

John Player Transatlantic



ROUND 3

Oulton Park April 11th

ORGANISED BY CACU

OFFICIAL PROGRAMME 40p

JOHN PLAYER KING SIZE

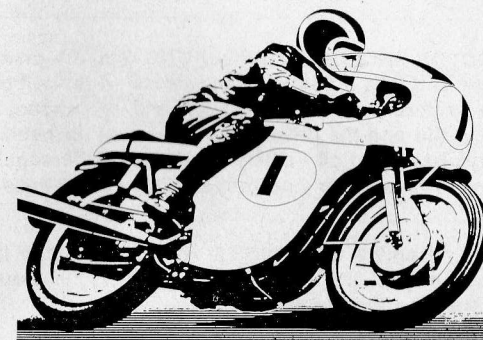


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John Player International Transatlantic Trophy Motorcycle Race Meeting



OULTON PARK – CHESHIRE
Easter Monday – 11 April 1977

Organised by the WIRRAL 100 MOTOR CLUB

PROGRAMME ORDER (the times given are approximate):

- | | | |
|---------|-------------------|--|
| Race 1. | 2.00 p.m. | 125 cc Honda Championship Race |
| Race 2. | 2.35 p.m. approx. | John Player Transatlantic Trophy (First Race) |
| Race 3. | 3.10 p.m. approx. | The Junior Race |
| Race 4. | 3.45 p.m. approx. | 500 cc ShellSPORT Championship Race |
| Race 5. | 4.15 p.m. approx. | The Lightweight Race |
| Race 6. | 4.50 p.m. approx. | John Player Transatlantic Trophy (Second Race) |
| Race 7. | 5.30 p.m. approx. | The Motor Cycle Sidecar Championship Race |
| Race 8. | 6.10 p.m. approx. | 1000 cc 'Wirral 100' Trophy Race |

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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.

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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.

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
R. W. FRANCIS

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 Vehicles

N. SPANN in charge
H. DUGDALE, Alvanley
MIKE WESTON

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.

Awards

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

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

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

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

"THE MOTORCYCLE" SIDECAR CHAMPIONSHIP RACE: 1st £150, 2nd £105, 3rd £70, 4th £45, 5th £30, 6th £20, 7th £15.

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

LIST OF COMPETITORS

Solos

Name (Events) Town/Country

Bird, Mick (1, 2, 3) Littlehampton
 Bradley, Steve (3) **Scotland**
 Butterworth, Mark (3) Blackpool
 Buxton, Robin (1) Warrington
 Capper, Michael (2) Chapel-en-le-Frith
Ent. J. Warburton Racing
 Casey, Peter (4)
 Chatterton, Mick (2) Barnsley
 Chwistek, Erwin (1, 2) Malmesbury
 Clegg, Noel (4) Rochdale
 Cook, Mick (2) Bicester
 Dinham, Wayne (1, 2) Newport
Ent. Team Castrol
 Edwards, Neil (4) Liverpool
Ent. Aibion Street Motors
 Ellis, Peter (2, 3) Bebington
 Emmins, Chris (2, 4) Romford
Ent. Gordon Pantall
 Flak, Robin (2, 3) Maidstone
Ent. B. Flak Kawasaki
 Fogarty, George (3, 4) Blackburn
 Forester, Piers (4) London
 Foxley, Chris (2) Stone
 Fulton, Bill (3, 4) Liverpool
 Gallagher, Denis (1, 2) **Scotland**
 Garnett, Roy (1) New Ferry
 Golding, John (2) St. Helens
 Grice, Mick (1, 2) Ormskirk
Ent. Vladivar Vodka
 Hackett, John (2, 4) Coventry
Ent. Crutchlow Barnes Racing
 Haslam, Ron (1, 3, 4) Halifax
Ent. Mal Carter
 Head, Tony (2, 3) Coventry
 Heath, Bob (2) Walsall
 Heeson, Lee (1, 2) Crewe
Ent. David Hickman
 Higgins, Mick (1, 2) Leigh
 Higham, Jack (2) St. Helens
Ent. Tom Hall Racing
 Hill, Billy (3) Louth
 Hobbs, Grahame (1, 2) Shepperton
Ent. Team Castrol
 Hockley, Austin (1, 2) Long Eaton
Ent. Granby Motors (Ilk)
 Homewood, Barry (4) East Malling
 Horton, Clive (1) Derby
Ent. Faddiley Garage
 Hunter, Neil (4) Bristol
Ent. Crossley M/cycles
 Huxley, Derek (1, 2) Ellesmere Port
 Irwin, Richard (1) Berwick-on-Tweed
 Jackson, Alan (1, 3) Preston
 Jones, Alan (1) **Scotland**
 Jones, Stuart (4) Sandbach
 Jenkins, Gerry (3, 4) Telford
Ent. Bevelectric Racing
 Kerby, Dave (4) Coventry

Name (Events) Town/Country

Kibble, Steve (1, 3) Manchester
Ent. Paul Johnson
 Kirwan, Mal (2, 3) New Ferry
 Lancaster, Jerry (3) Croydon
 Leighton, Ronald (3) Wincham
 Lennon, Reg (1, 2) Birkenhead
 Lunde, Marty (1, 2) **U.S.A.**
 McMeeken, John (1) **Scotland**
 Mann, Ronnie (1) **Scotland**
 Marshall Roger (3, 4) Grimsby
Ent. Percy Tait
 Martin, Ian (3) Caistor
 Manship, Steve (1, 2, 4) Leicester
 Marriott, Glyn (1, 2) Birkenhead
Ent. Marriott M/cycles
 Mitchell, Steve (2) **Scotland**
 Morris, Andy (1) Keyworth
 Murray, Steve (1) Chester
Ent. Bill Smith Motors
 Murray, Bernard (1, 2, 4) Stockport
Ent. Derek Johnson
 Needle, Barry (3) Port Talbot
 Nicholls, Phil (1, 3) Leyland
 Nicholls, Roger (2, 4) Cwmbran
Ent. George Beale
 Niven, Ronald (1) **Scotland**
 Norris, John (2, 3) Bexley Heath
 Notman, Leigh (1) Stapleford
 Nott, Roger (1, 2) Liverpool
Ent. G. E. Leigh
 Offer, Clive (4) Coulsdon
 Page, Greg (3) Swaffham
 Parke, Steve (3, 4) Walton-on-Thames
 Parrish, Steve (3, 4) Royston
Ent. Suzuki (GB) Ltd.
 Patterson, Cliff (1) **Scotland**
Ent. J. Paterson & Sons
 Paterson, Ken (1) **Scotland**
Ent. J. Paterson & Sons
 Patrick, Mick (3, 4) Oxford
Ent. H. Coppock Team Castrol
 Pearce, Gratham (3) Manchester
 Peters, Brian (3) Liverpool
 Pnethean, Barry (1) Oldham
 Potter, Dave (3, 4) Orpington
Ent. Team BP-Broad Racing
 Randle, Doug (2, 4) Reading
Ent. Keith Manning M/cs.
 Ratcliffe, Ian (4) Banstead
Ent. Sanders & Lewis
 Richards, Ian (1, 2) Wolverhampton
Ent. Dorothy Whitehouse
 Riley, Kev (2) Runcorn
 Roberts, Barry (4) Catterick Camp
Ent. White Helmets
 Roberts, Eddie (1, 2) Birkenhead
Ent. G. Beale

Name (Events) Town/Country

Robertson, Bill (1) Alnwick
Ent. N.E. Motor Cycles
 Robinson, Tom (1) Warrington
 Robinson, John (2, 4) Stafford
 Robson, Bryan (2, 3) Malton
 Rowlands, Ron (2) Cirencester
Ent. Art Deans of Swindon
 Rowles, Norman (1) Bury
 Rutter, Frank (3) Gt. Sutton
Ent. C. E. Chell
 Ryding, Geoff (4) Wigan
 Sanderson, Keith (3) Nuneaton
Ent. G. Beale
 Sheene, Barry (3, 4) Wisbech
Ent. Texaco Heron Suzuki
 Simpson, Bill (1, 2) **Scotland**
Ent. R. D. McCutcheon (Motors)
 Smart, Paul (3, 4) Sevenoaks
Ent. Rigp Tower Brook
 Smith, Bill (3, 4) Chester
Ent. Bill Smith Motors
 Smith, Andy (4) Leigh
 Spivey, Mick (4) Batley
Ent. Revol (Eng.)
 Swales, Bill (4) Scarborough
Ent. Gareth Thomas
 Swallow, Richard (2) Huddersfield
 Taylor, John (3) Warrington
 Thurley, Peter (4) London
 Tonkin, Steve (1, 2) Ibstock

Name (Events) Town/Country

Trollope, Dennis (1) Bristol
Ent. Team Castrol
 Trotter, Les (3) Barrow-in-Furness
Ent. E. Crooks M/cs.
 Trubshaw, Keith (2) Widnes
Ent. Tom Hall M/cs.
 Rutter, Tony (1, 2, 4) Brierley Hill
Ent. Bob Priest
 Tuxworth, Neil (1, 2, 4) Louth
Ent. Granby Motors & Castrol
 Vogt, Garhard (1, 4) **Germany**
Ent. Valvoline Hamburg
 Watts, Neville (1) Stockport
 Waring, Graham (1, 2) St. Helens
Ent. Terry Shepherd
 Weedon, John (1, 2, 3) Ibstock
Ent. Wide Range Motors
 Wells, Gary (4) Hull
 White, Norman (2) Andover
 Williams, Charlie (1, 2) Warrington
Ent. Gerald Brown
 Williams, John (3, 4) Heswall
Ent. Dave Orton
 Williams, John (2) Birkenhead
 Wood, Derek (3) Hereford
 Woodland, Barry (1, 2) Northwood
 Woods, Stan (2, 3, 4) Chester
Ent. Team Castrol
 Wretton, Kevin (1) Luton

Sidecars

Name (Passenger) Town/Country

Applegate, Stuart (Hardy, Ron) Ashton-u-Lyne
 Bale, Alan (Powell, David) Cardiff
 Bardsley, Bran (Cropper, Peter) Betnel
Ent. Bardsley & Loan
 Bayley, Derek (Bayley, Peter) Hythe
 Boddice, Mick (Pollington, Clive) Stourbridge
 Coney, Pete (Craig, Paul) Saltburn
Ent. APT Group Racing
 Davies, Goronwy (Davies, Elfed) Abergele
 Davies, John (Williams, W. J.) Knowsley
Ent. Eddie Crooks M/cs.
 Davies, Roger (George, L. P.) Llanelli
 Dickinson, D. F. (Matthew, Bill) Tintern
 Flynn, Gerard (A. N. Other) Wilmslow
 Galtress, Keith (Wayne, Allen) Buckley
Ent. Demon Tweaks
 Gawley, Jeff (Birch, Ken) Scunthorpe
Ent. Mike Conner
 Greaseley, Dick (Skeels, Mick) Mkt. Drayton
Ent. C. G. Chell
 Hall, Bill (Minion, Peter) Derby
Ent. Russel's
 Hanks, Roy (Williams, Don) Birmingham
Ent. Fred Hanks M/cs.
 Hawes, Dick (Sampson, Vic) Purfleet
Ent. R. H. Coleman
 Hilditch, Graham (Biggs, Vince)
Ent. Grangeside Garage
 Hodgkins, Bill (A. N. Other) Bromley
Ent. Joe Francis Motors

Name (Passenger) Town/Country

Illingworth, Frank (Jacobson, Derek) Batley
Ent. P. Padgett
 Ireson, Trevor (Boldwin, B.) Swindon
Ent. Joe Henderson
 Jackson, Andy (Court, Tim) Gloucester
 Jones, Derek (Ayres, Brian) Greenford
Ent. Daytona M/cs.
 Lawrence, Dave (Townley, Gary) Swindon
 Oates, George (Molyneux, John) **Isle of Man**
 O'Dell, George (Arthur, Ken) Hemel Hemstead
 Ring, John (Mould, Chris) Portsmouth
Ent. G. L. Head
 Rollason, Nigel (Shiner, P.) Solihull
Ent. Devimead Ltd.
 Rumble, Derek (Rumble, Derek, Jnr.) Ormskirk
Ent. Derek Rumble Racing
 Steele, Alan (Barrow, Tony) Chester
Ent. Bob White Racing
 Swindlehurst, Jon (Young, Phil) Bromborough
 Tapken, Dick (Williams, Peter) Newcastle
Ent. The Honda Shop
 Taylor, John (Ward, Lewis) **Scotland**
Ent. Spike Hughes
 Tombs, Maurice (A. N. Other) Solihull
 Vardy, Rod (Vardy, Wayne) Chesterfield
Ent. Mick Bridge M/cs.
 Vincent, Chris (Shelton, Neil) Artherstone

THE LAST DAY

Easter came a little later last year and we had grand weather, record crowds and superb racing at all three meetings - let's hope for that again. One thing we already have is a really fine entry, and with straight races and a limit to the riders on the grid, a lot had to be returned. nobody regrets that more than the over-worked chap who has to put it all together, Jack Thomas. Spare a thought for him before rushing into print.

The John Player races are reviewed elsewhere, so in these notes we concentrate on the events that form the 'supporting races'.

It would be nice to know the state of the Match Race Series this Monday morning - could be another cliff hanger unless the riders are getting a bit exhausted on this last day of the holiday.

The big solo race of the day is the third round of the ShellSPORT 500 cc Championship while the three-wheeler exponents have the second round of The Motorcycle International Championship, which this year incorporates the A.C.U. British Title Series. Both won by Dick Greasley last year.

We'll deal with the sidecars first for it was from this class that so many entries had to be returned. The popularity of the three-wheelers now is surely amazing.

Dick Greasley won at all three meetings in 1976, romping away with the event and setting a new lap record in the process. He was, however, not so successful at our opening meeting a few weeks back when Mick Boddice and Frank Illingworth were the first two home in the final. These three are again here to-day in a highly talented line-up which includes the former Champion Chris Vincent, whose come-back over the week-end will be watched with considerable interest. So too will that of George O'Dell who has his sights on the World Championship Series. Trevor Ireson, John Ring, Graham Hilditch have all figured in early season results and with such names as Jeff Gawley, Roy Hanks, Andy Jackson and Dick Hawes around it could be quite a scrap and for once we would not like to select a winner from this bunch.

With rounds of the ShellSPORT at Brands and Mallory the current title holder, Barry Sheene, should have started on his winning way, for he is known to be very keen on retaining this one. However, he has some of his match race colleagues to contend with in the shape of Steve Parrish, Dave Potter, Paul Smart, John Williams and the reserve Roger Marshall, while the supporters of Ron Haslam and Stan Woods will have the opportunity to assess the situation. Tony Rutter, John Weedon and Mick Patrick are others who will add their weight to the proceedings.

Quite a few riders are doubling up in the 250 cc and 350 cc races, and amongst them Eddie Roberts, Tony Rutter and the flying Scot Bill Simpson who had wins at the earlier meeting. Others to look out for are the Welsh star Wayne Dinham, Austin Hockley, Marty Lunde, Neil Tuxworth, Graham Waring, John Weedon, Charlie Williams and Grovewood Award winner Barry Woodland. Ron Haslam appears in the 250 cc event and should shake them up a bit. Most of the Match Race boys are out again in the 1000 cc event although the Kawasaki trio had not signified their intentions when these notes were written. Sheene won the race last year, with Steve Manship second and behind them Paul Smart and Stan Woods. They are all again in the line-up and will get some strong opposition from Chris Emmins, Clive Offer, Mick Patrick and Co.

So to the new series, the Honda 125 cc Championship, with some big prize money for the lucky winners. These nippy little machines have been issued out to various dealers, who in turn have selected their own riders and in a recent Press Release from Honda it states that 'the only alterations allowed to the MT125 would be those relating to the riding position but if anyone can get extra power from careful preparation, that's fine, but other than the choice of tyres, chains and plugs, no modification to the engine or cycle parts will be permitted'. The point of the series is to find the best rider, not the fastest machine. With that in mind we look for the winner from any one of Stan Woods, Charlie Williams, Eddie Roberts, Neil Tuxworth, Paul Smart or Barry Woodland. We could be wrong.

That's it - thanks for coming and if the traffic is anything like last year, allow a bit of time for getting away and once on the road - Take it easy.

Race 1 - 8 Laps - Start 2.00 p.m. 125 cc "HONDA" CHAMPIONSHIP RACE

a qualifying round of the 1977 HONDA 125 cc Championship

No.	Driver (Entrant)	No.	Driver (Entrant)
1	Mike Chatterton (Garners of Barnsley)	19	Roger Nott (G. E. Leigh M/cs., Southport)
2	Brian Crighton (The Honda Shop, Brownhills)	20	Greg Page (P. F. K. Ling Ltd., Harleston)
3	Phil Daniels (Mike Weston M/cs. Birkenhead)	21	Frank Raw (Ken Martin M/cs., Blackburn)
4	Bruce Gavin (Wide Range Motors, Barwell)	22	Doug Randall (Keith Manning M/cs., Wokingham)
5	Roy Garnett (Dickinson & Steele, Liverpool)	23	Ron Rowlands (Art Deans of Swindon)
6	Clive Horton (Fosters, Manchester)	24	Tony Smith (Ken Ives (1975) Ltd., Leicester)
7	Butch Hobbs (Read Titan, Leyonstone)	25	Paul Smart (Paul Smart Ltd., Maidstone)
8	John Harding (Jim Curry M/cs., Evesham)	26	Richard Stevens (Bob Missen, Melksham)
9	Lee Heeson or Derek Huxley (Bill Smith Motors Ltd., Chester)	27	Neil Tuxworth (Honda, Louth)
10	Stan Hudson (John Nightingale Garages, Rugby)	28	Michael Taylor (Alan Mountain, York)
11	Neil Hunter (Crossley M/cs., Bristol)	29	Keith Trubshaw (Tom Hall M/c. Ltd., Wigan)
12	John Kidson (Gordon Wadley, Gloucester)	30	Jeff Webber (Hutchins Motors, Cardiff)
14	Martin Lawrence (Eddie Grimstead M/cs., Barking)	31	Peter Weale (John Banks M/cs., Bury St. Edmunds)
15	Ronnie Mann (Victor Devine Co. Ltd., Glasgow)	32	David Williams (Dresda Autos Ltd., London)
16	Brian Moss (C. G. Chell, Stafford)	33	Charlie Williams (Arthur Boddy M/cs., Northwich)
17	Bernard Murray (D. & D. Johnson, Manchester)	34	Barry Woodland (ABC M/cs. West Drayton)
18	Jack Machin (Fordhams of Walthamstow)	35	Stan Woods (Parks of Lewisham)
		36	To be nominated

Fastest Lap: No. 33 in 1 mins. 58-4 secs. at 83-95 mph

33, 6-9-29-35-17-14-22-27-3

HONDA CHAMPIONSHIP

This is a new one to our programme with the eight-race series being sponsored by the manufacturer to the tune of £12,500, while Motor Cycle magazine come in with an additional £900. This is a strictly one-make invitation championship, open to Honda dealer-entered MT 125 cc racing machines. Thirty-five machines have been supplied to various dealers and many well-known riders have agreed to participate.

The purpose of the championship is two-fold. Firstly, it will be a substantial attempt to recreate interest in a class of racing that has almost disappeared. Secondly, it will create a type of racing dependent on drivers' skills and machine preparation rather than the machine and it's specification. Push-starts will be employed and the final overall championship placing will be selected from the riders' best six performances from the eight rounds. Points scoring down to 10th place will be: 15-12-10-8-6-5-4-3-2-1.

Prize money per round will be: £200, £150, £100, £80, £60, £50, £40, £30, £20, £10. Fastest lap £100 from Motor Cycle. Championship prize money: £1,000, £700, £450, £300, £250, £175, £125, £75, £50, £25. Overall fastest lap £100 from Motor Cycle.

The dates: April 11, Oulton Park; June 6, Brands Hatch; June 19, Mallory Park; July 17, Snetterton; August 7, Brands Hatch; August 29, Oulton Park; October 8/9, Mallory Park; October 29/30, Brands Hatch.

AT LAST. A TEST OF SHEER RIDING SKILL...

For the first time... a Championship Series where skill and skill alone will separate the riders.

Because every machine is the same—a Honda MT125.

Factory made by the team that shattered the world with its firsts.

It's a true test of riding ability. With one of the highest prizes for any '77 Championship Series as the reward....

THE HONDA 125cc CHAMPIONSHIPS



In the Balance

A look at the 1977 series by Peter Taylor, Special Events Executive, John Player and Sons.

Following America's stimulating victory in 1975, Great Britain (by virtue of their strength in depth) managed on the last leg of the 1976 John Player Transatlantic Trophy to retrieve what they had considered up until then as their own personal property. For, ever since 1972, when the series became really established, Great Britain had always won the event quite easily.

Therefore, the 1977 Transatlantic Trophy starts evenly balanced particularly as many of the leading protagonists of the last two series return to do battle.

Our current world 500cc champion, Barry Sheene, and his Suzuki team mate, Steve Parrish, will once again try and match the speed of the super-fast Yamahas of former AMA champion Kenny Roberts and last year's "Man of the Series", Steve Baker. Baker, you will remember, returned later in the year to win the lucrative John Player "Race of the Year" at Mallory in September.

1976 was a year of records. Roberts and Sheene shared the first 100 mph lap of Mallory Park and Baker set a blistering pace at Brands Hatch and Oulton Park. Who will ever forget his dramatic "wheelies" down the pit straight at Oulton?

But most memorable were the record crowds at all three circuits. Indeed, the crowds were so large, at the last leg at Oulton Park, that people were forced to spill onto a neighbouring farmer's land and, even today, Motor Circuit Developments have no accurate record of the exact crowd.

Will 1977 be even better? Certainly the incentives are there. For, besides the natural enthusiasm and aggression developed by nationalist feelings in the USA v. Great Britain encounter, the financial rewards are now even greater.

Partly because of inflation but also to maintain the status of the competition, the £ value per point has been increased. The competition will be even keener to cross the line in front especially with the added incentive of the new John Player team award!

1977 sees the advent of the non-riding captain—a move which I certainly endorse as I am sure the burden of discussions with stewards and the rival captain could have in some way impaired the performance for the nominated team captain in the past. From the British viewpoint, Percy Tait, who has accepted the role, has all the experience from past encounters to do a really good job.

Whatever the outcome, looking at the excitement of previous years I am confident that the sixth John Player Transatlantic Trophy series will be more fiercely contested than ever with the result being poised on a knife edge.

Finally, the thanks of John Player and Sons to Chris Lowe, motor cycle director of MCD, the Clerks of the Course, Stewards, Marshals, Ambulance men, etc, and to you, the spectators, who ensure the success of the series.

John Player Transatlantic Trophy

Seventh Anglo-American Match Races—England 1977

BRANDS HATCH 8th APRIL
MALLORY PARK 10th APRIL
OULTON PARK 11th 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	=	£100.00
2nd	15 points	=	£93.75
3rd	14 points	=	£87.50
4th	13 points	=	£81.25
5th	12 points	=	£75.00
6th	11 points	=	£68.75
7th	10 points	=	£62.50
8th	9 points	=	£56.25
9th	8 points	=	£50.00
10th	7 points	=	£43.75
11th	6 points	=	£37.50
12th	5 points	=	£31.25
13th	4 points	=	£25.00
14th	3 points	=	£18.75
15th	2 points	=	£12.50
16th	1 point	=	£6.25

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 £5,100

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

Total Lap Prize Fund £460

Team Bonus Prize £1,000

For the overall winning team of the series

John Player Transatlantic Trophy

Seventh Anglo-American Match Races—England 1977

Promoted by Motor Circuit Developments Ltd.

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

Brands Hatch: Two races each of 13 laps (33.98 miles)
Mallory Park: Two races each of 22 laps (29.70 miles)
Oulton Park: Two races each of 11 laps (30.37 miles)
Total series distance: 188.10 miles

UNITED STATES

- 2 Kenny Roberts (Captain)
Yamaha
- 4 Pat Hennen
Suzuki
- 5 Gary Scott
Yamaha
- 14 Randy Cleek
Yamaha
- 15 Dave Aldana
Yamaha
- 16 Pat Evans *P.P. 100*
Yamaha
- 25 *18* David Emde (Reserve)
Yamaha
- 32 Steve Baker
Yamaha
- 27 Skip Aksland (Reserve)
United States ride with their
AMA numbers where possible
K. STAFFORD

GREAT BRITAIN

- 1 Steve Parrish
Suzuki
- 3 Phil Read
Kawasaki
- 6 Dave Potter
Yamaha
- 7 Barry Sheene
Suzuki
- 8 Paul Smart
Yamaha
- 9 John Williams
Yamaha
- 10 Mick Grant
Kawasaki
- 12 Barry Ditchburn
Kawasaki
- 11 Roger Marshall (Reserve)
Yamaha

Non-riding Team Captain: Percy Tait

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.																
Time																
Speed																

RACE 2 Fastest Lap: No. *7* Time: *1-35-8* Speed: *103.78*

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

Fastest Lap: No. Time: Speed:

ROUND 1				ROUND 2				ROUND 3				Final Total	Finish Order	Team Total
April 8th Brands Hatch			April 10th Mallory Park			April 11th Oulton Park								
1	2	Tot.	3	4	Tot.	5	6	Tot.						
16	16	32	16	16	32	0								
13	13	26	14	14	2	14								
5	0	5	0	0										
0	3	3	15	12	27									
3	6	9	9	9	18									
6	5	9	0	0	0									
14	12	26	12	13	25	15								
10	14	24	11	11	22	12								
				2	2									

UNITED STATES

2 Kenny Roberts (Captain)

Yamaha

4 Pat Hennen

Suzuki

5 Gary Scott

Yamaha

14 Randy Cleek

Yamaha

15 Dave Aldana

Yamaha

16 Pat Evans

Yamaha

18 David Emde (Reserve)

Yamaha

32 Steve Baker

Yamaha

7 Skip Aksland (Reserve)

United States ride with their

AMA numbers where possible

K. STAFFORD

9	8	17	7	7	14											
				6	6											
6	9	15	8	8	16											
15	15	30	13	14	27	16										
8	7	15	0	3	3											
7	2	9	0	0	0											
12	10	22	10	10	20	13										
11	11	22	5	5	10											
0	4	4	6	6	10											379

9 1-35-8 103.78

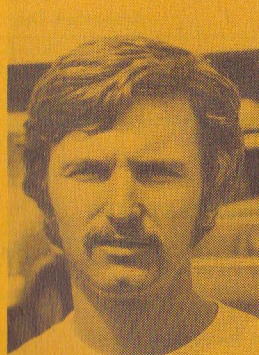
THE AMERICANS



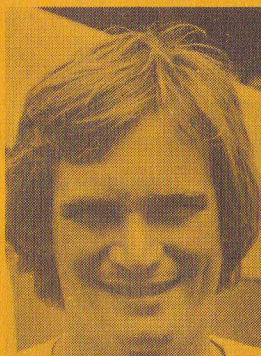
No. 2—Kenny Roberts



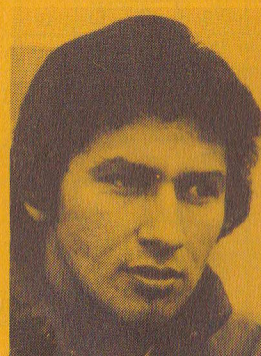
No. 4—Pat Hennen



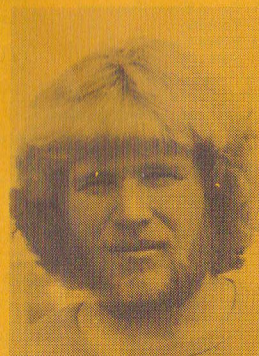
No. 5—Gary Scott



No. 14—Randy Cleek



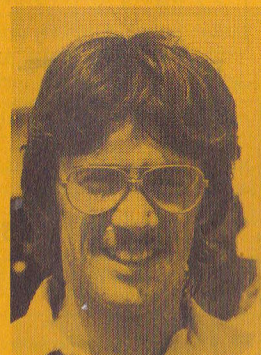
No. 15—Dave Aldana



No. 16—Pat Evans



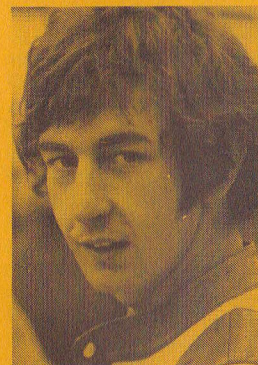
No. 18—David Emde



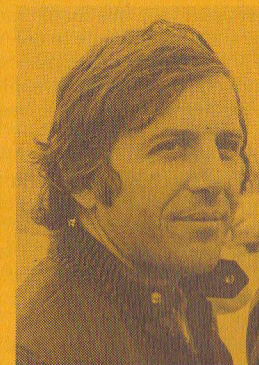
No. 32—Steve Baker

A last-minute change to the American team is the inclusion of Skip Aksland, due to the withdrawal of Ron Pierce as a result of machine problems. This means that Dave Emde takes his place as a firm member of the team, with Skip Aksland as the reserve rider.

THE BRITISH



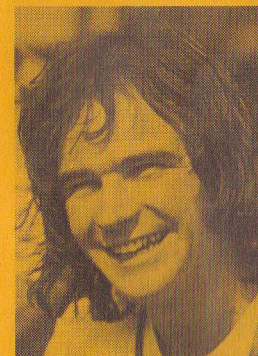
No. 1—Steve Parrish



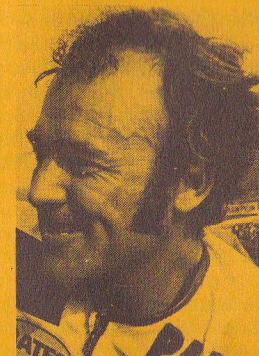
No. 3—Phil Read



No. 6—Dave Potter



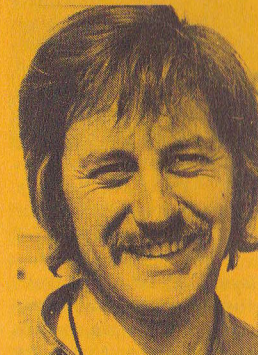
No. 7—Barry Sheene



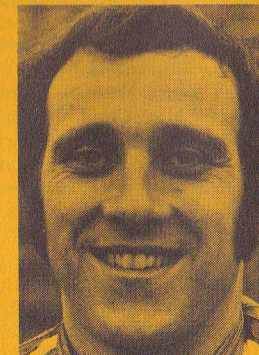
No. 8—Paul Smart



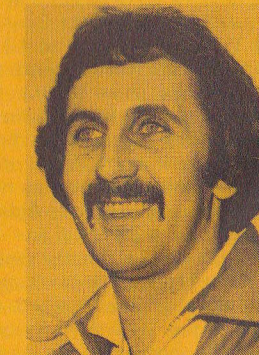
No. 9—John Williams



No. 10—Mick Grant



No. 12—Barry Ditchburn



No. 11—Roger Marshall

1971-1976—What now?

WHEN IT ALL started back in 1971, few people could have imagined the extent of the interest, excitement and spectator support that this match race series would attract some six years later. Every motor cycle racing enthusiast wants to see the action at one of the three circuits and it is pretty obvious that it is every rider's ambition to be selected for the team. With so many talented riders there are bound to be some disappointments. Fortunately, they are mostly young and bound to have another opportunity. It has all grown up since those days in '71 when our five-man team won 183 to 137.

We won every race, Ray Pickrell and Paul Smart collecting three apiece—48 points each—but not far behind was US star Dick Mann. This proved at an early stage that our visitors were pretty quick in learning our short and twisting circuits and adapting themselves to the peculiar weather conditions that we get at Easter time. It was miserable that year!

Came 1972 and the more-than-welcome arrival of John Player on the scene. From that day their enthusiasm for the series has increased. Not only did they have an interest in the 1972 series as a whole but particularly in the sponsorship of the John Player Nortons in the hands of Phil Read, Peter Williams and Tony Rutter. It was, however, the old firm of Ray Pickrell and John Cooper who formed the backbone of the team, scoring 69 and 54 points respectively.

The team had been increased to six for 1972 and the man who made the biggest impact was Californian newcomer Cal Rayborn, with three wins and three seconds from his six rides, equally Pickrell's fine performance. Phil Read collected a useful 50 points but our victory by 252 to 210 was no walkover. The fact that our visitors were "getting the message" was more than apparent the following year, when the teams were again increased, this time to eight.

The big disappointment for the crowds was the disappearance from the scene of the all-conquering and highly popular Ray Pickrell following a disastrous accident at Mallory Park towards the end of the 1972 season. However, there were some up-and-coming youngsters appearing for the first time. They were Barry Sheene, Mick Grant, Dave Potter and Dave Croxford, while newcomers in the US team were Gary Nixon, Mert Lawwill and Yvon DuHamel, who was to be the top scorer of the series with 84 points. The weather throughout the week-end was again pretty poor and Dave Potter created the big surprise by winning the first race at Brands Hatch. In fact only nine of the 16 finished, Cal Rayborn being one of the unfortunates to hit the deck. Conditions at Mallory were dreadful but the visitors went to Oulton Park with a 13-point lead, increased it there but suffered disasters to lose the series by just two points—Phew!

They do not race in the rain in the States (as Daytona this year went to show) but the 1973 team proved that they could race under any conditions. Kenny Roberts burst into the 1974 scene and his performance is now well and truly in the record books. Rain again at Brands and, for starters, Kenny set up a new lap record to give some idea of what was in store. He won both races at Mallory and equalled the lap record. However, at Oulton Park he came up against a very determined Barry Sheene and they each had a turn at being first past the flag. There were 25 points in it at the start of the final leg. Close packing up front had considerably reduced this until poor Gary Nixon ran out of fuel with two laps to go. The British team won the Oulton races 145 to 125 and the series by 19 points. Roberts finished the series with three first and three seconds and his 93 points still stands as the highest to date.

Came the snow at Brands in 1975 and with brilliant performances in '73 and '74 the Americans soon had to win. This was their year and not under the best of conditions. Barry Sheene was missing from the line-up following his high speed crash at Daytona, but that was no excuse. Roberts kicked off as he finished the previous year, winning both races at Mallory and, with fine support from his team, they went to Oulton leading 143 to 119. It was Roberts, Gene Romero and Dave Aldana 1-2-3- in the first leg and, with 41 points in hand, they could have played it safe. Not so—they went for more points and Roberts and Romero promptly fell off! Stan Woods won the race but we still lost by 35 points.

For a change, the weather was kind in 1976 and the spectator interest fantastic. Phil Read was back and captained the team. So too was Barry Sheene, while the Americans had a surprise packet by way of Steve Baker. He won both races at Brands, setting new lap records on each occasion. They won 137 to 132 but the home side reversed things at Malory by great team riding. Barry and Kenny Roberts each won a race. Steve Baker won both races at Oulton but there were not enough backing up scores to turn the tide and the "locals" ran out comfortable winners. What now?

KENNY ROBERTS: The US captain comes from California and is here for the fourth successive year. His points scoring record has already been mentioned. Like most of the other team members, he started riding in his teens and is equally at home on the oval dust tracks as on the 'hard stuff'. Former AMA Novice, Junior and Senior champion.

STEVE BAKER: This bespectacled rocket hails from Washington. Came here first in 1975 but really hit the headlines last year, won four races in addition to a great season elsewhere. Started this year by winning both 250 and 750 races at Daytona.

PAT HENNEN: From California. Has a birthday at the end of the month. Already has a world-wide reputation and now a member of the Suzuki works team. Third in Venezuela behind Sheene and Baker. Here for the third year running.

GARY SCOTT: One of the team's newcomers. Is another Californian who now lives in Ohio. Was another early starter on two wheels. After graduating through Novice and Junior status, won the AMA title in 1975. Should quickly adapt himself to our short circuits.

DAVE ALDANA: From California. Came here with the original team in 1971 and will be appearing in the series for the fifth time (missed '72 and '76). Has the AMA Junior title amongst a long list of successes. Has never failed to finish in any race of the J.P. series—a record in itself.

RANDY CLEEK: From Oklahoma. First came in 1975 as reserve but a full member of the team last year. Started racing in the club circuits in 1972 and on the track at Daytona the following year. At 21 is one of the younger members of the party.

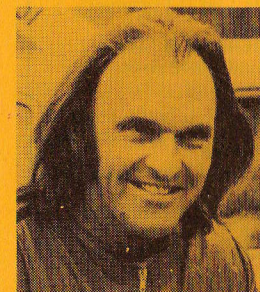
PAT EVANS: Like the majority is a Californian. Came for the first time last year but his visit was not crowned with success. Started racing at 13 and has a fine record on his home circuits.

DAVE EMDE: At 19 the youngest member of the team. Comes from a motor cycling family. His brother Don, a Daytona winner, was here in '72 and '73, while his father rode in the old sand track days. Has a heat victory over Steve Baker to his credit and his performance will be of great interest. He is another newcomer and also a Californian.

SKIP AKSLAND: Yet another Californian, from Manteca, this 21-year-old started racing when 14. Kenny Roberts' right-hand man for machine testing but a fine rider in his own right. Comes in at the last minute as reserve, following Ron Pierce's withdrawal.

* * *

What can we tell you about the home side that you do not know already? It is led this year by a non-riding captain in an effort to reduce the pressures on a team member.



Percy Tait

PERCY TAIT: Is the man—Member of the GB team on four occasions. As popular as they come and former Superbike champion.

BARRIE SHEENE: 500cc world champion and one up in the 1977 series at Venezuela. MCN Man of the Year, Superbike and ShellSPORT champion, to name but a few.

PHIL READ: Seven times world champion and the senior riding member of the team. In the team in 1972 and 1976.

MICK GRANT: Superbike champion in 1975. Runner-up last year. Fifth time in the series and a great rider on the short circuits.

BARRY DITCHBURN: Placed behind Mick in the last two superbike series. Had a great win in France a few weeks ago.

JOHN WILLIAMS: Winner of the classic TT last year. A great performer at home and on most of the Continental circuits.

DAVE POTTER: First rode in the series in 1973. Has an impressive list of successes at home and on the continent.

PAUL SMART: The Brands Hatch local hero for years. Has raced and won all around the world. The only surviving riding member from the 1971 series. Missed '75 and '76.

STEVE PARRISH: The current British champion and former Grovewood Award winner, now a member of the Suzuki works team. First time in the series last year.

ROGER MARSHALL: (Reserve). British champion in 1975 and a most under-rated rider. Changed from sidecar to solo racing in 1972 and has a string of successes on the home circuits.

Bob Snelling

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. 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

1976

April 16th—Brands Hatch

Race 1: 1st, S. Baker; 2nd, B. Sheene;
3rd, K. Roberts.
Race 2: 1st, S. Baker; 2nd, K. Roberts;
3rd, B. Sheene.

April 18th—Mallory Park

Race 1: 1st, B. Sheene; 2nd, K. Roberts;
3rd, M. Grant.
Race 2: 1st, K. Roberts; 2nd, S. Baker;
3rd, B. Sheene.

April 19th—Oulton Park

Race 1: 1st, S. Baker; 2nd, K. Roberts;
3rd, B. Sheene.
Race 2: 1st, S. Baker; 2nd, R. Haslam;
3rd, J. Williams.

Final Totals: United States—384 points
Great Britain—412 points

ShellSPORT 500 cc CHAMPIONSHIP

This long-running series takes on a new look for the 1977 season, with a welcome addition to the prize fund and a new award at each round for the sponsors or entrants of the first three men home, with the proviso that the machines concerned are not wholly or partly owned by the manufacturers.

The points scoring system has been changed and goes down to ninth place. No points are awarded for fastest lap.

All rounds count and points are doubled for the final round but not the prize money which is £150, £60, £40, £30, £20, £10, £8, £7, £5 at each race for the riders and £60, £40, £20 to a sponsor or entrant. At the end of the series the prizes are £250, £150, £100.

The points for each race are 15-12-10-8-6-5-4-3-2.

The dates:

April 8, Brands Hatch; April 10, Mallory Park; April 11, Oulton Park; June 6, Brands Hatch; June 19, Mallory Park; July 17, Snetterton; August 7, Brands Hatch; August 29, Oulton Park; October 8/9, Mallory Park; October 29/30, Brands Hatch.

MOTOR CYCLE INTERNATIONAL SIDECAR CHAMPIONSHIP

The Motor Cycle International Sidecar Championship enters its fourth year with a greatly increased prize fund and the incorporation of the A.C.U. British Sidecar Championship.

For many years the pay-out for the three-wheeler exponents has been well below that for solo racing, and now, with over £5,000 available it remains the most lucrative sidecar championship in the world. Last year Dick Greasley won both this and the A.C.U. title with a constant display of brilliant riding. He will, no doubt, be out to retain these titles but not without some tough opposition from an ever growing list of very talented riders. While the 'glory' still goes to the solo riders it is the sidecar brigade who invariably provide the spectacular highlights throughout the season.

Points scoring is as in previous years down to 10th place: 15-12-10-8-6-5-4-3-2-1. Fastest lap - 5 points. Double points for the final round at Brands Hatch on 30th October. All rounds to count.

For each race the prize money is £150, £105, £72, £43, £28, £14 and at the end of the series the awards will be £500, £250, £100, £75, £50, £25.

The dates:

April 8, Brands Hatch; April 11, Oulton Park; April 24, Cadwell Park; June 6, Brands Hatch; June 19, Mallory Park; July 17, Snetterton; August 29, Oulton Park; September 11, Scarborough; October 8/9, Mallory Park; October 29/30, Brands Hatch.

Flag Signals

NATIONAL FLAG.....	Start
RED.....	Immediate Stop all drivers
BLACK with Drivers No.	That driver to Stop
YELLOW (waved).....	Great danger, be prepared to Stop
YELLOW (motionless).....	Take care, danger
YELLOW/RED (waved).....	Oil on the Track, take extreme care
CHEQUERED BLACK & WHITE.....	Finish

Race 3 – 10 Laps – Start 3.10 p.m. approx.

THE JUNIOR RACE

Front Plates: White with Black Numbers. Side Plates: Blue with White Numbers

No.	Driver	cc	Machine	Finish Order	Time & Speed
2	TONY RUTTER	346	Yamaha	1	15
3	STEVE MANSHIP	346	Maxton	2	2
4	STAN WOODS	346	Yamaha	3	9
5	JOHN WEEDON	346	Yamaha	4	3
6	BUTCH HOBBS	346	Yamaha	5	
7	ROGER NOTT	346	Yamaha	6	
8	IAN RICHARDS	346	Yamaha	7	
9	BILL SIMPSON	346	Yamaha		
10	BERNARD MURRAY	347	Johnson Maxton		
11	STEVE TONKIN	347	Beale Yamaha		
12	WAYNE DINHAM	347	Fowler Yamaha		
14	GRAHAM WARING	347	Shepherd Yamaha		
15	CHARLIE WILLIAMS	347	Yamaha		
16	BARRY WOODLAND	347	Yamaha		
17	JOHN HACKETT	347	Yamaha		
18	CHRIS EMMINS	347	Yamaha		
19	MICK CHATTERTON	347	Yamaha		
20	NEIL TUXWORTH	348	Granby Yamaha		
21	MARTY LUNDE	347	Yamaha		
22	DEREK HUXLEY	347	Yamaha		
23	AUSTIN HOCKLEY	348	Granby Yamaha		
24	PETE ELLIS	347	Maxton		
25	BRIAN FLAK	347	Yamaha		
26	DOUG RANDALL	347	Yamaha		
27	ROGER NICHOLLS	347	Beale Yamaha		
28	TONY HEAD	347	Yamaha		
29	MICK COOK	347	Yamaha		
30	JACK HIGHAM	347	Yamaha		
31	EDDIE ROBERTS	347	Maxton Yamaha		
32	MICK BIRD	347	Yamaha		
33	BOB HEATH	347	Yamaha		
34	STEVE MITCHELL	347	Yamaha		
35	JOHN NORRIS	347	Maxton		
36	KEV RILEY	347	Yamaha		
37	KEITH TRUBSHAW	347	Hall Maxton		
38	NORMAN WHITE	349	Arter Harley		
39	RON ROWLANDS	347	Yamaha		
40	RICHARD SWALLOW	347	Yamaha		
41	DENIS GALLAGHER	347	Alscott Yamsel		
42	PHIL CARPENTER	347	Yamaha		
Reserves—					
43	ERWIN CHWISTEK	347	Yamaha		
44	MICHAEL CAPPER	347	Yamaha		
45	CHRIS FOXLEY	347	Yamaha		
46	MICK GRICE	347	Maxton		
47	JOHN GOLDING	347	Yamaha		
48	MICK HIGGINS	347	Maxton		
49	LEE HEESON	347	Stapeley Yamaha		
50	MAL KIRWAN	347	Yamaha		
51	REG LENNON	347	Yamaha		
52	JOHN ROBINSON	347	Yamaha		
53	JOHN WILLIAMS	347	Yamaha		
54	GLYN MARRIOTT	347	Yamaha		

Fastest Lap: No. in mins. secs. atmph

350 cc Solo Motorcycle.....TONY RUTTER, Yamaha, 1m 41.6s or 97.83 mph

Race 4 – 10 Laps – Start 3.45 p.m. approx.

“ShellSPORT” 500 cc CHAMPIONSHIP RACE

a qualifying round of the 1977 “ShellSPORT” 500 cc Championship

Front Plates: White with Black Numbers. Side Plates: Yellow with Black Numbers

No.	Driver	cc	Machine	Finish Order	Time & Speed
1	STEVE PARRISH	500	Suzuki	1	
2	KEITH SANDERSON	351	Beale Yamaha	2	
3	BILLY HILL	500	Elf Vortex	3	
4	STAN WOODS	496	Suzuki	4	
5	JOHN WEEDON	496	Suzuki	5	
6	DAVE POTTER	500	Broad Suzuki	6	
7	BARRY SHEENE	500	Suzuki	7	
8	PAUL SMART	496	Suzuki		
9	JOHN WILLIAMS	496	Suzuki		
10	BRIAN PETERS	351	Yamaha		
11	ROGER MARSHALL	500	Suzuki		
12	MICK PATRICK	500	Suzuki		
14	BILL SMITH	400	Shepherd Suzuki		
15	STEVE PARKER	351	Yamaha		
16	GEORGE FOGARTY	492	Suzuki		
17	MARK BUTTERWORTH	492	Suzuki		
18	STEVE BRADLEY	352	Yamaha		
19	RON HASLAM	500	Pharaoh Suzuki		
20	LES TROTTER	492	Crooks Suzuki		
21	RONALD LEIGHTON	351	Yamaha		
22	DEREK WOOD	492	Suzuki		
23	GREG PAGE	351	Yamaha		
24	PETE ELLIS	351	Maxton		
25	BRIAN FLAK	351	Yamaha		
26	ALAN JACKSON	497	Suzuki		
27	GRAHAM PEARCE	351	Maxton		
28	TONY HEAD	352	Yamaha		
29	JERRY LANCASTER	352	Yamaha		
30	JOHN TAYLOR	351	Yamaha		
31	MAL KIRWAN	499	Yamaha		
32	MICK BIRD	351	Yamaha		
33	PHIL NICHOLLS	490	Sparton		
34	BRYAN ROBSON	373	Yamaha		
35	JOHN NORRIS	351	Yamaha		
36	BARRY NEEDLE	351	Yamaha		
37	STEVE KIBBLE	351	Yamaha		
38	FRANK RUTTER	385	Yamaha		
39	ERWIN CHWISTEK	351	Yamaha		
40	GERRY JENKINS	490	Sparton		
41	PHIL CARPENTER	351	Yamaha		
Reserves—					
42	BILL FULTON	499	F.R.S.		
43	JIM MILNE	351	Yamaha		
44	BUTCH HOBBS	351	Fowler Yamaha		
45	PAT HENNEN	500	Suzuki		

Fastest Lap: No. in mins. secs. atmph

500 cc Solo Motorcycle.....BARRY SHEENE, Suzuki, 1m 40.0s or 99.40 mph

Race 5 – 8 Laps – Start 4.15 p.m. approx.

THE LIGHTWEIGHT RACE

Front Plates: White with Black Numbers. Side Plates: Green with White Numbers

No.	Driver	cc	Machine	Finish Order	Time & Speed		
2	TONY RUTTER	248	Yamaha	1			
3	STEVE MANSHIP	247	Maxton				
4	DAVID HICKMAN	247	Maxton				
5	JOHN WEEDON	246	Yamaha				
6	BUTCH HOBBS	247	Yamaha				
7	ROGER NOTT	247	Yamaha				
8	IAN RICHARDS	247	Yamaha				
9	BILL SIMPSON	247	Yamaha	2			
10	BERNARD MURRAY	247	Johnson Yamaha				
11	STEVE TONKIN	247	Beale Yamaha				
12	WAYNE DINHAM	247	Fowler Yamaha				
14	GRAHAM WARING	247	Yamaha				
15	CHARLIE WILLIAMS	247	Yamaha				
16	BARRY WOODLAND	247	Yamaha				
17	ROBIN BUXTON	247	Yamaha	3			
18	CLIVE HORTON	247	Mayne Yamaha				
19	RON HASLAM	250	Pharaoh Yamaha				
20	NEIL TUXWORTH	247	Granby Yamaha				
21	MARTY LUNDE	247	Yamaha				
22	DEREK HUXLEY	247	Yamaha				
23	AUSTIN HOCKLEY	247	Granby Yamaha				
24	ROY GARNETT	182	Honda	4			
25	ALAN JONES	247	Yamaha				
26	ALAN JACKSON	247	Yamaha				
27	ANDY MORRIS	247	Yamaha				
28	STEVE MURRAY	247	Maxton				
29	LEIGH NOTMAN	247	Lojo Yamaha				
30	RONALD NIVEN	247	Yamsel				
31	EDDIE ROBERTS	247	Maxton Yamaha	5			
32	CLIFF PATERSON	247	Yamaha				
33	KEN PATERSON	247	Yamaha				
34	TOM ROBINSON	247	Yamaha				
35	DENNIS TROLLOPE	247	Fowler Yamaha				
36	JOHN McMEEKEN	247	Yamaha				
37	RONNIE MANN	247	Bultaco				
38	BILL ROBERTSON	247	Yamaha	6			
39	RICHARD IRWIN	247	Yamaha				
40	KEVIN WRETTON	247	Yamaha				
41	DENIS GALLAGHER	247	Alscot Yamsel				
42	REG LENNON	247	Yamaha				
Reserves—							
43	MICK BIRD	247	Yamaha			7	
44	MICK GRICE	247	Maxton				
45	MICK HIGGINS	247	Maxton				
46	LEE HEESON	247	Stapeley Yamaha				
47	STEVE KIBBLE	247	Johnson Yamaha				
48	GLYN MARRIOTT	247	Yamaha				
49	PHIL NICHOLLS	247	Yamaha				
50	PHIL PHETHEAN	247	Yamaha	8			
51	NORMAN ROWLES	247	Yamaha				
52	BRYAN ROBSON	247	Yamaha				
53	NEVILLE WATTS	247	Honda				

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

250 cc Solo Motorcycle.....MIKE HAILWOOD, Honda, 1m 42.4s or 97.07 mph

OULTON PARK SPEED TABLE

1 lap = 2.761 miles

Lap Time	Speed	Lap Time	Speed	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.	M.S.	m.p.h.	M.S.	m.p.h.
1 20	124.24	1 32	108.04	1 44	95.57	1 56	85.69	2 08	77.65	2 20	71.00
.2	123.93	.2	107.80	.2	95.39	.2	85.54	.2	77.53	.2	70.90
.4	123.62	.4	107.57	.4	95.21	.4	85.39	.4	77.41	.4	70.79
.6	123.32	.6	107.34	.6	95.02	.6	85.25	.6	77.29	.6	70.69
.8	123.01	.8	107.11	.8	94.84	.8	85.10	.8	77.17	.8	70.59
1 21	122.71	1 33	106.88	1 45	94.66	1 57	84.95	2 09	77.05	2 21	70.49
.2	122.40	.2	106.65	.2	94.48	.2	84.81	.2	76.93	.2	70.39
.4	122.10	.4	106.42	.4	94.30	.4	84.66	.4	76.81	.4	70.29
.6	121.80	.6	106.19	.6	94.13	.6	84.52	.6	76.69	.6	70.19
.8	121.51	.8	105.96	.8	93.95	.8	84.38	.8	76.58	.8	70.10
1 22	121.21	1 34	105.74	1 46	93.77	1 58	84.23	2 10	76.46	2 22	70.00
.2	120.92	.2	105.52	.2	93.59	.2	84.09	.2	76.34	.2	69.90
.4	120.62	.4	105.29	.4	93.42	.4	83.95	.4	76.22	.4	69.80
.6	120.33	.6	105.07	.6	93.24	.6	83.81	.6	76.11	.6	69.70
.8	120.04	.8	104.85	.8	93.06	.8	83.67	.8	75.99	.8	69.61
1 23	119.75	1 35	104.63	1 47	92.89	1 59	83.53	2 11	75.88	2 23	69.51
.2	119.46	.2	104.41	.2	92.72	.2	83.39	.2	75.76	.2	69.41
.4	119.18	.4	104.19	.4	92.55	.4	83.25	.4	75.64	.4	69.31
.6	118.89	.6	103.97	.6	92.38	.6	83.11	.6	75.53	.6	69.22
.8	118.61	.8	103.75	.8	92.20	.8	82.97	.8	75.41	.8	69.12
1 24	118.32	1 36	103.54	1 48	92.03	2 00	82.83	2 12	75.30	2 24	69.03
.2	118.04	.2	103.32	.2	91.86	.2	82.69	.2	75.19	.2	68.93
.4	117.76	.4	103.11	.4	91.69	.4	82.55	.4	75.07	.4	68.83
.6	117.48	.6	102.89	.6	91.52	.6	82.42	.6	74.96	.6	68.74
.8	117.21	.8	102.68	.8	91.36	.8	82.28	.8	74.85	.8	68.64
1 25	116.93	1 37	102.47	1 49	91.19	2 01	82.15	2 13	74.73	2 25	68.55
.2	116.66	.2	102.26	.2	91.02	.2	82.01	.2	74.62	.2	68.45
.4	116.39	.4	102.05	.4	90.86	.4	81.87	.4	74.51	.4	68.36
.6	116.12	.6	101.84	.6	90.69	.6	81.74	.6	74.40	.6	68.27
.8	115.85	.8	101.63	.8	90.52	.8	81.61	.8	74.29	.8	68.17
1 26	115.58	1 38	101.42	1 50	90.36	2 02	81.47	2 14	74.18	2 26	68.08
.2	115.31	.2	101.22	.2	90.20	.2	81.34	.2	74.07	.2	67.99
.4	115.04	.4	101.01	.4	90.03	.4	81.21	.4	73.96	.4	67.89
.6	114.78	.6	100.81	.6	89.87	.6	81.07	.6	73.85	.6	67.80
.8	114.51	.8	100.60	.8	89.71	.8	80.94	.8	73.73	.8	67.71
1 27	114.25	1 39	100.40	1 51	89.55	2 03	80.81	2 15	73.63	2 27	67.62
.2	113.99	.2	100.20	.2	89.38	.2	80.68	.2	73.52	.2	67.52
.4	113.73	.4	100.00	.4	89.22	.4	80.55	.4	73.41	.4	67.43
.6	113.47	.6	99.80	.6	89.06	.6	80.42	.6	73.30	.6	67.34
.8	113.21	.8	99.60	.8	88.91	.8	80.29	.8	73.19	.8	67.25
1 28	112.95	1 40	99.40	1 52	88.75	2 04	80.16	2 16	73.09	2 28	67.16
.2	112.69	.2	99.20	.2	88.59	.2	80.03	.2	72.98	.2	67.07
.4	112.44	.4	99.00	.4	88.43	.4	79.90	.4	72.87	.4	66.98
.6	112.19	.6	98.80	.6	88.27	.6	79.77	.6	72.76	.6	66.89
.8	111.93	.8	98.61	.8	88.12	.8	79.64	.8	72.66	.8	66.80
1 29	111.68	1 41	98.41	1 53	87.96	2 05	79.52	2 17	72.55	2 29	66.71
.2	111.43	.2	98.22	.2	87.80	.2	79.39	.2	72.45	.2	66.62
.4	111.18	.4	98.02	.4	87.65	.4	79.26	.4	72.34	.4	66.53
.6	110.93	.6	97.83	.6	87.50	.6	79.14	.6	72.24	.6	66.44
.8	110.69	.8	97.64	.8	87.34	.8	79.01	.8	72.13	.8	66.35
1 30	110.44	1 42	97.45	1 54	87.19	2 06	78.89	2 18	72.03	2 30	66.26
.2	110.20	.2	97.26	.2	87.04	.2	78.76	.2	71.92	.2	66.18
.4	109.95	.4	97.07	.4	86.88	.4	78.64	.4	71.82	.4	66.09
.6	109.71	.6	96.88	.6	86.73	.6	78.51	.6	71.71	.6	66.00
.8	109.47	.8	96.69	.8	86.58	.8	78.39	.8	71.61	.8	65.91
1 31	109.23	1 43	96.50	1 55	86.43	2 07	78.26	2 19	71.51	2 31	65.83
.2	108.99	.2	96.31	.2	86.28	.2	78.14	.2	71.41	.2	65.74
.4	108.75	.4	96.13	.4	86.13	.4	78.02	.4	71.30	.4	65.65
.6	108.51	.6	95.94	.6	85.93	.6	77.90	.6	71.20	.6	65.56
.8	108.27	.8	95.76	.8	85.83	.8	77.77	.8	71.10	.8	65.48

Race 7 – 10 Laps – Start 5.30 p.m. approx.

“THE MOTOR CYCLE” SIDECAR

Front Plates: White with Black Numbers. Side Plates: Black with White Numbers
a qualifying round of the 1977 “THE MOTORCYCLE” Sidecar Championship

No.	DRIVER and passenger	cc	Machine	Finish Order	Time & Speed
1	DICK GREASLEY Pass. Mick Skeels	700	Yamaha	1	
2	GEORGE O'DELL Pass. Ken Arthur	750	Yamaha	2	
3	CHRIS VINCENT Pass. Neil Shelton	700	Ham-Yamaha	3	
4	TREVOR IRESON Pass. Bill Boldison	750	Konig	4	
5	JOHN RING Pass. Chas. Mould	700	Yamaha	5	
6	MICK BODDICE Pass. Clive Pollington	750	Simmonds-Yamaha	6	
7	JEFF GAWLEY Pass. Ken Birch	750	Yamaha	7	
8	FRANK ILLINGWORTH Pass. Derek Jacobson	700	Padgett-Yamaha		
9	DICK HAWES Pass. Vic Sampson	500	B.R.M.		
10	ALAN BALE Pass. David Powell	700	Yamaha		
11	BILL HALL Pass. Peter Minion	980	Kawasaki		
12	BILL HODGKINS Pass. M. Waton	750	Francis-Yamaha		
14	ROY HANKS Pass. Don Williams	750	Suzuki		
15	BRAN BARDSLEY Pass. Peter Cropper	750	Suzuki		
16	DEREK BAYLEY Pass. Peter Bayley	700	Yamaha		
17	PETE CONEY Pass. Paul Craig	700	Yamaha		
18	ROGER DAVIES Pass. L. P. George	750	G.W.O.-Yamaha		
19	D. F. DICKINSON Pass. Bill Mathews	492	B.M.W.		
20	GERARD FLYNN Pass. To be nominated	998	Imp		
21	KEITH GALTRESS Pass. Patrick Wynne	998	Imp		
22	GRAHAM HILDITCH Pass. Vince Biggs	700	Yamaha		
23	ANDY JACKSON Pass. Tim Court	700	Yamaha		
24	DEREK JONES Pass. Brian Ayres				
25	GEORGE OATES Pass. John Molyneux	984	Kawasaki		
26	NIGEL ROLLASON Pass. Pete Shiner	1000	Devimead		
27	DEREK RUMBLE Pass. Derek Rumble (Jnr.)	732	Rumble Barton		
28	JOHN TAYLOR Pass. Lewis Ward				
29	MAURICE TOMBS Pass. To be nominated	998	Moto Imp		

Reserves—

30	STUART APPLEGATE Pass. Ron Hardy	750	Yamaha
31	GORONWY DAVIES Pass. Elfed Davies	850	Weslake
32	JOHN DAVIES Pass. W. J. Davies	998	Rumble
33	DAVE LAWRENCE Pass. Gary Townley	998	Imp
34	ALLEN STEELE Pass. Tony Barrow	738	Suzuki
35	JON SWINDLEHURST Pass. Phil Young	841	Weslake
36	DICK TAPKIN Pass. Peter Williams	1000	Honda
37	ROD VARDY Pass. Wayne Vardy	680	Konig

Fastest Lap: No. in mins. secs. atmph

1000 cc Sidecar.....DICK GREASLEY, Yamaha,
(Pass. Cliff Holland) 1m 46.8s or 93.06 mph

Race 8 – 10 Laps – Start 6.10 p.m. approx.

1000 cc “WIRRAL 100” TROPHY RACE

Front Plates: White with Black Numbers. Side Plates: White with Black Numbers

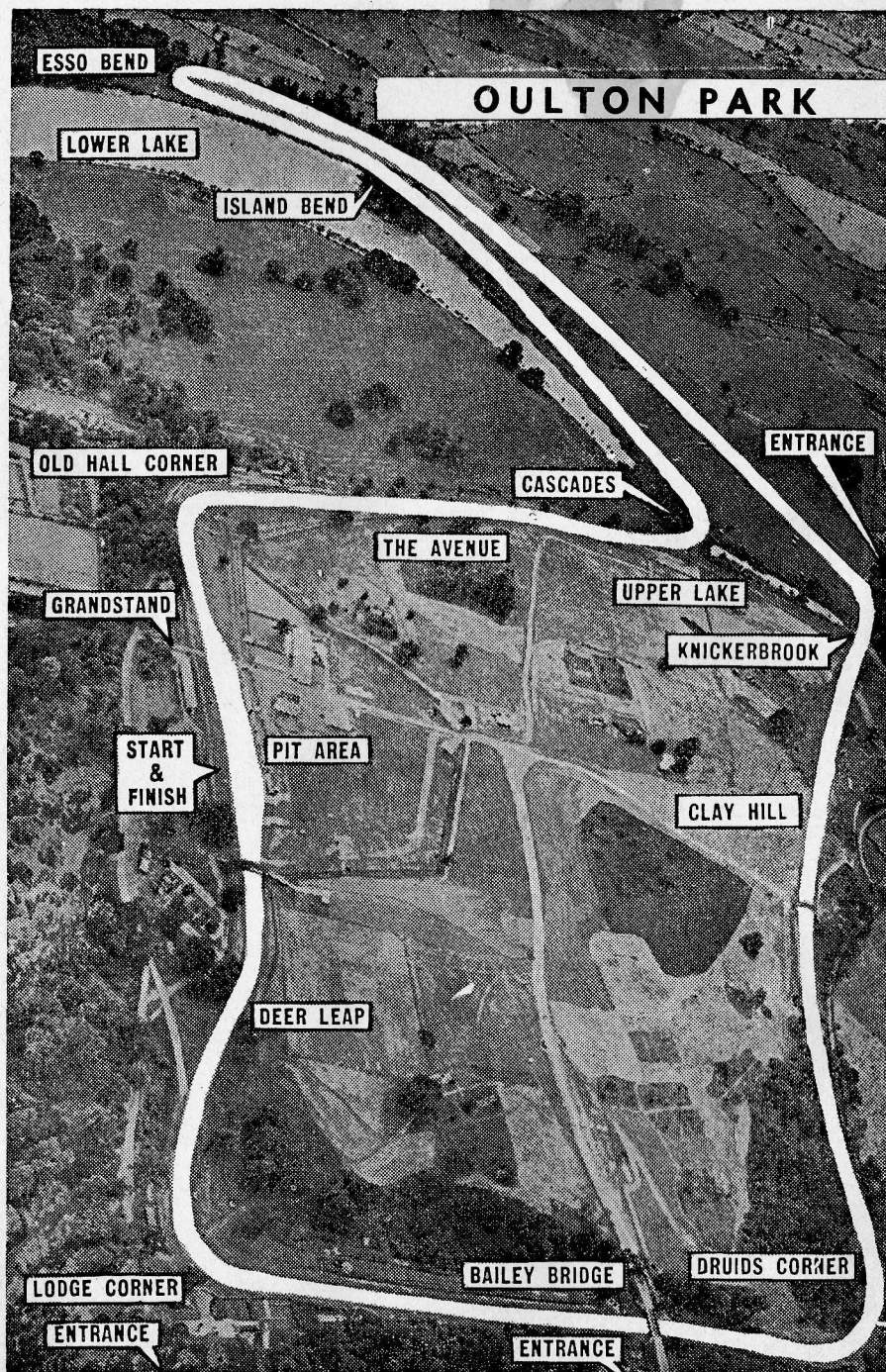
No.	Driver	cc	Machine	Finish Order	Time & Speed
1	STEVE PARRISH	700	Suzuki	1	
2	TONY RUTTER	748	Yamaha		
3	STEVE MANSHIP	750	Yamaha	2	
4	STAN WOODS	750	Yamaha		
5	IAN RATCLIFFE	750	Yamaha	3	
6	DAVE POTTER	750	Broad Yamaha		
7	BARRY SHEENE	650	Suzuki	4	
8	PAUL SMART	746	Yamaha		
9	JOHN WILLIAMS	700	Yamaha	5	
10	BERNARD MURRAY	748	Johnson Yamaha		
11	ROGER MARSHALL	750	Yamaha or Suzuki	6	
12	MICK PATRICK	750	Coppock Suzuki		
14	BILL SMITH	750	Yamaha	7	
15	STEVE PARKER	750	Yamaha		
16	GEORGE FOGARTY	750	Suzuki		
17	JOHN HACKETT	746	Yamaha		
18	CHRIS EMMINS	700	Yamaha		
19	RON HASLAM	750	Pharaoh Yamaha		
20	NEIL TUXWORTH	750	Granby Yamaha		
21	NOEL CLEGG	750	Yamaha		
22	BARRY ROBERTS	1000	Laverda		
23	NEIL EDWARDS	750	Yamaha		
24	PIERS FORESTER	750	Yamaha		
25	NEIL HUNTER	908	Honda		
26	DOUG RANDALL	812	Manning Honda		
27	ROGER NICHOLLS	750	Beale Yamaha		
28	BARRY HOMEWOOD	750	Suzuki		
29	STUART JONES	700	Yamaha		
30	MICK SPIVEY	750	Yamaha		
31	BILL SWALES	750	Yamaha		
32	DAVE KERBY	982	Kawasaki		
33	IAN MARTIN	741	Triumph		
34	GARY WELLS	700	Yamaha		
35	ANDY SMITH	750	Yamaha		
36	CLIVE OFFER	750	Yamaha		
37	PAT HENNEN	750	Suzuki		
38	GERHARD VOGT	750	Yamaha		
39	JOHN ROBINSON	750	Yamaha		
40	GERRY JENKINS	750	Yamaha		
41	GEOFF RYDING	750	Yamaha		

Reserves—

42	BILL FULTON	850	Stafford B.S.A.
43	PETER THURLEY	750	Kawasaki
44	BUTCH HOBBS	750	Fowler Yamaha
45	PETER CASEY	750	Yamaha

Fastest Lap: No. in mins. secs. atmph

501-1000 Solo Motorcycle.....BARRY SHEENE, Suzuki, 1m 39.2s or 100.20 mph
BARRY DITCHBURN, Kawasaki,
1m 39.2s or 100.20 mph



Malcolm Rathmell and Belstaff

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As defined in H. M. Government Tables published in February 1976.

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