

# John Player Grand Prix



## Silverstone 14th-15th August '76

Official Programme 50p

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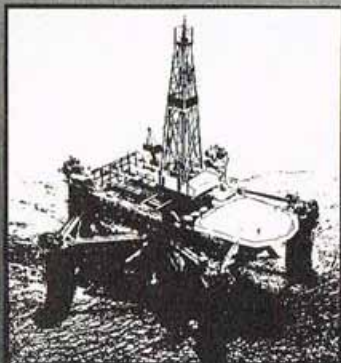
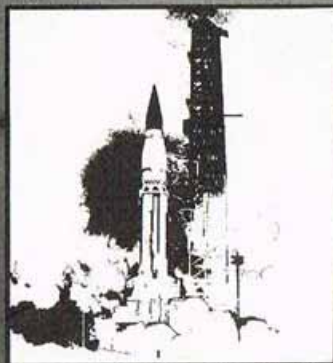
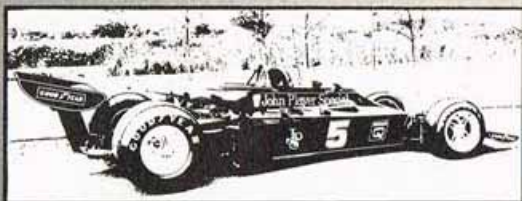


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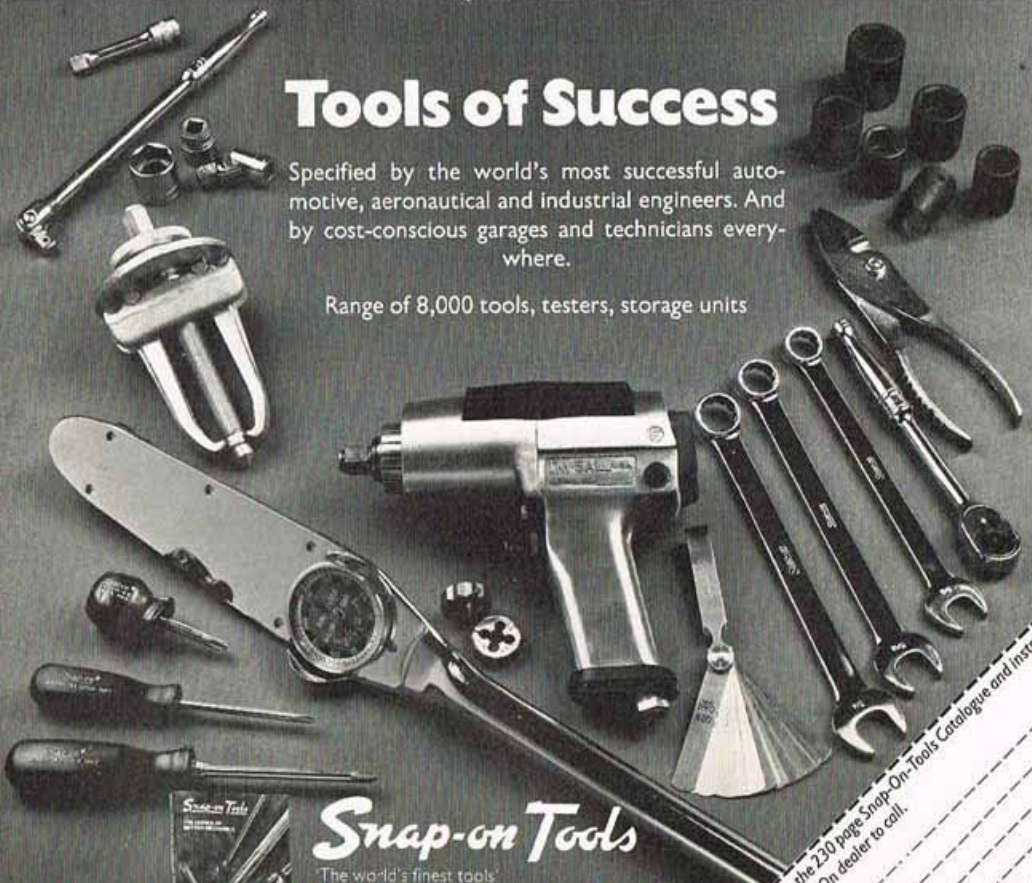




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# John Player Grand Prix...

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Phil Read  
photo by  
Gerry Stream

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# Welcome to the....

## John Player Grand Prix



Few sports in John Player's extensive portfolio have proved so popular with enthusiasts as motorcycling. Few events have been so consistently well attended as the John Player Grand Prix, Britain's leading two-wheeled meeting, which attracted over 50,000 people last year.

Our involvement with Silverstone has come a long way since we began supporting this occasion in 1971. The meeting evolved into the John Player Grand Prix in 1974, and this year is the second in which it has taken in the British round of the Formula 750 Championship. Next year the event will have even greater standing when it becomes the British world championship round for all classes up to and including 500 ccs.

The John Player Grand Prix could not, of course, achieve such eminence without the support of leading figures in the sport's administration. Our thanks must go to Jimmy Brown, Managing Director of Silverstone Circuits, to Vernon Cooper, Chairman of the ACU Road Racing Committee, and to their staffs who have done so much to make this event possible.

We are used to seeing some of the best men in the world scorch round Silverstone in pursuit of Grand Prix honours, and this year will be no exception. If the weather is kind I'm sure there'll be some record breaking riding.

A handwritten signature in dark ink, reading "G. B. Kent". The signature is stylized with a long horizontal stroke at the end.

**GEOFFREY KENT**

Chairman and Managing Director,  
John Player and Sons



# at Silverstone



1971 heralded a new chapter in the long and distinguished history of motor cycle racing in England. The John Player International Road Race was established at Silverstone.

Due to first class co-operation between the Silverstone Circuit Management and the A.C.U. Organising Committee together with John Player, the Daily Express and the wonderful support of motor cycle enthusiasts throughout the country, the event was soon established as the best short circuit race in England and today we have assembled before us most of the best drivers in the World.

I am sure other drivers will forgive me if I mention just two of the many stars here today. Barry Sheene, our recently proclaimed 500cc World Champion and John Williams for his record breaking Isle of Man T.T. lap at over 112mph. We are proud of their achievements — what a great pity in this year of sport the majority of our National Press, Radio and Television choose to virtually ignore the success of British Motor Cycle drivers. They are, without doubt the best in the World.

Motor cycle sport has never been more popular. The A.C.U. have approximately 20,000 competition licence holders and are responsible for the control of thousands of sporting events each year — surely we deserve better recognition by the media.

After today's meeting what next? 1977 will start another chapter in our racing history — the very first World Championship Grand Prix series of races to take place in England will be held at Silverstone and I am convinced the event will quickly be established as one of the best race meetings in the World — excluding, of course, the Isle of Man T.T. which is not comparable with any other event held on a short circuit.

The British Grand Prix will attract World Championship contenders in all classes — the racing will be superb, like I am sure today's racing will be.

Thank you all for supporting motor cycle racing. Please join me in wishing today's competitors every success.

A handwritten signature in dark ink, appearing to read 'V. Cooper', with a long horizontal flourish extending to the right.

VERNON COOPER  
Vice-Chairman of the  
ACU, Chairman of the  
ACU Road Racing  
Committee and Clerk  
of the Course

# The World's best . . .

By John Brown, Grand Prix reporter for Motor Cycle News.



*It's always close at Silverstone*

*(photo by John Player Picture Library)*

This is our Grand Prix and quite rightly the annual Silverstone international, sponsored by John Player for the sixth time, has attracted the cream of the world's road racers.

Despite fierce competition from a growing list of British internationals, this event is quickly building up a reputation as the best, although with the exception of the Formula 750 class, there are no "real" world championship points at stake — yet — the unique meeting is one that riders have declared right from the start of the season that it is one they do not want to miss.

Just what makes Silverstone the big draw is hard to pin point but a big attraction is that it is different. It is not a run of the mill meeting for either riders or spectators who are finding the Silverstone bug harder and harder to fight off.

The roomy 2.927 mile circuit is the sort of place Grand Prix riders like. Although it is not too tight in the bends department and allows high speeds that favour the modern racing machines.

The meeting is well organised, has the professional backing of John Player, the cigarette and tobacco manufacturers who are one of the best known sponsors in motor cycle racing, and most important it's a one off event with overseas riders taking on their homeland rivals on more equal terms than at any other circuit in this country.

It is fitting that Silverstone has been the first British mainland circuit to house the youngest championship on the international calendar. For the third time the two day meeting includes a round of the Formula 750 championship and with the scheduled preceding two rounds in Sweden and Finland being cancelled it has caught the top contenders in an impatient mood.

The British round will be in two 35 lap, 100 mile legs, one on Saturday afternoon and the other on Sunday, thus allowing any riders suffering machine problems time to get things sorted out to insure a full top quality grid on both occasions.

Lured from the States is Steve Baker, the 23 year old American currently third in the championship with a Yamaha-4 provided by the Canadian importer. His last visit to these shores was nothing short of dazzling when he won four out of the six races in the TransAtlantic Trophy series. He set the John Player backed series alight with a clean sweep double at the Brands Hatch opener and brought the proceedings to a close with a similar performance at Oulton Park.

Baker, who started racing at the age of 18, became a serious contender four years ago and is now regarded as one of the top pavement racers in the States.

His third place in the championship has been achieved





Michel Rougerie at Daytona

(photo by Graham Hind)

with wins in the second round at Venezuela in March and at the Italian round at Imola a month later.

The first victory came after recounts of the laps completed in a meeting that would not take top marks for organisation. "I am confident I won but all the arguments and protests spoil the success for me," said Baker.

But there was no doubting his Italian glory for he had led on all but one of the laps in the 64 lap two leg event.

His points score would have been even higher if he had achieved his just rewards in the first round of the series at sun baked Daytona in March. Holding a strong third place he was forced to quit when ignition trouble turned his four in to a three. "At that circuit there is no chance when you lose power and the only place then is the pits," he said.

Also from the other side of the Atlantic is America's iron man of racing, Gary Nixon, who leads this year's championship series.

Although he has a neat style and feels for the machines he rides, 35 year-old Nixon is probably the most unlucky rider when it comes to crashes. He has had several tumbles that have resulted in injuries that would have put a lesser man out of racing years ago but now he stands a good chance of sending the Formula title the way of Kawasaki.

He got off to a good start with second place on his "green meanie" at Daytona and he is currently credited with a similar position at the ill fated round in Venezuela.

The breakthrough came at the Nivelles circuit in Belgium, scene of the fifth round in May. As others raced ahead Nixon settled among the top placemen and as trouble struck the machines in front Nixon moved through to take victory. His main joy as he went to the winners rostrum was that he had not fallen off.

Nixon, unlike most racers in the States who must contest all types of racing if they are out for the AMA number one plate, confines his racing to the road and makes more visits to Europe than ever before. It has not always been that way for the rider who was twice number one in the 'sixties and reckoned on no less than 75 dirt track and road starts each season.

During this season Nixon and his American Kawasaki team mate French Canadian Yvon Duhamel have been experimenting with new parts in the engines of their triples.

Most successful have been new crankshafts that have improved the reliability of the machines. This is something that the British Kawasaki pair Mick Grant and Barry Ditchburn have been fighting against but now at last the new cranks have reached the British Kawasaki race shop in Bromley, Kent.

Team manager Stan Shenton and his riders have had a frustrating year with race outing cut back to a minimum. "We have had so few races that I have forgotten how to ride when I do finally get to the line," quipped 31 year old Yorkshireman Grant.

The same feeling goes for 25 year old Ditchburn from Northfleet, Kent. "The sad thing is that the bikes were going really well last year," he said. "I thought we were going out to beat everyone this time but it was not to be. For some reason the machines seemed to have taken a step backwards."

All along Ditchburn, who was almost tempted to leave Kawasaki and go to Suzuki during the winter months, has been asking for more reliability. "Now we have got that, we could now do with some more horsepower and we are back in real business," he said.

If anything the Kawasaki 750s may just have the speed edge on their rival Suzuki triples but there is not much in it. Last year's titanic battle between Ditchburn and Barry Sheene at this very meeting could be repeated. On that occasion, the second leg of the Formula race, victory went to Sheene while Ditchburn who was baulked by slower riders on the last lap on the Woodcote approach set the new lap record in 1m 37.8s at a speed of 112.10 mph.

"I had made up my mind I was going to win that race," said Ditchburn, "I was just going to throw it into the last bend, I reckon I would have been first over the line even if I was not sitting on the bike at the time."

Earlier this year Ditchburn considered it impossible to repeat last year's performance. He saw no way he could get

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Barry Ditchburn (Kawasaki), Silverstone lap record holder

(photo by John Player Picture Library)

the Kawasaki round at the same speed let alone improve on his lap time. But now things are beginning to look brighter. The machines fitted with the new cranks for the first time were most impressive at the recent Snetterton Race of Aces.

Grant won the main race to sort out the annual Ace and the supporting 1000cc event and he ended the day sharing the new lap record with Sheene who took a tumble in the main race at the height of a battle with Grant when his front brake pads fell out.

Ditchburn, leading the race in the early stages and pulling away from Grant and Sheene, slid off without injury for no apparent reason other than he suggests that he was going too slow after easing his pace. Whatever the reason he was back in action to take second place to Grant an hour or so later.

These two British riders who had hopes of contesting the 500cc and 250cc world championships this year thwarted because of a hold up in machine development, are looking to the home meetings for success and are ready to take on the European challenge. Grant proved his ability with the not so good Kawasaki by winning one leg from Nixon at Nivelles but in the other fifth was the position he achieved after stopping to tighten a plug that insisted on undoing itself. Third overall gave him the ten points he has in the championship.

Although Sheene has decided to leave the Formula 750 championship alone as a general rule this year because he feels the 750 Suzuki needs a little more speed for the continental events, he still feels in with a chance at Silverstone.

When ever the chance is there Sheene plumps for his world championship four cylinder 500 which has dominated the grands prix this year. He started the season with three 500cc title victories in a row in France, Austria and Italy. After a break for the TT which he did not contest he was back on the victory trail in Holland and only a misfire prevented him from continuing his walk-over in Belgium a week later.

Sheene's progress has been nothing short of unbelievable. His ease of riding and the almost casual approach to practice has almost had the opposition beaten before the starters flag has dropped.

In France he was waving to the crowds and doing wheelies up the start and finish straight long before the race was over. In Austria the crowd rose to acclaim 'Mr Calm' after he took victory by 14 seconds from Marco Lucchinelli. In Italy he had to use more cunning and perhaps a little more skill to beat rival Phil Read on the final run in after the closest grand prix so far, but in Holland it was back to normal with Sheene in command. He made Giacomo Agostini work like a demon to keep him in sight until the luckless Italian went out on the last lap and he crossed the line fists clenched, arms raised almost 15 seconds ahead of second finisher Pat Hennen.

It has been that sort of year for the ever confident Sheene on his Texaco Herron Suzuki GB machines.

Reverting back to the Formula 750 championship an outstanding performer this year has been Frenchman Michel Rougerie, second on the score so far which has been boosted with victory in the Spanish round at Jarama early in May and second at the star spangled Italian event at Imola. His Italian placing came from two second places, despite taking to a slip road and having to re-pass Sheene in the first leg and losing 30 seconds in the second when he stopped his Yamaha-4 for fuel too early in a pit organisation mix-up.

Twenty six-year-old Rougerie, who has gone private this year after taking second place in the 250 world championship last year on a factory Harley-Davidson twin, has been plagued with troubles this year in his efforts to score points in the 500 world championship with a Suzuki-4. Rougerie, who made his racing debut with a Honda production race machine in 1969 has established himself among the world's top riders and has been hotly tipped as a man for the top by seven times world champion Phil Read.

Read's walkout at the Belgian GP last month hit the headlines like a bombshell. But the 37-year-old from



Phil Read in the pits at Daytona

(photo by Graham Hind)

Oxshott in Surrey has become used to such treatment during his twenty years of racing. His main reason for the walkout was a purely personal one associated with family matters but it also gave him breathing space to work on his machines. "It was something I really needed if I am to stand a chance at the important British meetings like Silverstone," he said.

He has a 500cc Suzuki-4 provided by the Italian based helmet company Life International which arrived just as the world championships were due to start. There was no time to sort it out and it was a matter of testing and modifying during the official practice for grands prix. This proved useless and after mediocre results — the best being the second in Italy — Read against his sponsors wishes brought the Suzuki back to England for a full bench test session.

It was just as bad, even worse, as far as his 750 Yamaha-4 is concerned. "It almost threw me off again down the straights," he quipped. The Yamaha came into his possession for Daytona — a race he was soon out of with overheating troubles.

Try as he may there was no way to improve the handling of the machine but now at Silverstone it appears with a Dutch built Nico Bakker frame — a unit that has attracted many top riders including Daytona winner Johnny Cecotto.

Another is reigning Formula 750 champion Jack Findlay who is not enjoying the best of success this year. In fact his total to date is one solitary point scored for tenth overall at Imola. "Things certainly do not seem to be going my way," says the veteran Milan based Australian who arrived on the European scene in 1958. He has been out of luck too in the 500 and 350 world championships his best placing being sixth in the 500 Dutch TT.

Without doubt the most successful British privateers on the grands prix scene this year have been Tom Herron and Charles Mortimer. Both boosted by Isle of Man TT victories, Irishman Herron held third place in the 250 world

championship while Seaford, Sussex based Mortimer is in with a strong chance of taking the 350cc world title.

Herron, winner of the 250 and 500cc TTs, has gone about his racing in a sensible way. He has not tried to walk before he can run. He set out to learn his way around, take note of the way of life on the continental circus before coming forward this year to make a real challenge for top honours. His best continental result this year has been second in the 250 race in the Yugoslavian GP on the closed roads circuit at the coastal resort of Opitja. It came after falling off and remounting on the first lap and riding for most of the race while holding on the fairing of his Yamaha with his left hand, which should have been busy enough operating the clutch. Herron, married to former Norton works rider Peter Williams' sister Andrea, is the sort of likeable person the grand prix scene needs.

Much can be said of Mortimer. A cool head on the track and a professional approach to the sport. He has of course been at the game a lot longer than Herron but he too came up the hard way and sorted out the situation in a level headed manner before taking the plunge.

This year with the backing of the French Sarome cigarette lighter company and Irish Yamaha importer Danny Keany, Mortimer has taken on the might of the works machines in the 350 class.

His best effort also came in the Yugoslavian GP when he finished second to Frenchman Olivier Chevallier in the 350cc race. "OK I was hoping to win but Olly beat me fair and square even though I ran short of petrol on the last lap," admits the honest Mortimer. A third place to Agostini and the works MV and Patrick Pons at the Dutch TT helped Chas keep in the championship hunt. He switched to a 500 Suzuki-4 for the first time in the ultra fast Belgian GP at Francorchamps last month and after being 21st on the first lap increased his speed lap by lap to take John Newbold and Pat Hennen on the last lap to secure seventh place.

Joining forces with Mortimer under the Sarome banner this year has been former Yamaha works rider Takazumi Katayama, a rider who needs no introduction to Silverstone regulars. He made his British race debut at this Northants circuit in 1973 and promptly won the 250cc race from John Dodds and Charlie Williams. He lapped in 1m 41.16s to hoist the record lap for the year to 103.71mph. His reaction after his show stopper was "Oh it was a nice race."

The 1973 season ended on a bad note for Katayama who was injured in the final grand prix of the season at Barcelona in Spain.

He collided with a fireman who walked across the track during the race. The fireman died of his injuries and Katayama vows he will never race at Barcelona again. He stayed out of Europe last year but now he is back with a bang building up a second place in the 250 world championship after six rounds. He was second to reigning world champion Walter Villa at the Italian GP and Dutch TT and was second to Tom Herron when he made his Isle of Man TT debut in June.

Against the current trend of the TT boycott by the leading riders, Katayama attacked the new challenge with a vengeance even making a visit on a cool winter's day to get his first glimpse of the test of his skill that was in store. After the races he declared he was a TT fan.

So did South African Jon Ekerold who has the backing of Padgett's of Batley for his European race efforts this year. Despite a second place in the 350cc Austrian GP at Salzburgring last year Ekerold was unable to get an entry there this year. "It has been that sort of year, fighting for entries and then if successful, running out of luck on race day," said Ekerold who admits that he has not been able to make the grand prix impression he was hoping for this season.

Fighting back from savage bad luck at the start of the season is Suzuki GB rider John Williams. Crashes at Daytona on his 750cc machine when a tyre blew out, in the French GP when an expansion chamber of his 500 four dug into the ground and in Austria when an excitable marshal jumped onto the track in front of him to signal a crash



further up the track, resulted in him missing the Italian round.

He was back for the TT, setting an absolute lap of 112.27mph in the 500cc Senior race that he led until the last lap when fuel and clutch problems brought him to a halt. Although depressed, the incredible Williams failed to be completely punched down and he pushed into seventh place.

The breakthrough finally came in the Belgian GP when he became a reluctant winner when Sheene struck trouble "I knew Barry wanted the points to clinch the title, I slowed as much as I dared to let him catch me but I still went over the line first." That's the sort of rider JW is!

Things have not been much better for team mate John Newbold. He started off well enough with third place in the super hot Venezuelan sun but in the main because of machine troubles the early promises failed to materialise.

Newbold, a butchers son from Jacksdale in Nottinghamshire, is another waiting for that breakthrough that seems to elude him at least until the new batch of Suzukis arrive to replace the well raced triples and fours at present in service. "A bit disheartening but we'll keep plugging away," says Newbold.

When it comes to bad luck this year none can have been hit harder than Teuvo Lansivuori. The 30-year-old Finn, who was dropped by the Suzuki works team last year, was back on the grand prix scene at the start of this season as a privateer armed with his own Suzuki 4. In addition he had a Suzuki triple for the Formula 750 events provided by Finnish sponsor Arwidson.

He had lost none of his eye-catching riding skill but from the opening French GP at Le Mans the mechanical destroyer bug was with him.

Its favourite part of his Suzuki is the gearbox and it was trouble in this department that kept him in fourth place in that opening championship round and made him a retirement in the Austrian GP that followed at Salzburging.

Even when Tepi took over the Life International grand prix Suzuki, that Read raced until the Belgian GP, troubles followed him robbing him of almost certain second place to world champion Sheene in Sweden. The trouble on that occasion was a swinging arm fixing bolt that came loose.

"I really have had a lot of problems," agrees Tepi, "but I am determined to overcome them."

It is the Finnish rider's fourth visit to Silverstone, a circuit that lends well to his dynamic style.

A privateer who has really taken a professional approach to racing is Scotsman Alex George. He started grand prix racing in 1973 and the following year fixed up a small amount of sponsorship from Hermetite.

The support from that company has grown year by year, starting with just the supply of their products until this year when actual cash backing has been provided as well.

George has just joined the Suzuki 4 brigade for the 500cc class, his best result coming in the Dutch TT when he finished fourth on a borrowed machine.

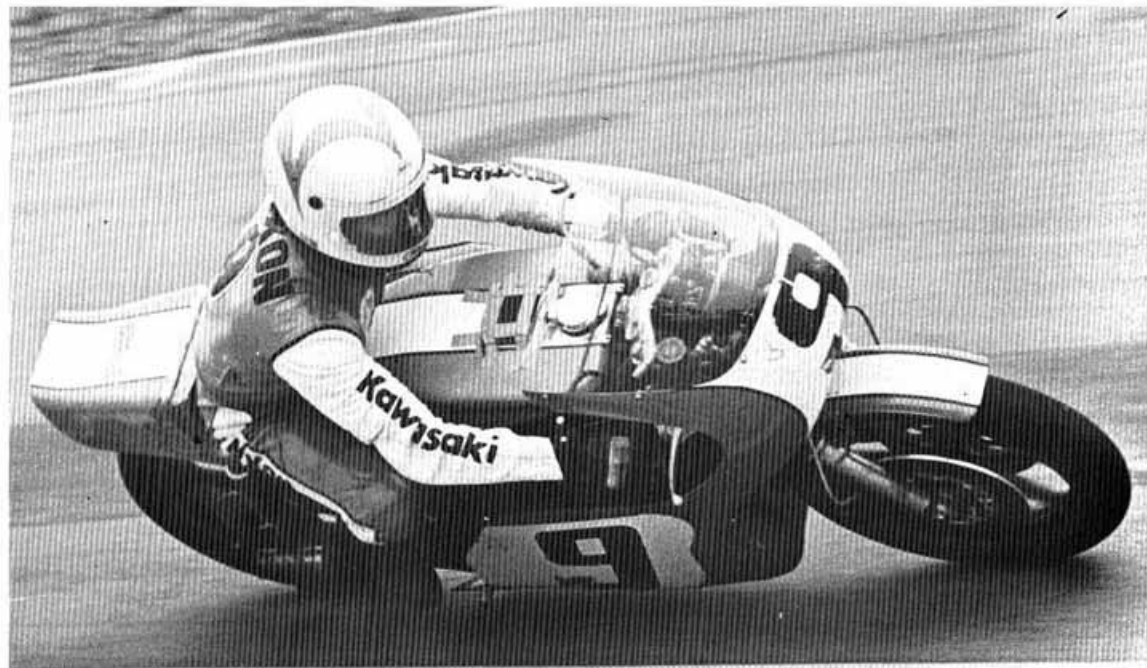
Now he has his own Suzuki but was unlucky to be penalised by one minute when he rode it for the first time in Sweden when he jumped the start. A sixth place on the road turned into an eleventh place on the result sheet.

George, who first raced at Silverstone back in 1970 won last year's 250 race with his Yamaha and equalled the lap record of 103.71mph.

Spaniard Victor Palomo was involved in one of Silverstone's best races last year when he failed by just one fifth of a second to beat Frenchman Patrick Pons in the 350cc race.

In his second place ride 28-year-old Palomo shared the new lap record of 1m 38.3s — a speed of 107.08mph with the race winner.

With the strong possibility of the world championship series including the Silverstone event next year Palomo feels it is more important than ever to keep his hand in at the circuit.

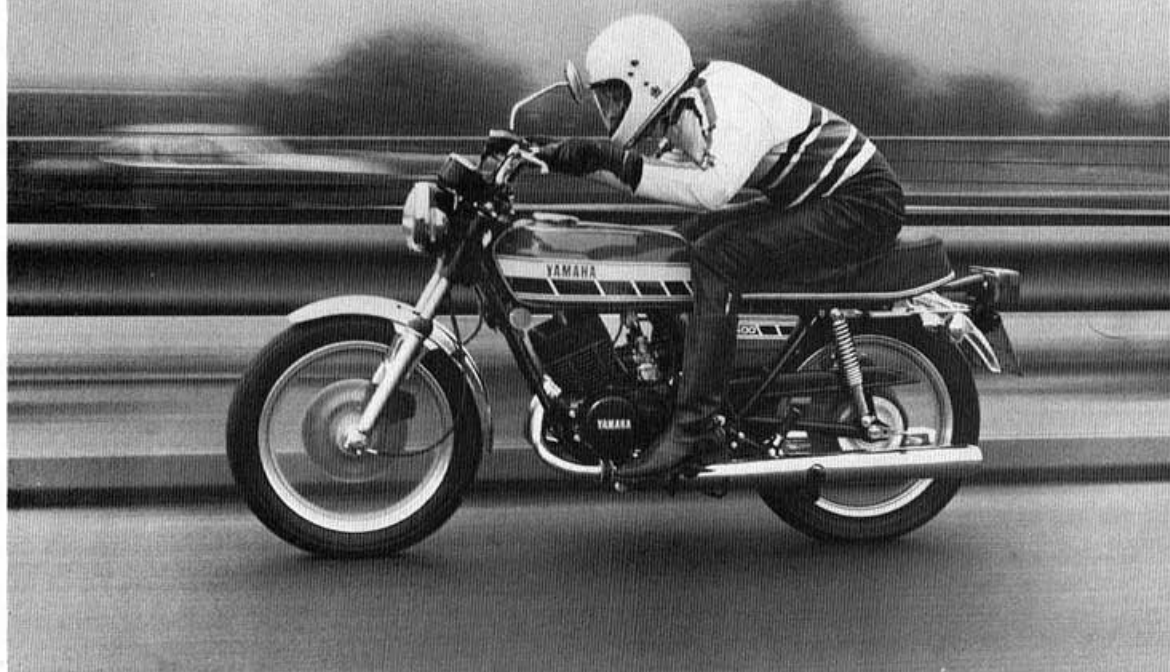


Gary Nixon (Kawasaki) current leader of the FIM Formula 750 Challenge

(photo by Gerry Stream)



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# RD400



# YAMAHA



This year he is riding better than ever before but the old enemy machine reliability has struck on several occasions. In particular his 500 Yamaha — just about the fastest of the make in the class on the circuits, has suffered from a lot of crankcase troubles that have led to complete engine break-ups.

But the quiet man from Spain, who speaks perfect English, is not in the slightest bit deterred by his misfortune. "If anything it makes me even more determined to win races and go even quicker," he said.

Pons will also be back this year in company with fellow Frenchman Christian Estrosi, Bernard Fau and Chevallier plus Swiss Philippe Coulon.

Pons, so near to a championship title in the past, is not enjoying the best of success this year. His machines are not up to the standard they have been in previous seasons and with competition getting tighter and tighter all the time even the best rider cannot expect success with an uncompetitive machine. A second place in the Dutch TT with his 350 Yamaha was the first glimmer of hope in this year's series while a third in the Spanish round at Jarama is the only good result he has had in the Formula 750 championship.

Estrosi's grands prix visits have been limited this year but he has proved his ability in the 750 class by winning the French round at Nogaro in May. The 20-year-old youngster of the French squad won both legs of the event on his Yamaha 4. Second to him on both occasions was Coulon on his Yamaha 4, another young rider who is on the up and up and settling in well to the grands prix trials and tribulations.

Fau devotes most of his attention to the smaller 250 and 350cc classes but so far this season has not been in the points rating.

The same cannot be said of Chevallier, possibly the most flamboyant of the set. The 27-year-old has been racing for five years and collected his first ever grand prix win in the 350 race in Yugoslavia this year.

"My machines are better than ever before," he said. "I realised that it was a waste of time going racing with poor equipment so last winter I set about putting things right."

One thing is certain about Chevallier — he enjoys every minute of life both on and off the track. "Silverstone is important to me," he says. "I go well there and want to win a sword."

Aussie John Dodds makes his third appearance at Silverstone and says that he just can't wait for it to be a championship round.

Dodds, who has been racing Europe for 11 years, won the 350cc race when he made his first visit in 1973 and he also finished second on the same 350 machine in the Formula 750 race.

Last year he was second in the 250 and third in the 350cc events when he was not riding as well as he is this year. It

has taken Dodds a considerable time to get used to the injury he received when he was knocked off his machine by another rider on the start line for the 1975 French GP at Paul Ricard. "The movement of my left foot is very limited," said Dodds, "and it took most of the meetings I contested last year and some of this to get used to a new technique of riding because it does make gear changing quite difficult." He got going quite well early on this year breaking the ice with third places in the 350cc class in the Austrian and Italian GPs.

One of the most colourful hard riding newcomers to the grand prix set is Finn Penti Korhonen. The 25-year-old rider, with third places in the 250 class at the French and Italian rounds this year, has chosen Silverstone to make his British race debut. He started racing in 1972, turned full time professional a year later and won his first grand prix in Yugoslavia last year.

"I have always wanted to race in England and Silverstone seems the obvious choice for me," he said.

This year Korhonen is establishing himself among the top names in racing especially in the 250 class where everything seems to be set right with his Yamaha.

Sensation of the Grands Prix this year, and rider to watch in the future, is 21-year-old Italian, Marco Lucchinelli, who has been taken into the team run by former racer Roberto Gallina. He burst onto the 500cc World Championship list with a Suzuki 4 at the first attempt with third place in the French Grand Prix and followed up with second place in Austria. He is now back in full form after recovery from an injury at his homeland Mugello circuit, caused when his machine seized during training.

Another newcomer to our shores is New Zealander Stewart Avant. Without doubt one of the nicest people to join the continental circus for a long time. His pleasant personality and fresh approach to racing, plus his ability to get the results, will quickly make him one of the established stars. His first European GP gave him sixth place in the 500cc class with his Suzuki 4 and from then on he has managed to keep in the scoring despite being a newcomer on every circuit he races at. He has sold his 500 Suzuki and Silverstone will be the last meeting where he will be racing it. But thankfully this breath of fresh air named Avant will be back for another European season next year after wintering in New Zealand and getting things properly organised for 1977.

These are the grands prix racers who will take on the best homeland riders currently in action. Some have proved their status in the past, others are coming for the first time to see just how great British short circuit racing is.

All being well they, and many others, will be at Silverstone next year for the first British mainland full world championship event.



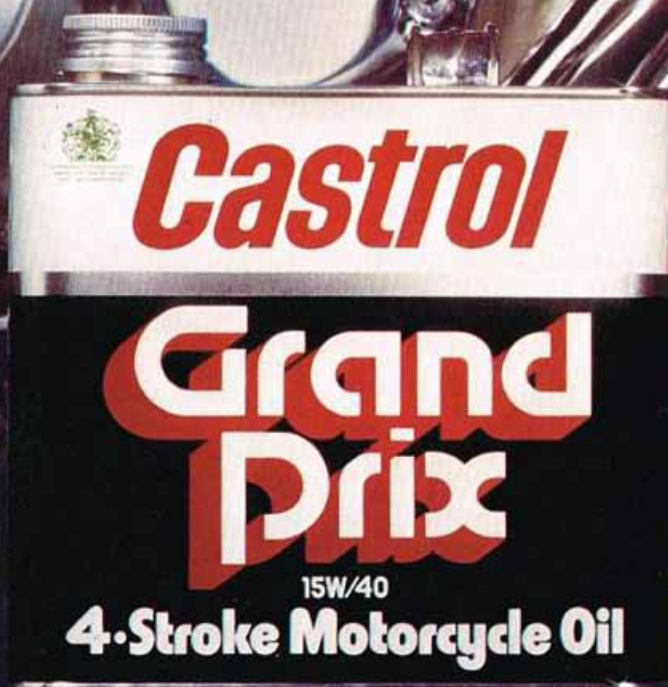
The Start

(photo by John Player Picture Library)

## Past Winners

	1971	1972	1973	1974	1975
<b>JOHN PLAYER GRAND PRIX</b>	----	----	----	Barry Sheene (Suzuki) 106.22 mph	Barry Sheene (Suzuki) 107.98 mph
<b>Formula 750</b>	Paul Smart (Triumph) 103.40 mph	Percy Tait (Triumph) 103.75 mph	Paul Smart (Suzuki) 104.73 mph	Paul Smart (Suzuki) 105.26 mph	----
<b>Allcomers 1000 c.c.</b>	----	Jarno Saarinen (348 Yamaha) 104.79 mph	Paul Smart (350 Yamaha) 103.82 mph	----	Mick Grant (750 Kawasaki) 109.70 mph
<b>Senior 500 c.c.</b>	Giacomo Agostini (MV Agusta) 99.52 mph	Phil Read (MV Agusta) 102.25 mph	Phil Read (MV Agusta) 103.12 mph	Barry Sheene (Suzuki) 104.00 mph	----
<b>Junior 350 c.c.</b>	Giacomo Agostini (MV Agusta) 101.80 mph	Jarno Saarinen (Yamaha) 102.13 mph	John Dodds (Yamaha) 103.05 mph	Tony Rutter (Yamaha) 104.69	Patrick Pons (Yamaha) 105.00 mph
<b>Lightweight 250 c.c.</b>	Barry Sheene (Yamaha) 98.10 mph	Jarno Saarinen (Yamaha) 102.23 mph	Tony Rutter (Yamaha) 99.33 mph	Takazumi Katayama (Yamaha) 102.09 mph	Alex George (Yamaha) 101.38 mph
<b>Ultra Lightweight 125 c.c.</b>	Barry Sheene (Suzuki) 90.95 mph	Chas Mortimer (Yamaha) 90.09 mph	Steve Machin (Yamaha) 89.22 mph	Kent Anderson (Yamaha) 89.66 mph	Gordon Shirliff (Yamaha) 89.04 mph
<b>Production Machines 1000 c.c.</b>	----	----	----	Percy Tait (Triumph) 97.78 mph	Tony Smith (Norton) 99.58 mph
<b>750 c.c.</b>	Ray Pickrell (BSA) 99.34 mph	Ray Pickrell (Triumph) 99.39 mph	Percy Tait (Triumph) 98.40 mph	----	----
<b>500 c.c.</b>	Andrew Barr (Triumph) 87.42 mph	Stan Woods (Suzuki) 90.99 mph	Keith Martin (Kawasaki) 90.97 mph	Keith Martin (Kawasaki) 92.09 mph	Rob Prior (Kawasaki) 91.08 mph
<b>250 c.c.</b>	Neil Tuxworth (Suzuki) 82.82 mph	John Williams (Honda) 84.51 mph	Dave Arnold (Ducati) 85.77 mph	John Stephens (Honda) 86.33 mph	Godfrey Benson (Yamaha) 87.29 mph
<b>Sidecars 1000 c.c. (Saturday Race)</b>	----	----	Gerry Boret/ Nick Boret (750 Konig) 94.27 mph	Bill Currie/ Ken Arthur (750 Westlake) 83.14 mph	George O'Dell/ Alan Gosling (700 Yamaha) 98.79 mph
<b>1000 c.c. (Sunday Race)</b>	----	----	Gerry Boret/ Nick Boret (750 Konig) 94.00 mph	Werner Schwaerzel/ Karl-Heinz Kleis (680 Konig) 97.92 mph	Werner Schwaerzel/ Andreas Huber (680 Konig) 98.99 mph
<b>750 c.c.</b>	Horst Owesle/ Peter Rutterford (750 Munch) 91.36 mph	Chris Vincent/ Mick Casey (750 Munch) 94.29 mph	----	----	----
<b>500 c.c.</b>	Horst Owesle/ Peter Rutterford (500 Munch) 92.38 mph	Klaus Enders/ Rolf Engelhardt (500 BMW) 93.71 mph	----	----	----





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# John Player... Pioneers in Sponsorship

In recent years sponsorship has become an increasingly important element in financing top-line sport in Britain. Without the money ploughed in by big business many activities dear to participants, organisers and spectators simply would not take place. Nor would the wider audiences reached by television, radio and the press be able to follow their favourite stars and events to the same extent.

John Player and Son's have long been regarded as one of the pioneers of modern sponsorship. The firm's portfolio has been carefully built up and now consists of an exceptional range of pursuits without equal in the United Kingdom.

Player's have made a tremendous impact in powered sport. In recent years the firm has increased its involvement in motor cycling. This weekend's John Player Grand Prix here at Silverstone includes, of course, the European Formula 750 Championship. Next year the meeting will go one stage better and carry world championship status. The John Player Transatlantic Trophy over Easter, and the John Player Race of the Year in September, sponsored by the firm for the first time, complete an impressive trio.

In motor racing, the John Player Specials are competing for Formula One world championship honours. Since 1968, the sponsorship has produced four constructors' world championships and considerable benefits to British engineering. Britain's most important motor race, also titled the John Player Grand Prix, was held at Brands Hatch last month.

The powered sport line-up is completed by the John Player Team Mercury inshore powerboat outfit. Drivers Bob Spalding and Tom Percival are among the best in the world. The John Player Tennis Tournament is one of the world's leading grass court events, and a three star tournament in the Commercial Union Grand Prix. John Player have a contract with the Association of Tennis Professionals which ensures that the world's best players take part. Player's also supported the British Davis Cup team in May for the first time ever.

The firm are involved in a number of competitions lasting for the whole or a substantial part of the season. John Player League cricket, played on Sunday afternoons throughout the Summer, has an established and enthusiastic following, both at the grounds and on television.

The Panama Cigar Hurdle lures some of the best novice hurdlers to a series of winter qualifying races and a final at Chepstow in the Spring. The Player's No. 6 Trophy is the most valuable sponsored competition in Rugby League and has a vast following in the north and an even wider one on television.

The 1975-76 season saw John Player break new ground by becoming the first organisation to sponsor a major national rugby union competition. The John Player Cup has done a great deal to widen interest in the Knock Out Competition.

One of Player's longest running events is in show jumping where the John Player Trophy was awarded to the winner of the Grand Prix of Great Britain at the Royal International Horse Show last month.

The John Player World Sailing Speed Record attempts will bring some of the most innovative craft in the world to Weymouth in the Autumn. At the other end of Britain people from all over Europe compete in the Highland Pentathlon at Aviemore.

The Tom Thumb Crown Green Bowling Championships and the John Player Aid to Angling scheme are further constituents of a unique collection of sports which provide a great deal of enjoyment for millions of people.











Philippe Coulon

# PICTURE PARADE

Will Sheene make it a John Player Grand Prix hat-trick?

Colour pictures  
by courtesy of  
John Player  
Picture Library  
and  
Graham Hind



Phil Read



Gerard Choukroun



John Newbold

Paul Smart



Patrick Pons



Jack Findlay



Steve Baker







Barry Sheene after winning the  
1975 John Player Grand Prix



Bernard Fau



Tepi Lansivuori



Mick Grant



Gary Nixon



Barry Ditchburn





# RIDERS AT RANDOM

This year we asked the competitors to complete an information form, giving details of their career and interests. After using the censor's pencil to cut out the more explicit information regarding their interests (I) we hope that you will find the following potted biographies on a number of leading national riders, of help in following the 9 race John Player Grand Prix meeting.

**STAN BAYLISS** (sidecar). Age 45 (born 22.1.31). From Sydney, Australia. Married with two children. Sponsors four sidecars and two solos in Australia. Started racing solos in 1949, grass track 1950, and sidecar road racing 1958. Won with son (Steve) Duke of Edinburgh 1973-74; Unlimited Sidecar Champion 1971-72-73-74 in Australia.

**STEVE BAYLISS** (sidecar). Age 22 (born 12.2.54). From Carlton, New South Wales, Australia. Single. Started racing in 1970 (sidecar class). Winner of Australian Junior Sidecar Championship 1971-2-3-4-5 and runner-up in unlimited class same years.

**PAUL COTT** (solo). Aged 29 (born 21.4.47). From Spalding. Married. Started racing 1967 (350cc Norton). 1974 TT races, 350cc 3rd, 500cc 5th. Many good results at Cadwell, Mallory, Snetterton, Oulton and Scarborough.

**JOHN COWIE** (solo). Age 26 (born 26.11.49). From Scotland, living in Kings Road, London. Employed as Finance Officer. Single. Started racing in 1969 (750cc class). Finished 2nd in 350cc and 1000cc races at Kings of Brands Meeting.

**DICK GREASLEY** (sidecar). Age 31 (born 6.2.45). From Market Drayton. Employed as Motor Cycle Fitter. Married with three children. "Aims to win one of the British championships this year and try for the World Championship in the near future". Started racing in 1972 (sidecar). Wins at Brands, Oulton and Mallory; 3rd 1975 TT 500cc, 2nd 1975 TT 1000cc; Dutch TT, 7th; Belgian GP, 11th; French GP, 9th; Austrian GP, 9th. 2nd in 1975 British Championships and 3rd in 1975 Motor Cycle Sidecar Championship.

**JOHN HACKETT** (solo). Age 27 (born 24.3.49). From Walsgrave, Coventry. Employed as gasfitter. Married. "Dislikes watching motor cycle racing as it's too frightening!" Started racing 1966, BSA Bantam. Raced infrequently because of lack of funds until 1974. Last year's 1000cc champion North Gloucs. Motor Clubs; 1970 125cc Darley Moor champion; 1st at Oulton Park in March this year.

**MICK HEMMINGS** (solo). Age 32 (born 7.6.44). From Westone, Northampton. Recently opened motor-cycle dealers in Northampton. Married with one child. Started racing 1971, production class. Numerous club race wins, and former lap record holder at Snetterton; 5th at Zandvoort.

**GRAHAME HOBBS** (solo). Age 23 (born 21.8.52). From Shepperton, Middx. Self-employed, "Hobbs Transport". Single. Junior Olympic Springboard Champion; National Springboard champion 1968, '69, '70; highly successful diver for GB and for 6 years dived all over world for Great Britain. Started motor-cycle racing, 1972 (250cc Ducati). 1st in 250cc race at Brands TransAtlantic meeting; 2nd in 350cc race at same meeting; this year, finished in the first six at all major national and international events in UK; 250cc and 350cc lap record holder in Fore, Ireland.

**CLIVE HORTON** (solo). Age 26 (born 23.6.50). From Chaddesden, Derby. Employed as Foundry Supervisor. Married with one child. Started racing 1968 (125cc Bantam). Competed at many European circuits. Successes include 1st 125cc TT, 1974; 2nd 125cc Mettet, Belgium in 1975; 5th 250cc Mettet, 1975; 4th 250cc Mettet; 3rd 250cc Snetterton International 1976; 1st Scarborough 1976.

**DEREK HUXLEY** (solo). Age 24 (born 1.5.52). From Wirral, Merseyside. Professional motor cycle racer. Single. Started racing in 1970, 250cc class. Cheshire Champion in 1973 (250cc), 1974 (350cc), 1975 (350cc and 500cc); Monarch of Mondello 1974. Winner of Southern 100 Isle of Man 1974, plus 350cc lap record; 250cc lap records at Cadwell Park and Croft.

**DENIS IRELAND** (solo). Age 21 (born 19.11.54). From New Zealand, now living in London. Married. Employed as Plant Accountant. Started racing 1974, 350cc. Competed in International and national events in New Zealand, before moving to UK. 1st 350cc Championship (Invercargill) 1975; 1st 350cc Championship (Timaru) 1975; 2nd 350cc Championship (Bay Park); 3rd 350cc Championship (Manfield); 3rd New Zealand Senior GP 1975; 3rd New Zealand Open GP 1975; 3rd New Zealand 350cc GP; 2nd 350cc Airfield Championships; 2nd Marlboro 350cc A Grade.

**TREVOR IRESON** (sidecars). Age 30 (born 30.9.45). From Swindon. Employed as welder. Married with one child. Started racing in 1966 and has achieved good results at most British circuits. 1st TransAtlantic meeting Oulton 1975; 6th at Silverstone 1975; wins at Brands, Mallory and Oulton in 1976. The outfit is designed and built by Ireson, using latest 750 engine from Konig.

**STEVE MANSHIP** (solo). Age 28 (born 10.9.47). From Leicester. Married with two children. Employed as motor cycle trader. Also interested in soccer and tennis. Started racing in 1968, 650cc Triton. 1975 ShellSport 500cc Champion; 1974 Bill Ivy Silver Helmet winner; Scarborough outright lap record holder, 1976.

**ROGER MARSHALL** (solo). Age 25 (born 5.4.51). From Waltham, South Humberside. Single. Employed as electrician in Grimsby. Interested in horse riding and swimming. Started racing in 1972, 350cc. Has raced in all classes - 250cc, 350cc, 500cc and 750cc at Daytona, Ulster GP, North West 200, Brands, Mallory, Snetterton, Scarborough, Cadwell and Oulton. 1975 16th on 700 Yamaha at Daytona; 2nd at Ulster GP. 1976 British Champion, and therefore starts at number 1 today. Currently 5th in British SuperBike Championship. 18.4.76, 2nd to Barry Sheene in 1000cc race at Mallory; 1st in 1000cc race at Brands International on 16.4.76; 1st in Evening News Race at Brands International, 31.5.76.

**KEITH MARTIN** (solo). Age 28 (born 17.11.47). From Erith, Kent. Single. Sales Manager for John Riley MotorCycles. "Trying not to spend too much money during the racing season, so I've some left to spend on Hi-Fi in the winter." Started racing 1969 (250cc). 1st 500cc 1974 Production TT; 3rd 500cc 1973 Production TT; 3rd 250cc Production TT 1976; 3rd 500cc 1972 Manx GP; 1st 500cc Production race at Silverstone, 1974; 2nd 500cc race at 1973 Silverstone.

**JIMMY MORALES** (solo). Age 28 (born 11.8.57). From Mexico City, now based in London. Single. Professional motor cycle competitor. Also interested in car racing. "Only Mexican who has raced in 750cc Challenge and the youngest rider to compete in world championships." Started racing in 50cc class, 1967. National champion for two years in expert class, on 50cc, 125cc, 250cc and 350cc.

**BOB NEWBY** (solo). Age 31 (born 3.11.44). From Kilsby, near Rugby. Married with one child. Employed as Carburation engineer. Interested in sea fishing. Started



racing in 1965 on 125cc BSA Bantam. After considerable success racing in Bantam Formula on the UK short circuits & TT, changed to production racing with a Norton Commando 750cc and 828cc engines. Raced in European Endurance races and has scored 1st 750cc class Mettet in Belgium 1974 (1000 Kms); 2nd in 1975 Zandvoort 600 km race; 2nd 750cc class, Mettet 1975 (1000 Kms); 4th in 1976 Zandvoort 600 km race; and 4th in last year's Production race at Silverstone.

**ROGER NICHOLLS** (solo). Age 31 (born 25.11.44). From Newport, Gwent. Married with one child. Employed as electrician. Competed in TT races, Internationals at Brands, Mallory, Snetterton, Oulton, Scarborough and in Holland, Belgium and Spain. Finished 5th in 1976 Senior TT and set lap record for 1000cc Production class. Entered by George Beale of Ibstock, Leics.

**RODNEY NORTH** (solo). Age 23 (born 19.1.53). From New Zealand, now living in London W13. Single. Employed as motorcycle mechanic. Started racing 1974 in open production class on 750 Kawasaki. Raced motocross (occasionally), production and racing solos. 1st Hamilton Production race 1974, Kawasaki 750; 2nd in 1974 New Zealand 250 GP; 1st in New Zealand Senior GP and 2nd in New Zealand Junior GP in 1975; 2nd in Castrol 6 Hour Production race 1975; competed in last two Marlboro series, "but not really competitive on a 350 against the 750's."

**WARREN NORTH** (solo). Age — (not disclosed). From New Zealand, now living in London W13. Single. Employed as civil engineer. Interested in photography. Started racing in 1973 (350cc production). Spent three years racing in New Zealand; 1st 1976 Wanganui 350 Grand Prix and 2nd in 1975 500cc Timaru Grand Prix.

**GORDON PANTALL** (solo). Age 37 (born 16.1.39). From Dyfed, South Wales. Married. A company director. Started racing in 1965 (350cc class). Raced in club and national meetings until 1970 and moved on to nationals and Internationals since 1971, including several continental meetings. Finished 2nd in 1967, '68, '69 Manx GPs; 2nd in 500 Production TT; 2nd in '71 Junior TT and 6th in '71 Senior TT; in this year's TT finished 8th in Senior and 9th in Classic.

**STEVE PARRISH** (solo). Age 22. From Steeple Morden, Royston. Single. Professional motor cycle rider. Interested in girls. Started racing in 1973 (250cc). 1975 Grovewood Award winner, 1976 British Championship leader. Competed in this year's British team in TransAtlantic series, scoring 25pts. Entered by Dave More of Guildford.

**KEN PATERSON** (solo). Age 22 (born 5.10.53). From Dalbeattie, Kirkcudbrightshire. Employed as trainee Landscape Architect. Keen squash player. Came from a racing family; father and uncle raced in 'thirties and 'forties, winners of 11 TT replicas during that period. Started racing in 1971 (125cc). Five years of 125cc and 250cc racing, starting in 250cc class this season. The 1974 Scottish 125cc champion (runner-up in '73 and '75). Regular first three in 125cc events in Scotland and England. This year, in contention with Bill Simpson for Scottish 250cc title.

**MICK PATRICK** (solo). Age 24 (born 18.5.52). From Oxford. Married. Employed as motor cycle mechanic. Interested in fast cars, heavy music. Started racing in 1971 (125cc). Five years racing on most British circuits, also production racing in Isle of Man. The MMCRC 250cc 1974 Champion; 1975 BMCRC 350cc Champion; 3rd in 250cc class at 1975 TT; race record holder at Gaydon, Wroughton and Staverton.

**BRIAN PETERS** (solo). Age 29 (born 18.12.46). From Melling, near Liverpool. Married. Employed as fitter. Started racing in 1969 (500cc). Raced in Manx GP from 1969-75 and production TT 1975-76. The 1975 Waterloo & District 500cc Champion; 1975 Solway & District 350cc champion; 1973 500cc ACU Clubmans Champion; 4th in 500cc Manx GP, 1974.

**CHRIS REVETT** (solo). Age 24 (18.2.52). From Ipswich. Single. Employed as motor cycle salesman. Interested in swimming, sunbathing, squash. Started racing in 1970 (250cc Ducati). Results include — 1975 TT Production 500cc, 2nd; 1973 Mallory National, 1st and 2nd; 1974 Snetterton national, 2nd; 1975 Silverstone 500cc Production, 2nd; 1974 Silverstone 500cc Production, 5th; 1974 Thruxton 500 miler, 5th; 1973 Oulton national, 2nd; 1974 Cadwell 500 km, 500 production, 1st.

**IAN RICHARDS** (solo). Age 29 (born 11.8.46). From Essington; employed as motor cycle mechanic in Birmingham. Married. Started racing in 1965 (250cc). Successes include 1st 250cc North West 200, 2nd Senior TT, 7th Open Classic TT, 8th 250cc TT, and lap record 500cc production TT; wins at Aintree, Staverton, Wroughton and Gaydon. Entered by Dorothy Whitehouse.

**JOHN RING** (sidecar). Age 27. From Copnor, Portsmouth. Married. Employed as engineer. Interested in rifle shooting. Started racing late 1973; club racing in 1974. Lap Record holder on old Brands short circuit; unofficial lap record holder for Snetterton short circuit. Well placed in 1976 ACU Sidecar Championship.

**EDDIE ROBERTS** (solo). Age 25 (born 5.8.51). From Birkenhead, Merseyside. Married. Professional motor cycle competitor. Interested in sky diving. Started racing in 1970 (250cc); spent two months on the continent racing this season, racing in Holland, France, Italy and Belgium. The 1974 Manx GP 250cc winner; the 1975 500cc Production TT winner; 1976 250cc TT, 5th; 1976 1000cc TT, 6th. Entered by Vladivar Vodka, Warrington.

**TONY RUTTER**. Age 34 (born 24.9.41). From Brierley Hill, West Midlands. Married with one child. MotorCycle dealer. Started racing in 1962, Brands Hatch (350cc class). Many successes, including the 350cc race at the 1973 Silverstone John Player meeting. 2nd in 1976 Production & Junior TTs, 3rd in 1976 Classic TT. Entered by Bob Priest of Kingswinford.

**CHARLIE SANBY**. Age 36 (born 2.7.40). From Caddington, near Luton. Married with four children (two boys, two girls). A workshop manager employed in Biggleswade. Started racing in 1961 at Silverstone, in 350cc and 500cc classes on BSA Gold Stars. Raced at most British circuits with wins at Brands, Crystal Palace, Lydden, Mallory, Cadwell and Thruxton. Finished 3rd in 1973 Senior TT and 3rd in 1975 Open Classic.

**ROD SCIVVER**. Age 34 (born 25.7.42). From Headington, Oxford. Single. Employed as motorcycle service manager. Successes include 1st 1966 British 125cc Championship, 2nd 1965 British 125cc Championship, 2nd 1967 British 125cc Championship; 2nd in 250cc Internationals at Silverstone and Snetterton in 1973 and 2nd in 350cc Snetterton International in same year; 3rd Formula 750 Snetterton race, 1973; 250cc Brands lap record holder.

**MARTIN SHARPE**. Age 30 (born 17.9.45). From Brackley, Northants. Married with one child (girl, 2½ years). Employed in site maintenance at Chipping Warden. Interested in underwater diving. Started racing in 1966 at Snetterton (250cc). Raced in most type of racing and circuits; Imola, Daytona, TT, endurance racing etc. Also some car racing and rallying. Successes in 1976 include 1st North West 200 (500cc); 4th 350cc TT; 1st in production races at Brands and Mallory; 2nd in Endurance race at Zandvoort and 3rd in Brands Hatch Evening News International on 750 Yamaha.

**BILL SIMPSON**. Age 29 (born 30.9.46). From Dalbeattie, Kirkcudbrightshire. Married with two children. Employed as engineer. "First interest in racing was while watching Jim Redman and Gary Hocking in Rhodesia in the 'fifties when I lived there." Started racing in 1966 (250cc). Raced for years on 500 Manx Norton until last year when he was offered two Yamahas: Won 250cc and 350cc Scottish Championships, 4th Production TT and 5th in Senior TT. This year, won 250 race at Oulton TransAtlantic meeting and set lap record. First in Production TT with Chas Mortimer. Entered by R.O. McCutcheon Motors of Wigton.



# The new World Champion . . .

Twenty-five year old Barry Sheene (born Sept. 11, 1950) has brilliantly won the 1976 500cc World Championship after winning the Swedish, Dutch, Austrian, Italian and French Grands Prix and finishing second in the Belgian GP.

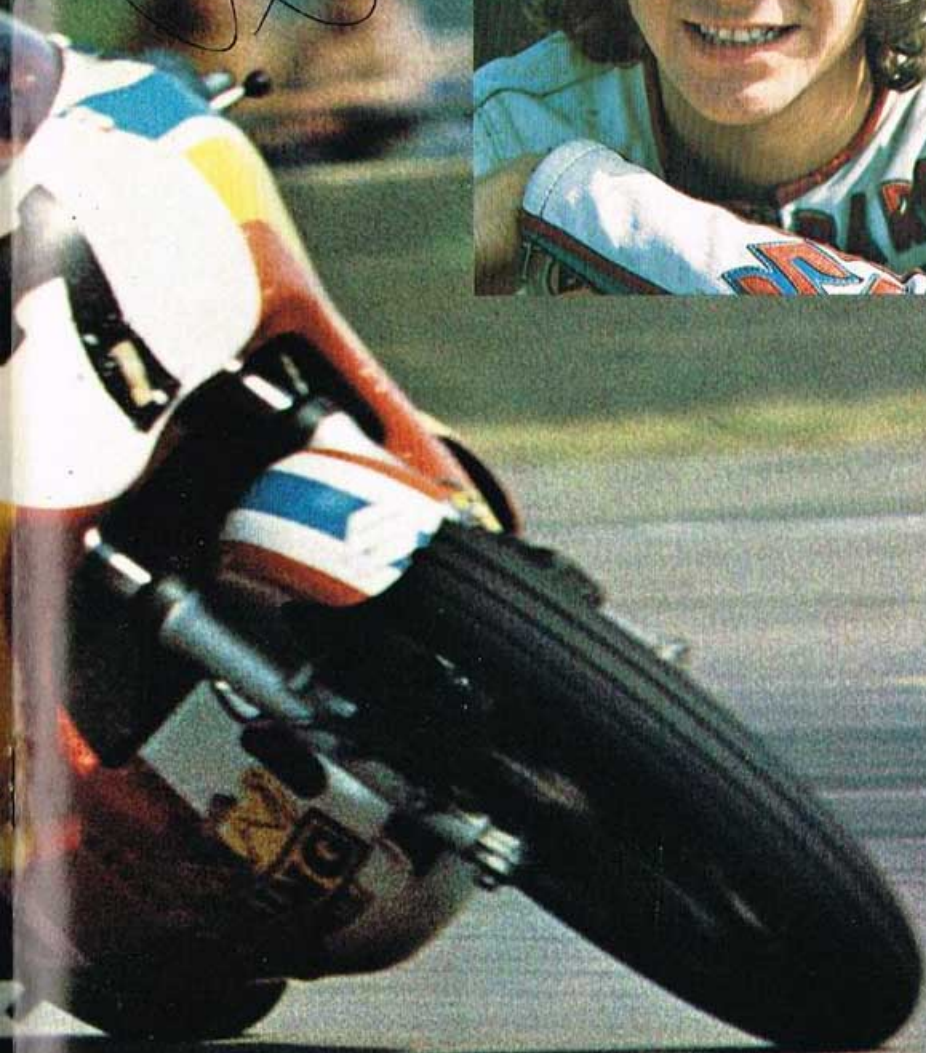
An immensely successful competitor with a tremendous personality that is admired by thousands, Sheene has also won the FIM world Formula 750 challenge in 1973, finished second in the same series last year, won the British 125cc Championship in 1970, finished second in the 1971 125cc World Championship, won the British SuperBike Championship in 1973 and 1974, and the ShellSport 500cc series in 1973.

He has won the John Player Grand Prix for the last two years and has now succeeded in dominating the World Championship series. A superb list of achievements since he started racing his father's Bultacs at the age of 17.





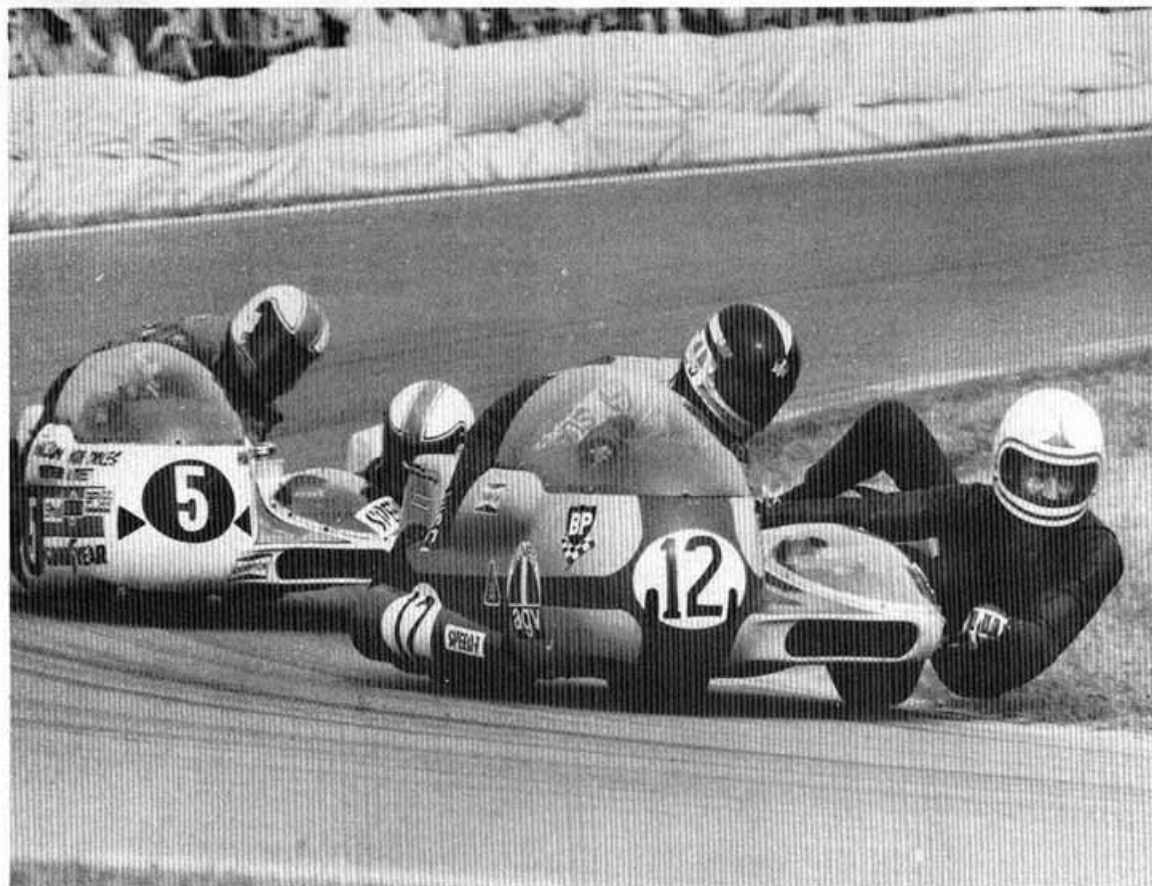
Barry Sheene





# SIDECAR REVIVAL

by Mick Woollett, Sports Editor of Motor Cycle



George O'Dell (Yamaha) leads Mac Hobson (Yamaha) at the Dutch TT.

There has been a noisy revival in sidecar racing. For after 20 years of BMW domination the two-strokes finally broke the grip of the Munich-built flat-twins last year when Konig-powered outfits took first and second places in the World Championship.

Almost overnight the price of a good BMW racing outfit slumped from £5,000 to whatever the owner could get for it. Nothing is so surplus to requirements as an outpaced racing machine!

More important the monopoly of the BMW was broken. The Munich factory had not made any of their famous Rennsport racing engines for years and control of sidecar racing had fallen into the hands of the small group of competitors who had the existing engines — and outfits.

Engines which had cost around £500 when new changed hands at ever increasing prices and spares had become a major problem. There were stories of top-class engines changing hands for £2,000 and the cost of parts, hand made by specialists after the factory stopped making spares, also rocketed.

Unless you were German or Swiss, living near the few people who made the bits and pieces and knew all about the BMW engines, you were severely handicapped — and the prospects for any youngster keen to break into top-class sidecar racing were gloomy indeed.

Suddenly the two-strokes arrived. First the Konig, then the Yamaha and now the RG500 Suzuki. They cost half the price of the few remaining BMWs, they are reasonably readily available and so are the spares.

Competitors all over Europe were, after 20 years, able to buy an engine which could give them a chance against the best riders in the world. So, freed from the BMW monopoly, sidecar racing has staged a great revival and is now probably more competitive than any other class.

Take this year's world championship races. Three riders from three different countries have won the five rounds held so far: Rolf Steinhausen (Konig) of Germany, Alain Michel (Yamaha) of France and Hermann Schmid (Yamaha) of Switzerland.

And for the first time in eight years the grip of the foreigners on the Sidecar TT was broken when British Champion Mac Hobson (Yamaha) just beat Dick Greasley (Yamaha) to win the 1,000 cc class after a tremendous dice.

Significantly it was Hobson who set a new lap record at 99.96 mph, just fractionally under the magic ton and a speed that many of the solo riders would be happy to lap at!

Now, at Silverstone, all the top British riders are on hand to take on several of the star Continentals including Werner Schwarzel (Konig), second in the world championships last year and a strong challenger for honours this season during

which he has already set a new lap record at the Dutch TT.

Both races here this weekend, which are sponsored by Hermetite Products Limited, are for engines up to 1,000 cc and Schwarzel will be using a 750 cc König engine, a water-cooled, four-cylinder, disc valve, two-stroke unit that screams out well over 100 horse power and revs to 10,000 rpm.

At the Belgian Grand Prix, using the 500 cc König engine, Schwarzel was topping 150 mph and lapped very close to 120 mph — so the extra power of the 750 cc unit should push his top speed to 160 mph at the end of Hangar Straight.

Last year Schwarzel was the most successful sidecar competitor at Silverstone, winning one race and finishing second in the other. Now he is back and his aim is to win both — and to shatter the lap record of 101.32 mph set by the Boret brothers, Gerry and Nick, last year.

If Schwarzel does the double it will be a remarkable achievement for on the Silverstone lap he is handicapped by his Continental-style, right-hand sidecar.

This makes it more difficult for the West German and his passenger Andreas Huber on the right-hand bends — and if you tally them up, Silverstone consists of five rights (four of them fairly acute) and three lefts, all fast.

Here I speak from the heart for a long time ago (1957 I

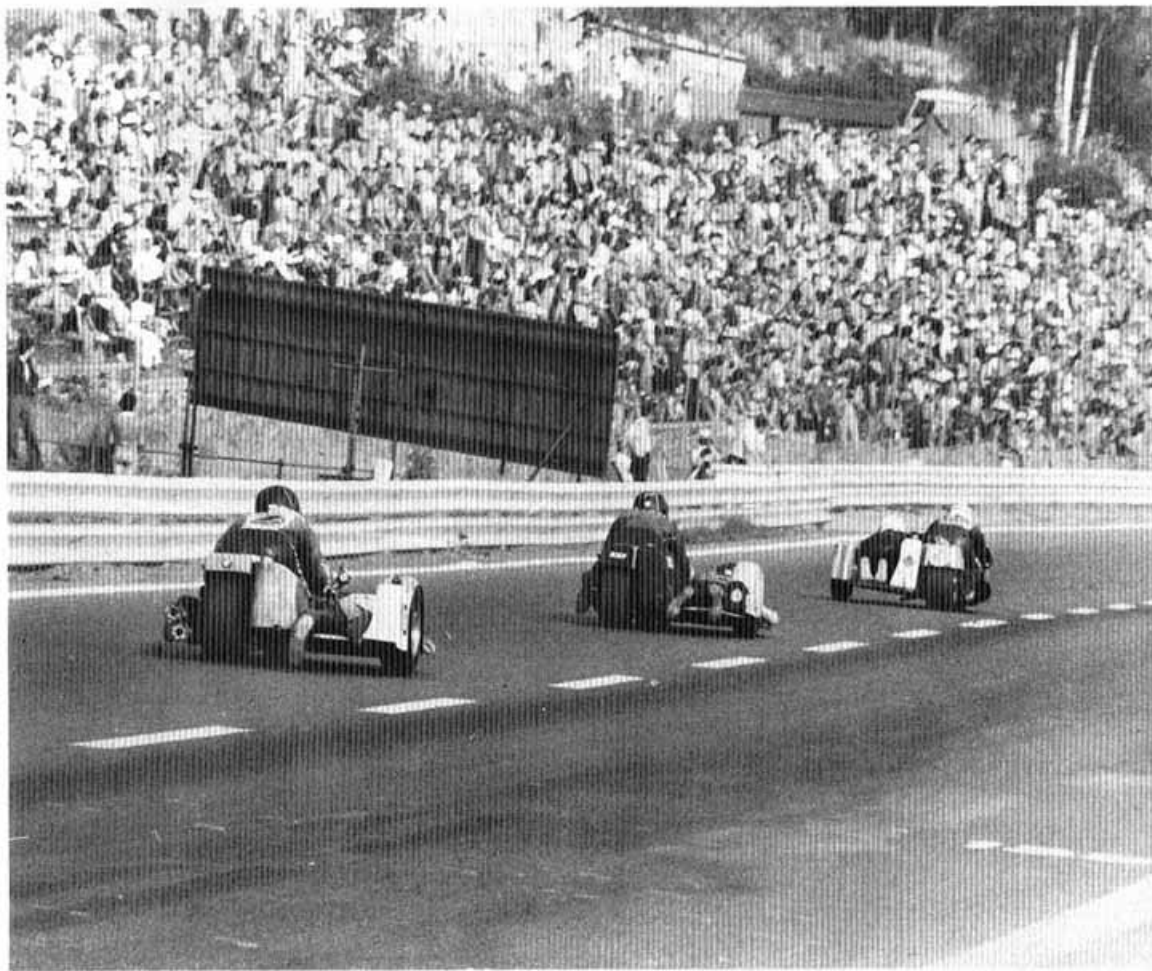
think it was) when I was a passenger I competed at Silverstone with the Swiss driver Edgar Strub. Normally we used a left-hand sidecar but Edgar had just bought an ex-works BMW and he had not had time to change things around — it felt as though I spent the whole day hanging out and we did not do very well!

Ranged against Schwarzel will be the best of Britain's sidecar racers, all using Yamaha engines except for Swindon's Trevor Ireson. Like Schwarzel Trevor has stuck to a König and has one of the latest type 750 cc units, provided by his sponsor Joe Henderson who is one of the most dedicated men in motor-cycle racing.

Our other five top-liners will be Yamaha powered. It was at Silverstone last year that George O'Dell switched from König to Yamaha — and promptly became the first man to lap Silverstone on three-wheels at over the ton.

His lead has been followed by record-holder Gerry Boret and by Jeff Gawley, back in the sport after a year spent in retirement saving up money to go Yamaha.

Add to them the two men who started the Yamaha swing; Mac Hobson the reigning British Champion and Dick Greasley, current leader of the "Motor Cycle" International Sidecar Championship, and you have a formidable British challenge.



England's George O'Dell (Yamaha) leads Gustav Pape (König) and Otto Halle (BMW) at this year's Belgian Grand Prix.

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# PICTURE PARADE



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John Williams



Estrosi at Silverstone



Michel Rougerie



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Dick Greasley/Cliff Holland (Yamaha) current leaders of the "Motor Cycle" International Sidecar Championship.

Although four-cylinder, two-strokes the 700 cc and 750 cc Yamaha engines are completely different to the Berlin-built Konigs. For while Konig is a flat-four with two-cylinders jutting forward and two projecting back, the Yamaha has the cylinder in-line across the frame.

This makes it both wider and higher but it does have two advantages. It has an integral gearbox, which does away with a chain primary drive and separate gearbox, and it has reed valves which give the engine a wider spread of power.

A good Yamaha whacks out over 120 horse power and revs to 10,500 to give a top speed of over 150 mph and enough acceleration to spin a 12 inch wide slick racing tyre and leave impressive black rubber marks on the tarmac!

Another team who could do well is Swiss Rudi Kurth and his British side-kick Dane Rowe, best known of today's girl passengers and a regular with Rudi for several seasons now.

Rudi is one of the great innovators of sidecar racing and his 1976 outfit bristles with new ideas.

For a start the engine is home-built — a three-cylinder 500 cc Yamaha which Rudi fabricated himself, using a water-cooled, twin cylinder TZ350 engine and adding an extra cylinder on one side!

He did this because he wanted a very light and small engine — and he was prepared to sacrifice sheer power to

get it. This engine is mounted in a simple, welded, box-frame with the wheels suspended, racing car style, from a central beam.

Steering is hub-centre and is controlled, not by handlebars but by two levers which Rudi, lying on his stomach, pushes and pulls. Not surprisingly Rudi and Dane had teething troubles with this all-new creation but they got it all together to finish fifth at the Belgian Grand Prix beating leading British competitor George O'Dell.

Yes, sidecar racing has come a long way since I first made the pilgrimage to Silverstone on my pre-war 350 cc Norton. That was in the early fifties when the great Eric Oliver, tough little Cyril Smith (who I later passengered for) and lanky Pip Harris were the stars.

For several years they fought out nerve tingling dices around the Silverstone lap; exposed front wheels flapping and Norton engines bellowing. Then came the BMW era and the decline of British power though Harris and other stalwarts did their best to keep the flag flying.

Now British competitors are back in the picture as the great sidecar revival rolls on — and, who knows, this might go full circle if the modified 750 cc Cosworth engine, now being built by the famous Northampton firm for Norton, proves a success.



Werner Schwarzel/Andreas Huber (Konig) in the Austrian Grand Prix.

(sidecar photos by Mick Woollett)



# We are the Champions!

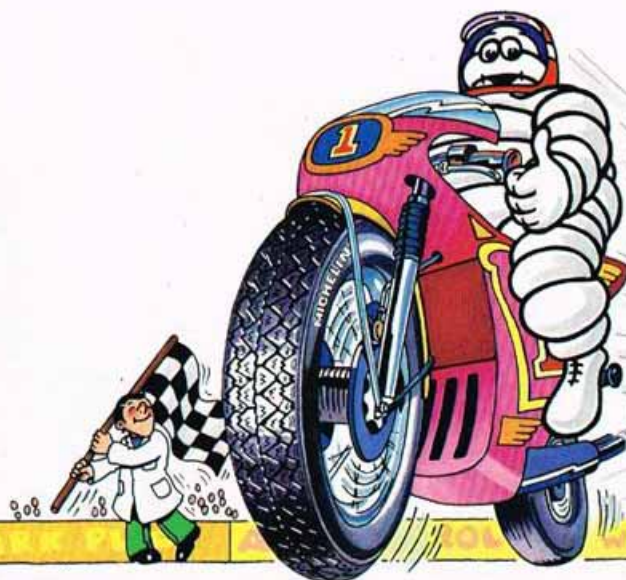
Last season; Paolo Pileri won the 125cc World Championship using Michelin.  
Jack Findlay on Michelin took the F.I.M. Formula 750 title.  
Ruiz and Huguet rode Michelin to their European Endurance Cup triumph.

This season; and Michelin are still winning:

Austrian Grand Prix	
125cc	(Rider: Bianchi)
350cc	(Rider: Cecotto)
500cc	(Rider: Sheene)
Italian Grand Prix	
125cc	(Rider: Bianchi)
250cc	(Rider: Villa)
350cc	(Rider: Cecotto)
500cc	(Rider: Sheene)
Yugoslav Grand Prix	
125cc	(Rider: Bianchi)
250cc	(Rider: Braun)
350cc	(Rider: Chevallier)
French FIM 750 - Nogaro	(Rider: Estrosi)
Transatlantic Race	
Gt. Britain v USA	(Rider: Sheene)
(Mallory Park)	
Shellsport 500	(Rider: Sheene)
Brands Hatch	
British Solo Championships	(Rider: Parrish*)
(Mallory Park Rnd)	
Junior TT	(Rider: Mortimer)
(I.O.M.)	
Mallory 350	(Rider: Katayama)
Mallory 1000	(Rider: Sheene)
Shellsport 500	(Rider: Parrish)
(Mallory Park)	

Clearly, we don't believe in quitting while we're ahead.

\* Subject to confirmation



## MICHELIN

What we put into racing we put onto the road.

# The Production Scene

by Leslie Nichol, Daily Express Motoring Reporter

Slippery Sam is a strange and questionable name to give a Triumph motorcycle. But, as Percy Tait, that veteran crusader of the two-wheeled speed ring, explains: "It was one of the finest production racers we ever built — I shall never forget it." That goes for Silverstone and the Isle of Man T.T.

Any mount which earns such praise from skilful and popular technicians like Tait has to be "upper class." And there was a look of sad reflection when Percy admitted that his link with the British machine was now a proud page of racing history.

Percy was thinking back on the Daily Express Production machine race and "Slippery" — a Triumph Trident three-cylinder — when I visited him at his new motorcycle garage in Birmingham. He was overcoming a bad racing accident at the T.T. on Son of Sam, the off-spring of "Slippery", and also striving to get fit for this meeting.

Tait has never shared the world title-chasing headlines with grand prix challengers like Barry Sheene and Phil Read. Yet, without riders like him, motorcycle racing would be sadly empty and incomplete.

Yet no man has earned a greater following on Britain's circuits than this courageous, 46-year-old former Triumph test rider. I found him reluctantly using crutches, driving an automatic car and declaring: "I'm doing my best to get fit

for Silverstone. It will be my first race there on my works 500 and 750 Suzukis. Anyway, there are lots of people who are expecting me to be there — I can't let them down."

Those people included the many hundreds who wrote to him after his T.T. set-back; who sent bottles of champagne and lots of other "goodies" while he was recovering in a Douglas hospital.

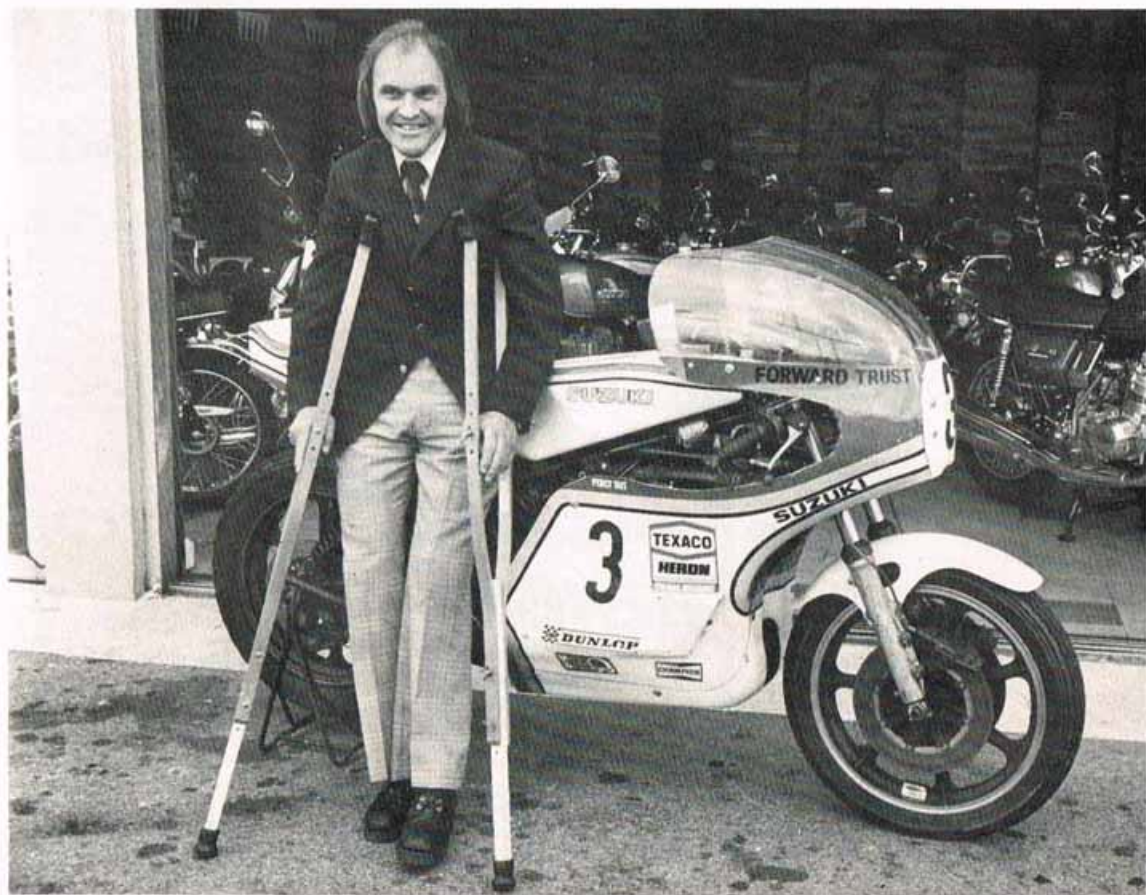
Also the children from a spastic organisation in Birmingham who forwarded their paintings and get-well wishes. Percy was very much on his way back to fitness and attending a daily clinic when these lines were written.

His injuries were certainly enough to make any younger motorsport challenger slip into neutral for an understandable rest — a punctured lung, five broken ribs, broken left shoulder, knee and hand.

Not so for round-the-clock Percy. He shook his head over that T.T. incident, which resulted in him hitting a wall, bringing Son of Sam to a halt, and then collapsing.

Scotland's grand prix rider Alex George was waiting to share the Production race ride with Percy. Alex takes the mount this time, because Percy is now under contract with Suzuki.

The Triumph will meet powerful and highly developed opposition through the Hondas of Bill Smith and Tony Rutter, Martin Sharpe's B.M.W. and the faithful, flag-



(Daily Express Photograph)



# Britain's leading motorcycle racing team



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waving Norton of last year's winner Tony Smith, who beat Tait on old "Slippery."

Percy talks about these over-the-counter runners with the same pride and affection that he reserves for his 180 miles an hour factory Suzukis.

He speaks with the knowledge of a thorough apprenticeship throughout the industry, the sport and as a motorcycle dealer when he says: "After more than 20 years with Triumph — as test-rider, racer and on development — I was in at the big beginnings of Production racing. It's one of the best forms of salesmanship for any factory, racing the bike that the boys can buy."

Tait's bid on these over-the-counter performers has stretched to Australia, when he rode a Kawasaki 900, "straight out of the export crate!"

One rule of production racing he would like to see standardised is the engine-start. "You cannot have self-starters and kick-starters. Let the real test be a kick-start," he says.

Percy's achievements on "Slippery" take in the Silverstone Production lap record at 103.63 miles an hour. He won the Daily Express race on the Triumph in 1973 and 1974. It was all part of a victorious link with the creator of the "Sam" family, Welshman Les Williams, chief mechanic of the former Triumph racing team.

"Slippery", built at Meriden in 1969, became a part of T.T. history. Aided by riders like Ray Pickrell, Tony Jeffries, Mick Grant, Alex George and Dave Croxford it claimed five Production Manx wins. It broke lap records on the way and

was twice brought out of retirement. Now its racing days are definitely over.

The "Son" will be attempting its first full race after the mishap on the Island. There, it displayed a kick-start. At Silverstone, in T160 form, it will be using a self-starter.

Williams, who prepared the Triumph at his own Coventry workshop with the help of John Cooper's former mechanic, Steve Brown, is uncertain of the bike's top speed. He hopes for between 130 and 140 miles an hour.

Machines like this, and riders like Tait, have battled hard to uphold the British motorcycle industry's home front against the endless development of their imported rivals.

Whether or not the never-give-up Percy is fit to ride at Silverstone this week-end does not really matter. Suffice that he can be here and, I hope, receive a warm applause from the circuit that he raced and won on back in 1950.

Before, as he jokingly puts it, Britain's new young world 500 champion, and Percy's team-mate, Barry Sheene, was born.

Footnote: Why was it called "Slippery Sam?" Percy explains: "My old Triumph factory mates still call me Sam, because when I was test-riding with them I used to oblige by nipping around on my bike with the odd parcel and message. I became known as 'Sam, Sam, the Transport Man.' Then the Production Trident went through a spell of losing a little oil . . . hence the nick-name Slippery Sam."

---

## Other happenings . . .

### On track activities

#### Rides Round the Circuit

Busers have been arranged to take spectators round the Silverstone Grand Prix Circuit, free of charge from four points: the Startline, Copse Corner, between Stowe and Club Corners, between the Daily Express Bridge and Woodcote Corner. A taped commentary will be given and the service will operate from 07.00-11.30 hrs on Sunday, August 15th.

#### Pit Lane Walk-About

Holders of Paddock Transfers will be admitted to the Pit Road on Sunday, August 15th between 09.30 hrs and 11.30 hrs to get a close-up view of the Grand Prix machines.

#### Competition Presentation

At 11.45 hrs on Sunday, August 15th, Shell will be presenting the awards to the winners of the Daily Express Kawasaki Competition. The presentation will take place on the Startline.

#### Salute to the World Champion

At 11.50 hrs on Sunday, August 15th a presentation will be made to Barry Sheene on behalf of John Player & Son and Silverstone Circuits in recognition of his winning the 500cc World Championship. The presentation will take place on the Startline.

#### Parade of Champions

At 12.00 hrs on Sunday, August 15th the traditional Parade of Champions will take place when the leading competitors in the John Player Grand Prix will be presented to the public round the circuit.



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**Jaguar XJ Coupe.**

\*

\*

\*

\*

\* For the benefit of the other competitors, we've omitted the more distressing details.

Up to now the Sprint, driven by Andy Rouse, has been extremely successful. Even against much more powerful cars.

But now we've decided it's time the BMWs and Fords had some opposition of their own size.

The Jaguar will be competing in the European Touring Car Championship and will be driven by Derek Bell and David Hobbs. That alone should be enough to worry the other drivers.

**Leyland Cars** 

### Kart Demonstration

At 12.20 hrs on Sunday, August 15th, Martin Hines will give a demonstration in the Hermetite Zip Shadow 250cc Kart. The Kart is powered by a 250cc Yamaha TD3 engine which produces 58bhp and has a top speed of 140+mph. Martin is current British Champion, British Team Captain, British Big Circuit Champion and Open Champion.

### Air Display

At 12.30 hrs on Sunday, August 15th there will be an Air Display given by Philip Meeson flying the Jaeger Pitts Special. The display will include Flick Rolls, Tumbles, Tail Slides and Vertical Rolls.

### John Player Rider of the Day Award

A cheque for £50 and a trophy will be presented to the John Player Rider of the Day at the end of the meeting. This award will be judged by a panel comprising representatives of the motorcycling press and John Player & Son.

## Off track activities

### Hot Breakfasts

For early arrivals holding Paddock Transfers, hot breakfasts can be obtained on Sunday morning in the Paddock Restaurant from 07.00 hrs. Catering points will be open throughout the meeting in all spectator enclosures.

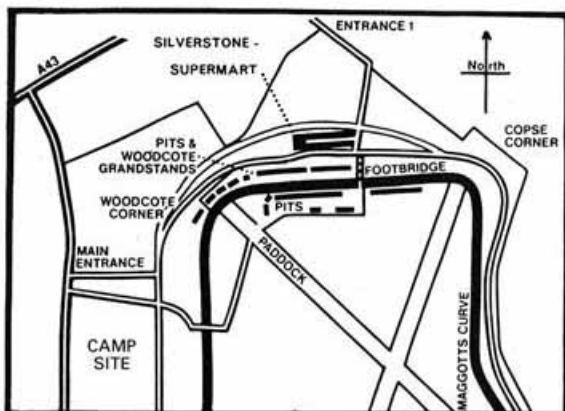
### Camping Site

The Camping Site is situated between the Blue Car Park and the Main Entrance. For location of the site see the Supermart Plan below. There will be catering facilities in the camp site on Friday and Saturday evenings.

NO PUBLIC CAMPING WHATSOEVER IS PERMITTED INSIDE THE CIRCUIT ENCLOSURES.

### Silverstone Supermart

Don't forget to visit the Silverstone Supermart situated along the service road behind the Pits Grandstand. In this area you will find numerous trade displays selling accessories, personalised racing garments, books, magazines, souvenirs etc.



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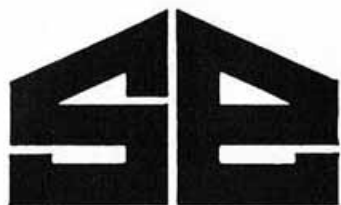
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(Riders at Random continued from page 23)

**BILL SMITH.** Age 40 (born 8.2.36). From Hoole, Chester. Married with two children. Motor Cycle dealer, Bill Smith Motors Ltd. Started racing in 1953 at Oulton Park (350 Gold Star). Won 35 TT replicas. 1st in Production 500 race at Silverstone 1974; 1st in Production TT races in 1967, 1973 and 1975; 3rd in Senior TTs in '68 and 1970; 1st in 125cc race at Silverstone in 1956; seven wins in Southern 100 Isle of Man events.

**MIKE TRIMBY.** Age 27 (born 24.1.49). From Luton. Married. Marketing Manager with Elastoplast. Organiser of next year's Motor Cycle trip to Daytona. Started racing in 1969 (350cc). National wins at Mallory, Snetterton and Brands. 1972 SSRC Champion; 1st place in Mettett, Belgium Formula 750 1000 km; 2nd in Nivelles International 1975; qualified and finished in Daytona 200, 1975 and '76. 11th Belgian 750 and French 750 races this year.

**DENNIS TROLLOPE.** Age 32 (born 12.5.44). From Kingswood, Bristol. Married with two children. Team Manager for Fowler of Bristol. Interested in gardening. Started racing in 1961 (200cc) at Brands Hatch. Raced in TTs since 1964, winning 15 replicas. Fifth in Production TT this year.

**NEIL TUXWORTH.** Age 24 (born 10.4.52). From South Cockerington, near Louth. Single. An accountant employed in Louth. Interested in speedway, chess, running and rifle shooting. Started racing in 1969 on a 125cc Bantam at Cadwell Park. Various wins and good placings in International events in England and abroad; holder of 350cc lap record at North West 200; ex-runner up in 1972 British Championships. A 3rd, two 4ths and 5ths, two 7ths and 10ths in TT races; 1975 winner of Bill Ivy Trophy; also won races in Holland, Germany, Belgium, Spain and Czechoslovakia. Last year was second in 125cc at Silverstone and 5th in production race.

**CLIVE WALL.** Age 31 (born 18.3.45). From Hayes, Middx. Married. Motorcycle workshop manager in West Drayton. Started racing in 1965 on 500 BSA Gold Star in production class. 1st 750 class in Thruxton 400 miler in 1973, 2nd Zandvoort 6hr on 750 Norton in 1973, 8 wins in 1975 and three wins to date this year, on 350 Yamaha. Regular finisher in top six places at national and International meetings. The 1970/71 BRC 1000cc Production Champion and 1971 BFRC 1000cc Production Champion. Rides for Alan Chapman of ABC Motorcycles, where Wall is employed.

**JAMES WELLS.** Age 24 (born 4.6.52). From London E12. Married. A motorcycle dealer. Held five British 175cc sprint records at the age of 16. Started road racing in 1970. Competed in all home internationals and in races in France, Italy, Spain and Belgium this year. Sixth in Brands 1000cc TransAtlantic race, 7th Oulton TransAtlantic meeting, 1st Brands Hatch national.

**BARRY WOODLAND.** Age 28 (born 3.9.47). From Northwood, Middx. Single. Director of own company. Electronics Design. Obtained B.Sc. in physics and electronics. Competed in club and national meetings during 1975 at most British circuits. Southern 67 club 250cc champion last year, plus newcomers award; second in BMCRC 250cc championship. Forty places in first four during first full season. Current leader of BMCRC 350cc Championship.

**STEVEN WRIGHT.** Age 20 (born 14.12.55). From Barnsley. Single. A coal merchant. Interested in table tennis, swimming. Started racing in March 1974 (250cc); Auto 66 club 250 and 350 champion 1975; ACU Clubmans Championship, 2nd 350cc (1975). 1st Cadwell Park Easter and Spring Bank Holiday; 3rd 350cc International at Cadwell; 1st 250cc Scarborough national; 1st 250cc Bill Ivy Trophy Meeting.





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*Paul Smart*

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# FIM FORMULA 750 CHALLENGE

This weekend's John Player Grand Prix is the seventh round of the 1976 FIM Formula 750 Challenge. Results and points scoring in the previous rounds are as follows:

## DAYTONA — USA

March 7

1	Johnny Cecotto, Venezuela (Yamaha)
2	Gary Nixon, USA (Kawasaki)
3	Pat Hennen, USA (Suzuki)
4	Gene Romero, USA (Yamaha)
5	Patrick Pons, France (Yamaha)
6	Michel Rougerie, France (Yamaha)
7	Hideo Kanaya, Japan (Yamaha)
8	Randy Cleek, USA (Yamaha)
9	Kenny Roberts, USA (Yamaha)
10	John Dodds, Australia (Yamaha)

## SAN CARLOS — VENEZUELA

March 21

1	Steve Baker, USA (Yamaha)
2	Gary Nixon, USA (Kawasaki)
3	John Newbold, GB (Suzuki)
4	Michel Rougerie, France (Yamaha)
5	John Long, USA (Yamaha)
6	Randy Cleek, USA (Yamaha)
7	Cliff Carr, GB (Yamaha)
8	Roger Ruiz, France (Yamaha)
9	Laurie Blein, USA (Yamaha)
10	Rogelio Cardozo, Venezuela (Yamaha)

## IMOLA — ITALY

April 4

1	Steve Baker, USA (Yamaha)
2	Michel Rougerie, France (Yamaha)
3	Barry Sheene, GB (Suzuki)
4	Takazumi Katayama, Japan (Yamaha)
5	Pat Hennen, USA (Suzuki)
6	John Newbold, GB (Suzuki)
7	Yvon du Hamel, Canada (Kawasaki)
8	Gerard Choukroun, France (Yamaha)
9	Roger Ruiz, France (Yamaha)
10	Jack Findlay, Australia (Yamaha)

## JARAMA — SPAIN

May 9

15	1	Michel Rougerie, France (Yamaha)	15
12	2	Victor Palomo, Spain (Yamaha)	12
10	3	Patrick Pons, France (Yamaha)	10
8	4	Gerard Choukroun, France (Yamaha)	8
6	5	Jaime Samaranch, Spain (Yamaha)	6
5	6	J. M. Mallol, Spain (Ducati)	5
4		No other finishers.	
3			
2			
1			

## NIVELLES — BELGIUM

May 23

15	1	Gary Nixon, USA (Kawasaki)	15
12	2	Dave Potter, GB (Yamaha)	12
10	3	Mick Grant, GB (Kawasaki)	10
8	4	John Newbold, GB (Suzuki)	8
6	5	Edmar Ferreira, Brazil (Yamaha)	6
5	6	Rob Bron, Holland (Yamaha)	5
4	7	Phillipe Chaltin, Belgium (Yamaha)	4
3	8	Jon Ekerold, South Africa (Yamaha)	3
2	9	Marcel Ankone, Holland (Suzuki)	2
1	10	Eric Geereard, Belgium (Yamaha)	1

## NOGARO — FRANCE

May 30

15	1	Christian Estrosi, France (Yamaha)	15
12	2	Philippe Coulon, Switzerland (Yamaha)	12
10	3	Giacomo Agostini, Italy (Yamaha)	10
8	4	Gary Nixon, USA (Kawasaki)	8
6	5	Roger Ruiz, France (Yamaha)	6
5	6	Gerard Choukroun, France (Yamaha)	5
4	7	Victor Palomo, Spain (Yamaha)	4
3	8	Barry Ditchburn, GB (Kawasaki)	3
2	9	Christian Huguet, France (Yamaha)	2
1	10	Maurice Chaumat, France (Yamaha)	1

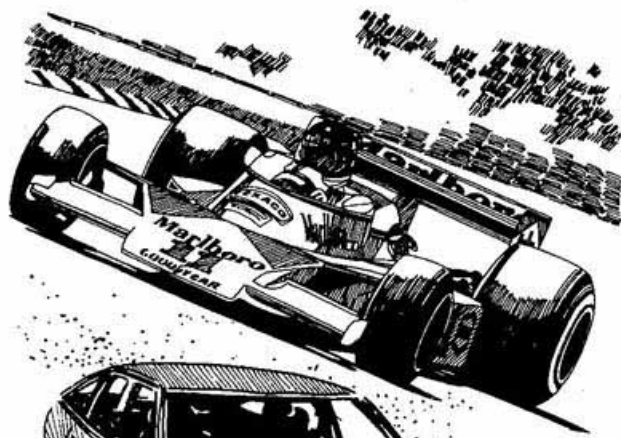
The remaining rounds in the FIM Formula 750 Challenge are due to take place at Assen, Holland on September 5th and Hockenheim, Germany on September 26th

## Current points position—

1	Gary Nixon, USA	47	20	Edmar Ferreira, Brazil	6
2	Michel Rougerie, France	40	20	Jaime Samaranch, Spain	6
3	Steve Baker, USA	30	23	Rob Bron, Holland	5
4	John Newbold, GB	23	23	J. M. Mallol, Spain	5
5	Pat Hennen, USA	16	25	Hideo Kanaya, Japan	4
5	Gerard Choukroun, France	16	25	Cliff Carr, GB	4
5	Patrick Pons, France	16	25	Yvon du Hamel, Canada	4
5	Victor Palomo, Spain	16	25	Phillipe Chaltin, Belgium	4
9	Johnny Cecotto, Venezuela	15	29	Jon Ekerold, South Africa	3
9	Christian Estrosi, France	15	29	Barry Ditchburn, GB	3
11	Dave Potter, GB	12	31	Kenny Roberts, USA	2
11	Philippe Coulon, Switzerland	12	31	Laurie Blein, USA	2
13	Roger Ruiz, France	11	31	Marcel Ankone, Holland	2
14	Barry Sheene, GB	10	31	Christian Huguet, France	2
14	Mick Grant, GB	10	35	John Dodds, Australia	1
14	Giacomo Agostini, Italy	10	35	Rogelio Cardozo, Venezuela	1
17	Gene Romero, USA	8	35	Jack Findlay, Australia	1
17	Randy Cleek, USA	8	35	Eric Geereard, Belgium	1
17	Takazumi Katayama, Japan	8	35	Maurice Chaumat, France	1
20	John Long, USA	6			



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# NOTICES

## 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. Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, 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.

## DOGS

It is a condition of admission to the Circuit and Car Parks that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

## GRANDSTAND ROVER TICKETS

Grandstand Rover Tickets costing £1.50 for adults and 30p for children under 14, can be purchased at the Grandstand Ticket Offices behind the Pits and Woodcote Stands and at the South Stand. These tickets allow the holders to move from grandstand to grandstand thus enabling them to watch the racing at various parts of the circuit from a seat.

## PADDOCK TRANSFERS

Paddock Transfers, costing £1.00 for adults and 30p for children under 14, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock, and Stewards' Enclosure where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

## INTERNATIONAL FLAG SIGNALS

**Red:** Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Black (with competitor's number):** Signal for the competitor to stop on the next lap. **Black and White Chequered:** Signal for the winner and end of the race. **Light Signals** will be used for starting races.

## Traffic Arrangements for leaving the circuit

The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South-East and South-West to leave by Gate No.7.

The road will be one way in a clockwise direction. There may however, be selected parts which are two way.

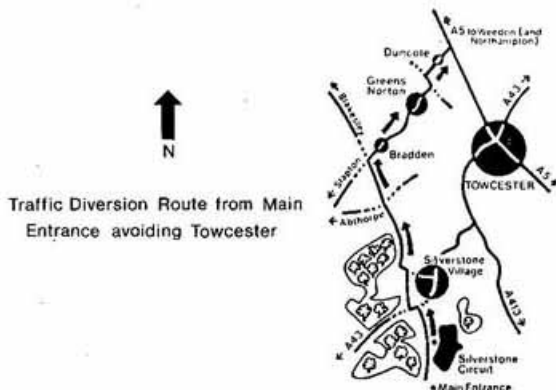


## THE MAIN ENTRANCE

The second important feature for outgoing traffic is the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively. The diversions will be signposted and we request that you follow them. Please do not stop to argue with the Police Officers on duty as this only causes further delays.

Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

With such a vast number of cars we all know it is impossible to get away from any public event in five minutes, but with your co-operation it can be made far easier and less frustrating for everybody.





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# ACCESS RAC TOURIST TROPHY

*Grand Prix Circuit*

# *Silverstone*

## Sunday September 19th 1976



### **Britain's 500km Round in Group 2 European Touring Car Championship Plus European Formula Super Vee Championship & International Historic Sports Car Race — Starts Noon**

On Day Prices. Admission to Special Trackside Spectator Enclosures: Adult £1.70; Child 30p; Covered Grandstand Seats: Adult £1.50; Child 30p; Paddock Transfer: Adult £1.00; Child 30p; All Parking Free. Tickets Booked in Advance AT REDUCED PRICES (Pre-Bookings may be paid by Access) from Booking Office, Silverstone Circuit, near Towcester, Northants NN12 8TN.

### **Access TT Qualifying Plus International Final Round of ShellSPORT Formula 3 Championship, Saturday September 18th**

Trackside Enclosure Tickets: Adult £1.00; Child 20p; Grandstands & Paddock Free.

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**\* MALLORY PARK**

Sunday, September 12

**JOHN PLAYER 'RACE OF THE YEAR'**

Adults £2.00; Children 50p; Paddock £1.50.

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**\* BRANDS HATCH**

Sunday, October 31

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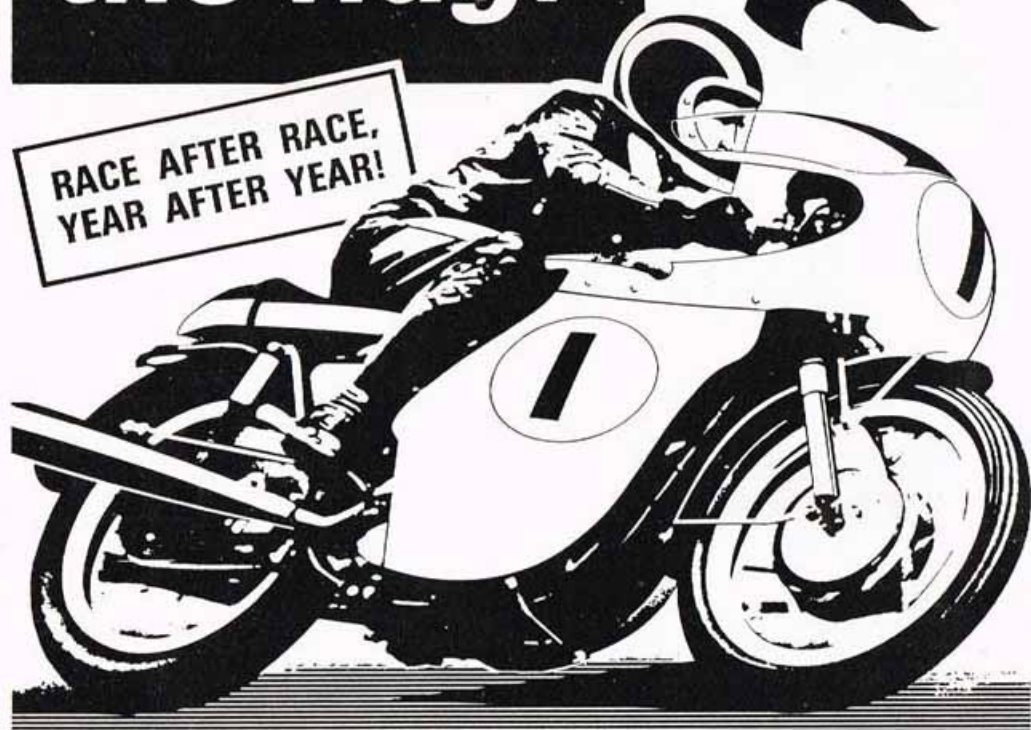
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