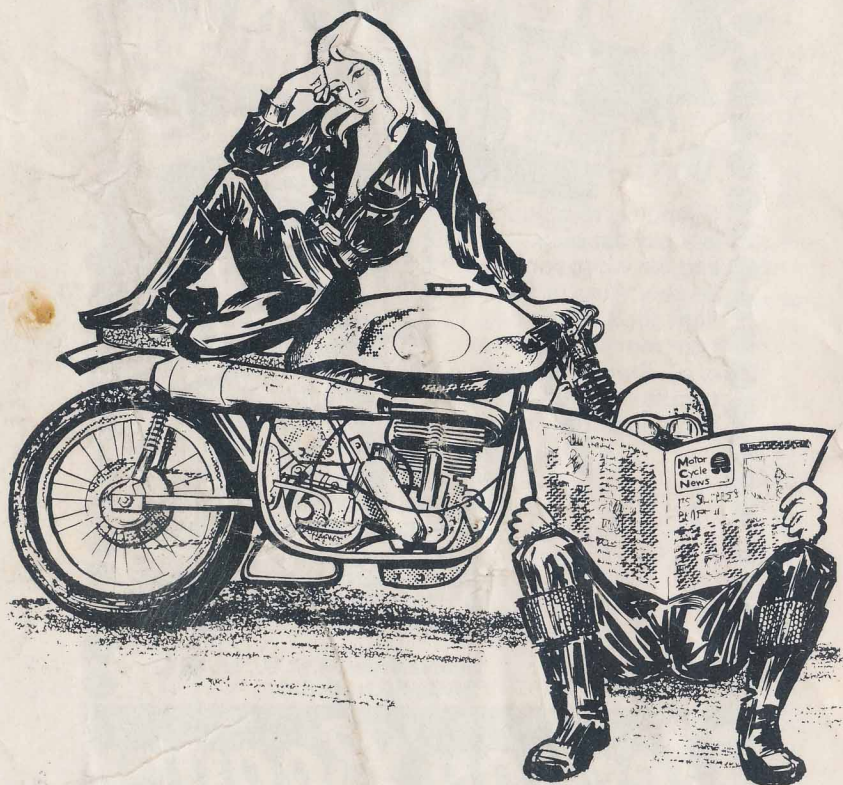


wednesday -
motorcyclenewsday



Programme 15p

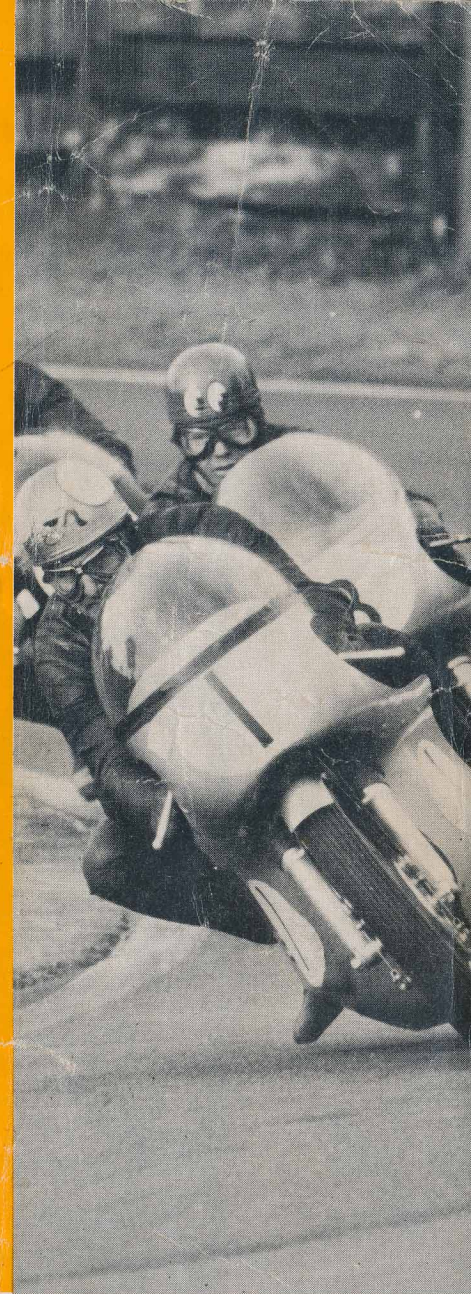
DAILY EXPRESS MOTOR CYCLE RACE OF THE NORTH

Sponsored by the

DAILY EXPRESS

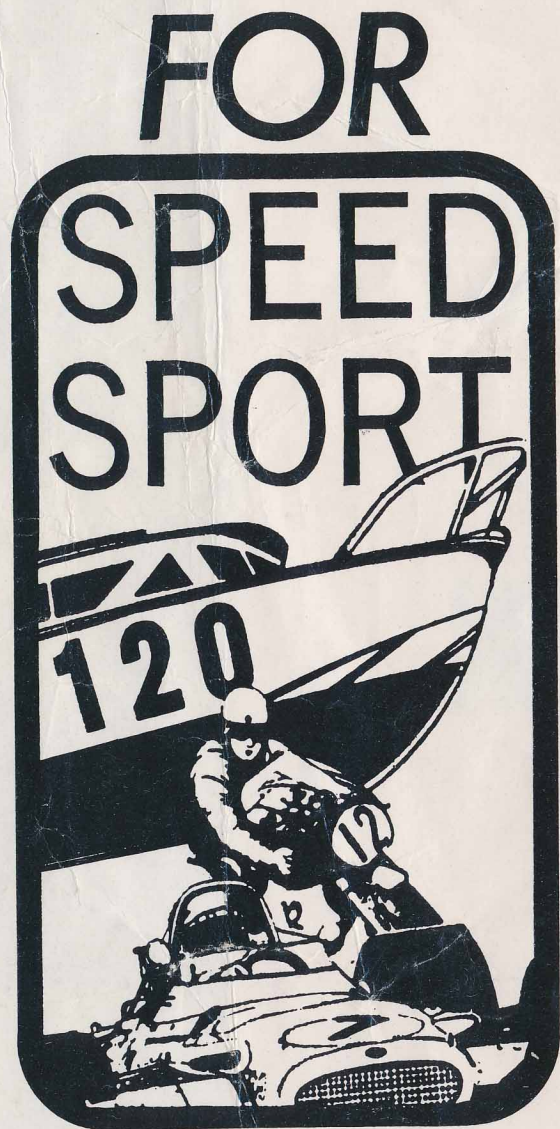
OULTON PARK

Monday
12 April '71



**DAILY
EXPRESS**

**ALWAYS
IN
FRONT**



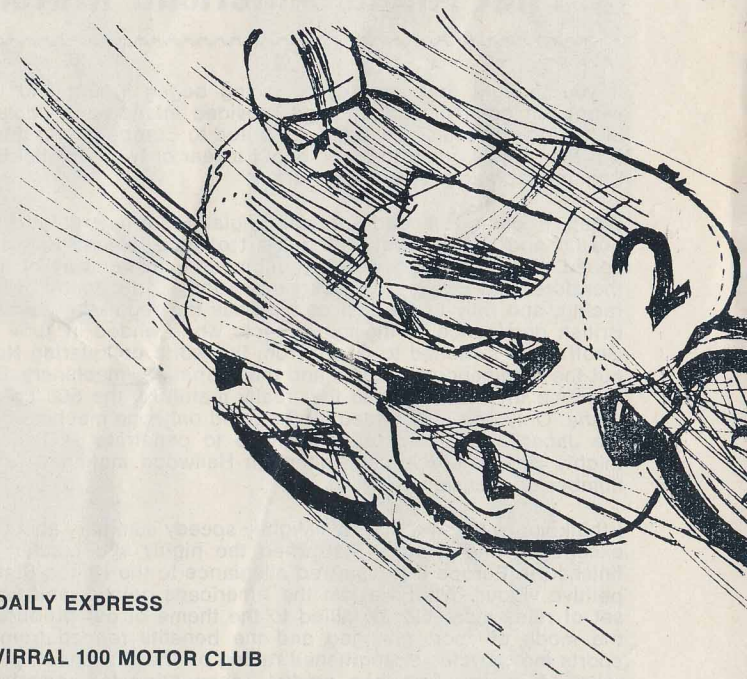
**DAILY
EXPRESS**

THE PAPER IN THE KNOW

DAILY EXPRESS
International
Motor Cycle Race of the North
incorporating the
Anglo-American Match Races

*Promoted by M.C.D. in collaboration with the BSA/Triumph
Motor Cycle Division*

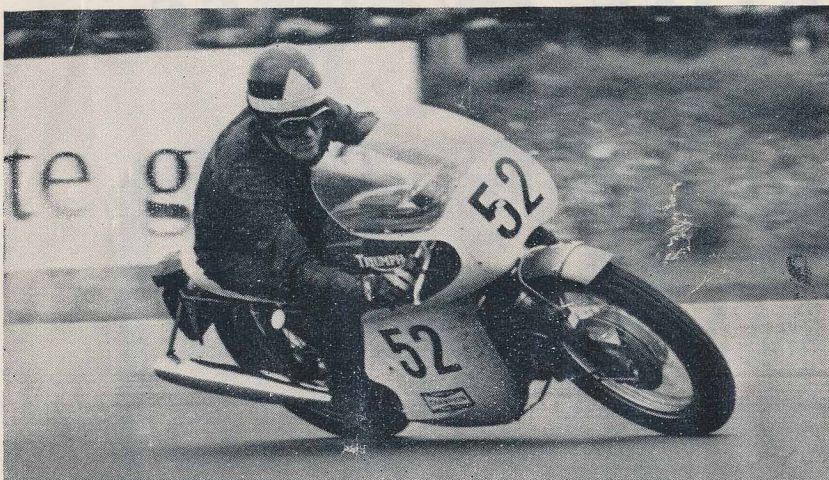
OULTON PARK - CHESHIRE
MONDAY 12th APRIL - 1971



Sponsored by the **DAILY EXPRESS**

Organised by the **WIRRAL 100 MOTOR CLUB**

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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.

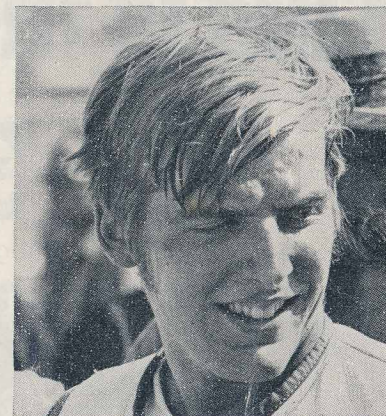
When it comes to speed and skill England is a legend; and with the noble art of boxing and the relatively tranquil art of cricket early English accomplishments, speed, skill and sport were synonymous with our way of life. It is no wonder, therefore, that England is reckoned as the "Old Country" when 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 500 cc 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 500 cc 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 manufactures 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.

The American Team



GARY NIXON



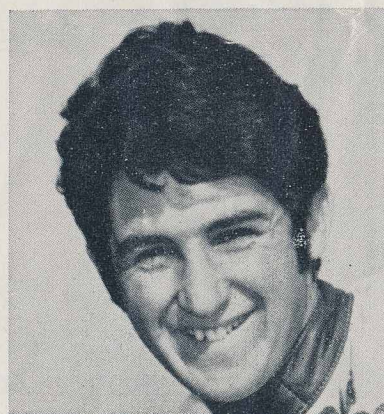
JIM RICE



DAVE ALDANA



DICK MANN



DON CASTRO

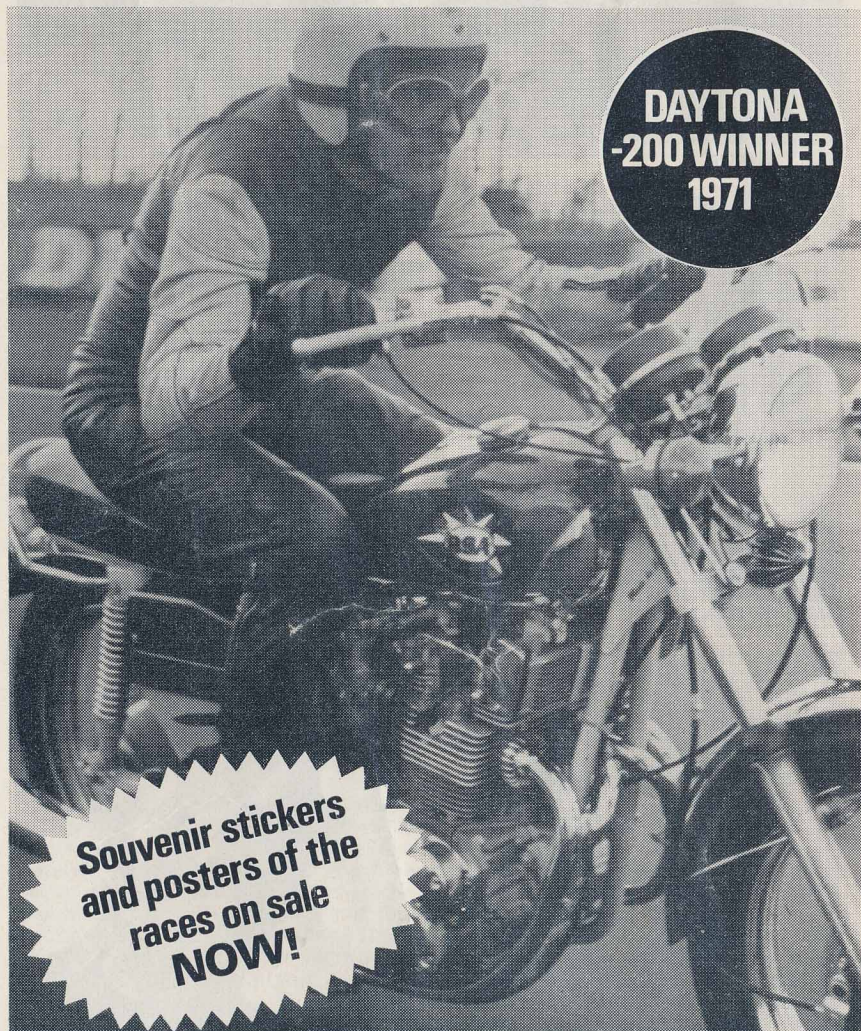


DON EMDE

This is the Rocket 3



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



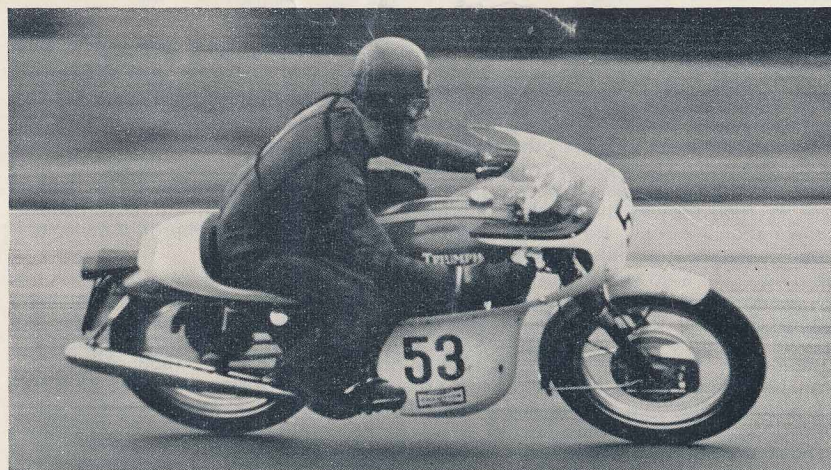
A sense of isolation has been created out of all this, in that American sport has flourished to such a degree that the majority of manufacturer interest has swung away from the British scene creating a vacuum which, by rights should not be there. Certainly British riders are among the finest in the world, 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 250 cc World Champion in what one can only term as a supporting race, although full credit to Kel for a win. The British rider challenge failed again this year with a repeat performance by Dick Mann and Gene Romero who finished first and second, providing BSA with it's second American win in a major road race, (Talladega last year being the first) and the BSA/Triumph corporation with a clean sweep of the first three places.

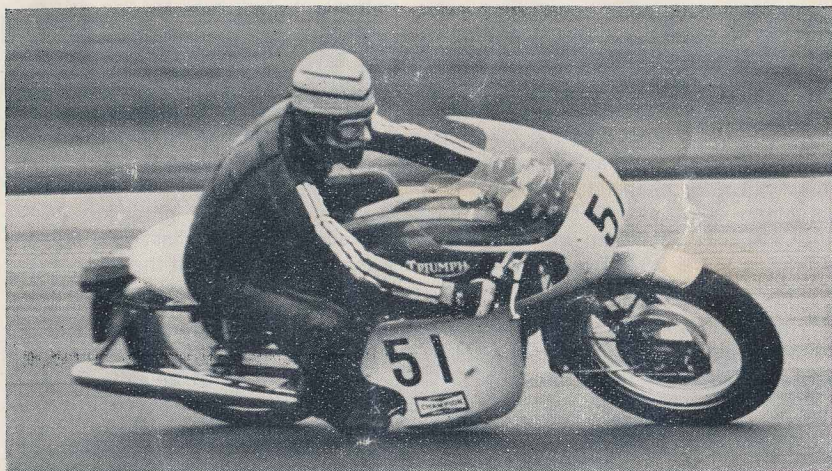
This, then, is the setting for what you are about to witness during the first series of match races between the United States of America and Great Britain. The best of two worlds clash; the Americans are unbeatable in America and the British claim dominance here although their confidence took a knock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

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

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

JOHN COOPER *Triumph*





RAY PICKRELL *Triumph*

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

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

Third man in the point standings is Dave Aldana (BSA) from Santa Ana, California. Twenty one year old Aldana will be entering his second year of expert competition having established himself as a contender in any road race by winning last year's Talledega (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 nove 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 San Francisco area. He be-

came a novice in 1953 and an expert in 1955. Dick's first national win came at Peoria TT (Illinois) in 1959. He has won in every type of national event except a mile oval. In addition to being ranked number one in 1963, Dick was the second ranked national rider in 1959, 1964 and 1965.

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

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

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

Dirt track races are run on especially prepared tracks of one half mile or more in circumference. The track is flat and the distance is measured 18 inches from the pole. For expert riders the minimum piston displacement is not less than 251 cc and the maximum piston displacement not more than 750 cc. 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 250 cc.

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

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 word "team". Paul Smart is probably one of the world's finest riders at the moment, finishing second to Giacomo Agostini in South Africa on the Triumph 3 and then almost becoming the first overseas rider to win the Daytona 200 in March of this year until blue smoke put paid to a twenty six second lead with only a cupped handful of laps to go. John Cooper needs no introduction either but whereas Brands Hatch will almost certainly favour Paul Smart, Mallory Park is John's most victorious circuit. He'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 any one who has seen the Yanks in action will have no doubt that they have the ability, the backing and the brains; but on top of all this they have the unbelievable confidence to win. As Nixon commented last year—"If I don't believe I'm going to win there's no point in riding. I don't race to be second!"

Jim Swift.



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 = £4,950

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 £5,000

Anglo - American International Match Races - England 1971

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

TWO RACES EACH OF 5 LAPS (13.75 miles) FOR SOLO MOTOR CYCLE OVER 648cc BUT NOT OVER 750cc.

UNITED STATES (Selected from)		ROUND 1			ROUND 2			ROUND 3			Final Total	Finish Order	Team Total
		April 9th Brands Hatch			April 11th Mallory Park			April 12th Oulton Park					
		1	2	Tot.	3	4	Tot.	5	6	Tot.			
1	Gary Nixon <i>Triumph</i>												
2	Jim Rice <i>BSA</i>												
3	Dave Aldana <i>BSA</i>												
4	Dick Mann <i>BSA</i>												
5	Don Castro <i>Triumph</i>												
6	Don Emde <i>BSA</i>												

GREAT BRITAIN												
7	Percy Tait <i>Triumph</i>											
8	John Cooper <i>BSA</i>											
9	Paul Smart <i>Triumph</i>											
10	Ray Pickrell <i>BSA</i>											
11	Tony Jefferies <i>Triumph</i>											

Team Captains: US Gary Nixon GB Percy Tait

Race 1

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

Race 2

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

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.

OFFICIALS AND MARSHALS

OFFICIALS: Stewards of the Meeting: A.C.U. - Vernon Cooper. Cheshire Centre A.C.U. - A. C. Cooke, A. Stoneley. Wirral '100' M.C. - R. W. Francis, H. W. Bowman. **Representative of Cheshire Car Circuit Ltd.** - Rex Foster. **Clerk of the Course** - C. Abbott. **Time-keeper** - V. C. Anstice (National) in charge. **Measurer** - V. C. Anstice, (Grade 1). **Medical** - Dr. P. Prideaux in charge, assisted by colleagues and members of the British Red Cross (Winsford Division). **Judge** - C. Baines. **Scrutineers** - N. Spann in charge. **Race Information** - R. Hill in charge. **Press Liaison** - J. R. Murray. **Public Address** - J. R. Jenkins. **Secretary of the Meeting and Assistant Clerk of the Course** - S. G. S. Houghton, 10 Wyndham Crescent, Gt. Sutton, Wirral L66 4SW. Phone: 051-339 5373.

MARSHALS: Chief Marshal and Organising Secretary - B. A. Weir. **Paddock** - W. E. Smith. **Course and Spectators Control** - Members of the Cheshire Centre A.C.U.

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. P. Prideaux and Professional colleagues; Cheshire County Police; Cheshire County Fire Brigade; Joseph Lucas Ltd.; The Royal Automobile Club; The Auto-Cycle Union; The Daily Express.

SPECTATOR NOTICES

ORGANISERS OF THE MEETING: Promoted by **Motor Circuit Developments Ltd.**, Managing Director - John Webb, for **Cheshire Car Circuit Ltd.**, Managing Director - R. M. Foster. All enquiries regarding admission arrangements, advance bookings for future meetings and lost property should be sent to Cheshire Car Circuit Ltd., Oulton Park, Little Budworth, Tarporley, Cheshire.

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 responsibility for the failure of any driver to appear. The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof. All race times stated are approximate.

TO-DAY'S RACING - R. H. Snelling

To-day sees the climax of the long awaited Anglo/American Match Race Series and we only hope that the racing has been so close at Brands Hatch and Mallory Park and that the teams are still complete to enable us to see a great and exciting finale. Should, however, the position be such, that the racing is a formality there will be enough talent in the supporting events, particularly the Invitation race, to hold your interest right up to the end.

Once again the Daily Express are sponsoring this Race of the North Meeting and we are grateful for their support and continued and increasing coverage of motor cycle sport.

We welcome not only the visiting American Team but also riders from European Countries, some of whom are regular visitors to the British circuits. Others, here for the first time may well find that the 'locals' have just that bit more experience but we trust that they will enjoy their racing and our company.

Our riders who are competing in the International Team Races will themselves be in combat in the Race of the North and here, team skipper Percy Tait, Paul Smart, after his Daytona disappointment. Motor Cycle News 'man of the Year' John Cooper, Tony Jeffries and Ray Pickrell will give no quarter. Against them will be such riders as Barry Sheene, Dave Croxford, Alan Barnett, Bob Heath, Nigel Palmer and Barry Randle who have all

been going well in early season racing. Barry an established star in light-weight events is now getting used to his larger Suzukis while Dave Croxford now on a Seeley and Alan Barnett will not be out of the reckoning. Competing against these riders in the 250 and 350 races is Phil Carpenter, who surprised many people with his performances at our opening meeting.

All of the solo races should be hotly contested with particular interest in the 125 and 250 races. Honours so far are pretty even. With the three-wheeler event being limited to 500s it looks an assured battle between the B.S.A. of Chris Vincent and the B.M.W.s of Pip Harris, Graham Milton and Tony Wakefield with the British Champion the likely winner.

This is always a busy week-end for the road racing boys and while many have opted for other circuits, the quality here will produce racing as good as anywhere in the country and with the organisation in the efficient hands of the Wirral 100 M.C. there should be no complaints.

Enjoy the racing and take care on the way home - we want you to come again.



RACE 1 THE LIGHTWEIGHT RACE

Event 2 10 laps (28 miles)

Start
2.00 p.m. SOLO MOTORCYCLES
over 175 and not over 250 cc

Side Number Plates - Green with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
				1st	
1	MICK CHATTERTON	246	Yamaha	2nd	
2	BARRY SHEENE	246	Yamaha	3rd	
3	RODNEY GOOCH	242	Kawasaki	4th	
4	BILL RAE	246	Yamaha	5th	
5	JAN KOSTERWINDER	250	Yamaha	6th	
6	OLIVIERI CHEVALLIER	246	Yamaha	7th	
7	CHAS GARNER	246	Yamaha	8th	
8	RON HACKETT	247	Yamaha		
9	BRIAN FINCH	250	Yamaha		
10	IVAN HODKINSON	249	Ossa		
11	TONY RUTTER	246	Yamaha		
12	RALPH WATTS	180	Honda		
14	JACK MACHIN	250	Yamaha		
15	BARRY RANDLE	246	Yamaha		
16	PAUL CARPENTER	246	Yamaha		
17	BO GRANATH	246	Yamaha		
18	THEO BULT	250	Yamsel		
19	PAUL SMART	248	J. F. Yamaha		
20	TERRY HUTTON	250	Bultaco		
21	TOM DICKIE	246	Yamaha		
22	BRIAN KEMP	246	Hyder Yamaha		
23	TOM LOUGHBRIDGE	247	Suzuki		
24	BRIAN Warburton	246	Yamaha		
25	DICK PIPES	246	Yamaha		
26	PETER BERWICK	246	Yamaha		
27	GYULA MARSOVSZKY	246	Yamaha		
28	COLIN THOMPSON	246	Yamaha		
29	STEVE MURRAY	247	Yamaha		
30	MICHAEL KIRWAN	246	Yamaha		
31	KEN DANIELS	248	Parkinson Yamaha		
32	DENNIS TROLLOPE	246	Yamaha		
33	MARTIN SHARPE	248	DMW Yamaha		
34	STUART JONES	246	Yamaha		
35	STAN HODGES	248	Yamaha		
36	NEOL CLEGG	248	Yamaha		
37	TOM HERRON	246	Yamsel		
38	KAARLO KOIVUNIEMI	246	Yamaha		
39	STAN WOODS	250	Yamaha		
40	RAY ASHCROFT	246	Yamaha		
41	MICK PEARSON	250	Shepherd		
42	PETER GROVE	250	Yamaha		

RACE 2

START: 2.30 p.m.

FIRST RACE 5 LAPS (13.75 MILES)

ANGLO-AMERICAN INTERNATIONAL MATCH RACES ENGLAND 1971

for solo motorcycles over 648 but not over 750 cc

United States

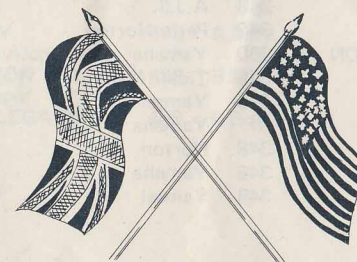
1. GARY NIXON Triumph
2. JIM RICE B S A
3. DAVE ALDANA B S A
4. DICK MANN B S A
5. DON CASTRO Triumph
6. DON EMDE B S A

Great Britain

7. PERCY TAIT Triumph
8. JOHN COOPER B S A
9. PAUL SMART Triumph
10. RAY PICKRELL B S A
11. TONY JEFFERIES Triumph

Team Captains:

(U.S.) GARRY NIXON (G.B.) PERCY TAIT



RACE 3

THE JUNIOR RACE

Event 3

10 laps (28 miles)

Start

2.50 p.m.

SOLO MOTORCYCLES

over 250 and not over 350 cc

Side Number Plates - Blue with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
				1st	
1	MICK CHATTERTON	346	Yamaha	2nd	
2	NIGEL PALMER	346	Yamsel		
3	RODNEY GOOCH	348	Norton	3rd	
4	BILL RAE	348	Yamaha		
5	JAN KOSTERWINDER	350	Yamaha	4th	
6	OLIVIEI CHEVALLIER	348	Yamaha		
7	ROBIN KEATING	350	Yamaha	5th	
8	GEORGE FOGARTY	348	Yamaha		
9	BILL SMITH	346	Yamaha	6th	
10	ALAN BARNETT	349	Yamses		
11	TONY RUTTER	348	Yamaha	7th	
12	VIN. DUCKETT	346	Yamaha		
14	REMY HIRSCHY	346	Yamsel	8th	
15	BARRY RANDLE	346	Yamaha		
16	MALCOLM MOFFATT	346	Seeley	9th	
17	BO GRANATH	346	Yamaha		
18	THEO BULT	350	Yamsell		
19	PAUL SMART	348	J. F. Yamaha		
20	CHAS DOBSON	350	Honda		
21	TONY JEFFERIES	350	Yamaha		
22	JOHN WILLIAMS	346	Arter - A.J.S.		
23	JIM CURRY	340	Honda		
24	BRIAN WARBURTON	346	Yamaha		
25	DICK PIPES	348	Yamaha		
26	DENIS GALLAGHER	348	Yamaha		
27	GRANT GIBSON	348	Rivetts Yamaha		
28	COLIN THOMPSON	348	Yamaha		
29	DAVID KIRWAN	344	Aermacchi		
30	MICHAEL KIRWAN	346	Yamaha		
31	KEN DANIELS	348	Parkinsons Yamaha		
32	DENNIS TROLLOPE	346	Yamaha		
33	BILL FULTON	348	A.J.S.		
34	DEREK BEST	348	Petty Norton		
35	WILLIAM TOMLINSON	350	Yamaha		
36	GORDON PANTALL	348	Tickle Manx		
37	TOM HERRON	346	Yamsel		
38	PAUL CARPENTER	347	Yamaha		
39	ALAN LAWTON	348	Norton		
40	RAY ASHCROFT	346	Yamaha		
41	JOHN COOPER	348	Yamsel		

RACE 4

THE SIDECAR RACE

Event 6

6 laps (16½ miles)

First half

Start

3.20 p.m.

SIDECARS over 350 and not over 500 cc

Side Number Plates - Black with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
				1st	
1	CHRIS VINCENT	495	B.S.A.	2nd	
	Pass Ken Scott				
2	PIP HARRIS	492	B.M.W.	3rd	
	Pass Eric Saunders				
3	TONY WAKEFIELD	492	B.M.W.	4th	
	Pass Mac Fasdén				
4	GRAHAM MILTON	492	B.M.W.	5th	
	Pass J. Thornton				
5	ERIC CREASER	499	Windrick B.S.A.	6th	
	Pass John Teal				
6	BILL LOMAS	492	B.M.W.		
	Pass C. Money				
7	MIKE FIDDAMAN	500	M.G.F.		
	Pass A. Lodge				
8	TERRY WINDLE	498	Windrick	FINAL RESULTS on total times over both Events	
	Pass Ray Hinchcliffe				
9	BILL COPSON	492	B.M.W.	1st	
	Pass Lol Carter				
10	LEN CURRIE	500	G.S.M. Westlake	2nd	
	Pass Frank Kay				
11	DENNIS KEEN	498	Triumph	3rd	
	Pass Stuart Parsons				
12	ROY WOODHOUSE	490	W. H. Special	4th	
	Pass Doug Woodhouse				
14	M. B. BLAKEMORE	498	Triumph	5th	
	Pass Roland Worral				
15	KEN HUNT	498	Rushton Triumph	6th	
	Pass Gareth Townley				
16	BILL COOPER	498	W.E.C.	7th	
	Pass D. B. Argent				
17	MICHAEL WHITTON	500	Special	8th	
	Pass Francis Haslam				
18	BRAN BARDSLEY	498	Triumph	9th	
	Pass Peter Cropper				
19	TED FENWICK	500	T.F.S.		
	Pass Ian Ward				
20	JEFF GAWLEY	492	B.M.W.		
	Pass Grahame Alcock				
21	D. F. DICKINSON	492	B.M.W.		
	Pass Stan Cooper				
22	STUART APPLEGATE	499	B.S.A.		
	Pass A.N.O.				
23					
24					

RACE 5

THE SENIOR RACE

Event 4

10 laps (28 miles)

Start

3.45 p.m.

SOLO MOTORCYCLES

over 350 and not over 500 cc

Side Number Plates - Yellow with Black Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
1	BRIAN ADAMS	499	Norton	1st	
2	BARRY SHEENE	500	Suzuki		
3	BRIAN KEMP	500	Higley Seeley	2nd	
4	BOB HEATH	499	B.S.A.		
5	ROGER NICHOLS	496	Matchless		
6	BRIAN HUSSEY	499	Norton	3rd	
7	PERCY TAIT	498	Triumph		
8	GEORGE FOGARTY	492	Suzuki		
9	BILL SMITH	496	Seeley	4th	
10	ALAN BARNETT	406	Aermacchi		
11	DAVID HUNT	496	Seeley		
12	VIN DUCKETT	496	Seeley	5th	
14	TOM DICKIE	499	Higley-Norton		
15	MICHAEL HUNT	498	DJH Triumph		
16	MALCOLM MOFFATT	496	Seeley	6th	
17	GERARD CHAPERON	496	Seeley		
18	DAVE CROXFORD	496	Seeley		
19	PETER COCKRANE	496	Seeley	7th	
20	CHAS DOBSON	496	Seeley		
21	KEITH HECKLES	499	Norton		
22	JOHN WILLIAMS	496	Arter Matchless	8th	
23	JIM CURRY	496	Seeley		
24	PETER ELMORE	499	Norton		
25	DICK PIPES	499	Norton	9th	
26	DENIS GALLAGHER	496	Seeley		
27	GYULA MARSOVSZKY	500	Linto		
28	JOHN ASHTON	496	Matchless	10th	
29	STEVE MURRAY	496	Seeley		
30	W. DAWSON	499	Norton		
31	MAURICE JEFFERY	499	Norton		
32	KEN TILLEY	499	Norton		
33	BILL FULTON	499	F.S.S.		
34	DEREK BEST	500	Petty Norton		
35	STAN HODGES	499	Norton		
36	GORDON PANTALL	499	Tickle Manx		
37	NIGEL ROLLASON	351	Yamroll		
38	KAARLO KOIVUNIEHI	496	Seeley		
39	STAN WOODS	499	Norton		
40	ALAN CAPSTICK	496	Matchless		
41	JOHN COOPER	498	Seeley		

RESERVES

42	ANTHONY MYERS	496	Myers
43	ALAN LAWTON	499	Norton
44	ERNIE PITT	499	Norton
45	JOHN HUGHES	498	Matchless
46	KEITH WALLEY	497	Norton
47	MARK BUTTERWORTH	496	Matchless
48	DAVID KIRWAN	382	Yamaha

RACE 6

START: 4.15 p.m.

SECOND RACE 5 LAPS (13.75 MILES)

ANGLO-AMERICAN INTERNATIONAL MATCH RACES

ENGLAND 1971

for solo motorcycles over 648 but not over 750 cc

United States

- GARY NIXON Triumph
- JIM RICE B S A
- DAVE ALDANA B S A
- DICK MANN B S A
- DON CASTRO Triumph
- DON EMDE B S A

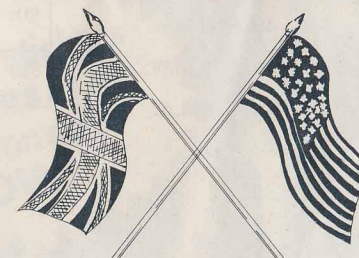
Great Britain

- PERCY TAIT Triumph
- JOHN COOPER B S A
- PAUL SMART Triumph
- RAY PICKRELL B S A
- TONY JEFFERIES Triumph

Team Captains:

(U.S.) GARRY NIXON

(G.B.) PERCY TAIT



RACE 7

Event 6
Second half

Start
4.30 p.m.

THE SIDECAR RACE

6 laps (16½ miles)

SIDECARS over 350 and not over 500 cc

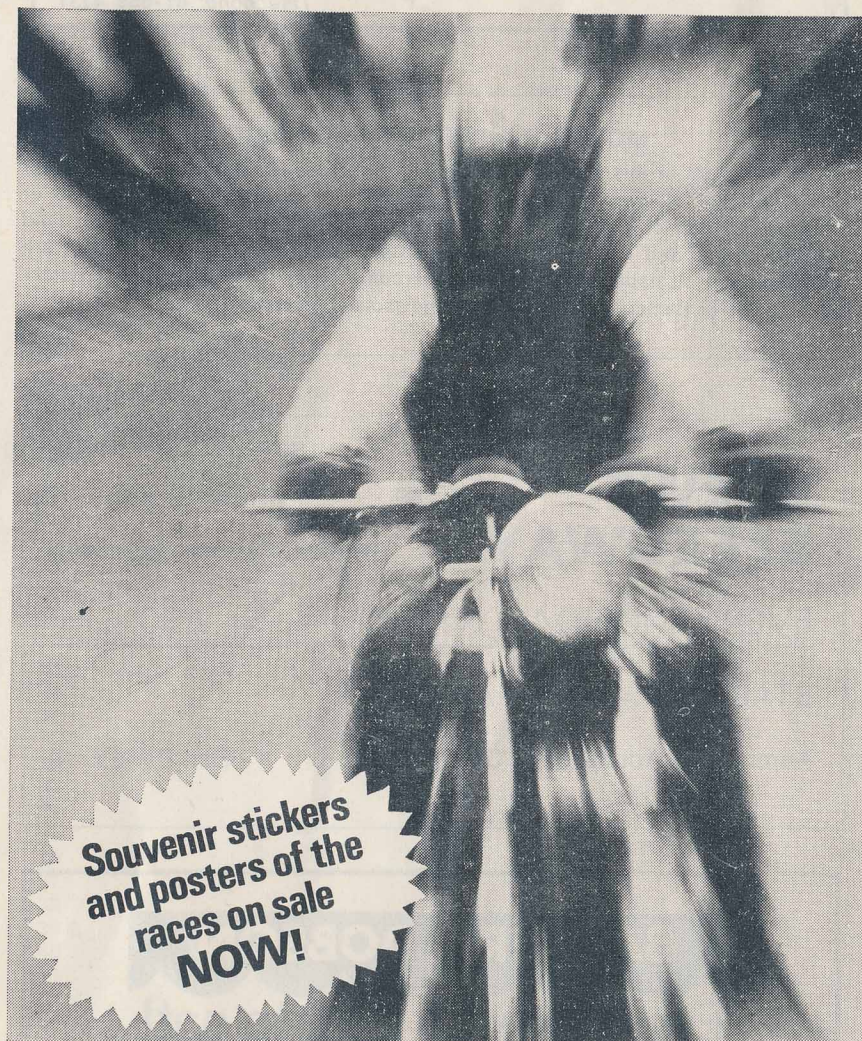
Side Number Plates - Black with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
				1st	
1	CHRIS VINCENT Pass Ken Scott	495	B.S.A.	2nd	
2	PIP HARRIS Pass Eric Saunders	492	B.M.W.	3rd	
3	TONY WAKEFIELD Pass Mac Fasden	492	B.M.W.	4th	
4	GRAHAM MILTON Pass J. Thornton	492	B.M.W.	5th	
5	ERIC CREASER Pass John Teal	499	Windrick B.S.A.	6th	
6	BILL LOMAS Pass C. Money	492	B.M.W.		
7	MIKE FIDDAMAN Pass A. Lodge	500	M.G.F.		
8	TERRY WINDLE Pass Ray Hinchcliffe	498	Windrick	FINAL RESULTS on total times over both Events	
9	BILL COPSON Pass Lol Carter	492	B.M.W.	1st	
10	LEN CURRIE Pass Frank Kay	500	G.S.M. Westlake	2nd	
11	DENNIS KEEN Pass Stuart Parsons	498	Triumph	3rd	
12	ROY WOODHOUSE Pass Doug Woodhouse	490	W. H. Special	4th	
14	M. B. BLAKEMORE Pass Roland Worral	498	Triumph	5th	
15	KEN HUNT Pass Gareth Townley	498	Rushton Triumph	6th	
16	BILL COOPER Pass D. B. Argent	498	W.E.C.	7th	
17	MICHAEL WHITTON Pass Francis Haslam	500	Special	8th	
18	BRAN BARDSLEY Pass Peter Cropper	498	Triumph	9th	
19	TED FENWICK Pass Ian Ward	500	T.F.S.		
20	JEFF GAWLEY Pass Grahame Alcock	492	B.M.W.		
21	D. F. DICKINSON Pass Stan Cooper	492	B.M.W.		
22	STUART APPLEGATE Pass A.N.O.	499	B.S.A.		
23					
24					

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STARTING — 19th APRIL

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RACE 8

Event 5

**Start
4.55 p.m.**

**THE WIRRAL HUNDRED
10 laps (28 miles) INVITATION RACE**

SOLO MOTORCYCLES

**up to 750 cc with selected riders from the
250, 350 and 500 cc classes**

Side Number Plates - White with Black Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
				1st	
1	BRIAN ADAMS	700	Rickman Triumph	2nd	
2	DARRYL PENDLEBURY	700	Triumph		
3	BRIAN KEMP	750	Curley Norton	3rd	
4	BOB HEATH	749	B.S.A.		
5	ROGER NICHOLS	650	Triton	4th	
6	BRIAN HUSSEY	750	Norton		
7	PERCY TAIT	749	Triumph	5th	
8	LOUIS GEESON	745	Norton		
9	BILL SMITH	501	Kawasaki		
10	A. MURRAY	750	Norton		
11	DAVID HUNT	600	Triton		
12	VIN DUCKETT	750	Norton		
14	TOM DICKIE	748	Higley Norton		
15	MICHAEL HUNT	730	DTH Triumph		
16	MALCOLM MOFFATT	649	Mofbal		
17	KEITH WALLEY	745	Norton		
18	BILL ROBERTSON	750	Rutherford		
19	MARK BUTTERWORTH	745	Seeley/Norton		
20	CHAS DOBSON	750	Norton		
21	TONY JEFFERIES	750	Norton		
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41					

SWOODS.

152

142

RACE 9 THE ULTRA-LIGHTWEIGHT RACE

Event 1 8 laps (22 miles)

Start
5.30 p.m. SOLO MOTORCYCLES
up to 125 cc

Side Number Plates - Black with White Numbers

No.	Driver	c.c.	Machine	Finish Order	Time & Speed
				1st	
1	MICK CHATTERTON	125	Yamaha	2nd	
2	BARRY SHEENE	125	Suzuki	3rd	
3	RODNEY GOOCH	124	Sondel Yamaha	4th	
4	BILL RAE	125	MZ	5th	
5	JAN KOSTERWINDER	125	Yamaha	6th	
6	OLIVIEI CHEVALLIER	124	Yamaha		
7	CHAS GARNER	125	Yamaha		
8	RON HACKETT	124	Honda		
9	BRIAN FINCH	125	Honda		
10	IVAN HODKINSON	124	Yamstock		
11	PAUL CULLEN	124	MZ/Bultaco		
12	RALPH WATTS	124	Honda		
14	JACK MACHIN	125	Yamaha		
15	JOHN KIRBY	124	Yamaha		
16	J. PEARSON	125	Bultaco		
17	ROBIN WARE	124	Yamaha		
18	JOHN HUDSON	124	Yamaha		
19	DAVID BARTON	124	Honda		
20	TERRY HUTTON	125	Maico		
21	FREDERICK SMART	124	Honda		
22	WILLIAM TOMLINSON	125	Honda		
23	TOM LOUGHBRIDGE	125	Honda		
24	PETER COURTNEY	124	Padgett-Yamaha		
25	DAVE BEDLINGTON	125	Maico		
26	BRIAN KAYE	124	Yamaha		
27	GRANT GIBSON	124	Sondel-Yamaha		
28	NEIL TUXWORTH	124	Tex-Yam		
29	GRAHAM MILTON	125	Bultaco		
30	BARRY DICKINSON	125	Honda		
31	LEIF ROSELL	125	Maico		
32					
33	KEITH NICHOLLS	125	Honda		
34					

AWARDS

Event 1. Ultra-Lightweight Race: 1st—£35, 2nd—£20, 3rd—£10, 4th—£5, 5th—£3, 6th—£2.

Event 2. Lightweight Race: 1st—£50, 2nd—£30, 3rd—£20, 4th—£15, 5th—£10, 6th—£5, 7th—£3, 8th—£2.

Event 3. Junior Race Final: 1st—£60, 2nd—£45, 3rd—£30, 4th—£20, 5th—£15, 6th—£10, 7th—£5, 8th—£3, 9th—£2.

Event 4. Senior Race: 1st *The Wirral 100 Trophy and Replica and £100, 2nd—£55, 3rd—£40, 4th—£30, 5th—£20, 6th—£15, 7th—£10, 8th—£5, 9th—£3, 10th—£2.

Event 5: 1st—£50, 2nd—£20, 3rd—£10, 4th—£5, 5th—£2.

Event 6: (Awards based on total time). 1st—£75, 2nd—£40, 3rd—£30, 4th—£20, 5th—£15, 6th—£10, 7th—£5, 8th—£3, 9th—£2.

Event 6: (First half only). 1st—£12, 2nd—£7, 3rd—£5, 4th—£3, 5th—£2, 6th—£1.

Event 6: (Second half only). 1st—£12, 2nd—£7, 3rd—£5, 4th—£3, 5th—£2, 6th—£1.

*The Brian Duffy Memorial Trophy and Replica:

This will be awarded to the registered member of the Wirral Hundred Motor Club who makes the best performance during the races, expressed as a percentage of the Race winners time, or if he be the winner, as a percentage of the second man's time.

INTERNATIONAL 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.

LIST OF COMPETITORS

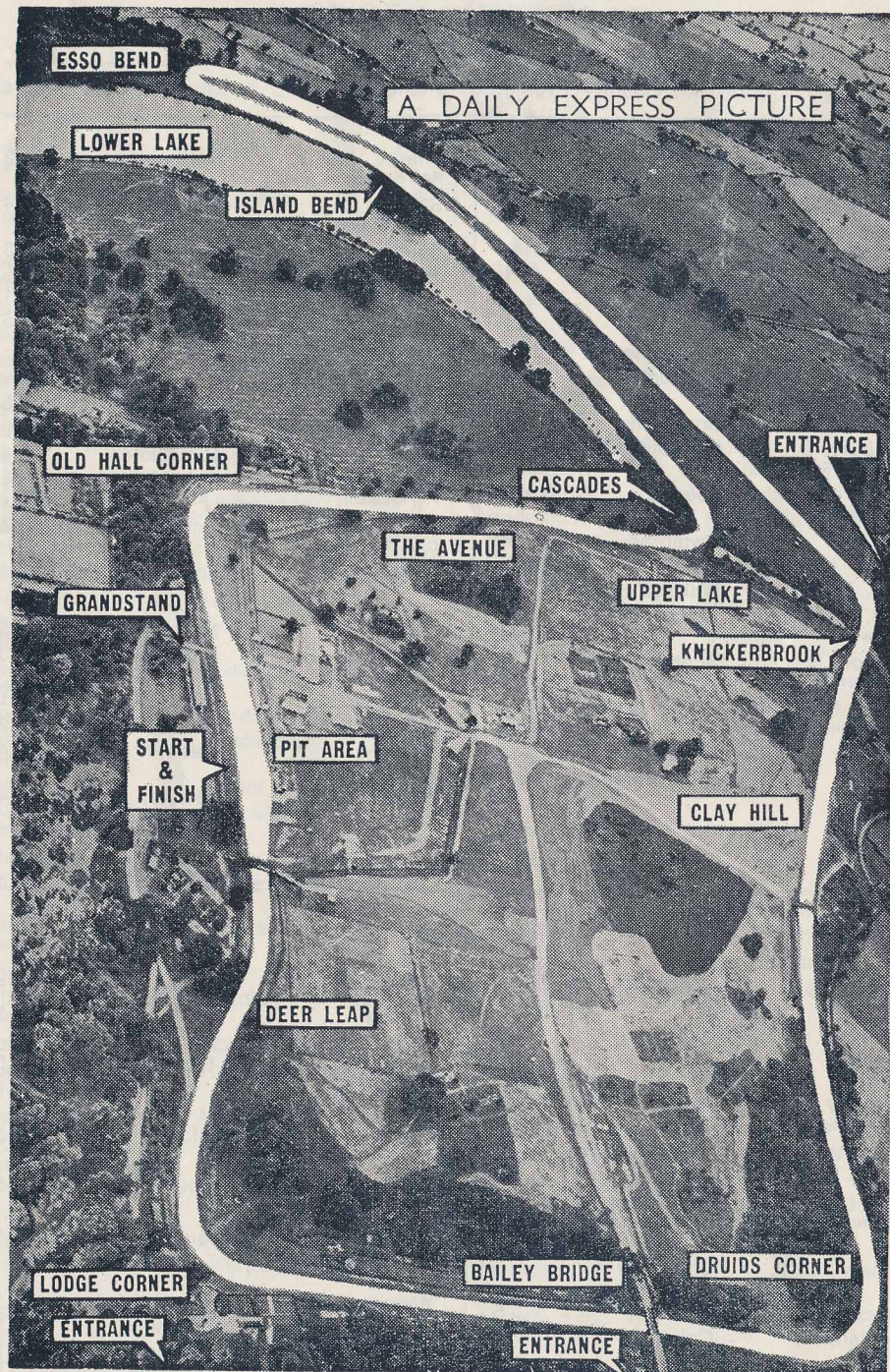
Name	Town/Country	Events	Name	Town/Country	Events
Adams, B. Bill Stuart	Cardiff	4, 5	Gibson, G. Sondel Sport Ltd.	London	1, 3
Ashcroft, R.	Ormskirk	2, 3	Gooch, R. J. Sondel Sport Ltd.	London	1, 2, 3
Ashton, J.	Liverpool	4	Granath, B.	Sweden	2, 3
Barnett, A. Brackley Racing	Iver	3, 4	Grove, P.	Cardiff	2
Barton, D.	Walsall	1	Hackett, R.	Coventry	1, 2
Bedlington, D.	York	1	Heath, R.	Birmingham	4, 5
Berwick, P. Cragg-Cuttiss	Appleby	2	Heckles, K. Bob Vincent	Wigan	4
Best, D. F.	Bristol	3, 4	Herron, T.	N. Ireland	2, 3
Butterworth, M.	Blackpool	4, 5	Five Star Speed Equipe		
Bult, T.	Holland	2, 3	Hirschy, R.	Switzerland	3
Capstick, A.	Liversedge	4	Hodges, S.	Loughborough	2, 3
Carpenter, P. Norman Ball	Warrington	2, 3	Hodgkinson, I. Henstocks	North Mansfield	1, 2
Chatterton, M.	Barnsley	1, 2, 3	Hudson, J. Norman Ball	St. Helens	1
Clegg, N.	Isle of Man	2	Hughes, J. A.	Chester	4
Cockram, P. Colin Seeley	Belvedere	4, 5	Hunt, M. L. D.J.H. Racing	Desford	4, 5
Cooper, J. Wrags M/cs.	Mansfield	3, 4	Hunt, D. W.	Leicester	4, 5
Courtney, P.	London	1	Hussy, B.	Welwyn	4, 5
Croxford, D. Colin Seeley	Belvedere	4, 5	Hutton, T.		1, 2
Cullen, P. M.	Belper	1	Jefferies, T. Alan Jefferies	Shipley	3, 5
Curry, J. John Skellern M/cs.	Worcester	3, 4	Jeffery, M. A.	Cardiff	4
Chevallier, O.	France	1, 2, 3	Jones, S.	Leeds	2
Chaperon, G.	Switzerland	4	Kaye, B.	Warrington	1
Daniels, K. Frank Parkinson	Worsley	2, 3	Keating, R.	Thames Ditton	3
Dawson, W.	Hull	4	Kemp, B. Five Star Speed Equipe	Old Windsor	2, 4, 5
Dickie, T. Frank Higley	Reading	2, 4, 5	Kirwan, M.	Wallasey	2, 3
Dobson, C.	Scotland	3, 4, 5	Kirwan, D. S.	Wallasey	3, 4
Duckett, V. F. Vin. Duckett Motors	Th'nton Cleveleys	3, 4, 5	Kirby, J.	Alford	1
Dickinson, B.	Manchester	1	Kosterwinder, J. Bill Smith Motors	Holland	1, 2, 3
Elmore, P. N.	Birmingham	4	Koivuniemi, K.	Finland	1, 4
Finch, B.	Denton	1, 2	Lawton, A. T.	Runcorn	3, 4
Fogarty, G.	Blackburn	3, 4	Loughridge, T.	Birmingham	1, 2
Fulton, W.	Liverpool	3, 4	Machin, J.		1, 2
Gallagher, D.	Scotland	3, 4	Marsouszky, G.	Switzerland	2, 4
Garner, C. P.	Nantwich	1, 2	Moffatt, M. Jim Ball	Blackpool	3, 4, 5
Geeson, L. A.	Sutton Coldfield	5	Milton, G.	Spaldwick	1

LIST OF COMPETITORS—continued

Name	Town/Country	Events	Name	Town/Country	Events
Murray, A.	Scotland	5	Sharpe, M.	Northants	2
Murray, S. Bill Smith Motors	Chester	2, 4	Ron Herring		
Myers, A.	Hull	4	Sheene, B. Frank Sheene	London	1, 2, 3, 4
Nicholls, K.	Frenchwood	1	Smart, P. Joe Francis Motors	London	2, 3
Nichols, R. L.	Ponthir	4, 5	Smart, F. C.	Hemel Hempstead	1
Palmer, N.	Berkhamstead	3	Smith, W. A. Bill Smith Motors	Chester	3, 4, 5
Pantall, G. John Tickle	St. Neots	3, 4	Tait, P.	Warwick	4, 5
Pearson, J.	Brownhills	1	Thompson, C. M.	Orpington	2, 3
Pendlebury, D. A. Bennett & Son	Nuneaton	5	Tilley, K. C.	Gloucester	4
Pipes, D.	London	2, 3, 4	Tomlinson, W. F. Parkinson	Bolton	1, 3
Joe Thompson			Trollope, D. C. J. Trollope	Bristol	2, 3
Pitt, E. T.	Cwmbran	4	Tuxworth, N.	Louth	1
Rae, B.	Wakefield	1, 2, 3	Walley, K.	New Brighton	4, 5
Randle, B. Reg. Gower	Stourbridge	2, 3	Warburton, B. Norman Ball	Stockport	2, 3
Robertson, B. T. E. Rutherford	Scotland	5	Ware, R. J.	Sidcup	1
Rollason, N. G. A. Phobof Racing Equipe	Sutton Coldfield	4	Watts, R. N.	Stockport	1, 2
Rosell, L.	Sweden	1	Williams, J. Bill Smith Motors	Heswall	3, 4
Rutter, T. R. Priest	Stourbridge	2, 3	Woods, S.	Chester	2, 4

SIDECARS

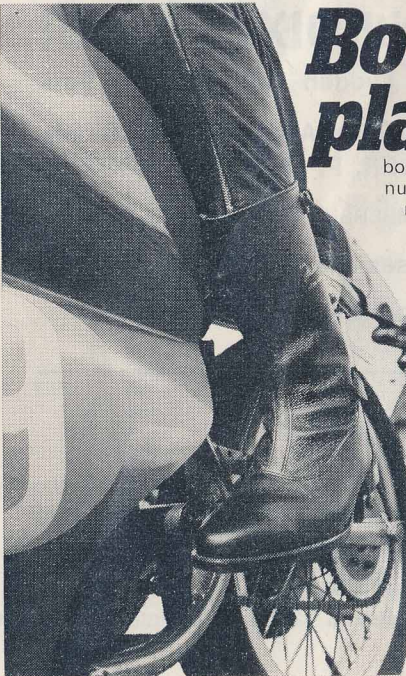
Applegate, S.	Ashton-u-Lyne	5	Harris, P.	Wombourne	5
Bardsley, B.	Caernarvon	5	Hunt, K.	Manchester	5
Blakemore, M. B.	Tipton	5	Keen, D. G. Robert Webb	Swindon	5
Cooper, W. E. R.N.J. Racing	Derby	5	Lomas, W.	Oldham	5
Copson, W.	Ashton-u-Lyne	5	Milton, G.	Spaldwick	5
Creaser, E.	Doncaster	5	Vincent, C. Peter Chapman	Guilsborough	5
Currie, L. W. G.S. Motors	Gt. Sutton	5	Wakefield, T.	Spaldwick	5
Dickinson, D. F.	Chepstow	5	Whitton, M.	Chester	5
Fenwick, T.	York	5	Windle, T. W.	Sheffield	5
Fiddaman, M.	Colchester	5	Woodhouse, R.	Kidderminster	5
Gawley, J.	Scunthorpe	5			



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Ledsham, Wirral.
Tel. 051 HOO 2581.

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Liverpool, 17.
Tel. 051 LAR 5912.

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R. CHANDLER, P. SMART, J. COOPER.

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Holiday Magic Skin Care

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OULTON PARK SPEED TABLE

1 lap = 2.761 miles

Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed
M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.
1 25	116.93	1 34	105.74	1 43	96.50	1 52	88.75
.2	116.66	.2	105.52	.2	96.31	.2	88.59
.4	116.39	.4	105.29	.4	96.13	.4	88.43
.6	116.12	.6	105.07	.6	95.94	.6	88.27
.8	115.85	.8	104.85	.8	95.76	.8	88.12
1 26	115.58	1 35	104.63	1 44	95.57	1 53	87.96
.2	115.31	.2	104.41	.2	95.39	.2	87.80
.4	115.04	.4	104.19	.4	95.21	.4	87.65
.6	114.78	.6	103.97	.6	95.02	.6	87.50
.8	114.51	.8	103.75	.8	94.84	.8	87.34
1 27	114.25	1 36	103.54	1 45	94.66	1 54	87.19
.2	113.99	.2	103.32	.2	94.48	.2	87.04
.4	113.73	.4	103.11	.4	94.30	.4	86.88
.6	113.47	.6	102.89	.6	94.13	.6	86.73
.8	113.21	.8	102.68	.8	93.95	.8	86.58
1 28	112.95	1 37	102.47	1 46	93.77	1 55	86.43
.2	112.69	.2	102.26	.2	93.59	.2	86.28
.4	112.44	.4	102.05	.4	93.42	.4	86.13
.6	112.19	.6	101.84	.6	93.24	.6	85.98
.8	111.93	.8	101.63	.8	93.06	.8	85.83
1 29	111.68	1 38	101.42	1 47	92.89	1 56	85.69
.2	111.43	.2	101.22	.2	92.72	.2	85.54
.4	111.18	.4	101.01	.4	92.55	.4	85.39
.6	110.93	.6	100.81	.6	92.38	.6	85.25
.8	110.69	.8	100.60	.8	92.20	.8	85.10
1 30	110.44	1 39	100.40	1 48	92.03	1 57	84.95
.2	110.20	.2	100.20	.2	91.86	.2	84.81
.4	109.95	.4	100.00	.4	91.69	.4	84.66
.6	109.71	.6	99.80	.6	91.52	.6	84.52
.8	109.47	.8	99.60	.8	91.36	.8	84.38
1 31	109.23	1 40	99.40	1 49	91.19	1 58	84.23
.2	108.99	.2	99.20	.2	91.02	.2	84.09
.4	108.75	.4	99.00	.4	90.86	.4	83.95
.6	108.51	.6	98.80	.6	90.69	.6	83.81
.8	108.27	.8	98.61	.8	90.52	.8	83.67
1 32	108.04	1 41	98.41	1 50	90.36	1 59	83.53
.2	107.80	.2	98.22	.2	90.20	.2	83.39
.4	107.57	.4	98.02	.4	90.03	.4	83.25
.6	107.34	.6	97.83	.6	89.87	.6	83.11
.8	107.11	.8	97.64	.8	89.71	.8	82.97
1 33	106.88	1 42	97.45	1 51	89.55	2 00	82.83
.2	106.65	.2	97.26	.2	89.38	.2	82.69
.4	106.42	.4	97.07	.4	89.22	.4	82.55
.6	106.19	.6	96.88	.6	89.06	.6	82.42
.8	105.96	.8	96.69	.8	88.91	.8	82.28



OULTON PARK SPEED TABLE—continued

Lap Time	Speed	Lap Time	Speed	Lap Time	Speed	Lap Time	Speed
M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.
2 01	82.15	2 10	76.46	2 19	71.51	2 28	67.16
.2	82.01	.2	76.34	.2	71.41	.2	67.07
.4	81.87	.4	76.22	.4	71.30	.4	66.98
.6	81.74	.6	76.11	.6	71.20	.6	66.89
.8	81.61	.8	75.99	.8	71.10	.8	66.80
2 02	81.47	2 11	75.88	2 20	71.00	2 29	66.71
.2	81.34	.2	75.76	.2	70.90	.2	66.62
.4	81.21	.4	75.64	.4	70.79	.4	66.53
.6	81.07	.6	75.53	.6	70.69	.6	66.44
.8	80.94	.8	75.41	.8	70.59	.8	66.35
2 03	80.81	2 12	75.30	2 21	70.49	2 30	66.26
.2	80.68	.2	75.19	.2	70.39	.2	66.18
.4	80.55	.4	75.07	.4	70.29	.4	66.09
.6	80.42	.6	74.96	.6	70.19	.6	66.00
.8	80.29	.8	74.85	.8	70.10	.8	65.91
2 04	80.16	2 13	74.73	2 22	70.00	2 31	65.83
.2	80.03	.2	74.62	.2	69.90	.2	65.74
.4	79.90	.4	74.51	.4	69.80	.4	65.65
.6	79.77	.6	74.40	.6	69.70	.6	65.56
.8	79.64	.8	74.29	.8	69.61	.8	65.48
2 05	79.52	2 14	74.18	2 23	69.51	2 32	65.39
.2	79.39	.2	74.07	.2	69.41	.2	65.31
.4	79.26	.4	73.96	.4	69.31	.4	65.22
.6	79.14	.6	73.85	.6	69.22	.6	65.13
.8	79.01	.8	73.73	.8	69.12	.8	65.05
2 06	78.89	2 15	73.63	2 24	69.03	2 33	64.96
.2	78.76	.2	73.52	.2	68.93	.2	64.88
.4	78.64	.4	73.41	.4	68.83	.4	64.80
.6	78.51	.6	73.30	.6	68.74	.6	64.71
.8	78.39	.8	73.19	.8	68.64	.8	64.63
2 07	78.26	2 16	73.09	2 25	68.55	2 34	64.54
.2	78.14	.2	72.98	.2	68.45	.2	64.46
.4	78.02	.4	72.87	.4	68.36	.4	64.38
.6	77.90	.6	72.76	.6	68.27	.6	64.29
.8	77.77	.8	72.66	.8	68.17	.8	64.21
2 08	77.65	2 17	72.55	2 26	68.08	2 35	64.13
.2	77.53	.2	72.45	.2	67.99	.2	64.04
.4	77.41	.4	72.34	.4	67.89	.4	63.96
.6	77.29	.6	72.24	.6	67.80	.6	63.88
.8	77.17	.8	72.13	.8	67.71	.8	63.80
2 09	77.05	2 18	72.03	2 27	67.62	2 36	63.72
.2	76.93	.2	71.92	.2	67.52	.2	63.63
.4	76.81	.4	71.82	.4	67.43	.4	63.55
.6	76.69	.6	71.71	.6	67.34	.6	63.47
.8	76.58	.8	71.61	.8	67.25	.8	63.39

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