

Sunday 11th April 1971

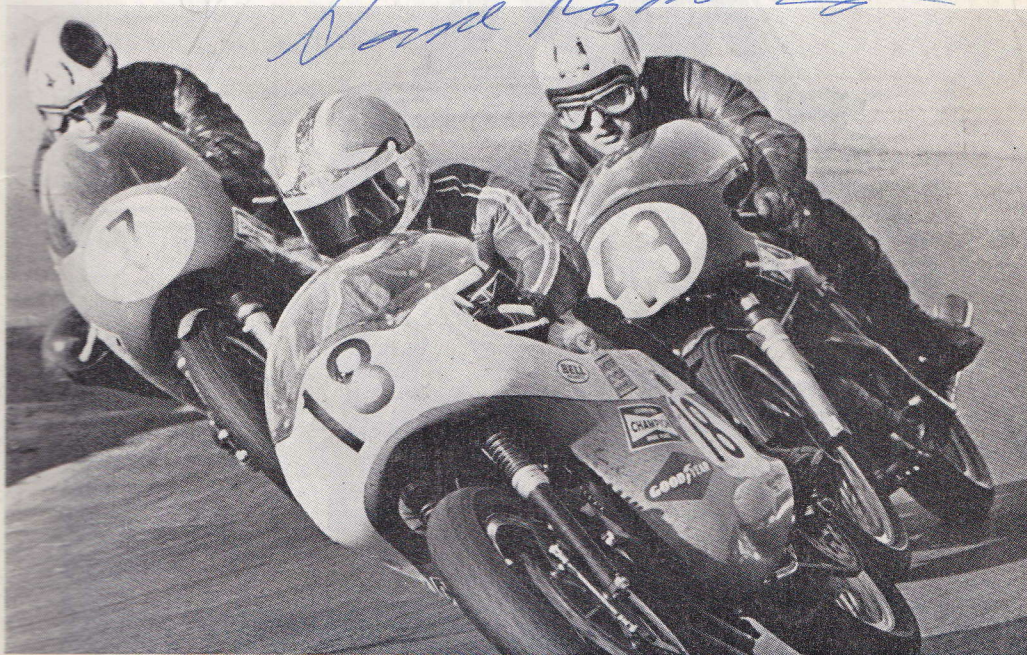
Programme 15p

Mallory Park

FIRST ANGLO-AMERICAN MATCH RACES

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

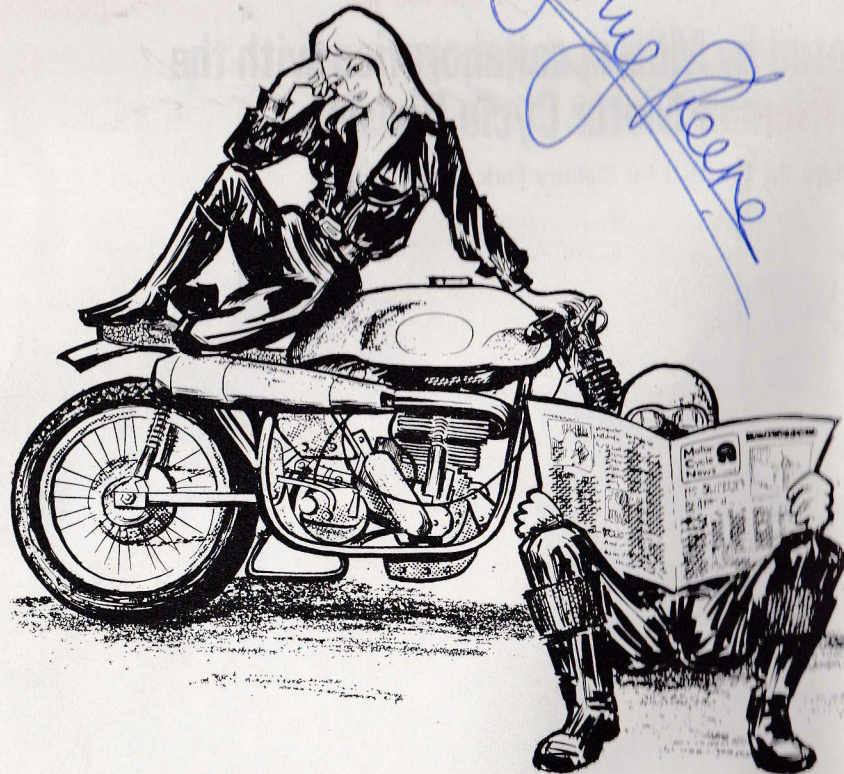
Organised by the EMACU for Mallory Park Circuit Ltd.



ROTHMANS

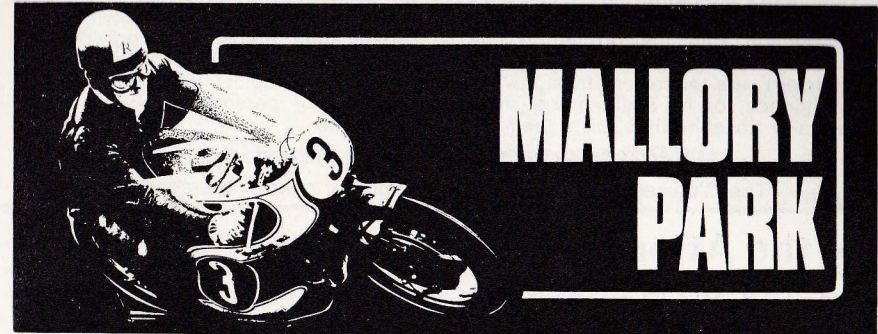
**INTERNATIONAL
MOTOR CYCLE RACES**

wednesday - motorcyclenewsday



Motor Cycle Meeting

Sunday April 11, 1971



ANGLO-AMERICAN MATCH RACES AND ROTHMANS NATIONAL MOTOR CYCLE 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. 332

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TODAY'S COMPETITORS cont.

23	Brian Kemp	74	Mel Farrar	125	Michael Bird
24	Pat Mahoney	75	Michael Hunt	126	Brian Penfold
25	Dave Croxford	76	Ken Daniels	127	Harry Dixey
26	Ron Chandler	77	Bob Stevenson	128	Paul Wootton
27	Jim Curry	78	David Littler	129	Peter Berwick
28	Rex Butcher	79	Tom Herron	130	Martin Sharpe
30	Gary Green	80	Anthony Pink	131	Noel Clegg
31	Mick Chatterton	81	Nigel Palmer	132	Ivan Hodgkinson
32	Donald May	82	Robin Keating	133	John Machin
33	Ken Redfern	83	Charlie Dobson	134	Graham Howe
34	Derek Best	84	Andrew Murray	135	Ian Dyson
35	Robin Duffy	85	Dudley Robinson	136	Paul Cott
36	Jim Harvey	86	Richard Browne	137	Peter Grove
37	Austin Hockley	87	Keith Edwards	138	Bill Henderson
38	Ron Hackett	88	David Hunt	139	Roger Bowler
39	Dick Pipes	89	John Cowley	140	Derek Akerman
40	Adrian Cooper	90	Keith Walley	141	Philip Carpenter
41	Peter Elmore	91	Peter Gibson	142	Alan Drewry
42	John Barton	92	David Featherstone	143	Chris Holt
43	Louis Geeson	93	Richard Allen	144	Michael Poxon
44	Mick Grant	94	Brian Anderson	145	Jack Hill
45	Brian Edwards	95	William Stanley	146	Brian Warburton
46	Douglas Cash	96	David Harris	147	Peter Casey
47	John Hackett	97	Alan Rogers	148	Richard Bilsborrow
48	John Hedger	98	Alan Archer	149	Martin Jebson
49	John Taylor	99	Peter Cockram	150	John Miller
50	Brian Hussey	100	Edward Bilsborrow	151	Rex Caunt
51	Colin Thompson	102	Tony Plumridge	152	Spencer Crabbe
52	Nigel Rollason	103	Gordon Pantall	153	Charles Garner
53	Stanley Woods	104	Michael Hatherill	154	Terence Hutton
54	Grant Gibson	105	Stuart Shannon	155	Chris Powell
55	Brian Adams	106	Stuart Hicken	157	Ian Richards
56	Geoff Barry	107	Peter Bates	158	Alfred Speight
57	Stan Hodges	109	David Brown	159	Richard Stevens
58	Stan Hudson	110	Stuart Howe	160	John Weeden
59	Darryl Pendlebury	111	Ken Huggett	161	Ron Rowlands
60	Peter Breingan	112	Malcolm Jeavons	162	Barry Seward
61	Donald Jones	113	John Hughes	163	Clive Watts
62	David Mason	114	Peter Ives	164	Eric Piner
63	Terry Odlin	115	Paul McGhie	165	Stuart Jones
64	Michael Burns	116	Roger Nichols	166	David Whittaker
65	Tom Waterer	117	Jeff Boniface	167	Tony Jones
66	David Jones	118	Ernest Pitt	168	Philip Hagan
67	David Nixon	119	John Silversides	169	Robert Driver
68	Ray Knight	120	David Stevens	170	John Hart
69	David Hollyman	121	Barry Spring	171	Malcolm Brown
70	Philip Haslam	122	John Mills	172	Richard Healey
71	James Oliver	123	Rod Cull	173	Derek Tierney
73	Ronald Hare	124	Brian Banglestein	174	Ron Wittich

SIDECARS

1	Chris Vincent	16	Patrick Sheridan	30	Dick Mapletorpe
2	Peter Brown	17	George O'Dell	31	Steve Sinnott
3	Norman Hanks	18	Gordon Nottingham	32	Kenneth Vogl
4	Fred Hanks	19	Richard Hawes	33	Kenneth Hunt
5	Mick Boddice	20	Bryan Rust	34	Martin Davenport
6	Roy Hanks	21	Terry Rudd	35	John Crick
7	Richard Bryan	22	Pete Tyack	36	David Turner
8	David Lofthouse	23	Roy Woodhouse	37	Paul Pinfold
9	Bill Currie	24	Peter Krukowski	38	Martin Downes
10	Adrian Swindells	25	Michael Horspole	39	Roger Dixon
11	Dennis Keen	26	Brian Mee	40	Robert Cass
12	Gerry Boret	27	Stuart Digby	41	Gordon Fox
14	Bill Cooper	28	Tony Harris	42	David Kruse
15	David Wood	29	Ian MacDonald	43	Michael Blakemore

RACE 1 START: 12.30 p.m. 5 LAPS

EVENT ONE—LIGHTWEIGHT RACE Solo motorcycles over 175 c.c. and not over 250 c.c. Green Plates—White Numbers

HEAT 1

First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or Country	c.c.	MACHINE
12	BARRY SHEENE	London	250	Yamaha
17	DEREK CHATTERTON	Boston	246	Chat Yamaha
Entrant—Chatterton's Motors, Boston				
19	BOB HEATH	Walsall	250	Suzuki
21	BARRY RANDLE	Stourbridge	246	Yamaha
Entrant—Reg Gower, Stourbridge				
22	TONY RUTTER	Stourbridge	248	Yamaha
Entrant—R. Priest, Stourbridge				
28	REX BUTCHER	Tonbridge	248	Ivy Yamaha
31	MICK CHATTERTON	Barnsley	246	Chat Yamaha
37	AUSTIN HOCKLEY	Stapleford	246	Granby Yamaha
Entrant—Granby Motors (Ilkeston) Ltd.				
51	COLIN THOMPSON	Orpington	246	Yamaha
53	STANLEY WOODS	Chester	248	Yamaha
78	DAVID LITTLER	Melton Mowbray	246	Chat Yamaha
79	RON HERRON	N. Ireland	246	Yamsel
Entrant—Five Star Speed Equipe, Windsor				
95	WILLIAM STANLEY	Astwood Bank	246	Yamaha
Entrant—Central Garage, Astwood Bank				
130	MARTIN SHARPE	Brackley	250	Yamaha
Entrant—Ron Herring, Brackley				
131	NOEL CLEGG	Isle of Man	248	Yamaha
133	JOHN MACHIN	Lincoln	250	Padgett Yamaha
135	IAN DYSON	Sutton	250	Lyster Yamaha
137	PETER GROVE	Swansea	248	Yamaha
138	BILL HENDERSON	Coventry	246	Yamaha
Entrant—A. W. Barnes, Coventry				
141	PHILIP CARPENTER	Warrington	246	Yamaha
Entrant—Norman Ball, St. Helens				
152	SPENCER CRABBE	St. Leonards	182	Honda
155	CHRIS POWELL	Shrewsbury	249	Suzuki
Entrant—J. R. Meredith, Motorcycles, Shrewsbury				
158	ALFRED SPEIGHT	Boston	248	Yamaha
159	RICHARD STEVENS	Bradford-on-Avon	247	Suzuki
161	RON ROWLANDS	Cirencester	246	Padgett Yamaha
Entrant—Bob Webb Racing Motors, Cricklade				
164	ERIC PINER	Southall	250	Yamaha
166	DAVID WHITTAKER	Horley	250	Aermacchi
169	ROBERT DRIVER	Rugby	248	Yamaha

Reserves (in the order given below)

172	RICHARD HEALEY	Enfield	246	Yamaha
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72 K MARTIN

SUZUKI

RESULTS:

1st (£3)	22	2nd (£2)	17	3rd (£1)	19	4th	131
5th	130	6th	12	7th	37	8th	53
9th	141	10th	78	11th	138	12th	72
Winner's Time		4.56.2		Speed		82.04 m.p.h.	
Fastest Lap		22		Time		86.71 m.p.h.	

RACE 2 START : 12.45 p.m. 11 LAPS

ANGLO-AMERICAN MATCH RACE

(2nd Round—First leg)

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	RP 10	2nd	J C 8	3rd	DM 4	4th	T J 11	5th	D E 6
6th	DA 3	7th	J R 2	8th		9th		10th	
Winner's Time		10.38		Speed		82.54		m.p.h.	
Fastest Lap		9/10		Time		53.6		Speed	
						90.67		m.p.h.	

RACE 3 START : 1.10 p.m. 5 LAPS

EVENT ONE—LIGHTWEIGHT RACE

Solo motorcycles over 175 c.c. and not over 250 c.c.

Green Plates—White Numbers

HEAT 2

First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or Country	c.c.	MACHINE
9	PAUL SMART Entrant—Joe Francis Motors, London	Maidstone	246	J. F. Yamaha
18	STEVE MACHIN Entrant—Padgetts (Batley) Ltd.	Louth	246	Yamaha Spl.
20	DAVE BROWNING Entrant—Jack Browning, Cheltenham	Cheltenham	246	Yamaha
23	BRIAN KEMP Entrant—Five Star Speed Equipe, Windsor	Windsor	246	Hyder Yamaha
24	PAT MAHONEY Entrant—Screen & Plastics, Birmingham	Crayford	248	Yamaha
38	RON HACKETT	Coventry	250	Yamaha
57	STAN HODGES	Loughborough	248	Yamaha
76	KEN DANIELS Entrant—Frank Parkinson, Worsley, Manchester	Manchester	248	Parkinson Yamaha
85	DUDLEY ROBINSON Entrant—Padgetts (Batley) Ltd.	Shipley	246	Padgett Yamaha
107	PETER BATES	Codsall	250	D.M.W.
129	PETER BERWICK Entrant—Cragg & Cuttriss, Appleby	Appleby	246	Yamaha
132	IVAN HODGKINSON Entrant—Henstock's of Mansfield	Mansfield	250	OSSA
134	GRAHAM HOWE Entrant—Graham Howe Motorcycles, Beeston	Chilwell	246	Yamaha
136	PAUL COTT	Spalding	246	Yamaha
140	DEREK AKERMAN	Stow-in-the-Wold	246	Yamaha
146	BRIAN Warburton Entrant—Norman Ball, St. Helens	Stockport	250	Yamaha
151	REX CAUNT Entrant—A. E. Milnes & Son, Leicester	Leicester	125	Yamaha
153	CHARLES GARNER	Nantwich	250	Yamaha
154	TERENCE HUTTON	Harlow	250	Bultaco
157	IAN RICHARDS	Liverpool	246	Yamaha
160	JOHN WEEDEN	London	246	Yamaha
162	BARRY SEWARD	Southampton	246	Yamsel
163	CLIVE WATTS	Llantwit Major	250	Yamaha
165	STUART JONES	Leeds	246	Yamaha
167	TONY JONES	Stourbridge	246	Bultaco
168	PHILIP HAGAN	Leicester	246	Greeves
170	JOHN HART	Chipping Campden	246	D.M.W. Yamaha
171	MALCOLM BROWN	Southall	250	Yamaha

RESULTS:

1st (£3)	18	2nd (£2)	24	3rd (£1)	85	4th	160
5th	76	6th	154	7th	38	8th	134
9th	146	10th	57	11th	136	12th	151
Winner's Time		53.2		Speed		80.15	
Fastest Lap		24		Time		57	
				Speed		85.20	
						m.p.h.	

RACE 4 START: 1.25 p.m. 5 LAPS

EVENT FIVE—SIDECARS NOT EXCEEDING 1,000 c.c.
Black Plates—White Numbers

HEAT 1

First Nine in each heat to qualify for Final

No.	RIDER	Town or Country	c.c.	MACHINE
1	CHRIS VINCENT Passenger—Keith Scott	Guildenborough	654	B.S.A./Watsonian
3	NORMAN HANKS Passenger—John Glastonbury	Birmingham	740	B.S.A.
4	FRED HANKS Passenger—	Birmingham	650	B.S.A.
5	MICK BODDICE Passenger—Clive Pollington	Birmingham	750	B.S.A.
8	DAVID LOFTHOUSE Passenger—Alan Wilkinson	York	680	D.L.S.
10	ADRIAN SWINDELLS Passenger—Danny Coomber	London	750	Norton
12	GERRY BORET Passenger—Nick Boret	East Molesey	1000	R.G.M.
16	PATRICK SHERIDAN Passenger—Phil Smith	Telford	750	Mason B.S.A.
17	GEORGE O'DELL Passenger—Peter Stockdale	Hemel Hempstead	1000	Triumph
18	GORDON NOTTINGHAM Passenger—John Munday	Brigg	680	Triumph
20	BRYAN RUST Passenger—Keith Carter	Alford	654	B.S.A.
22	PETE TYACK Passenger—Patrick Meehan	Iver	650	Triumph
24	PETER KRUKOWSKI Passenger—Zygmunt Krukowski	Aberdeen	654	B.S.A.
26	BRIAN MEE Passenger—Colin Newbold	Leicester	650	B.S.A.
28	TONY HARRIS Passenger—Brian Harris	Barnehurst	683	Weslake
29	IAN MACDONALD Passenger—Ken Neal	Mansfield	680	Weslake
32	KEN VOGL Passenger—Neil Shelton	Hinckley	650	B.S.A.
33	KENNETH HUNT Passenger—Gareth Townley	Manchester	650	Rushton-Triumph
Reserves (in the order given below):				
38	MARTIN DOWNES Passenger—Clive Downes	Kidderminster	648	Triumph
39	ROGER DIXON Passenger—Paul Appleby	Derby	700	Weslake
40	ROBERT CASS Passenger—Norman Panter	Chigwell	650	M.O.W. Triumph
41	GORDON FOX Passenger—Stephen Greensmith	Sheffield	725	Triumph
42	DAVID KRUSE Passenger—David Rawlinson	Wrexham	650	D.K.R. Starfire
43	MICHAEL BLAKEMORE Passenger—Roland Worrall	Tipton	654	B.S.A.

RESULTS:

1st (£3)	16	2nd (£2)	3	3rd (£1)	1	4th	5
5th	18	6th	17	7th	8	8th	10
9th	39	10th		11th		12th	
Winner's Time		4.57		Speed		81.82 m.p.h.	
Fastest Lap		16		Time		57.2	
				Speed		84.97 m.p.h.	

The Cheap Way Into Racing

If you regularly go car or motor cycle racing you'll find it worthwhile to consider the cost. For instance, if you go to every meeting at Brands Hatch in 1971 it'll set you back about £35. But a season pass is only £8.50.

If you're a member of the BRSCC or a Circuit Car Club, it's only £7.50. For the girl in your life you need only pay £6.50. And your pass doesn't only get you into the circuit. It lets you into the Paddock as well. You can get season passes for Brands Hatch, Mallory Park, Oulton Park, Castle Combe and Snetterton. It's the way into lots of meetings. And the way out of spending lots of money.

Please send me 1971 Season Pass and Car Park Label as follows:

	Approximate Normal Cost	Season Ticket Cost £
BRANDS HATCH 1971 CAR SEASON Eight Pounds Fifty: Admitting to public enclosures and Paddock for approx. 45 events (not Stock Cars). Seven Pounds Fifty: Members of the BRSCC and Circuit Car Clubs.	£35	£8.50
Six Pounds Fifty only for each accompanying lady.		£7.50

CASTLE COMBE 1971 CAR SEASON

Four Pounds: Admitting to public enclosures and Paddock for all 14 events	£11	£4
Three Pounds: Members of BRSCC		£3
Two Pounds only for each accompanying lady		£2

MALLORY PARK 1971 CAR SEASON

Six Pounds Fifty: Admitting to public enclosures and Paddock for approx. 20 events (not Stock Cars)	£20	£6.50
Five Pounds Fifty: Members of the BRSCC and Circuit Car Clubs		£5.50
Four Pounds Fifty only for each accompanying lady		£4.50

OULTON PARK 1971 CAR SEASON

Seven Pounds Fifty: Admitting to course and Paddock for all 13 events	£15.50	£7.50
Six Pounds Fifty only for each accompanying lady		£6.50

SNETTERTON 1971 CAR SEASON

Five Pounds: Admitting to public enclosures and Paddock for approx. 20 events (not Stock Cars)	£13	£5
Four pounds: Members of the SMRC, BRSCC and Circuit Car Clubs		£4
Three Pounds only for each accompanying lady		£3

BRANDS HATCH 1971 MOTOR CYCLE SEASON

Four Pounds: Admitting to public enclosures and Paddock for approx. 22 road races including four internationals	£11	£4
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MALLORY PARK 1971 MOTOR CYCLE SEASON

Three Pounds: Admitting to public enclosures and Paddock for all ten events including three internationals	£8.50	£3
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OULTON PARK 1971 MOTOR CYCLE SEASON

Two Pounds: Admitting to course and Paddock for all five events including two internationals	£4	£2
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SNETTERTON 1971 MOTOR CYCLE SEASON

Three Pounds: Admitting to public enclosures and Paddock for approx. 24 events including one international and Three Nationals	£11	£3
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Parking free at all events

Send this application form and your remittance to the appropriate circuit:

Brands Hatch Circuit Ltd., Fawkham, Nr. Dartford, Kent.
Castle Combe Circuit, Chippenham, Wiltshire.
Cheshire Car Circuit Ltd., Oulton Park, Little Budworth, Tarporley, Cheshire.
Mallory Park Circuit Ltd., Kirkby Mallory, Leicester.
Snetterton Circuit Ltd., Norwich, Norfolk, NOR 10X.

NAME JAMES STEWART
ADDRESS 282 LICHFIELD RD MEMBERSHIP No.
CLUB (IF APPLICABLE)

RACE 5 START : 1.40 p.m. 8 LAPS

THE B.P./BILL IVY SILVER HELMET ELIMINATION RACE

No.	RIDER	Town or Country	c.c. MACHINE
17	D CHATTERTON	BOSTON	
12	B SHEENE	LONDON	
25	D CROFT	RUISLIP	
49	J TAYLOR	GRAVESEND	
18	S MACHIN	LOUTH	
14	C BROWN	ALEY-GREEN	
24	P MAHONY	CRAYFORD	
19	B HEATH	WALSALL	
16	B DICHURN	NORTHLEET	
23	B KEMP	COLCHESTER WINDSOR	
36	J HARVEY	COLCHESTER	
15	C SANBY	HATFIELD	

RESULTS:

1st	12	2nd	23	3rd	24	4th	16
5th	23	6th	17	7th	15	8th	18
9th	19	10th	36	11th	14	12th	49
Winner's Time		7.52		Speed		84.10 m.p.h.	
Fastest Lap		12		Time		54.8	
				Speed		88.68 m.p.h.	

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 March (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 unless there are three or more retirements.

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)

RACE 6 START: 2.00 p.m. 5 LAPS

EVENT FIVE—SIDECARS NOT EXCEEDING 1,000 c.c.
Black Plates—White Numbers

HEAT 2

First Nine in each heat to qualify for Final

No.	RIDER	Town or Country	c.c.	MACHINE
2	PETER BROWN	Guildsborough	654	B.S.A./Watsonian
	Passenger—Michael Casey	Entrant—Peter Chapman, Guildsborough		
6	ROY HANKS	Birmingham	740	B.S.A.
	Passenger—Gerald Daniel	Entrant—Fred Hanks Motorcycles, Birmingham		
7	RICHARD BRYAN	Wrexham	680	R.E.A. Weslake
	Passenger—Peter Pritchard			
9	LAWRENCE CURRIE	Wirral	702	G.S.M. Weslake
	Passenger—Francis Kay	Entrant—K. Williams, Gt. Sutton, Wirral		
11	DENNIS KEEN	Marlborough	998	Vincent
	Passenger—Stuart Parsons	Entrant—Bob Webb Racing Motors, Cricklade		
14	BILL COOPER	Derby	654	W.E.C.
	Passenger—Doug Argent			
15	DAVID WOOD	London	750	Norton
	Passenger—Keith Lacey			
19	RICHARD HAWES	Woodford Green	900	Rhombus Imp
	Passenger—James Mann			
21	TERRY RUDD	Spalding	654	R.W.S./B.S.A.
	Passenger—Henry West			
23	ROY WOODHOUSE	Kidderminster	756	Honda
	Passenger—Doug Woodhouse			
25	MICHAEL HORSPOLE	Spalding	650	Bingham Triumph
	Passenger—Graham Horspole	Entrant—John Bingham, Skegness		
27	STUART DIGBY	Stoke Poges	654	B.S.A.
	Passenger—Brian Haddrell	Entrant—Five Star Speed Equipe, Windsor		
30	DICK MAPLETHORPE	Spalding	650	Triumph
	Passenger—Jim Coaten			
31	STEVE SINNOTT	Spalding	750	S.W.S.
	Passenger—James Williamson			
34	MARTIN DAVENPORT	Coventry	1000	Vincent
	Passenger—Bernard Booth	Entrant—Mellor Motors, Coventry.		
35	JOHN CRICK	Barnsley	670	Windrick
	Passenger—David Senior			
36	DAVID TURNER	Llandudno Junction	650	Triumph
	Passenger—E. Price	Entrant—H. A. Jones, A.E.D. Sidecar Racing, Anglesey		
37	PAUL PINFOLD	Hatton	1000	N.S.U.
	Passenger—Clive Pinfold			

RESULTS:

1st (£3)	2	2nd (£2)	7	3rd (£1)	15	4th	27
5th	21	6th	43	7th	25	8th	14
9th	31	10th		11th		12th	
Winner's Time		5.1.4		Speed		80.62 m.p.h.	
Fastest Lap		2		Time		58.2	
				Speed		85.50 m.p.h.	

RACE 7 START: 2.15 p.m. 10 LAPS

EVENT ONE—LIGHTWEIGHT FINAL
Solo motorcycles over 175 c.c. and not over 250 c.c.
Green Plates—White Numbers

QUALIFIERS

Laps	1	2	3	4	5	6	7	8	9	10
22	T RUTTER									
17	D CHATTERTON									
19	B HEATH									
131	N CLEGG									
130	M SHARPE									
12	B SHEENE									
37	A HOCKLEY									
53	S WOODS									
141	P CARPENTER									
78	D LITTLE									
138	B HENDERSON									
72	K MARTIN									
18	S MACHIN									
24	P MAHONY									
85	D ROBINSON									
160	J WEEDON									
76	K DANIELS									
154	T HUTTON									
38	R MACKETT									
134	G HOWE									
146	B WARRICK									
57	S HODGES									
136	P COTT									
151	R CAUNT									

RESULTS:

1st (£60)	12	2nd (£45)	22	3rd (£30)	18	4th (£15)	24
5th (£13)	17	6th (£10)	19	7th (£9)	53	8th (£8)	141
9th (£7)	85	10th (£6)	146	11th (£5)	37	12th (£4)	76
13th (£3)		14th (£2)		15th (£1)			
Winner's Time		4.35.4		Speed		84.46 m.p.h.	
Fastest Lap		18		Time		55.4	
				Speed		87.75 m.p.h.	

RACE 8 START: 2.35 p.m. 5 LAPS

EVENT TWO—JUNIOR RACE

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

HEAT 1

First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or Country	c.c.	MACHINE
9	PAUL SMART Entrant—Joe Francis Motors, London	Maidstone	348	J.F. Yamaha
12	BARRY SHEENE Entrant—Frank Sheene, London	London	350	Yamaha
17	DEREK CHATTERTON Entrant—Chattertons Motors, Boston	Boston	348	Chat Yamaha
20	DAVE BROWNING Entrant—Jack Browning, Cheltenham	Cheltenham	348	Yamaha
22	TONY RUTTER Entrant—R. Priest, Stourbridge	Stourbridge	349	Yamaha
24	PAT MAHONEY Entrant—Screen & Plastics, Birmingham	Crayford	346	Yamaha
26	RON CHANDLER Entrant—Reg Kirby, Stanford-le-Hope	Bristol	348	Reg Kirby Yamaha
34	DEREK BEST	Sevenoaks	348	Petty
39	DICK PIPES Entrant—Joe Thompson, London	Hull	348	Yamaha
49	JOHN TAYLOR Entrant—Keith Burns, Guildford	Gravesend	348	Yamaha
54	GRANT GIBSON Entrant—Rivett's Yamaha, Leytonstone	London	348	Yamaha
58	STAN HUDSON	Rugby	348	Yamaha
76	KEN DANIELS Entrant—Frank Parkinson, Worsley, Manchester	Manchester	348	Parkinson Yamaha
80	ANTHONY PINK Entrant—Jim Pink (Wallingford) Ltd.	Newbury	348	Yamaha
81	NIGEL PALMER	Berkhamsted	346	Yamsel
82	ROBIN KEATING	Thames Ditton	350	Saxon Yamaha
85	DUDLEY ROBINSON Entrant—Padgett's (Batley) Ltd.	Shipley	350	Padgett Yamaha
103	GORDON PANTALL	Llanelli	348	Tickle Manx
111	KEN HUGGETT Entrant—John Tickle, St. Neots	London	348	Tickle Manx
121	BARRY SPRING	Sandy	340	Ducati
123	ROD CULL	Stroud	350	Chat Yamaha
137	PETER GROVE	Swansea	344	Yamaha
138	BILL HENDERSON Entrant—A. W. Barnes, Coventry	Coventry	348	Yamaha
139	ROGER BOWLER Entrant—Monty and Ward, Edenbridge	Crawley	350	Bultaco
141	PHILIP CARPENTER Entrant—Norman Ball, St. Helens	Warrington	347	Yamaha
142	ALAN DREWRY	Olney	344	Aermacchi
143	CHRIS HOLT	St. Neots	350	Yamaha
144	MICHAEL POXON	Derby	348	Norton

Reserves (In the order given below)

86	RICHARD BROWNE	Stevenage	350	A.J.S.
145	JACK HILL	Derby	348	Yamaha
146	BRIAN Warburton Entrant—Norman Ball, St. Helens	Stockport	350	Yamaha
147	PETER CASEY	Malmesbury	344	Aermacchi
148	RICHARD BILSBORROW	Preston	348	Yamaha
149	MARTIN JEBSON	Camberwell	349	Kettle Norton
150	JOHN MILLER	Bristol	344	Dudley Ward Aermacchi

RESULTS:

1st (£3)	22	2nd (£2)	9	3rd (£1)	17	4th	24
5th	138	6th	146	7th	85	8th	81
9th	139	10th	139	11th	16	12th	147
52	49	Winner's Time	4.36.0	Time	55.2	Speed	84.97 m.p.h.
		Fastest Lap	22/9	Time	55.2	Speed	84.97 m.p.h.

RACE 9 START: 2.50 p.m. 5 LAPS

EVENT TWO—JUNIOR RACE

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

HEAT 2

First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or Country	c.c.	MACHINE
8	JOHN COOPER Entrant—Wraggs Motor Cycles, Mansfield.	Derby	350	Yamsel
11	TONY JEFFERIES Entrant—Broad Motors, Ilford.	Shipley	350	Yamaha
16	BARRY DITCHBURN	Northfleet	346	Broad Yamaha
18	STEVE MACHIN Entrant—Padgett's (Batley) Ltd.	Louth	350	Padgett Yamaha
21	BARRY RANDLE Entrant—Reg Gower, Stourbridge	Stourbridge	348	Yamaha
27	JIM CURRY	Cheltenham	340	Honda
28	REX BUTCHER	Tonbridge	348	Ivy Yamaha
31	MICK CHATTERTON	Barnsley	348	Yamaha
33	KEN REDFERN	Hutton Rudby	350	Yamsel
35	ROBIN DUFFY Entrant—John Tickle Racing Developments, St. Neots	Windsor	348	Manx T3
43	LOUIS GEESON	Sutton Coldfield	347	Honda
44	MICK GRANT Entrant—Jim Lee (Racing Components) Birstall, Leeds	Wakefield	350	Lee Yamaha
45	BRIAN EDWARDS	London	350	Desmo Ducati
51	COLIN THOMPSON	Orpington	348	Yamaha
56	GEOFF BARRY Entrant—E. C. Oakley, Nottingham	Derby	349	Oakley A.J.S.
60	PETER BREINGAN Entrant—S. T. Mularney, Leighton Buzzard	Dunstable	350	Aermacchi
77	BOB STEVENSON	Derby	348	Greeves
78	DAVID LITTLER	Melton Mowbray	345	Chat Yamaha
79	TOM HERRON Entrant—Five Star Speed Equipe, Windsor	N. Ireland	350	Yamaha
83	CHARLIE DOBSON	Lanarkshire	350	Honda
96	DAVID HARRIS Entrant—J. B. Pickles, Brigg	Grantham	350	Yamaha
100	EDWARD BILSBORROW	Preston	344	Drixton Aermacchi
104	MICHAEL HATHERILL	Chippenham	348	Norton
120	DAVID STEVENS Entrant—Jeffs Motor Spares, London	London	348	Manx
122	JOHN MILLS	Penarth	348	Sabre Yamaha
124	BRIAN BANGLESTEIN	St. Austell	350	A.J.S.
128	PAUL WOOTTEN	Bath	348	Yamsel

RESULTS:

1st (£3)	21	2nd (£2)	27	3rd (£1)	18	4th	33
5th	56	6th	11	7th	51	8th	77
9th	56	10th	104	11th	96	12th	131
		Winner's Time	4.49.2	Time	55	Speed	85.97 m.p.h.
		Fastest Lap	8	Time	55	Speed	85.96 m.p.h.

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

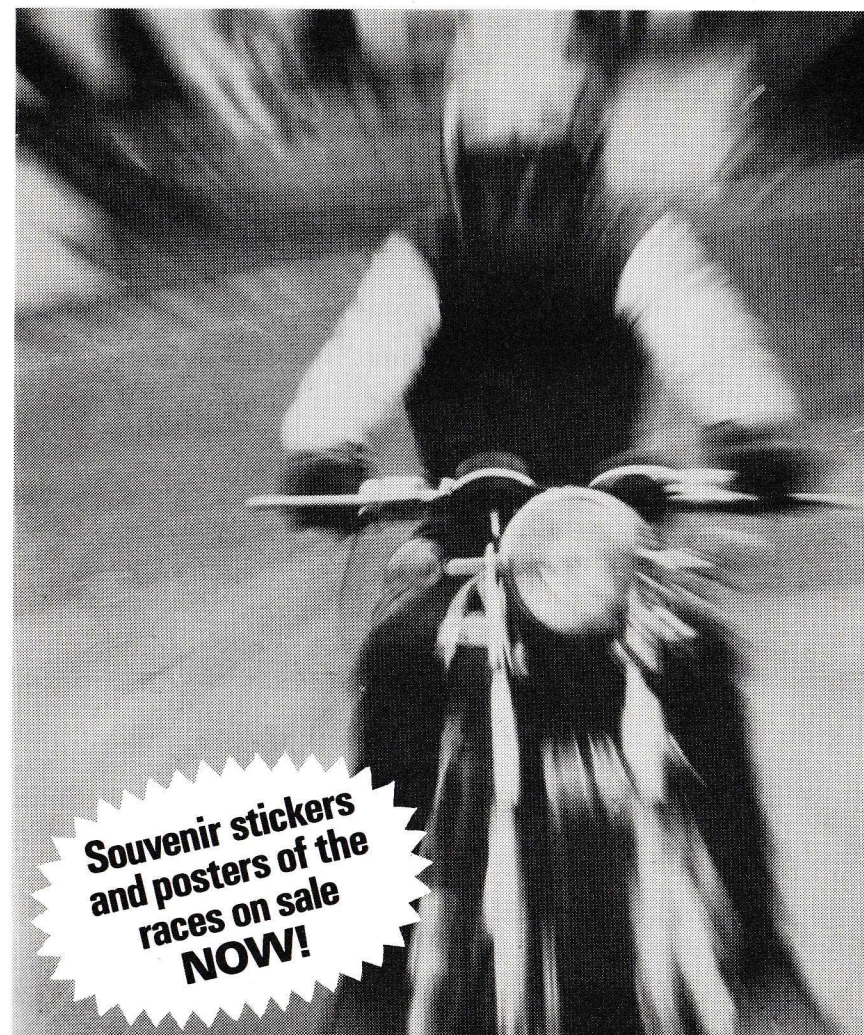
M. A. Needham
Director

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

Trident 750 cm³



Trident 750 cm³, part of the fabulous Triumph 1971 new range — see them at your local dealer **NOW!**



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 11 LAPS (14.85 miles) FOR SOLO MOTOR CYCLES OVER 648cc BUT NOT OVER 750cc.

UNITED STATES (Selected from)	ROUND 1 April 9th Brands Hatch			ROUND 2 April 11th Mallory Park			ROUND 3 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>	2	2	4	4	4	12						
3 Dave Aldana <i>BSA</i>	4	3	7	5	5	17						
4 Dick Mann <i>BSA</i>	8	7	15	8	7	30						
5 Don Castro <i>Triumph</i>	5	8	13	2	6	21						
6 Don Emde <i>BSA</i>	6	4	10	6	3	19						

GREAT BRITAIN

7 Percy Tait <i>Triumph</i>	7	6	13	1	8	14						
8 John Cooper <i>BSA</i>	1	1	2	9	8	19						
9 Paul Smart <i>Triumph</i>	9	9	18	3	10	31						
10 Ray Pickrell <i>BSA</i>	10	10	20	10	9	39						
11 Tony Jefferies <i>Triumph</i>	3	5	8	7		15						

Team Captains: US Gary Nixon GB Percy Tait

Race 1

Finish Order	1	2	3	4	5	6	7	8	9	10
Riding No.	10	8	4	11	6	3	2	9	5	7
Time										
Speed										
Fastest Lap: No. 9/10 Time 53.6 Speed 90.67										

Race 2

Finish Order	1	2	3	4	5	6	7	8	9	10
Riding No.	9	10	8	4	5	3	2	6	7	
Time										
Speed										
Fastest Lap: No. 8 Time 52 Speed 95.46										

The American Team



GARY NIXON



JIM RICE



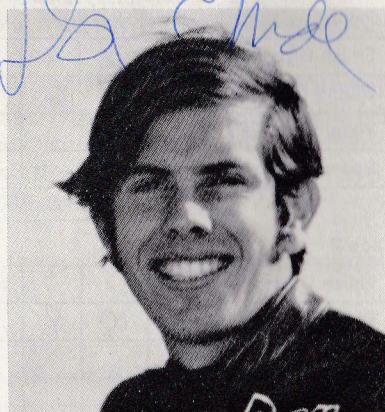
DAVE ALDANA



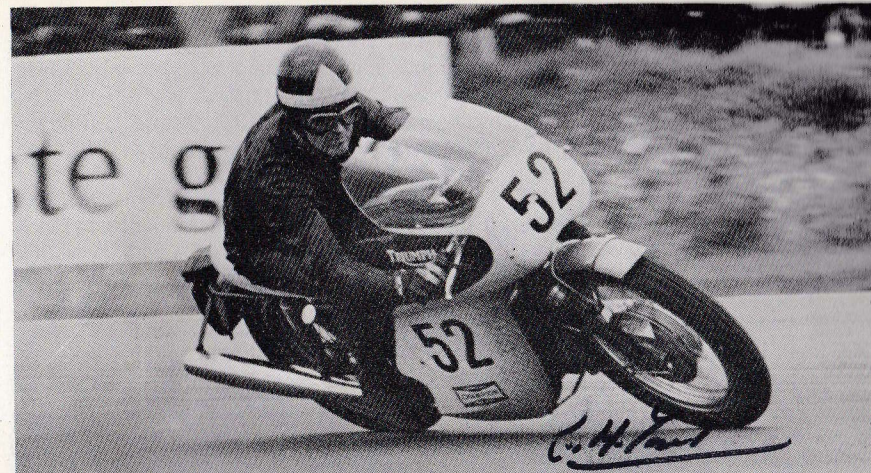
DICK MANN



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.

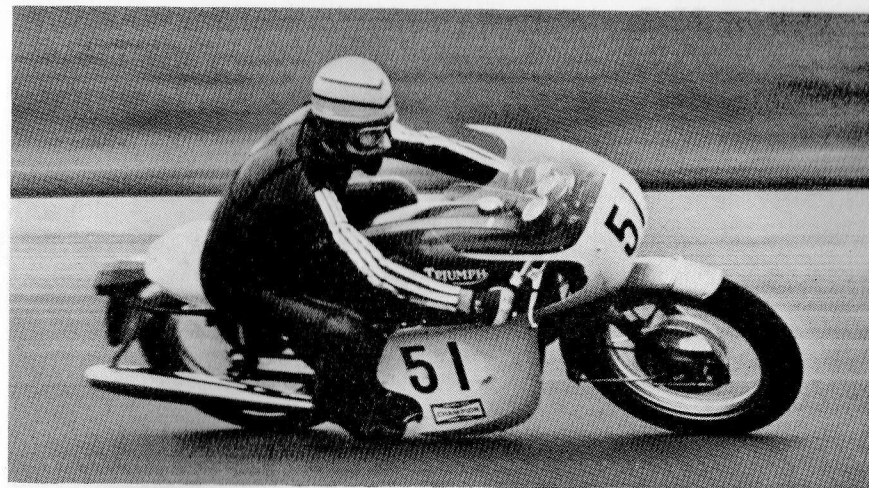
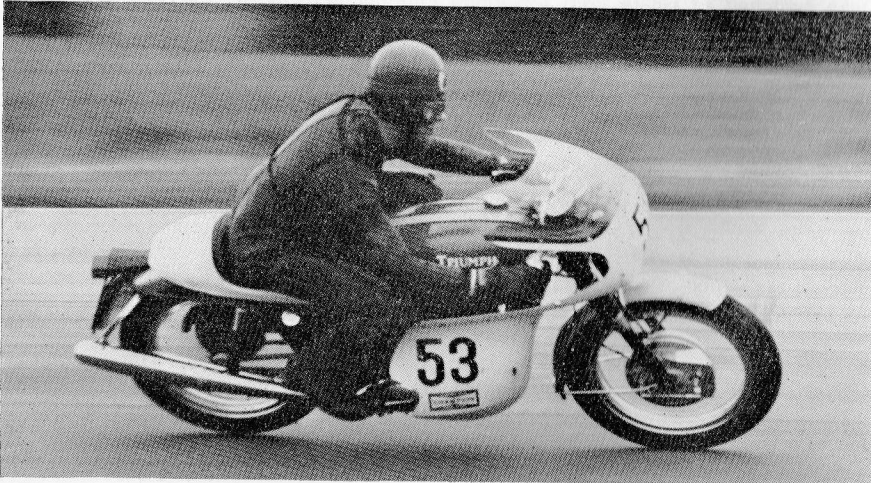
The British rider challenge failed again this year with a repeat performance by Dick Mann and Gene Romero, who finished first and second, providing BSA with its second American win in a major road race (Talladega last year being the first), and the BSA Triumph corporation with a clean sweep of the first 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 has never gone so fast—his first visit to England, and with very little preparation.

The American Challenge was to be led by their 23-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 in Anadarko, Oklahoma, on 25th January 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, Gary has ranked as one of the top racers and is at home

JOHN COOPER *Triumph*



RAY PICKRELL *Triumph*

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 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 T.T. (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 28th December 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 motor cycle scrambles on a 500cc 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 circuits.

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 championship 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 15 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 accent being put on the



PAUL SMART leads GARY NIXON

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 26 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's 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.

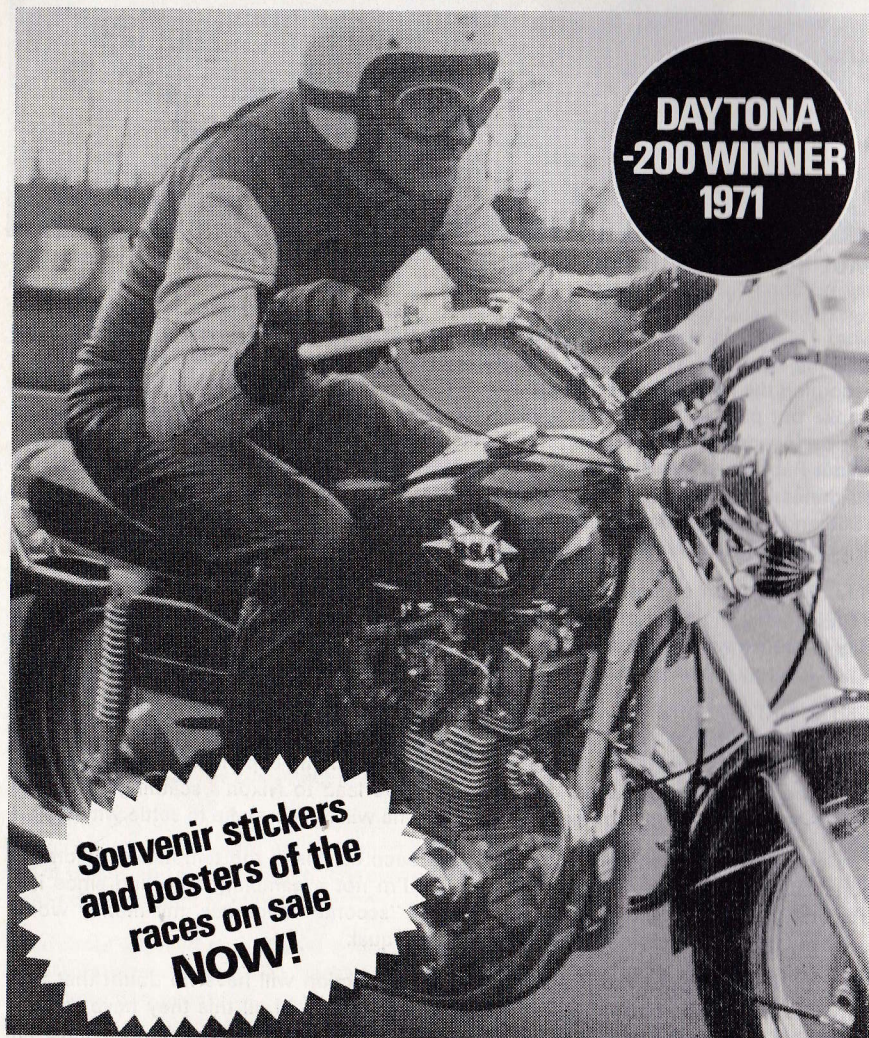
The trouble is anyone who has seen the Yanks in action will have no doubt that they have the ability, the backing and the brains; but on top of all this they have the unbelievable confidence to win. As Nixon commented last year—"If I don't believe I'm going to win there's no point in riding. I don't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

Jim Swift.

This is the Rocket 3



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



RACE 10 START: 3.05 p.m. 15 LAPS

EVENT SIX—PRODUCTION RACE Production Machines A1 over 250 c.c. and not exceeding 1,000 c.c.

No.	RIDER	Town or Country	c.c. MACHINE
15	CHARLIE SANBY Entrant—Gus Kuhn Motors, London	Hatfield	745 Kuhn Commando
23	BRIAN KEMP Entrant—Five Star Seed Equip, Windsor	Windsor	750 Curley Commando
30	GARY GREEN Entrant—Elite Motors, Tooting	Coventry	750 Triumph Trident
35	ROBIN DUFFTY Entrant—John Tickle Racing Developments, St. Neots	Windsor	750 Kennedy Commando
37	AUSTIN HOCKLEY Entrant—Saunders Motors, Essex	Stapleford	750 Saunders Commando
45	BRIAN EDWARDS	London	650 Triumph Bonneville
46	DOUGLAS CASH	Watford	750 Norton Commando
47	JOHN HACKETT Entrant—T. & S. Motors, Coventry, Ltd.	Coventry	498 Kawasaki
59	DARRYL PENDLEBURY Entrant—A. Bennett & Son, Nuneaton	Coventry	668 Triumph
61	DONALD JONES	Wolverhampton	668 Triumph
62	DAVID MASON Entrant—Les Mason, Tamworth	Tamworth	650 B.S.A. Spitfire
63	TERRY ODLIN	Scunthorpe	670 Triumph
64	MICHAEL BURNS Entrant—Roy Jarvis Motorcycles, Ripley, Derbyshire	Ripley	750 B.S.A. Rocket
65	TOM WATERER	Birmingham	650 B.S.A. Spitfire
66	DAVID JONES	Newport	750 Triumph Trident
67	DAVID NIXON Entrant—Boyer of Bromley	Ashford	750 Triumph
68	RAY KNIGHT Entrant—Knightriders M.C.C., Caterham	Orpington	741 Triumph Trident
69	DAVID HOLLYMAN	Cardiff	736 Royal Enfield
70	PHILIP HASLAM	Nottingham	650 Triumph
71	JAMES OLIVER	Coventry	498 Triumph
174	RON WITTICH	Luton	745 Norton Commando

RESULTS:

1st (£45)	15	2nd (£30)	174	3rd (£20)	23	4th (£10)	46
5th (£9)	37	6th (£8)	13	7th (£7)	59	8th (£6)	45
9th (£5)	64	10th (£4)		11th (£3)		12th (£2)	
13th (£1)		14th		15th			
Winner's Time				Speed	85.46	m.p.h.	
Fastest Lap				Time	55.4	Speed	
					87.73	m.p.h.	

Make a note in your diary now

SUNDAY
APRIL 25 — 12.30
B.P. VINTAGE MOTOR
CYCLE
RACE OF THE YEAR
MALLORY PARK

**HOW
FAST
WILL
IT
GO?**

Did you know that practising facilities exist at Mallory Park for members of car and motor-cycle clubs to test their machines on certain Saturdays?

The cost is for half day £3.30 per car and driver (£1 for each additional driver), £6 whole day (£1.30 for each additional driver), £2 per solo motor-cycle driver (half day) and £2 per threewheeler driver half day, £3 for whole day. You will need a current driving licence, a crash helmet and, if you are a motor cyclist, leathers or a Barbour suit, goggles and gloves. Drivers of open cars will also need either goggles or a vizor, and all headlamps must be taped.

CARS
 1.00-1.20
 2.00-2.20
 3.00-3.20
 4.00-4.20

**MOTOR-CYCLES AND
THREEWHEELERS**
 1.30-1.50
 2.30-2.50
 3.30-3.50
 4.30-4.50

RACE 13

START : 4.00 p.m.

10 LAPS

EVENT TWO—JUNIOR FINAL
 Solo motorcycles over 250 c.c. and not exceeding 350 c.c.
 Blue Plates—White Numbers

QUALIFIERS

	Laps	1	2	3	4	5	6	7	8	9	10
22 T RUTTER											
9 P SMART											
17 D CHATTERTON											
24 P MAHONEY											
12 B SHEENE											
146 B WARRBURTON											
85 D ROBINSON											
81 N FARMER											
138 B HENDERSON											
139 R BOWLER											
76 K DANIELS											
147 P CASEY											
8 J COOPER											
27 J CURRY											
18 S MACHIN											
33 K REDFERN											
21 B RANDLE											
11 T JEFFERIES											
61 C THOMPSON											
77 B STEVENSON											
56 G BARRY											
104 M HATHERILL											
96 D HARRIS											
31 M CHATTERTON											
82 R KEATING											
49 J TAYLOR											

RESULTS:

1st (£60)	8	2nd (£45)	9	3rd (£30)	12	4th (£15)	18
5th (£13)	17	6th (£10)	22	7th (£9)	27	8th (£8)	21
9th (£7)	33	10th (£6)	85	11th (£5)	81	12th (£4)	51
13th (£3)		14th (£2)		15th (£1)			
Winner's Time 9.16.4				Speed 87.35 m.p.h.			
Fastest Lap 12				Time 53.6 Speed 90.67 m.p.h.			

RACE 14 START: 4.20 p.m. 5 LAPS

EVENT THREE—SENIOR RACE

Solo motorcycles over 350 c.c. and not exceeding 500 c.c.

Yellow Plates—Black Numbers

A ROUND OF THE SHELL SUPER OIL 500 c.c. CHAMPIONSHIP

HEAT 1

First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or Country	c.c.	MACHINE
7	PERCY TAIT	Coventry	498	Triumph
8	JOHN COOPER	Derby	500	Seeley
14	CLIVE BROWN	Aley Green	499	Norton
19	BOB HEATH	Walsall	499	B.S.A.
23	BRIAN KEMP	Windsor	496	Higley Seeley
Entrant—Five Star Speed Equipe, Windsor				
32	DONALD MAY	Farnborough	499	Petty Manx
34	DEREK BEST	Bristol	493	Petty
35	ROBIN DUFFTY	Windsor	499	Manx T5
Entrant—John Tickle Racing Developments, St. Neots				
36	JIM HARVEY	Colchester	496	Kirby Metisse
Entrant—Tom Kirby, Hornchurch				
41	PETER ELMORE	Birmingham	499	Norton
49	JOHN TAYLOR	Gravesend	496	Seeley
Entrant—Keith Burns, Guildford				
50	BRIAN HUSSEY	Welwyn	499	Norton
52	NIGEL ROLLASON	Sutton Coldfield	351	Yamroll
Entrant—Phobof Racing Equipe, Sutton Coldfield				
55	BRIAN ADAMS	Cardiff	499	Norton
Entrant—Bill Stuart, Lydney				
71	JAMES OLIVER	Coventry	498	H.K.W.
74	MEL FARRAR	Sheffield	500	Linto
90	KEITH WALLEY	Wallasey	497	Norton
91	PETER GIBSON	Romford	496	Seeley
94	BRIAN ANDERSON	Liverpool	499	Norton
96	DAVID HARRIS	Grantham	499	Norton
Entrant—J. B. Picksley, Brigg				
99	PETER COCKRAM	Black Fen	496	Q.U.B. Seeley
Entrant—Colin Seeley Racing Developments, Belvedere				
103	GORDON PANTALL	Llanelli	499	Tickle Manx
106	STUART HICKEN	Leicester	500	Matchless
111	KEN HUGGETT	London	499	Tickle Manx
Entrant—John Tickle, St. Neots				
114	PETER IVES	High Wycombe	496	Seeley
115	PAUL MCGHIE	Chester	498	Seeley Metisse
117	JEFF BONIFACE	London	499	Kettle Norton
Entrant—Jeffs Motor Spares, London				
119	JOHN SILVERSIDES	Portsmouth	499	Seeley Metisse

Reserves (In the order given below)

75	MICHAEL HUNT	Leicester	D.T.H. Triumph
Entrant—D.T.H. Racing, Desford, Leicester			
87	KEITH EDWARDS	Amersham	496 Seeley
124	BRIAN BANGLESTEIN	St. Austell	500 Norton
125	MICHAEL BIRD	Littlehampton	500 Seeley
126	BRIAN PENFOLD	Tunbridge Wells	499 Norton
127	HARRY DIXEY	Northampton	499 B.S.A.

RESULTS:

1st (£3)	36	2nd (£2)	32	3rd (£1)	8	4th	19
5th	23	6th	41	7th	34	8th	119
9th	114	10th	11	11th	99	12th	107
Winner's Time		4.48		Speed		84.20 m.p.h.	
Fastest Lap		32		Time		35.4	
				Speed		87.75 m.p.h.	

RACE 15 START: 4.35 p.m. 5 LAPS

EVENT THREE—SENIOR RACE

Solo motorcycles over 350 c.c. and not exceeding 500 c.c.

Yellow Plates—Black Numbers

A ROUND OF THE SHELL SUPER OIL 500 c.c. CHAMPIONSHIP

HEAT 2

First Fourteen in each heat to qualify for the Final

No.	RIDER	Town or Country	c.c.	MACHINE
15	CHARLIE SANBY	Hatfield	500	Kuhn Seeley
Entrant—Gus Kuhn Motors, London				
25	DAVE CROXFORD	Ruislip	500	Seeley
Entrant—Colin Seeley Racing Developments, Belvedere				
26	RON CHANDLER	Sevenoaks	498	Kawasaki
Entrant—Team T-Macc, Wembley				
27	JIM CURRY	Cheltenham	500	Seeley
33	KEN REDFERN	Hutton Rudby	500	R.J. Dunstall
39	DICK PIPES	Hull	499	Seeley
Entrant—Joe Thompson, London				
44	MICK GRANT	Wakefield	500	Norton
Entrant—Jim Lee (Racing Components), Birstall, Leeds				
45	BRIAN EDWARDS	London	450	Desmo Ducati
53	STANLEY WOODS	Chester	499	Norton
56	GEOFF BARRY	Derby	496	Oakley Matchless
Entrant—E. C. Oakley, Nottingham				
57	STAN HODGES	Loughborough	499	Norton
60	PETER BREINGAN	Dunstable	500	Honda
Entrant—S. T. Mularney, Leighton Buzzard				
86	RICHARD BROWNE	Stevenage	500	Norton
92	DAVID FEATHERSTONE	Rugby	499	Norton
93	RICHARD ALLEN	Portsmouth	496	Kirby Metisse
95	WILLIAM STANLEY	Astwood Bank	499	Seeley Metisse
Entrant—Central Garage, Astwood Bank				
97	ALAN ROGERS	Enfield	496	Seeley
102	TONY PLUMRIDGE	Wisbech	499	Tickle Manx
104	MICHAEL HATHERILL	Chippenham	499	Norton
105	STUART SHANNON	Cardiff	499	Norton
107	PETER BATES	Codsall	490	Triumph
109	DAVID BROWN	Stockton-on-Tees	496	Seeley
110	STUART HOWE	Leicester	441	B.S.A.
Entrant—A. E. Milnes & Son, Leicester				
112	MALCOLM JEAVONS	Wolverhampton	360	Bultaco
113	JOHN HUGHES	Chester	498	Matchless
116	ROGER NICHOLS	Newport	500	Matchless
118	ERNEST PITT	Cwmbran	500	Norton
173	DEREK TIERNEY	Liverpool	500	Norton

RESULTS:

1st (£3)	15	2nd (£2)	27	3rd (£1)	93	4th	66
5th	57	6th	116	7th	97	8th	53
9th	112	10th	93	11th	118	12th	115
Winner's Time		4.51.8		Speed		85.28 m.p.h.	
Fastest Lap		15		Time		36.2	
				Speed		86.48 m.p.h.	

RACE 16 START : 4.50 p.m. 10 LAPS

EVENT FOUR—FINAL
Solo motorcycles 100-1,000 c.c.

QUALIFIERS	LAPS	1	2	3	4	5	6	7	8	9	10
8 J COOPER											
25 D CROXFORD											
15 C SANBY											
9 D SMART											
34 D BEST											
16 D DITCHBURN											
33 K REDFERN											
14 C BROWN											
34 P ELMORE											
56 C BARRY											
34 D BEST											
34 B KEMP											
27 J CURRY											
18 S MACHIN											
48 J HEDGER											
32 D MAY											
24 P MAHONY											
22 T RUTTER											
36 J HARVEY											
59 D FENDLEBURY											
10 P HASLEM											
43 L GIBSON											
54 G GIBSON											

RESULTS:

1st (£60)	9	2nd (£45)	8	3rd (£30)	15	4th (£15)	44
5th (£13)	18	6th (£10)	32	7th (£9)	23	8th (£8)	32
9th (£7)	33	10th (£6)	43	11th (£5)	22	12th (£4)	38
13th (£3)		14th (£2)		15th (£1)			
Winner's Time	19.11.2	Speed	88.17	m.p.h.			
Fastest Lap	53.4	Time	91.01	m.p.h.			

SHELL SUPER OIL 500 c.c. CHAMPIONSHIP FOR 1971.

EIGHT ROUNDS AT BRANDS, MALLORY AND SNETTERTON.

The highly successful 500cc Championship sponsored by Shell last year will be repeated in 1971 under the new title of the Shell Super Oil 500cc Motor Cycle Championship.

The 500cc race at each of eight National and International Road Race meetings will count for points in the Championship on a scale of 8, 6, 4, 3, 2, 1 for the first six places.

At the end of the season, with all results counting, the rider with the highest total of points wins the Championship and receives the first prize of £100. The runner up gets £50, third man £25, fourth £15 and fifth £10.

The dates are as follows:

7th March—Mallory Park

11th April—Mallory Park

31st May—Brands Hatch

13th June—Mallory Park

8th August—Brands Hatch

29th August—Snetterton

19th September—Mallory Park

10th October—Brands Hatch

First National Motor Cycle Races

Rothmans National Motor Cycle Races

Evening News International Motor Cycle Races

Post T.T. International Motor Cycle Races

International Hutchinson 100 Motor Cycle Races

Rothmans International Motor Cycle Race of Aces

Rothmans 1000 gns. International Race of the Year

Evening News International Motor Cycle Race of the South

Point Position to Date

1.	C. Sanby	...	...	8 pts.
2.	B. Kemp	...	...	6 pts.
3.	T. H. Tait	...	...	4 pts.
4.	R. Duffty	...	...	3 pts.
5.	G. Barry	...	...	2 pts.
6.	P. Gibson	...	...	1 pt.

10 LAPS

Yellow Plates—Black Numbers

Laps

1 2 3 4 5 6 7 8 9 10

[illegible]

1st (£60)	32	2nd (£45)	36	3rd (£30)	18	4th (£15)	8
5th (£13)	19	6th (£10)	7.5	7th (£9)	4.5	8th (£8)	56
9th (£7)	53	10th (£6)	119	11th (£5)	116	12th (£4)	173
13th (£3)	97	14th (£2)	114	15th (£1)	111		

Winner's Time 40.1 Speed 87.16 m.p.h.
Fastest Lap 32/36 Time 54.6 Speed 89.01 m.p.h.

(2nd Round—Second leg)

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

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

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

Winner's Time 9.55.8 Speed 89.72 m.p.h.
Fastest Lap 8 Time 52 Speed 95.46 m.p.h.

8 LAPS

Black Plates—White Numbers

1 2 3 4 5 6 7 8

RESULTS:

Fastest Lap.....1..... **Time**.....56.3..... **Speed**.....86.48.....m.p.h.

Lap Speed Table

MALLORY PARK

FULL CIRCUIT

1.35 MILES

<i>Min. Secs.</i>	<i>Speed</i>	<i>Min. Secs.</i>	<i>Speed</i>	<i>Min. Secs.</i>	<i>Speed</i>	<i>Min. Secs.</i>	<i>Speed</i>
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	72.32
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	58.80	82.65	07.80	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	52.20	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	109.95	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
45.60	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	05.40	74.31	14.40	65.32
47.60	102.10	56.60	85.87	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

MALLORY PARK 1971 FIXTURES

DATE	EVENT	ORGANISER	EVENTS	CHARGES
12 Apr.	SHELL SUPER OIL £40,000 RAC BRITISH FORMULA 3 CHAMPIONSHIP CAR RACES	BRSCC	F3*, FF*, MS*, T	70p-A, 30p-C, 30p-S, 50p-P
17/18 Apr.	British Caravan Road Rally	Caravan Club	Caravans	Public not admitted
25 Apr.	BP Vintage Motor Cycle Race of the Year	Vintage MCC & EMACU	All Classes	50p-A, 20p-C, 30p-P
2 May	†Clubmans Car Races	MCMRC	SSF, S, T	50p-A, 20p-C, 20p-P
9 May	Clubmans Motor Cycle Races	EMACU	All Classes	30p-A, Rovers
16 May	Hepolite-Glacier Double 20 Championship Car Races	BRSCC	T*, F100*, MS*, SSF, S	50p-A, 30p-C, 30p-P
23 May	†Clubmans Car Races	BARC	SSF, S, T	50p-A, 20p-C, 20p-P
30 May	Rothmans National Motor Cycle Races	EMACU	All Classes	50p-A, 20p-C, 30p-S, 30p-P
31 May	ROTHMANS KING SIZE F5000 EUROPEAN CHAMPIONSHIP CAR RACES	BRSCC	F5000*, MS*, T, FF	80p-A, 30p-C, 30p-S, 50p-P
6 June	Scooter Trial	LASCA	Scooters	No charge to public
13 June	POST TT INTERNATIONAL MOTOR CYCLE RACES	EMACU	ALL CLASSES	70p-A, 20p-C, 50p-S, 50p-P
20 June	†Clubmans Car Races	Mini 7	SSF, S, T	50p-A, 20p-C, 20p-P
27 June	Clubmans Motor Cycle Races	EMACU	All Classes	30p-A, Rovers
4 July	Nottingham Championship Car Races	NSCC	F3*, FF*, T*, S	50p-A, 30p-C, 30p-P
11 July	Clubmans Car Races	Coventry WMC	SSF, S, T	50p-A, 20p-C, 20p-P
18 July	Scooter Trial	LASCA	Scooters	No charge to public
25 July	Lombank Championship Car Races	BRSCC	F3* F100*, C*, SSF, S, T	50p-A, 30p-C, 30p-P
8 Aug.	†Clubmans Car Races	BRSCC	SSF, S, T	50p-A, 20p-C, 20p-P
15 Aug.	Yellow Pages Championship Car Races	BARC	FA*, C* T, S, MS	50p-A, 30p-C, 30p-P
22 Aug.	Clubmans Motor Cycle Races	EMACU	All Classes	40p-A, 20p-C, 20p-P
29 Aug.	British Oxygen Championship Car Races	BRSCC	T* FF*, MS, SSF, S	60p-A, 30p-C, 30p-P, 50p-P
12 Sept.	†Clubmans Car Races	BARC	SSF, S, T	50p-A, 20p-C, 20p-P
18 Sept.	Rothmans 1000 gns. International Race of the Year Practice	EMACU	All Classes	20p-A, CF, Rovers
19 Sept.	ROTHMANS 1000 GNS. INTERNATIONAL RACE OF THE YEAR	EMACU	ALL CLASSES	70p-A, 30p-C, 50p-S, £1-P
26 Sept.	SHELL SUPER OIL £40,000 RAC BRITISH FORMULA 3 CHAMPIONSHIP INTERNATIONAL CAR RACES	BRSCC	F3*, T2*, FF	70p-A, 30p-C, 50p-S, 50p-P
10 Oct	Hepolite-Glacier Championship Car Races	Mini 7	F3*, T*, FF	50p-A, 30p-C, 30p-P
24 Oct.	Yellow Pages Championship Car Races	London MC	FA*, T*, MS*, C*, SSF	50p-A, 30p-C, 30p-P
7 Nov.	Clubmans Car Races	BRSCC	SSF, S, T	50p-A, 20p-C, 20p-P
27 Dec.	Ox-Roasting Championship Car Races	BRSCC	FA*, T*, FF	60p-A, 30p-C, 30p-S, 50p-P

† On 1-mile Clubmans 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. C—Clubman's Sports. T2—Group 2 Saloon. T—Saloon Cars (Club-Type). S—Sports Cars. SSF—Single Seater Formula. At car meetings when an abbreviation is followed by an asterisk (*) this indicates that this particular event is a championship round. Final confirmation on motor cycling championships is not available at the time of going to press.

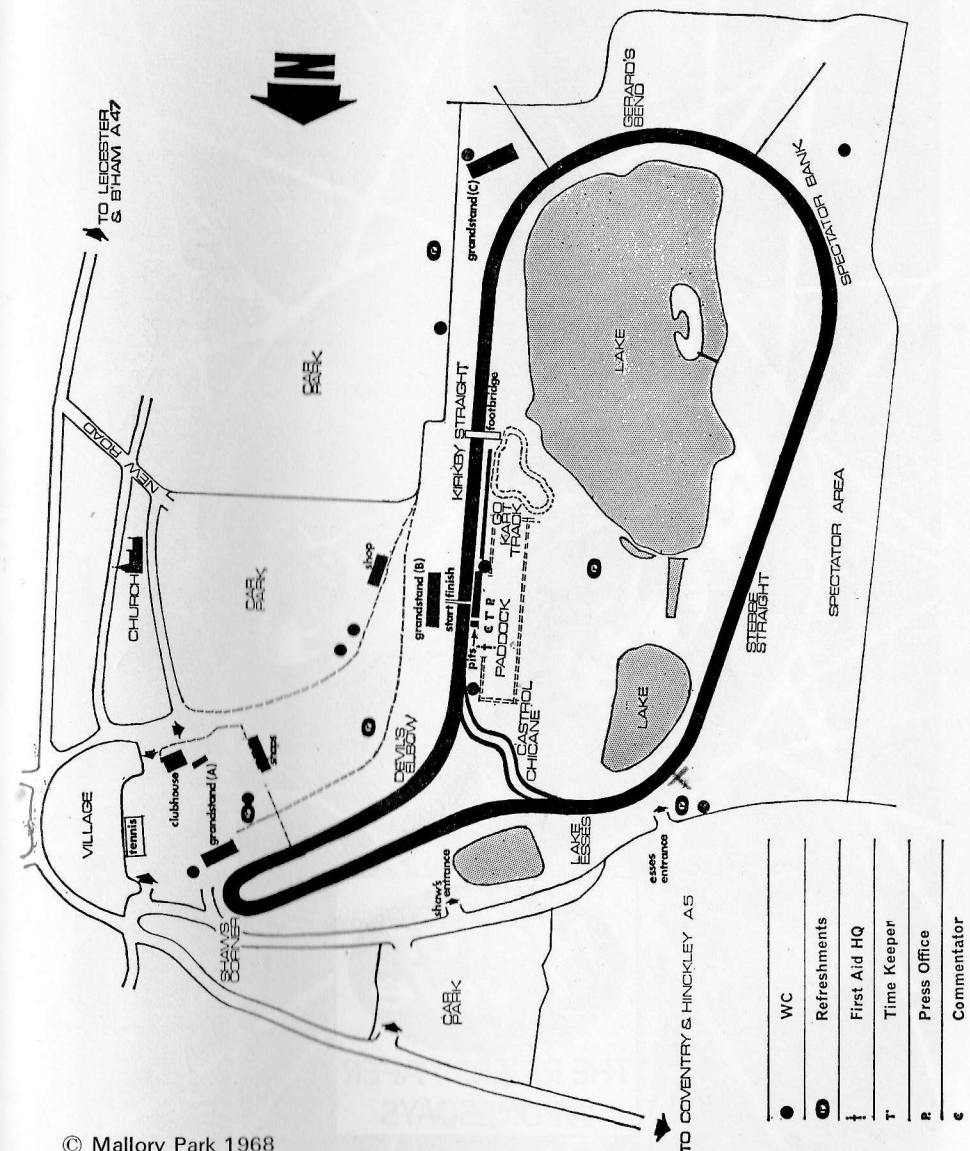
Charges: A—Adults. C—Children. CF—Children Free. S—Covered Stands. OS—Open Seats or Stands. SF—Stands Free. P—Paddock. SP—Stands and Paddock combined. ROVERS—Stands and Paddock Free.

ALL PARKING FREE

Map of Mallory Park Race Circuit

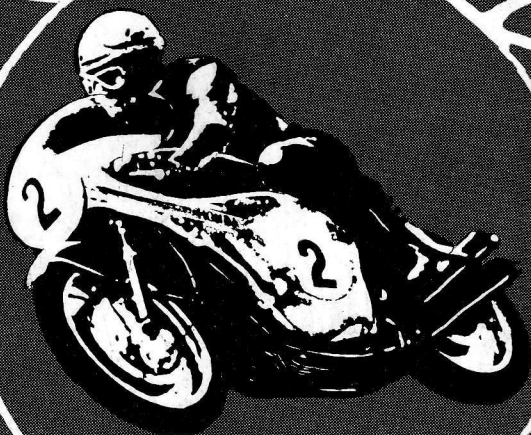
Lap Distance — 1.35 miles

Short Circuit — 1 mile



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***Motor
Cycle***

THE RIDERS' PAPER
WEDNESDAYS