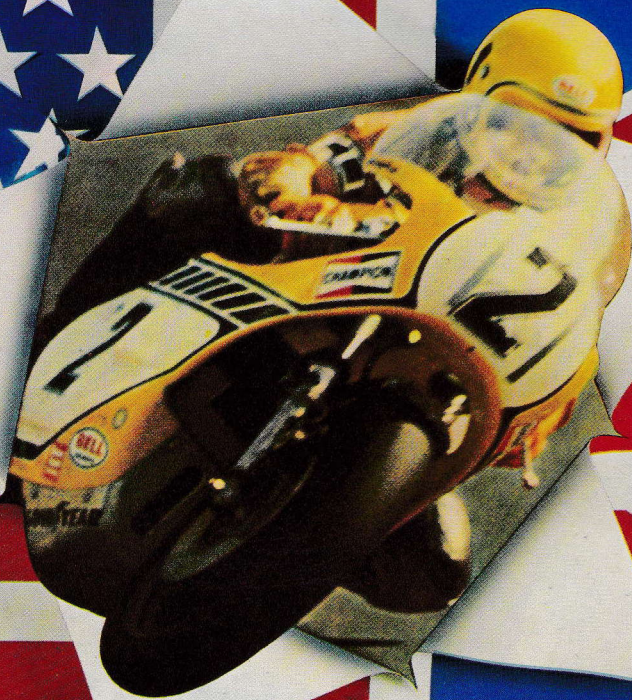


John Player Transatlantic



ROUND 2

Mallory Park
April 18th

ORGANISED BY EMACU

OFFICIAL PROGRAMME 25p



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Motor Cycle Meeting

Sunday April 18th, 1976



Mallory Park

John Player Transatlantic Trophy Races AND National Motor Cycle Road Races

THIS MEETING IS ORGANISED BY THE
EAST MIDLAND CENTRE AUTO-CYCLE UNION

Held under the General Competition Rules, the Standing Regulations of the Auto-Cycle Union and the Supplementary Regulations.

Permanent Course Licence No. 9

ACU Permit No. 1060

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Conditions of Admission

NOTICE: WARNING TO THE PUBLIC—MOTOR RACING IS DANGEROUS.

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Mallory Park Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or 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. If an accident occurs leave it to the marshals, the doctors 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. This is most important.**

Prohibited Area Notices: The public are not admitted 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 Mallory Park Circuit Ltd.

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

Acknowledgments

The grateful thanks of the East Midlands Centre, Auto-Cycle Union are paid to:—

The Leicestershire Constabulary.
St. John Ambulance Brigade.
Messrs. Ken Ives of Leicester and Paynes of Hinckley for the provision of recovery vehicles.
The Advertisers in this programme.

This meeting is promoted by:

MOTOR CIRCUIT DEVELOPMENTS LTD.

For MALLORY PARK CIRCUIT LTD.

Managing Director: John Webb

General Manager: Jackie Epstein

Circuit Manager: J. H. Swift

Director of Motor Cycle Racing: C. J. D. LOWE

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Officials of the Meeting

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For the A.C.U.
A. E. Woods

For East Midland Centre A.C.U.

V. Smith
E. Swannack

TIMEKEEPER:

A. F. Faulkner (i/c)
C. N. Rowland
R. C. Allcock
R. Connor
Mrs. I. B. Gladders

COMMENTATOR:

E. Dow
F. Clarke

CHIEF MARSHAL:

G. H. Morris

CHIEF PADDOCK MARSHAL:

R. Swannack

LAP SCORER:

Mrs. J. Dobbs

CHIEF SCRUTINEER:

A. G. Briggs

STARTER:

G. Padley

MARSHALS:

Member of East Midlands Centre Clubs

ASSISTANT SECRETARY:

T. Crabtree

CLERK OF THE COURSE:

A. Taylor

ASSISTANT CLERK OF THE COURSE:

F. Wallis

HON. SECRETARY OF MEETING:

J. R. Walton,

MEDICAL OFFICERS & ST. JOHN AMBULANCE BRIGADE IN ATTENDANCE

Programme of Events

		Laps	Approx. Time of Start
RACE 1.	EVENT THREE – SENIOR RACE – Heat One A Round of the ShellSPORT 500cc Championship	5	12.30 p.m.
RACE 2.	EVENT THREE – SENIOR RACE – Heat Two A Round of the ShellSPORT 500cc Championship	5	12.45 p.m.
INTERVAL			
RACE 3.	JOHN PLAYER TRANSATLANTIC – PART ONE	22	2.00 p.m.
RACE 4.	EVENT THREE – SENIOR RACE – Final A Round of the ShellSPORT 500cc Championship	12	2.35 p.m.
RACE 5.	EVENT FIVE – SIDECAR RACE – Heat One	5	2.55 p.m.
RACE 6.	EVENT FOUR – 100-1000cc RACE – Heat One	5	3.07 p.m.
RACE 7.	EVENT TWO – JUNIOR RACE	8	3.19 p.m.
RACE 8.	EVENT FOUR – 100-1000cc RACE – Heat Two	5	3.31 p.m.
RACE 9.	EVENT FIVE – SIDECAR RACE – Heat Two	5	3.43 p.m.
RACE 10.	JOHN PLAYER TRANSATLANTIC – PART TWO	22	4.00 p.m.
RACE 11.	EVENT ONE – LIGHTWEIGHT RACE	6	4.35 p.m.
RACE 12.	EVENT FIVE – SIDECAR RACE – Final	6	4.47 p.m.
RACE 13.	EVENT FOUR – 100-1000cc RACE – Final	12	4.59 p.m.

Today's Competitors

American Team

2	Kenny Roberts
3	Gene Romero
9	Gary Nixon
29	Randy Cleek
32	Steve Baker
40	Pat Hennan
51	Pat Evans
97	Ron Pierce
58	Phil McDonald

British Team

1	Phil Read
4	Mick Grant
5	Barry Ditchburn
6	Dave Potter
7	Barry Sheene
8	John Newbold
10	Dave Croxford
11	John Williams
12	Steve Parrish

Competitors in Events 1-4

1	Roger Marshall
4	Mick Grant
5	Barry Ditchburn
6	Dave Potter
7	Barry Sheene
8	John Newbold
10	Dave Croxford
11	John Williams
12	Steve Parrish
22	Percy Tait
23	Paul Smart
24	Jim Harvey
25	Tony Rutter
26	Bob Heath
28	Martin Sharpe
30	Clive Horton
31	Leigh Notman
33	Derek Best
34	Steve Manship
35	Roger Nicholls

36	Paul Cott
37	Neil Tuxworth
38	Peter Howarth
39	Dennis Trollope
41	Austin Hockley
42	Geoff Barry
43	John Cowie
44	Vaughan Young
45	Ian Ratcliffe
46	Mel Farrar
47	Mick Patrick
48	Kevin Cowley
49	Julian Soper
50	Ian Martin
52	Stuart Jones
53	Bill Swales
54	Bernard Toleman
55	Phil Carpenter
56	John Hackett
57	Jim Wells
59	Chris Emmins
60	Bernard Murray
61	Clive Offer
62	John Goodall
63	Steve Ward
64	Dave Camier
65	David Featherstone
66	John Evans
67	Wayne Dinham
68	John Robinson
69	Mick Poxon
70	Bill Simpson
71	Leo Castles
72	Brian Wackett
73	Thomas Newell
74	Steve Galpin
75	David Danks
76	Clive Watts
77	Alan Rogers
78	Barry Seward
79	Alan Hercberg
80	Robert Towse
81	Roger Nott
82	Alan Stewart
83	Adrian Godden
84	Alex Taylor
85	John Webb

86	Noel Clegg
87	Graham Waring
88	Bill Marks
89	Norman White
90	Dave Kerby
91	Bill Bowman
92	David Hickman
93	Hartley Kerner
94	Gary Carter
96	Robert Pegram
98	Col Porter
99	Jack Higham
100	John Williams
101	Derek Wood
102	Allen Blasdel
103	Erwin Chwistek
104	Stuart Hicken
105	Leslie Trotter
106	Tony Smith
107	Andrew Smith
108	Steve Bradley
109	David Street
110	Christopher Foxley
111	Harry Dixey
112	Mick Grice
113	Keith Sanderson
114	George Ridgeon
115	John Gray
116	Derek Foot
117	Paul Armson
118	Robert Lonsdale
119	Billy Hill
120	John Dieterman
121	Ray Haynes
122	Brian Garratt
123	David East
124	Trevor Elliott
125	Peter Ellis
126	Anthony Myers
127	Keith Trubshaw
129	Grahame Hobbs
130	John McMeekin
131	Ron Rowlands
132	Roger Webb
133	Richard Dowland
134	Robert Peabody
135	Lee Heeson

SIDECARS

2	Keith Galtress/Vincent Biggs
3	Roy Hanks/Gerald Daniel
4	Steve Sinnott/Jim Williamson
5	Dick Greasley/Cliff Holland
6	Mick Boddice/Clive Pollinaton
7	Trevor Ireson/Bill Boldison
8	Clyde Gough/Peter Benson
9	Bryan Rust/Alan Bedford
10	Malcolm Aldrick/Paul Beasley
12	Roger Aldous/Peter Lucock
14	Andy Jackson/Tim Court
15	Alan Bale/David Powell
16	Nigel Rollason/David Homer
17	Jeff Gawley/Ken Birch
18	Gerard Flynn/Maurice Robinson

19	Michael Potter/Mrs. Beverley Martin
20	Peter Young/Brian Vousden
21	John Barker/Mick Yetty
22	Dave Bexley/Mick Skeels
23	Ian McDonald/Andre Witherington
24	John Ring/Christopher Mould
25	David Houghton/Charles Birks
26	Brian Houghton/Tony Diggle
27	Pete Tyack/John Gay
28	Alan May/Micky Gray
29	Brian Mee/Alan Widdowson
30	Michael Hatherill/Richard Richardson
31	Mick Barton/Nick Cutmore

32	Ken Hull/Gerry Raymond-Barker
33	John Hartell/Robert Hartell
34	Derek Wood/Antony Price
35	Keith Lacey/John Jones
36	Derek Creasy/Andy Vernon
37	Bill Hodgkins/John Parkins
38	Fred Lewin/Mrs. Lesley Lewin
39	Michael Yeatman/Ray Binns
40	Roger Davies/Edward Williams
41	Reg Spooner/Dennis Smith
42	David Tyler/Andrew Brown
43	Brian Meeson/Anthony O'Brien
44	Ted Milner/Tony Wilde
45	Charles Greatrex/Les Moore

Race 1

EVENT THREE

Start: 12.30 p.m.

5 Laps

HEAT ONE

Senior Race

A Round of the ShellSPORT Championship
Solo motorcycles over 350cc and not exceeding 500cc
Yellow Plates—Black Numbers
First Fourteen in each heat to qualify for the Final

No.	Rider	Town or Country	cc Machine
5	Barry Ditchburn Entrant—Team Kawasaki, Bromley	Northfleet	500 Kawasaki
8	John Newbold Entrant—Suzuki (G.B.) Ltd., Croydon	South Normanton	497 Suzuki
12	Steve Parish Entrant—Dave More Racing, Guildford	Steeple Morden	500 Yamaha
25	Tony Rutter Entrant—R. Priest, Stourbridge	Brierley Hill	352 Yamaha
34	Steve Manship Entrant—Len Manchester Motorcycles Ltd., Melton Mowbray	Leicester	500 Yamaha
44	Vaughan Young	Edgware	351 Yamaha
47	Mick Patrick Entrant—Harold Coppock, Carterton	Oxford	500 Coppock Suzuki
48	Kevin Cowley	Batley	354 Yamaha
54	Bernard Toleman	London	492 Suzuki
61	Clive Offer	Coulsdon	351 Yamaha
63	Steve Ward	Leeds	380 Yamaha
66	John Evans Entrant—Albion St. Motors, Salford	Selby	354 Albion Yamaha
67	Wayne Dinham	Newport	351 Yamaha
70	Bill Simpson Entrant—R. D. McCutcheon Motors, Wigtown	Dalbeattie	404 Yamaha
72	Brian Wackett	Waltham Abbey	498 Konig
75	David Danks Entrant—Roly Copper Motorcycles, Leek	Waterhouses	352 Yamaha
76	Clive Watts	Llantwit Major	500 Suzuki
78	Barry Seward	Portsmouth	352 Yamaha
101	Derek Wood	Hereford	500 Crooks Suzuki
103	Erwin Chwistek	Malmesbury	351 Yamaha
105	Leslie Trotter Entrant—Eddie Crooks Motorcycles, Barrow	Barrow-in-Furness	492 Crooks Suzuki
107	Andrew Smith	Leigh	352 Yamaha
109	David Street	Romford	500 Seeley Suzuki
111	Harry Dixey	Northampton	500 Kawasaki
114	George Ridgeon Entrant—Cheltenham Motor Club	Gloucester	496 Seeley Matchless
116	Derek Foot	Leicester	492 Seeley Suzuki
118	Robert Lonsdale	Preston	496 Suzuki
119	Billy Hill	Louth	500 Vortex
Reserves (In the order given below):			
122	Brian Garratt	Leicester	492 Suzuki
123	David East	Leicester	500 Velocette

RESULTS:

1st (£3)	47	2nd (£2)	12	3rd (£1)	107	4th	34
5th	45	6th	57	7th	518	8th	75
9th	72	10th	54	11th	18	12th	44
13th	70	14th	104				
Winner's Time		4:32.8	Speed		89.08	m.p.h.	
Fastest Lap		47	Time		02.4	Speed	
						92.75	
						m.p.h.	

Senior Race

A Round of the ShellSPORT Championship
Solo motorcycles over 350cc and not exceeding 500cc
Yellow Plates—Black Numbers
First Fourteen in each heat to qualify for the Final

No.	Rider	Town or Country	cc Machine
7	Barry Sheene Entrant—Texaco Heron Team Suzuki	Wisbech	500 Suzuki
11	John Williams Entrant—Suzuki (G.B.) Ltd., Croydon	Heswall	500 Suzuki
22	Percy Tait	Birmingham	498 Suzuki
26	Bob Heath Entrant—Reg Gower, Stourbridge	Walsall	351 Yamaha
28	Martin Sharpe Entrant—Barton, Caernarvon	Brackley	500 Sparton
35	Roger Nicholls Entrant—G. Beale, Ibstock	Newport	352 Beale Yamaha
43	John Cowie Entrant—Premier Motors, London	London	351 Premier Yamaha
45	Ian Ratcliffe Entrant—Barton Motors, Caernarvon	Banstead	498 Sparton
53	Bill Swales Entrant—Gareth Thomas, Scarborough	Scarborough	404 Yamaha
55	Phil Carpenter	Manchester	351 Yamaha
56	John Hackett Entrant—Crutchlow/Embassy, Coventry	Coventry	380 Embassy Yamaha
62	John Goodall Entrant—R.A.F.M.S.A., R.A.F. St. Athen	Barry	496 Vendetta Matchless
65	David Featherstone Entrant—R.A.F.M.S.A., R.A.F. Abingdon	R.A.F. Abingdon	352 Yamaha
68	John Robinson Entrant—Chell Motorcycles, Stafford	Stafford	384 Chell Yamaha
69	Mick Poxon Entrant—Jak Products, Derby	Derby	460 Seeley Sparton
71	Leo Castles	Worcester	498 Vendetta Honda
73	Thomas Newell	Potters Bar	498 Seeley
74	Steve Galpin	Leicester	500 Yamaha
102	Allen Blasdel	West Molesey	500 Seeley Konig
104	Stuart Hicken	Ravenstone	498 Vendetta
106	Tony Smith	Leicester	354 Yamaha
108	Steve Bradley Entrant—W. & R. Murray, Aberdeen	Fort William	352 Nevis Yamaha
110	Christopher Foxley	Stone	352 Yamaha
113	Keith Sanderson	Leicester	351 Yamaha
115	John Gray	Winchester	351 Yamaha
117	Paul Armson	Sutton-in-Ashfield	351 Yamaha
120	John Dieterman	Preston	499 Suzuki
121	Ray Haynes	Birmingham	352 Yamaha

RESULTS:

1st (£3)	7	2nd (£2)	11	3rd (£1)	26	4th	22
5th	56	6th	28	7th	35	8th	62
9th	113	10th	65	11th	53	12th	121
13th	69	14th	110				

Winner's Time 4:19.8 Speed 93.53 m.p.h.
Fastest Lap 7 Time 48.2 Speed 100.83 m.p.h.

Senior Final

A Round of the ShellSPORT Championship
Solo motorcycles over 350cc and not exceeding 500cc
Yellow Plates—Black Numbers

QUALIFIERS	Laps	1	2	3	4	5	6	7	8	9	10	11	12
7 B SHEENE													
11 J WILLIAMS													
26 B HEATH													
22 P TAIT													
56 J HACKETT													
28 M SHARPE													
35 S TOMKIN													
62 J GOODHALL													
113 K SANDERSON													
65 D FEATHERSTONE													
53 B SWALES													
121 R HAYNES													
69 M POXON													
110 C FOXLEY													
47 M PATRICK													
12 S PARISH													
107 A SMITH													
34 S MANSHIP													
48 K COWLEY													
67 W DINHAM													
61 C OFFER													
75 D DANKS													
72 B WACKETT													
54 B TOLEMAN													
78 B SEWARD													
44 V YOUNG													
79 B SIMPSON													

LAP RECORD:													
P. Read													
RACE RECORD:													
B. Sheene													

RESULTS:

1st (£100)	7	2nd (£50)	11	3rd (£35)	12	4th (£25)	26
5th (£15)	56	6th (£12)	22	7th (£10)	67	8th (£8)	34
9th (£7)	35	10th (£6)	61	11th (£5)	5	12th (£4)	65
13th (£3)	110	14th (£2)	62	15th (£1)			

Winner's Time 10:34.4 Speed 91.64 m.p.h.
Fastest Lap 7 Time 57.2 Speed 94.92 m.p.h.

Race 5
Start: 2.55 p.m.
5 Laps
EVENT FIVE
HEAT ONE

17.12.32.12
17.12.33
8.38.33

Sidecars

Not exceeding 1,000cc
Black Plates—White Numbers
First Nine in each heat to qualify for the Final

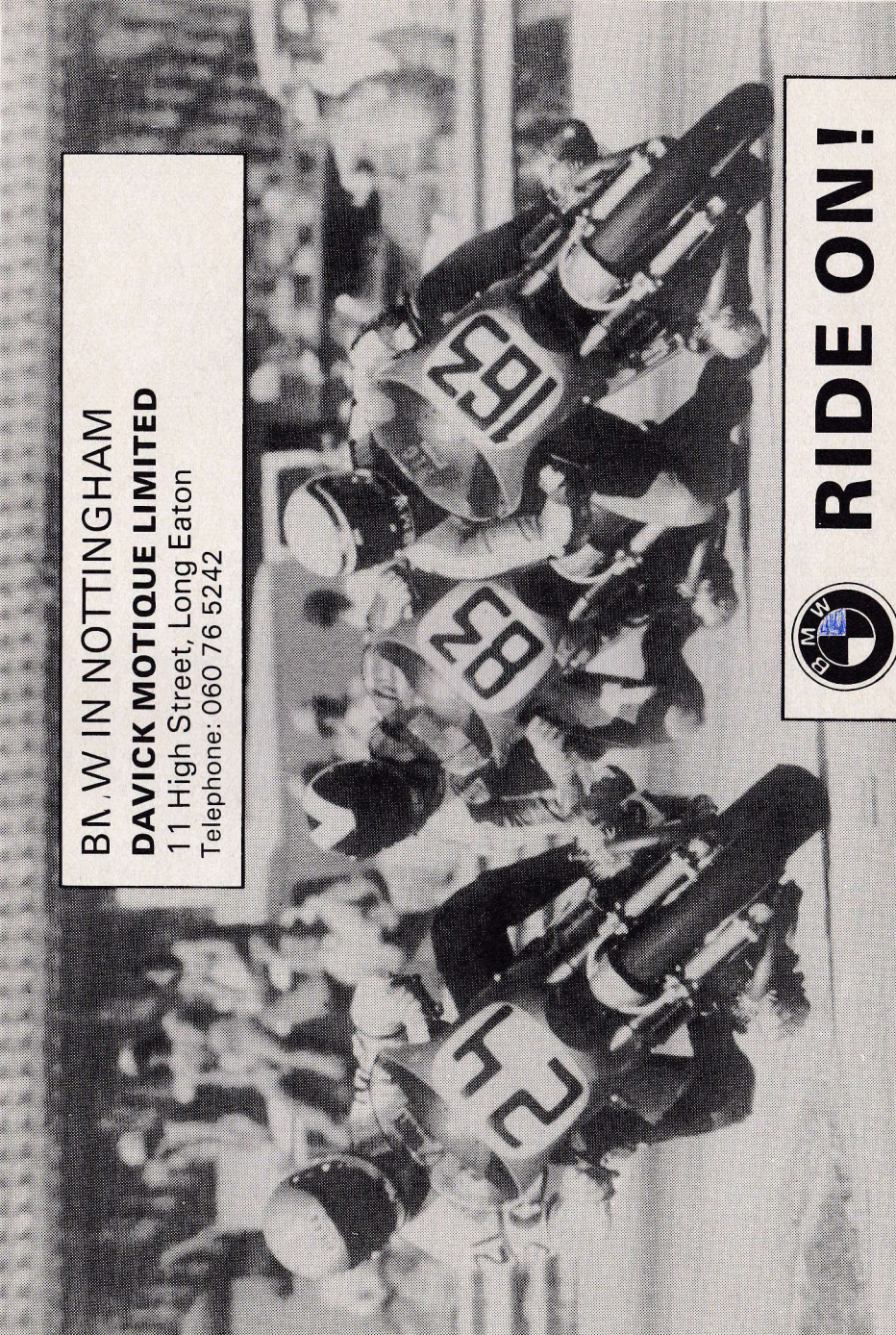
No.	Rider	Town or Country	cc Machine
2	Keith Galtress <i>KARTER</i> Passenger— <i>Vincent Biggs</i>	Buckley	998 Imp
4	Steve Sinnott Passenger—Jim Williamson Entrant—Markl Racing, Stockton	Holbeach	700 M.R.1
6	Mick Boddice Passenger—Clive Pollington	Stourbridge	500 Konig
8	Clyde Gough Passenger—Peter Benson Entrant—Markl Racing, Stockton	Tamworth	700 Markl Yamaha
10	Malcolm Aldrick Passenger—Paul Beasley Entrant—Hadleigh Custom, Westcliff-on-Sea	Westcliff-on-Sea	903 Hadleigh Had-O-H-C
12	Roger Aldous Passenger—Peter Lucock Entrant—Royton Racing, Enfield	Thornton Heath	984 Royton Kawasaki
15	Alan Bale Passenger—David Powell	Cardiff	850 Weslake
17	Jeff Gawley Passenger—Ken Birch Entrant—Medley Racing, Brigg	Scunthorpe	700 Yamaha
19	Michael Potter Passenger—Mrs. Beverley Martin	Ipswich	760 Suzuki <i>YAMAHA</i>
21	John Barker Passenger—Mick Yetty	Hornchurch	738 Reynoldson Suzuki
23	Ian McDonald Passenger—Andre Witherington	Mansfield	750 Weslake
25	David Houghton Passenger—Charles Birks	Didcot	760 Roboserve Konig
27	Pete Tyack Passenger—John Gay Entrant—Reg Allen Motorcycles, London	Iver	750 Triumph
29	Brian Mee Passenger—Alan Widdowson	Shepsed	900 S.R.S. Kawasaki
31	Mick Barton Passenger—Nick Cutmore Entrant—Parks of Lewisham	London	1000 Yahtof Honda
33	John Hartell Passenger—Robert Hartell	Pudsey	738 Suzuki
35	Keith Lacey Passenger—John Jones	High Wycombe	750 Beckett Suzuki
37	Bill Hodgkins Passenger—John Parkins Entrant—Joe Francis Motors, London	Bromley	700 Joe Francis Honda


Reserves (In the order given below):

40	Roger Davies Passenger—Edward Williams Entrant—Ray Williams, Llanelli	Llanelli	998 Bevan Imp
41	Reg Spooner Passenger—Dennis Smith Entrant—G. H. Fuller (Haulage), Oakham	Peterborough	680 Konig
42	David Tyler Passenger—Andrew Brown	Banbury	850 Windle Weslake
43	Brian Meeson Passenger—Anthony O'Brien	Walsall	998 Impact
44	Ted Milner Passenger—Tony Wilde	Dukinfield	998 M.R.S.
45	Charles Greatrex Passenger—Les More	Cardiff	750 Weslake

RESULTS: See Page 11

BN.W IN NOTTINGHAM
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RIDE ON!


Race 6

Start: 3.07 p.m.

5 Laps

EVENT FOUR

HEAT ONE

100cc to 1000cc Race

Solo motorcycles 100 to 1000cc
First Fourteen in each heat to qualify for the Final

No.	Rider	Town or Country	cc Machine
7	Barry Sheene Entrant—Texaco Heron Team Suzuki	Wisbech	500 Suzuki
6	Dave Potter Entrant—E. R. J. Broad, Ilford	Orpington	750 Broad Yamaha
10	Dave Croxford Entrant—Team British Challenge, Thrupton	Ruislip	747 N.V.T. Challenge
22	Percy Tait	Birmingham	749 Suzuki
28	Martin Sharpe Entrant—Clean Walls Racing, London	Brackley	750 Yamaha
35	Roger Nicholls	Newport	347 Beale Yamaha
36	Paul Cott Entrant—Barber Haulage, Staveley	Spalding	745 Yamaha
38	Peter Howarth Entrant—Charlie Bamford 'knitwear, Ripley	Derby	347 Yamaha
42	Geoff Barry Entrant—Sid Griffiths Racing, Stourbridge	Derby	745 Yamaha
45	Ian Ratcliffe Entrant—Barton Motors, Caernarvon	Banstead	498 Sparton
46	Mel Farrar	Sheffield	700 Yamaha
48	Kevin Cowley	Batley	354 Yamaha
50	Ian Martin Entrant—Medley Racing, Brigg	Caistor	700 Yamaha
53	Bill Swales Entrant—Gareth Thomas, Scarborough	Scarborough	700 Yamaha
56	John Hackett Entrant—Crutchlow/Embassy, Coventry	Coventry	380 Embassy Yamaha
57	Jim Wells	London	750 Yamaha
59	Chris Emmins Entrant—Brian Harris Racing, Crayford	Romford	750 Seeley Suzuki
64	David Camier Entrant—Paul Smart Ltd., Maidstone	Ashford	750 RIGP Towerbrook Special
67	Wayne Dinham	Newport	350 Yamaha
68	John Robinson Entrant—Chell Motorcycles, Stafford	Stafford	384 Chell Yamaha
69	Mick Poxon Entrant—Jak Products, Derby	Derby	460 Seeley Sparton
78	Barry Seward	Portsmouth	352 Yamaha
86	Noel Clegg	Rochdale	346 Yamaha
88	Bill Marks Entrant—Fran Ridewood & Co., Wells	Bridgwater	750 Seeley Norton
90	Dave Kerby Entrant—Ray Bennet Motorcycles, Coventry	Coventry	750 Kerby Weslake
93	Hartley Kerner Entrant—Parks of Lewisham, London	London	713 Honda
94	Gary Carter	Pinner	348 Yamaha
96	Robert Pegram	Banbury	347 Yamaha
Reserves: (In the order given below):			
98	Col Porter Entrant—Bennetts (Barnsley) Ltd.	Barnsley	750 Bennett Honda
99	Jack Higham Entrant—D. J. Whitehouse	Liverpool	750 Seeley Weslake
100	John Williams	Birkenhead	347 Yamaha
61	Clive Offer	Coulsdon	351 Yamaha
75	David Danks	Waterhouses	352 Yamaha
112	Mick Grice	Ormskirk	350 Maxton

Race 6 continued

RESULTS: SIDECARS

1st (£3)	17	2nd (£2)	10	3rd (£1)	2	4th	12
5th	8	6th	37	7th	33	8th	35
9th	4	10th		11th		12th	
13th		14th					
Winner's Time		4.41.2	Speed		86.42	m.p.h.	
Fastest Lap		17	Time		54.2	Speed	
					89.67	m.p.h.	

RESULTS: Race 5 (Entries page 8) 100+1000 cc

1st (£3)	7	2nd (£2)	22	3rd (£1)	61	4th	12.56
5th	35	6th	59	7th	53	8th	37
9th	42	10th	112	11th	46	12th	18
13th	100	14th	36				
Winner's Time		4.28.4	Speed		90.54	m.p.h.	
Fastest Lap		7	Time		57.6	Speed	
					94.19	m.p.h.	

ShellSPORT 500cc Championship

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

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

Qualifying events:—

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

(After one round, at Mallory Park)

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

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

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*Grandstand Rover Ticket—Child (Cost on Day: 60p)	@ £0.60
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*Paddock & Stewards Enclosure—Child (Cost on Day: 60p)	@ £0.60
*All include admission to Special Trackside Spectator Enclosures		
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Silverstone's Motor Cycling Spectacular—on Britain's Fastest Circuit

"Will Great Britain win back 'The Ashes'?"

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

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

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

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

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

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

Sixth Anglo-American Match Races—England 1976

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

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

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

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

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

Total Series Points Fund £4,080

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

Total Lap Prize Fund £530

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

John Player Transatlantic Trophy

Sixth Anglo-American Match Races—England 1976

Promoted by Motor Circuit Developments Ltd

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

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

[illegible]

GREAT BRITAIN

[illegible]

RACE 1

*See note on previous page 122 142 148

[illegible]

RACE 2

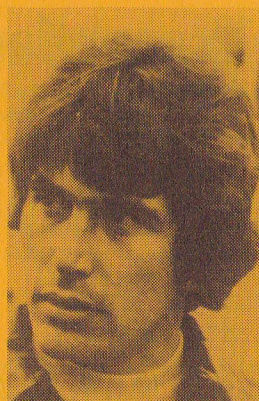
Fastest Lap: No. 2 Time RT 8:30 Speed 96.03

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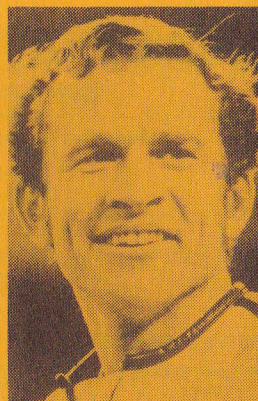
Fastest Lap: No. 112 Time RT 18.24 Speed 96.85



Ken Roberts



Gene Romero



Gary Nixon

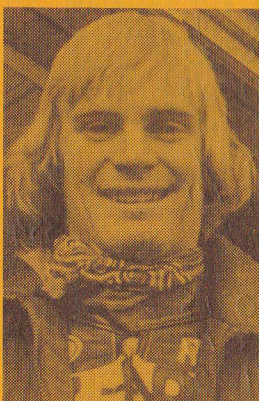


Photo: Graham Hind

Randy Clark

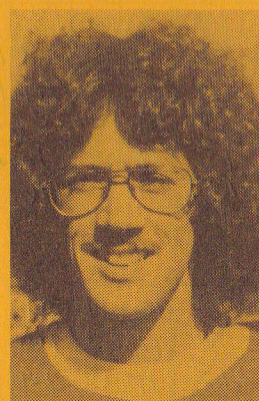


Photo: Graham Hind

Steve Baker

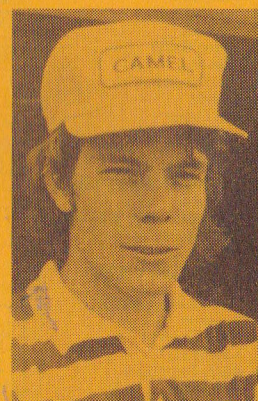


Photo: Graham Hind

Pat Hennen



Photo: Graham Hind

Pat Evans

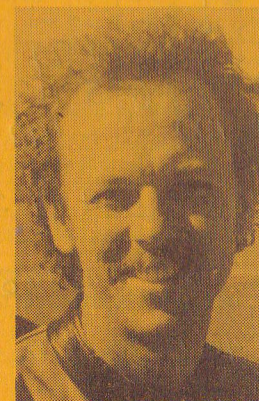


Photo: Graham Hind

Ron Pierce



Photo: Graham Hind

Phil McDonald

Now we are Equal— Whose Title this year?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

JIM SWIFT

Great Britain v. United States Match Race – Past Results

1971

April 9th—Brands Hatch

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

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

April 14th—Mallory Park

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

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

April 15th—Oulton Park

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

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

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

1972

March 31st—Brands Hatch

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

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

April 2nd—Mallory Park

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

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

April 3rd—Oulton Park

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

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

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

1973

April 20th—Brands Hatch

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

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

April 22nd—Mallory Park

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

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

April 23rd—Oulton Park

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

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

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

1974

April 12th—Brands Hatch

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

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

April 14th—Mallory Park

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

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

April 15th—Oulton Park

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

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

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

1975

April 28th—Brands Hatch

Both races cancelled due to snow.

April 30th—Mallory Park

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

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

April 31st—Oulton Park

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

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

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

Race 7

Start: 3.19 p.m.

8 Laps

EVENT TWO

Junior Race

Solo motorcycles over 250cc and not exceeding 350cc
Blue Plates—White Numbers

No.	Rider	Town or Country	cc	Machine
6	Dave Potter Entrant—E. R. J. Broad, Ilford	Orpington	350	Broad Yamaha
12	Steve Parrish Entrant—Dave More Racing, Guildford	Steeple Morden	350	Yamaha
25	Tony Rutter Entrant—R. Priest, Stourbridge	Brierley Hill	348	Yamaha
26	Bob Heath Entrant—Reg Gower, Stourbridge	Walsall	347	Yamaha
34	Steve Manship Entrant—Len Manchester Motorcycles, Melton Mowbray	Leicester	350	Yamaha
35	Roger Nicholls Entrant—G. Beale, Ibstock	Newport	347	Beale Yamaha
36	Paul Cott Entrant—Barber Haulage, Staveley	Spalding	347	Yamaha
37	Neil Tuxworth Entrant—Henstocks, Mansfield	Louth	348	Yamaha
38	Peter Howarth Entrant—Charlie Bamford Knitwear, Ripley	Derby	347	Yamaha
41	Austin Hockley Entrant—Granby Motors (Ilkeston) Ltd.	Long Eaton	348	Granby Yamaha
43	John Cowie Entrant—Premier Motors, London	London	347	Premier Yamaha
46	Mel Farrar	Sheffield	348	Yamaha
55	Phil Carpenter	Manchester	347	Yamaha
56	John Hackett Entrant—Crutchlow/Embassy, Coventry	Coventry	347	Barnes Yamaha
60	Bernard Murray	Manchester	348	B.M.Yamaha
70	Bill Simpson Entrant—R. D. McCutcheon, Wigtown	Dalbeattie	347	Yamaha
73	Thomas Newell	Potters Bar	349	Yamaha
80	Robert Towse Entrant—Broadway Cycles, London	Hayes	350	Yamaha
81	Roger Nott	Liverpool	347	Maxton
82	Alan Stewart Entrant—William Armstrong (Middlesborough) Ltd.	Guisborough	350	P.A. Yamaha
83	Adrian Godden	Braintree	347	Yamaha
84	Alex Taylor	Abingdon	347	Yamaha
85	John Webb	Middlesborough	346	Yamaha
94	Gary Carter	Pinner	348	Yamaha
112	Mick Grice	Ormskirk	350	Maxton
124	Trevor Elliott	Greenford	347	Yamaha
125	Peter Ellis	Bebington	347	Maxton Yamaha
126	Anthony Myers	Hull	347	Yamaha

Reserves (In the order given below):

127	Keith Trubshaw Entrant—Tom Hall Motorcycles Ltd., Wigan	Rainhill	347	Yamaha
129	Grahame Hobbs	Shepperton	347	Yamaha
108	Steve Bradley Entrant—W. & R. Murray, Aberdeen	Fort William	347	Nevis Yamaha
130	John McMeeken Entrant—McMeeken, Lockmaben	Lochmaben	348	Yamaha

LAP RECORD

T. Lansivouri	51.8	93.82 m.p.h.	9.6.74
J. Newbold	51.8	93.82 m.p.h.	9.6.74
S. Manship	51.8	93.82 m.p.h.	13.9.75

RACE RECORD:

P. Haslam	7.16.4	89.09 m.p.h.	16.9.73
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RESULTS:

1st (£75)	6	2nd (£50)	36	3rd (£35)	26	4th (£25)	25
5th (£15)	125	6th (£12)	129	7th (£10)	70	8th (£8)	34
9th (£7)	56	10th (£6)	82	11th (£5)	55	12th (£4)	127
13th (£3)		14th (£2)		15th (£1)			

Winner's Time 7.6.2 Speed 91.22 m.p.h.
Fastest Lap 6/36 Time 52.4 Speed 92.75 m.p.h.

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Race 8

Start: 3.31 p.m.

5 Laps

EVENT FOUR

HEAT TWO

100cc to 1,000cc Race

Solo motorcycles 100cc to 1,000cc
First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or country	cc Machine
1	Roger Marshall Entrant—Machin & Saunders, Wragby	Waltham	750 Machin & Saunders Yamaha
8	John Newbold Entrant—Suzuki (G.B.) Ltd., Croydon	South Normanton	743 Suzuki
11	John Williams Entrant—Suzuki (G.B.) Ltd., Croydon	Heswall	750 Suzuki
12	Steve Parrish Entrant—Dave More Racing, Guildford	Steeple Morden	750 Yamaha
23	Paul Smart Entrant—Paul Smart Ltd., Maidstone	Senevoaks	750 RIGP Towerbrook Special
24	Jim Harvey	Colchester	700 Yamaha
25	Tony Rutter Entrant—R. Priest, Stourbridge	Brierley Hill	748 Yamaha
33	Derek Best Entrant—Cyril Trollope, Bristol	Bristol	525 Trollope Yamaha
34	Steve Manship Entrant—Len Manchester Motorcycles, Melton Mowbray	Leicester	750 Yamaha
37	Neil Tuxworth Entrant—Henstocks, Mansfield	Louth	348 Yamaha
41	Austin Hockley Entrant—Granby Motors (Ilkeston) Ltd.	Long Eaton	748 Granby Yamaha
43	John Cowie Entrant—Premier Motors, London	London	694 Premier Yamaha
44	Vaughan Young	Edgware	694 Yamaha
47	Mick Patrick Entrant—Harold Coppock, Carterton	Oxford	700 Coppock Yamaha
49	Julian Soper Entrant—Hadleigh Custom, Westcliff-on-Sea	Westcliff-on-Sea	900 Hadleigh Honda
52	Stuart Jones Entrant—I. D. McVeigh, Preston	Sandbach	700 McVeigh Honda
54	Bernard Toleman	London	492 Suzuki
55	Phil Carpenter	Manchester	347 Yamaha
39	Dennis Trollope Entrant—Cyril Trollope, Bristol	Bristol	525 Fowler Yamaha
60	Bernard Murray	Manchester	351 Yamaha
65	David Featherstone Entrant—R.A.F.M.S.A., R.A.F. Abingdon	R.A.F. Abingdon	352 Yamaha
66	John Evans Entrant—Albion St. Motors, Salford	Selby	850 Albion Seeley
76	Clive Watts	Llantwit Major	750 Yamaha
77	Alan Rogers	Enfield	347 Yamseel
79	Alan Hercberg Entrant—A. Bennett & Son, Atherstone	Rotherham	750 Bennett 3
87	Graham Waring Entrant—M.J.K. (Civil Eng. Ltd.), Burnley	St. Helens	347 Yamaha
89	Norman White Entrant—Teign Valley Motorcycles, Teignmouth	Teignmouth	700 Yamaha
92	David Hickman Entrant—Appleyby Glade, Burton-on-Trent	Burton-on-Trent	350 I.D. Yamaha

RESULTS:

1st (£3)	69	2nd (£2)	34	3rd (£1)	37	4th	33
5th	60	6th	37	7th	49	8th	77
9th	63	10th	41	11th	52	12th	44
13th	65	14th	29				

Winner's Time Speed m.p.h.
Fastest Lap Time Speed m.p.h.

5.7 28.9 30.3

Sidecar Race

Sidecars not exceeding 1,000cc

Black Plates—White Numbers

First Nine in each heat to qualify for the Final

No.	RIDER	Town or Country	cc Machine
3	Roy Hanks Passenger—Gerald Daniel Entrant—Fred Hanks Motorcycles, Birmingham	Birmingham	996 Imp 750 WESLAKE
5	Dick Greasley Passenger—Cliff Holland Entrant—C. G. Chell, Stafford	Market Drayton	750 Chell Yamaha
7	Trevor Ireson Passenger—Bill Boldison Entrant—Joe Henderson, Didcot	Swindon	680 Konig
9	Bryan Rust Passenger—Alan Bedford Entrant—Rust & Wright (Shopfitters) Birmingham	Alford	998 Imp
14	Andy Jackson Passenger—Tim Court	Gloucester	998 K.G.B. Imp
16	Nigel Rollason Passenger—David Homer	Solihull	875 Criterion B.S.A.
18	Gerard Flynn Passenger—Maurice Robinson	Wilmslow	998 G.M.W. Imp
20	Peter Young Passenger—Brian Vouden	Dartford	680 Quafe Konig
22	Dave Bexley Passenger—Mick Skeels Entrant—Hadleigh Custom, Westcliff-on-Sea	Leigh-on-Sea	990 Hadleigh Kawasaki
24	John Ring Passenger—Christopher Mould Entrant—Graham Head, Horndean	Copnor	694 M.R.H. Yamaha
26	Brian Houghton Passenger—Tony Diggle K Huswick Entrant—George Bevan, Orpington	Sidcup	998 Bevan Imp
28	Alan May Passenger—Micky Gray N Kutmore	Romford	847 Currie Weslake
30	Michael Hatherill Passenger—Richard Richardson Entrant—Spike Hughes, Chippenham	Chippenham	900 B.M.W.
32	Ken Hull Passenger—Gerry Raymond-Barker Entrant—Parks of Lewisham	Caterham	1000 Yahtof Honda
34	Derek Wood Passenger—Antony Price	Ilkeston	680 Konig
36	Derek Creasy Passenger—Andy Vernon	Kenton	850 Norton
38	Fred Lewin Passenger—Mrs. Lesley Lewin	Hayes	736 World of Wheels Suzuki
39	Michael Yeatman Passenger—Ray Binns Entrant—Harold Coppock, Carterton	Burford	998 Limpus

RESULTS:

1st (£3)	70.7	2nd (£2)	81.5	3rd (£1)	28	4th	9
5th	14	39	3	8th	18		
9th	26			11th			
13th	28	79		12th			
Winner's Time		4.39	Speed		87.10	m.p.h.	
Fastest Lap		7	Time		53.2	Speed	
					91.33	m.p.h.	

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

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Lightweight Race

Solo motorcycles over 100cc and not over 250cc

No.	RIDER	Town or Country	cc Machine
4	Mick Grant Entrant—Team Kawasaki, Bromley	Wakefield	250 Kawasaki
25	Tony Rutter Entrant—R. Priest, Stourbridge	Brierley Hill	246 Yamaha
30	Clive Horton Entrant—Faddily Garage, Nantwich	Derby	247 Yamaha
31	Leigh Notman	Stapleford	250 Lojo Mono Yamaha
33	Derek Best Entrant—Cyril Trollope, Bristol	Bristol	247 Yamaha
37	Neil Tuxworth Entrant—Granby Motors (Ilkeston) Ltd.	Louth	248 Yamaha
38	Peter Howarth Entrant—Charlie Bamford Knitwear, Ripley	Derby	248 Yamaha
41	Austin Hockley Entrant—Granby Motors (Ilkeston) Ltd.	Long Eaton	247 Granby Yamaha
42	Geoff Barry Entrant—Sid Griffiths Racing, Stourbridge	Derby	247 Yamaha
39	Dennis Trollope Entrant—Cyril Trollope, Bristol	Bristol	246 Fowler Yamaha
60	Bernard Murray	Manchester	249 B.M. Yamaha
63	Steve Ward	Leeds	247 Yamaha
67	Wayne Dinham	Newport	247 Yamaha
80	Robert Towse Entrant—Broadway Cycles, London	Hayes	250 Yamaha
81	Roger Nott	Liverpool	247 Yamaha
82	Alan Stewart Entrant—William Armstrong (Middlesbrough) Ltd.	Guisborough	250 P.A. Yamaha
83	Adrian Godden	Braintree	247 Yamaha
86	Noel Clegg	Rochdale	246 Yamaha
87	Graham Waring Entrant—M.J.K. (Civil Eng. Ltd.), Burnley	St. Helens	247 Yamaha
91	Bill Bowman Entrant—Lambert Racing, Lancaster	Lancaster	247 Lambert Yamaha
92	David Hickman Entrant—Appleby Glade Ltd., Burton-on-Trent	Burton-on-Trent	247 I.D. Yamaha
112	Mick Grice	Ormskirk	250 Maxton
126	Anthony Myers	Hull	247 Yamaha
127	Keith Trubshaw Entrant—Tom Hall Motorcycles Ltd., Wigan	Rainhill	247 Yamaha
129	Grahame Hobbs	Shepperton	247 Yamaha
130	John McMeeken Entrant—McMeeken—Lochmaben	Lochmaben	247 Yamaha
131	Ron Rowlands	Cirencester	247 Artdean Yamaha
132	Roger Webb	Crawley	246 Yamsel
Reserves (In the order given below)			
133	Richard Dowland	Bickley	246 Yamaha
134	Robert Peabody	Atherstone	247 Yamaha
135	Lee Heeson Entrant—Stapeley Service Station, Nantwich	Crewe	247 Yamaha
70	Bill Simpson Entrant—R. D. McCutcheon (Motors), Wigtown	Dalbeattie	247 Yamaha

Race 11 continued

LAP RECORD:

J. Newbold 52.4 92.75 m.p.h. 15.9.74

RACE RECORD:

J. Newbold 5.33.0 87.57 m.p.h. 14.4.74

RESULTS:

1st (£50) <u>87</u>	2nd (£30) <u>41</u>	3rd (£20) <u>25</u>	4th (£15) <u>70</u>
5th (£12) <u>37</u>	6th (£10) <u>129</u>	7th (£9) <u>112</u>	8th (£8) <u>92</u>
9th (£7) <u>83</u>	10th (£6) <u>143</u>	11th (£5) <u>60</u>	12th (£4) <u>30</u>
13th (£3) <u>127</u>	14th (£2) <u>80</u>	15th (£1) <u>82</u>	
Winner's Time <u>5.32.8</u>		Speed <u>87.62</u> m.p.h.	
Fastest Lap <u>25</u>		Time <u>53.6</u> Speed <u>90.67</u> m.p.h.	

It isn't all over!

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Race 12
EVENT FIVE

Start: 4.47 p.m.

6 Laps

Sidecars Final

Black Plates-White Numbers

QUALIFIERS

Laps

1 2 3 4 5 6

17 J GAWLEY / K BIRCH
10 M ALDRICK / P BEASLEY
2 K GALTRESS / V BIGGS
12 R ALDOWS / P LUDCOCK
8 C GOUGH / P BENSON
37 B HODGKINS / J PARKINS
33 J HARTELL / R HARTELL
35 K LACEY / J JONES
R 4 S SINNOTT / J WILLIAMSON
7 T IRESON / B BOLDISON
5 D GREASLEY / C HOLLAND
28 A MAY / M GRAY
9 B RUST / A BEDFORD
14 A JACKSON / T COURT
39 M YEATMAN / R BINNS
3 R HANKS / G DANIEL
18 G FLYNN / M ROBINSON
26 B HOUGHTON / T DIGGLE

LAP RECORD:

S. Sinnott 53.0 91.69 m.p.h. 14.9.75

RACE RECORD:

B. Currie 5.43.6 84.86 m.p.h. 14.4.74

RESULTS:

1st (£75) 5	2nd (£50) 17	3rd (£35) 7	4th (£25) 9
5th (£15) 10	6th (£12) 23	7th (£10) 12	8th (£8) 8
9th (£7) 37	10th (£6) 18	11th (£5) 14	12th (£4) 35
13th (£3)	14th (£2)	15th (£1)	

Winner's Time 5.38.8 Speed 88.68 m.p.h.

Fastest Lap 5 Time 22.8 Speed 92.05 m.p.h.

Race 13
EVENT FOUR

Start: 4.59 p.m.

12 Laps

Final

Solo motorcycles 100 to 1,000cc

QUALIFIERS

Laps

1 2 3 4 5 6 7 8 9 10 11 12

1
34
37
33
89
87
49
77
60
41
52
44
65
79
7
22
61
56
35
59
53
57
42
112
46
78
100

LAP RECORD:

36 B. Sheene 49.4 98.38 m.p.h. 14.9.75

RACE RECORD:

J. Newbold 10.37.2 91.52 m.p.h. 9.6.74

RESULTS:

1st (£75) 7	2nd (£50) 1	3rd (£35) 34	4th (£25) 33
5th (£15) 59	6th (£12) 112	7th (£10) 42	8th (£8) 60
9th (£7) 89	10th (£6) 53	11th (£5) 56	12th (£4) 77
13th (£3)	14th (£2)	15th (£1)	

Winner's Time 10.38.4 Speed 91.35 m.p.h.

Fastest Lap 7 Time 51.2 Speed 94.92 m.p.h.

Lap Speed Table

MALLORY PARK

FULL CIRCUIT

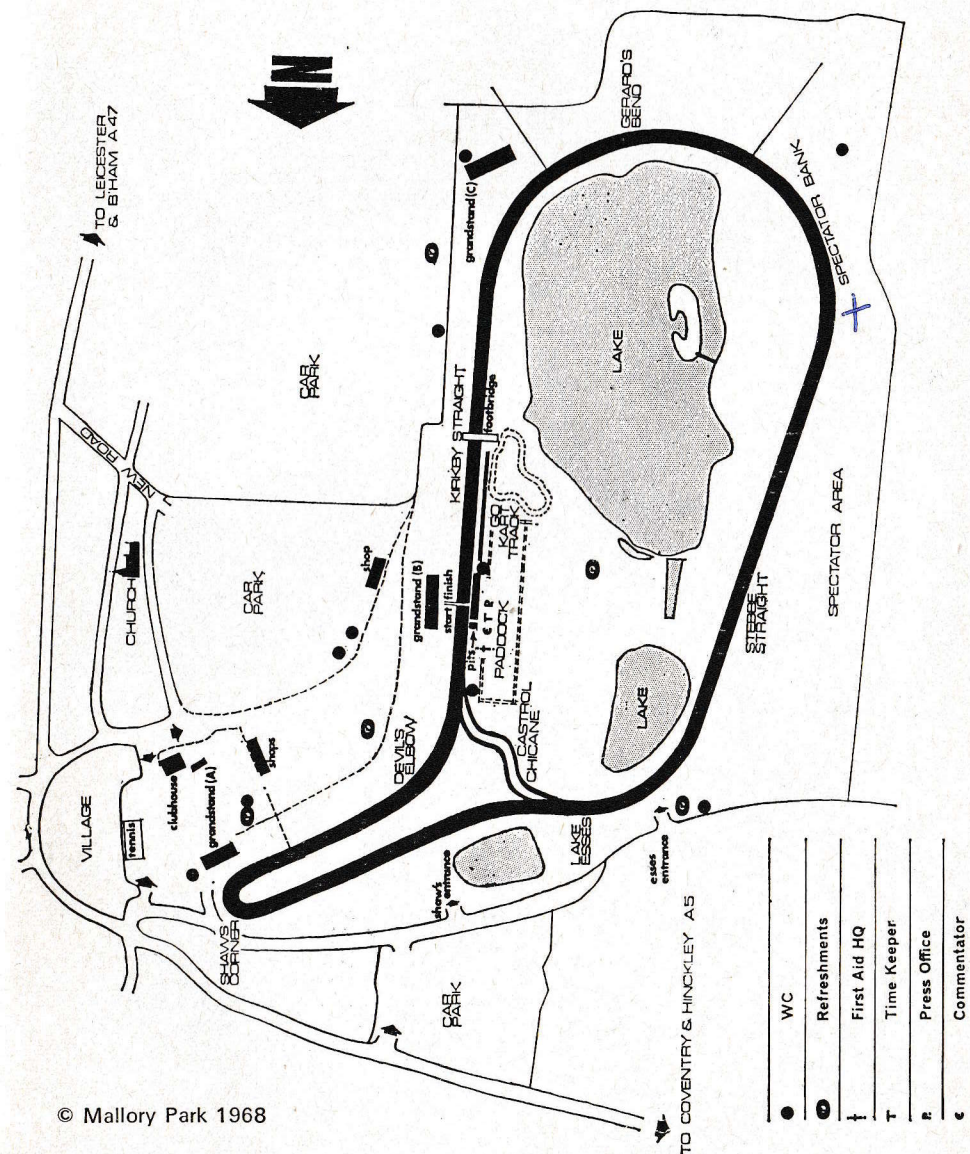
1.35 MILES

Min. Secs.	Speed	Min. Secs.	Speed	Min. Secs.	Speed	Min. Secs.	Speed
0 40.00	121.50	0 49.00	99.18	0 58.00	83.79	1 07.00	72.54
40.20	120.89	49.20	98.78	58.20	83.50	07.20	73.32
40.40	120.29	49.40	98.38	58.40	83.22	07.40	72.11
40.60	119.70	49.60	97.98	58.60	82.94	07.60	71.89
40.80	119.11	49.80	97.59	82.65	82.65	0.780	71.68
0 41.00	118.53	0 50.00	97.20	0 59.00	82.37	1 08.00	71.47
41.20	117.96	50.20	96.81	59.20	82.10	08.20	71.26
41.40	117.39	50.40	96.43	59.40	81.82	08.40	71.05
41.60	116.82	50.60	96.05	59.60	81.55	08.60	70.84
41.80	116.26	50.80	95.67	59.80	81.27	08.80	70.64
0 42.00	115.71	0 51.00	95.29	1 00.00	81.00	1 09.00	70.44
42.20	115.16	51.20	94.92	00.20	80.73	09.20	70.23
42.40	114.62	51.40	94.55	00.40	80.46	09.40	70.03
42.60	114.08	51.60	94.19	00.60	80.20	09.60	69.82
42.80	113.55	51.80	93.82	00.80	79.93	09.80	69.63
0 43.00	113.02	0 52.00	93.46	1 01.00	79.67	1 10.00	69.43
43.20	112.50	52.00	93.10	01.20	79.41	10.20	69.23
43.40	111.98	52.40	92.75	01.40	79.15	10.40	69.04
43.60	111.46	52.60	92.39	01.60	78.90	10.60	68.84
43.80	110.95	52.80	92.04	01.80	78.64	10.80	68.64
0 44.00	110.45	0 53.00	91.70	1 02.00	78.39	1 11.00	68.45
44.20	109.45	53.20	91.35	02.20	78.13	11.20	68.26
44.40	109.45	53.40	91.01	02.40	77.89	11.40	68.07
44.60	108.96	53.60	90.67	02.60	77.63	11.60	67.87
44.80	108.48	53.80	90.33	02.80	77.39	11.80	67.69
0 45.00	108.00	0 54.00	90.00	1 03.00	77.14	1 12.00	67.50
45.20	107.52	54.20	89.67	03.20	76.90	12.20	67.31
45.40	107.05	54.40	89.34	03.40	76.66	12.40	67.13
45.90	106.58	54.60	89.01	03.60	76.41	12.60	66.94
45.80	106.11	54.80	88.69	03.80	76.18	12.80	66.76
0 46.00	105.65	0 55.00	88.36	1 04.00	75.94	1 13.00	66.58
46.20	105.19	55.20	88.04	04.20	75.70	13.20	66.39
46.40	104.74	55.40	87.73	04.40	75.47	13.40	66.21
46.60	104.29	55.60	87.41	04.60	75.23	13.60	66.03
46.80	103.85	55.80	87.10	04.80	75.00	13.80	65.85
0 47.00	103.40	0 56.00	86.79	1 05.00	74.77	1 14.00	65.68
47.20	102.97	56.20	86.48	05.20	74.54	14.20	65.50
47.40	102.53	56.40	86.17	04.50	74.31	14.40	65.32
47.60	102.10	56.60	75.88	05.60	74.09	14.60	65.15
47.80	101.67	56.80	85.57	05.80	73.86	14.80	64.97
0 48.00	101.25	0 57.00	85.26	1 06.00	73.64	1 15.00	64.80
48.20	100.83	57.20	84.97	06.20	73.41	15.20	64.63
48.40	100.41	57.40	84.67	06.40	73.19	15.40	64.46
48.60	100.00	57.60	84.37	06.60	72.97	15.60	64.29
48.80	99.59	57.80	84.08	06.80	72.75	15.80	64.12

Map of Mallory Park Race Circuit

Lap Distance — 1.35 miles

Short Circuit — 1 mile



© Mallory Park 1968

Mallory Park 1976 Fixture List

DATE	EVENT	ORGANISER	MAIN RACES	CHARGES (Inc. VAT)
19 April	Easter Monday Townsend Thoresen Championship Car Races	BRSCC	FF1600*, C*, SS, Ren*	£1.20-A, 50p-C, 50p-P
12 MAY	BBC RADIO 1 MOTOR RACE AND FUN DAY	BARC	F3, FF1600*, C*, PS*, SS*, Cel	£1.20-A, 50p-C, £1.00-P
19 May	BP Vintage Motor Cycle Race of the Year	VMCC & EMACU	All Vintage Classes	£1.20-A, 50p-C, 50p-P
130 May	National Motor Cycle Races	EMACU	All Classes	£1.20-A, 30p-C, 50p-P
131 MAY	MALLORY PARK 20th ANNIVERSARY CAR RACES	BRSCC	Hist, 500-cc, C*, Mini 1275*, PSp*	£1.20-A, 30p-C, 50p-P
113 JUNE	POST-TT INTERNATIONAL MOTOR CYCLE RACES	EMACU	ALL CLASSES	£1.80-A, 50p-C, £1.00-P
120 June	Clubmans Car Races	BRSCC	PSp*, MSp*, Ren*, Mini 1275*	£1.00-A, 30p-C, PF
127 JUNE	RAC BRITISH CHAMPIONSHIP SPORTS 2000 CAR RACES	BARC	Sp2000*, FF2000*, FF1600*, C*, SSF	£1.50-A, 50p-C, 50p-P
14 July	Clubmans Car Races	750 MC	750 MC Formulae, Mini 7*	£1.00-A, 30p-C, PF
111 July	Indylantic Car Races	BRSCC	FA*, FF1600*, PS*, Esc*	£1.50-A, CF, 50p-P
125 July	Open Single-seater Championship	Hagley DLC	OS*, SS*, FSV*	£1.20-A, 30p-C, PF
1 Aug	Clubmans Car Races	BRSCC	C*, FF, Sp, SSF	£1.00-A, 30p-C, PF
18 Aug	Clubmans Motor Cycle Races	EMACU	All Classes	70p-A, CF, 50p-P
115 Aug	BP Formula 3 Car Championship	BARC	F3*, FF, PS*, SSF	£1.20-A, 50p-C, 50p-P
129 AUG	RAC BRITISH SALOON CAR CHAMPIONSHIP	BRSCC	T*, FF1600*, PS*, MSp*, C*	£1.20-A, 50p-C, 50p-P
15 Sept.	Clubmans Motor Cycle Races	EMACU	All Classes	70p-A, CF, 50p-P
111 Sept.	Qualifying for 12 September	EMACU	All Classes	£1.00-A, 30p-C, 50p-P
112 SEPT.	MOTOR CYCLE RACE OF THE YEAR	EMACU	ALL CLASSES	£2.00-A, 50p-C, £1.50-P
19 Sept.	Clubmans Car Races	BRSCC	PSp*, MSp*, Ren*, Mini 1275* and 1000*	£1.00-A, 30p-C, PF
126 Sept.	Formula 3 Golden Helmet Trophy Races	BARC	F3, C*, MSp*, SS*, FF	£1.20-A, 50p-C, 50p-P

† Full circuit

KEY

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

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

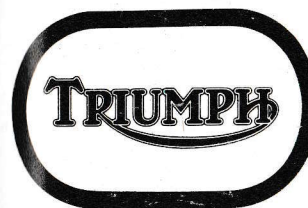
Events in lightweight type are clubman's meetings intended primarily for the benefit of competitors. Supporters are welcome, at the published charges, on the understanding that these are not professional promotions.

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

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

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

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