



# John Player Grand Prix



## Silverstone

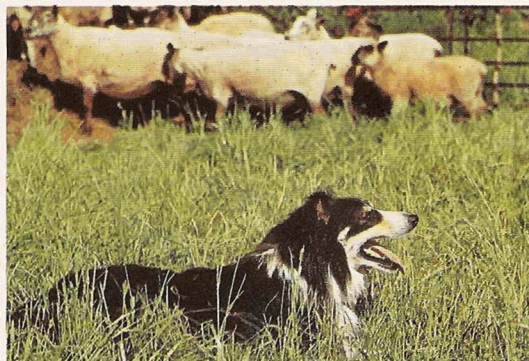
9th - 10th August 1975

Official Programme 35p

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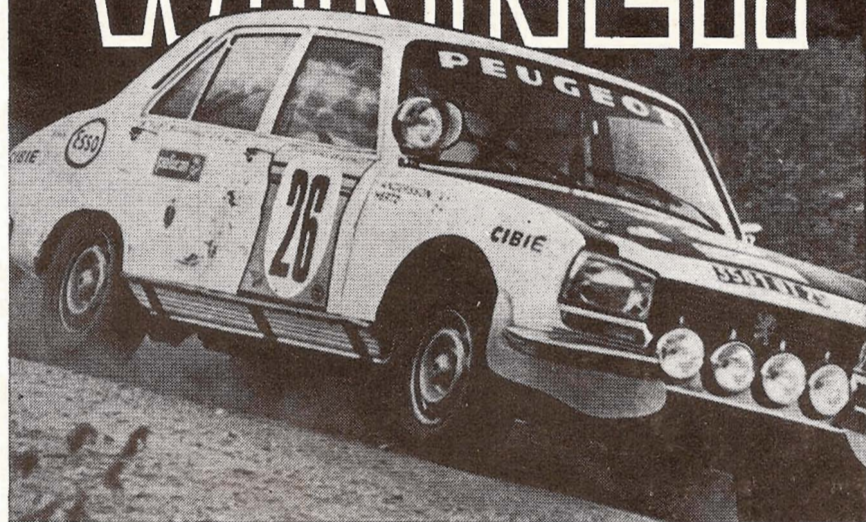
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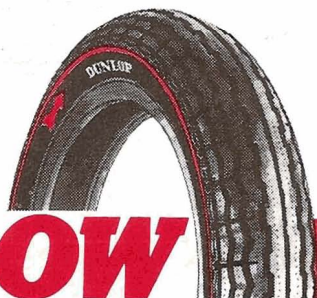
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# SILVERSTONE RACE DAY PROGRAMME

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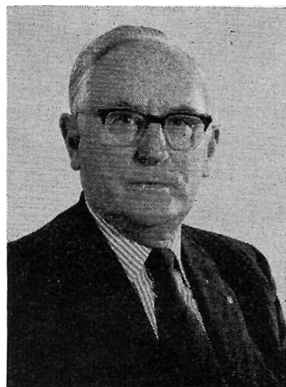
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# **FIM Formula 750 Racing and the John Player Grand Prix should now be World Championship Events**



**SAYS :** VERNON COOPER  
Vice-Chairman of the ACU,  
Chairman of the ACU Road  
Racing Committee and  
Clerk of the Course.

Once again it is my privilege to write a short foreword in your Silverstone John Player Grand Prix Programme – a programme which, when you read the list of competitors, reads like the 'Who's Who' of the international racing scene.

Thanks to the drivers who continually give us their support; John Player and the Daily Express and, most important, you, the spectators; this 'Silverstone Weekend' has quickly established itself as the most important motor-cycle road race in England.

The varied and excellent programme of international racing will be dominated by the Formula 750 Race – the qualifying round for the International Federation's (FIM) Special Prize.

Formula 750 racing machines are based upon production engines and machines designed for quantity production. The machines, if not yet readily available, are basically the models you will buy and use on the roads – surely this is the ideal form of racing – this formula has proved interesting and varied – very spectacular – produced the fastest racing in the world and, at the same time, has played a most important role in helping to 'improve the breed'.

A few years ago the Auto-Cycle Union (ACU), the governing body of motor-cycle sport in this country, persuaded the FIM to adopt Formula 750 racing, and from this the FIM Prize was created. This series has now served its apprenticeship. It must, without delay, be elevated to world championship status. The winner of the Formula 750 Series must be recognised as a World Champion – who could doubt he would not have deserved the title?

The International Federation are now carefully considering the present World Championship Series; looking at its present weaknesses; and will shortly be deciding what the future format should be. We in the ACU must bring our considerable influence to bear to ensure that Formula 750 racing leads the future World Championship Series.

I sincerely hope that next year's 'John Player Grand Prix' will be fully recognised as a World Championship Event, featuring this all-important formula.

**VERNON COOPER.**



# Brewers, Bankers, Bookmakers . . . . and Tobacco Companies

In a few short years, sponsorship has blossomed into a multi-million pound phenomenon – a vital element in financing sport and outdoor pursuits, the arts and a host of community projects.

The beginnings of the present spate of activity date from the mid-1960s. A number of leading organisations were having difficulty in finding the money to stage top-level events in this country. At the same time, a number of British firms were seeking new ways of promoting themselves and their products, whilst furthering the interests of the sponsored pursuits.

Initially, sports such as motor racing, cricket and golf, with their large public followings, attracted the sponsors. A wide span of industries appeared on the scene, while others reinforced their involvement. Today, they range from tobacco, oil and tyre companies to brewers, bankers and bookmakers; from food and insurance businesses to cosmetics and clothing concerns.

A number of events, competitions and teams received sponsorship. Cricket lovers were treated to their favourites playing for the Gillette Cup and the John Player League. Motor racing fans watched the cream of Formula One cars carrying the names and liveries of Martini, Yardley, Brooke-Bond-Oxo, and a number of cigarette companies, including John Player.

In return, the organising bodies have received money. It is extremely difficult to estimate how much. There may be no secret about prize money, or even fees paid to sporting bodies, but manufacturers are naturally reluctant to publicise their total budget – it might interest their competitors! And sponsorship is a competitive business.

Further, there's a great deal of 'grass roots' sponsorship springing up. Spectators at autocross, inshore powerboat meetings and some motor cycle meetings, will have seen their favourites bearing the names of local garages – often the sole venture of those businesses into sponsorship.

Support for community activities must also be included in any calculation. Local football leagues, carnival floats, playing fields and university buildings have been among the wide variety of recipients of industrial cash.

Motor racing remains the sponsors' biggest customer. The oil, tyre and components companies were the first commercial organisations to put money into the sport and their support continues. With the advent of Gold Leaf Team Lotus in 1968, the scene was set for a blaze of colour on the world's racetracks. Over £3,000,000 went into motor racing last year, much of it into Formula One teams. It costs well over £300,000 to maintain a top-level two-car team over the 15 rounds of the world championship. No wonder the sponsors want the cars to look the part!

Horse racing and golf are next on the list, each receiving half a million pounds or more. In the £200,000 to £500,000 bracket come association football, cricket, lawn tennis, cycling and equestrianism. Motor cycling, powerboat racing and sailing are thought to command around £100,000 each. A recent estimate of total direct expenditure on the arts in Britain, puts the figure at around £250,000. The amount put into local community activities is impossible to estimate.

Few industries are as keenly competitive as tobacco; few products are consumed by such a wide cross-section of people with equally diverse leisure interests. Consequently, cigarette and cigar manufacturers have been among the pioneers of modern sponsorship, and remain among the top spenders.

John Player and Sons are proud to have been one of the leaders in industrial sponsorship over the past few years. Today's John Player Grand Prix claims a major place in the firm's programme. Now in its fifth year at Silverstone, the event has attracted some of the biggest names in motor cycling – among them Hailwood, Agostini, Read, Sheene and Lansivuori. Both sponsors and race organisers are hopeful that the event will shortly achieve world championship status.

John Player's other major venture in motor cycling is the Transatlantic Trophy series, fought out annually over Easter between British and American teams at Brands Hatch, Mallory Park and Oulton Park. This year, at the fifth attempt, the Americans gained their first victory.

Turning to four wheels, motor racing remains John Player's biggest undertaking in sponsored sport. In 1972, Gold Leaf Team Lotus were transformed into John Player Specials, to continue a relationship of unparalleled success between manufacturer and

sponsor which has achieved four world championships and brought considerable benefits to British engineering.

This year the firm again sponsored the John Player Grand Prix, the British round of the Formula One world championship, here at Silverstone, as well as the John Player Atlantic International series.

Completing the powered sport line-up are the John Player Special Team Mercury inshore powerboats of Bob Spalding and Tom Percival. The East Anglian pair are among the world's top competitors, and have driven their Player-sponsored rigs to the last three British circuit championships.

Still on the water, the John Player World Sailing Speed Record attempts will again take place at Weymouth in the autumn.

The John Player Tennis Tournament was the only British competition outside Wimbledon to attract the leading figures in men's international tennis. John Player have a unique five-year contract with the Association of Tennis Professionals which guarantees that the world's best players take part. In showjumping, the John Player Trophy was among the top events at the Royal International Horse Show in July.

John Player have also made an enduring impression on the British sporting scene with top-level competitions lasting throughout the season.

The John Player League is the pick of long-running summer competitions. Every Sunday, tens of thousands of cricket fans turn out to watch their counties. Now in its seventh season, the John Player League is an established part of the first-class calendar.

The Player's No. 6 Trophy is the biggest and most valuable sponsored competition in rugby league. Straddling the northern winter, it is an excellent example of a competition which has proved consistently popular with spectators and players.

In racing, Player's sponsor the Panama Cigar Hurdle, which has filled an important role for four-year-old hurdlers. Other sports sponsorships include darts, angling, bowls, speedway, autocross and stock car racing.

Sport, then is the main constituent in the John Player sponsorship programme. Yet it's by no means exclusive. Player's are also established as a major industrial supporter of the arts.

The firm supports events in the International Eisteddfod and the Scottish National Mod. The John Player International Conductor's Award is a two-year undertaking first competed for last year. A series of evening concerts and lunchtime proms continue to bring some of the leading British and European musicians to Nottingham where John Player have their headquarters.

John Player sponsorships are rounded off by a number of national awards for excellence in various fields, including aviation, management journalism, and computer technology.

It's an exhaustive portfolio, but one of which John Player and Sons are justifiably proud.

There's no doubt that the growth of sponsorship activity in recent years has been checked. This year expenditure has come under the corporate microscope as companies facing cash flow problems have been forced to re-appraise a wide range of marketing and public relations activities.

How far this trend will continue is anybody's guess, but looking ahead to the 1980s, one will probably see more money being put into sponsorship by a much wider range of concerns. The field pioneered by the big sponsors could widen into a wealth of smaller scale support for sport, the arts, and community activities.





# SILVERSTONE—a Weekend to Remember

BY NORRIE WHYTE

(News Editor of Motor Cycle News)

Silverstone, for one weekend a year, spells magic for the ever-increasing number of motor cycle road racing followers. This is that weekend, the occasion of the second John Player-backed British Grand Prix and the fifth in the Silverstone international series sponsored by the Nottingham tobacco and cigarette company.

Why does the 2.927-mile Northants ex-airfield circuit hold so much glamour, both for the fans and for the competitors in the nine races.

Reasons vary, but many are centred on the fact that Silverstone, like the popular Dutch TT venue of Assen and the Belgian GP public roads circuit at Spa-Francorchamps, is sparingly used by two and three-wheelers. Neither the motor cycling public nor the competitor drop into the rut of a "Silverstone again" routine. Geographically, too, it has advantages, being in the centre of England and near to the M1.

For the rider, it presents a fast challenge; it is the quickest of Britain's mainland short circuits with a solo lap record set last year by Barry Sheene on a 750 c.c. Suzuki-3 at 1m 37.8s, an average of 107.74 m.p.h., and the sidecars being topped by brothers Gerry and Nick Boret with their 680 Konig-4 at 1m 45.6s (99.78 m.p.h.), only three-tenths of a second off the magic ton.

There are no hairpins. All the corners seem to be conducive for fast groups to streamline each other – and this, too, is popular with both riders and fans. That, plus the old Silverstone tradition and the simple fact that the organisers, the Auto-Cycle Union, always strive hard to engage the cream of the eligible world stars, make this John Player Grand Prix one of the most popular short circuit meetings of the season.

This year, for the second time, has the added attraction of the British round of the Formula 750 championship, an eight-round series in what the Federation Internationale Motorcycliste, the world-governing body of motor cycle sport, has christened an FIM Prize but what most racing people acknowledge is the World Superbike Championship.

This year, like last could be described as a pilot run for a proper fully-authorised world championship in 1976. Last October's San Marino FIM congress ended with the series slightly better sorted out than it had been previously. The bike formula, now based on a minimum proven production of 25 engines dutifully checked and officially homologated by Britain's production and F750 racing expert Neville Goss, seems satisfactory. So does the basic pattern of the races, which must be over a minimum of 200 miles.

Some organisers, like the Americans at Daytona who staged round one of the 1975 series, run one straight race but most European organisers – keen to have two starts and two "winners" – run two 100-mile races with the top ten overall riders scoring championship points in the FIM world style of 15 to the winner, 12 to the second, then downwards 10–8–6–5–4–3–2–1.

The ACU has plumped for two 100-mile 35-lap legs but unlike the rest of Europe they have decided to run one F750 race on the Saturday and the other on the Sunday. They acknowledge it is a new plan, but it is one they believe which can overcome one of the major problems of the two-legs-in-one-day system, a shortage of competitive machinery and eager riders at the start of the second race. It also provides an opportunity of extending the meeting and giving everyone the bonus of a full programme.

Normal F750 championship meetings include either one straight race or two 100-mile legs with a supporting race sandwiched in between. The ACU method gives two F750 races, plus an additional seven races.

When this year's F750 series kicked off in the brilliant Florida sunshine at Daytona Beach on March 9, one of this weekend's heroes was flat on his back with his leg in the air. That was how Britain's Suzuki star, Barry Sheene, a 24-year-old Cockney kid who now lives in a country house at Wisbech, Cambs., welcomed the Daytona winner Gene Romero, a rival Yamaha works rider and a close friend, after he had ridden brilliantly and outlasted the opposition.

The venue for the meeting was a private two-bed room in the Halifax hospital in Daytona, only a mile from the famous speedway, with its combination of flat infield turns and steep bankings. It was on one of those 35 degree bankings, as he rocketed across the finishing line at 175 m.p.h. that Sheene's 750 Suzuki three-cylinder two-stroke had an incredible mystery crash during a "private" training run. The reasons for the crash are still obscure but the results aren't. Sheene, Motor Cycle News Man of the Year in '74, had been catapulted up the road when his back wheel locked and skidded. He lay with a broken thigh,

a broken arm, a broken collarbone, some broken ribs and an injured vertebrae. Much of his skin – and his leathers – lay scraped on the black track.

Though his spirits were high, his injuries were serious. On the brink of a top-class season in both 750 and 500 c.c. classes, he had seen his world championship hopes dashed and his earnings cut. No-one doubted Sheene's ability to make a comeback. But, equally, no-one realised neither the style nor soonness of that comeback.

Only 58 days after he had been carted into hospital, he was back in the saddle again, making his comeback in the MCN Superbike round at Cadwell Park, Lincs. A week later he went to Salzburg for the Austrian GP but the organisers declared he wasn't fit to ride and they kicked him out of the meeting.

Undaunted, he went on to win at Brands Hatch, then he took his first 500 Grand Prix win when he beat Giacomo Agostini and Phil Read at the Dutch TT at Assen. A week later, he collected a 135.75 m.p.h. lap record at the Belgian GP at Spa, and he followed that up with a record-breaking win in the Swedish GP.

He returned to the F750 series at Magny Cours in France, in June, when he won both legs and scored his first F750 points of the year. His injuries had put him out of Daytona and the Italian round at Imola and he had lost the Belgian round at Mettet when his exhaust system broke up when he was leading. And he added to his laurels when, incredibly, he gained the lead in the F750 series when he won the Swedish round at Anderstorp.

At Daytona, the race was won by Romero from another young American, bespectacled Steve Baker. And the new 1975 sensation, Johnny Cecotto – he was christened Alberto but his father, a former 500 c.c. Venezuelan champion on a Manx Norton, called him Johnny – passed 14 times World Champion Agostini to take third spot with Ago fourth.

At the second two-leg round at Imola, Cecotto won from Frenchman Patrick Pons and Baker. **Sheene came back for Mettet, one of the fastest courses in Europe. Ago retired in the early stages and just as Sheene looked to have overall victory in his grasp, the exhausts broke. Wakefield's Mick Grant, who ten days before had broken Mike Hailwood's eight-year-old Isle of Man TT outright lap record, had a miraculous escape when his 750 Kawasaki-3 seized at over 130 m.p.h.**

Said Grant: "That was the luckiest moment of my life. I footed several times and even knocked the sole off my boot. It was the closest I've ever been to death. The bike suddenly locked solid and slewed all over the place but I hung on and hoped. And in the end, I got the bike stopped without even falling off".

Overall victory at Mettet gave Pons a lead in the series which continued in his home country at Magny Cours, a small, tricky and demanding circuit near Nevers in the Loire valley. The big dice was expected to be between Sheene, Cecotto, Pons and the diminutive French-Canadian Kawasaki ace Yvon Duhamel. But just as the pot began to boil, Cecotto and Pons retired and later Duhamel stopped, though by that time he was under the Sheene control.

So victory in the first leg went to Sheene. The Cockney whizzkid was back on the 750 trail. He took things easier in the second race and when Duhamel's green and white Kawasaki broke a chain, he immediately screwed up the pressure and overhauled leader Christian Estrosi, one of the best of a healthy brigade of up-and-coming French riders. (Estrosi crashed in the dark at the Montjuich Park 24 hours race in Barcelona a fortnight later and broke a leg, but his target was to be fit enough for a comeback ride at Silverstone.)

From France, the F750 circus moved to Sweden, where it took lesser billing to the world championship grand prix classes. That didn't bother Mr. Sheene. He won the first leg from his Finnish Suzuki team-mate Teuvo "Tepi" Lansivuori and finished a close second to Kent's Barry Ditchburn in the second race to take overall victory and hoist himself to the top of the series. Sheene missed the next round, last Sunday, at Hameenlinna in Finland.

And so to Silverstone! Obviously on a circuit as fast as Silverstone, the big capacity bikes have an advantage over the smaller ones. By that reckoning, the Silverstone winner must be mounted on either a Yamaha-4, a Kawasaki-3 or a Suzuki-3. But which one?

Will it be Ago or Cecotto or Pons on the Yams, Sheene or Lansivuori on the Suzies or Grant or Ditchburn on the Green Meanie Kwackers? Or could it be one of the youngsters like Notts butcher John Newbold, who has gone so well this season in the Heron-Suzuki team? Or could it be Kent-based Yorkshireman Dave Potter, who, despite the flu, took fourth at Imola and second at Mettet on Essex dealer Ted Broad's 750 Yamaha?

Or will the first prizes, split £400 for the Saturday race and £600 for the Sunday one, stay with a deserving privateer like Tony Rutter, John Williams, Alex George or the veteran Percy Tait, a Warwickshire farmer and dealer who first rode at Silverstone, on a 250 Triumph, before Barry Sheene was born?

Apart from Sheene, featured elsewhere in this programme, here's a brief rundown on the Silverstone stars:

### **GIACOMO AGOSTINI**

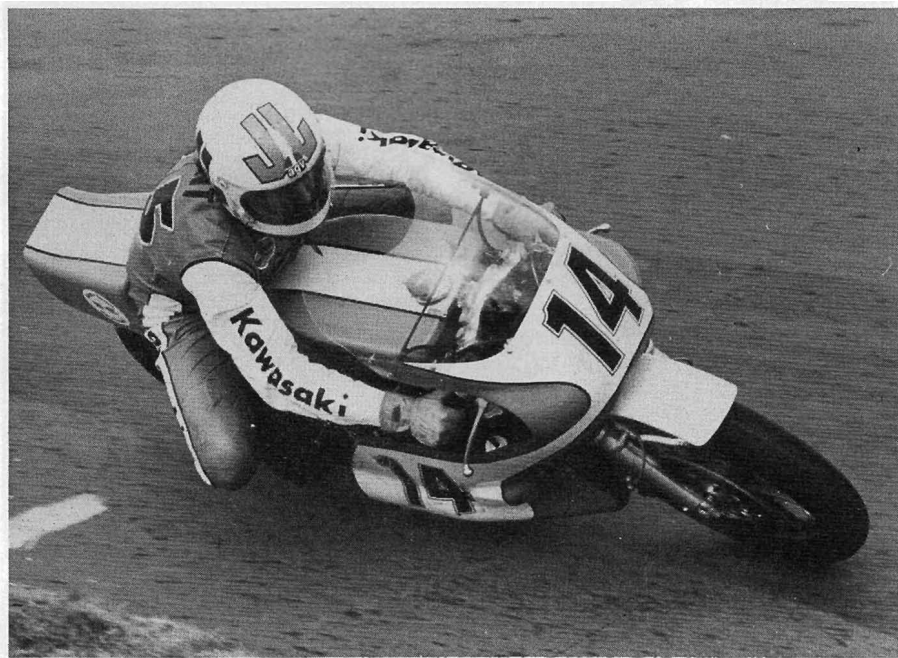
Fourteen times world champion, from Bergamo in northern Italy. Left MV to join Yamaha at the start of last season and promptly won his first race for them, the prestigious Daytona 200. Aged 34, he has been at the top of the road racing tree since he won his first Grand Prix, in West Germany, on a MV-3 in 1965. First raced a 175 Morini in the Trento-Bondone hill-climb and finished second to the Italian champion.

### **TEPI LANSIVUORI**

The quiet man of the Classic scene, runner-up in both 250 and 350 World Championships, was dropped by Yamaha when Ago joined, and signed for Suzuki. Aged 30, from Iisalmi, 350 miles north of Helsinki in Finland, he is a former undertaker. Speaks little English. Led both the '75 Daytona and Imola 200-milers before crashing in each. Spectacular rider who was close friend and Ardwise-Yamaha team-mate to the late Jarno Saarinen.

### **MICK GRANT**

Age 30, a miner's son from Wakefield, Yorks. In his first full season on the 750 Kawasaki-3 entered by the London-based works Kawasaki team managed by Boyers of Bromley boss Stan Shenton. Won 500 c.c. TT in the Isle of Man in June, broke Mike Hailwood's outright lap record for the 37½-mile Mountain Circuit two days later. Won both 500 and 750 races at the North-West 200 races in Ulster in May. Has raced works John Player Norton and works Ducati. Began racing on an oily 500 Velocette. After crashing in practice, in his Isle of Man debut, in the 1969 Manx GP, he came in 44th out of 48 finishers.



*Mick Grant, sure to be a front runner in the John Player Grand Prix.*

### **PATRICK PONS**

Son of a man employed at La Bourse de Paris, the French Wall Street, he is a former Paris schools ski-ing champion and an expert water ski-er. The quiet Frenchman transforms into one of Europe's hardest riders as soon as he throws his leg over his Yamaha. Began racing in 1971 and the following year he won the Coupe Kawasaki, a highly competitive French clubman's class with all the riders on 350 Kawasakis in road-going trim. Began motor cycling after breaking a leg ski-ing. His first bike was a 125 Yamaha twin, which was stolen and replaced by a 350 Honda. Three months later he bought a 450 Honda; four months later he bought a 500 Kawasaki – five bikes in his first year of motor cycling.

### JOHNNY CECOTTO

The 19-year-old sensation of the 1975 season. Third behind Gene Romero and Steve Baker at Daytona and winner of the Imola 200. Winner, too, of two races at the French Grand Prix at Paul Ricard when he made his GP debut on Easter Sunday. Rides "private" Yamahas for Andres Ippolito, the Venezuelan Yamaha importer and president of the Venezuelan national motor cycling federation, similar to the British ACU. Made his British debut at Bemsee's Brands Hatch Hutchinson 100 last weekend. Has been the only Yamaha rider to seriously challenge the domination of Walter Villa and Michel Rougerie on Harley-Davidsons in this year's 250 World series.

### STAN WOODS

Still recovering from injuries received in a succession of crashes, at Mallory Park, Imola, and finally, on Spring Bank Holiday Monday, at Brands Hatch. Reigning British champion - riding with the No. 1 plate following an ACU ruling that the No. 1 plate should only be carried by the British champ. Rides works Suzuki. From Elton, Cheshire.

### BARRY DITCHBURN

On form, one of Europe's top riders. Failed in the Isle of Man this year, but immediately returned to form to win the MCN Superbike race at Mallory Park's Post-TT meeting and set a new outright lap record for the 1.35-mile circuit. Rides works Kawasakis. From Northfleet, Kent. Formerly rode for Essex dealer Ted Broad.



*Barry Ditchburn, runner up to Sheene at Anderstorp.*

### DAVE POTTER

Yorkshire man who moved south to get more work and more racing. Sprang into prominence by winning Lord of Lydden crown on a 750 Norton. Until this year rode for London dealer Gus Kuhn, for whom he still rides on 900 BMWs in Coupe d'Endurance events. Now rides for Ted Broad on 750 Yamaha, finished fourth at Imola, second at Mettet and then suffered £1,000 blow-up when handily placed at Magny Cours.

### JOHN NEWBOLD

New recruit to the Heron-Suzuki team. On one of the fast Suzuki-4s, he finished second to Phil Read in the 500 c.c. Belgian Grand Prix at Spa, averaging exactly 130 m.p.h. for the 108-mile race. A butcher's son from Jacksdale, Notts., his parents bought his first racer with money from a pools win. Tipped for stardom by ex-leading British short circuit scratcher, John Cooper.

### PERCY TAIT

Veteran ex-Triumph works star who now rides an ex-Lansivuori 750 Yamaha-4. First rode



at Silverstone on a 250 Triumph in the Forties. Holds Silverstone production machine lap record on Les Williams' TT-winning 750 Triumph Trident. Won the 1972 F750 race at Silverstone on works Triumph-3. From Meriden, Warwicks.

#### **STEVE BAKER**

Little known American 22-year-old from Washington. Ex-Canadian champion who finished second at Daytona and third at Imola. At Daytona, in the 250 c.c. supporting race, his finished second to Kenny Roberts in his first race since breaking a leg.

#### **JACK FINDLAY**

Australian-born veteran now based in Milan, Italy. Rides a private 750 Yamaha. Lying fourth in the F750 championship before the Finnish round.

#### **TONY RUTTER**

Stourbridge, Worcs., motor cycle dealer. Ex-British champion, who always finds his best form in the Isle of Man, where he lapped at over 107 m.p.h. this year on Bob Priest's 350 Yamaha twin. Sixth in last year's F750 Silverstone race.

#### **JOHN WILLIAMS**

Chester boutique owner and former tanker driver. Won £1,500 first prize in Open Classic TT in '75, despite riding with a "half-broken, half-mended" collarbone injured three weeks before the TT. Finished third in the 500 Swedish GP behind Sheene and Read and ahead of Gianfranco Bonera's MV. After Sweden, lying fourth in the 500 world championship.

#### **CHAS MORTIMER**

Son of a successful car and bike racer. Continental Circus regular, who has been well placed in all solo classes from 125 to 750 c.c. Ex-public school boy who lives in a caravan in Europe most of the summer and at Sleaford, Sussex, in winter.

#### **ALEX GEORGE**

Son of a Glasgow motor cycle dealer. Now completing a full Continental Circus season. On the brink of works rides with the Harley-Davidson factory, for whom he rode in the TT.

#### **PAT MAHONEY**

Mahoney - pronounced Marney! Digger driver from Belvedere, Kent. Goes consistently well on his Clean Walls 750 Yamaha.

#### **THE SIDECARS**

"Remember the sidecars, they never get enough credit" is a cry often rung out by the ardent supporters of the spectacular three-wheeler class, which, machinery-wise, has improved by leaps and bounds in recent years.

What's it like to ride around Silverstone in an outfit? Silverstone lap record holder Gerry Boret reveals all: "From a flying start, I gun my Konig-4 down the straight towards Copse, the first corner, a right-angled right-hander taken in third gear on my five-speed gearbox. On the outside of the exit is a six-inch chamfered kerb. The aim for me in a left-hand chair is to get the chair wheel on that kerb, hitting it just manages to bounce the outfit back on to the circuit.

"Then it is up to fourth gear and steady in fourth for Maggots, where the chair goes very light. My passenger, brother Nick, doesn't get out of the chair at all on any corner, but a few may hang a shoulder out a little here. Into Becketts, which I never seem able to size up properly, and it's down to second. The track is very wide at the entrance to the corner and I find it difficult to pinpoint my braking point.

"On the exit of Becketts, I snick into third and then into fourth at Chapel, which is more or less flat in fourth, then flat out down Hangar Straight.

"Hard on the brakes and down two gears for Stowe's right-hander, which is very difficult in the wet as there seems to be a little "stream" running across the track there in heavy rain. The water just seems to move the outfit across the track about ten feet - quite disconcerting, but the name of the game is to get things back under control and the power on as soon as possible.

"I get fourth gear on the way out, then have to come down two gears for Club's right-hander. All the Silverstone bends are fast, so at all times the outfit tends to want to use up the entire width of the road, which keeps crews pretty busy.

"After Club comes Abbey, a fourth gear left-hand kink, which some people claim to be taking flat out. I wouldn't believe them if they're riding quick bikes. Last year, Werner Schwarzel was getting wheelspin all the way round Abbey, but as my John Renwick outfit is set up differently, I managed to get through with just rolling back the throttle.

"Briefly, I get top gear just under the bridge across the track into the paddock, then I come back one for Woodcote's right-hander. Here, one is travelling very fast and must catch any slide before it really starts. I go as tight as possible until I see the start-finish line then let it drift to the left and touch the side of the track opposite the pits.

"Woodcote is one of the world's great corners, comparable with - if not better than - Burnenville at Spa and the Curve Grande at Monza."

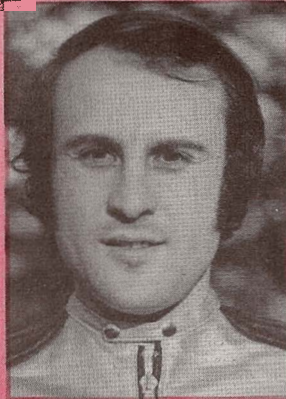
# The Grand Prix Stars— some of the leading competitors in the John Player Grand Prix



GIACOMO AGOSTINI (Italy)



STEVE BAKER (Canada)



CHRISTIAN BOURGEOIS  
(France)



JOHNNY CECOTTO (Venezuela)

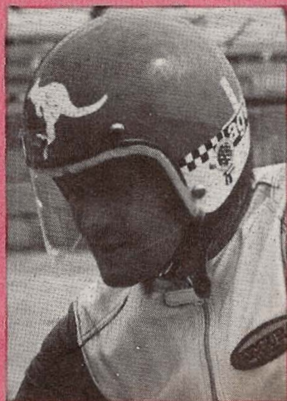


OLIVIER CHEVALLIER (France)



BARRY DITCHBURN (G.B.)

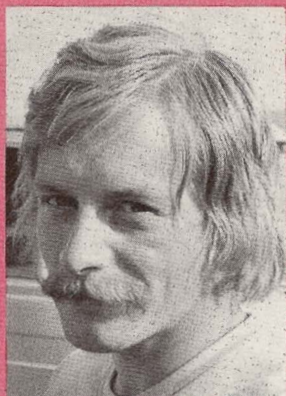




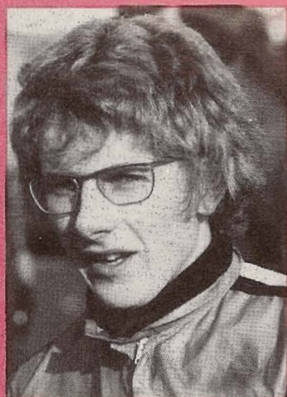
JACK FINDLAY (Australia)



MICK GRANT (G.B.)



TEPI LANSIVOURI (Finland)



JOHN NEWBOLD (G.B.)



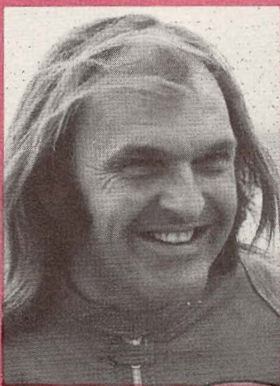
DAVE POTTER (G.B.)



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# JOHN PLAYER GRAND PRIX

**Friday/Saturday/Sunday, 8/9/10 August, 1975.**

Organised by the  
Auto-Cycle Union

Presented and promoted by  
Silverstone Circuits Ltd.

**Sponsored by John Player & Sons  
supported by the Daily Express**

Held under the International Sporting Code of the F.I.M. and the General Competition  
Rules and Supplementary Regulations of the A.C.U.

A.C.U. Permit No. 769 I.M.N. No. 2/94.



# Officials of the Meeting

## **Stewards of the Meeting:** (International Jury)

Appointed by the F.I.M.—  
Dr. H. W. Bonsch  
W. McMaster

Appointed by the A.C.U.—  
N. E. Dixon, O.B.E.  
E. G. Cope

Appointed by the South  
Midland Centre A.C.U.—  
D. Mobley

and any others nominated by  
F.M.N.'s in accordance with  
the International Sporting  
Code

**Clerk of the Course:**  
V. Cooper

**Deputy Clerk of the  
Course:**  
A. B. Mullee

**Chief Timekeeper:**  
H. W. Shuttleworth

**Timekeepers:**  
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V. C. Anstice  
H. Clenshaw  
F. J. Henley  
A. Lee  
S. A. Nicholls  
W. E. Pycraft

**Lap Scorers:**  
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Mrs. M. Pike

**Starter:**  
D. G. Bailey

**Startline Marshals:**  
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C. Pearson  
R. Pearson  
C. Spear

**Commentators:**  
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F. Clark  
M. Walker

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**Press Officer:**  
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**Assistant Scrutineers  
(Machines):**  
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J. Chillingworth  
D. Gooch  
A. Harlow  
J. Johns

**Scrutineers (Helmets &  
Protective Clothing):**  
E. Curtis  
G. Johns  
D. Harlow

**Engine Measurer:**  
E. A. Woods

**Chief Marshal:**  
W. E. Swann

**Assistant Chief Marshals:**  
M. Bloomfield  
A. C. Mills

**Chief Paddock Marshal:**  
C. M. Armes

**Paddock Marshals:**  
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D. Beach  
P. Crew  
J. Laurie  
T. Leggatt  
W. Price  
A. Standbridge  
G. Wheatley

**Paddock Announcer:**  
G. Pilborough

**Race Telephones:**  
Mrs. D. Coleman  
Mrs. D. Lowe

**Chief Medical Officers:**  
Dr. H. A. Chandler  
Mr. G. Hadfield, F.R.C.S.

**First Aid:**  
St. John Ambulance  
Brigade

**Vehicle Recovery:**  
D. A. Slaughter  
Kawasaki of Lowestoft

**A.C.U. Headquarters:**  
Mrs. B. Davies  
P. Finnigan  
Miss P. Miller

**Asst. Secretary of the  
Meeting:**  
D. Jackson

**Secretary of the Meeting:**  
K. E. Shlerson  
Auto-Cycle Union  
31 Belgrave Square  
London SW1X 8QQ

**A.T.C.**  
M. East (Oxford Airport)  
G. Smith (Oxford Airport)

**Incident Vehicles:**  
Silverstone Circuits Ltd.

**For Silverstone Circuits  
Ltd.**

**Board of Directors:**  
P. C. T. Clark (Chairman)  
J. W. Brown  
(Managing Director)  
Hon. G. D. Lascelles  
A. A. Salmon  
J. G. S. Sears

**Circuit Manager:**  
G. Smith

**Press & Promotions  
Officer:**  
R. N. Fearnall

## **Emergency Services:**

Silverstone Circuits Emergency Services Team manned by members of the British Motor Racing Marshals Club.

Our grateful thanks go to the Northamptonshire St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.

# Timetable

## Friday 8th August

- 10.30 – 10.45 Practice for Ultra Lightweight 125 c.c.
- 10.55 – 11.10 Practice for Lightweight 250 c.c.
- 11.20 – 11.35 Practice for Junior 350 c.c.
- 11.45 – 12.00 Practice for Senior 1000 c.c.
- 12.10 – 12.25 Practice for Production Machines
- 12.35 – 12.55 Practice for John Player Grand Prix (Formula 750)

### *Lunch Break*

- 14.00 – 14.15 Practice for Sidecars
- 14.25 – 14.40 Practice for Ultra Lightweight 125 c.c.
- 14.50 – 15.05 Practice for Lightweight 250 c.c.
- 15.15 – 15.30 Practice for Junior 350 c.c.
- 15.40 – 15.55 Practice for Senior 1000 c.c.
- 16.05 – 16.20 Practice for Production Machines
- 16.30 – 16.50 Practice for John Player Grand Prix (Formula 750)
- 17.00 – 17.15 Practice for Sidecars

## Saturday 9th August

- 09.45 – 10.00 Practice for Ultra Lightweight 125 c.c.
- 10.10 – 10.25 Practice for Lightweight 250 c.c.
- 10.35 – 10.50 Practice for Junior 350 c.c.
- 11.00 – 11.15 Practice for Senior 1000 c.c.
- 11.25 – 11.40 Practice for Production Machines
- 11.50 – 12.10 Practice for John Player Grand Prix (Formula 750)

### *Lunch Break*

- |       |                                    |         |
|-------|------------------------------------|---------|
| 14.30 | Ultra Lightweight 125 c.c. Race    | 10 laps |
| 15.15 | JOHN PLAYER GRAND PRIX – First Leg | 35 laps |
| 16.40 | Sidecar Race                       | 10 laps |

## Sunday 10th August

- |               |  |         |
|---------------|--|---------|
| 12.00 - 12.45 | Parade of the Champions and Demonstrations |         |
| 13.00         | Lightweight 250 c.c. Race                  | 12 laps |
| 13.45         | Junior 350 c.c. Race                       | 12 laps |
| 14.30         | JOHN PLAYER GRAND PRIX – Second Leg        | 35 laps |
| 15.55         | Daily Express Production Machine Race      | 12 laps |
| 16.40         | Senior 1000 c.c. Race                      | 15 laps |
| 17.30         | Sidecar Race                               | 12 laps |

# Trophies and Awards

## JOHN PLAYER GRAND PRIX

Overall Winning Driver – John Player Sword and Sash

### First Leg

Winning Driver – John Player Sword and Sash

1st £400; 2nd £200; 3rd £100; 4th £75; 5th £50; 6th £25; 7th £15; 8th £10; 9th £8; 10th £5.

### Second Leg

Winning Driver – John Player Sword and Sash

1st £600; 2nd £300; 3rd £200; 4th £125; 5th £100; 6th £75; 7th £35; 8th £15; 9th £10; 10th £5.

## SIDECAR RACE (Saturday)

Winning Driver and Passenger – John Player Swords and Sashes

1st £80; 2nd £55; 3rd £40; 4th £30; 5th £20; 6th £15; 7th £10; 8th £5.

## ULTRA-LIGHTWEIGHT 125 c.c. RACE

Winning Driver – John Player Sword and Sash

1st £55; 2nd £35; 3rd £25; 4th £15; 5th £10; 6th £6.

## PRODUCTION MACHINE RACE

Winning Driver Overall – The Daily Express Trophy and Sash

1000 c.c. class: 1st £60; 2nd £30; 3rd £20; 4th £15; 5th £10; 6th £5.

500 c.c. class: 1st £40; 2nd £20; 3rd £15; 4th £10; 5th £7; 6th £4.

250 c.c. class: 1st £40; 2nd £20; 3rd £15; 4th £10; 5th £7; 6th £4.

## JUNIOR 350 c.c. RACE

Winning Driver – John Player Sword and Sash

1st £100; 2nd £75; 3rd £50; 4th £35; 5th £25; 6th £15; 7th £12; 8th £10; 9th £8; 10th £5.

## LIGHTWEIGHT 250 c.c. RACE

Winning Driver – John Player Sword and Sash

1st £75; 2nd £50; 3rd £40; 4th £30; 5th £20; 6th £15; 7th £12; 8th £10; 9th £8; 10th £5.

## SENIOR 1000 c.c. RACE

Winning Driver – John Player Sword and Sash

1st £150; 2nd £100; 3rd £75; 4th £50; 5th £40; 6th £25; 7th £15; 8th £12; 9th £10; 10th £5.

## SIDECAR RACE (Sunday)

Winning Driver and Passenger – John Player Swords and Sashes

1st £125; 2nd £80; 3rd £60; 4th £40; 5th £30; 6th £20; 7th £15; 8th £10.



# List of Entrants

## SOLOS

Riding No.	Driver/Entrant	Events	Riding No.	Driver/Entrant	Events
1	Stan Woods (Ent: Suzuki GB)	2, 7, 8	33	John Williams (Ent: G. Brown)	2, 5, 7
2	Giacomo Agostini (Ent: Yamaha Motor Co.)	2, 7	34	Jean-Claude Chemarin (Ent: Delta Charly)	2, 4, 7, 8
3	Steve Baker (Ent: Yamaha Canada)	2, 4, 7	35	Piers Forester	2, 7
4	Johnny Cecotto	2, 4, 7, 8	36	John Weeden	2, 4, 5, 7, 8
5	Dave Potter (Ent: Broad Motors Ltd.)	2, 7, 8	37	Gerard Debrock (Ent: Delta Charly)	2, 4, 5, 7
6	Patrick Pons (Ent: Sonauto BP Gauloises)	2, 4, 5, 7	38	Christian Bourgeois	2, 4, 5, 7
7	Barry Sheene (Ent: Suzuki GB)	2, 7, 8	39	Pat Mahoney (Ent: Clean Walls)	2, 7, 8
8	Christian Estrosi	2, 5, 7, 8	40	Bill Smith (Ent: Bill Smith Motors)	2, 6, 7, 8
9	Mick Grant (Ent: Boyer Team Kawasaki)	2, 4, 7, 8	41	Charlie Sanby (Ent: Bryants)	2, 6, 7, 8
10	Barry Ditchburn (Ent: Boyer Team Kawasaki)	2, 4, 7, 8	42	Eddie Roberts (Ent: Bill Smith Motors)	2, 4, 5, 6, 7, 8
11	Teuvo Lansivuori	2, 7, 8	43	Neil Tuxworth (Ent: Henstocks of Mansfield)	1, 2, 4, 5, 6, 7
12	Chas Mortimer (Ent: Danfay Distributors)	2, 4, 7	44	Martin Sharpe	2, 4, 5, 6, 7
14	Jack Findlay	2, 5, 7	45	Bob Heath (Ent: Reg Gower)	2, 5, 7, 8
15	Eero Hyvarinen	2, 4, 5, 7	46	Tony Nash (Ent: Fred Chandler)	2, 7, 8
16	Olivier Chevallier (Ent: Gauloises-Elf)	2, 4, 5, 7	47	Ron Haslam (Ent: Mal Carter)	2, 5, 7, 8
17	Paul Smart (Ent: Paul Smart Ltd.)	2, 7, 8	48	Roger Marshall (Ent: Messrs. D. Saunders and M. Carter)	2, 5, 7, 8
18	Pekka Nurmi	2, 4, 5, 7	49	Wayne Dinham (Ent: H. Coppock)	2, 5, 7, 8
19	Jean-Paul Boinet	2, 4, 5, 7	50	Steve Tonkin (Ent: McVeigh Team Levi's)	2, 4, 5, 7, 8
20	Rene Gulli	2, 4, 5, 7	51	Steve Parrish (Ent: H. Coppock)	2, 5, 7, 8
21	Jean-Francois Balde	2, 4, 5, 7	52	William Carpenter	5, 8
22	Marty Lunde	2, 4, 7	53	John Cowie (Ent: Premier Motors)	2, 5, 7, 8
23	Tom Herron	2, 4, 7	54	Gary Green (Ent: Bee Bee Bros. Ltd.) (Ent: Gus Kuhn Motors)	2, 7
24	Tony Rutter (Ent: Bob Priest) (Ent: Motor Cycle)	2, 4, 5, 7, 8 6	55	Jim Harvey	2, 7
25	Percy Tait	2, 6, 7, 8	56	Tony Rodger	2, 7, 8
26	Philippe Coulon (Ent: Rosas do Brasil)	2, 4, 5, 7	57	Hubert Rigal	2, 7
27	Cliff Carr (Ent: Harris Everton Racing)	2, 4, 7, 8	58	Derek Best	2, 7, 8
28	Alex George	2, 4, 5, 7, 8	59	Peter Grove (Ent: John Skellern M/Cs.)	2, 4, 5, 7 6
29	Gordon Pantall (Ent: Barton Motors)	2, 5, 6, 7, 8	60	Bill Rae	2, 4, 5, 7
30	Kork Ballington (Ent: Sid Griffiths & Son)	2, 4, 5, 7, 8	61	Malcolm Lucas (Ent: Bee Bee Bros. Ltd.)	2, 7
31	John Newbold (Ent: Suzuki GB)	2, 7, 8	62	Mike Trimby	2, 7
32	Charlie Williams (Ent: H. Dugdale Motors)	2, 4, 5, 7			

Riding No.	Driver/Entrant	Events	Riding No.	Driver/Entrant	Events
63	Jean-Philip Orban	2, 7	98	Roger Keen	4, 5
64	John Taylor (Ent: Egerton Transplant) (Ent: Eddie Crooks)	5, 8 6	99	Charles Ford	4, 5, 8
65	Geoff Barry	5, 8	100	Robert Towse (Ent: Broadway Cycles)	4, 5
66	Dave Croxford (Ent: Norton Triumph Racing)	6, 8	101	James Wells	4, 5, 8
67	Paul Cott	5, 8	102	Steve Ellis	4, 6, 8
68	Derek Chatterton (Ent: Chatterton Motors)	4, 5, 8	103	Roy Jeffreys	8
69	Barry Randle (Ent: Angle Ring Company)	5, 8	104	Chris Emmins	8
70	Jullan Soper	8	105	Derek Loan (Ent: Barton Motors Ltd.)	8
71	Darryl Pendlebury (Ent: Caliber Design Ltd.)	8	106	Brian Smith (Ent: Joe Henderson)	8
72	Grahame Hobbs (Ent: Home Paraphernalia)	4, 5	107	Peter Gibson	8
73	Adrian Godden	4, 5	108	David Degens	8
74	Ken Nemoto	4	109	John Judge	6
75	Tom Dickie	4	110	Tony Smith	6
76	Alain Terras	4	111	Roger Corbett	6
77	Thomas Robinson (Ent: Bill Pope (Motors) Ltd.)	4	112	Clive Horton (Ent: Robin Mayne) (Ent: Henstocks)	1, 4 6
78	Robert Newby	6	113	Brian Bedford (Ent: Bill Davies)	6
79	Stephen Murray (Ent: Bill Smith Motors)	4, 6	114	Martin Russell (Ent: Bee Bee Bros. Ltd.)	6
80	Thomas Newell (Ent: S.K.F. Steel)	8	115	Hugh Evans (Ent: Ongar Motor Cycles)	6
81	Clive Offer (Ent: McVeigh Team Levi's)	5, 8	116	Leigh Notman (Ent: Agrati Sales U.K. Ltd.)	1 6
82	Dave Seidel (Ent: Chattertons Motors)	8	117	Pete Bates	6
83	Martin Read	4, 5	118	Harvey Porter (Ent: Tom Hall M/Cycles Ltd.)	6
84	Ian Richards (Ent: D. J. Whitehouse)	4, 5, 8	119	Alan Walsh (Ent: London Motorcycle Centre)	6
85	Brian Peters (Ent: Eddie Crooks)	5, 6	120	Mick Patrick (Ent: Mike Wheeler Motorcycles Ltd.)	6
86	Richard Stevens (Ent: Holloway Motorcycles Ltd.)	6	121	Rob Prior	6
87	Gerhard Vogt	4, 8	122	Godfrey Benson (Ent: Richards Racing)	6
88	Peter Casey	4, 5	123	Hugh Robertson	6
89	Colin Glasspool	4	124	George Hardwick (Ent: Agrati Sales)	6
90	Clive Wall	5	125	Mick Hemmings	6
91	Robert Pegram (Ent: Joe Henderson)	5	126	Douglas Lunn	6
92	Peter Ellis (Ent: Bill Smith Motors)	4, 5	127	Paul Shoobridge	6
93	Bernard Murray (Ent: Albion Street Motors)	5, 8	128	Ron Mellor (Ent: Motor Cycle)	6
94	Noel Clegg	4, 5, 8	129	Roger Cope (Ent: Screen & Plastic Co. Ltd.)	6
95	George Fogarty (Ent: Vin. Cunningham)	5, 6	130	Ray Knight (Ent: Geoff Daryn Motor Cycles)	6
96	Chris Revett (Ent: Revetts Ltd.)	4, 5, 6	131	Andy Goldsmith (Ent: Ruggs of Hoddesden)	6
97	Stan Wright (Ent: K.W. Barker (Builders))	4, 6	132	Eunice Evans	6
			133	Dennis McMillan (Ent: Dennis McHarris M/Cs.)	6

Riding No.	Driver/Entrant	Events	Riding No.	Driver/Entrant	Events
134	Peter Davies	6	157	Martin Elliott	1
135	David Cartwright	6	158	Rolf Gill	1
136	Les Trotter (Ent: Eddie Crooks)	6	159	David Tandy (Ent: Cheltenham Motor Club)	1
137	Tony Osborne (Ent: Ruggs of Woodford)	6	160	Anthony Jones	1
138	Keith Trubshaw (Ent: Tom Hall Motor Cycles)	6	161	David Brown	1
139	Kenneth Roads	1	162	Stephen Layton	1
140	John Kidson (Ent: Nettleton M/cs.)	6	163	John Kernan	1, 6
141	David Habel	6	164	Norman Rowles	1
142	John Stephens (Ent: John Skellern M/Cs.)	6	165	Peter Tibbitts	1
143	Graham Bentman	6	166	Brian O'Neill (Ent: Bill Pope (Motors) Ltd.)	1
144	Nigel Palmer	6	167	Peter Howarth	1, 4, 5
145	Richard Hunter (Ent: Bob Hill Motorcycles)	1, 6	168	Geoffrey Pitcher	1
146	Ken Daniels	1, 4	169	Mark Wigan (Ent: Mick Walker Motorcycles)	1
147	Douglas Randall (Ent: Wally Searl Motorcycles)	1, 6	170	Robert Peabody	1
148	Steve Galpin	1, 4, 8	171	Gordon Shirliff (Ent: Granby Motors (Ilk.) Ltd.)	1
149	Dennis Richings	1	172	Trevor Heasman	1
150	Ron Hackett	1	173	Robert Orton	1
151	Rex Caunt (Ent: Wide Range Bearings)	1	174	Fred Launchbury	1
152	Colin Wright	1	175	Mick Scutt	1
153	Bernard Scouse	1	176	Paul Feist	1
154	Lofty Colston (Ent: Cheltenham Motor Club)	1	177	Bill Kirkwood	1
155	Ian Dyson (Ent: Barton Motors Ltd.)		178	Tony Smith	1
156	Michael Bates		179	Ron Chandler	5, 8
			180	Jose Cecotto	4
			181	Lewis Gardner	1
			182	John Baker	1
			183	James McIver	1

# SIDECARS

Riding No.	Driver/Entrant	Passenger	Events
1	Mac Hobson (Ent: Hamilton Motorcycles)	Gordon Russell	3, 9
2	Werner Schwarzel	Andreas Huber	3, 9
3	Gerry Boret	Nick Boret	3, 9
4	Dick Greasley (Ent: C. G. Chell)	Cliff Holland	3, 9
5	George O'Dell	Alan Gosling	3, 9
6	Clyde Gough	Peter Benson	3, 9
7	Dave Edgington	Tim Samways	3, 9
8	Siegfried Schauzu (Ent: ARO Teppichboden)	Wolfgang Kalauich	3, 9
9	Mick Boddice	Clive Pollington	3, 9
10	Steve Sinnott (Ent: Industrial Services)	Jim Williamson	3, 9
11	Peter Williams	Peter Cartwright	3, 9
12	Bill Currie	Ken Arthur	3, 9
14	Dave Lawrence (Ent: Hughes Racing)	Jim Broomham	3, 9
15	Trevor Ireson (Ent: Joe Henderson)	Gordon Hunt	3, 9
16	Roger Dutton	Tony Wright	3, 9
17	Graham Milton	Denis Smith	3, 9
18	Tony Wakefield	Colin Newbold	3, 9
19	Robin Williamson	John McPherson	3, 9
20	Rudi Kurth	Dane Rowe	3, 9
21	Roy Hanks (Ent: Fred Hanks Motor Cycles)	Gerald Daniel	3, 9
22	Derek Plummer	Ken Williams	3, 9
23	Bill Crook	Stewart Collins	3, 9
24	Bryan Rust	Alan Bedford	3, 9
25	John Barker	Mick Yetty	3, 9
26	John Ring	Chris Mould	3, 9
27	Dave Bexley	Mick Skeels	3, 9
28	Dick Hawes	Eddie Kiff	3, 9
29	Roger Aldous (Ent: Royton Racing)	Peter Lucock	3, 9
30	Derek Jones (Ent: Daytona Cycle Saloon)	Brian Ayres	3, 9
31	Bill Cooper	David Cross	3, 9
32	Dave Houghton	Robert Page	3, 9
33	Stuart Applegate	Gary Townley	3, 9
34	Ted Janssen	Peter Sales	3, 9
35	Ingell Riamer	L. Klein	3, 9
36	Ken Blacklock	Milton Mitchinson	3, 9
37	Roy Woodhouse	Doug Woodhouse	3, 9
38	Ken Graham	Dennis Tower	3, 9
39	Roger Davies (Ent: Ray Williams Motor Cycles)	Eddie Williams	3, 9
40	Graham Hilditch (Ent: Grangeside Racing)	Kevin Littlemore	3, 9
41	Jon Swindlehurst	Kevin Coles	3, 9
42	Mike Jones	David Saunders	3, 9
43	Barrie Moran	Ken Moran	3, 9
44	Bill Hodgkins (Ent: Joe Francis Motors)	John Parkins	3, 9
45	Alan Sansum	Eric Vant	3, 9
46	Keith Galtress (Ent: J. H. Motors)	Sidney Jobber	3, 9
47	Nigel Rollason	Peter Shiner	3, 9



# **SATURDAY**

## **RACE 1**

**Start 14.30 hrs.**

## **ULTRA-LIGHTWEIGHT RACE**

**for solos of over 100 c.c. and not over 125 c.c.**

**10 Laps**

**29.27 Miles**

**47.10 Kms**

No.	Driver	Town/Country	Machine
43	Nell Tuxworth	Louth	Maico 124
112	Clive Horton	Derby	Yamaha 124
116	Leigh Notman	Stapleford	Lojo yam 125
	Ken Roads	Stretton	Yamaha 124
145	Richard Hunter	Luton	BSA 125
146	Ken Daniels	Worsley	Yamaha 124
147	Doug Randall	Reading	Yamaha 125
148	Steve Galpin	Leicester	Yamaha 125
149	Dennis Richings	Cirencester	Yamaha 125
150	Ron Hackett	Coventry	Hac-San Yamaha 125
151	Rex Caunt	Earl Shilton	Yamaha 125
152	Colin Wright	Hayes	Yamaha 124
153	Bernard Scouse	Northampton	Yamaha 124
154	Lofty Colston	Bristol	Lemon 124
155	Ian Dyson	Chessington	Sparton 125
156	Michael Bates	Northampton	Yamaha 124
157	Martin Elliott	Wimbledon	BSA 125
158	Rolf Gill	Aintree	Yamaha 124
159	Dave Tandy	Innsworth	Viking Yamaha 124
160	Anthony Jones	Oxford	BSA 125
161	David Brown	Rochdale	Maico 125
162	Stephen Layton	Bowburn	Granby Yamaha 124
163	John Kernan	Redruth	Yamaha 124
164	Norman Rowles	Bury	Yamaha 124
165	Peter Tibbitts	Hersham	Bultaco 124
166	Brian O'Neill	Widnes	Yamaha 125
167	Peter Howarth	Alverstone	Shaw Yamaha 124
168	Geoff Pitcher	New Malden	Maico 124
169	Mark Wigan	Wokingham	Walker Honda 124
170	Robert Peabody	Atherstone	Yamaha 125
171	Gordon Shirliff	Barnsley	Granby Yamaha 124
172	Trevor Heasman	Roads	Yamaha 124
173	Bob Orton	Raynes Park	Bultaco 125
174	Fred Launchbury	Raynes Park	Maico 124
175	Mike Scutt	Walthamstow	Sayvit BSA 125
176	Paul Feist	Tolworth	Yamaha 124
177	Bill Kirkwood	Hampton	Maico 125
178	Tony Smith	Leicester	Villa 125
181	Lewis Gardner	Dronfield	Yamaha 124
182	John Baker	Loughborough	Yamaha 124
183	James McIver	Middlewich	Yamaha 124
20	Jean Fra Lecours	France	Yamaha 125

## **RESULTS**

1st	171	Time	19m 43.45	Speed	89.04	mph
2nd	43	3rd	116	4th	147	
	5th	162	6th	174		
Fastest Lap: No.	112	Time	1m 54.2	Speed	92.27	mph

# **SATURDAY**

## **RACE 2**

## **JOHN PLAYER GRAND PRIX** First Leg

**35 Laps**

(British Round of FIM Formula 750 Prize)  
for Solos conforming to the specification  
detailed in Reg. No. 13

**Start 15.15 hrs.**

**102.45 Miles**  
**164.85 Kms**

No.	Driver	Town/Country	Machine
1	Stan Woods	Elton	Suzuki 750
2	Giacomo Agostini	Italy	Yamaha 750
3	Steve Baker <i>Victor Palomo</i>	Canada Spain	Yamaha 750
4	Johnny Cecotto	Venezuela	Yamaha 750
5	Dave Potter	Orpington	Yamaha 750
6	Patrick Pons	France	Yamaha 750
7	Barry Sheene	Wisbech	Suzuki 750
8	Christian Estrosi	France	Yamaha 750
9	Mick Grant	Wakefield	Kawasaki 750
10	Barry Ditchburn	Northfleet	Kawasaki 750
11	Tepi Lansivouri	Finland	Suzuki 750
12	Chas. Mortimer	Lewes	Danfay Yamaha 750
14	Jack Findlay	Australia	Yamaha 750
<del>15</del>	Eero Hyvarinen	Finland	Yamaha 350
16	Olivier Chevallier	France	Yamaha 750
17	Paul Smart	Maldstone	Suzuki 750
<del>18</del>	<i>Pekka Nurmi</i> <i>Herve Guilleux 18</i>	<i>Finland France</i>	Yamaha 350
19	Jean-Paul Boinet	France	Yamaha 750
<del>20</del>	Rene Guili	France	Yamaha 750
<del>21</del>	Jean-Francois Balde	France	Yamaha 750
<del>22</del>	Marty Lunde	USA	Yamaha 750
23	Tom Herron	Ireland	Yamaha 350
24	Tony Rutter	Brierley Hill	Yamaha 350
25	Percy Tait	Little Shrewley	Yamaha 750
26	Phillippe Coulon	Switzerland	Yamaha 750
27	Cliff Carr	USA	Yamaha 750
28	Alex George	Scotland	Yamaha 750
29	Gordon Pantall	Llanelli	Suzuki 750
30	Kork Ballington	South Africa	Yamaha 750
31	John Newbold	Jacksdale	Suzuki 750
32	Charlie Williams	Alvanley	Dugdale Maxton Yamaha 350
33	John Williams	Heswall	Yamaha 750
34	Jean-Claude Chemarin	France	Yamaha 750
35	Piers Forester	London	Yamaha 750
36	John Weeden	London	Yamaha 350
<del>37</del>	Gerard Debrock	France	Yamaha 750
38	Christian Bourgeois	France	Yamaha 750
39	Pat Mahoney	Welling	Yamaha 750
40	Bill Smith	Chester	Yamaha 750
41	Charlie Sanby	Luton	Suzuki 750
42	Eddie Roberts	Chester	Maxton Yamaha 350
43	Neil Tuxworth	Louth	Yamaha 350
44	Martin Sharpe (Reserve)	Brackley	Yamaha 350
<del>45</del>	Bob Heath	Birmingham	Yamaha 350
46	Tony Nash (Reserve)	Romford	Yamaha 750
47	Ron Haslam (Reserve)	Langley Mills	Pharaoh-Yamaha 750
<del>48</del>	Roger Marshall (Reserve)	Grimsby	Pharaoh-Machin-Yamaha 750
49	<i>Wayne Dinham (Reserve)</i> <i>Mick Patrick</i>	Newport	Yamaha 350
50	Steve Tonkin	Preston	McVeigh Yamaha 350
51	Steve Parrish (Reserve)	Royston	Yamaha 350
53	John Cowie (Reserve)	London	Premier Yamaha 350
54	Gary Green (Reserve)	Coventry	BSA 750
55	Jim Harvey (Reserve)	Colchester	Yamaha 750
56	Tony Rodger	Farnborough	Yamaha 750
57	Hubert Rigal	Monaco	Yamaha 750
<del>60</del>	Derek Best (Reserve)	Bristol	Yamaha 750
59	Peter Grove	Swansea	Yamaha 750
<del>60</del>	Bill Rae	Wakefield	Yamaha 750
61	Malcolm Lucas	Tamworth	BSA 750
62	Mike Trimby	Luton	Yamaha 750
63	Jean-Philip Orban	Belgium	Yamaha 750

(For results see page 28)



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## THE JOHN PLAYER GRAND PRIX

### First Leg

## RESULTS

1st	4
Time	56 m 33.2 s
Speed	108.69 m.p.h.
2nd	6
3rd	11
4th	7
5th	10
6th	14
7th	20
8th	33
9th	26
10th	17

Fastest Lap No. 14

Time 1m 35s

Speed 110.92 m.p.h. Record



# SATURDAY

## RACE 3

## SIDECAR RACE

Start 16.40 hrs for Sidecars over 351 c.c. and not over 1000 c.c.

10 Laps

29.27 Miles

47.10 Kms

No.	Driver/Passenger	Town/Country	Machine
1	Mac Hobson/Gordon-Russell <i>Ray Hinchcliff</i>	Spennymoor	Ham Yamaha 700
2	Werner Schwarzel/Andreas Huber	Germany	Konig 680
3	Gerry Boret/Nick Boret	Molesey	Shell Sport Renwick 680
4	Dick Greasley/Cliff Holland	Market Drayton	Chell Yamaha 700
5	George O'Dell/Alan Gosling	Hemel Hempstead	Yamaha 700
6	Clyde Gough/Peter Benson	Tamworth	GB Yamaha 700
7	Dave Edgington/Tim Samways	Banbury	Windle Konig 680
8	Siegfried Schauzu/Wolfgang Kalauch <i>Karl Arthur</i>	Germany	Aro 490
9	Mick Boddice/Clive Pollington	Selly Oak	Konig 680
10	Steve Sinnott/Jim Williamson	Holbeach	Ismaha Yamaha 700
11	Pete Williams/Pete Cartwright	Birmingham	A.G. Imp 998
12	Bill Currie/Ken Arthur	St. Leonards	Weslake 741
14	Dave Lawrence/Jim Broomham	Swindon	Limpet 998 <i>500 BMW</i>
15	Trevor Ireson/Gordon Hunt <i>Chas. Buks</i>	Swindon	Konig 680
16	Roger Dutton/Tony Wright	Bury St. Edmunds	Yamaha 700
17	Graham Milton/Denis Smith	Spaldwick	British Magnum 500
18	Tony Wakfield/Colin Newbold	Spaldwick	British Magnum 500
19	Robin Williamson/John McPherson	Langham	British Magnum 500
20	Rudi Kurth/Dane Rowe	Switzerland	Cat 498 <i>72.3 TS</i>
21	Roy Hanks/Gerald Daniel	Erdington	Imp 998
22	Derek Plummer/Ken Williams	Chertsey	Konig 680
23	Bill Crook/Stu Collins	Radcliffe	Windle BSA 750
24	Bryan Rust/Alan Bedford	Alford	Imp 998
25	John Barker/Mick Yetty	Hornchurch	Reynoldson Suzuki 738
26	John Ring/Chris Mould	Portsmouth	MRH Yamaha 700
27	Dave Bexley/Mick Skeels <i>RETIRED</i>	Leigh	Hadleigh Honda 1000
28	Dick Hawes/Eddie Kiff	Romford	Imp 998
29	Roger Aldous/Peter Lucock	Croydon	Harris Kawasaki 903
30	Derek Jones/Brian Ayres	Greenford	Daytona Weslake 850
31	Bill Cooper/David Cross	Derby	Cooper Suzuki 750
32	Dave Houghton/Robert Page	Didcot	Dulon Konig 760
33	Stuart Applegate/Gary Townley	Oldham	Yamaha 750
34	Ted Janssen/Peter Sales <i>Eric Schmitz</i>	Germany	Konig 680
35	Ingell Riamer/L. Klein	Germany	Konig 680 <i>500</i>
36	Ken Blacklock/Milton Mitchinson	Chester-le-Street	Yamaha 694
37	Roy Woodhouse/Doug Woodhouse	Kidderminster	Honda 736
38	Ken Graham/Dennis Tower	Newcastle	Suzuki 750
39	Roger Davies/Eddie Williams	Dyfed	Bevan Imp 998
40	Graham Hilditch/Kevin Littlemore	Runcorn	Grangeside Imp 998
41	Jon Swindlehurst/Kevin Coles	Wirral	Weslake 750
<b>Reserves</b>			
42	Mike Jones/David Saunders	Brackley	Kawasaki 903
43	Barrie Moran/Ken Moran	Bolton	MB Norton 830
44	Bill Hodgkins/John Parkins	Bromley	Crescent 499
45	Alan Sansum/Eric Vant	Tonbridge	Windle Weslake 750
46	Keith Galtress/Sidney Jobber	Clwyd	Imp 998
47	Nigel Rollason/Peter Shiner	Solihull	Criterion BSA 875

## RESULTS

1st 5 Time 17m 46.65 Speed 98.79 mph  
 2nd 2 3rd 4 4th 10  
 5th 6 6th 15 1 20 36 8  
 Fastest Lap: No. 5 Time 1m 44.6 Speed 100.74 mph *Record*



# SUNDAY

## RACE 4

## LIGHTWEIGHT RACE

Start 13.00 hrs.

for solos over 125 c.c. and not over 250 c.c.

12 Laps

35.12 Miles

56.52 Kms

No.	Driver	Town/Country	Machine
3	Steve Baker <i>Victor Palomo</i>	Canada Spain	Yamaha 247
4	Johnny Cecotto	Venezuela	Yamaha 247
6	Patrick Pons	France	Yamaha 247
9	Mick Grant	Wakefield	Kawasaki 250
40	Barry Ditchburn	Northfleet	Kawasaki 250
12	Chas Mortimer	Lewes	Danfay Yamaha 248
15	Eero Hyvarinen	Finland	Yamaha 250
16	Olivier Chevallier	France	Yamaha 247
18	Pekka Nurmi	Finland	Yamaha 250
19	Jean-Paul Boinet	France	Yamaha 247
20	Rene Guili	France	Yamaha 250
24	Jean-Francois Balde	France	Yamaha 250
22	Marty Lunde	USA	Yamaha 250
23	Tom Herron	Ireland	Yamaha 250
24	Tony Rutter	Brierley Hill	Yamaha 248
26	Philippe Coulon	Switzerland	GIR Yamaha 248
27	Cliff Carr	USA	Yamaha 250
28	Alex George	Scotland	Yamaha 247
30	Kork Ballington	South Africa	Yamaha 250
32	Charlie Williams	Alvanley	Dugdale Maxton Yamaha 250
34	Jean-Claude Chemarin	France	Yamaha 250
36	John Weeden	London	Yamaha 250
37	Gerard Debrock	France	Yamaha 247
38	Christian Bourgeois	France	Yamaha 247
42	Eddie Roberts	Chester	Maxton Yamaha 247
43	Neil Tuxworth	Louth	Yamaha 248
44	Martin Sharpe	Brackley	Yamaha 247
50	Steve Tonkin	Preston	McVeigh Yamaha 247
59	Peter Grove	Swansea	Yamaha 246
60	Bill Rae <i>Keith Trubshaw</i>	Wakefield	Maxton Yamaha 247
68	Derek Chatterton <i>John Kidson</i>	Boston	Chat Yamaha 248
72	Grahame Hobbs	Shepperton	Yamaha 247
73	Adrian Godden (Reserve)	Braintree	Yamaha 247
74	Ken Nemoto	Japan	Yamaha 247
75	Tom Dickle	Staines	Yamaha 248
76	Alain Terras	France	Yamaha 250
77	Tom Robinson (Reserve)	Warrington	Yamaha 248
79	Steve Murray	Chester	Yamaha 250
83	Martin Read	Luton	Yamaha 247
84	Ian Richards	Essington	Yamaha 247
87	Gerhard Vogt	West Germany	Yamaha 247
88	Peter Casey	Malmesbury	Yamaha 246
89	Colin Glasspool (Reserve)	Staines	Yamaha 247
92	Peter Ellis	Wirral	Yamaha 247
94	Noel Clegg	Isle of Man	Yamaha 248
96	Chris Revett (Reserve) <i>Tony Smith</i>	Ipewich <i>Brze Norton</i>	Revett Yamaha 247
97	Stan Wright	Darton	Yamaha 249
98	Roger Keen	High Wycombe	Yamaha 250
99	Charles Ford	Chesham	Yamaha 249
100	Bob Towse	Hayes	Yamaha 250
101	James Wells (Reserve)	London	Yamaha 250
102	Steve Ellis <i>Peter Tibbitts</i>	Tring	Yamaha 248
112	Clive Horton	Derby	Mayne Line Yamaha 247
146	Ken Daniels (Reserve)	Worsley	Yamaha 246
148	Steve Galpin	Leicester	ISF Yamaha 250
149	Peter Howarth	Derby	Sparton Suzuki 248
150	Jose Cecotto (Reserve)	Venezuela	Yamaha 250

## RESULTS

1st	<u>28</u>	Time	<u>20m 47.2s</u>	Speed	<u>101.38</u>	mph
2nd	<u>3</u>	3rd	<u>6</u>	4th	<u>24</u>	
	5th	<u>23</u>	6th	<u>16</u>	<u>12, 32, 88, 30, 27, 84, 10</u>	
Fastest Lap: No. <u>28</u>		Time	<u>1m 41.6s</u>	Speed	<u>103.71</u>	mph
						<i>Equals Record</i>

# SUNDAY

## RACE 5

Start 13.45 hrs.

## JUNIOR RACE

for solos over 250 c.c. and not over 350 c.c.

12 Laps

35.12 Miles

56.52 Kms

No.	Driver	Town/Country	Machine
6	Patrick Pons	France	Yamaha 348
8	Christian Estrosi	France	Yamaha 350
14	Jack Findlay	Australia	Yamaha 348
15	Eero Hyvärinen	Finland	Yamaha 350
16	Olivier Chevallier	France	Yamaha 348
18	Pekka Nurmi	Finland	Yamaha 350
19	Jean-Paul Boinet	France	Yamaha 348
20	Rene Guiti	France	Yamaha 350
21	Jean-Francois Balde	France	Yamaha 350
24	Tony Rutter	Brierley Hill	Yamaha 348
26	Philippe Coulon	Switzerland	GIR Yamaha 348
28	Alex George	Scotland	Yamaha 350
29	Gordon Pantall	Llanelli	Sparton 348
30	Kork Ballington	South Africa	Yamaha 350
32	Charlie Williams	Alvanley	Dugdale Maxton Yamaha 350
33	John Williams	Heswall	Yamaha 350
36	John Weeden	London	Yamaha 350
37	Gerard Debroek	France Spain	Yamaha 350
38	Christian Bourgeois	France	Yamaha 350
42	Eddie Roberts	Chester	Maxton Yamaha 347
43	Nell Tuxworth	Louth	Yamaha 347
44	Martin Sharpe	Brackley	Yamaha 347
45	Bob Heath	Birmingham	Yamaha 347
47	Ron Haslam	Langley Mills	Pharaoh Yamaha 347
48	Roger Marshall	Grimsby	Yamaha 347
49	Wayne Dinham	Newport	Yamaha 347
50	Steve Tonkin	Preston	McVeigh Yamaha 347
51	Steve Parrish	Royston	Coppock Yamaha 347
52	Phil Carpenter	Warrington	Yamaha 347
53	John Cowie	London	Premier Yamaha 347
59	Peter Grove	Swansea	Yamaha 347
60	Bill Rae	Wakefield	Maxton Yamaha 347
64	John Taylor	Warrington	Yamaha 347
65	Geoff Barry	Derby	Yamaha 350
67	Paul Cott	Spalding	Yamaha 347
68	Derek Chatterton	Boston	Chat Yamaha 348
69	Barry Randle	Stourbridge	Yamaha 347
72	Grahame Hobbs (Reserve)	Shepperton	Yamaha 347
73	Adrian Godden	Braintree	Yamaha 347
81	Clive Offer	Coulsdon	McVeigh Yamaha 346
83	Martin Read	Luton	Spondon Yamaha 347
84	Ian Richards	Wolverhampton	Yamaha 347
85	Brian Peters	Liverpool	Yamaha 348
88	Peter Casey	Malmesbury	Yamaha 346
90	Clive Wall	Hayes	Yamsel 348
91	Robert Pegram (Reserve)	Banbury	Yamaha 347
92	Peter Ellis (Reserve)	Wirral	Maxton Yamaha 347
93	Bernard Murray	Manchester	Albion Yamaha 348
94	Noel Clegg	Isle of Man	Yamaha 348
95	George Fogarty (Reserve)	Blackburn	Yamaha 348
96	Chris Revett	Ipswich	Revett Maxton Yamaha 347
98	Roger Keen	High Wycombe	Yamaha 350
99	Charles Ford	Chesham	Yamaha 349
100	Bob Towse	Hayes	Yamaha 350
101	James Wells	London	Broad Yamaha 350
167	Peter Howarth (Reserve)	Derby	Yamaha 347
179	Ron Chandler (Reserve)	Kemsing	Yamaha 250

350 Shepherd Suzuki.

## RESULTS

1st 6 Time 20m 4.2s Speed 105.00 mph  
 2nd 37 3rd 33 4th 51

5th 24 6th 28 16, 84, 52, 19.

Fastest Lap: No. 6 & 37 Time 1m 38.4 Speed 107.08 mph Record

**SUNDAY****RACE 6****JOHN PLAYER GRAND PRIX****Second Leg****35 Laps****Start 14.30 hrs.****(British Round of FIM Formula 750 Prize)****102.45 Miles****164.85 Kms****for solos conforming to the specification details in Reg. No. 13**

<b>No.</b>	<b>Driver</b>	<b>Town/Country</b>	<b>Machine</b>
1	Stan Woods	Elton	Suzuki 750
2	Giacomo Agostini	Italy	Yamaha 750
3	Steve Baker	Canada	Yamaha 750
4	Johnny Cecotto	Venezuela	Yamaha 750
5	Dave Potter	Orpington	Yamaha 750
6	Patrick Pons	France	Yamaha 750
7	Barry Sheene	Wisbech	Suzuki 750
8	Christian Estrosi	France	Yamaha 750
9	Mick Grant	Wakefield	Kawasaki 750
10	Barry Ditchburn	Northfleet	Kawasaki 750
11	Tepi Lansivouri	Finland	Suzuki 750
12	Chas Mortimer	Lewes	Danfay Yamaha 750
14	Jack Findlay	Australia	Yamaha 750
15	Eero Hyvarinen	Finland	Yamaha 350
16	Olivier Chevallier	France	Yamaha 750
17	Paul Smart	Maidstone	Suzuki 750
18	Pekka Nurmi	Finland	Yamaha 350
19	Jean-Paul Boinet	France	Yamaha 750
20	Rene Guili	France	Yamaha 750
21	Jean-Francois Balde	France	Yamaha 750
22	Marty Lunde	USA	Yamaha 750
23	Tom Herron	Ireland	Yamaha 350
24	Tony Rutter	Brierley Hill	Yamaha 350
25	Percy Tait	Little Shrewley	Yamaha 750
26	Phillipe Coulon	Switzerland	Yamaha 750
27	Cliff Carr	USA	Yamaha 750
28	Alex George	Scotland	Yamaha 750
29	Gordon Pantall	Llanelli	Suzuki 750
30	Kork Ballington	South Africa	Yamaha 750
31	John Newbold	Jacksdale	Suzuki 780
32	Charlie Williams	Alvanley	Dugdale Maxton Yamaha 350
33	John Williams	Heswall	Yamaha 750
34	Jean-Claude Chemarin	France	Yamaha 750
35	Piers Forester	London	Yamaha 750
36	John Weeden	London	Yamaha 350
37	Gerard Debrock	France	Yamaha 750
38	Christian Bourgeois	France	Yamaha 750
39	Pat Mahoney	Welling	Yamaha 750
40	Bill Smith	Chester	Yamaha 750
41	Charlie Sanby	Luton	Suzuki 750
42	Eddie Roberts	Chester	Maxton Yamaha 350
43	Neil Tuxworth	Louth	Yamaha 350
44	Martin Sharp (Reserve)	Brackley	Yamaha 350
45	Bob Heath	Birmingham	Yamaha 350
46	Tony Nash (Reserve)	Romford	Yamaha 750
47	Ron Haslam (Reserve)	Langley Mills	Pharaoh-Yamaha 750
48	Roger Marshall (Reserve)	Grimsby	Pharaoh-Machin-Yamaha 750
49	Wayne Dinham (Reserve)	Newport	Yamaha 750
50	Steve Tonkin	Preston	McVeigh Yamaha 352
51	Steve Parrish (Reserve)	Royston	Yamaha 750
53	John Cowie (Reserve)	London	Premier Yamaha 350
54	Gary Green (Reserve)	Coventry	BSA 750
55	Jim Harvey (Reserve)	Colchester	Yamaha 750
56	Tony Rodger	Farnborough	Yamaha 750
57	Hubert Rigal	Monaco	Yamaha 750
58	Derek Best (Reserve)	Bristol	Yamaha 750
59	Peter Grove	Swansea	Yamaha 750
60	Bill Rae	Wakefield	Yamaha 750
61	Malcolm Lucas	Tamworth	BSA 750
62	Mike Trimby	Luton	Yamaha 750
63	Jean-Philip Orban	Belgium	Yamaha 750

**(For results see page 34)**



[illegible]





# SUNDAY

## RACE 7

Start 15.55 hrs.

## DAILY EXPRESS PRODUCTION MACHINE RACE

for solos conforming to the specification  
detailed in Reg. No. 12

12 Laps

35.12 Miles

56.52 Kms

No.	Driver	Town/Country	Machine
<b>1000 CLASS</b>			
25	Percy Tait	Warwick	(Slippery Sam) Triumph 749
29	Gordon Pantall	Llanelli	Kawasaki 903
41	Charlie Sanby	Luton	Ducati 750
44	Martin Sharpe	Brackley	BMW 900
54	Gary Green	Coventry	BMW 900
64	John Taylor <i>Bill Ingham</i>	Warrington	Suzuki 750
78	Bob Newby (Reserve)	Kilsby	Norton 830
<del>102</del>	Steve Ellis	Tring	Ducati 748
110	Tony Smith	Brize Norton	Norton 830
<del>111</del>	Roger Corbett	Bishop's Cleeve	Triumph 741
114	Martin Russell	Birmingham	BSA 750
115	Hugh Evans	Biggin Hill	BMW 900
117	Pete Bates	Harrogate	Ducati 750
119	Alan Walsh	Grantham	Ducati 750
<del>120</del>	Hugh Robertson	Knebworth	Triumph 750
125	Mick Hemmings	Northampton	Triumph 750
126	Doug Lunn	Lilley	Ducati 859
130	Ray Knight	Lingfield	BMW 900
131	Andy Goldsmith (Reserve)	London Colney	Triumph 650
<del>133</del> <del>139</del>	<i>Dennis McMillan Dave Beyers</i>	London	Honda 812
134	Pete Davies	Birmingham	Laverda 1000
135	Dave Cartwright	Ipswich	Norton 745
<del>140</del>	Tony Osborne (Reserve)	Dagenham	Triumph 650
143	Graham Bentman	Twickenham	Kawasaki 903
<b>500 CLASS</b>			
24	Tony Rutter	Brierley Hill	Honda 400
40	Bill Smith <i>or Frank Rutter</i>	Chester	Honda 500
<del>42</del>	Eddie Roberts	Chester	Honda 400
43	Neil Tuxworth	Louth	Honda 408
59	Peter Grove	Swansea	Honda 347
95	George Fogarty	Blackburn	Suzuki 492
96	Chris Revett	Ipswich	Honda 498
97	Star Wright (Reserve) <i>John Crick</i>	Barnsley	Honda 499
109	John Judge	Luton	Kawasaki 492
112	Clive Horton	Derby	Honda 400
118	Harvey Porter	Warley	Honda 500
121	Rob Prior	Borehamwood	Kawasaki 498
128	Ron Mellor	London	Honda 400
132	Mrs. Eunice Evans	Biggin Hill	Honda 498
136	Les Trotter	Barrow	Suzuki 492
138	Keith Trubshaw (Reserve)	Rainhill	Honda 498
140	John Kidson	Stroud	Honda 408
141	David Habel	Crowthorne	Honda 498
163	John Kernan (Reserve)	Redruth	Kawasaki 500
<b>250 CLASS</b>			
79	Steve Murray <i>Eddie Roberts</i>	Chester	Suzuki 250
85	Brian Peters	Liverpool	Suzuki 247
86	Richard Stevens	Trowbridge	Yamaha 247
113	Brian Bedford	Banbury	Montesa 247
116	Leigh Notman	Stapleford	Benelli 250
120	Mick Patrick	Oxford	Yamaha 250
122	Godfrey Benson	Swansea	Yamaha 247
124	George Hardwick (Reserve)	Bristol	Benelli 245
<del>127</del>	Paul Shoobridge	London	Yamaha 250
129	Roger Cope	Oxford	Yamaha 246
142	John Stephens	Cheltenham	Honda 247
144	Nigel Palmer	Berkhamsted	Suzuki 250
145	Richard Hunter	Luton	Suzuki 250
147	Doug Randall	Reading	Yamaha 250

(For results see page 40)

# Man of Meeting. B Ditchburn.

## SUNDAY

### RACE 8

### SENIOR 1000 c.c. RACE

Start 16.40 hrs. for solos of over 250 c.c. and not over 1000 c.c.

15 Laps

43.90 Miles

70.65 Kms

No.	Driver	Town/Country	Machine
1	Stan Woods	Elton	Suzuki 750
4	Johnny Cecotto	Venezuela	Yamaha 750
5	Dave Potter	Orpington	Yamaha 497
7	Barry Sheene	Wisbech	Suzuki 500
8	Christian Estrosi	France	Yamaha 750-350
9	Mick Grant	Wakefield	Kawasaki 750
10	Barry Ditchburn	Northfleet	Kawasaki 750
11	Teuvo Lansivuori	Finland	Suzuki 750
17	Paul Smart	Maidstone	Honda 900
24	Tony Rutter	Brierley Hill	Yamaha 350
25	Percy Tait	Warwick	Yamaha 750
27	Cliff Carr	USA	Yamaha 750
28	Alex George	Scotland	Yamaha 350
29	Gordon Pantall	Llanelli	Sparton 498
30	Kork Ballington	Sandy	Yamaha 700
31	John Newbold	Jacksdale	Suzuki 738
34	Jean-Claude Chemarin	France	Yamaha 750
36	John Weeden	London	Yamaha 351
39	Pat Mahoney	Welling	Yamaha 498
40	Bill Smith	Chester	Manning Honda 812
41	Charlie Sanby	Luton	Suzuki 750
42	Eddie Roberts	Chester	Maxton Yamaha 347
45	Bob Heath	Birmingham	Yamaha 352
46	Tony Nash	Romford	Yamaha 700
47	Ron Haslam	Langley Mills	Pharaoh Yamaha 750
48	Roger Marshall	Grimsby	Pharaoh Machin Yamaha 750
49	Wayne Dinham	Newport	Yamaha 700-350
50	Steve Tonkin	Preston	Mc Veigh Yamaha 352
51	Steve Parrish	Royston	Yamaha 700
52	Phil Carpenter	Warrington	Yamaha 347
53	John Cowie	London	Premier Yamaha 347
56	Tony Rodger	Farnborough	Yamaha 700
58	Derek Best	Bristol	Fowler Yamaha 525
64	John Taylor	Warrington	Yamaha 347
65	Geoff Barry	Derby	Yamaha 750
66	Dave Croxford	Andover	Norton 748
67	Paul Cott	Spalding	Yamaha 352
68	Derek Chatterton Dave Seidel	Boston	Chat Yamaha 348
69	Barry Randle	Stourbridge	Yamaha 347
70	Julian Soper (Reserve)	Westcliff-on-Sea	Hadleigh Honda 900
71	Darryl Pendlebury (Reserve)	Coventry	Kawasaki 983
80	Tom Newell	Potters Bar	Race Waye 496
81	Clive Offer	Coulsdon	McVeigh Yamaha 351
82	Dave Seidel Vaughn Young	Spilsby	Chat Yamaha 700
84	Ian Richards	Wolverhampton	Yamaha 347
87	Gerhard Vogt	Germany	Yamaha 347
93	Bernard Murray	Manchester	Albion Yamaha 348
94	Noel Clegg (Reserve)	Isle of Man	Yamaha 348
99	Charles Ford	Chesham	Yamaha 700-350
101	James Wells	London	Yamaha 700-350
102	Steve Ellis Tom Herron	Tring	Yamaha 748
103	Roy Jeffreys (Reserve)	Iver Heath	Weslake Metisse 750
104	Chris Emmins (Reserve)	Romford	Weslake 748
105	Derek Loan (Reserve)	London	Sparton 480
106	Brian Smith (Reserve)	Northampton	Suzuki 492
107	Peter Gibson (Reserve)	Romford	Suzuki 750
108	Dave Degens (Reserve)	Hounslow	Dresda 998
114	Martin Russell (Reserve)	Birmingham	BSA 750
148	Steve Galpin	Leicester	ISF Yamaha 700
179	Ron Chandler	Kemsing	Yamaha 350

## RESULTS

1st	9	Time	24m 0.8s	Speed	109.70	mph
2nd	11	3rd	7	4th	31	
	5th	46	6th	66	84, 47, 34, 1, 41, 102, 99	
Fastest Lap: No.	10	Time	1m 34.6s	Speed	111.39	mph Record

# SUNDAY

## RACE 9

## SIDECAR RACE

Start 17.30 hrs. for Sidecars over 351 c.c. and not over 1000 c.c.

12 Laps

35.12 Miles

56.52 Kms

### No. Driver/Passenger

### Town/Country

### Machine

1	Mac Hobson/Gordon Russell Ray Hinchcliff	Spennymoor	Ham Yamaha 700
2	Werner Schwarzel/Andreas Huber	Germany	Konig 680
3	Gerry Boret/Mick Boret	Molesley	Shell Sport Renwick 680
4	Dick Greasley/Cliff Holland	Market Drayton	Chell Yamaha 700
5	George O'Dell/Alan Gosling	Hemel Hempstead	Yamaha 700
6	Clyde Gough/Peter Benson	Tamworth	G.B. Yamaha 700
7	Dave Edgington/Tim Samways	Banbury	Windle Konig 680
8	Siegfried Schauzu/Wolfgang Kalach Ken Arthur	Germany	Aro 490
9	Mick Boddice/Clive Pollington	Selly Oak	Konig 680
10	Steve Sinnott/Jim Williamson	Holbeach	Ismaha Yamaha 700
11	Pete Williams/Pete Cartwright	Birmingham	AG Imp 998
12	Bill Currie/Ken Arthur	St. Leonards	Weslake 741
13	Dave Lawrence/Jim Broomham	Swindon	Imp 998 BMW 500
14	Trevor Ireson/Gordon Hunt Chas Rents	Swindon	Konig 680
15	Roger Dutton/Tony Wright	Bury St. Edmunds	Yamaha 700
16	Graham Milton/Denis Smith	Spaldwick	British Magnum 500
17	Tony Wakefield/Colin Newbold	Spaldwick	British Magnum 500
18	Robin Williamson/John McPherson	Langham	British Magnum 500
19	Rudi Kurth/Dane Rowe	Switzerland	Cat 500 375 TZ
20	Roy Hanks/Gerald Daniel	Erdington	Imp 998
21	Derek Plummer/Ken Williams	Chertsey	Konig 680
22	Bill Crooks/Stu Collins	Radcliffe	Windle BSA 750
23	Bryan Rust/Alan Bedford	Alford	Imp 998
24	John Barker/Mick Yetty	Hornchurch	Reynoldson Suzuki 738
25	John Ring/Chris Mould	Portsmouth	MRH Yamaha 700
26	Dave Bexley/Mick Skeels	Leigh	Hadleigh Honda 1000
27	Dick Hawes/Eddie Kiff	Romford	Imp 998
28	Roger Aldous/Peter Lucock	Croydon	Harris Kawasaki 903
29	Derek Jones/Brian Ayres	Greenford	Daytona Weslake 850
30	Bill Cooper/David Cross	Derby	Cooper Suzuki 750
31	David Houghton/Robert Page	Didcot	Dulon Konig 750
32	Stuart Applegate/Gary Townley	Oldham	Yamaha 750
33	Ted Janssen/Peter Sales Eric Schmitz	Germany	Konig 680
34	Ingell Riamer/L. Klein	Germany	Konig 680 500
35	Ken Blacklock/Milton Mitchison	Chester-le-Street	Yamaha 694
36	Roy Woodhouse/Doug Woodhouse	Kidderminster	Honda 735
37	Ken Graham/Dennis Tower	Newcastle	Suzuki 750
38	Roger Davies/Eddie Williams	Dyfed	Bevan Imp 998
39	Graham Hilditch/Kevin Littlemore	Runcorn	Grangeside Imp 998
40	Jon Swindlehurst/Kevin Coles	Wirral	Weslake 750

### Reserves

41	Mike Jones/David Saunders	Brackley	Kawasaki 903
42	Barrie Moran/Ken Moran	Bolton	MB Norton 830
43	Bill Hodgkins/John Parkins	Bromley	Crescent 499
44	Alan Sansum/Eric Vant	Tonbridge	Windle Weslake 750
45	Keith Galtress/Sidney Jobber	Clwyd	Imp 998
46	Nigel Rollason/Peter Shiner	Solihull	Criterion BSA 875

### RESULTS

1st	2	Time	8.21m 17.45	Speed	78.99	mph
2nd	5	3rd	10	4th	36	
	5th	6th	11		8, 27, 40, 18.	
Fastest Lap: No.	3	Time	1m 44.5	Speed	101.32	mph Record



# SILVERSTONE LAP SPEED TABLE

One lap of Silverstone Circuit equals 2.927 miles (4.71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME m.s.	SPEED m.p.h.	k.m.h.	TIME m.s.	SPEED m.p.h.	k.m.h.	TIME m.s.	SPEED m.p.h.	k.m.h.
1:14.0	142.39	229.16	1:21.3	129.61	208.58	1:28.7	118.79	191.18
1:14.1	142.20	228.85	1:21.4	129.45	208.28	1:28.8	118.66	190.97
1:14.2	142.01	228.54	1:21.5	129.29	208.07	1:28.9	118.53	190.75
1:14.3	141.82	228.23	1:21.6	129.13	207.82	1:29.0	118.40	190.54
1:14.4	141.63	227.93	1:21.7	128.97	207.56	1:29.1	118.26	190.32
1:14.5	141.44	227.62	1:21.8	128.82	207.31	1:29.2	118.13	190.11
1:14.6	141.25	227.32	1:21.9	128.66	207.06	1:29.3	118.00	189.90
1:14.7	141.06	227.01	1:22.0	128.50	206.80	1:29.4	117.87	189.69
1:14.8	140.87	226.71	1:22.1	128.35	206.55	1:29.5	117.73	189.47
1:14.9	140.68	226.41	1:22.2	128.19	206.30	1:29.6	117.60	189.26
1:15.0	140.50	226.11	1:22.3	128.04	206.05	1:29.7	117.47	189.05
1:15.1	140.31	225.80	1:22.4	127.88	205.80	1:29.8	117.34	188.84
1:15.2	140.12	225.50	1:22.5	127.72	205.55	1:29.9	117.21	188.63
1:15.3	139.94	225.20	1:22.6	127.57	205.30	1:30.0	117.08	188.42
1:15.4	139.75	224.91	1:22.7	127.41	205.05	1:30.1	116.95	188.21
1:15.5	139.57	224.61	1:22.8	127.26	204.81	1:30.2	116.82	188.00
1:15.6	139.38	224.31	1:22.9	127.11	204.56	1:30.3	116.69	187.79
1:15.7	139.20	224.01	1:23.0	126.95	204.31	1:30.4	116.56	187.59
1:15.8	139.01	223.72	1:23.1	126.80	204.07	1:30.5	116.43	187.38
1:15.9	138.83	223.42	1:23.2	126.65	203.82	1:30.6	116.30	187.17
1:16.0	138.65	223.13	1:23.3	126.50	203.58	1:30.7	116.17	186.96
1:16.1	138.46	222.84	1:23.4	126.35	203.33	1:30.8	116.05	186.76
1:16.2	138.28	222.55	1:23.5	126.19	203.09	1:30.9	115.92	186.51
1:16.3	138.10	222.25	1:23.6	126.04	202.85	1:31.0	115.79	186.36
1:16.4	137.92	221.96	1:23.7	125.89	202.60	1:31.1	115.66	186.13
1:16.5	137.74	221.67	1:23.8	125.74	202.36	1:31.2	115.54	185.93
1:16.6	137.56	221.38	1:23.9	125.59	202.12	1:31.3	115.41	185.74
1:16.7	137.38	221.09	1:24.0	125.44	201.88	1:31.4	115.29	185.54
1:16.8	137.20	220.81	1:24.1	125.29	201.64	1:31.5	115.16	185.34
1:16.9	137.03	220.52	1:24.2	125.14	201.40	1:31.6	115.03	185.14
1:17.0	136.85	220.23	1:24.3	125.00	201.16	1:31.7	114.90	184.93
1:17.1	136.67	219.95	1:24.4	124.85	200.92	1:31.8	114.78	184.73
1:17.2	136.49	219.66	1:24.5	124.70	200.69	1:31.9	114.66	184.53
1:17.3	136.32	219.38	1:24.6	124.55	200.45	1:32.0	114.54	184.33
1:17.4	136.14	219.09	1:24.7	124.41	200.21	1:32.1	114.42	184.13
1:17.5	135.96	218.81	1:24.8	124.26	199.98	1:32.2	114.29	183.93
1:17.6	135.79	218.53	1:24.9	124.11	199.74	1:32.3	114.16	183.73
1:17.7	135.61	218.25	1:25.0	123.97	199.51	1:32.4	114.04	183.53
1:17.8	135.44	217.97	1:25.1	123.82	199.27	1:32.5	113.92	183.33
1:17.9	135.27	217.69	1:25.2	123.68	199.04	1:32.6	113.79	183.13
1:18.0	135.09	217.41	1:25.3	123.53	198.80	1:32.7	113.67	182.93
1:18.1	134.92	217.13	1:25.4	123.39	198.57	1:32.8	113.55	182.74
1:18.2	134.74	216.86	1:25.5	123.24	198.34	1:32.9	113.43	182.54
1:18.3	134.57	216.58	1:25.6	123.10	198.11	1:33.0	113.30	182.34
1:18.4	134.40	216.30	1:25.7	122.95	197.88	1:33.1	113.18	182.15
1:18.5	134.23	216.03	1:25.8	122.81	197.64	1:33.2	113.06	181.95
1:18.6	134.06	215.75	1:25.9	122.67	197.41	1:33.3	112.94	181.76
1:18.7	133.89	215.48	1:26.0	122.53	197.19	1:33.4	112.82	181.56
1:18.8	133.72	215.20	1:26.1	122.38	196.96	1:33.5	112.70	181.32
1:18.9	133.55	214.93	1:26.2	122.24	196.73	1:33.6	112.58	181.17
1:19.0	133.38	214.66	1:26.3	122.10	196.50	1:33.7	112.46	180.98
1:19.1	133.21	214.39	1:26.4	121.96	196.27	1:33.8	112.34	180.79
1:19.2	133.05	214.12	1:26.5	121.82	196.04	1:33.9	112.22	180.60
1:19.3	132.88	213.85	1:26.6	121.68	195.82	1:34.0	112.10	180.40
1:19.4	132.71	213.58	1:26.7	121.54	195.59	1:34.1	111.98	180.21
1:19.5	132.54	213.31	1:26.8	121.40	195.37	1:34.2	111.86	180.02
1:19.6	132.38	213.04	1:26.9	121.26	195.14	1:34.3	111.74	179.83
1:19.7	132.21	212.77	1:27.0	121.12	194.99	1:34.4	111.62	179.64
1:19.8	132.05	212.51	1:27.1	120.98	194.77	1:34.5	111.51	179.45
1:19.9	131.88	212.24	1:27.2	120.84	194.55	1:34.6	111.39	179.26
1:20.0	131.72	211.97	1:27.3	120.70	194.33	1:34.7	111.27	179.07
1:20.1	131.55	211.71	1:27.4	120.56	194.10	1:34.8	111.15	178.88
1:20.2	131.39	211.45	1:27.5	120.42	193.88	1:34.9	111.04	178.69
1:20.3	131.22	211.18	1:27.6	120.29	193.66	1:35.0	110.92	178.50
1:20.4	131.06	210.92	1:27.7	120.15	193.44	1:35.1	110.80	178.32
1:20.5	130.90	210.66	1:27.8	120.01	193.22	1:35.2	110.68	178.13
1:20.6	130.73	210.40	1:27.9	119.87	193.00	1:35.3	110.57	177.94
1:20.7	130.57	210.14	1:28.0	119.74	192.78	1:35.4	110.45	177.76
1:20.8	130.41	209.88	1:28.1	119.60	192.56	1:35.5	110.34	177.57
1:20.9	130.25	209.62	1:28.2	119.47	192.34	1:35.6	110.22	177.38
1:21.0	130.09	209.36	1:28.3	119.33	192.12	1:35.7	110.11	177.20
1:21.1	129.93	209.10	1:28.4	119.20	191.91	1:35.8	109.99	177.01
1:21.2	129.77	208.84	1:28.5	119.06	191.69	1:35.9	109.88	176.83
			1:28.6	118.93	191.48			



TIME	SPEED		TIME	SPEED		TIME	SPEED	
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1:36-0	109-76	176-65	1:43-5	101-81	163-85	1:51-0	94-93	152-77
1:36-1	109-65	176-46	1:43-6	101-71	163-69	1:51-1	94-84	152-63
1:36-2	109-53	176-28	1:43-7	101-61	163-53	1:51-2	94-76	152-50
1:36-3	109-42	176-10	1:43-8	101-51	163-37	1:51-3	94-67	152-33
1:36-4	109-31	175-91	1:43-9	101-42	163-21	1:51-4	94-59	152-29
1:36-5	109-19	175-73				1:51-5	94-50	152-09
1:36-6	109-08	175-55	1:44-0	101-32	163-06	1:51-6	94-42	151-95
1:36-7	108-97	175-37	1:44-1	101-22	162-90	1:51-7	94-23	151-81
1:36-8	108-86	175-19	1:44-2	101-12	162-74	1:51-8	94-25	151-68
1:36-9	108-74	175-01	1:44-3	101-03	162-59	1:51-9	94-16	151-54
			1:44-4	100-93	162-43			
1:37-0	108-63	174-83	1:44-5	100-83	162-28	1:52-0	94-08	151-41
1:37-1	108-52	174-64	1:44-6	100-74	162-12	1:52-1	93-99	151-27
1:37-2	108-41	174-46	1:44-7	100-64	161-97	1:52-2	93-91	151-14
1:37-3	108-30	174-29	1:44-8	100-55	161-81	1:52-3	93-83	151-00
1:37-4	108-18	174-11	1:44-9	100-45	161-66	1:52-4	93-75	150-87
1:37-5	108-07	173-93				1:52-5	93-66	150-73
1:37-6	107-96	173-75	1:45-0	100-35	161-50	1:52-6	93-58	150-60
1:37-7	107-85	173-57	1:45-1	100-26	161-35	1:52-7	93-50	150-47
1:37-8	107-74	173-39	1:45-2	100-16	161-20	1:52-8	93-42	150-34
1:37-9	107-63	173-22	1:45-3	100-07	161-04	1:52-9	93-33	150-20
			1:45-4	99-97	160-89			
1:38-0	107-52	173-04	1:45-5	99-88	160-74	1:53-0	93-25	150-07
1:38-1	107-41	172-56	1:45-6	99-78	160-59	1:53-1	93-16	149-93
1:38-2	107-30	172-69	1:45-7	99-68	160-44	1:53-2	93-08	149-80
1:38-3	107-19	172-51	1:45-8	99-60	160-28	1:53-3	93-00	149-67
1:38-4	107-09	172-34	1:45-9	99-50	160-13	1:53-4	92-92	149-54
1:38-5	106-98	172-18				1:53-5	92-84	149-41
1:38-6	106-87	171-99	1:46-0	99-41	159-98	1:53-6	92-76	149-28
1:38-7	106-76	171-81	1:46-1	99-31	159-83	1:53-7	92-67	149-15
1:38-8	106-65	171-64	1:46-2	99-22	159-68	1:53-8	92-59	149-02
1:38-9	106-54	171-47	1:46-3	99-13	159-53	1:53-9	92-51	148-88
			1:46-4	99-03	159-38			
1:39-0	106-44	171-29	1:46-5	98-94	159-32	1:54-0	92-43	148-75
1:39-1	106-33	171-12	1:46-6	98-85	159-08	1:54-1	92-34	148-62
1:39-2	106-22	170-95	1:46-7	98-76	158-93	1:54-2	92-27	148-49
1:39-3	106-12	170-73	1:46-8	98-66	158-78	1:54-3	92-19	148-36
1:39-4	106-01	170-50	1:46-9	98-57	158-63	1:54-4	92-11	148-23
1:39-5	105-90	170-43				1:54-5	92-03	148-10
1:39-6	105-80	170-26	1:47-0	98-48	158-49	1:54-6	91-95	147-97
1:39-7	105-69	170-09	1:47-1	98-39	158-34	1:54-7	91-87	147-84
1:39-8	105-58	169-92	1:47-2	98-29	158-19	1:54-8	91-79	147-72
1:39-9	105-48	169-75	1:47-3	98-20	158-04	1:54-9	91-71	147-59
			1:47-4	98-11	157-89			
1:40-0	105-37	169-58	1:47-5	98-02	157-75	1:55-0	91-63	147-46
1:40-1	105-27	169-41	1:47-6	97-93	157-60	1:55-1	91-54	147-33
1:40-2	105-16	169-24	1:47-7	97-84	157-46	1:55-2	91-46	147-20
1:40-3	105-06	169-17	1:47-8	97-75	157-31	1:55-3	91-38	147-07
1:40-4	104-95	168-90	1:47-9	97-66	157-16	1:55-4	91-31	146-95
1:40-5	104-85	168-74				1:55-5	91-23	146-82
1:40-6	104-74	168-57	1:48-0	97-57	157-06	1:55-6	91-15	146-69
1:40-7	104-64	168-40	1:48-1	97-48	156-87	1:55-7	91-07	146-56
1:40-8	104-54	168-23	1:48-2	97-39	156-73	1:55-8	90-99	146-44
1:40-9	104-43	168-07	1:48-3	97-30	156-58	1:55-9	90-91	146-31
			1:48-4	97-21	156-44			
1:41-0	104-33	167-90	1:48-5	97-12	156-29	1:56-0	90-84	146-19
1:41-1	104-22	167-73	1:48-6	97-03	156-15	1:56-1	90-76	146-06
1:41-2	104-12	167-57	1:48-7	96-94	156-01	1:56-2	90-68	145-94
1:41-3	104-02	167-40	1:48-8	96-85	155-86	1:56-3	90-60	145-81
1:41-4	103-92	167-24	1:48-9	96-76	155-72	1:56-4	90-52	145-69
1:41-5	103-82	167-07				1:56-5	90-44	145-57
1:41-6	103-71	166-91	1:49-0	96-67	155-58	1:57-0	90-36	145-45
1:41-7	102-60	165-12	1:49-1	96-58	155-44	1:57-1	89-91	145-33
1:41-8	103-51	166-58	1:49-2	96-49	155-29	1:57-2	89-75	145-21
1:41-9	103-41	166-41	1:49-3	96-41	155-15	1:57-3	89-60	145-09
			1:49-4	96-32	155-01	1:57-4	89-45	144-96
1:42-0	103-31	166-25	1:49-5	96-23	154-87	1:58-0	89-30	144-71
1:42-1	103-21	166-09	1:49-6	96-14	154-73	1:58-1	89-15	144-57
1:42-2	103-11	165-93	1:49-7	96-06	154-59	1:58-2	89-00	144-43
1:42-3	103-00	165-77	1:49-8	95-97	154-44	1:58-3	88-85	144-29
1:42-4	102-90	165-61	1:49-9	95-88	154-30	1:58-4	88-70	144-15
1:42-5	102-80	165-44						
1:42-6	102-70	165-28	1:50-0	95-79	154-16	1:59-0	88-55	144-01
1:42-7	102-60	165-12	1:50-1	95-70	154-02	1:59-1	88-40	143-87
1:42-8	102-50	164-90	1:50-2	95-62	153-88	1:59-2	88-25	143-73
1:42-9	102-40	164-86	1:50-3	95-53	153-74	1:59-3	88-10	143-59
			1:50-4	95-45	153-60	1:59-4	87-96	143-45
1:43-0	102-30	164-64	1:50-5	95-36	153-46	2:00-0	87-81	143-32
1:43-1	102-20	164-48	1:50-6	95-27	153-33	2:00-1	87-66	143-18
1:43-2	102-10	164-32	1:50-7	95-18	153-19	2:00-2	87-52	143-05
1:43-3	102-01	164-16	1:50-8	95-10	153-05	2:00-3	87-37	142-52
1:43-4	101-91	164-00	1:50-9	95-01	152-91	2:00-4	87-23	142-38

# LAP RECORDS AS AT 9.8.75

<b>Outright:</b>	Barry Sheene (750 Suzuki)		11.8.74
	1 min. 37.8 secs.	107.74 mph	
<b>Formula 750:</b>	Paul Smart (Suzuki)		11.8.74
	1 min. 38.6 secs.	106.87 mph	
<b>Senior 1000 c.c.:</b>	Peter Williams (John Player Norton)		11.8.73
	1 min. 39.8 secs.	105.58 mph	
<b>Junior 350 cc.</b>	Tony Rutter (Yamaha)		11.8.74
	John Newbold (Yamaha)		11.8.74
	1 min. 39.0 secs.	106.44 mph	
<b>Lightweight 250 c.c.:</b>	Takazumi Katayama (Yamaha)		11.8.74
	1 min. 41.6 secs.	103.71 mph	
<b>Ultra Lightweight 125 c.c.:</b>	Barry Sheene (Suzuki)		22.8.71
	1 min. 52.4 secs.	93.75 mph	

## PRODUCTION MACHINES

<b>1000 c.c.:</b>	Percy Tait (750 Triumph)		12.8.73
	1 min. 42.0 secs.	103.31 mph	
<b>500 c.c.:</b>	Stan Woods (Suzuki)		13.8.72
	Keith Martin (Kawasaki)		11.8.74
	1 min. 53.0 secs.	93.25 mph	
<b>250 c.c.</b>	John Stephens (Honda)		11.8.74
	1 min. 59.0 secs.	88.55 mph	

## SIDECARS:

<b>1000 c.c.</b>	Gerry Boret/Nick Boret (680 Konig)		.8.74
	1 min. 45.6 secs.	99.78 mph	
<b>500 c.c.:</b>	Klaus Enders/Rolf Englehardt (BMW)		13.8.72
	1 min. 49.2 secs.	96.49 mph	

## DAILY EXPRESS PRODUCTION MACHINE RACE

### RESULTS

#### OVERALL:

1st	110	Time	21m 9.8s	Speed	99.58	m.p.h.
2nd	25	3rd	134	4th	135	

#### CLASS A - 1000 c.c.

1st	110	Time	21m 9.8s	Speed	99.58	m.p.h.
2nd	25	3rd	134	4th	135	
<b>Fastest Lap: No.</b>	110	<b>Time</b>	1m 44.4	<b>Speed</b>	100.93	m.p.h.

#### CLASS B - 500 c.c.

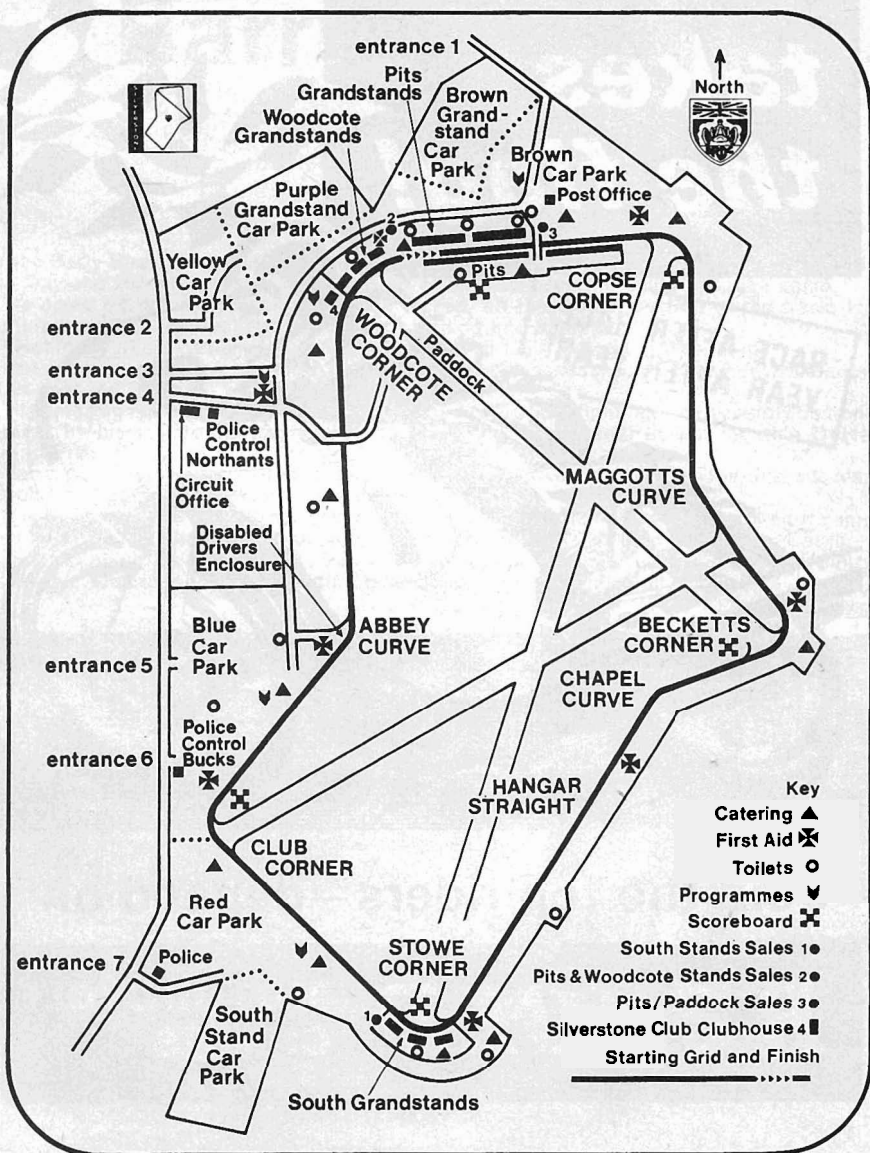
1st	121	Time	2m 27.6	Speed	91.08	m.p.h.
2nd	96	3rd	24	4th	138	
<b>Fastest Lap: No.</b>	121	<b>Time</b>	1m 53.2s	<b>Speed</b>	93.08	m.p.h.

#### CLASS C - 250 c.c.

1st	122	Time	22m 38.8	Speed	87.29	m.p.h.
2nd	120	3rd	147	4th	144	
<b>Fastest Lap: No.</b>	122	<b>Time</b>	1m 58.4	<b>Speed</b>	89.60	m.p.h.

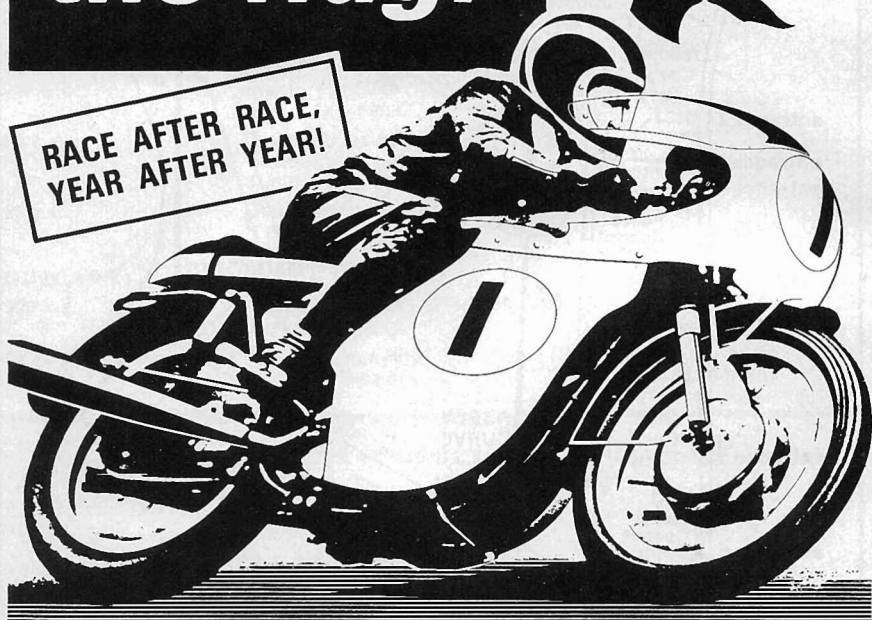


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# The Incredible Barry Sheene

by **LESLIE NICHOL**

(Daily Express Motoring Reporter)

When Barry Sheene crashed at 175 miles an hour on his 750 c.c. Suzuki, during testing for the Daytona 200-miler, last March, medical experts told him he could not race again.

He came off, after the back wheel had locked, on the fastest section of the track. He suffered multiple injuries, but came round smiling and admitting:

"Not many riders can say they have stepped off at 175 – and got away with it."

But not many riders are born with the riding skill, fearlessness, courage and determination of 24-year-old Sheene.

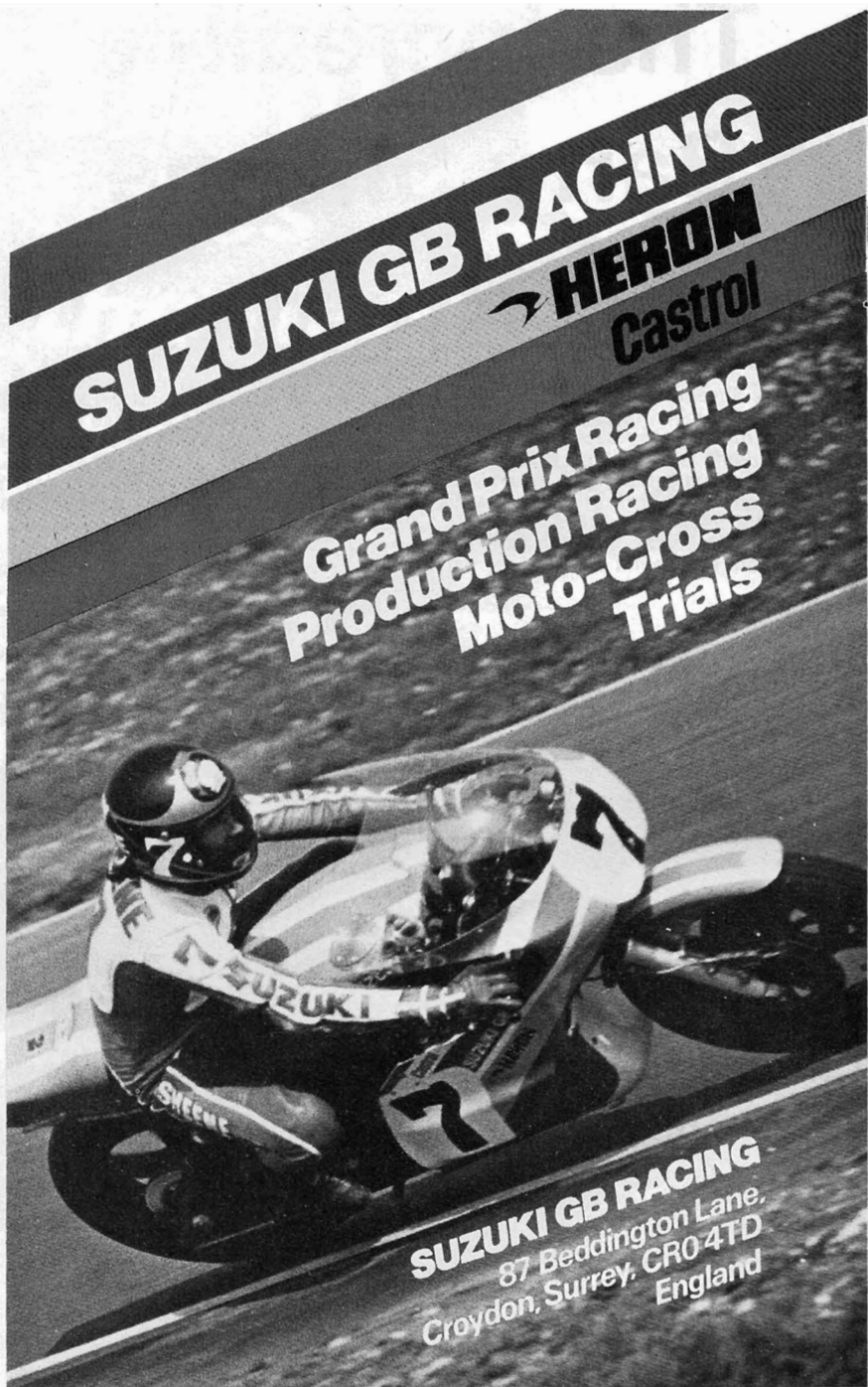
His amazing ability to get up off of the floor and come back fighting, was superbly demonstrated by his last round k.o. against Italy's Giacomo Agostini in last month's Dutch Grand Prix.

Barry powered his works four-cylinder mount to a split-seconds, on-the-line success which left Agostini confessing: "He did what I thought was impossible."

It was Sheene's and Suzuki's first-ever 500 c.c. world championship win. And it came less than a week after Barry has won the French Formula 750 round at Magny-Cours.

Not bad going for a 9 st. 12 lb., 5 ft. 10 in. youngster who had recovered from an injury sheet that took in a fractured thigh, collar bone, right arm and ribs.





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When he drives into Silverstone to prepare for another high-speed battle in the F.I.M. Formula 750 Prize, he will have clocked around 9,000 globe-hopping miles in six weeks.

Much of the journeying is done alone in his Rolls Royce Silver Shadow – number plate 4 BSR (For Barry Sheene Racing) – and you get some idea of the loneliness of such long-distance travellers when he says:

"I'm really tired of travelling around so much on my own. You really get to miss your home in England. So it will be great to get back to Silverstone and race before British fans.

"The motorcycle supporters are wonderful people. They are keen, dedicated – love their sport. You know, when I was in hospital I had more than 2,000 letters from all over the continent.

"No wonder the crowds at most big bike meetings are greater than those who watch car racing – you can't blame people for having good taste."

We were sitting together just before the start of the recent 500 grand prix at Imatra, in Finland. It was hot, drinking weather. Barry had his leathers pulled back down around his waist.

Five schoolboys were waiting patiently, outside the roped-off garage, for his autograph. He beckoned them all into the workshop, signed their books. Laughed with them and sent them on their way.

That race, like the previous round in Belgium, brought technical problems, which forced him to retire. Set-backs which were dismissed like this: "That's how it goes . . . we'll have to do better next time."

While you talk with him, he puffs at a cigarette – "I smoke about 40 a day, and enjoy them" – and surveys the passing "talent".

About girls he says: "If they dig women's lib . . . then they can get on without me. I like very pretty and very, very feminine girls."

About keeping fit: "I suppose it comes naturally to me. I just don't have to train a great amount. In the winter I really try to get down to it by running about five miles a day."

About his Rolls Royce: "I think I am showing off a patriotic symbol. We make the best car in the world, and I'm very proud to own one."

About motor-racing: "In the old days they talked about racing motor-cyclists who graduated from two to four wheels. Well, I think the day has arrived when some of the boys on four wheels must be thinking very seriously about moving into the bike game."

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About his machines: "The 750 is a three-cylinder, water-cooled. It gives around 115 brake horse power. At a really fast circuit, like Spa, in Belgium, it could get near 190 miles an hour. We were close to that speed testing it in Japan.

"The 500 is a water-cooled four-cylinder, with around 95 to 105 brake horse power. She can reach 185 miles an hour. Which makes it, I believe, the fastest 500 racing today.

"They have both been pattering at the front, and we have had a lot of technical trouble to sort out this year. The power band of the 500 is much narrower than that of the 750.

"They are both great bikes. I know that when I am on the start line my bikes have received the finest attention possible, and I stand as good a chance as anyone of winning. It's all there – the rest is up to me.

"There is no doubt at all that we can, and will, get a lot more power out of the 500. That will all be sorted out when I go to Japan next November for testing.

"One of the top priority jobs that Suzuki will be concentrating on will be a new 750 machine for the 1976 season. They rate that formula very highly."

He works very closely with his mechanics, coming from a family who have lived with motorcycles nearly all their lives. Barry is also able to converse in Spanish, Italian and French.

"You cannot help picking up the local language when you travel so many thousands of miles each year. Anyway, you are a bit naked without it," he says.

His after-race chats with his technical team are a delight to listen to. The mixture of Japanese-English trickles out on a serious note and then, striving to understand each other, ends in regular laughter.

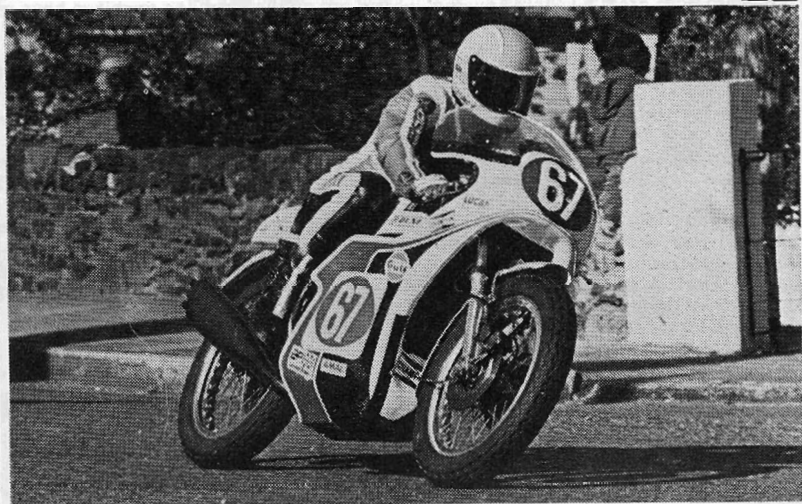
He has definite ideas about dry weather tyres. Sheene is adamant that if you are on slicks, and it rains – then the race must definitely be stopped.

At the moment he says he has no plans at all about changing over to car racing, declaring: "No, I'm a bike boy, I love the sport, so I'm staying with it."

Silverstone? "It's a great circuit, where you can record the fastest lap time in Britain. I'm glad they have got rid of that chicane at Woodcote. If I'm faced with a last lap effort I shall be going through it in fifth gear, at about 140 miles an hour."



1975 10 lap production T.T.



Outright Winner

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**Race Average – 99.60**

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## FIM FORMULA 750 PRIZE

Results and points scoring in the rounds of the FIM Formula 750 Prize held prior to the John Player Grand Prix are:

### DAYTONA - U.S.A.

March 9

1. G. Romero (Yamaha)	15
2. S. Baker (Yamaha)	12
3. J. Cecotto (Yamaha)	10
4. G. Agostini (Yamaha)	8
5. W. Willing (Yamaha)	6
6. S. McLaughlin (Yamaha)	5
7. H. Kawasaki (Yamaha)	4
8. R. Pierce (Yamaha)	3
9. D. Castro (Yamaha)	2
10. H. Cone (Yamaha)	1

### IMOLA - ITALY

April 6

1. J. Cecotto (Yamaha)	15
2. P. Pons (Yamaha)	12
3. S. Baker (Yamaha)	10
4. D. Potter (Yamaha)	8
5. J. Findlay (Yamaha)	6
6. C. Mortimer (Yamaha)	5
7. P. McDonald (Yamaha)	4
8. M. Cazzaniga (Kawasaki)	3
9. A. Scharesa (Suzuki)	2
10. J-P. Boinet (Yamaha)	1

### METTET - BELGIUM

June 15

1. P. Pons (Yamaha)	15
2. D. Potter (Yamaha)	12
3. J. Findlay (Yamaha)	10
4. C. Mortimer (Yamaha)	8
5. J-P. Orban (Yamaha)	6
6. J. Newbold (Suzuki)	5
7. C. Carr (Yamaha)	4
8. H. Stadelmann (Yamaha)	3
9. W. Schoch (Yamaha)	2
10. J. Dodds (Yamaha)	1

### MAGNY-COURS - FRANCE

June 22

1. B. Sheene (Suzuki)	15
2. C. Estrosi (Yamaha)	12
3. C. Bourgeois (Yamaha)	10
4. J. Findlay (Yamaha)	8
5. J. Newbold (Suzuki)	6
6. H. Rigal (Yamaha)	5
7. R. Guili (Yamaha)	4
8. G. Mandracci (Suzuki)	3
9. T. Tchernine (Yamaha)	2
10. H. Gilleux (Yamaha)	1

### ANDERSTORP - SWEDEN

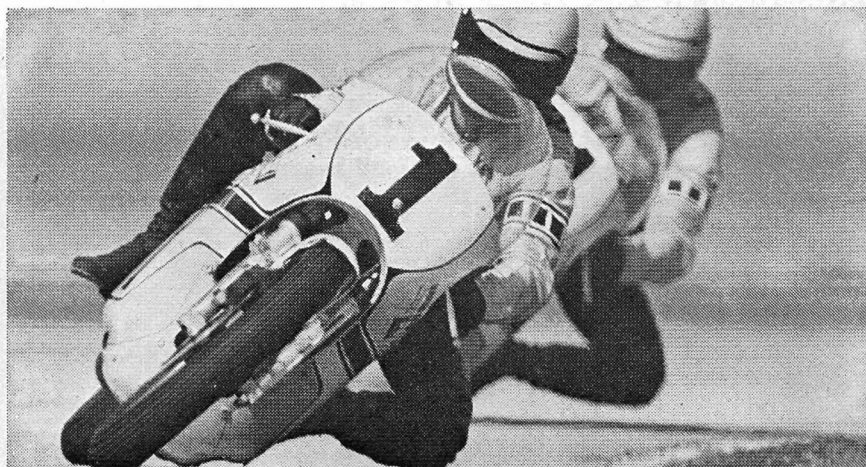
July 19

1. B. Sheene (Suzuki)	15
2. B. Ditchburn (Kawasaki)	12
3. V. Palomo (Yamaha)	10
4. C. Mortimer (Yamaha)	8
5. T. Virtanen (Yamaha)	6
6. R. Guili (Yamaha)	5
7. J. Bengtsson (Yamaha)	4
8. O. Chevallier (Yamaha)	3
9. C. Eckre (Yamaha)	2
10. K. Sedendorf (Yamaha)	1

The sixth round of the Prize was scheduled to take place at Hameenlinna in Finland on August 3.

Points positions prior to the round in Finland were:

Barry Sheene	30	Barry Ditchburn	12
Patrick Pons	27	Christian Estrosi	12
Johnny Cecotto	25	John Newbold	11
Jack Findlay	24	Christian Bourgeois	10
Charles Mortimer	21	Victor Palomo	10
Dave Potter	20	Rene Guili	9
Gene Romero	15	Giacomo Agostini	8



Ken Roberts (1) duels teammate Don Castro in 250cc road race.

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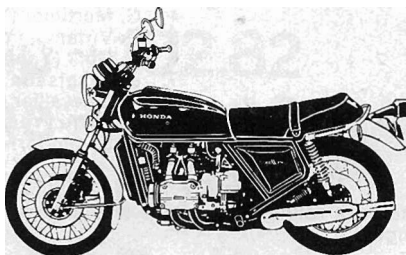
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# Past Winners

	1971	1972	1973	1974
<b>JOHN PLAYER GRAND PRIX</b>	—	—	—	Barry Sheene (Suzuki) 106.22 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	—
<b>Senior 500 c.c.</b>	G. 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>	G. Agostini (MV Agusta) 101.80 mph	Jarno Saarinen (Yamaha) 102.13 mph	John Dodds (Yamaha) 103.05 mph	Tony Rutter (Yamaha) 104.69 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	T. Katayama (Yamaha) 102.09 mph
<b>Ultra Lightweight 125 c.c.</b>	Barry Sheene (Suzuki) 90.95 mph	C. Mortimer (Yamaha) 90.09 mph	Steve Machin (Yamaha) 89.22 mph	K. Andersson (Yamaha) 89.66 mph
<b>Production Machines</b>				
<b>1000 c.c.</b>	—	—	—	Percy Tait (Triumph) 97.78 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
<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
<b>Sidecars</b>				
<b>1000 c.c. (Saturday Race)</b>	—	—	Gerry Boret/ Nick Boret (750 Konig) 94.27 mph	Bill Currie/ Ken Arthur (750 Weslake) 83.14 mph
<b>1000 c.c. (Sunday Race)</b>	—	—	Gerry Boret/ Nick Boret (750 Konig) 94.00 mph	W. Schwaerzel/ K-H. Kleis (680 Konig) 97.92 mph
<b>750 c.c.</b>	Horst Owesle/ P. Rutterford (750 Munch) 91.36 mph	Chris Vincent/ M. Casey (750 Munch) 94.29 mph	—	—
<b>500 c.c.</b>	Horst Owesle/ P. Rutterford (500 Munch) 92.38 mph	Klaus Enders/ R. Engelhardt (500 BMW) 93.71 mph	—	—

## Other Happenings 1

# ShellSPORT PRESENTS Dave Taylor

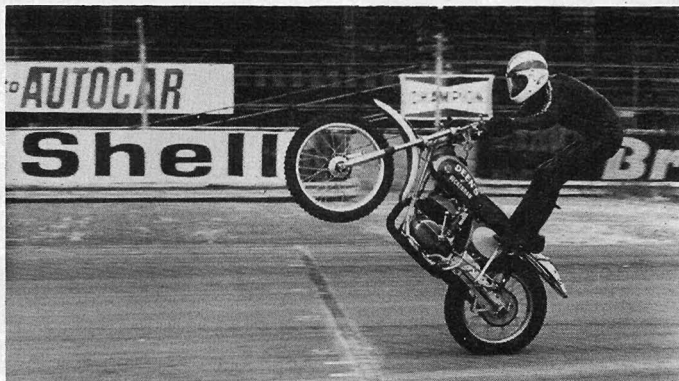


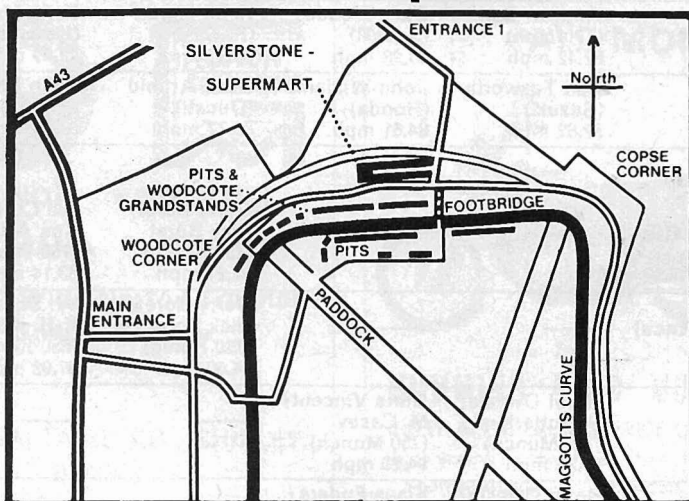
Photo by Robin Rew

(by permission of European Dragways—Potters Bar 43116)

On Sunday, world "wheelie" record holder, 32 yrs. old Dave Taylor from Barnehurst, Kent, will ride round parts of the circuit on the back wheel of his motor cycle.

This spectacular display has been developed by Dave Taylor during six years of stunt riding. He is also an expert motor cycle trials rider.

## Silverstone Supermart



The above plan shows the location of the SILVERSTONE SUPERMART. This trade area is well worth a visit as there are a number of very interesting exhibits on display and you will be able to purchase motorcycle accessories, models, film, decals, gear, etc.

## Other Happenings 2

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### RIDES ROUND THE CIRCUIT

Buses have been arranged to take spectators round the Silverstone Grand Prix Circuit, free of charge from two points; the entrance to Woodcote Corner and between Stowe and Club corners. A taped commentary is given by Dave Croxford, and the service will operate from 7 a.m. on Sunday, August 10th.

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### PARADE OF CHAMPIONS

The top riders in the John Player Grand Prix will be presented to the public round the Circuit, in a Parade of Champions.

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### 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 will be judged by a special panel, comprising representatives of the motor-cycling press and John Player.

---

### CAMPING SITE

The Camping Site is situated in the Outer Purple Car Park. The entrance is at Gate No. 2 close to the Main Entrance. NO PUBLIC CAMPING WHATSOEVER IS ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE.

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The ACU wishes to thank Honda (UK) Ltd for the loan of two Honda SS 50 mopeds for their use at this meeting.

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### FORTHCOMING EVENTS

Mon., Aug. 25th	Bank Holiday Championship Race Day	BRDC
*SAT., AUG. 30th	EUROPEAN CHAMPIONSHIP FORMULA 2 INTERNATIONAL OFFICIAL PRACTICE	BRDC
*SUN., AUG. 31st	EUROPEAN CHAMPIONSHIP FORMULA 2 INTERNATIONAL	BRDC
Sun., Sept. 7th	Championship Car Races	BARC
*SAT., SEPT. 27th	FORMULA 5000 INTERNATIONAL AND CHAMPIONSHIP FINALS MEETING OFFICIAL PRACTICE	BRDC
*SUN., SEPT. 28th	FORMULA 5000 INTERNATIONAL AND CHAMPIONSHIP FINALS MEETING	BRDC
*SAT OCT., 4th	ACCESS RAC TOURIST TROPHY OFFICIAL PRACTICE	BRDC
*SUN., OCT. 5th	ACCESS RAC TOURIST TROPHY	BRDC

\*Denotes meetings held on the full Grand Prix Circuit; other meetings held on the Short Circuit. International Meetings are printed in Block Letters.

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# Notices

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## **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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## **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.

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## **GRANDSTAND ROVER TICKETS**

Grandstand Rover Tickets costing £1.00 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.

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## **INTERNATIONAL FLAG SIGNALS**

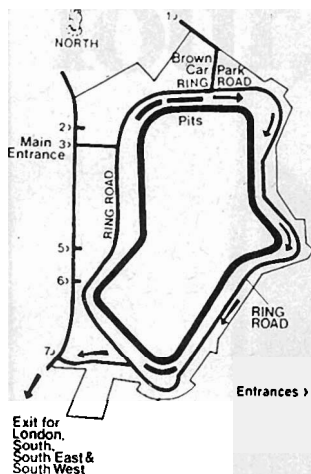
**Red:** Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Black (with competitor's number):** Signal for the competitor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

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## Traffic arrangements at the circuit

Plan of Ring Road



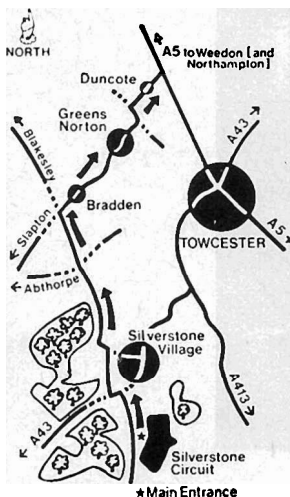
## THE RING ROAD

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

Traffic Diversion Route from Main Entrance avoiding Towcester

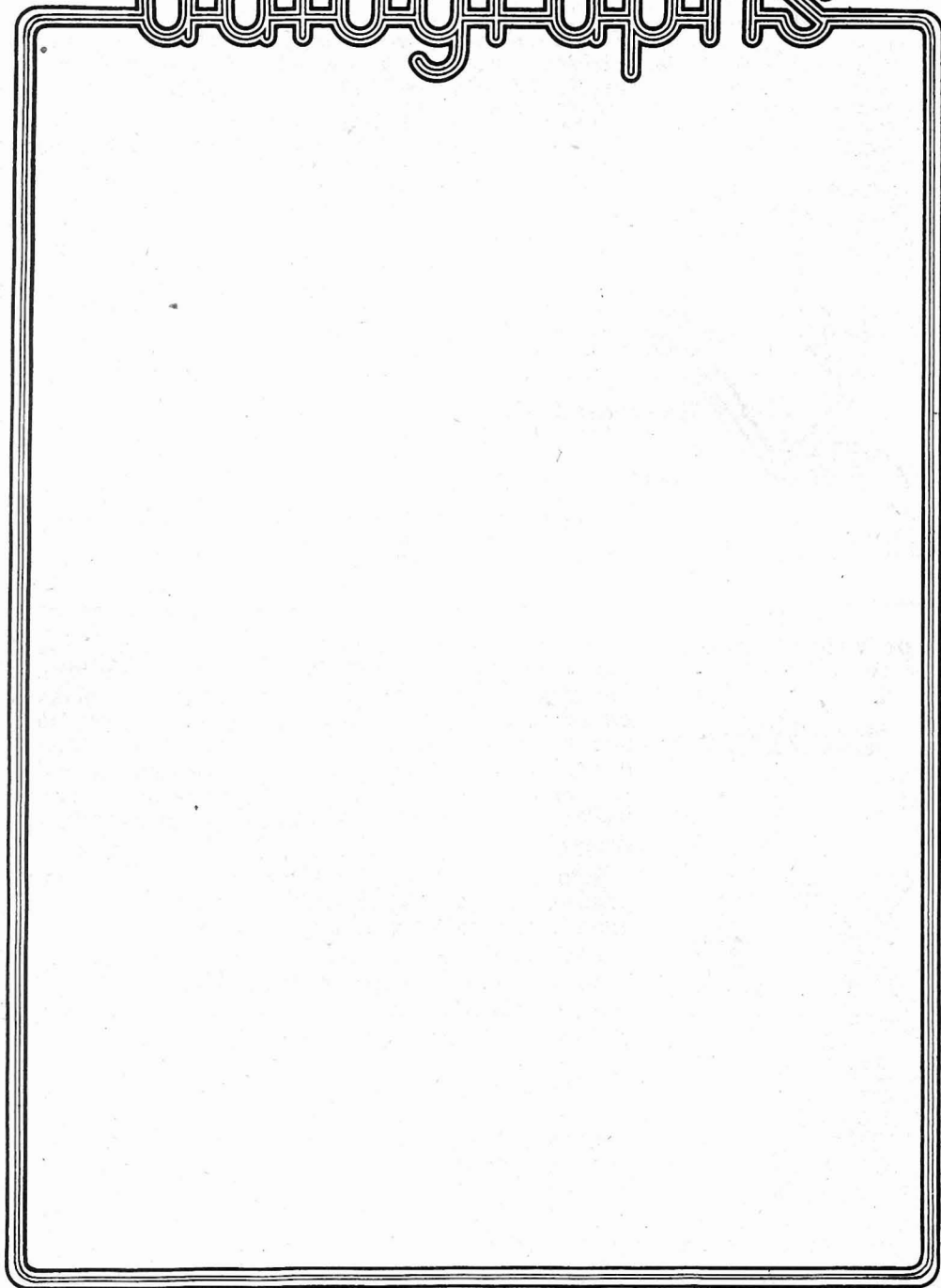


The second important feature for outgoing traffic is the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively. The diversions will be signposted and we request that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

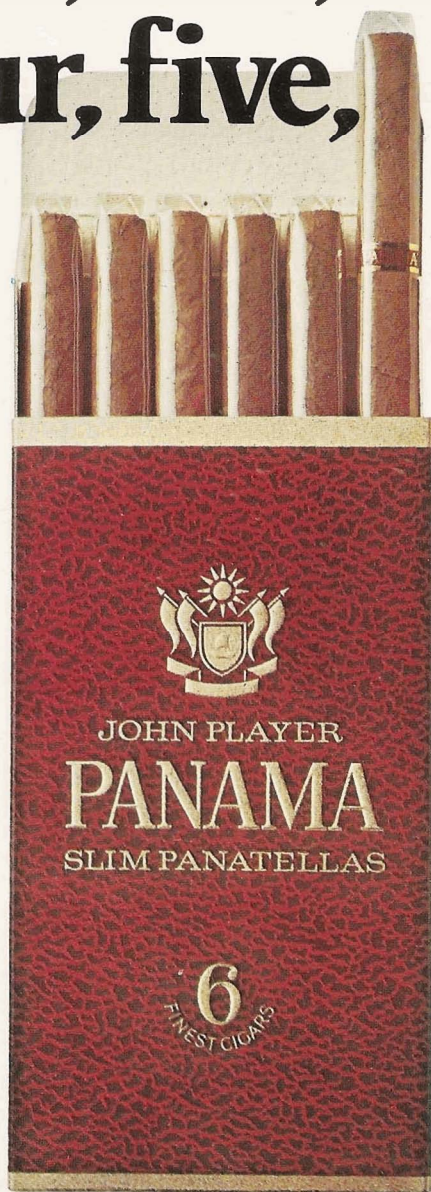
Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

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.

# autographs



One, two, three,  
four, five, six?



Rolled in Great Britain.

# Your kind of cigarette



## John Player Special

JPS10

MIDDLE TAR

As defined in H. M. Government Tables published in September 1974.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING