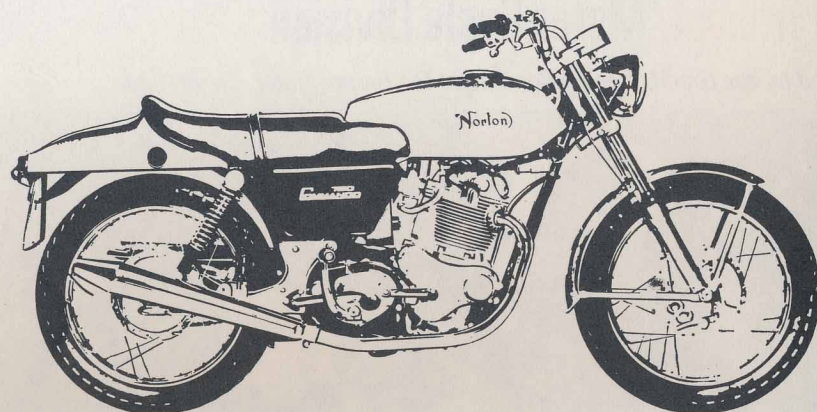


ROTHMANS

**'KING OF BRANDS'
INTERNATIONAL
MOTOR CYCLE RACES**

Voted First ever Triple Winner

By the readers of Motor Cycle News



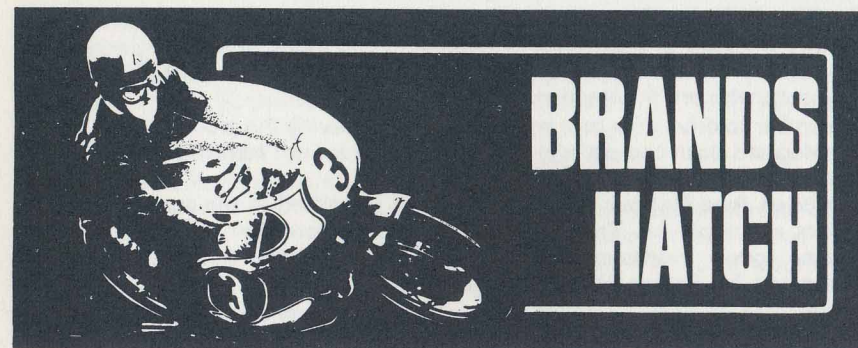
Norton Commando

1968 'Machine of the Year' Motor Cycle News
1969 'Machine of the Year' Motor Cycle News
1970 'Machine of the Year' Motor Cycle News
also
Motor Cycle Weekly USA



Norton Villiers Ltd., Andover, Hants.

Motor Cycle Meeting Friday 9th April 1971



First Anglo-American Match Races

'KING OF BRANDS'

National Motor Cycle Road Races

A-CU PERMIT No. 297

TRACK CERTIFICATE No.1

Organised by BRANDS RACING COMMITTEE, Comprising
GREENWICH M & MCC
GRAVESEND EAGLES M & MC
ROCHESTER, CHATHAM & DISTRICT 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—**dogs are not admitted unless kept on a leash. 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 these times: SOLOS—11.15 am SIDECARS—10.45 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 "The 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.

West Ash 331

Officials of the Meeting

Stewards of the Meeting

Appointed by the A-CU—

T. Hubbuck

Appointed by S.E. Centre A-CU—

J. Walby

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 W. A. Stone

V. Anstice F. Micklewright

R. Oates

A-CU Measurer:

V. Anstice

Lap Scorers:

D. Swift D. Micklewright

A. Sprake

Starters:

J. Milton R. Thomas

Judge:

S. Hayns

Competitors' Steward & Fuel

Inspector:

E. Ranshaw

Commentators:

Eddie Dow Fred Clark

Chief Paddock Marshal:

A. E. Ridley

Assisted by—

P. Cannon

Welding Facilities:

"Stone Arc" Eng.

Prop.: H. Ditchburn

Chief Course Marshal:

K. Phillips

Assisted by—

J. Ward

E. M. Kempson

J. E. Carr

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 Liaison:

Laurie Hammond

Recovery Vehicles:

Gilberts of Catford and

Streamline Motorcycles

Scrutineering and Practising

Class	Scrutineering	Practising
250cc SOLOS	8.30 am to 8.45 am	9.00 am to 9.15 am
350cc SOLOS	8.45 am to 9.10 am	9.15 am to 9.30 am
500cc SOLOS	9.10 am to 9.30 am	9.30 am to 9.45 am
750cc SOLOS	9.30 am to 9.45 am	9.45 am to 10.00 am
Threewheelers up to 1000cc	10.15 am to 10.45 am	11.00 am to 11.15 am
Over 350cc Solos	10.45 am to 11.00 am	11.15 am to 11.30 am
Non-International Licence Holders	11.00 am to 11.15 am	11.30 am to 11.45 am
Production Machines		

RACING COMMENCES 12.30 p.m.

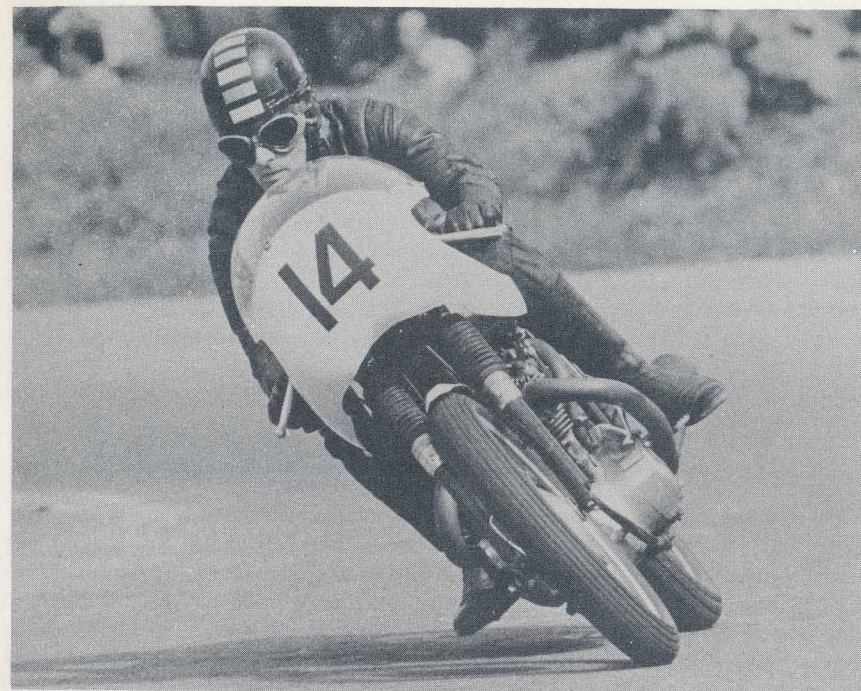
Programme of Events

Race	Class	Laps	Start
1	SOLO MOTORCYCLES over 250cc and not over 350cc	15	12.30 hrs.
2	Round 1 ANGLO-AMERICAN MATCH RACE Solo motorcycles over 648cc & not over 750cc	12	13.00 hrs.
3	SOLO PRODUCTION MOTORCYCLES over 100cc and not over 750cc	10	13.30 hrs.
4	SOLO MOTORCYCLES over 350cc and not over 500cc	15	13.55 hrs.
5	THREEWHEELER MOTORCYCLES not over 1000cc	12	14.25 hrs.
6	SOLO MOTORCYCLES over 500cc and not over 750cc	15	14.55 hrs.
INTERVAL			
7	THE B.P./BILL IVY SILVER HELMET ELIMINATION TROPHY	5	15.45 hrs.
8	SOLO MOTORCYCLES (By invitation) over 125 cc and not over 1300cc	15	16.00 hrs.
	PRESENTATION OF KING OF BRANDS TROPHY		16.30 hrs.
9	SOLO MOTORCYCLES 350cc to 1300cc (Non-International Licence Holders)	10	16.45 hrs.
10	Round 2 ANGLO-AMERICAN MATCH RACE Solo motorcycles over 648cc & not over 750cc	12	17.10 hrs.
11	SOLO MOTORCYCLES over 125cc and not over 250cc	10	17.40 hrs.

Awards

<i>EVENT</i> 1 — £75	50	30	20	15	10	8	7	6	5	4	3	2	1	
2 — £100	75	50	30	20	15	10	8	7	6	5	4	3	2	1
3 — £100	75	50	30	20	15	10	8	7	6	5	4	3	2	1
4 — £50	30	20	15	10	8	7	6	5	4	3	2	1		
5 — £100	75	50	30	20	15	10	8	7	6	5	4	3	2	1
6 — £100	75	50	30	20	15	10	5							
7 — £15	10	8	6	5	4	3	2	1						
8 — £30	20	15	10	8	7	6	5	4	3	2	1			

The King of Brands title together with £50 cash bonus and a Trophy to be awarded to the Driver with the best aggregate performance on a points basis in Events 2, 3 and 5.



Peter Butler pictured on a 650 cc Boyer Triumph will be out three times today on his 741 cc Triumph 3.
(Photograph by John Stoddart)

Who will be crowned 'King' today?

A Round of the B.P./Bill Ivy Silver Helmet Series in an action packed meeting.

The King of Brands Meeting is a 'must' for any road racing enthusiast but when added to this are the first two races in the long awaited Anglo-American Match Race Series and a round of the B.P./Bill Ivy Silver Helmet elimination series it should be a day that will be remembered for a very long time. There are many of you who will be pressing on to Mallory Park and Oulton Park to watch the progress and climax of the Match Race Series and while this is dealt with elsewhere in the programme we must wish all the riders competing good racing and a trouble free week-end.

With snow causing the cancellation of the earlier Clubman's meeting this is again Brands Opening Day, so we take this opportunity of extending you a warm welcome to this Rothman sponsored meeting and hope that you will leave with memories which will make you return for the other outstanding events in the

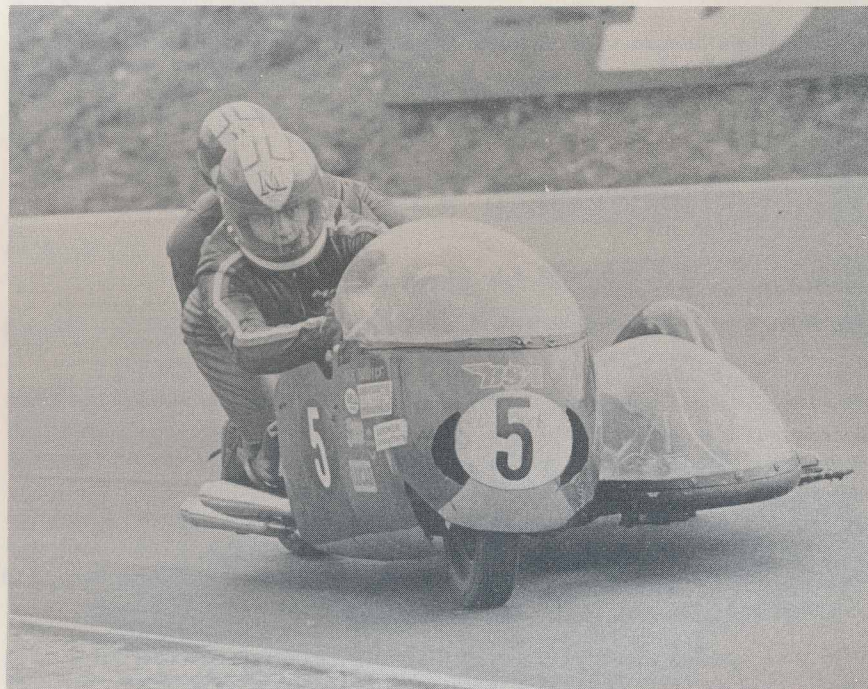
calendar. This could be a time to remind you of the Saturday Clubman's Meetings at which the Stars of To-Morrow are born. Try a visit one day for despite the fact that to-day's top of the bill men do not appear in the programme the racing is always keen and of a high standard.

Now for to-day, with a first hope that the weather man is kind and secondly that you have managed to find a good vantage point to watch the racing, which, as you must now know is on the Club Circuit for the benefit of our American guests. In addition to the feature events there are eight races listed in the following pages and each promises to be a hard fought battle. Judging from his early season form Barry Sheene looks as if he is going to be a hard man to beat—he won the 350 c.c. event at Mallory Park on John Coopers Yamsel so it will be interesting to see how he goes in opposition to the Motor Cycle News 'Man of the Year' in the opening race.

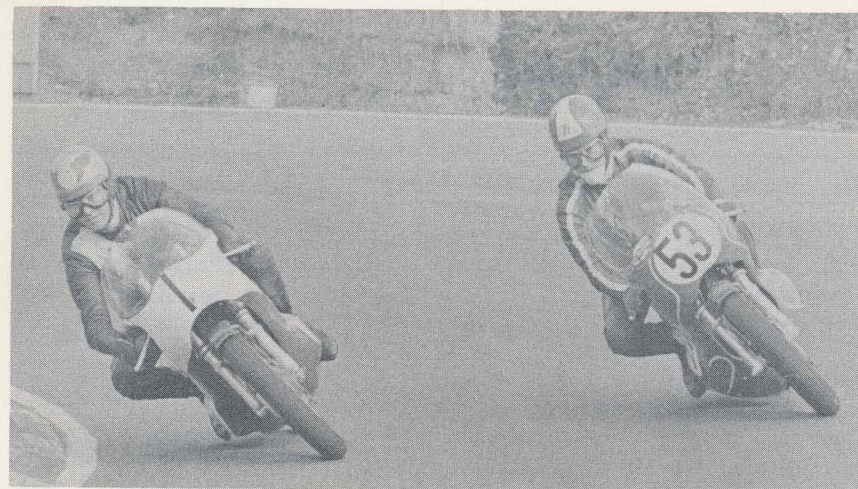
Barry will also get some tough opposition from British Champions Derek Chatterton (350 c.c.), Steve Machin (250 c.c.), reigning King of Brands Pat Mahoney, Paul Smart, Martin Carney and Alan Barnett. Yamahas and Yamsels dominate the scene and this event could be as competitive as any during the afternoon.

Following the first of the Match Race Series comes the battle for the Production racers and here the Triumph 3s of Dave Nixon, Peter Butler and Ray Knight will have their work cut out to hold off the expected challenge of the Commandos ridden by Brian Kemp and Charlie Sanby.

The second King of Brands qualifying race sees an assortment of machines in combat, Seeley, B.S.A., Aermacchi, Triumph, Yamaha, Suzuki and Kawasaki—the



Mick Boddice with passenger Clive Pullington will be racing their 670 cc B.S.A. in today's Threewheeler event. (Photograph by John Stoddart)



Dave Croxford seen here on a 350 cc Yamaha leads Tony Rutter on his similar machine at last years 'King of Brands' meeting. (Photograph by John Stoddart)

question here is, can the British built machines see off the might of the foreign products. We shall also see if those earlier track specialists Dave Croxford and Ron Chandler have lost any of their skill on the short circuit.

It is an all B.S.A. front row in the three-wheeler race with British Champion Chris Vincent again taking on his old rivals Peter Brown, Roy and Norman Hanks and Mick Boddice. With Rosina expecting a happy event John Glastonbury partners Norman, they already have victories at Mallory and Cadwell to their credit so this twelve lapper looks far from a one man show as we have sometimes seen in the past.

The busy Barry Sheene, who has six rides, wheels out his 503 c.c. Suzuki to take on a horde of 750s in the next event but reverts to his 500 for the Second Round of the B.P./Bill Ivy Silver Helmet Elimination Trophy. This, unfortunately got off to a bad start at Mallory Park and with so many retirements the rules had to be revised, all the original riders are now back in the hunt.

If they all finish the last two drop out, but if there are more than four retirements all the finishers live to race another day. For the record Barry Sheene won the first round riding John Cooper's Yamsel.

It is a free for all classes in the third race for the King of Brands Title, here you will note that John Cooper, Paul Smart, Derek Chatterton and Alan Barnett pin their hopes on their 350s against strong opposition from the 750s. It could be the final sprint to the line that may tell against them and miss the privilege of being crowned King by Carol Cleveland one of the stars in that popular T.V. Series 'Monty Python's Flying Circus'.

Following the race for the up-and-coming riders comes another Anglo-American scrap and by now our visitors should know what it is all about.

So to the last fling of the day with the 250s on the circuit and all of the familiar figures that you have been watching all afternoon again in combat. This should provide a fitting finale to this feast of speed. Thank you for coming, take care on the way home and try and make Mallory Park and Oulton Park to see the continuation of the Anglo/American Series.

Race 1 Start: 12.30 hrs. 15 Laps

SOLO MOTORCYCLES OVER 250cc AND NOT OVER 350cc 1st KING OF BRANDS Qualifying Race EVENT 2

No.	Rider/Entrant	Home Town	cc	Machine
1st Row—				
16	John Cooper Ent. Wraggs M/C	Derby	348	Yamsel
18	Pat Mahoney Ent. Screen & Plastic	Crayford	348	Yamsel
21	Derek Chatterton Ent. Chatterton Motors	Boston	348	Chat-Yamaha
22	Alan Barnett Ent. Brackley Racing	Iver	349	Yamsel
23	Barry Sheene Ent. F. Sheene	London	350	Yamaha
24	Martin Carney Ent. Reg Thomas	Wallington	348	Yamsel
28	Paul Smart Ent. J. Francis Motors	Maidstone	350	Yamaha
2nd Row—				
25	Steve Machin Ent. Padgetts	Louth	350	Padgett Yamaha
26	Tony Jefferies Ent. A. Jefferies	Shipleigh	350	Yamsel
33	John Taylor Ent. Keith Burns	Gravesend	349	Yamaha
34	Barry Ditchburn Ent. Broad Motors	Northfleet	350	Broad Yamaha
45	Rex Butcher Ent. Mrs. N. Ivy	Tonbridge	350	Ivy-Yamaha
51	Dave Browning Ent. J. Browning	Cheltenham	350	Yamaha
3rd Row—				
15	Brian Edwards	Tottenham	350	Ducati
29	Clive Brown	Bedford	348	Norton
31	Grant Gibson Ent. Rivetts	Highgate	348	Yamaha
35	Ron Chandler Ent. Reg Kirby	Sevenoaks	348	Kirby Yamaha
36	Tony Rutter Ent. R. Priest	Stourbridge	348	Yamaha
44	Tom Herron Ent. Five Star Speed Equipe	Ulster	348	Yamaha
56	Dudley Robinson	Shipleigh	350	Padgett Yamaha

4th Row—

58	Alan Dunscombe	Romford	348	Ducati
70	David Stevens Ent. Jeffs M/S	London	349	Norton
71	Tony Nash	Romford	348	Ducati
78	Tony Blain Ent. M. J. Box	Worcester Park	348	Aermacchi
79	David Street Ent. Monty & Ward	Romford	346	Bultaco
81	Roger Bowler Ent. Monty & Ward	Crawley	349	Bultaco

Reserves—

89	Stuart Morrell	Ware	344	Aermacchi
93	Martin Jebson	Camberwell	349	Norton
98	John Murphy	Crayford	350	Bultaco
101	Terence Sparrow	Beckenham	349	Norton
103	Robert Hill	Hornsey	344	Aermacchi
109	Robin Keating	Thames Ditton	350	Saxon-Yam
111	David Murray	Epsom	350	Norton
113	Paul Judge	Canvey Island	349	AJS
115	Howard Robinson Ent. A. Bennett	Northampton	350	Yamsel

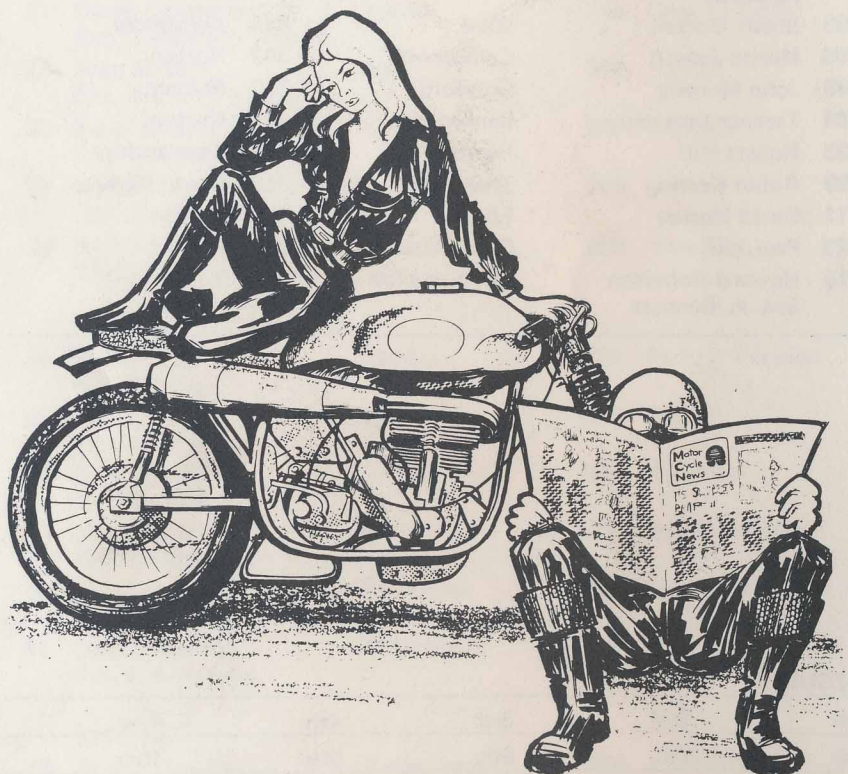
RESULTS:

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
Race Record: Phil Read (349 cc Yamaha—15 Laps)	14	35.0	76.53	26. 5.69

wednesday - motorcyclenewsday



Race 2 Start: 13.00 hrs. 12 Laps

ANGLO-AMERICAN MATCH RACE

(1st ROUND)

U.S.A TEAM

Captain Gary Nixon
Manager Dan Macias
Riders Gary Nixon
 Jim Rice
 Dave Aldana
 Dick Mann
 Don Castro
 Don Emde

G.B. TEAM

Captain Percy Tait
Manager Doug Hele
Riders Percy Tait
 John Cooper
 Paul Smart
 Ray Pickrell
 Tony Jefferies

GRID POSITIONS

- 1 GB _____
- 2 USA _____
- 3 GB _____
- 4 USA _____
- 5 GB _____
- 6 USA _____
- 7 GB _____
- 8 USA _____
- 9 GB _____
- 10 USA _____

Each team manager will nominate individual riders for the grid positions that they have been allocated.

RESULTS:

1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th
Winner's Time		Speed		
Fastest Lap		Time	Speed	mph

Race 3 Start: 13.30 hrs. 10 Laps

SOLO PRODUCTION MOTORCYCLES OVER 100cc & NOT OVER 750cc EVENT 8

No.	Rider/Entrant	Home Town	cc	Machine
1st. Row—				
11	Brian Kemp Ent. Five Star Speed Equipe	Windsor	750	Curley Commando
12	Peter Butler Ent. Boyer of Bromley	London	741	Triumph 3
14	David Nixon Ent. Boyer of Bromley	Ashford	741	Triumph 3
15	Brian Edwards	Tottenham	650	Triumph
16	Ray Knight	Orpington	741	Triumph 3
17	Charlie Sanby Ent. Gus Kuhn	Hatfield	745	Commando
18	Robin Stonely	Effingham	650	Triumph
19	John Judge Ent. R.G.M. Racing	Luton	741	Triumph 3
2nd Row—				
20	Brian Bartlett	High Wycombe	649	Triumph
21	Colin Hope	Hitchin	492	Suzuki
22	Douglas Cash	Watford	750	Norton
23	Leonard Reed	London	654	BSA
24	Hugh Robertson	St Albans	650	Triumph
25	David Potter	Eltham	750	Dunstall Commando
3rd Row—				
26	Ron Baylie	Copthorn	736	Honda
27	Hugh Evans	Biggin Hill	654	BSA
28	Colin Agate Ent. Knight Riders	Wallington	741	Triumph 3
29	Robert Harrington	Rugby	500	Triumph
30	Tom Waterer	Birmingham	650	Triumph
31	Wyn Thomas	Luton	490	Triumph
32	Colin Overy	Luton	490	Triumph
33	Ron Norrington	London	250	Ducati

4th Row—

34	Paul Huzzey	Luton	490	Triumph
35	Keith Morvan	Dunstable	650	Triumph
36	David Jones	Newport	750	Triumph Trident
37	Chris McGahan Ent. Cliff Judge	Sidcup	250	Montesa
38	Keith Martin Ent. Eddie Crooks	Erith	248	Suzuki
39	Peter McKinley	Stourport	668	Triumph
Reserves—				
40	Clive Wall Ent. R.H. Smith M/C	Hayes	654	BSA
41	Tony Rodger Ent. K. Burns	Windlesham	750	Commando
42	David Forrester	Bromley	250	Ducati
43	Marty Ashwood Ent. Monty & Ward	Edenbridge	500	Suzuki
44	John Whitt-Mann	Chichester	499	Triumph
45	Brian Wackett	Waltham Abbey	650	Chuck-Triumph
46	William Vernon	Bletchley	750	Triumph
47	Ron Wittich	Luton	650	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	

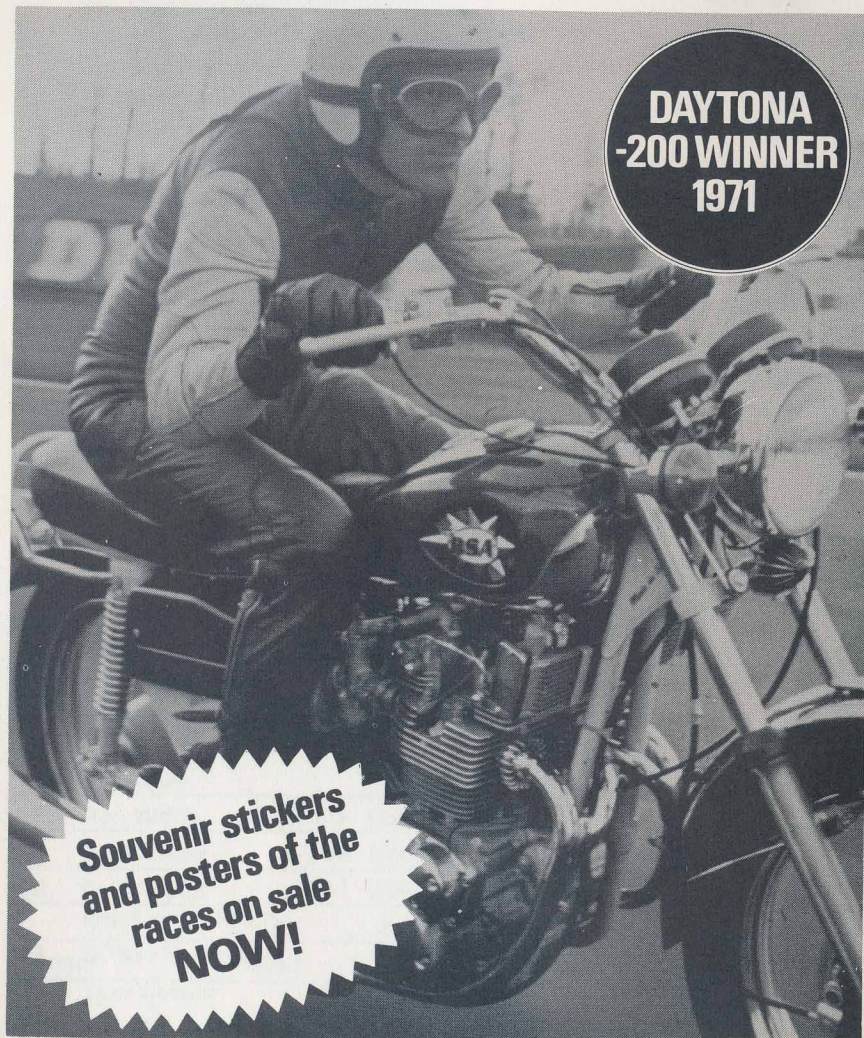
LAP RECORD:

101-750 cc SOLO PRODUCTION—Record to be established.

This is the Rocket 3



See the new BSA '71 range at your local dealer **NOW!**



ANGLO-AMERICAN MATCH RACES

EASTER 1971

For some years Motor Circuit Developments Ltd. have been putting their best efforts to the arrangement of international contest in motor cycle racing. In pursuance of this admirable objective Chris Lowe of MCD recently approached us and sought our co-operation.

We were glad to co-operate. We believe in the value of racing, both in engineering development and marketing promotion. The move towards a 750 class, similar to A.M.A. Heavyweight, and based on production machine major components, is one which our company welcomes and encourages. It can, we believe, revitalise international large machine racing.

Resultantly, although time was short, we set in motion plans whereby machines from BSA in Birmingham and Triumph in Coventry were made ready and machines from our American subsidiary company were air-freighted after the big Daytona race—and just in case anybody doesn't know, we beat off all the opposition to finish first, second and third in that race!

At the same time we invited the cream of British and American riders to participate in these match races. The response was overwhelming. All thought the idea was great.

And so the whole project became feasible. MCD were informed that we would deliver for Easter.

Now, we as much as you, are eagerly looking forward to the exciting spectacle of these Anglo-American Match Races.

P. E. DEVERALL
Director

M. A. NEEDHAM
Director

THE MOTOR CYCLE DIVISION
THE BIRMINGHAM SMALL ARMS CO. LTD.

ANGLO-AMERICAN INTERNATIONAL MATCH RACES – England 1971

BRANDS HATCH	APRIL 9th
MALLORY PARK	APRIL 11th
OULTON PARK	APRIL 12th

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	10 points = £150
2nd	9 points = £135
3rd	8 points = £120
4th	7 points = £105
5th	6 points = £ 90
6th	5 points = £ 75
7th	4 points = £ 60
8th	3 points = £ 45
9th	2 points = £ 30
10th	1 point = £ 15

Total Series points money = £4950

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 **BSA/Triumph** Anglo-American Match Race Trophy at the conclusion of the series and every team member will be presented with **M.C.D.** commemorative tankards.

In addition, the rider who puts up the fastest lap speed of the series will receive an additional bonus of £50.

Total Series prize fund £5000

ANGLO-AMERICAN INTERNATIONAL MATCH RACES – England 1971

promoted by MCD in collaboration with the BSA/Triumph Motor Cycle Division

TWO RACES EACH OF 12 LAPS (14.88 miles) FOR SOLO MOTOR CYCLES OVER 648cc BUT NOT OVER 750cc.

		ROUND 1			ROUND 2			ROUND 3					
UNITED STATES (Selected from)		April 9th Brands Hatch			April 11th Mallory Park			April 12th Oulton Park			Final Total	Finish Order	Team Total
		1	2	Tot.	3	4	Tot.	5	6	Tot.			
1	Gary Nixon <i>Triumph</i>												
2	Jim Rice <i>BSA</i>												
3	Dave Aldana <i>BSA</i>												
4	Dick Mann <i>BSA</i>												
5	Don Castro <i>Triumph</i>												
6	Don Emde <i>BSA</i>												
GREAT BRITAIN													
7	Percy Tait <i>Triumph</i>												
8	John Cooper <i>BSA</i>												
9	Paul Smart <i>Triumph</i>												
10	Ray Pickrell <i>BSA</i>												
11	Tony Jefferies <i>Triumph</i>												

Team Captains: US Gary Nixon GB Percy Tait.

Race 1

Finish Order	1	2	3	4	5	6	7	8	9	10
Riding No.										
Time										
Speed										
Fastest Lap: No.....Time.....Speed.....										

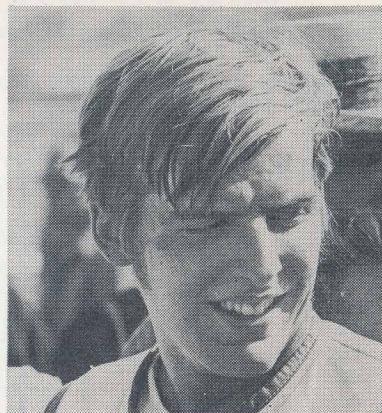
Race 2

Finish Order	1	2	3	4	5	6	7	8	9	10
Riding No.										
Time										
Speed										
Fastest Lap: No.....Time.....Speed.....										

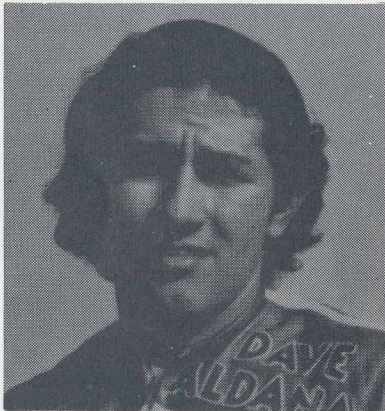
The American Team



GARY NIXON



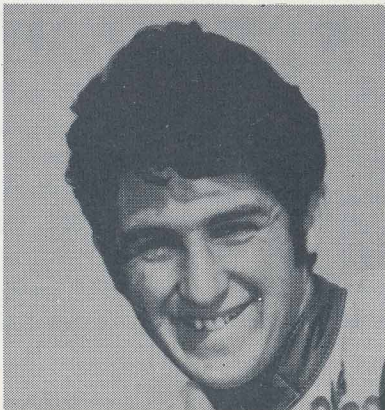
JIM RICE



DAVE ALDANA



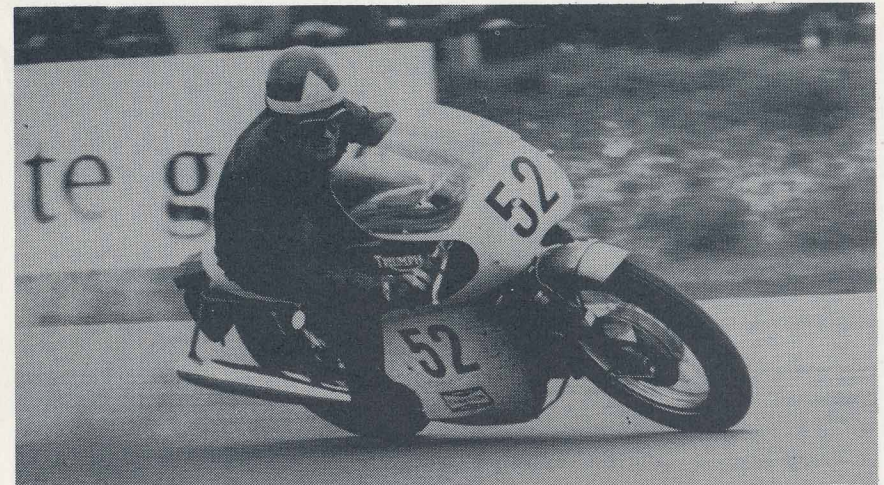
DICK MANN



DON CASTRO



DON EMDE



PERCY TAIT *Triumph*

First Anglo-American Match Races

If you thought that motorcycle racing began in England you wouldn't be far wrong. In point of fact England provided infancy and adolescence but not the birth since that has now been attributed to Europe late in the nineteenth century. But then who's going to argue about a year or two, for what Europe did one week England did another, and vice versa.

When it comes to speed and skill England is a legend; and with the noble art of boxing and the relatively tranquil art of cricket early English accomplishments, speed, skill and sport were synonymous with our way of life. It is no wonder, therefore, that England is reckoned as the "Old Country" when it comes to road racing, and only in the last decade has the reputation tarnished to any degree.

British dominance of the motor cycle world ended in 1954 when the inimitable Geoff Duke switched to Gilera from the world conquering Nortons. But throughout the dominance by Italian and then Japanese machinery, British riders reigned supreme in the only class that really mattered, the 500cc world championship arena. Only one man ended all that, and only one machine could continue where the Japanese couldn't quite manage to penetrate—Giacomo Agostini on the mighty 500cc MV Agusta, although Hailwood managed to rock the boat on a number of occasions.

I think you will admit that this slightly speedy summary about brings us up to date except for one thing—that when the highly spectacular Japanese onslaught finished in Europe it transferred allegiance to the United States with a new competitive vigour. What we lost the Americans gained, and because of a different set of rules more closely allied to the theme of our production machine racing, the mode of sport changed and the benefits reaped from increased sales of sports motorcycles strengthened racing on that continent. British companies who relied upon the American market (accounting for something in the region of 80% of all sales) were very quick to spot the danger and to reply to this unwelcome onslaught. To this very day the competition within America has remained a fierce battle between manufacturers for dominance of a still growing market. No-one can afford to lose, which is just about the finest recommendation one could ever achieve in the world of motor cycle racing.

A sense of isolation has been created out of all this, in that American sport has flourished to such a degree that the majority of manufacturer interest has swung away from the British scene creating a vacuum which, by rights, should not be there. Certainly British riders are among the finest in the world, although until the Daytona event of 1970, no "British" rider had won a major American race, the lot falling to Australian Kel Carruthers the then 250cc World Champion in what one can only term as a supporting race, although full credit to Kel for a win.

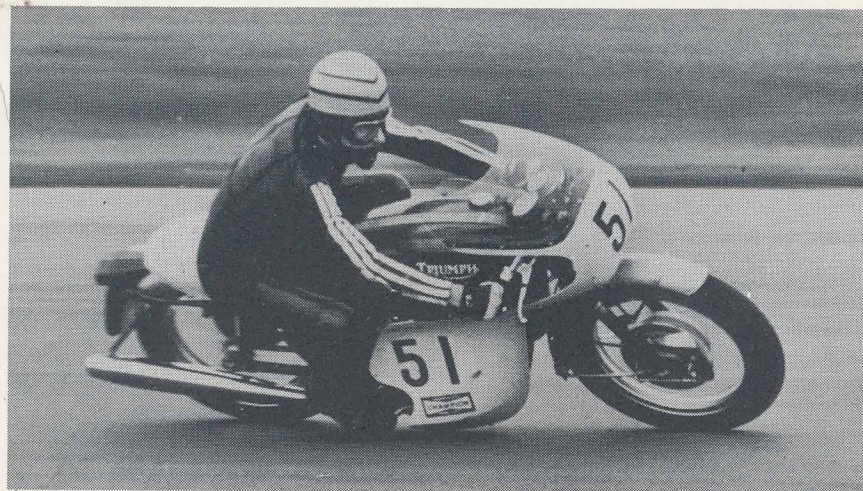
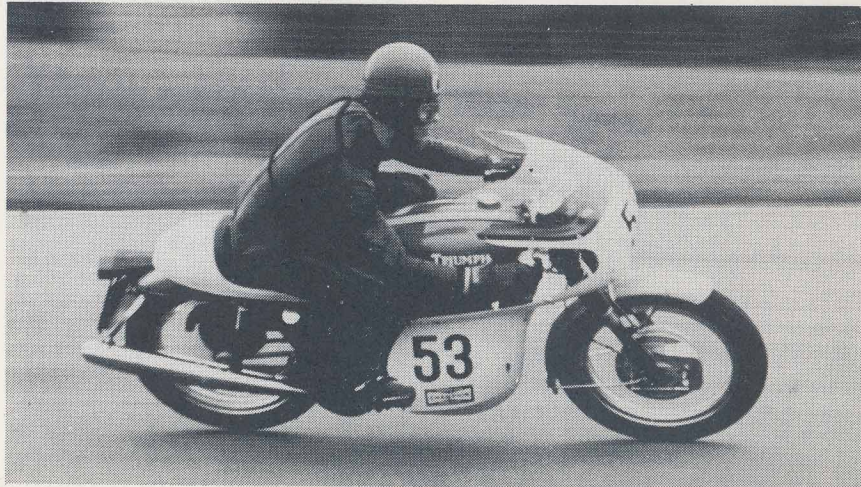
The British rider challenge failed again this year with a repeat performance by Dick Mann and Gene Romero who finished first and second, providing BSA with it's second American win in a major road race, (Talladega last year being the first) and the BSA/Triumph corporation with a clean sweep of the first three places.

This, then, is the setting for what you are about to witness during the first series of match races between the United States of America and Great Britain. The best of two worlds clash; the Americans are unbeatable in America and the British claim dominance here although their confidence took a knock at last year's Race of the Year when Gary Nixon claimed two fourth places on a piece of machinery which had never gone so fast—his first visit to England, and with very little preparation.

The American Challenge was to be led by their twenty three year old star Gene Romero, but it would appear that Gene is none too keen to race in England and we are left to guess whether his aversion is altogether due to the fact that he can earn more money in the States! So with Romero's last minute withdrawal the team has taken on a slightly new look.

Gary Nixon making a more than welcome return visit will be riding number one as team captain. Race fans will remember him at Mallory Park last year where even a broken leg didn't stop him achieving those fine fourth places already mentioned. Born Anadarko, Oklahoma on January 25th 1941 he now resides in Phoenix, Maryland. Gary is a double Grand National Champion and America's best known racer. He won the championship in 1967 and 1968, in the latter year winning both the Daytona 200 and the 100 mile lightweight race. This is the only time in history that a rider has won both events at Daytona in the same year. Since 1963 when he won his first National event at Windber, Pennsylvania,

JOHN COOPER *Triumph*



RAY PICKRELL *Triumph*

Gary has ranked as one of the top racers and is at home on every type of track. In 1966 he went to Japan under the sponsorship of Yamaha to take part in the 60 mile supporting race to the Japanese Grand Prix at Fuji. He won this convincingly, becoming the first American to win an important road race outside of America. The following year, 1967, he won his first National championship, repeated the following year, 1968. In his racing career he has won more than 300 events as a professional rider.

Second in the championship last year was Jim Rice (BSA) who won six National championship races during the season, twice as many as any other rider. Also twenty three, Jim comes from Palo Alto, California. More of an all-round dirt T.T. and half mile expert than a road racer, he has won more National races than any other two year expert in history. His racing career started as a scrambles rider in and around San Francisco in 1964. In 1966 he joined the professional ranks as a novice. The following year, 1967, he was promoted to Junior class events and, as a Junior, was ranked number one scrambles rider in northern California, and ranked number three junior rider on the west coast in 1968. Jim became an expert in 1969 and finished the season as the eleventh rider in the AMA National Point Standings.

Third man in the point standings is Dave Aldana (BSA) from Santa Ana, California. Twenty one year old Aldana will be entering his second year of expert competition having established himself as a contender in any road race by winning last year's Talladega (Alabama) event setting up a new 200 mile record average of 104.589 mph. His other National wins came at Terre Haute (Indiana) and Indianapolis. Dave started racing around Los Angeles in 1965. He became a novice in 1968 and was rated one of the top five novice half milers on the west coast. In 1969 he was the number one junior rider in the nation with seven wins on the national circuit. He is considered, because of his hard charging style, to be one of the most exciting riders in motor cycle racing.

Dick Mann (BSA) is one of America's most respected racers having won the Daytona 200 last year and this year switching from a four cylinder Honda in 1970 to the three cylinder BSA for the 1971 event. Dick was Grand National champion in 1963 and has been racing professionally since 1953. At thirty seven he is the oldest member of the American team. During the 1970 season Dick won two national events and amassed enough points to be ranked Number

four in the championship. So far this year Dick has won the Houston T.T. (Texas) and now adds the 1971 laurels at Daytona. He started his racing career in 1951 when he took part in sportsman scrambles around the San Francisco area. He became a novice in 1953 and an expert in 1955. Dick's first national win came at Peoria TT (Illinois) in 1959. He has won in every type of national event except a mile oval. In addition to being ranked number one in 1963, Dick was the second ranked national rider in 1959, 1964 and 1965.

Fifth man home in the AMA Championship is Don Castro (Triumph) from Hollister, California, Born December 28th 1949 he is the hottest young rider on the professional circuit. He opened the 1970 season, his first year of expert riding by finishing third at the Daytona 200 on only his second road racing experience. He finished second at the Sedalia (Missouri) and Castle Rock (Washington) races and went on to finish the 1970 season as described. Don started racing Go-karts at nine. Later, at sixteen, he entered motorcycle scrambles on a 500 cc Triumph. In 1968, aged eighteen, he joined the professional ranks as a novice finishing sixth ranked novice half miler and seventh ranked novice T.T. rider. As a junior class rider in 1969, he finished second in the nation with five major wins on the national race circus.

Third man to finish at this year's Daytona 200 and sixth man of the American team is Don Emde (BSA). This year is his first year as an expert and his first with BSA. Aged 20 he was born in San Diego and now lives in Bonita, California. He has the reputation of being an outstanding road racer and is expected to finish high in the National Championship this year. But then he has a lot to live up to since his father Floyd won the 1948 Daytona 200. As a junior last year Don was ranked second junior half miler and third in the junior T.T. standings on the west coast. He started racing at the age of 14 and turned professional as a novice in 1969, the year he became ranked as top novice road racer. But knowing the American way of life it wouldn't surprise us if they didn't send their other remaining rider as well—Tom Rockwood—just in case of accidents! British fans didn't ought to be disappointed with such a team for it will contain extremely useful reserve riders in case injury steps in to mar the occasion.

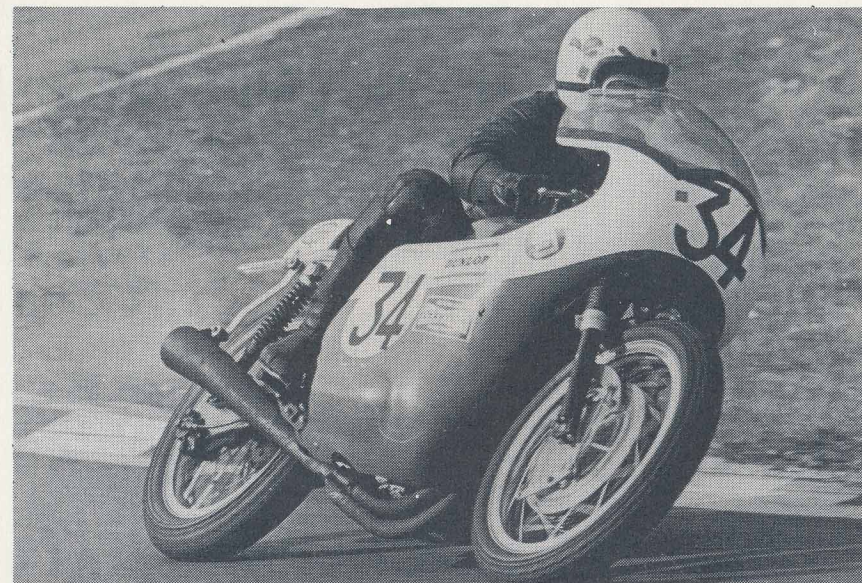
Putting reality into perspective the type of events that make a champion should be described to be understood, since the variety would make a British rider wince. Imagine the great Mike Hailwood riding scrambles, speedway and road racing to win a championship and you will get some idea why these riders are hero-worshipped in their own country.

Dirt track races are run on especially prepared tracks of one half mile or more in circumference. The track is flat and the distance is measured 18 inches from the pole. For expert riders the minimum piston displacement is not less than 251cc and the maximum piston displacement not more than 750cc. The length of events held on half-mile tracks are nine miles for heats and ten miles for final events. Races on mile tracks are not less than five miles nor more than 50 miles. Short track races are run on especially prepared tracks less than 2,250 feet in circumference. Maximum piston displacement is 250cc.

T.T. races are run on a prepared course, no part of which may be a travelled road. The course includes both right and left hand turns, and if possible a hill. It must require the use of brakes and gear changing. The course may not be less than fifteen feet wide. Maximum piston displacement is 900cc.

Road races are held on a closed course, part or all of which may be a public road. The length of the race must be 50 miles or over and are divided into heavyweight, lightweight and production events.

But what about the British riders, who are almost too well known to need any lengthy comment. Captained by Percy Tait, the oldest rider in either team at 42, the British team is just about the strongest that the Americans could face, the



PAUL SMART Triumph

accent being put on the word "team". Paul Smart is probably one of the world's finest riders at the moment, finishing second to Giacomo Agostini in South Africa on the Triumph 3 and then almost becoming the first overseas rider to win the Daytona 200 in March of this year until blue smoke put paid to a twenty six second lead with only a cupped handful of laps to go. John Cooper needs no introduction either but whereas Brands Hatch will almost certainly favour Paul Smart, Mallory Park is John's most victorious circuit. He is no stranger to big machines either winning the first Hutchinson 100 Production race at Brands Hatch in 1965 and latterly rode an equally bad handling machine in the Production T.T. of 1970—the Honda '4' which scared him to death.

Ray Pickrell's run of major wins ground to a temporary halt last year, perhaps, because Paul Dunstall is getting busier and busier with his export of sports fittings. Undoubtedly Ray's greatest success came with his victory in the 1968 Production T.T. which preceded a whole string of wins and lap records until he badly shattered his shoulder two years ago.

And so to Tony Jefferies who is very much the 'baby' of the team if he'll excuse the description. Whereas Percy has, to my knowledge, been racing Triumphs since the war, Tony is the latest recruit to the mighty Triumph team. His experience, by comparison, lacks the finesse of the others and this may have lead to Nixon's scathing comments following last year's Race of the Year. Certainly he will have a score to settle with Nixon.

The trouble with writing a piece of editorial such as this is the temptation to draw a conclusion in advance of even the first race. I'm not a gambling man and since it is obvious that the Americans must start as the "second" favourites my money would normally go on our riders who have almost no equal.

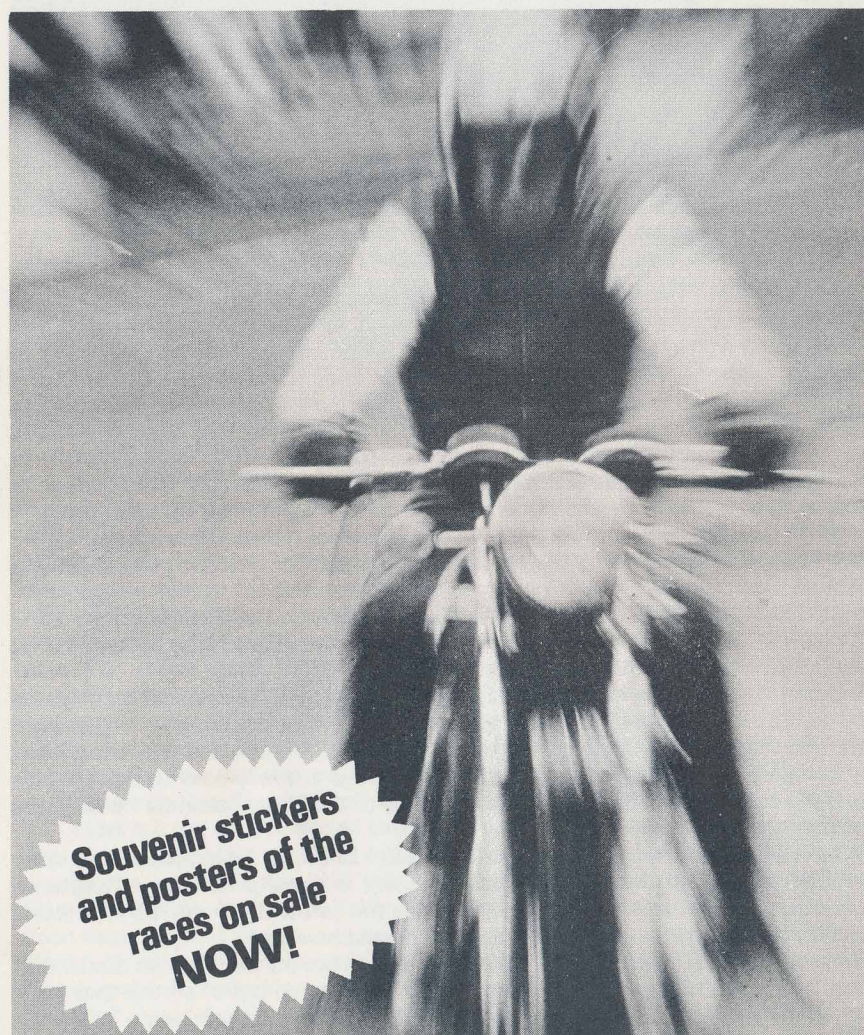
The trouble is any one who has seen the Yanks in action will have no doubt that they have the ability, the backing and the brains; but on top of all this they have the unbelievable confidence to win. As Nixon commented last year—"If I don't believe I'm going to win there's no point in riding. I don't race to be second!"

Jim Swift.

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Race 4

Start: 13.55 hrs.

15 Laps

SOLO MOTORCYCLES OVER 350cc AND NOT OVER 500cc

2nd KING OF BRANDS Qualifying Race

EVENT 3

No.	Rider/Entrant	Home Town	cc	Machine
1st Row—				
16	John Cooper Ent. Wraggs M/C	Derby	498	Kuhn-Seeley
17	Charlie Sanby Ent. Gus Kuhn	Hatfield	496	Kuhn-Seeley
18	Pat Mahoney Ent. Screen & Plastics	Crayford	498	Seeley
20	Bob Heath Ent. Precision Accs	Birmingham	499	BSA
22	Alan Barnett Ent. Brackley Racing	Iver	406	Aermacchi
24	Martin Carney Ent. Reg Thomas	Wallington	498	Kawasaki
27	Dave Croxford Ent. Colin Seeley	Ruislip	498	Seeley
53	Percy Tait	Warwick	498	Triumph
2nd Row—				
11	Brian Kemp Ent. Five Star Speed Equipe	Windsor	500	Higley Seeley
19	Jim Harvey Ent. Tom Kirby	Colchester	496	Kirby-Metisse
23	Barry Sheene Ent. F. Sheene	London	500	Suzuki
33	John Taylor Ent. Keith Burns	Gravesend	498	Seeley
34	Barry Ditchburn Ent. Broad Motors	Northfleet	351	Broad Yamaha
35	Ron Chandler Ent. Redex T-Macc	Sevenoaks	498	Kawasaki
3rd Row—				
15	Brian Edwards	Tottenham	500	Ducati
42	John Williams	Wirral	500	Arter Matchless
43	Martyn Ashwood Ent. Monty & Ward	Edenbridge	496	Quaife Metisse
46	Ken Huggett Ent. J. Tickle	St Neots	499	Manx T5
47	Gordon Pantall Ent. J. Tickle	St Neots	499	Manx T5
48	Peter Cockram Ent. Colin Seeley	Black Fen	500	Q.U.B. Seeley
54	Barry Randle	Stourbridge	500	Seeley

55	Jim Curry Ent. J. Skellern M/C	Cheltenham	500	Seeley
4th Row—				
41	Tony Rodger Ent. Keith Burns	Windlesham	496	Seeley
59	Thomas Newell	Potters Bar	500	Norton
68	Peter Gibson Ent. Keith Burns	Romford	496	Seeley
69	Jeff Boniface Ent. Jeffs M/S	Streatham	499	Norton
85	Donald May	Farnborough	499	Norton
86	Dennis Trollope Ent. C.J. Trollope	Bristol	500	Seeley
Reserves—				
90	Alan Rogers	Enfield	496	Seeley
94	Steve Moynihan	Potters Bar	499	Norton
97	Anthony Anderson	Maidenhead	496	Matchless
104	Chris Neve	Portslade	496	Seeley
106	Stewart Baldwin	Bracknell	499	Norton
110	David Habel	Crowthorne	499	Norton
29	Clive Brown	Bedford	499	Norton
32	Tom Dickie	Staines	500	Higley Norton
118	Geoff Barry	Derby	496	Oakley Matchless

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:

351-500 cc SOLOS	min	secs	mph	date
Derek Minter (499 cc Norton)		56.8	78.59	21. 8.60
Mike Hailwood (499 cc Norton)		56.8	78.59	21. 8.60
Alan Barnett (496 cc Kirby Metisse)		56.8	78.59	26. 5.69
Race Record: Dave Croxford (496 cc Gus Kuhn Seeley—20 Laps)	19	23.4	76.74	26. 5.69

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Which starts with a set of Powermax Pistons and Bearings.
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A.E. AUTO PARTS LIMITED, BRADFORD, YORKS.
(The Associated Engineering Group.)



AT THE HEART OF THE HOTTER ENGINE

Race 5

Start: 14.25 hrs.

12 Laps

THREEWHEELER MOTORCYCLES NOT OVER 1000cc

EVENT 6

No.	Rider/Entrant	Passenger	cc	Machine
1st Row—				
1	Peter Brown	Michael Casey	654	BSA
	Ent. P. Chapman			
2	Chris Vincent	Keith Scott	654	BSA
	Ent. P. Chapman			
3	Norman Hanks	John Glastonbury	740	BSA
	Ent. F. Hanks			
4	Roy Hanks	Gerald Daniels	740	BSA
	Ent. F. Hanks			
2nd Row—				
5	Tony Wakefield	Alex Macfadzean	580	BMW
7	Michael Boddice	Clive Pollington	670	BSA
	Ent. Bill Boddice			
3rd Row—				
8	Dave Lofthouse	Alan Wilkinson	700	DLS
	Ent. Slack & Lofthouse			
9	Alan Sansum	David Jose	750	Quaife Triumph 3
10	Mike Fiddaman	Alan Lodge	650	M.G.F. Kitten
11	Dick Hawes	James Mann	900	Rhombus 4
4th Row—				
12	John Barker	Chris Emmings	654	Reynoldson BSA
14	Graham Milton	John Thornton	500	BMW
15	Barry Lock	Peter Whiteside	654	BSA
Reserves—				
16	Peter Tyack	Patrick Meehan	650	Triumph
	Ent. R. Allen M/C			
17	Edward Wallbank	Peter Guenigault	750	Norton
18	Allan Moss	Ray English	650	Triumph
19	Jack Trustham	Roy Cunningham	1000	JTS

RESULTS:

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

Winner's Time

Speed

Fastest Lap	Time	Speed	mph
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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

Race 6

Start: 14.55 hrs.

15 Laps

SOLO MOTOR CYCLES OVER 500cc AND NOT OVER 750cc

EVENT 4

No.	Rider	Entrant	cc	Machine
1st Row—				
17	Charlie Sanby	Gus Kuhn	750	Kuhn Norton
20	Bob Heath	Precision Accs	744	Jumbo BSA
23	Barry Sheene	F. Sheene	503	Suzuki
26	Tony Jefferies	A. Jefferies	750	Commando Metisse
34	Barry Ditchburn	Broad Motors	750	Weslake Triumph
43	Martyn Ashwood	Monty & Ward	740	Weslake Metisse
53	Percy Tait		749	Triumph Trident
2nd Row—				
11	Brian Kemp	Five Star Speed Equipe	750	Curley Norton
15	Brian Edwards		650	Triumph
30	Brian Adams	Bill Stuart	700	Rickman Triumph
32	Tom Dickie	F. Higley	750	Higley Norton
33	John Taylor	Keith Burns	649	Monard
76	Barry Rodwell	Dresda Autos	746	Dresda
3rd Row—				
12	Peter Butler	Boyer of Bromley	741	Boyer 3
14	David Nixon	Boyer of Bromley	741	Boyer Trident
29	Clive Brown		680	Triumph
39	John Barton	P. Chapman	650	Triumph
60	Barry Tingley		740	Tri-Norton
75	Brian Hussey		750	Norton
82	Ronald Smith		650	Dresda
83	Paul Harris		745	Norton
4th Row—				
65	Adrian Cooper		745	Dunstall
73	Roy Simmonds	Cray M/C	745	Commando
74	John Rodgers		650	Triumph
80	Derek Head		750	Norton
84	John Hedger		683	Kilbourn Metisse
87	Don Faith		646	Norton BSA
Reserves—				
92	Bill Reid		650	Metisse
96	Arthur Craddock		650	Dunstall
100	Alan Clark	Reg Kirby	650	Triumph
105	Andrew Goldsmith		649	Triton
118	Geoff Barry		750	Commando

RESULTS:

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

Winner's Time

Speed

Fastest Lap	Time	Speed	mph
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LAP RECORD: 501-750 cc SOLOS—Record to be established.

INTERVAL

Race 7 **Start: 15.45 hrs.** **5 Laps**

The B.P./BILL IVY SILVER HELMET Elimination Trophy
(2nd ROUND)

No.	Rider	Entrant	cc	Machine
1st Row—				
11	Brian Kemp	Five Star Speed Equipe	750	Curley Norton
17	Charlie Sanby	Gus Kuhn	750	Kuhn Norton
19	Jim Harvey	Tom Kirby	496	Kirby-Metisse
23	Barry Sheene	F. Sheene	500	Suzuki
25	Steve Machin	Padgetts	350	Padgett Yamaha
26	Tony Jefferies	A. Jefferies	750	Commando Metisse
36	Tony Rutter	R. Priest	348	Yamaha
85	Donald May		499	Norton
2nd Row—				
14	David Nixon	Boyer of Bromley	741	Boyer Trident
21	Derek Chatterton		348	Chat-Yamaha
20	Bob Heath	Precision Accs	744	Jumbo BSA
27	Dave Croxford	Colin Seeley	496	Seeley
51	Dave Browning	J. Browning	350	Yamaha
3rd Row—				
18	Pat Mahoney	Screen & Plastics	346	Yamsel
29	Clive Brown		680	Greenwood Triumph
34	Barry Ditchburn	Broad Motors	750	Weslake Triumph
43	Martyn Ashwood	Monty & Ward	740	Weslake Metisse
45	Rex Butcher	Mrs. N. Ivy	348	Ivy-Yamaha
52	Chas Mortimer		748	Yamaha
53	Percy Tait		749	Triumph Trident
54	Barry Randle		500	Seeley
33	John Taylor	Keith Burns	649	Monard
Reserves—				
16	John Cooper	Wraggs M/C	348	Yamsel
22	Alan Barnett	Brackley Racing	349	Yamsel
24	Martin Carney	Reg Thomas	498	Kawasaki
28	Paul Smart	J. Francis Motors	348	JF Yamaha
35	Ron Chandler	Redex T-Macc	498	Kawasaki

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	

B.P./BILL IVY CHALLENGE

IN REVISED FORM FOR 1971.

Elimination Series for "Silver Helmet" and £220 in Prizes.

B.P. and M.C.D. have together devised a new type of elimination challenge to take place at eight National and International Meetings at Brands Hatch, Mallory Park and Snetterton during 1971, and to be known as the "B.P./Bill Ivy Silver Helmet Challenge".

Invitations will be issued to 24 riders, nominated by an invitation panel consisting of Lew Ellis (B.P.), Tom Kirby (representing Nell Ivy, donor of the trophy), Chris Lowe and Anthony Marsh (M.C.D.).

At each round, the following will be eliminated from the rest of the series:—

(a) non starters, unless previously notified as competing in a foreign world classic event the same week-end,

(b) any rider retiring during the season,

(c) the last two finishers.

The remainder will carry on to compete again in the next round. Solo machines of any capacity are eligible.

PRIZE MONEY

The winner of each of the first seven rounds will receive £10 in prize money and the winner of the final (at the Brands Hatch Race of the South on 10th October) will be awarded the fabulous Silver Helmet trophy and £150.

The list of meetings at which the Challenge rounds will be featured are as follows:—

7th March—Mallory Park	First National Motor Cycle Races (8 laps)
9th April—Brands Hatch	Rothmans King of Brands Motor Cycle Races (5 laps)
11th April—Mallory Park	Rothmans National Motor Cycle Races (8 laps)
31st May—Brands Hatch	Evening News International Motor Cycle Races (5 laps)
13th June—Mallory Park	Post T.T. International Motor Cycle Races (8 laps)
29th August—Snetterton	Rothmans International Motor Cycle Race of Aces (5 laps)
19th September—Mallory Park	Rothmans 1000 gns. International Race of the Year (8 laps)
10th October—Brands Hatch	Evening News International Motor Cycle Race of the South (5 laps)

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Details from: 35 Wodeland Avenue, Guildford, Surrey.
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Race 8 Start: 16.00 hrs. 15 Laps

SOLO MOTORCYCLES OVER 125cc AND NOT OVER 1300cc (By Invitation)
3rd KING OF BRANDS Qualifying Race
EVENT 5

No.	Rider/Entrant	Home Town	cc	Machine
1st Row—				
16	John Cooper Ent. Wraggs M/C	Derby	348	Yamsel
17	Charlie Sanby Ent. Gus Kuhn	Hatfield	750	Kuhn Norton
18	Pat Mahoney Ent. Screen & Plastics	Crayford	346	Yamsel
22	Alan Barnett Ent. Brackley Racing	Iver	349	Yamsel
27	Dave Croxford Ent. Colin Seeley	Ruislip	469	Seeley
28	Paul Smart Ent. J. Francis Motors	Maidstone	348	Yamaha
53	Percy Tait	Warwick	749	Triumph Trident
2nd Row—				
19	Jim Harvey Ent. Tom Kirby	Colchester	496	Kirby-Metisse
20	Bob Heath Ent. Precision Accs.	Birmingham	744	Jumbo BSA
21	Derek Chatterton	Boston	348	Chat-Yamaha
23	Barry Sheene Ent. F. Sheene	London	500	Suzuki
24	Martin Carney Ent. Reg Thomas	Wallington	498	Kawasaki
26	Tony Jefferies Ent. A. Jefferies	Shipley	750	Commando Metisse
3rd Row—				
11	Brian Kemp Ent. Five Star Speed Equipe	Windsor	750	Curley-Norton
25	Steve Machin Ent. Padgetts	Louth	350	Padgett Yamaha
33	John Taylor Ent. Keith Burns	Gravesend	649	Monard
34	Barry Ditchburn Ent. Broad Motors	Northfleet	750	Weslake Triumph
35	Ron Chandler Ent. Redex. T-Macc	Sevenoaks	498	Kawasaki
45	Rex Butcher Ent. Mrs. N. Ivy	Tonbridge	348	Ivy-Yamaha

51 Dave Browning Cheltenham 350 Yamaha
Ent. J. Browning

4th Row—

36	Tony Rutter Ent. R. Priest	Stourbridge	348	Yamaha
43	Martyn Ashwood Ent. Monty & Ward	Edenbridge	740	Weslake Metisse
46	Ken Huggett Ent. J. Tickle	St. Neots	499	Manx T5
47	Gordon Pantall Ent. J. Tickle	St. Neots	499	Manx T5
48	Peter Cockram Ent. Colin Seeley	Blackfen	500	Q.U.B. Seeley
54	Barry Randle	Stourbridge	500	Seeley
Reserves				
12	Peter Butler Ent. Boyer of Bromley	Eltham	741	Boyer 3
14	David Nixon Ent. Boyer of Bromley	Ashford	741	Boyer Trident
15	Brian Edwards	Tottenham	650	Triumph
29	Clive Brown	Bedford	680	Greenwood Triumph
30	Brian Adams Ent. Bill Stuart	Cardiff	700	Rickman Triumph
40	Phil Carpenter Ent. N. Ball	St. Helens	250	Yamaha
42	John Williams	Wirral	500	Arter Matchless
84	John Hedger	Weybridge	683	Kilbourn Metisse
85	Donald May	Farnborough	499	Norton
86	Dennis Trollope Ent. C. J. Trollope	Bristol	500	Seeley

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:

126-1300 cc SOLOS	min	secs	mph	date
Phil Read (439 cc Yamaha)		56.2	79.43	26. 5.69
Race Record: Ray Pickrell (745 cc Dunstall—20 Laps)	19	08.4	77.74	26. 5.69

KING OF BRANDS 1971

AGGREGATE POINTS CHART

All finishers in Race 1, Race 4, and Race 8, will be awarded points according to their finishing position, 1st—28 Points, 2nd—27 Points, 3rd—26 Points, and so on, as there are 28 possible finishers in each race.

The Title and Trophy, together with a cheque for £50, will then be awarded to the driver who gains the greatest number of points from either one, two or all three races.

[illegible]

The presentation to the winner will take place from the start line tower immediately following Race 8 at approximately 4.30 pm.

Race 9

Start: 16.45 hrs.

10 Laps

SOLO MOTORCYCLES OVER 350cc AND NOT OVER 1300cc

(Non International Licence Holders)

EVENT 7

No.	Rider/Entrant	Home Town	cc	Machine
1st Row—				
11	Neal Barry	London	499	Norton
12	John McKiernan Ent. CSMA Racing Team	Plumstead	750	Triumph
14	John Anthony	Rotherhithe	499	Triumph
15	Roger Bowring	London	724	Triumph
16	Ken Stevens	Havant	650	Tri-Manx
17	Cliff Bolton	Byfleet	750	Norton
18	Bernard Toleman	Tuffley	498	Triumph
19	John Jones	Elstree	649	Norton

2nd Row—

20	John Chapman Ent. Redex T-Macc	Pinner	748	BSA
21	Brian Penfold	Tunbridge Wells	499	Norton
22	Keith Buckley	London	650	Tri-Metisse
23	Ron Mellor	Battersea	649	Tri-Norton
24	David White	Mitcham	740	Tri-Norton
25	Derek Clark	Harrow	499	Norton

3rd Row—

26	Giuseppe Garozzo	London	650	Triumph
27	Stephen Bowers	Croydon	649	Tri-Norton
28	Peter Thompson	Bexleyheath	745	Norton
29	William Bretherton	Chatham	670	Triumph
30	Michael Attenborough	Chislehurst	750	Norton
31	Richard Allen	Portsmouth	650	Gollner
32	Roger Tomlinson	Northolt	499	Norton
33	Michael Aslett	Weybridge	683	Metisse

4th Row—				
34	Terry Gardiner	Rochester	500	Norton
35	Lance Capon	Guildford	998	Vincent
36	David Hughes	Canterbury	733	HNT
37	Richard Jones	New Malden	650	Norton
38	Phillip Smith	New Malden	750	Norton
39	Tony Osbourne	Dagenham	496	Matchless
Reserves—				
40	Edward O'Brien	Dagenham	498	Dresda
41	John Cowie Ent. Dresda Autos	Chelsea	746	Dresda
42	Graham Bentman	Twickenham	499	Norton
43	Terry Head	Horsham	500	Matchless
44	Adrian Richmond	Littlehampton	499	Norton
45	Len Standen	Portslade	500	Triton
46	Michael Shoesmith	Worthing	745	Norton
47	Paul Selleck Ent. Premier Motors	Upminster	500	Triumph
48	Barry Smith	Reigate	500	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	

Race 10 Start: 17.10 hrs. 12 Laps

ANGLO-AMERICAN MATCH RACE

(2nd ROUND)

U.S.A TEAM

Captain Gary Nixon
Manager Dan Macias
Riders Gary Nixon
 Jim Rice
 Dave Aldana
 Dick Mann
 Don Castro
 Don Emde

G.B. TEAM

Captain Percy Tait
Manager Doug Hele
Riders Percy Tait
 John Cooper
 Paul Smart
 Ray Pickrell
 Tony Jefferies

GRID POSITIONS

1 GB	_____
2 USA	_____
3 GB	_____
4 USA	_____
5 GB	_____
6 USA	_____
7 GB	_____
8 USA	_____
9 GB	_____
10 USA	_____

Each team manager will nominate individual riders for the grid positions that they have been allocated.

RESULTS:

1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th
Winner's Time		Speed		
Fastest Lap	Time	Speed	mph	

Race 11**Start: 17.40 hrs.****10 Laps****SOLO MOTORCYCLES OVER 125cc AND NOT OVER 250cc****EVENT 1**

No.	Rider/Entrant	Home Town	cc	Machine
1st Row—				
11	Brian Kemp Ent. Five Star Speed Equipe	Windsor	246	Hyder Yamaha
18	Pat Mahoney Ent. Screen & Plastics	Crayford	248	Yamaha
21	Derek Chatterton Ent. Chattertons Motors	Boston	246	Chat-Yamaha
23	Barry Sheene Ent. F. Sheene	London	250	Yamaha
25	Steve Machin Ent. Padgetts	Louth	246	Yamaha
28	Paul Smart Ent. J. Francis Motors	Maidstone	250	Yamaha
51	Dave Browning Ent. J. Browning	Cheltenham	250	Yamaha
2nd Row—				
32	Tom Dickie Ent. F. Higley	Staines	246	Yamaha
36	Tony Rutter Ent. R. Priest	Stourbridge	246	Yamaha
40	Phil Carpenter Ent. N. Ball	St. Helens	250	Yamaha
45	Rex Butcher Ent. Mrs. N. Ivy	Tonbridge	250	Ivy-Yamaha
50	Michael Chatterton	Barnsley	250	Yamaha
3rd Row—				
37	Chris McGahan Ent. C. Judge	Sidcup	250	Suzuki
38	Keith Martin Ent. E. Crooks	Erith	247	Crooks Suzuki
44	Tom Herron Ent. Five Speed Star Equipe	Ulster	246	Yamsel
49	Graeme Corbett Ent. Five Speed Star Equipe	Harrow	246	Yamaha
61	Stephen Goodrum	Sydenham	250	Suzuki
62	Barry McAllister	Erith	247	Suzuki
63	Peter Bowers	Sevenoaks	250	Greeves
88	Clive Offer	Caterham	250	Yamaha

4th Row—

64	Colin Thompson Ent. Halstead Racing	Orpington	246	Yamaha
66	Alfie Wilson	Cobham	249	Aermacchi
67	Douglas Lunn Ent. E. Crooks	Harrow	247	Suzuki
72	John Riley	Bexleyheath	250	Suzuki
77	Andrew Blueman	Hornsey	246	Yamaha

Reserves

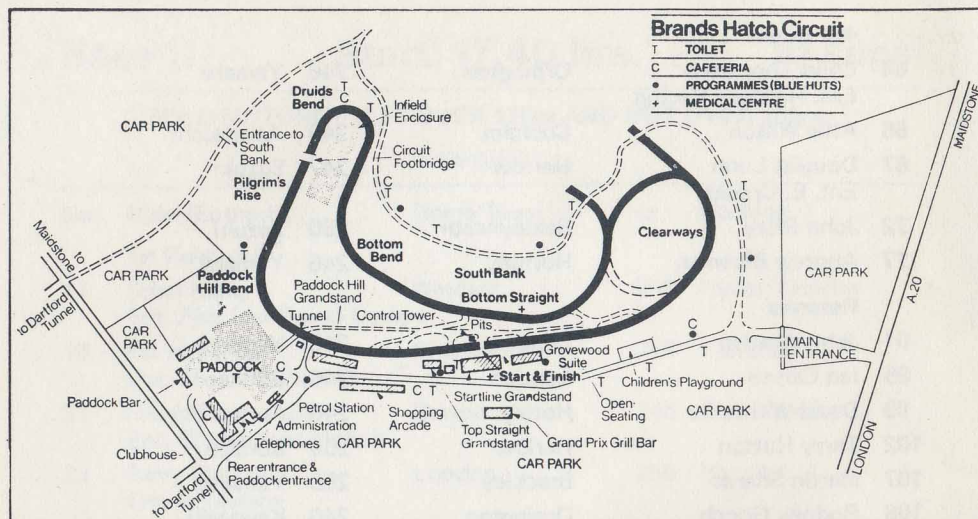
91	John Weeden	London	246	Yamaha
95	Ian Carvell	London	246	Bultaco
99	David Whittaker	Horley	246	Aermacchi
102	Terry Hutton	Harlow	250	Bultaco
107	Martin Sharpe	Brackley	250	Yamaha
108	Rodney Gooch	Orpington	240	Kawasaki
112	Brian Dennis	London	247	Kawasaki
114	Spencer Crabbe	St. Leonards O/S	182	Honda
116	Jeremy Roberts	Witham	246	Yamaha
117	Rex Piles	Herne Bay	246	Rexy-Am

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:

126-250 cc SOLOS	min	secs	mph	date
Brian Kemp (247 cc Enduro Yamaha)	58.4	76.44	8. 9.68	
Race Record: Rodney Gould (248 cc Yamaha—10 Laps)	10	03.0	74.03	26. 5.69



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
Jack Brabham (2993 cc Brabham-Ford BT33)	1	25.8	111.19	22.3.70
Race Record: Jackie Stewart (2993 cc March Ford 701)			109.11	22.3.70
CLUB CIRCUIT:	Secs	mph	date	
Graham McRae (4992 cc McLaren Chevrolet M10B)	45.6	97.89	3.5.70	
Race Record: Peter Gethin (4992 cc McLaren Chevrolet M10B)	94.19	3.5.70		

BRANDS HATCH 1971 FIXTURE LIST

DATE	EVENT	ORGANISER	EVENTS	CHARGES
11 Apr.	World Championship Qualifier Stock Car Races	Promotasport	Stock Cars	50p-A, 20p-C,
12 APR.	ROTHMANS F5000 EUROPEAN CHAMPIONSHIP AND EVENING NEWS CAR RACES	BRSCC	F5000, C, T, S	80p-A, 30p-C, 50p-S, 30p-OS, 50p-P
17 Apr.	Clubmans Motor Cycle Races	Southern 67	All Classes	40p-A, CF, Rovers
18 Apr.	Clubmans Car Races	MG CC	SSF, S, T, FF	50p-A, 20p-C, 20p-SP
24 Apr.	Clubmans Motor Cycle Races	BMCRC	All Classes	40p-A, CF, Rovers
25 Apr.	Clubmans Car Races	Surrey SMC	SSF, S, T, FF	50p-A, 20p-C, 20p-SP
2 MAY	SHELL SUPER OIL RAC BRITISH FORMULA 3 CHAMPIONSHIP CAR RACES	BRSCC	F3, FA, F100, FF, C, T	80p-A, 30p-C, 50p-S, 30p-OS, 50p-P
8 May	Clubmans Motor Cycle Races	Southern 67	All Classes	40p-A, CF, Rovers
9 May	Banger and Mini-Rod Races	Promotasport	Hot Rods	50p-A, 20p-C
16 May	Clubmans Motor Cycle Races	Brands RC	All Classes	40p-A, CF, Rovers
23 May	Clubmans Car Races	BARC	SSF, S, T, FF	50p-A, 20p-C, 20p-SP
29 May	Clubmans Motor Cycle Races	BMCRC	All Classes	40p-A, CF, Rovers
30 MAY	FORDSPORT SPEED DAY	BRSCC	FA, F3, F100, T, FF	60p-A, 30p-C, 50p-S, 30p-OS, 50p-P
31 MAY	EVENING NEWS INTERNATIONAL MOTOR CYCLE RACES	BRANDS RC	ALL CLASSES	70p-A, 30p-C, 50p-S, 30p-OS, 50p-P
13 June	Clubmans Car Races	Mini 7	SSF, S, T, FF	50p-A, 20p-C, 20p-SP
20 June	Yellow Pages Championship Car Races	BRSCC	FA, F3, FF, F100, T	60p-A, 30p-C, 30p-SP
26 June	Clubmans Motor Cycle Races	BMCRC	All Classes	40p-A, CF, Rovers
27 June	Clubmans Car Races	Romford ECC	SSF, S, T, FF	50p-A, 20p-C, 20p-SP
3 July	Clubmans Motor Cycle Races	BMCRC	All Classes	40p-A, CF, Rovers
4 July	Melaware Cup Championship Car Races	Sevenoaks DMC	FA, F100, T	60p-A, 30p-C, 30p-SP
11 July	Clubmans Car Races	BRSCC	SSF, S, T, FF	50p-A, 20p-C, 20p-SP
18 July	Festival of Speed	Promotasport	Various	50p-A, 20p-C, 25p-P, 25p-S
24 July	Clubmans Motor Cycle Races	Southern 67	All Classes	40p-A, CF, Rovers
25 July	Hepolite-Glacier Championship Car Races	MMKMC	MS, T, FF	60p-A, 30p-C, 30p-SP

† On the 2.65-mile Grand Prix Circuit

KEY

Types: Events listed in block capitals are fully international or other important meetings. Events in normal black type are championship meetings involving prize money and are planned as public entertainments.

Events in lightweight type are clubman's meetings intended primarily for the benefit of competitors. Supporters are 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. S6—Group 6 Sports Prototype. S5—Group 4 Sports Cars. F100—Formula F100 Sports Cars. MS—Modified Sports. T—Saloon Cars (Club-Type). 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.

ALL PARKING FREE.