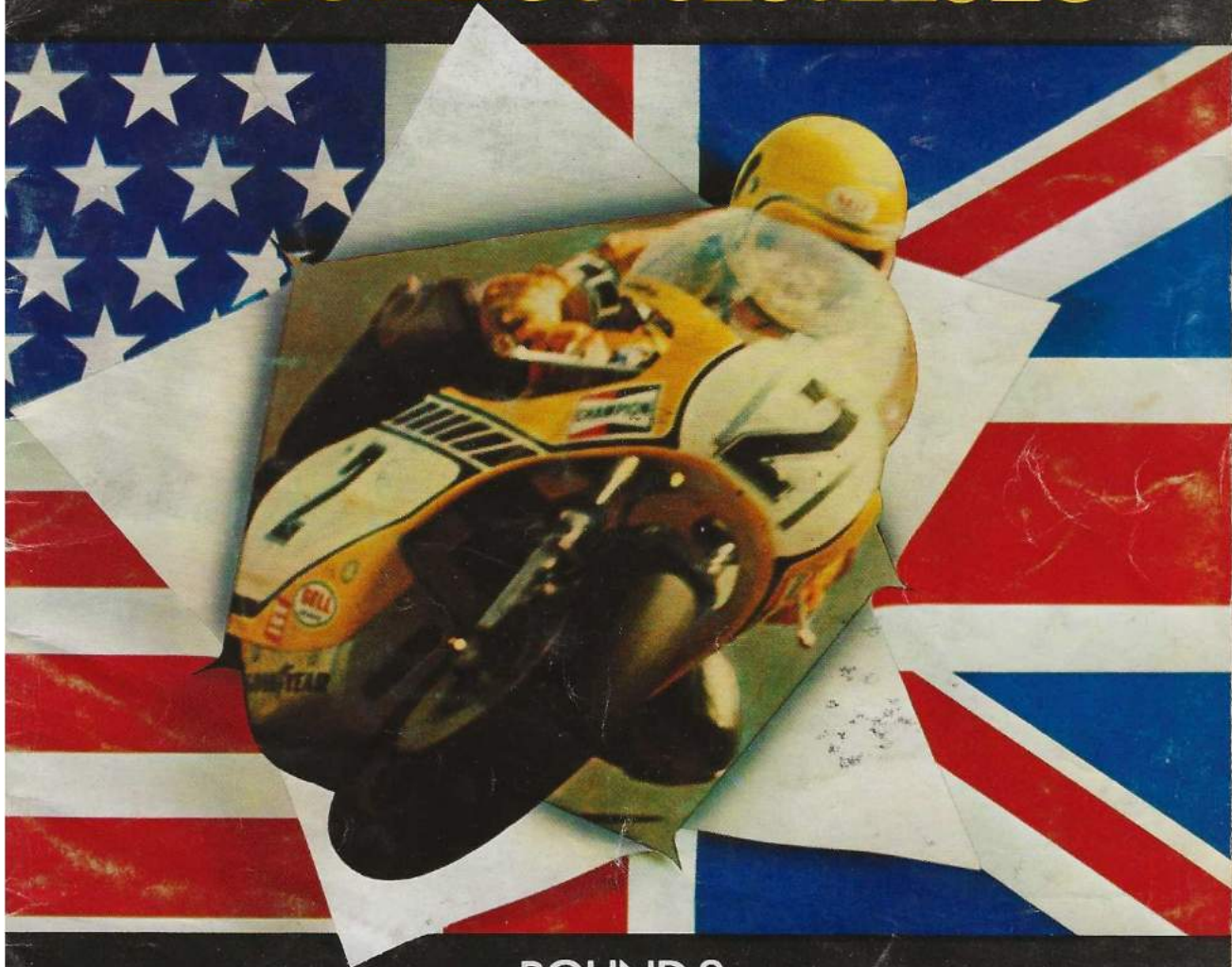


John Player Transatlantic



ROUND 3

Oulton Park April 19th

ORGANISED BY CACU

OFFICIAL PROGRAMME 25p

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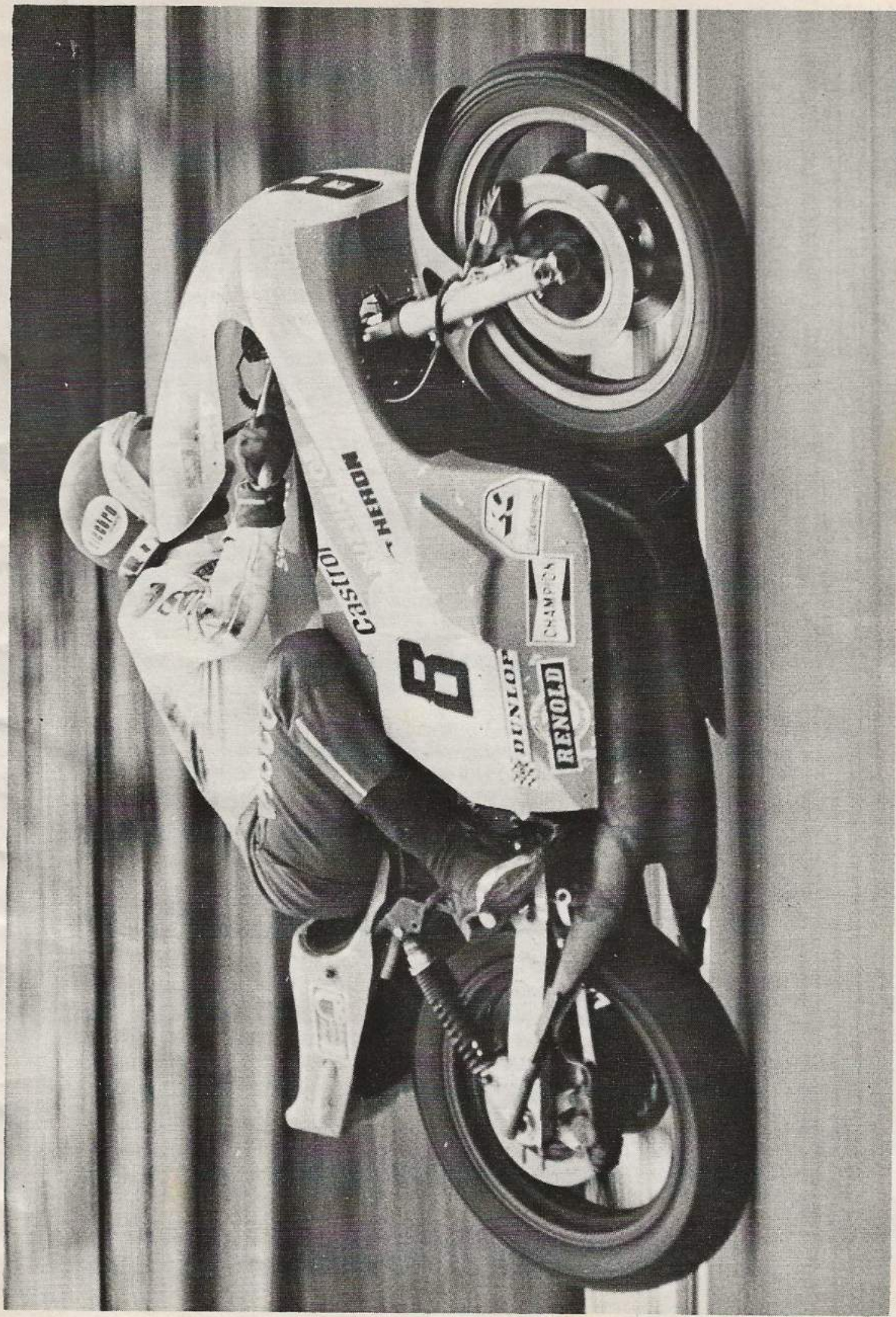


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PERCY TAIT

"MOTOR CYCLE"

International Sidecar Championship

This is the third year of the "Motor Cycle" International Sidecar Championship which, in 1975, was the closest fought of all the British road racing championships. It was decided only at the final round and then only by the fastest lap. That was set by George O'Dell with passenger Alan Gosling, who snatched the title from British Champion Mac Hobson and passenger Gordon Russell.

After such a successful series, it is natural that the format should be unchanged for 1976, with eight rounds, all at Motor Circuit Development circuits.

The only difference is an increase in the prize fund, so that the winner of each round will get at least £125. The total fund has gone up to £3,738, making it the most lucrative sidecar championship in the world.

The series winner will get £500, with £250 for the runners-up, £100 for third and £75, £50 and £25 for the fourth to sixth outfits. Scoring is on world championship lines with 15-12-10-8-6-5-4-3-2-1 for the first 10 but with the addition of five points for the fastest lap at each circuit. All points scored will count towards the final total.

Double points will be awarded for both places and the fastest lap at the final round, at Brands Hatch on October 31.

Qualifying rounds are: April 16, Brands Hatch; April 19, Oulton Park; May 31, Brands Hatch; June 13, Mallory Park; July 11, Snetterton; August 30, Oulton Park; September 12, Mallory Park; October 31, Brands Hatch.

"ShellSPORT"

500 c.c. Championship

This prestige championship continues for the 1976 season as the main competition for British riders in the "Senior World Championship" (500 cc) class.

In each race of the eleven in number, 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 cc champion receiving £250 and amounts of £150, £50, £30 and £20 to the next four highest points scorers.

List of Qualifying Events: March 7, Mallory Park; April 16, Brands Hatch; 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.

John Player International Motorcycle Trophy Races

OULTON PARK - CHESHIRE

Easter Monday - 19th April, 1976

Organised by the WIRRAL 100 MOTOR CLUB

PROGRAMME ORDER (the times given are approximate) :

- Race 1. 14.00 hrs. The Lightweight Race
- Race 2. 14.35 hrs. JOHN PLAYER Transatlantic Trophy Race (First Race)
- Race 3. 15.15 hrs. ShellSPORT 500 c.c. Championship Race
- Race 4. 15.45 hrs. 'Motor Cycle' Sidècar Championship Race
- Race 5. 16.30 hrs. JOHN PLAYER Transatlantic Trophy Race (Second Race)
- Race 6. 17.20 hrs. The Junior Race
- Race 7. 17.50 hrs. 1000 cc 'Wirral 100' Trophy Race

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Nantwich, for Cheshire Car Circuit Limited, Oulton Park, Little Budworth, Tarporley

Notices

PROMOTERS OF THE MEETING. Promoted by **Motor Circuit Developments Ltd.**, Managing Director—John Webb, for **Cheshire Car Circuit Ltd.**, Managing Director—R. M. Foster, Oulton Park, Little Budworth, Tarporley, Cheshire. Tel. Little Budworth 301.

ORGANISERS OF THE MEETING. **Wirral Hundred Motor Club.** Clerk of the Course: C. Abbott, 61 Mill Road, Higher Bebington, Wirral, Merseyside. Tel. 051-608 4117.

The promoters reserve the right without notice to make any alteration to the race programme.

MOTOR RACING IS DANGEROUS. You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

PROGRAMME COPYRIGHT. All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted.

The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme of competitors, but the promoters cannot accept any responsibility for the failure of any driver or machine to appear.

Although every endeavour is made to avoid inaccuracies in the description of competing machines the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon or cancel the meeting or any part thereof. All race starting times are approximate.

MESSAGES. The organisers regret that announcements to assist spectators cannot be made over the public address system except in cases of genuine emergency.

CAR PARK CONDITIONS. Vehicles are taken into the Car Park on condition that the Club shall not be liable for loss or damage to the vehicle, or of or to any part or accessory thereof, or of or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.

DOGS. In the interest of safety, dogs are not admitted to the course.

ANTI-LITTER. Please help to keep Oulton Park tidy.

When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.

Awards

Event 1—**LIGHTWEIGHT RACE:** 1st £65, 2nd £45, 3rd £35, 4th £25, 5th £15, 6th £10, 7th £5.

Event 2—**JUNIOR RACE:** 1st £80, 2nd £60, 3rd £40, 4th £30, 5th £20, 6th £10, 7th £5.

Event 3—**The "ShellSPORT" 500 CHAMPIONSHIP:** 1st £100, 2nd £75, 3rd £50, 4th £35, 5th £20, 6th £15, 7th £10.

Event 4—**1000 c.c. RACE:** 1st The Wirral Hundred Trophy and Replica and £80, 2nd £60, 3rd £40, 4th £30, 5th £20, 6th £10, 7th £5.

Event 5—**"THE MOTORCYCLE" SIDECAR CHAMPIONSHIP:** 1st £125, 2nd £90, 3rd £60, 4th £41, 5th £24, 6th £17, 7th £10.

The rider recording the fastest lap in the sidecar race will receive the B.P. award of £75

Officials

Stewards of the Meeting

A.C.U. - V. COOPER
Cheshire Centre A.C.U. -
R. J. MANN
A. STONELEY
Wirral '100' M.C. -
G. R. BLEASE
C. TARR

Clerk of the Course

C. ABBOTT, 61 Mill Road, Bebington,
Merseyside. Tel. 051-608 4117

Asst. Clerk of the Course

H. W. BOWMAN

Representative of Cheshire Car Circuit Ltd.

R. M. FOSTER

Timekeeper and Measurer

R. C. ALLCOCK (National Grade 1)
in charge

Scrutineers

E. POPE in charge

Starter

R. J. MURRAY

Judges

Mr. & Mrs. COLIN EDGE

Secretary of the Meeting

H. COLE

Organising Secretary

D. G. BARNETT

Chief Marshal

P. ROBINSON

Paddock Marshal

W. E. SMITH

Medical

Dr. S. BENTLEY in charge,
assisted by colleagues and members
of the British Red Cross
(Winsford Division)

Drivers' Liaison

J. B. THOMAS, 'Welwyn', 45 Moorfields,
Willaston, Near Nantwich, Cheshire
Tel. Crewe (0270) 67506

Race Information

R. HILL in charge

Course and Spectator Control

Members of the Cheshire Centre A.C.U.

Public Address

R. J. SPENCER in charge

Machine Recovery

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List of Competitors

Event 1—250 cc; Event 2—350 cc; Event 3—500 cc; Event 5—501-1000 cc

Name - Events - Town/Country

Ashton, J. - 2, 3 - Liverpool
 Banks, P. - 1 - Morpeth
 Best, D. - 1, 4 - Bristol
C. Trollope
 Bibby, L. - 2 - Upton
 Bowman, B. - 1 - Wray
 Bradley, S. - 2, 3 - Fort William
W. & R. Murray
 Brown, D. - 1 - Rochdale
 Butterworth, M. - 3 - Blackpool
 Camier, D. - 4 - Ashford
Paul Smart Ltd.
 Capstick, A. - 4 - Blackburn
 Carpenter, P. - 2, 3 - Manchester
 Carr, C. - 4 - Worcester
 Carr, G. - 3 - Barnsley
 Chatterton, M. - 2, 3 - Barnsley
 Chwistek, E. - 2, 3 - Malmesbury
 Clegg, N. - 1, 2 - Rochdale
 Croxford, D. - 4 - Thruxton
Team British Challenge
 Dinham, W. - 1, 2, 3 - Newport
C. Trollope
 Donaldson, J. - 1 - Pontefract
 Ellis, P. - 2 - Bebington
 Evans, J. - 2, 3, 4 - Selsby
Albion St. Motors
 Fogarty, G. - 1, 2 - Blackburn
 Foxley, C. J. - 3 - Stone
 Fulton, W. - 2, 3, 4 - Liverpool
 Gallagher, D. - 1, 2 - Glasgow
 Garnett, R. - 1 - New Ferry
 Glendenning, P. - 1 - Chester
 Grant, M. - 1 - Wakefield
Team Kawasaki
 Hackett, J. - 3, 4 - Coventry
Crutchlow Embassy and
A. Barnes
 Hart, C. - 1 - Dursley
T. Graham
 Harvey, J. - 4 - Colchester
 Head, T. - 2 - Coventry
 Heath, B. - 2, 3 - Walsall
R. J. Heath
 Heeson, L. - 1, 2 - Crewe
Stapeley Service Station
 Hickman, D. - 1, 4 - Burton-on-Trent
 Higgins, M. - 1 - Leigh
 Higham, J. - 4 - Liverpool
 Hobbs, G. - 1, 2 - Sharncliffe
Home Paraphernalia
 Hockley, A. R. - 1, 2, 4 - Long Eaton
Granby Motors (UK) Ltd.
 Hunter, R. A. - 3 - Luton
Bob Hill Motorcycles
 Ingham, W. - 2 - Preston
 Jackson, A. E. - 1, 3 - Preston

Name - Events - Town/Country

Johnson, E. J. - 1 - Bedlington
 Jones, J. S. - 4 - Sandbach
McVeigh Yamaha
 Jones, A. J. - 1 - Annan
 Kibble, S. - 1 - Cheadle Hulme
Johnson of Hollinwood
 Kirwan, M. - 2, 3 - New Ferry
 Leah, C. - 1 - Bolton
 Lennon, R. - 1 - Birkenhead
 Lunde, M. - 1, 2 - Guildford
Dixon Racing
 Manship, S. - 2, 3, 4 - Leicester
Len Manchester Motorcycles
 Martin, I. - 4 - Caistor
 Morris, A. - 2 - Keyworth
 Mortimer, D. - 2 - Bolton
 Murray, B. - 1, 3 - Manchester
 Murray, S. - 1 - Chester
Bill Smith Motors
 Newbold, J. - 3, 4 - South Normanton
Texaco Heron
 Newman, L. - 2 -
 Nicholls, R. - 3, 4 - Newport
G. Beale
 Nicholls, P. - 3 - Leyland
 Norris, J. - 1, 3 - Bexley Heath
Brockliss Motorcycles
 Notman, L. - 1 - Stapleford
 Nott, R. - 2 - Liverpool
 Offer, C. - 2, 3 - Coulsdon
 Pantall, G. - 2, 4 - Gorseinon
G. Pantall Motorcycles Ltd.
 Parrish, S. - 2, 3, 4 - Royston
Dave More Racing
 Paterson, K. - 1 - Edinburgh
 Pearson, M. N. - 1, 2 - Morecambe
T. S. Shepherd
 Pegram, R. - 2 - Banbury
Joe Henderson
 Peters, B. - 2 - Liverpool
Egerton Transport Ltd.
 Pipes, R. - 2 - Hull
Medley Racing
 Porter, C. - 4 - Barnsley
Bennetts (Barnsley) Ltd.
 Potter, D. - 2 - Orpington
Broad Motors Ltd.
 Ratcliffe, I. - 3 - Banstead
Barton Motors
 Richards, I. - 1, 2, 3 - Wolverhampton
D. Whitehouse
 Robinson, J. - 3 - Stafford
Chell Motorcycles
 Rogers, A. E. - 2 - Enfield
 Rowlands, R. - 1 - Cirencester
 Rutter, T. - 1, 2, 3, 4 - Brierley Hill
Bob Priest

LIST OF COMPETITORS—continued

Name - Events - Town/Country

Sharpe, M. - 3, 4 - Brackley
**Clean Walls and
 Barton Motors**
 Sheene, B. - 3, 4 - Wisbech
Texaco Heron Team
 Simpson, W. - 1, 2, 3 - Dalbeattie
R. D. McCutcheon
 Smart, P. - 3, 4 - Sevenoaks
Paul Smart Ltd.
 Smith, A. - 3 - Leigh
 Swales, B. - 3, 4 - Scarborough
G.T. Motorcycles
 Tait, P. - 3, 4 - Hay Mills
 Tierney, D. - 3 - Liverpool
 Trollope, D. - 1, 4 - Bristol
C. Trollope
 Trotter, L. - 3 - Barrow-in-Furness
Eddie Crooks
 Trubshaw, K. - 1, 2 - Rainhill
Tom Hall (M/cs.) Ltd.

Name - Events - Town/Country

Waring, G. - 1, 2, 3 - St. Helens
M.J.K. (Civil Eng.)
 Watts, R. N. - 1 - Stockport
 Weedon, - 1, 2, 4 - London
Wide Range Motors
 Wells, G. - 4 - Hull
Auto 66
 Wells, J. - 4 - London
 Williams, C. I. - 2, 4 - Alvanley
Gerald Brown
 Williams, J. G. - 3, 4 - Heswall
Suzuki (G.B.)
 White, N. - 4 - Teignmouth
Teign Valley Motorcycles
 Wilson, R. - 3 - Lancaster
 Wood, S. - 3, 4 - Chester
 Young, V. - 3, 4 - Edgware

Sidecars - Event 5

Name (Passenger) Town/Country

Bardsley, B. (Cropper, P. R.) Caernarvon
B. Bardsley M/cs. Ltd.
 Barker, J. (Yetty, M.) Hornchurch
 Boddice, M. (Pollington, C.) Woolaston
 Davies, J. R. (Williams, W. J.) Knowsley
 Davies, R. C. (Williams, E.) Llanelli
R. Williams M/cs.
 Flynn, G. V. (Robinson, M. C.) Wilmslow
 Galtress, K. (To be nominated) Buckley
 Gawley, J. (Birch, K.) Scunthorpe
Medley Racing
 Graham, K. (Tower, D.) Newcastle-on-Tyne
Barton Motors
 Greasley, D. (Holland, C.) Market Drayton
C. G. Chell
 Hanks, R. (Daniel, G.) Birmingham
F. Hanks M/cs.
 Hatherill, M. (Richardson, R.) Chippenham
Spike Hughes
 Hawes, D. (Sampson, V.) Purfleet
 Hilditch, G. (Littlemore, K.) Runcorn
Grangeside M/cs.

Name (Passenger) Town/Country

Hobson, M. (Russell, G.) Gosforth
Rae Hamilton
 Hodgkins, B. (Parkins, J.) Bromley
 Houghton, D. (Birks, C.) Didcot
 Ireson, T. (Boldison, B.) Swindon
Joe Henderson
 Jackson, A. (Court, T.) Gloucester
 Jones, M. (Samways, T.) Brackley
 Lawrence, D. (Lewis, A.) Swindon
Hughes & Lewis Racing
 Meeson, B. (O'Bryan, T.) Walsall
 O'Dell, G. (Gosling, A.) Hemel Hempstead
 Ring, J. (Mould, C.) Portsmouth
Graham Head
 Rollason, N. G. A. (Homer, D. B.) Solihull
 Tapkin, R. (Durham, K.) Newcastle (Staffs.)
 Whitton, M. (Mooney, P.) Chester
Parker Bros.
 Williams, P. (Cartwright, P.) Birmingham
 Wood, D. (Price, T.) Ilkeston

IT'S A FREE FOR ALL AFTER THE MATCH RACES

by Bob Snelling

We start off today's notes with a big 'Thanks' all round for the success of that opening meeting back in March. Firstly to you, the spectators, for the support that you gave and secondly to all of the riders who provided us with a really great feast of racing. True, many of the established stars were well to the fore but what a treat to see so many new names creeping into the results. It was the same pattern as at Mallory Park and Brands Hatch which augers well for another fine season's racing.

While to-day the final races of the Match Race Series take pride of place it is still possible that the Wirral 100 will be the race of the day, particularly with the responsibility of team racing over, it will be a free for all.

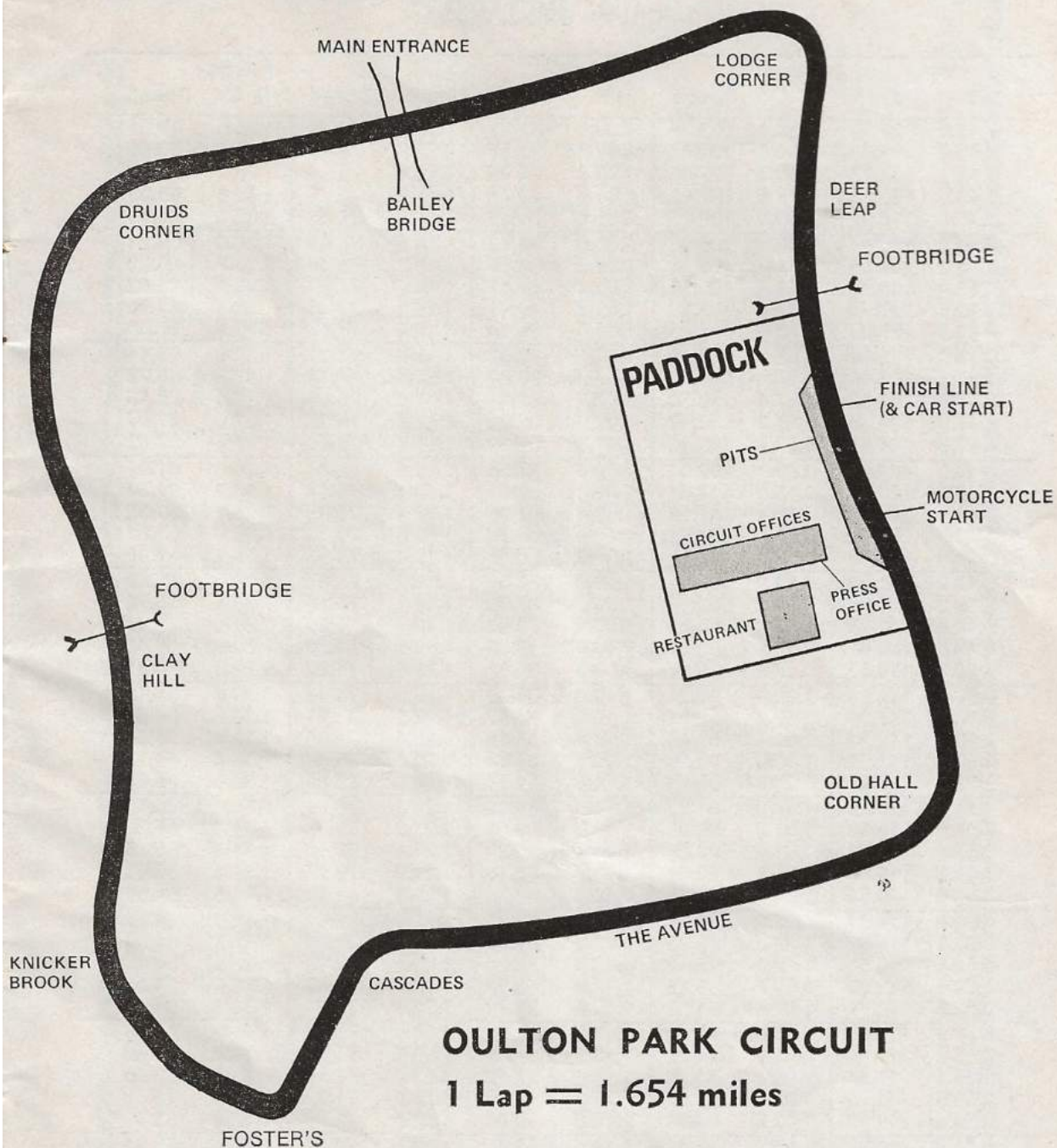
Assuming the team riders come through their early races without mechanical or other problems, this could develop into a great scrap with Barry Sheene having a right royal battle with Steve Parrish, John Newbold, Steve Manship, Dave Potter, Tany Rutter, Paul Smart, John Williams, Stan Woods, Percy Tait and Dave Croxford and you have one of the finest fields ever, at the circuit. It would take a good prophet to pick the winner from this lot.

'The Motorcycle' 1976 International Sidecar Championship got under way at Brands Hatch on Good Friday, and in to-day's second round all the top contenders are in the line-up. Winner last year George O'Dell is going to have to fight hard throughout the season to retain his title, particularly with the way Trevor Ireson and Dick Greasley have started the season. That race here a few weeks back was a real cracker. At the time of writing, British Champion, Mac Hobson is a doubtful runner through a shoulder injury, but knowing Mac - if he is only half fit he'll be in there fighting. Jeff Gawley, Keith Galtress, John Ring, Dick Hawes, Mick Boddice and Nigel Rollason are all bound to be working hard in this chase for points, and some big prizes at the end of the series. Tony Rutter won the opening round of the 'ShellSPORT' Championship at Mallory Park, but with a round at Brands and another at Mallory over the week-end the table should, by now be taking shape, with perhaps last season's champion Steve Manship getting into the picture. However, former title holder Barry Sheene will no doubt be out for more glory in this one with the other Suzuki riders John Newbold, John Williams, Percy Tait, Paul Smart and Stan Woods also in the hunt. There are, however, a host of Yamahas which must not be overlooked with Wayne Dinham, Tony Rutter and Bob Heath among them.

Tony Rutter won the 250 c.c. race at the opening meeting from Graham Waring who followed up by winning the 350 c.c. race. We must expect them to be out to repeat these performances but there is enough talent in these races to make them work hard for success. Mick Grant with the Kawasaki will be a tough nut to crack in the light-weight race, while others to look out for in these events are Wayne Dinham, Austin Hockley, Peter Ellis, Steve Manship, Clive Offer, John Weedon and American Marty Lund.

Taking it all round, these supporting races should provide as much entertainment as the Match Race Series. We do hope so.

Take it easy on the way home and book the next big date - 30th August - when we stage the A.C.U. Championships in association with the Daily Mail.



OULTON PARK CIRCUIT

1 Lap = 1.654 miles

© CHESHIRE CAR CIRCUIT LTD.

OULTON PARK SPEED TABLE

1 lap = 1.654 miles

Lap Time M.S.	Speed	Lap Time M.S.	Speed	Lap Time M.S.	Speed	Lap Time M.S.	Speed	Lap Time M.S.	Speed
0.45.0	132.32	0.55.0	108.26	1.05.0	91.61	1.15.0	79.39	1.25.0	70.05
0.45.2	131.73	0.55.2	107.87	1.05.2	91.33	1.15.2	79.18	1.25.2	69.89
0.45.4	131.15	0.55.4	107.48	1.05.4	91.05	1.15.4	78.97	1.25.4	69.72
0.45.6	130.58	0.55.6	107.09	1.05.6	90.77	1.15.6	78.76	1.25.6	69.56
0.45.8	130.01	0.55.8	106.71	1.05.8	90.49	1.15.8	78.55	1.25.8	69.40
0.46.0	129.44	0.56.0	106.33	1.06.0	90.22	1.16.0	78.35	1.26.0	69.24
0.46.2	128.88	0.56.2	105.95	1.06.2	89.95	1.16.2	78.14	1.26.2	69.08
0.46.4	128.33	0.56.4	105.57	1.06.4	89.67	1.16.4	77.94	1.26.4	68.92
0.46.6	127.78	0.56.6	105.20	1.06.6	89.41	1.16.6	77.73	1.26.6	68.76
0.46.8	127.23	0.56.8	104.83	1.06.8	89.14	1.16.8	77.53	1.26.8	68.60
0.47.0	126.69	0.57.0	104.46	1.07.0	88.87	1.17.0	77.33	1.27.0	68.44
0.47.2	126.15	0.57.2	104.10	1.07.2	88.61	1.17.2	77.13	1.27.2	68.28
0.47.4	125.62	0.57.4	103.74	1.07.4	88.34	1.17.4	76.93	1.27.4	68.13
0.47.6	125.09	0.57.6	103.37	1.07.6	88.08	1.17.6	76.73	1.27.6	67.97
0.47.8	124.57	0.57.8	103.02	1.07.8	87.82	1.17.8	76.53	1.27.8	67.82
0.48.0	124.05	0.58.0	102.66	1.08.0	87.56	1.18.0	76.34	1.28.0	67.66
0.48.2	123.54	0.58.2	102.31	1.08.2	87.31	1.18.2	76.14	1.28.2	67.51
0.48.4	123.02	0.58.4	101.96	1.08.4	87.05	1.18.4	75.95	1.28.4	67.36
0.48.6	122.52	0.58.6	101.61	1.08.6	86.80	1.18.6	75.76	1.28.6	67.21
0.48.8	122.02	0.58.8	101.27	1.08.8	86.55	1.18.8	75.56	1.28.8	67.05
0.49.0	121.52	0.59.0	100.92	1.09.0	86.30	1.19.0	75.37	1.29.0	66.90
0.49.2	121.02	0.59.2	100.58	1.09.2	86.05	1.19.2	75.18	1.29.2	66.75
0.49.4	120.53	0.59.4	100.24	1.09.4	85.80	1.19.4	74.99	1.29.4	66.60
0.49.6	120.05	0.59.6	99.91	1.09.6	85.55	1.19.6	74.80	1.29.6	66.46
0.49.8	119.57	0.59.8	99.57	1.09.8	85.31	1.19.8	74.62	1.29.8	66.31
0.50.0	119.09	1.00.0	99.24	1.10.0	85.06	1.20.0	74.43	1.30.0	66.16
0.50.2	118.61	1.00.2	98.91	1.10.2	84.82	1.20.2	74.24	1.30.2	66.01
0.50.4	118.14	1.00.4	98.58	1.10.4	84.58	1.20.4	74.06	1.30.4	65.87
0.50.6	117.68	1.00.6	98.26	1.10.6	84.34	1.20.6	73.88	1.30.6	65.72
0.50.8	117.21	1.00.8	97.93	1.10.8	84.10	1.20.8	73.69	1.30.8	65.58
0.51.0	116.75	1.01.0	97.61	1.11.0	83.86	1.21.0	73.51	1.31.0	65.43
0.51.2	116.30	1.01.2	97.29	1.11.2	83.63	1.21.2	73.33	1.31.2	65.29
0.51.4	115.84	1.01.4	96.98	1.11.4	83.39	1.21.4	73.15	1.31.4	65.15
0.51.6	115.40	1.01.6	96.66	1.11.6	83.16	1.21.6	72.97	1.31.6	65.00
0.51.8	114.95	1.01.8	96.35	1.11.8	82.93	1.21.8	72.79	1.31.8	64.86
0.52.0	114.51	1.02.0	96.04	1.12.0	82.70	1.22.0	72.61	1.32.0	64.72
0.52.2	114.07	1.02.2	95.73	1.12.2	82.47	1.22.2	72.44	1.32.2	64.58
0.52.4	113.63	1.02.4	95.42	1.12.4	82.24	1.22.4	72.26	1.32.4	64.44
0.52.6	113.20	1.02.6	95.12	1.12.6	82.02	1.22.6	72.09	1.32.6	64.30
0.52.8	112.77	1.02.8	94.82	1.12.8	81.79	1.22.8	71.91	1.32.8	64.16
0.53.0	112.35	1.03.0	94.51	1.13.0	81.57	1.23.0	71.74	1.33.0	64.03
0.53.2	111.92	1.03.2	94.22	1.13.2	81.34	1.23.2	71.57	1.33.2	63.89
0.53.4	111.51	1.03.4	93.92	1.13.4	81.12	1.23.4	71.40	1.33.4	63.75
0.53.6	111.09	1.03.6	93.62	1.13.6	80.90	1.23.6	71.22	1.33.6	63.62
0.53.8	110.68	1.03.8	93.33	1.13.8	80.68	1.23.8	71.05	1.33.8	63.48
0.54.0	110.27	1.04.0	93.04	1.14.0	80.46	1.24.0	70.89	1.34.0	63.34
0.54.2	109.86	1.04.2	92.75	1.14.2	80.25	1.24.2	70.72	1.34.2	63.21
0.54.4	109.46	1.04.4	92.46	1.14.4	80.03	1.24.4	70.55	1.34.4	63.08
0.54.6	109.05	1.04.6	92.17	1.14.6	79.82	1.24.6	70.38	1.34.6	62.94
0.54.8	108.66	1.04.8	91.89	1.14.8	79.60	1.24.8	70.22	1.34.8	62.81

“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.

John Player Transatlantic Trophy

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

UNITED STATES

- ✓ 2 Kenny Roberts (Captain)
Yamaha
 - ✓ 3 Gene Romero
Yamaha
 - 9 Gary Nixon
Kawasaki
 - ✓ 29 Randy Cleek
Yamaha
 - ✓ 32 Steve Baker
Yamaha
 - ✓ 40 Pat Hennen
Suzuki
 - ✓ 51 Pat Evans
Yamaha
 - 97 Ron Pierce
Kawasaki
 - 58 Phil McDonald (Reserve)
Yamaha
- United States ride with their
AMA numbers

ROUND 1			ROUND 2			ROUND 3			Final Total	Finish Order	Team Total
April 16th Brands Hatch			April 18th Mallory Park			April 19th Oulton Park					
1	2	Tot.	3	4	Tot.	5	6	Tot.			
4	15		15				0				
0	0		0				7				
13	10		9				9				
8	6		7								
16	16		13	16			16				
11	12		12				12				
0	4		3				0				
7	5		4				3				
0	0						.				

GREAT BRITAIN

- ✓ 1 Phil Read (Captain)
Yamaha
- ✓ 4 Mick Grant
Kawasaki
- 5 Barry Ditchburn
Kawasaki
- ✓ 6 Dave Potter
Yamaha
- 7 Barry Sheene
Suzuki
- 8 John Newbold
Suzuki
- ✓ 10 Dave Croxford
Cosworth Norton
- ✓ 11 John Williams
Suzuki
- ✓ 12 Steve Parrish (Reserve)
Yamaha

0	13					10					
5	11					13					
12	3					11					
10	8					6					
15	14					4					
0	9					13					
6	0					0					
9	0					14					
0	7					5					

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RACE 1

*See note on previous page

Finish Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Riding No.	32	2	7	40	24	11	5	9	1	6	4	51	97	3	12	29
Time		19	39	2			90	89								
Speed																

RACE 2

Fastest Lap: No...2... Time...1:4.6... Speed...42.17...

Finish Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Riding No.	32	24	11	4	40	5	1	9	2							
Time																
Speed																

Fastest Lap: No...1... Time...1:4.2... Speed...42.75...



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 Leguna 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

Event 1 – LIGHTWEIGHT RACE

A race over 10 laps open to the 250 class, having engines over 175 and not over 250 c.c.

Number Plates: Green with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
4	MICK GRANT	246	Kawasaki	1	19 12.15.81.01
5	WAYNE DINHAM	247	Fowler Yamaha	2	15
6	BILL BOWMAN	247	Yamaha	3	8
7	GRAHAM HOBBS	247	Yamaha	4	33
8	NOEL CLEGG	247	Yamaha	5	7
9	GEORGE FOGARTY	247	Yamaha	6	2
10	MARTY LUNDE	247	Yamaha	7	39
11	MICK PEARSON	247	Shep Suzuki		
12	DAVE BROWN	247	Yamaha		
14	TONY RUTTER	246	Yamaha		
15	JOHN WEEDEN	247	Yamaha		
16	JOHN DONALDSON	247	Yamaha		
17	LEIGH NOTMAN	247	Yamaha		
18	STEVE MURRAY	247	Yamaha		
19	BILL SIMPSON	247	Yamaha		
20	DEREK BEST	247	Yamaha		
21	GRAHAM WARING	247	MJK Yamaha		
22	AUSTIN HOCKLEY	247	Granby Yamaha		
23	ALAN J. JONES	247	Yamaha		
24	EDDIE JOHNSON	247	Yamaha		
25	DENIS GALLAGHER	247	Yamaha		
26	IAN RICHARDS	247	Yamaha		
27	DENNIS TROLLOPE	247	Fowler Yamaha		
28	KEN PATERSON	247	Yamaha		
29	ROY GARNETT	182	Honda		
30	PAUL GLENDENNING	247	Yamaha		
32	RON ROWLANDS	247	Yamaha		
33	BERNARD MURRAY	247	Yamaha		
34	CHRIS HART	247	Yamaha		
35	ALAN JACKSON	247	Yamaha		
36	JOHN NORRIS	247	Yamaha		
37	DAVID HICKMAN	247	Yamaha		
38	LEE HEESON	247	Yamaha		
39	KEITH TRUBSHAW	247	Yamaha		
Reserves—					
40	PETE BANKS	247	Yamaha		
41	MICK HIGGINS	247	Yamaha		
42	STEVEN KIBBLE	247	Johnson Yamaha		
43	CHRIS LEAH	247	Yamaha		
44	REG LENNON	247	Yamaha		
45	TOM ROBINSON	247	Yamaha		
47	RALPH WATTS	182	Honda		

250 c.c. Solo Motorcycle Lap Record Holder:

LEE HEESON (246 c.c. Yamaha) 1 min. 12.4 secs. 82.24 m.p.h.

Fastest Lap: No. 19 in 1.11.2 mins. secs. at 83.63 mph

Flag Signals

NATIONAL FLAG.....	Start.
RED FLAG.....	Stop, all Drivers.
BLACK FLAG WITH DRIVER'S No.	That Driver to Stop.
YELLOW FLAG (Waved)	Great Danger, be prepared to stop
YELLOW FLAG (Motionless)	Take Care, Danger.
RED AND YELLOW STRIPED FLAG	Oil on course.
BLACK AND WHITE CHEQUERED FLAG	Finish.

Acknowledgments

The Wirral Hundred Motor Club wish to thank the following for their valuable help and co-operation:

All members of the Wirral Hundred Motor Club and those members of the Cheshire Centre Motor Clubs who have attended the meeting as honorary Officials and Marshals; The British Red Cross Society; Dr. S. Bentley and professional colleagues; Cheshire County Police; Cheshire County Fire Brigade; Joseph Lucas Ltd.; The Royal Automobile Club; The Auto-Cycle Union; Motor Cycle; ShellSPORT and H. Dugdale Motors for breakdown recovery vehicle.

OULTON PARK

SATURDAY 24 JULY 1976

Fifth Qualifying Round Clubmans Championship

First Race 1.0 p.m.

Event 2 – JUNIOR RACE

A race over 12 laps open to the 350 class, having engines
over 250 and not over 350 c.c.

Number Plates: Blue with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
2	TONY HEAD	347	Yamaha	1	31
3	PETER ELLIS	347	Maxton	2	6
4	ROBERT PEGRAM	347	Yamaha	3	16
5	WAYNE DINHAM	346	Fowler Yamaha	4	
6	DAVE POTTER	347	Yamaha	5	
7	GRAHAM HOBBS	347	Yamaha	6	
8	NOEL CLEGG	347	Yamaha	7	
9	GEORGE FOGARTY	347	Yamaha		
10	MARTY LUNDE	347	Yamaha		
11	MICH PEARSON	347	Shep Suzuki		
12	STEVE PARRISH	347	Yamaha		
14	TONY RUTTER	348	Yamaha		
15	JOHN WEEDEN	347	Yamaha		
16	STEVE MANSHIP	347	Yamaha		
17	DICK PIPES	347	Yamaha		
18	ROGER NOTT	347	Yamaha		
19	BILL SIMPSON	347	Maxton		
20	ROGER NICHOLLS	347	Yamaha		
21	GRAHAM WARING	347	Beale Yamaha		
22	AUSTIN HOCKLEY	347	MJK Maxton		
23	ALAN ROGERS	347	Granby Yamaha		
24	BOB HEATH	347	Yamsel		
25	DENIS GALLAGER	347	Yamaha		
26	IAN RICHARDS	347	Yamsel		
27	PHIL CARPENTER	348	Yamaha		
28	JOHN HACKETT	347	Barnes Yamaha		
29	MICK CHATTERTON	347	Yamaha		
30	WILLIAM INGRAM	347	Yamaha		
31	CHARLIE WILLIAMS	347	Yamaha		
32	CLIVE OFFER	347	Yamaha		
33	GORDON PANTALL	347	Yamaha		
34	MAL KIRWAN	347	Yamaha		
35	ANDY MORRIS				
36	JOHN EVANS	347	Albion Yamaha		
Reserves—					
42	JAMES ASHTON	347	Yamaha		
43	LES BIBBY	347	Yamaha		
41	STEVE BRADLEY	347	Yamaha		
44	BILL FULTON	347	Yamaha		
40	EDWIN CHWISTEK	347	Yamaha		
38	LEE HEESON	347	Yamaha		
47	DEREK MORTIMER	347	Maxton		
45	LEIGH NEWMAN	347	Yamaha		
46	BRIAN PETERS	347	Yamaha		
39	KEITH TRUBSHAW	347	Yamaha		

350 c.c. Solo Motorcycle Lap Record Holder:

PETER ELLIS (347 c.c. Yamaha) 1 min. 10.0 secs. 85.06 m.p.h.

Fastest Lap: No. in mins. secs. at mph

**Your next motorcycle
fixtures at
OULTON PARK**

ACU



**international
motor cycle
championships**

in association with the **DAILY MAIL**

Organised by the CHESHIRE CENTRE A.C.U.

Bank Holiday Monday, 30th Aug.

NATIONAL MOTORCYCLE RACES

Organised by the CHESHIRE CENTRE A.C.U.

Saturday, 9th October, 1976

Event 3 – The “ShellSPORT” 500 CHAMPIONSHIP RACE

(a qualifying round of the 1976 “ShellSPORT” 500 c.c. Championship)

A race over 15 laps for motorcycles over 350 and not over 500 c.c.

Number Plates: Yellow with Black Numbers

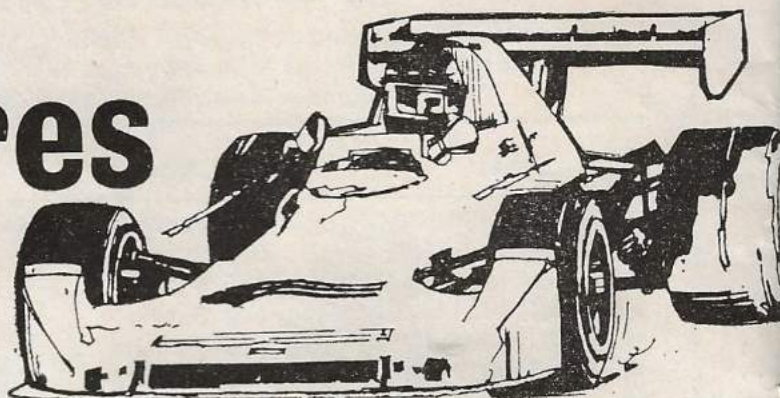
No.	Driver	c.c.	Machine	Finish Order	Time & Speed
5	WAYNE DINHAM	351	Fowler Yamaha	1	7 17.14.6
7	BARRY SHEENE	500	Suzuki	2	11 86.32
8	JOHN NEWBOLD	500	Suzuki	3	12
11	JOHN WILLIAMS	500	Suzuki	4	16
12	STEVE PARRISH	500	Yamaha	5	24
14	TONY RUTTER	352	Yamaha	6	51
15	IAN RATCLIFFE	498	Barton 3	7	25.
16	STEVE MANSHIP	499	Yamaha		
17	BILL SWALES	404	Yamaha		
18	PAUL SMART	500	Rigr Suzuki		
19	BILL SIMPSON	404	Yamaha		
20	ROGER NICHOLLS	352	Beale Yamaha		10 35 Pirey last
21	GRAHAM WARING	352	MJK Yamaha		
22	LES TROTTER	492	Crooks Suzuki		
23	MARTIN SHARPE	500	Sparton		
24	BOB HEATH	351	Yamaha		
25	STAN WOODS	498	Suzuki		sheene 24
26	IAN RICHARDS	352	Yamaha		parrish 14
27	PHIL CARPENTER	351	Yamaha		Two 14
28	JOHN HACKETT	380	Embassy Yamaha		Tony 10
29	MICK CHATTERTON	351	Yamaha		R.
30	VAUGHAN YOUNG	351	Yamaha		
31	GEOFF CARR	351	Yamaha		
32	CLIVE OFFER	351	Yamaha		
33	BERNARD MURRAY	351	Yamaha		
34	BILL SMITH	500	Yamaha		
35	PERCY TAIT	498	Suzuki		
36	JOHN EVANS	351	Albion Yamaha		
37	R. A. HUNTER	500	Suzuki		
38	JOHN ROBINSON	384	Chell Yamaha		
39	STEVE BRADLEY	352	Yamaha		
40	ERWIN CHWISTEK	352	Yamaha		
41	PHIL NICHOLLS	351	Shepherd		
42	JAMES ASHTON	496	Seeley		
Reserves—					
43	MARK BUTTERWORTH	492	Suzuki		
45	CHRIS FOXLEY	352	Yamaha		
44	BILL FULTON	500	U.N.O.		
46	ALAN JACKSON	497	Brew Sparton		
47	MAL KIRWAN	352	Yamaha		
48	JOHN NORRIS	351	Yamaha		
49	DEREK TIERNEY	400	Yamaha		
50	ROGER WILSON	351	Yamaha		
51	ANDREW SMITH	351	Yamaha		

500 c.c. Solo Motorcycle Lap Record Holder:

WAYNE DINHAM (351 c.c. Yamaha) 1 min. 10.2 secs. 84.82 m.p.h.

Fastest Lap: No. 7 in 1 mins. 7.2 secs. at 88.61 mph

fixtures



Date	Event
1 May	Townsend Thoresen Silver Plate (LCCC) - Open Single-seaters, FF1600, Special Saloons
15 May	BBC Radio 1 Championship (BARC) - Prod. Saloons, F. Super Vee, ClubSports, Special Saloons, FF1600
31 MAY	MANCHESTER EVENING NEWS MOTOR RACING FUN DAY (BRSCC) - Sports Car 2000, FF1600, Mod. Sports Cars, Celebrity Races
12 June	Richard Seaman Trophies Historic Car Races (VSCC) - Vintage and Historic
26 June	Saloon Car Championship Races (BRSCC) - FF, Special Saloons, Renault 5s, Mod. Sports Cars
10 July	BP Formula 3 Car Championship (BARC) - F3, FF1600, Special Saloons, Single-seater Formulae
24 July	Clubmans Motor Cycle Races (Cheshire ACU) - All Classes
31 July	Lancs. and Cheshire Championship Car Races (LCCC) - FF1600, ClubSports, Special Saloons
14 August	Simoniz Saloon Car Championship (BARC) - FF1600, Mod. Sports Cars, Pro. Saloons, Special Saloons
28 August	Kart Races and Motor Cycle Qualifying for 30 Aug. (Cheshire ACU) - Karts, Motorcycles
30 AUGUST	ACU INTERNATIONAL MOTOR CYCLE CHAMPIONSHIPS in association with the DAILY MAIL (Cheshire ACU) - All Classes
17 September	Qualifying for 18 September (BRSCC) - 5000
18 SEPTEMBER	ShellSPORT 5000 INTERNATIONAL GOLD CUP in association with the DAILY MAIL (BRSCC) - 5000, FF2000, Pro. Saloons, Escort Saloons
2 October	Open-Single-seater Championship Races (MCMRC) - Open Single-seater Formula, FF1600, Special Saloons
9 October	National Motor Cycle Races (Cheshire ACU) - All Classes
16 October	Indylantic Car Races (BRSCC) - F Atlantic, Prod. Sports Cars, ClubSports, Renault 5s, Escort Saloons, Mini 7

Full details of all race meetings available from—

CHESHIRE CAR CIRCUIT LTD.,

Dept. A.F., Oulton Park, Little Budworth, Nr. Tarporley, Cheshire
Tel. Little Budworth 301.

Event 4 – 1000 c.c. RACE

(The Wirral Hundred Trophy)

A race over 15 laps for motorcycles over 500 and not over 1000 c.c.

Number Plates: White with Black Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
7	BARRY SHEENE	750	Suzuki	1	7
8	JOHN NEWBOLD	750	Suzuki	2	16
10	DAVE CROXFORD	750	NVT Challenge	3	18
11	JOHN WILLIAMS	740	Suzuki	4	25
12	STEVE PARRISH	750	Yamaha	5	33
14	TONY RUTTER	750	Yamaha	6	
15	JOHN WEEDEN	750	Yamaha	7	
16	STEVE MANSHIP	750	Yamaha		
17	BILL SWALES	696	Yamaha		
18	PAUL SMART	750	Rigr Suzuki		
19	JIM HARVEY	700	Yamaha		
20	DEREK BEST	525	Fowler Yamaha		
21	CLIFF CARR	750	Yamaha		
22	AUSTIN HOCKLEY	748	Granby Yamaha		
23	MARTIN SHARPE	747	Yamaha		
24	COL PORTER	750	Bennett Honda		
25	STAN WOODS	738	Suzuki		
26	IAN MARTIN	700	Yamaha		
27	DENNIS TROLLOPE	525	Fowler Yamaha		
28	GARY WELLS	750	Laverda		
30	VAUGHAN YOUNG	694	Yamaha		
31	CHARLIE WILLIAMS	698	Yamaha		
33	GORDON PANTALL	747	Yamaha		
34	BILL SMITH	747	Yamaha		
35	PERCY TAIT	749	Suzuki		
36	JOHN EVANS	749	Albion Seeley		
37	DAVID HICKMAN	700	Yamaha		
38	DAVE CAMIER	750	Rigp. Suzuki		
39	NORMAN WHITE	700	Yamaha		
40	JAMES WELLS	700	Yamaha		
41	STUART JONES	700	McVeigh Yamaha		
42	JACK HIGHAM	750	Seeley		
43	ALAN CAPSTICK	750	Triumph 3		
44	BILL FULTON	750	B.S.A.		

1000 c.c. Solo Motorcycle Lap Record Holder:

STAN WOODS (738 c.c. Suzuki) 1 min. 10.0 secs. 85.06 m.p.h.

Fastest Lap: No. in mins. secs. at mph

Event 5 – “THE MOTORCYCLE” SIDECAR CHAMPIONSHIP RACE

(a qualifying round of the 1976 “The Motorcycle” Sidecar Championship)

**A race over 15 laps for threewheelers having engines
over 350 and not over 1000 c.c.**

Number Plates: Black with White Numbers

No.	DRIVER and passenger	c.c.	Machine	Finish Order	Time & Speed
1	MAC HOBSON Pass. Gordon Russell	750	Ham Yam	1	3
2	GEORGE O'DELL Pass. Alan Gosling	750	May Yam	2	4
3	DICK GREASLEY Pass. Cliff Holland	700	Chell Yam	3	
4	TREVOR IRESON Pass. Bill Boldison	680	Konig	4	
5	PETER WILLIAMS Pass. Peter Cartwright	440	Kohler	5	
6	JOHN RING Pass. Chris Mould	694	Yamaha	6	
7	MICHAEL BODDICE Pass. Clive Pollington	500	Konig	7	
8	DICK HAWES Pass. Vic Sampson	490	Yamaha		
9	ROY HANKS Pass. Gerald Daniel	994	Imp		
10	DAVE HOUGHTON Pass. Charlie Birks	760	Konig		
11	JOHN BARKER Pass. Mick Yetty	738	Suzuki		
12	KEN GRAHAM Pass. Denis Tower	750	Barton		
14	BILL HODKINS Pass. John Parkins	700	Yamaha		
15	DAVE LAWRENCE Pass. Arthur Lewis	998	British Bulldog		
16	NIGEL ROLLASON Pass. David Homer	875	Criterion		
17	MIKE WHITTON Pass. Peter Mooney	850	Weslake		
18	MICHAEL HATHERILL Pass. Richard Richardson	900	B.M.W.		
19	ROGER DAVIES Pass. Eddie Williams	998	Imp		
20	KEITH GALTRESS Pass. To be nominated	998	Imp		
21	GRAHAM HILDITCH Pass. Kevin Littlemore	998	Imp		
22	MIKE JONES Pass. Tim Samways	903	Kawasaki		
23	BRAN BARDSLEY Pass. Peter Cropper	738	Suzuki		

Reserves—

24	DICK TAPKEN	500	Windle
	Pass. Ken Durham		
25	JEFF GAWLEY	700	Yamaha
	Pass. Ken Birch		
26	DEREK WOOD	680	Konig
	Pass. Tony Price		
27	BRIAN MEESON	998	Imp
	Pass. Tony O'Bryan		
28	JOHN DAVIES	998	Rumble
	Pass. William Williams		
29	ANDY JACKSON	998	Imp
	Pass. Tim Court		
30	GERALD FLYNN	998	Imp
	Pass. Maurice Robinson		

1000 c.c. Sidecar Lap Record Holder:

DICK GREASLEY (700 Yamaha) 1 min. 12.4 secs. 82.24 m.p.h.

Fastest Lap: No. in mins. secs. at mph

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*Paddock & Stewards Enclosure—Child (Cost on Day: 60p)	@ £0.60
*All include admission to Special Trackside Spectator Enclosures		
Paddock & Stewards Enclosure Transfer—Adult	@ £1.00
Paddock & Stewards Enclosure Transfer—Child	@ £0.30
(These tickets do not include admission to Special Trackside Spectator Enclosures and are only available to those ordering Grandstand Rover tickets)		
Special Trackside Spectator Enclosures—Adult (Cost on Day: £2.00)	@ £1.75
Special Trackside Spectator Enclosures—Child (Cost on Day: 30p)	@ £0.30
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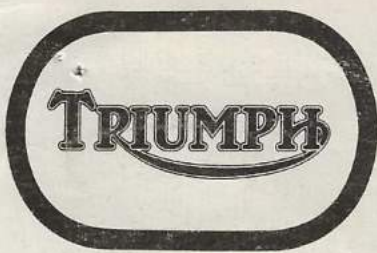
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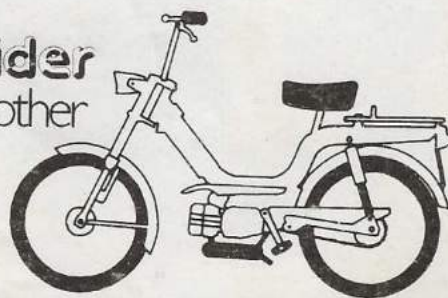
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