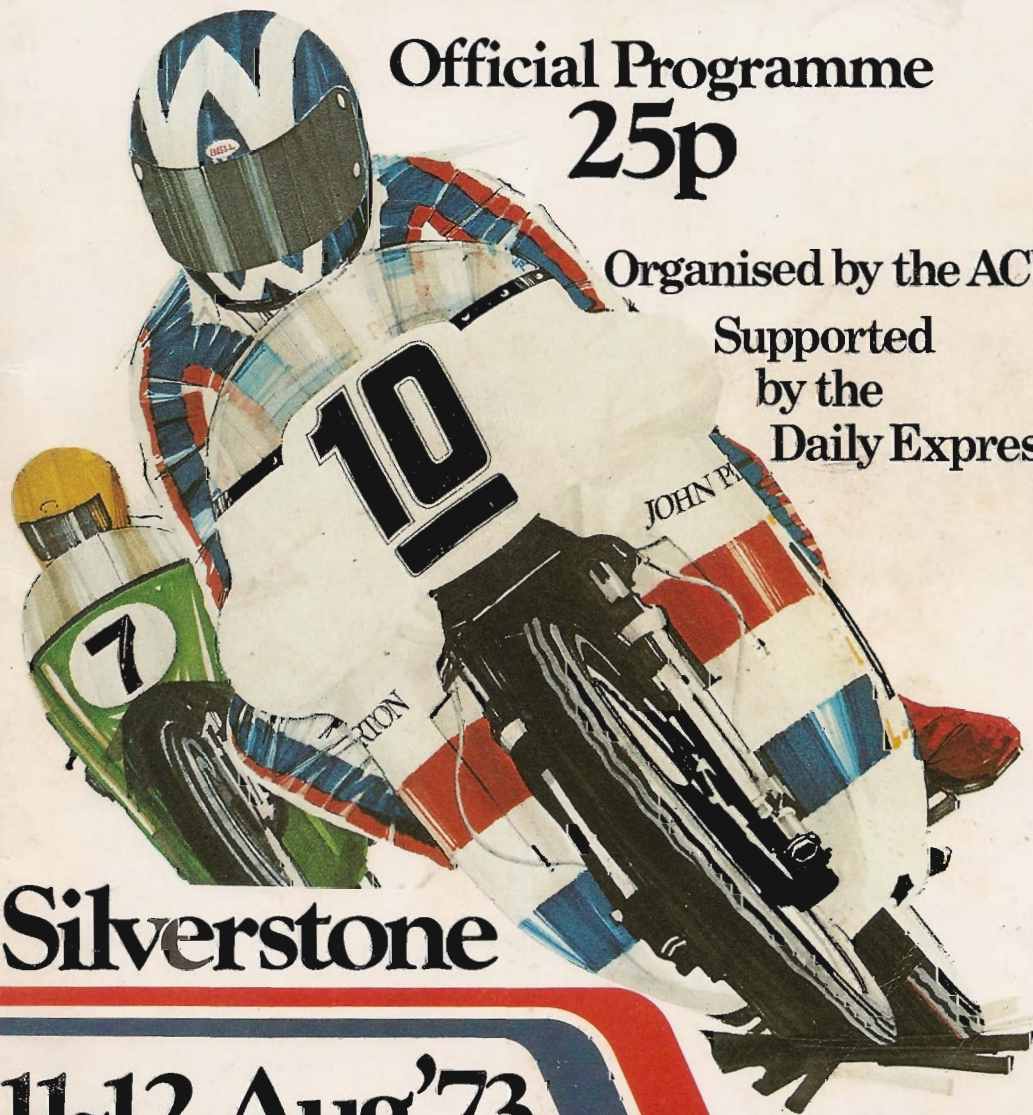


John Player International

Official Programme
25p

Organised by the ACU

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by the
Daily Express



Silverstone

11-12 Aug '73



John Player Norton Super bikes-Super team

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NORTON



John Player Norton

PNT 115

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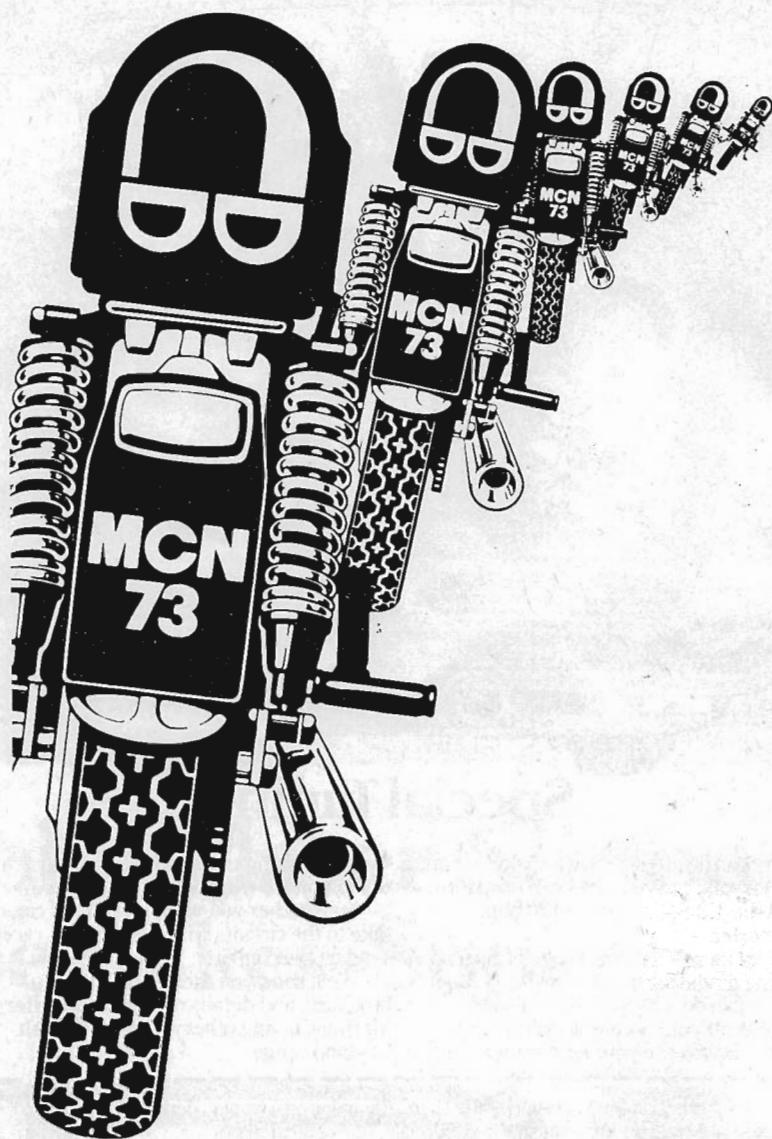
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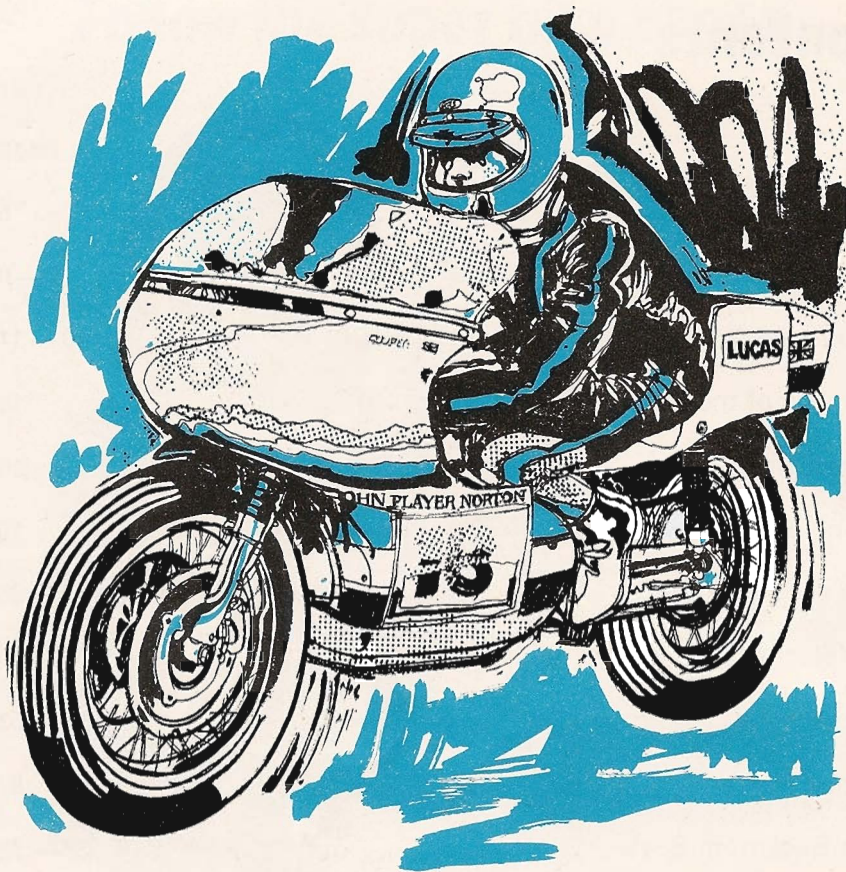
Follow the super bike paper.



Motor Cycle News
The super bike paper.
Every Wednesday

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Super sparks for Superbikes

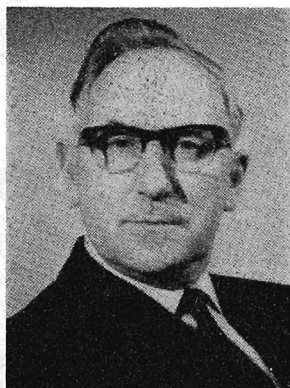
We've been supplying the vital spark of success since 1920 for such world championship winning bikes as Norton, Moto-Guzzi, M.V. Agusta and Gilera.

And today, we're still leading the field with our advanced ignition equipment for both racing and road machines. The 1973 Norton and Triumph Superbikes rely on Lucas electronic capacitor ignition systems — the latest, ultra-modern examples of our winning ways with motor bikes.

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The ACU welcomes you once again to Silverstone Grand Prix Circuit



VERNON COOPER
Vice-Chairman
of the ACU and
Clerk of the Course.

This, the Third John Player International, has all the ingredients for a best ever Silverstone Classic.

For the first time, a round of the FIM Formula 750 Prize is to be contested in England. Last year a Formula 750 round was run over a distance of 58.54 miles (20 laps). This year, because of its extreme importance, we have increased the distance to 117.08 miles (two 20 laps races) — unhampered by pit stops for petrol, these races will certainly be a test of speed and reliability — the winning driver and machine will surely be able to say — We are the Champions!

To add to this exciting festival of speed, we have included solo and sidecar rounds of the British Road Racing Championships and also a race qualifying for the ACU 250 cc Star.

What a weekend this will be. The entry list is star-studded with the world's best drivers, many of whom have 'works' machines, the honours at stake will be hard-won.

With the sponsorship of John Player & Sons, the support of the Daily Express and the wonderful facilities of the Silverstone Grand Prix Circuit, the scene is set for a fabulous race meeting, and as this is a truly international entry — Bon appetit — enjoy the feast.

"Superbike Grand Prix"

by **LESLIE NICHOL**

(Daily Express *Motoring* Reporter)



It should be quite an outstanding combination — Silverstone, Britain's fastest and most spectacular circuit staging Europe's finest "Superbike Grand Prix." Officially known as the Federation Internationale Motocyclist Formula 750 Championship, it has lured an array of the fastest and most up-dated showroom-based machinery in the world.

Add the names of such top classic challengers as 500 title-holder Phil Read of Britain, Italian ace Giacomo Agostini, Finland's brilliant Teuvo Lansivuori, German's sidecar ace Klaus Enders, and you have one of the greatest ten-race, two-day line-ups ever staged in the United Kingdom.

Reading down the talented list of entries from 12 countries I find it difficult to decide where our "Welcome" should begin.

The sponsors have not influenced my choice when I pin-point a rider whose popularity, skill and dedication have won him acclaim throughout the two-wheeled section of our motorsport — 33-year-old Peter Williams, captain of John Player Norton.

This is the crusader who, in his own admission, declares he missed out on all the fat works contracts of the mid-Sixties because: "I was not pushing enough to talk my way into one of the teams."

Modestly he adds: "Nothing has come naturally to me, not like Mike Hailwood for instance. I am a product of my own determination. I have had to make up for my deficiencies as a 'natural' by striving for perfection through hard work."

And: "I am not a risk-taker. If I have worked out that a race is to be won with a last lap battle, I really have to work myself up to it. I simply cannot permit myself to take the big chance that 'natural' riders get away with."

At the Isle of Man T.T. in June, Williams, who began racing when he was 24, won the non-championship five-lap Formula 750 race on a twin-cylinder John Player Norton at an average speed of 105.47 miles an hour.

It was only 0.15 m.p.h. slower than the fastest-ever overall speed set by Mike Hailwood on the extremely powerful and highly costly 'works' Honda four-cylinder in the 1967 six-lap T.T.

Williams won by three minutes from team-mate Mick Grant. It was the second fastest event ever held on the Island.

Peter went further, setting the fastest lap at 107.27 miles an hour. A new record for the race, the second fastest ever staged at the Manx classic — and a jolly fine, cheer-raising challenge to the outright T.T. round clocked by Hailwood at 108.77 m.p.h. in 1967.

Great stuff for a rider who seems to think that he 'missed the boat.' The absence of the solo world champions at the T.T. lifted greatly the prestige of the F750 event, highlighting the obvious racing potential of these aptly-named 'Superbikes.'

There are enthusiasts who maintain — and rightly — that 'Grand Prix' must represent the ultimate in automotive design. But, in this materialistic age, expenditure has to be more carefully balanced against not only cost, but also return.

The days of the super grand prix teams are diminishing, and the only representative here today of those past glorious racing thoroughbreds are the three-cylinder M.V. Agustas of Read and Agostini.

We enter a new era of 'Senior' multi-cylinder machinery, Williams, who will again be partnered by the dynamic Dave Croxford, is supported by an indefatigable team, managed by Frank Perris, captain of the former Suzuki grand prix squad, and wholeheartedly encouraged by the one-time racing driver Dennis Poore, chief of Norton Villiers and Triumph.

Their mounts are extremely sophisticated images of the factories basic machinery, representing a category which Poore battled to enforce many years ago.

I estimate it costs, with Players help, around £100,000 to maintain the Norton formation through a season of racing. The constant attempts of their competitions department and mechanics to seek more power and improved design have the obvious advantage of adding to the safety and endurance of machines which you and I can ride.

If the series receives sufficient encouragement from those who control the sport, then I see no reason why it should not succeed at world championship level. One factor is certain — it will, naturally, receive the full support of the manufacturers.

When Players entered motorcycle racing they looked around for something British to support. Not an easy task in a sports arena that is almost totally dominated by Japanese and Italian machinery.

Norton, striving to improve their image, was the sponsors choice. They are still fighting for more power. They need it. By next season I hope, for them and, more vital, this country's image, I hope they find it.

Look down the glittering list of entries for the 750 battle and you can see the strength of the opposition.

For instance, Suzuki. Watch their Senior T.T. winner and 35-year-old Australian, Jack Findlay — who lives in Milan, rides a Japanese bike and races under a French licence.

Going to a world championship grand prix and discovering Findlay absent is somewhat like finding the Isle of Man had run out of its renowned kippers!

Jack is a staunch and loyal member of the classic brigade — not fearing to race where other men are afraid to tread. After suffering many crashes he came back out of his wounded corner to provide us with a display of sincere sportsmanship that made the whole motorcycling world rejoice when he collected a much-needed £1,000 victory cheque for his first Manx win after so many, many years.

'Over there,' gear-box trouble k.o'd him from the 750, but not before his earlier practice trials lifted him to the coveted position of riding the fastest machine in the race — after going through the Motor Cycle speed-trap, positioned on the Highlander, at 164 miles an hour.

The speed gives you some idea of the advanced capabilities of the 'Superbikes' you are going to see. Speeds of more than 175 miles an hour have been claimed for these 'multis.'

The Suzuki banner will be enforced by the 'King of Brands', Barry Sheene, who won the 750 round in France, and Chester's 28-year-old Stanley Woods, second to Findlay in the Swedish qualifier.

Also representing Suzuki is the 30-year-old rider from Kent who has created an overwhelmingly successful reputation in the United States, Paul Smart.

His numerous victories have included a £12,500 prize-packet at Ontario in 1972. Certainly among the world's top half-dozen riders, Paul has proved a regular threat in the big-bike John Player Transatlantic series, since its inception in 1971, when he shared a top-scoring place with Ray Pickrell.

The strong international entry is sparked off by the 33-year-old French-Canadian, Yvon du Hamel, riding an extremely potent works Kawasaki.

Yvon's versatility stretches to having been Canadian snowmobile champion, American national road race champion and keen stock car contestant. In the last Transatlantic clash he finished top-scorer with Peter Williams after an impressive second leg victory at Mallory Park.

Harley-Davidson will be represented by Gary Fisher, who was another strong U.S. runner against a British team which clinched a hat-trick of wins in the series.

Two Yorkshiremen to note: 25-year-old Tony Jefferies and 22-year-old Dave Potter, both privateers. You will not find a more keen rider in the 'Super' parade than Tony, a motorcycle dealer from Shipley. He has a magnificent T.T. record which embraces success in the June 750 Production Machine event on his three-cylinder Triumph and a win-double in the Formula 750 and Junior races of 1971.

Dave, representing London's Gus Kuhn Norton camp, where he works as a mechanic in the 'comps' section, is a British 750 champion. He has been racing only four years, but was Britain's second highest scorer at his first attempt in the Transatlantic races.

Silverstone should present no problems for Tony Rutter, the 31-year-old Staffordshire toolmaker, fastest lap-breaker on two wheels in Britain and winner of the last 350 Junior T.T.

Too old at 40? You just watch 42-year-old Percy Tait, a Triumph test-rider who also breeds horses on his farm in Warwickshire and a former British champion who has been racing for 22 years.

Honda's hopes include Chester's Bill Smith, who has raced in the Island for 17 years and won the recent 500 class of the Production Machine battle.

B.M.W., who are strengthening their motorcycle bid throughout the world — I tested one of their secret-list machines in Munich last month — have Hans Otto Butenuth, seventh in the 750 Production behind Jefferies.

Finally, Finland's fabulous 27-year-old Teuvo 'Teppi' Lansivouri, the man who has decided to fight on and raise his country's flag in honour of one of the greatest riders the sport has even known, the late Jarno Saarinen of Yamaha.

Teuvo started competing on a 175 Husqvarna in 1962 on ice, then moto-cross, sand-track and road racing. He has proved a formidable opponent to Agostini in this season's 350 world championships.

Lansivouri has a busy programme at Silverstone, being entered in five events. I am sure that, barring mechanical misfortune, he can provide the fans with the same splendid courage displayed by his former fellow countryman.



RADIO LU

Listen to our motoring news

The Daily Express Production Machine Race, embracing 750, 500 and 250 mounts, bring together the leading F750 runners and should prove one of the most exciting and outstanding events of Sunday's racing.

Read versus Agostini in the Senior should be one of the battles of the century, something for the history book.

Their opponents include the man who has struggled alone to threaten M.V.'s world 500 title chance all season, New Zealander Kim Newcombe, on the Konig 'four' and winner of his first grand prix in Finland last June.

The amazing Read, 34 and Luton-born, claimed his sixth world crown when he took the title from the once unbeatable Giacomo in the Swedish Grand Prix at Anderstorp.

The British rider, one of the most never-give-up men I have known in motor-sport, had only to finish second to get his first heavyweight world championship.

But, on such an occasion, second best is never good enough for Read. All his previous successes in the world championship had been earned and hard fought on two-stroke Yamahas. He claimed more recognition for the Japanese factory than any other rider.

He had waited years and battled back as a privateer to prove that he could beat the finest in the world on the 'big stuff'. He has not been happy about filling the No. 2 spot with M.V. — even if that meant acting as the shadow to a supreme rider with thirteen world championships, including seven 500 titles.

Sweden proved not only a much-needed flag-waver for Britain — it was the finest grand prix battle since the days of Hailwood, last Englishman to hold the Senior world title (on an M.V.) in 1965.

Phil beat 'Ago' by two-fifths of a second. The lap record went four times, once to Phil, and finally three times to the pursuing Agostini. There are no championship points at stake today. It could be quite an unofficial decider. Stand by for action.

Another relentless Yamaha hope and double Manx victor who should also be chasing records is the jack-in-the-box, take-them-all-on 23-year-old Charlie Williams. This lad must have pencilled in a fabulous number of racing miles during his career, including wins in the Lightweight 250, the 250 class of the Production Machine event and a daring fourth on his 350 Yamaha to Williams in the F750.

No combination has ever mastered any one category of racing with more strength than West Germany's sidecar supremo Klaus Enders and his fearless companion Ralf Engelhardt.

Enders, 35 and racing for 14 years, clinched an overpowering double at the T.T. with record race and lap speeds on his B.M.W. outfits.

This five times world champion will be challenged today by Britain's Chris Vincent, who claimed this country's last T.T. success on a B.S.A. in 1962.

Men like Read, Agostini and Enders are among the many big names at this fantastic meeting. Space prevents my mentioning those numerous other hopes, well-known and maybe not so well-known.

There are men and women who have to dip deep into their pockets to keep racing, like sidecar hopes Fred Lewin and his wife, Lesley; people who race more for the love of the sport than what they get out of it.

Please remember . . . without them this occasion would not be possible.

XEMBOURG

every Friday at 10.15 p.m.



Sponsorship— what it's all about

Sponsorship has become a recognised part of British life. The field was pioneered by John Player and Sons, and other tobacco Companies. In recent years it has been entered by a host of other organisations—from brewers to bankers, from insurance companies to cosmetics firms. All see sponsorship not only as a means of promoting their products, but as a means of creating goodwill among participants, organisers, spectators and audiences.

Sponsorship of sport, the arts and local activities is not just a phenomenon of the past decade. Boxing and horse racing, for example, owed their origins to private backers. During the past 300 years many composers and painters have depended on patrons. Many a borough can look back to a particular merchant or industrialist whose benefactions once did much to supplement the social amenities and cultural wealth of the area.

The distribution of wealth has changed over the decades. The money for sponsorship is mainly held by large-scale organisations, in particular major businesses and today sponsorship provides funds which make it a vital part of the British sporting scene. It is of growing importance in the arts, and in local communities. Estimates of expenditure on the major sports alone range from £5 million to £7 million a year, whilst millions more are spent on lesser known grass roots activity.

But Industry is becoming more selective in its sponsorships. Well known sponsors receive hundreds of requests a year. Ideas are critically examined, practical difficulties closely considered, and likely benefits to all those concerned—including of course the sponsor—are carefully assessed. For every proposal that's taken up, dozens more are declined. The sponsorship world is riddled with stories of rejected applications. There was the pop festival promoter who sought support only days after a similar festival had lost money heavily. A £750,000 scheme to break the world land speed record was stillborn. There are many unsuccessful requests from people planning expeditions to remote parts of the world.

Any of these ideas, properly planned and proposed, might have found some backing. The successful applicant, however, should consider the benefits to the sponsor. Public companies have a responsibility to their employees and shareholders to ensure their sponsorships are socially acceptable, and where appropriate, commercially sound.

Few organisations have entered the sponsorship arena with the same gusto and sense of purpose as John Player and Sons. They believe their

WIN PETER WILLIAMS' T.T. WINNING HELMET.

Get your entry forms from the John Player Kiosks for the Peter Williams' T.T. winning helmet.

sponsored and supported activities should represent the best in British life. In top-class sport, for example, there are John Player Specials in motor racing, The John Player Nortons in motor cycling, John Player League cricket, the Player's No. 6 Trophy in Rugby League, the John Player Hurdle Championship and Gold Leaf Point to Point Championship in racing, the John Player Tennis Tournament, and the John Player Classic, Europe's richest golf tournament. At this level, sponsors look for national press and television coverage of teams and events. A collection of authoritative John Player yearbooks emphasise the important place the Company has in some major sports. Less well known are John Player's sponsorships and promotions in badminton, powerboating, angling, speedway, autocross, sailing, stock car racing and darts.

At these events, the John Player name is often evident on banners, programmes and tickets, and over the public address system. Demonstrators sell the Company's products.

There are other areas where the John Player involvement is not so obvious to a mass public, but is vitally important to smaller groups. John Player support a season of plays at London's Bankside Globe Playhouse, lectures by the eminent in the film world at the National Film Theatre, the Nottingham based English Sinfonia, the events in the International Eisteddfod and the Scottish National Mod. The Company makes a number of awards in various fields, including light aviation, computer technology and management journalism.

In the Nottingham area, where the great majority of John Player's 9,500 employees live and work, the company is heavily committed. This year's list of organisations and activities supported includes Nottingham Film Theatre and Nottingham Playhouse, cricket and soccer, an air display and a show jumping spectacular.

It's a rich and varied mixture, befitting the pacesetters in large-scale sponsorship. It underlines John Player and Son's determination to maintain and enhance their reputation for bringing the best to the British public.

LEARN TO RACE THE EASY WAY!

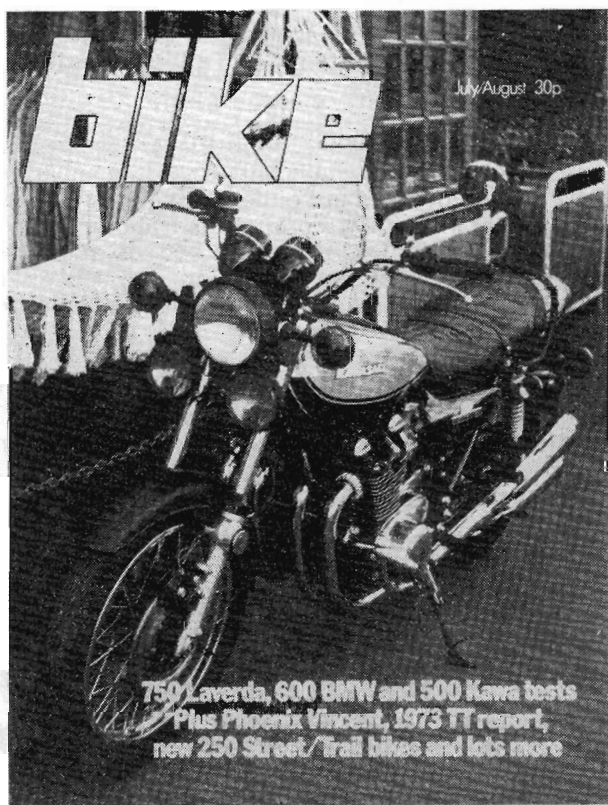
FOLLOW the right line with DIXON Racing here at Silverstone! also Oulton Park and Brands Hatch.

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DIXON RACING LTD., 35 Wodeland Avenue, Guildford, Surrey.

Good things are worth waiting for.



Every two months. 30p.



JOHN PLAYER INTERNATIONAL

Silverstone

Saturday/Sunday, 11/12 August, 1973

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. 624. I.M.N. No. 2/63.



OFFICIALS OF THE MEETING

Stewards of the Meeting: (International Jury)

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

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Deputy Clerk of the Course: A. B. Mullee

Chief Timekeeper: H. W. Shuttleworth

Timekeepers:
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V. C. Anstice
H. Clenshaw
R. Connor
F. J. Henley
S. A. Nicholls
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Startline Marshals:
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C. Gibbons
J. Gibbons
C. Pearson
R. Pearson
C. Spear

Commentators:
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E. Dow
I. Goddard
P. Scott-Russell

Chief Scoreboard Marshal: G. A. Morris

Press Officer:
P. B. Aumonier

Chief Scrutineer:
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Assistant Scrutineers:
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J. Chillingworth
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Assistant Chief Marshals:
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M. Blomfield

Paddock Marshals:
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D. Breach
R. Bullimore
R. Mann
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Lap Scorers:
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Mrs. M. Pike

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

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St. John Ambulance
Brigade

Vehicle Recovery:
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Revetts Ltd.

A.C.U. Headquarters:
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D. Jackson
P. Finnigan

**Asst. Secretary of the
Meeting:**
Mrs. M. Driver

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

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

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J. G. S. Sears

Circuit Manager:
G. Smith

Press/Publicity Officer:
P. B. Aumonier

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.

John Player course cars provided by The Mann Egerton Group

Timetable

Saturday 11 August

09.00—09.15	Practice for 125 c.c. class	
09.20—09.35	Practice for Sidecar class	
09.40—09.55	Practice for Production Machine classes	
10.00—10.15	Practice for 350 c.c. class	
10.20—10.35	Practice for Formula 750 class	
10.40—10.55	Practice for 250 c.c. class	
11.00—11.15	Practice for 500 c.c. class	
	Lunch Interval	
12.30—12.45	Practice for 125 c.c. class	
12.50—13.05	Practice for Sidecar class	
13.10—13.25	Practice for Production Machine class	
13.30—13.45	Practice for 350 c.c. class	
13.50—14.05	Practice for Formula 750 class	
14.10—14.25	Practice for 250 c.c. class	
14.30—14.45	Practice for 500 c.c. class	
	Interval	
16.00	Ultra-Lightweight 125 c.c. Race	8 laps
16.30	Allcomers 1000 c.c. Race	15 laps
17.15	Sidecar Race	15 laps

Sunday 12 August

11.30—11.45	Practice for Formula 750 class	
12.00	Parade of the Champions	
12.30	Production Machine Race	12 laps
13.10	Junior 350 c.c. Race	12 laps
13.55	FIM FORMULA 750 PRIZE RACE (1st leg)	20 laps
14.50	Lightweight 250 c.c. Race	12 laps
15.30	Senior 500 c.c. Race	12 laps
16.10	FIM FORMULA 750 PRIZE RACE (2nd leg)	20 laps
17.10	Sidecar Race	15 laps

Trophies and Awards

FIM FORMULA 750 PRIZE RACE

Winning Driver Overall—John Player Sword and Sash

1st Leg—1st £250; 2nd £150; 3rd £100; 4th £75; 5th £50; 6th £30; 7th £15; 8th £10.

2nd Leg—1st £250; 2nd £150; 3rd £100; 4th £75; 5th £50; 6th £30; 7th £15; 8th £10.

SIDECAR RACE (Saturday)

Winning Driver and Passenger—John Player Swords and Sashes

1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

ULTRA-LIGHTWEIGHT 125 c.c. RACE

Winning Driver—John Player Sword and Sash

1st £50; 2nd £30; 3rd £20; 4th £12; 5th £10; 6th £6.

ALLCOMERS 1000 c.c. RACE

Winning Driver—John Player Sword and Sash

1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

PRODUCTION MACHINE RACE

Winning Driver Overall—The Daily Express Trophy and Sash

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

500 c.c. class: 1st £30; 2nd £15; 3rd £10; 4th £8; 5th £4; 6th £2.

250 c.c. class: 1st £30; 2nd £15; 3rd £10; 4th £8; 5th £4; 6th £2.

JUNIOR 350 c.c. RACE

Winning Driver—John Player Sword and Sash

1st £80; 2nd £40; 3rd £25; 4th £15; 5th £12; 6th £10; 7th £7; 8th £4.

LIGHTWEIGHT 250 c.c. RACE

Winning Driver—John Player Sword and Sash

1st £80; 2nd £40; 3rd £25; 4th £15; 5th £12; 6th £10; 7th £7; 8th £4.

SENIOR 500 c.c. RACE

Winning Driver—John Player Sword and Sash

1st £80; 2nd £40; 3rd £25; 4th £15; 5th £12; 6th £10; 7th £7; 8th £4.

SIDECAR RACE (Sunday)

Winning Driver and Passenger—John Player Swords and Sashes

1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

LIST OF ENTRANTS

SOLOS

Riding No.	Driver/Entrant	Races	Riding No.	Driver/Entrant	Races
1	Giacomo Agostini (Entrant: MV Agusta)	8	37	Gordon Pantall (Entrant: Two Wheel Services)	2, 6, 8, 9
2	Phil Read (Entrant: MV Agusta)	2, 8	38	Ron Chandler	2, 6, 8, 9
3	Teuvo Lansivuori (Entrant: Team Arwidson)	2, 5, 6, 7, 9	39	Steve Ellis	2, 5, 6, 8, 9
4	Kim Newcombe	2, 8	40	Hugh Ballington (Entrant: Doug. Aldridge (Beds.) Ltd.)	2, 6, 7, 8, 9
5	Guido Mandracci (Entrant: Suzuki (Europa) Ltd.)	6, 8, 9	41	Paul Cott (Entrant: Stewart Willis)	2, 5, 6, 8, 9
6	Barry Sheene (Entrant: Suzuki (G.B.) Ltd.)	2, 6, 8, 9	42	Darryl Pendlebury (Entrant: A. Bennett & Son)	4, 6, 8, 9
7	Gary Fisher	2, 6, 9	43	Phil Haslam (Entrant: Malcolm Carter)	2, 5, 6, 7, 9
8	Paul Smart	2, 6, 9	44	Ken Huggett (Entrant: H. Dugdale Motors)	2, 5, 6, 7, 8, 9
9	John Dodds	5, 6, 7, 9	45	Tony Holland	6, 7, 8, 9
10	Peter Williams (Entrant: John Player Norton) (Entrant: Norton Villiers (Europe))	2, 4, 6, 9	46	John Williams (Entrant: Gerald Brown)	2, 4, 5, 6, 7, 8, 9
11	Michel Rougerie	2, 5, 6, 7, 9	47	Bill Rae (Entrants: Padgetts (Batley) Ltd.)	1, 2, 5, 6, 7, 8, 9
12	Mick Grant (Entrant: John Davidson Group)	2, 4, 5, 6, 7, 9	48	Mick Chatterton (Entrant: Chatterton's Motors)	5, 7
14	Jack Findlay (Entrant: Suzuki (Europa) Ltd.)	6, 8, 9	49	Martin Sharpe (Entrant: Screen and Plastics) (Entrant: Devimead Ltd.)	2, 4, 5, 6, 7, 9
15	Bo Granath	2, 6, 8, 9	50	John Newbold	2, 5, 6, 7, 9
16	Eric Offenstadt (Entrant: Ecurie Antar)	2, 6, 8, 9	51	Dave Nixon (Entrant: Boyer of Bromley)	2, 4, 6, 9
17	Yvon Du-Hamel	6, 9	52	Tony Rogers (Entrant: Keith Burns)	5
18	Olivier Chevallier	2, 5, 6, 7, 9	53	Denis Gallagher	5, 7
19	Philippe Coulon	1, 6, 9	54	Neil Tuxworth (Entrant: Henstocks of Mansfield)	1, 2, 4, 5, 6, 7, 9
20	Dave Potter (Entrant: Gus Kuhn Motors Ltd.)	2, 4, 6, 8, 9	55	Keith Martin (Entrant: Monty & Ward (Motors))	2, 4, 6, 7, 8, 9
21	Stan Woods (Entrant: Suzuki (G.B.) Ltd.) (Entrant: Eddie Crooks (Morot Cycles))	2, 4, 6, 8, 9	56	Phil Carpenter (Entrant: Norman Ball)	2, 5, 6, 7, 9
22	Dave Croxford (Entrant: John Player Norton) (Entrant: Norton Villiers (Europe))	2, 4, 6, 9	57	Bob Heath (Entrant: Reg Gower)	2, 5, 6, 7, 9
23	Hans Otto Butenuth	6, 9	58	Roger Nicholls (Entrant: Two Wheel Services)	1, 2, 6, 8, 9
24	Tony Rutter (Entrant: Bob Priest)	5, 6, 7, 9	59	Tom Dickie (Entrant: J. R. Meredith Motorcycles)	2, 4, 5, 7
25	Percy Tait	2, 4, 6, 9	60	Bob Steele (Entrant: T. E. Rutherford)	6, 9
26	Steve Machin	1, 2, 5, 6, 7, 9	61	Peter Butler (Entrant: Boyer of Bromley) (Entrant: John Goodson)	2, 4, 6, 9
27	Derek Chatterton (Entrant: Chatterton's Motors)	2, 5, 7, 8	62	Graham Sharp (Entrant: Gus Kuhn Motors Ltd.)	2, 4, 6, 9
28	Barry Ditchburn (Entrant: Broad Motors Ltd.)	2, 5, 6, 9	63	Dudley Robinson (Entrant: Eddie Crooks (M/Cycles))	2, 6, 8, 9
29	Rod Scivyer (Entrant: Mike Wheeler M/Cs Ltd.)	2, 4, 5, 6, 7, 9	64	Steve Murray (Entrant: Bill Smith Motors Ltd.)	5, 6, 9
30	Charlie Williams (Entrant: Derek Johnson M/Cycles)	1, 2, 5, 7	65	Geoff Barry (Entrant: E. C. Oakley)	2, 5, 6, 8, 9
31	Barry Randle (Entrant: Padgetts (Batley) Ltd.)	5, 6, 7, 8, 9	66	Peter H. Gibson (Entrant: T. Mill Tours)	2, 6, 8, 9
32	Tony Jefferies (Entrant: Allan Jeffries Motorcycles)	2, 5, 6, 8, 9	67	Terry Gardiner (Entrant: R. T. Quaife Eng. Ltd.)	2, 6, 9
33	Bill Smith (Entrant: Bill Smith Motors Ltd.) (Entrant: Dixon Racing Ltd.)	2, 4, 5, 6, 8, 9	68	Roger Corbett (Entrant: C. J. Racing)	2, 4, 6, 9
34	Alan Barnett (Entrant: Joe Henderson)	2, 5, 7			
35	Jim Harvey	2, 6, 8, 9			
36	Charlie Sanby (Entrant: Hi-Tac Engineering Ltd.)	2, 8			

Riding No.	Driver/Entrant	Races	Riding No.	Driver/Entrant	Races
69	Derek Best	2, 6, 9	114	Mike Trimby (Entrant: Gp. Cpt. Stafford Coulson)	5
70	Barrie Scully	2, 5, 6, 9	115	Arnold Fletcher (Entrant: Len Manchester M/Cycles)	5
71	Noel Clegg	5, 7	116	Anthony Myers (Entrant: P. Hillaby)	5
72	Jack Machin	1, 7	117	Dave Featherstone (Entrant: R.A.F.M.S.A.)	2, 5
73	Graeme Corbett (Entrant: Team Castrol)	1, 5, 7	118	Roger Marshall	5
74	Ian Ratcliffe (Entrant: Suzuki (G.B.) Ltd.)	2, 8	119	Bob Bentley (Entrant: P. J. Jacobs)	2, 5
75	Paul Selleck (Entrant: Vic Camp)	6, 8, 9	120	Howard Robinson	5
76	Dave Hughes	8	121	Pat Mahoney	6, 8, 9
77	Brian Flak	8	122	Carl Ward	1, 5, 7
78	Brian Smith	5, 7	123	Roy Simmons (Entrant: Cray Motor Cycles)	4, 8
79	Chris Mehew	4, 7	124	Don Grant	8
80	John Riley	7	125	John Wilkinson	4, 8
81	Richard Healey (Entrant: Len Manchester Motorcycles)	7	126	Michael Poxon (Entrant: Jak Products)	8
82	Raymond Judge	7	127	Chris Neve	8
83	Robert Towse	7	128	John Taylor (Entrant: Robert Vincent)	2, 8
84	Chris Bond	4	129	Edward O'Brien	8
85	Dennis Trollope	5, 6, 7, 9	130	Ken Inwood	8
86	Hugh Evans (Entrant: Ongar Motor Cycles)	4, 5	131	Adrian Cooper	8
87	John Weeden (Entrant: Sondel Sports Ltd.)	5, 7	132	Peter McKinley (Entrant: Padgett's (Batley) Ltd.)	5, 8
88	Paddy Reid (Entrant: R.A.F.M.S.A.)	5, 7	133	Kevin Cowley (Entrant: Eddie Crooks (M/Cycles))	5, 8
89	Brian Smith	5, 7, 8	134	Derek Loan (Entrant: Bran Bardsley M/Cycles Ltd.)	4, 8
90	John Barton	2	135	Ken Kay	5, 8
91	Derek Tierney (Entrant: Tierbro')	5	136	Bill Fulton	2, 5, 8
92	Graham Bailey (Entrant: The Pilot Inn)	2	137	Graham Bentman (Entrant: Twickenham Racing Components)	2, 8
93	Mick Hemmings	2, 4	138	Mal Kirwan	4, 5, 8
94	Hugh Robertson (Entrant: K. G. Buckmaster)	2, 4	139	Tom Newell	4, 8
95	Brian Redford	4	140	Alan Rogers	5, 8
96	Chris McGahan (Entrant: Oliver Cooke Ltd.)	4	141	Peter Burton	8
97	Royden Bisbey	4	142	Hartley Kerner	8
98	Nigel Palmer	4	143	Cliff Bolton (Entrant: A. H. Saunders)	4, 8
99	Clive Horton (Entrant: J. R. Meredith)	1, 4	144	Peter Welfare	8
100	Jeffrey Webber (Entrant: J. W. Car Radio Cardiff)	4	145	Brian Hunter	8
101	Rob Prior (Entrant: Jim Sharp M/Cycles)	4	146	Peter Courtney (Entrant: Padgett's (Batley) Ltd.)	1, 4
102	Dennis McMillan (Entrant: Dennis MacHarris M/Cycles)	4	147	Peter Elmore (Entrant: D. J. Whitehouse)	2, 4
103	Philip Chaplin	4	148	Tony Smith (Entrant: Gus Kuhn Motors Ltd.)	2, 4, 6, 9
104	Paul Coombs	4	149	Alastair Copland (Entrant: Bernard Winters)	6, 9
105	John Judge (Entrant: R. G. M. Racing)	4	150	Ray Knight	4, 6, 9
106	David Amos (Entrant: Apple Motorcycles)	4	151	Gary Green (Entrant: Elite Motors (Tooting) Ltd.)	4, 6, 9
107	David Cartwright	4	152	Ernie Pitt (Entrant: A. Bennett & Son)	2, 4, 6, 9
108	Wayne Dinham	4	153	Bob Harrington (Entrant: Jock Robertson)	4, 6, 9
109	Tony Carlton	4	154	Robin Keating	5
110	Clive Wall (Entrant: R. H. Smith Motorcycles Ltd.) (Entrant: David E. Owen)	4, 5	155	Eddie Roberts	1, 5
111	Alan Walsh	4	156	Terry Hutton	1, 5
112	Richard Allen (Entrant: Park Road Motor Cycles)	4	157	Denis Casement	1, 5
113	Gordon Mallick (Entrant: Rex Judd Ltd.)	4	158	William Bowman	1, 8
			159	Dave Bedlington (Entrant: Gladwins Motor Cycle Insurance)	1, 2, 4

Riding No.	Driver/Entrant	Races	Riding No.	Driver/Entrant	Races
160	Lindsay Porter (Entrant: Mark Porter Racing)	1, 4	184	John Kirkby	1
161	Leigh Notman (Entrant: H. E. Buttler M/Cycles)	1	185	James Wells	1
162	Brian O'Neill	1, 8	186	Ken Roads	1
163	Gary Carter (Entrant: Team Castrol)	7	187	Richard Hunter	1
164	Alf Speight (Entrant: A. H. Speight)	1, 7	188	Adrian Drew (Entrant: Dave Goddard M/Cycles)	1
165	Charles Ford (Entrant: Frost Engineering)	1, 7	189	Geoff Peace	1
166	Tony Dawson	1, 7	190	Peter Howarth (Entrant: Len Manchester M/Cycles)	1
167	Rex Caunt (Entrant: A. E. Milnes & Son Ltd.)	1, 4	191	Chris Kingsland	1
168	Neville Watts (Entrant: Team Castrol)	1, 4, 7	192	Fred Launchbury (Entrant: Raynes Park Motorcycles)	1
169	Geoff Went	7	193	Ken Daniels (Entrant: Mrs. F. Evans)	1
170	Peter Casey	1, 5, 7	194	Richard Stevens	1
171	Steve Goodrum	4, 7	195	Michael Cashmore	1
172	Roger Bowler (Entrant: Ian Hillier)	4, 7	196	Tony Smith	1
173	Ernie Johnson (Entrant: Reay McKay)	7	197	Lewis Gardner	1
174	Clive Offer	5, 7	198	Alan Jones	1
175	Tony Anderson	5, 7	199	George Hardwick	1
176	Geoff Carr	7	200	Ivan Hodgkinson (Entrant: Granby Motors)	1
177	Eric Piner	4, 7	201	Larry Carter (Entrant: Team Castrol)	1
178	Dave Arnold (Entrant: R.A.F.M.S.A.)	4, 7	202	Robert Orton	1, 7
179	Ian Richards	7	203	Geoff Pitcher	1
180	Steve Manship	7	204	Neil Stafford	1
181	Martin Read	7, 8	205	John Kernan	6, 9
182	Roger Cope (Entrant: Screen & Plastic Co. Ltd.)	1	206	Tony Smith (Entrant: International Motor Cycle Racing School)	1, 4
183	Bill Kirkwood (Entrant: Marine & Industrial)	1	207	Austin Hockley (Entrant: Granby Motors (U.K.) Ltd.)	1
			208	Keith Nicholls	2, 8
			209	Godfrey Nash	

SIDECARS

Riding No.	Driver/Entrant	Passenger	Races
1	Klaus Enders	Ralf Englehardt	3, 10
2	Chris Vincent (Entrant: Peter Chapman)	Mike Casey	3, 10
3	Michel Vanneste	Serge Vanneste	3, 10
4	Gerry Boret	Nick Boret	3, 10
5	Jeff Gawley	Ken Birch	3, 10
6	Bill Currie (Entrant: Weslake & Co.) (Entrant: Team Castrol)	Keith Scott	3, 10
7	Graham Milton	Denis Smith	3, 10
8	A. J. Wakefield	Chris Emmins	3, 10
9	Alan Sansum (Entrant: R. T. Quaife Eng. Ltd.)	David Loach	3, 10
10	Mick Boddice (Entrant: Bill Boddice Garages Ltd.)	Ronald Hardy	3, 10
11	Peter Hardy	William Boldison	3, 10
12	George O'Dell (Entrant: A. S. Racing)	Alan Bedford	3, 10
14	Bryan Rust (Entrant: Peter Rust)	Graham Horspole	3, 10
15	Mick Horspole (Entrant: John Bingham)	James Williamson	3, 10
16	Steve Sinnott	Ken Arthur	3, 10
17	Bill Crook (Entrant: Windle Racing)	Alan Barclay	3, 10
18	Dick Hawes (Entrant: J. McIntyre)	Malcolm Brett	3, 10
19	Derek Plummer	Laurence Fisher	3, 10
20	Stuart Applegate	Peter Mooney	3, 10
21	Mick Whitton	Ken Neal	3, 10
22	Bill Cooper (Entrant: Bran Bardsley M/Cycles Ltd.)	Alex MacFadzean	3, 10
23	John Barker	Neil Shelton	3, 10
24	Ken Vogl	John Parsons	3, 10
25	Bill Hodgkins (Entrant: Joe Francis Motors Ltd.)	Gary Townley	3, 10
26	Terry Windle (Entrant: Windle Racing)	Jim Widdas	3, 10
27	Chris Nickels (Entrant: Swindon Racing Team)		

Riding No.	Driver/Entrant	Passenger	Races
28	Rob Williamson (Entrant: Langham Eng. Co.)	John McPherson	3, 10
29	Trevor Ireson	Nick Smith	3, 10
30	Keith Galtress (Entrant: Paul Biggs)	Vincent Biggs	3, 10
31	Mick Potter (Entrant: Revetts (Norwich Road) Ltd.)	Ken Elmy	3, 10
32	Ian McDonald (Entrant: A. Jones)	David Bickley	3, 10
33	Roger Dutton	Tony Wright	3, 10
34	David Kruse	David Rawlinson	10
35	Dave Edgington (Entrant: J. Glead Motorcycles)	Andrew Samways	10
36	Bran Bardsley (Entrant: Bran Bardsley Motor Cycles Ltd.)	Peter Cropper	3, 10
37	Fred Lewin (Entrant: LGK Racing Motorcycles Ltd.)	Mrs. Lesley Lewin	3, 10
38	Maurice Tombs (Entrant: Joe Renhard)	Trevor Tombs	3, 10
39	Gwin Betts	John Betts	3
40	Dennis Keen	Roger Osbourne	3
41	Dennis Keen	Dave Houghton	3, 10
42	Mick Wortley (Entrant: Bournville Works M.C.)	Ken Austin	3, 10
43	Ken Graham	Dennis Tower	3
44	Derek Yorke	David Fynn	3, 10
45	Jack Trustham	Alex Norman	3, 10
46	Terry Rudd (Entrant: Jim Todd Team Castrol)	Henry West	3, 10
47	Brian Mee (Entrant: Team Castrol)	Colin Newbold	3, 10
48	Mick Jones (Entrant: H. P. Bulmer Ltd.)	Dave Saunders	3, 10
49	Roger Dixon	Francis Knights	3, 10
50	Les Langridge (Entrant: Rhombus Developments)	Laurie Evans	3
51	Roger Aldous (Entrant: Tony Harris Racing)	Peter Lucock	10
52	Neville Riley	Ken Birch	10
53	Eric Vant	Miss Pauline Goddard	10

Lap Records as at 11.8.73

Outright:	Jarno Saarinen (348 Yamaha)			
	1 min. 38.8 secs.	106.65 m.p.h.	171.64 km.h.	13.8.72
125 c.c. Solo:	Barry Sheene (125 Suzuki)			
	1 min. 52.4 secs.	93.75 m.p.h.	150.87 km.h.	22.8.71
250 c.c. Solo:	Jarno Saarinen (250 Yamaha) and Rod Gould (246 Yamaha)			
	1 min. 41.8 secs.	103.51 m.p.h.	166.58 km.h.	13.8.72
350 c.c. Solo:	Jarno Saarinen (348 Yamaha)			
	1 min. 41.0 secs.	104.33 m.p.h.	167.90 km.h.	13.8.72
500 c.c. Solo:	Phil Read (498 MV)			
	1 min. 40.8 secs.	104.54 m.p.h.	168.23 km.h.	13.8.72
Formula 750 Solo:	John Cooper (741 BSA)			
	1 min. 39.8 secs.	105.58 m.p.h.	169.92 km.h.	13.8.72
Production Machines:				
750 c.c.:	Ray Pickrell (750 Triumph Trident)			
	1 min. 43.8 secs.	101.52 m.p.h.	163.37 km.h.	13.8.72
500 c.c.:	Stan Woods (492 Suzuki)			
	1 min. 53.0 secs.	93.25 m.p.h.	150.07 km.h.	13.8.72
250 c.c.:	John Williams (250 Honda)			
	2 mins. 00.0 secs.	87.81 m.p.h.	141.32 km.h.	13.8.72
Sidecar:	Klaus Enders/Rolf Engelhardt (500 BMW)			
	1 min. 49.2 secs.	96.49 m.p.h.	155.29 km.h.	13.8.72

SATURDAY

RACE 1

Start 16.00 hrs.

ULTRA-LIGHTWEIGHT RACE

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

8 Laps

23.42 miles

No.	Driver	Town/Country	Machine
19	Phillipe Coulon	Switzerland	Yamaha 125
26	Steve Machin	West Barkwith	Yamaha 125
30	Charlie Williams	Tarporley	Johnson Yamaha 123
47	Bill Rae	Wakefield	Yamaha 124
54	Neil Tuxworth	Louth	Yamaha 124
58	Roger Nicholls	Newport	Yamaha 124
72	Jack Machin	Lincoln	Sumac 125
73	Graeme Corbett	Luton	Grayam 124
99	Clive Horton	Derby	Yamaha 124
122	Carl Ward	Leeds	Maico 125
146	Peter Courtney	Leeds	Padgett Yamaha 124
155	Eddie Roberts	Rothwell	Yamaha 124
156	Terry Hutton	Harlow	Yamaha 124
157	Denis Casement	Maidenhead	Yamaha 124
158	William Bowman	Lancaster	Yamaha 124
159	Dave Bedlington	York	Maico 125
160	Lindsay Porter	Spalding	Honda 125
161	Leigh Notman	Stapleford	Lojo Yamaha 125
162	Brian O'Neill	Widnes	Honda 124
164	Alfred Speight	Grimsby	Bultaco 124
165	Charles Ford	Chesham	Yamaha 125
166	Tony Dawson	Sheffield	Scitsu 124
167	Rex Caunt	Leicester	Yamaha 124
168	Neville Watts	Stockport	Honda 125
170	Peter Casey	Malmesbury	Yamaha 123
183	Bill Kirkwood	Hampton	M.I.G. Bultaco 124
184	John Kirkby	Willoughby	Ellis Yamaha 124
185	James Wells	Ilford	Yamaha 124
186	Ken Roads	Stretton	Crown Inn Yamaha 124
187	Richard Hunter	Luton	Yambo 125
188	Adrian Drew	Greenford	Granby Yamaha 124
189	Geoff Peace	Rotherham	Yamataco 124
190	Peter Howarth	Derby	Manchester Yamaha 124
191	Chris Kingsland	Lincoln	Lintek Yamaha 124
192	Fred Launchbury	New Malden	Maico 124
193	Ken Daniels	Worsley	Evans Yamaha 124
194	Richard Stevens	Trowbridge	Maico 124
195	Mick Cashmore	Towcester	Yamaha 124
196	Tony Smith	Rugby	Villa 124
197	Lewis Gardner	Sheffield	Yamaha 124
198	Alan Jones	Annan	Maico 124
199	George Hardwick	Bristol	Yamaha 124
200	Ivan Hodgkinson	Mansfield	Granby Yamaha 124
211	Larry Carter	Crossacres	Spondon Yamaha 125
202	Robert Orton	London	BSA Bantam 125
203	Geoff Pitcher	New Malden	BSA Bantam 125
204	Neil Stafford	Chesterfield	Yamaha 125
205	John Kernan	Redruth	Yamaha 125
207	Austin Hockley	Long Eaton	Granby Yamaha 124
208	Keith Nicholls	Preston	Maxton Yamaha 125

RESULTS

1st..... Time..... Speed.....mph

2nd 3rd..... 4th.....

5th 6th.....

Fastest Lap: No Time..... Speed.....mph

SATURDAY

RACE 2

ALLCOMERS RACE

15 laps

Start 16.30 hrs.

for solos of over 100 c.c. and not over 1000 c.c.

43.91 miles

No.	Driver	Town/Country	Machine
3	Teuvo Lansivouri	Finland	Yamaha 350
4	Kim Newcombe	West Germany	Kohig 680
6	Barry Sheene	Wisbech	Suzuki 750
7	Gary Fisher	USA	Yamaha 350
8	Paul Smart	West Kingsdown	Suzuki 750
10	Peter Williams	St Mary Bourne	John Player Norton 748
11	Michel Rougerie	France	Harley-Davidson 750
12	Mick Grant	Wakefield	Yamaha 350
15	Bo Granath	Sweden	Husqvarna 488
16	Eric Offenstadt	France	Smac 498
18	Olivier Chevallier	France	Yamaha 350
20	Dave Pötter	Orpington	Gus Kuhn Norton 828
21	Stan Woods	Chester	Suzuki 750
22	Dave Croxford	Ruislip	John Player Norton 748
25	Percy Tait	Warwick	Triumph 749
26	Steve Machin	Wragby	Scitsu Yamaha 525
27	Derek Chatterton	Boston	Chat Yamaha 350
28	Barry Ditchburn	Northfleet	Broad Yamaha 521
29	Rod Scivyer	Ramsden	Yamaha 347
30	Charlie Williams	Tarporley	Johnson Yamaha 348
32	Tony Jefferies	Shipley	Yamaha 348
33	Bill Smith	Chester	Honda 750
34	Alan Barnett	Iver	Yamsel 348
35	Jim Harvey	Colchester	Suzuki 492
36	Charlie Sanby	Luton	Hi-Tac Suzuki 500
37	Gordon Pantall	Llanelli	TWS Suzuki 738
38	Ron Chandler	Sevenoaks	Triumph 748
39	Steve Ellis	Tring	Triumph 748
40	Hugh Ballington	South Africa	Kawasaki 748
41	Paul Cotte	Spalding	Yamaha 347
43	Phil Haslam	Langley Mill	Pharo-Yam 350
44	Ken Huggett	Wimbledon	Dugdale Yamaha 380
46	John Williams	Wirral	Yamaha 349
47	Bill Rae	Wakefield	Yamaha 351
49	Martin Sharpe	Brackley	Yamaha 347
50	John Newbold	Jacksdale	Yamaha 348
51	Dave Nixon	Ashford	Boyer Trident 741
54	Neil Tuxworth	Louth	Yamaha 348
55	Keith Martin	Erith	Suzuki 492
56	Phil Carpenter	Warrington	Yamaha 347
57	Bob Heath	Birmingham	Yamaha 347
58	Roger Nicholls	Newport	TWS Suzuki 492
59	Tom Dickie	Staines	Yamaha 347
61	Peter Butler	New Eltham	Norton 750
62	Graham Sharp	Edgware	Gus Kuhn Norton 550
63	Dudley Robinson	Bradford	Crooks Suzuki 500
65	Geoff Barry	Derby	Oakley Norsel 740
66	Peter Gibson	Romford	Suzuki 492
67	Terry Gardiner	Rochester	Quaife Triumph 855
68	Roger Corbett	Bishop's Cleeve	Corbett Dunstall 745
69	Derek Best	Nailsea	Weslake 750
70	Barrie Scully	Doncaster	Triumph 750
74	Ian Ratcliffe	Croydon	Suzuki 498
90	John Barton	Coventry	Triumph 740
209	Godfrey Nash	London	Honda 498
Reserves			
92	Graham Bailey	South Croydon	Tartan Kawasaki 498
93	Mick Hemmings	Northampton	Hemmings Commando 745
94	Hugh Robertson	Knebworth	Triumph 750
117	David Featherstone	Cyprus	Yamaha 348
119	Robert Bentley	Bishop's Stortford	Searing Yamaha 347
128	John Taylor	Warrington	Norton Weslake 750
136	Bill Fulton	Liverpool	Stafford BSA 750
137	Graham Bentman	Twickenham	Suzuki 492
147	Peter Elmore	Birmingham	Seeley Weslake 741
148	Tony Smith	Brize Norton	Kuhn Norton 746
152	Ernie Pitt	Cwmbran	Triumph 750
159	Dave Bedlington	York	Gladwin Norton 750

RESULTS

1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
5th.....	6th.....		
Fastest Lap: No.....	Time.....	Speed.....	m.p.h.

SATURDAY

RACE 3

Start 17.15 hrs.

SIDECAR RACE

for sidecars over 351 c.c. and not over 1000 c.c.

15 Laps

43.91 Miles

No.	Driver/Passenger	Town/Country	Machine
1	Klaus Enders/Ralf Englehardt	West Germany	B.M.W. 500
2	Chris Vincent/Mick Casey	Northampton	URS 748
3	Michel Vanneste/Serge Vanneste	Belgium	B.M.W. 500
4	Gerry Boret/Nick Boret	Walton-on-Thames	Konig 750
5	Jeff Gawley/Ken Burch	Scunthorpe	Konig 680
6	Bill Currie/Keith Scott	Rye	Weslake 700
7	Graham Milton/Denis Smith	Spaldwick	B.M.W. 745
8	Tony Wakefield	Spaldwick	B.M.W. 745
9	Alan Sansum/Chris Emmins	Tonbridge	Quaife Triumph 850
10	Mick Boddice/David Loach	Halesowen	Kawasaki 750
11	Peter Hardy/Ron Hardy	Ashton-u-Lyne	B.P.F. Imp 998
12	George O'Dell/Bill Boldison	Hemel Hempstead	B.S.A. 750
14	Bryan Rust/Alan Bedford	Alford	K.G.B. Imp 998
15	Mick Horspole/Graham Horspole	Spalding	Bingham Weslake 740
16	Steve Sinnott/James Williamson	Holbeach	S.W.S. Norton 750
17	Bill Crook/Ken Arthur	Manchester	Windle B.S.A. 750
18	Dick Hawes/Alan Barclay	Woodford Green	Cooper Weslake 745
19	Derek Plummer/Malcom Brett	Chertsey	Vincent 998
20	Stuart Applegate/Laurie Fisher	Stalybridge	Chrysler 1000
21	Michael Whitton/Peter Mooney	Saughall	Windle B.S.A. 750
22	Bill Cooper/Ken Neal	Derby	W.E.C. 875
23	John Barker/Alex MacFadzean	Hornchurch	B.S.A. 750
24	Ken Vogl/Neil Shelton	Hinckley	B.S.A. 750
25	Bill Hodgkins/John Parkins	Bromley	J. F. Norton 749
26	Terry Windle/Gary Townley	Sheffield	Windle 750
27	Chris Nickels/Jim Widdas	Swindon	Komnik 970
28	Rob Williamson/John McPherson	Oakham	B.M.W. 750
29	Trevor Ireson/Nick Smith	Swindon	Weslake 740
30	Keith Galtress/Vincent Biggs	Buckley	Imp S.P.L. 998
31	Mick Potter/Ken Elmy	Ipswich	B.S.A. 750
32	Ian McDonald/Dave Bickley	Mansfield	B.S.A. 830
33	Roger Dutton/Tony Wright	Bury St Edmunds	Trident 750
36	Bran Bardsley/Pete Cooper	Caernarvon	Suzuki 750
37	Fred Lewin/Mrs. Lewin	Hayes	Norton 745
38	Maurice Tombs/Trevor Tombs	Solihull	B.S.A. 750
39	Gwin Betts/John Betts	South Norwood	Triumph 740
40	Eric Parkinson/Roger Osbourne	Folkestone	E. P. Crescent 500
41	Denis Keen/Dave Houghton	Marlborough	Konig 500
42	Mick Wortley/Ken Austin	Warley	M.D.W. Omega 903
43	Ken Graham/Dennis Tower	Newcastle-upon-Tyne	B.S.A. 750

Reserves

44	Derek Yorke/Dave Fynn	Heddingham	Y.C.E. B.S.A. 750
45	Jack Trustham/Alex Notman	Hornchurch	Vincent B.S.A. 750
46	Terry Rudd/Henry West	Spalding	Jim Todd Special 850
47	Brian Mee/Colin Newbold	Loughborough	B.S.A. 750
48	Mick Jones/Dave Saunders	Brackley	Strongbow Norton 750
49	Roger Dixon/Francis Knights	Barrow-on-Trent	Weslake 750
50	Les Langridge/Laurie Evans	Horsham	Rhombus Imp 998

RESULTS

1st.....	Time.....	Speed	mph
2nd.....	3rd.....	4th.....	
5th.....	6th.....		
Fastest Lap: No.....	Time.....	Speed	mph

SUNDAY

RACE 4

Start 12.30 hrs

No. Driver
750 c.c. Class

10	Peter Williams
12	Mick Grant
20	Dave Potter
22	Dave Croxford
25	Percy Tait
42	Darryl Pendlebury
46	John Williams
49	Martin Sharpe
51	Dave Nixon
61	Peter Butler
62	Graham Sharp
68	Roger Corbett
84	Chris Bond
86	Hugh Evans
93	Mick Hemmings
94	Hugh Robertson
107	David Cartwright (Reserve)
108	Wayne Dinham
109	Tony Carlton (Reserve)
110	Clive Wall
111	Alan Walsh
112	Richard Allen
113	Gordon Mallick (Reserve)
139	Tom Newell
143	Cliff Bolton (Reserve)
147	Peter Elmore
148	Tony Smith
150	Ray Knight
151	Gary Green
152	Ernie Pitt
159	Dave Bedlington
160	Lindsay Porter (Reserve)

500 c.c. Class

21	Stan Woods
33	Bill Smith
54	Neil Tuxworth
55	Keith Martin
100	Jeff Webber
101	Bob Prior
102	Dennis McMillan
103	Philip Chaplin (Reserve)
104	Paul Coombs
105	John Judge
106	David Amos (Reserve)
125	John Wilkinson
134	Derek Loan
138	Mal Kirwan
153	Rob Harrington
177	Roger Bowler

250 c.c. Class

29	Rod Scivyer
59	Tom Dickie
79	Chris Mehew
95	Brian Bedford
96	Chris McGahan
97	Roy Bisbey
98	Nigel Palmer
99	Clive Horton
123	Roy Simmons
146	Peter Courtney
167	Rex Caunt
168	Neville Watts
178	Dave Arnold
207	Austin Hockley

PRODUCTION MACHINE RACE

12 Laps
35.1 Miles
Machine

Town/Country

St Mary Bourne	Norton Commando 748
Wakefield	Triumph Trident 741
Orpington	Norton Commando 745
Ruislip	Norton Commando 748
Warwick	Triumph Trident 749
Coventry	Triumph Trident 741
Wirral	Triumph Trident 749
Brackley	Triumph Trident 741
Ashford	Triumph Trident 741
New Eltham	Triumph Trident 750
Edgware	Norton Commando 750
Bishop's Cleeve	Triumph Trident 745
Cwmbran	Triumph Bonneville 668
Biggin Hill	Honda 736
Northampton	Norton Commando 741
Knebworth	Triumph Trident 741
Ipswich	Norton Commando 745
Newport	Norton Commando 745
Liverpool	Norton Commando 745
Hayes	Norton Commando 745
Grantham	Triumph Trident 750
Waterlooville	Norton Commando 749
Edgware	Norton Commando 750
Potters Bar	Norton Commando 750
Weybridge	Norton Commando 745
Birmingham	Norton Commando 745
Brize Norton	Norton Commando 745
Orpington	Triumph Trident 741
Coventry	Triumph Trident 750
Cwmbran	Triumph Trident 750
York	Norton Commando 745
Spalding	Norton Commando 745

Chester	Suzuki 500
Chester	Honda 500
Louth	Honda 500
Erith	Kawasaki 496
Bryngwyn	Honda 498
Sevenoaks	Triumph T100T 494
Wimbledon	Honda 498
Northampton	Triumph T100T 496
Biggin Hill	Kawasaki 500
Luton	Kawasaki 498
Swansea	Suzuki 492
London	Suzuki T500 493
Battersea	Suzuki T500 500
Newferry	Yamaha 349
Rugby	Triumph T100T 500
Crawley	Kawasaki H1 499

Ramsden	Yamaha 247
Staines	Yamaha 247
Ulceby	Yamaha 247
Barbury	Montesa 247
Dartford	Montesa 250
Walsall	Yamaha 247
Berkhamsted	Suzuki T250 250
Derby	Suzuki T250 247
St Mary Cray	Honda CB250 249
Leeds	Kawasaki 250
Leicester	Yamaha 247
Stockport	Honda CB250 250
Crianwell	Ducati 248
Long Eaton	Yamaha 246

RESULTS

Overall

1st.....	Time.....	Speed.....	m.p.h.....
2nd.....	3rd.....	4th.....	
5th.....	6th.....		
Fastest Lap: No.....	Time.....	Speed.....	m.p.h.....
750 c.c. Class			
1st.....	Time.....	Speed.....	m.p.h.....
2nd.....	3rd.....	4th.....	
5th.....	6th.....		
Fastest Lap: No.....	Time.....	Speed.....	m.p.h.....

500 c.c. Class

1st.....	Time.....	Speed.....	m.p.h.....
2nd.....	3rd.....	4th.....	
5th.....	6th.....		
Fastest Lap: No.....	Time.....	Speed.....	m.p.h.....
250 c.c. Class			
1st.....	Time.....	Speed.....	m.p.h.....
2nd.....	3rd.....	4th.....	
5th.....	6th.....		
Fastest Lap: No.....	Time.....	Speed.....	m.p.h.....

SUNDAY

RACE 5

Start 13.10 hrs.

JUNIOR RACE

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

12 laps

35.1 Miles

No.	Driver	Town/Country	Machine
3	Teuvo Lansivouri	Finland	Yamaha 350
9	John Dodds	West Germany	Yamaha 347
11	Michel Rougerie	France	Harley Davidson 350
12	Mick Grant	Wakefield	Yamaha 350
18	Olivier Chevallier	France	Yamaha 348
24	Tony Rutter	Brierley Hill	Yamaha 347
26	Steve Machin	Wragby	Sondel Yam 350
27	Derek Chatterton	Boston	Chat Yamaha 348
28	Barry Ditchburn	Northfleet	Broad Yamaha 350
29	Rod Scivyer	Ramsden	Yamaha 347
30	Charlie Williams	Tarporley	Johnson Yamaha 348
31	Barry Randle	Stourbridge	Padgett Yamaha 347
32	Tony Jefferies	Shipley	Yamaha 348
33	Bill Smith	Chester	Yamaha 350
34	Alan Barnett	Iver	Yamsel 345
39	Steve Ellis	Tring	Yamaha 348
41	Paul Cott	Spalding	Yamaha 347
43	Phil Haslam	Langley Mill	Pharo-Yam 350
44	Ken Huggett	Wimbledon	Yamaha 350
46	John Williams	Wirral	Yamaha 349
47	Bill Rae	Wakefield	Yamaha 347
48	Mick Chatterton	Barnsley	Chat Yamaha 348
49	Martin Sharpe	Brackley	Yamaha 347
50	John Newbold	Jacksdale	Yamaha 348
52	Tony Rodger	Bagshot	Yamaha 348
53	Denis Gallagher	Glasgow	Yamaha 348
54	Neil Tuxworth	Louth	Yamaha 348
56	Phil Carpenter	Warrington	Yamaha 347
57	Bob Heath	Birmingham	Yamaha 347
59	Tom Dickie	Staines	Yamaha 347
64	Steve Murray	Chester	Yamaha 358
65	Geoff Barry	Derby	Oakley Yamaha 340
70	Barrie Scully	Doncaster	Yamaha 350
71	Noel Clegg	Isle of Man	Yamaha 348
73	Graeme Corbett	Luton	Grayam 348
78	Brian Smith	Australia	Yamaha 350
85	Dennis Trollope	Bristol	Fowler Yamaha 348
87	John Weeden	London	Yamaha 346
88	Paddy Reid	Oakham	Yamaha 347
91	Derek Tierney	Liverpool	Yamaha 347
114	Mike Trimby	Luton	Yamaha 347
115	Arnold Flether	Melton Mowbray	Yamaha 347
117	Dave Featherstone	Cyprus	Yamaha 348
118	Roger Marshall	Grimsby	Yamaha 347
119	Bob Bentley	Bishop's Stortford	Searing Yamaha 347
120	Howard Robinson	Northampton	Yamsel 348
122	Carl Ward	Rothwell	Yamaha 350
132	Peter McKinley	Stourport-on-Severn	Padgett Yamaha 347
133	Kevin Cowley	Luton	Yamaha 348
138	Mal Kirwan	Newferry	Yamaha 347
154	Robin Keating	Thames Ditton	Saxon Yamaha 348
155	Eddie Roberts	Rothwell	Dugdale Yam 347
156	Terry Hutton	Harlow	Yamaha 347
170	Peter Casey	Malmesbury	Yamaha 347
174	Clive Offer	Coulsdon	Yamaha 346
Reserves			
175	Tony Anderson	Maidenhead	Aermacchi 344
86	Hugh Evans	Biggin Hill	Yamaha 348
110	Clive Wall	Hayes	Yamsel 348
116	Tony Myers	Hull	Yamaha 350
135	K Kay	Redbourn	Yamaha 348
136	Bill Fulton	Liverpool	Yamaha 347
140	Alan Rogers	Enfield	Yamaha 347
157	Denis Casement	Maidenhead	Yamaha 345

RESULTS

1st.....	Time.....	Speed.....mp.h.
2nd.....	3rd.....	4th.....
5th.....	6th.....	
Fastest Lap: No.....	Time.....	Speed.....m.p.h.

SUNDAY

RACE 6

Start 13.55 hrs.

FIM FORMULA 750 RACE—1st Leg for solos conforming to the specification detailed in Reg. No. 13

20 Laps
58.54 Miles

No.	Driver	Town/Country	Machine
3	Teuvo Lansivouri	Finland	Yamaha 350
5	Guido Mandracci	Italy	Suzuki 750
6	Barry Sheene	Wisbech	Suzuki 750
7	Gary Fisher	USA	Yamaha 350
8	Paul Smart	West Kingsdown	Suzuki 750
9	John Dodds	West Germany	Yamaha 347
10	Peter Williams	St Mary Bourne	John Player Norton 748
11	Michel Rougerie	France	Harley Davidson 750
12	Mick Grant	Wakefield	Yamaha 350
14	Jack Findlay	France	Suzuki 738
15	Bo Granath	Sweden	Honda 745
16	Eric Offenstadt	France	Kawasaki 748
17	Yvon Du-Hamel	Canada	Kawasaki 748
18	Olivier Chevallier	France	Yamaha 348
19	Philippe Coulon	Switzerland	Yamaha 354
20	Dave Potter	Orpington	Kuhn Norton 745
21	Stan Woods	Chester	Suzuki 750
22	Dave Croxford	Ruislip	John Player Norton 748
23	Hans Otto Butenuth	West Germany	BMW 745
24	Tony Rutter	Brierley Hill	Yamaha 347
25	Percy Tait	Warwick	Triumph Trident 740
26	Steve Machin	Wragby	Sondel Yam 350
28	Barry Ditchburn	Northfleet	Broad Yamaha 359
29	Rod Scivyer	Ramsden	Yamaha 347
31	Barry Randle	Stourbridge	Padgett Yamaha 347
32	Tony Jefferies	Shipley	Yamaha 348
33	Bill Smith	Chester	Honda 750
35	Jim Harvey	Colchester	Suzuki 492
37	Gordon Pantall	Llanelli	TWS Suzuki 738
38	Ron Chandler	Sevenoaks	Triumph Trident 748
39	Steve Ellis	Tring	Triumph Trident 748
40	Hugh Ballington	South Africa	Kawasaki 747
41	Paul Cott	Spalding	Yamaha 348
42	Darryl Pendlebury	Coventry	Triumph Trident 748
44	Ken Huggett	Wimbleton	Dugdale Yamaha 380
45	Tony Holland	Andover	Norton 745
46	John Williams	Wirral	Yamaha 349
49	Martin Sharpe	Brackley	Devimead BSA 744
51	Dave Nixon	Ashford	Boyer Trident 741
54	Neil Tuxworth	Louth	Yamaha 348
55	Keith Martin	Erith	Suzuki 492
57	Bob Heath	Birmingham	Yamaha 347
58	Roger Nicholls	Newport	TWS Suzuki 492
60	Bob Steele	Glasgow	Rutherford Norton 746
61	Peter Butler	New Eltham	Norton 750
62	Graham Sharp	Edgware	Kuhn Norton 750
63	Dudley Robinson	Bradford	Crooks Suzuki 500
65	Geoff Barry	Derby	Oakley Norsel 745
66	Peter Gibson	Romford	Suzuki 492
67	Terry Gardiner	Rochester	Quaife Triumph 750
69	Derek Best	Bristol	Triumph 750
70	Barrie Scully	Doncaster	Triumph 750
75	Paul Selleck	Barking	Ducati 750
121	Pat Mahoney	Crayford	Seeley Kawasaki 750
206	Tony Smith	France	Harley Davidson 750
Reserves			
68	Roger Corbett	Bishop's Cleeve	Corbett Dunstal 745
85	Dennis Trollope	Bristol	Fowler Yamaha 348
43	Phil Haslam	Langley Mill	Kuhn Commando 750
47	Bill Rae	Wakefield	Yamaha 351
50	John Newbold	Jacksdale	Yamaha 348
56	Phil Carpenter	Warrington	Yamaha 347
64	Steve Murray	Chester	Yamaha 350
148	Tony Smith	Brize Norton	Kuhn Norton 746
149	Alistair Copland	Coventry	Triumph Trident 749
150	Ray Knight	Orpington	Triumph Trident 741
151	Gary Green	Coventry	North BSA 750
152	Ernie Pitt	Cwmbran	Triumph Trident 750
153	Rob Harrington	Rugby	BSA Triple 750

SUNDAY

RACE 7

LIGHTWEIGHT RACE

12 Laps

Start 14.50 hrs.

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

35.1 Miles

No.	Driver	Town/Country	Machine
3	Teuvo Lansivouri	Finland	Yamaha 250
9	John Dodds	West Germany	Yamaha 247
11	Michel Rougerie	France	Yamaha 248
12	Mick Grant	Wakefield	Yamaha 250
18	Olivier Chevallier	France	Yamaha 248
24	Tony Rutter	Brierley Hill	Yamaha 247
26	Steve Machin	Wragby	Sondel Yam 250
27	Derek Chatterton	Boston	Chat Yamaha 248
29	Rod Scivyer	Ramsden	Yamaha 247
30	Charlie Williams	Tarporley	Johnson Yamaha 246
31	Barry Randle	Stourbridge	Padgett Yamaha 247
34	Alan Barnett	Iver	Yamsel 246
40	Hugh Ballington	South Africa	Yamaha 248
43	Phil Haslam	Langley Mill	Pharo-Yam 250
44	Ken Huggett	Wimbleton	Yamaha 250
45	Tony Holland	Andover	Hi-Tac Yamaha 250
46	John Williams	Wirral	Yamaha 248
47	Bill Rae	Wakefield	Yamaha 246
48	Mick Chatterton	Barnsley	Chat Yamaha 246
49	Martin Sharpe	Brackley	Yamsel 247
50	John Newbold	Jacksdale	Yamaha 247
53	Denis Gallagher	Glasgow	Yamaha 246
54	Neil Tuxworth	Louth	Yamaha 247
55	Keith Martin	Erith	Yamaha 246
56	Phil Carpenter	Warrington	Yamaha 246
57	Bob Heath	Birmingham	Yamaha 247
59	Tom Dickie	Staines	Yamaha 246
71	Noel Clegg	Isle of Man	Yamaha 248
72	Jack Machin	Lincoln	Yamaha 250
73	Graeme Corbett	Luton	Grayam 246
78	Brian Smith	Australia	Yamaha 250
79	Chris Mehew	Ulceby	Yamaha 248
80	John Riley	Bexleyheath	Yamaha 247
81	Richard Healey	Enfield	Yamaha 246
82	Raymond Judge	Northampton	Yamaha 246
83	Robert Towse	Hayes	Yamaha 250
85	Dennis Trollope	Bristol	Yamaha 247
87	John Weeden	London	Yamaha 246
88	Paddy Reid	Oakham	Yamaha 247
89	Brian Smith	Northampton	Yamaha 246
122	Carl Ward	Rothwell	Yamaha 250
163	Garry Carter	Pinner	Yamaha 248
164	Alfred Speight	Grimsby	Yamaha 246
165	Charles Ford	Chesham	Yamaha 247
166	Tony Dawson	Deepcar	Scitsu 247
167	Rex Caunt	Leicester	Yamaha 248
168	Neville Watts	Cheshire	Honda 182
169	Geoff Went	Upminster	Yamaha 246
170	Peter Casey	Malmesbury	Yamaha 247
171	Steve Goodrum	London	Yamaha 247
172	Roger Bowler	Crawley	Yamaha 249
173	Ernie Johnson	Bedlington	Yamaha 246
174	Clive Offer	Coulsdon	Yamaha 246
175	Tony Anderson	Maidenhead	Yamaha 247
181	Martin Read	Woodside	Yamaha 248
Reserves			
176	Geoffrey Car	Barnsley	Yamaha 246
177	Eric Piner	Southall	Broad Yamaha 250
178	Dave Arnold	Cranwell	Yamaha 247
179	Ian Richards	Liverpool	Yamaha 246
180	Steve Manship	Leicester	Yamaha 247
182	Roger Cope	Cowley	Yamaha 246
203	Geoffrey Pitcher	New Malden	Yamaha 250

1st..... Time..... Speed..... m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th.....

Fastest Lap No..... Time..... Speed..... m.p.h.

SUNDAY

RACE 8

Start 15.30 hrs.

No.	Driver
1	Giacomo Agostini
2	Phil Read
4	Kim Newcombe
5	Guido Mandracci
6	Barry Sheene
14	Jack Findlay
15	Bo Granath
16	Eric Offenstadt
20	Dave Potter
21	Stan Woods
27	Derek Chatterton
31	Barry Randle
32	Tony Jefferies
33	Bill Smith
35	Jim Harvey
36	Charlie Sanby
37	Gordon Pantall
38	Ron Chandler
39	Steve Ellis
40	Hugh Ballington
41	Paul Cott
42	Darryl Pendlebury
44	Ken Huggett
45	Tony Holland
46	John Williams
47	Bill Rae
55	Keith Martin
58	Roger Nicholls
63	Dudley Robinson
65	Geoff Barry
66	Peter Gibson
74	Ian Ratcliffe
75	Paul Sellock
76	David Hughes
77	Brian Flak
89	Brian Smith
121	Pat Mahoney
123	Roy Simmons
124	Don Grant
125	John Wilkinson
126	Mick Poxon
127	Chris Neve
128	John Taylor
129	Edward O'Brien
131	Adrian Cooper
132	Peter McKinley
133	Kevin Cowley
135	Keri Kay
136	Billi Fulton
137	Graham Bentman
139	Tom Newell
140	Alan Rogers
145	Brian Hunter
209	Godfrey Nash

Reserves

130	Ken Inwood
134	Derek Loan
138	Mal Kirwan
141	Peter Burton
142	Hartley Kerner
143	Cliff Bolton
144	Peter Welfare
158	William Bowman
162	Brian O'Neill
182	Roger Cope

SENIOR RACE

for solos of over 350 c.c. and not over 500 c.c.

Town/Country
Italy
Oxshott
West Germany
Italy
Wisbech
France
Sweden
France
Orpington
Chester
Boston
Stourbridge
Shipley
Chester
Colchester
Luton
Llanelli
Sevenoaks
Tring
South Africa
Spalding
Coventry
Wimbledon
Andover
Wirral
Wakefield
Erith
Newport
Bradford
Derby
Romford
Croydon
Barking
Canterbury
Australia
Northampton
Crayford
St Mary Cray
Bristol
London
Derby
Shoreham
Warrington
Dagenham
Dunstable
Stourport-on-Severn
Luton
Redbourn
Liverpool
Twickenham
Potters Bar
Enfield
Windsor
London

Hersham
Battersea
Newferry
High Halden
Norbury
Weybridge
Birkenhead
Wray, Lancaster
Widnes
Cowley

12 Laps

35.1 Miles

Machine
MV 500
MV 500
Konig 500
Suzuki 500
Suzuki 500
Suzuki 492
Husqvarna 488
Smac 499
Ryan Crescent 498
Suzuki 500
Chat Yamaha 352
Padgett Yamaha 351
Suzuki 498
Honda 500
Suzuki 492
Hi-Tac Suzuki 500
TWS Suzuki 492
Kawasaki 498
Yamaha 352
Kawasaki 498
Yamsel 354
Yamaha 351
Dugdale Yamaha 380
Hi-Tac Suzuki 500
Yamaha 382
Yamaha 351
Suzuki 492
TWS Suzuki 492
Crooks Suzuki 500
Oakley Seeley 496
Suzuki 492
Suzuki 498
Kettle Norton 499
Arter Matchless 496
Kawasaki 498
Suzuki 492
Kawasaki 498
Suzuki 492
Norton 499
Suzuki 493
Suzuki 492
Seeley 496
Seeley Suzuki 500
Suzuki 492
Harrow Suzuki 492
Padgett Yamaha 351
Suzuki 492
Seeley 498
F.S.R. 500
Suzuki 492
Kettle Norton 500
Suzuki 492
Coleshill Seeley 500
Honda 500

Norton 499
Hi-Tac Suzuki 492
Aermacchi 420
Suzuki 492
Honda 498
Suzuki 500
Suzuki 492
Suzuki 498
Yamaha 354
Yamsel 365

RESULTS

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....
5th.....	6th.....	
Fastest Lap: No.....	Time.....	Speed.....m.p.h.

SUNDAY

RACE 9

FIM FORMULA 750 RACE—2nd Leg

20 Laps

Start 16.10 hrs.

for solos conforming to the specification
detailed in Reg. No. 13

58.54 Miles

No.	Driver	Town/Country	Machine
3	Teuvo Lansiouuri	Finland	Yamaha 350
5	Guido Mandracci	Italy	Suzuki 750
6	Barry Sheene	Wisbech	Suzuki 750
7	Gary Fisher	USA	Yamaha 350
8	Paul Smart	West Kingsdown	Suzuki 750
9	John Dodds	West Germany	Yamaha 347
10	Peter Williams	St Mary Bourne	John Player Norton 748
11	Michel Rougerie	France	Harley Davidson 750
12	Mick Grant	Wakefield	Yamaha 350
14	Jack Findlay	France	Suzuki 738
15	Bo Granath	Sweden	Honda 745
16	Eric Offenstadt	France	Kawasaki 748
17	Yvon Du-Hamel	Canada	Kawasaki 748
18	Olivier Chevallier	France	Yamaha 348
19	Philippe Coulon	Switzerland	Yamaha 354
20	Dave Potter	Orpington	Kuhn Norton 745
21	Stan Woods	Chester	Suzuki 750
22	Dave Croxford	Ruislip	John Player Norton 748
23	Hans Otto Butenuth	West Germany	BMW 745
24	Tony Rutter	Brierley Hill	Yamaha 347
25	Percy Tait	Warwick	Triumph Trident 749
26	Steve Machin	Wragby	Sondel Yam 350
28	Barry Ditchburn	Northfleet	Broad Yamaha 350
29	Rod Scivyer	Ramsden	Yamaha 347
31	Barry Randle	Stourbridge	Padgett Yamaha 347
32	Tony Jefferies	Shipley	Yamaha 348
33	Bill Smith	Chester	Honda 750
35	Jim Harvey	Colchester	Suzuki 492
37	Gordon Pantall	Llanelli	TWS Suzuki 738
38	Ron Chandler	Sevenoaks	Triumph Trident 748
39	Steve Ellis	Tring	Triumph Trident 748
40	Hugh Ballington	South Africa	Kawasaki 747
41	Paul Coot	Spalding	Yamaha 344
42	Darryl Pendlebury	Coventry	Triumph Trident 748
44	Ken Huggett	Wimbledon	Dugdale Yamaha 380
45	Tony Holland	Andover	Norton 745
46	John Williams	Wirral	Yamaha 349
49	Martin Sharpe	Brackley	Devimead BSA 744
51	Dave Nixon	Ashford	Boyer Trident 741
54	Neil Tuxworth	Louth	Yamaha 348
55	Keith Martin	Erith	Suzuki 492
57	Bob Heath	Birmingham	Yamaha 347
58	Roger Nicholls	Newport	TWS Suzuki 492
60	Bob Steele	Glasgow	Rutherford Norton 746
61	Peter Butler	New Eltham	Norton 750
62	Graham Sharp	Edgware	Kuhn Norton 750
63	Dudley Robinson	Bradford	Crooks Suzuki 500
65	Geoff Barry	Derby	Oakley Norsel 745
66	Peter Gibson	Romford	Suzuki 492
67	Terry Gardiner	Rochester	Quaife Triumph 750
69	Derek Best	Bristol	Triumph 750
70	Barrie Scully	Doncaster	Triumph 750
75	Paul Selleck	Barking	Ducati 750
121	Pat Mahoney	Crayford	Seeley Kawasaki 750
206	Tony Smith	France	Harley Davidson 750

Reserves

68	Roger Corbett	Bishop's Cleeve	Corbett Dunstall 745
85	Dennis Trollope	Bristol	Fowler Yamaha 346
43	Phil Haslam	Langley Mill	Kuhn Commando 750
47	Bill Rae	Wakefield	Yamaha 351
50	John Newbold	Jacksdale	Yamaha 348
56	Phil Carpenter	Warrington	Yamaha 347
64	Steve Murray	Chester	Yamaha 350
148	Tony Smith	Brize Norton	Kuhn Norton 748
149	Alistair Copland	Coventry	Triumph Trident 749
150	Ray Knight	Orpington	Triumph Trident 741
151	Gary Green	Coventry	North BSA 750
152	Ernie Pit	Cwmbran	Triumph Trident 750
153	Rob Harrington	Rugby	BSA Triple 755

SUNDAY

RACE 10

Start 17.10 hrs.

SIDECAR RACE

(Incorporating a round of the British Sidecar Championships)

for sidecars over 351 c.c. and not over 1000 c.c.

15 Laps

43.91 Miles

No.	Driver/Passenger	Town/Country	Machine
1	Klaus Enders/Ralf Engelhardt	West Germany	B.M.W. 500
2	Chris Vincent/Mick Casey	Northampton	URS 748
3	Michel Vanneste/Serge Vanneste	Belgium	B.M.W. 500
4	Gerry Boret/Nick Boret	Walton-on-Thames	Konig 750
5	Jeff Gawley/Ken Birch	Scunthorpe	Konig 680
6	Bill Currie/Keith Scott	Rye	Weslake 700
7	Graham Milton/Denis Smith	Spaldwick	B.M.W. 745
8	Tony Wakefield/	Spaldwick	B.M.W. 745
9	Alan Sansum/Chris Emmins	Tonbridge	Quaife Triumph 850
10	Mick Boddice/David Loach	Halesowen	Kawasaki 750
11	Peter Hardy/Ron Hardy	Ashton-u-Lyne	B.P.F. Imp 998
12	George O'Dell/Bill Boldison	Hemel Hempstead	B.S.A. 750
14	Bryan Rust/Alan Bedford	Alford	K.G.B. Imp 998
15	Mick Horspole/Graham Horspole	Spalding	Bingham Weslake 740
16	Steve Sinnott/James Williamson	Holbeach	S.W.S. Norton 750
17	Bill Crook/Ken Arthur	Manchester	Windle B.S.A. 750
18	Dick Hawes/Alan Barclay	Woodford Green	Cooper Weslake 745
19	Derek Plummer/Malcolm Brett	Chertsey	Vincent 998
20	Stuart Applegate/Laurie Fisher	Stalybridge	Chrysler 1000
21	Michael Whitton/Peter Mooney	Saughall	Windle B.S.A. 750
22	Bill Cooper/Ken Neal	Derby	W.E.C. 875
23	John Barker/Alex MacFadzean	Hornchurch	B.S.A. 750
24	Ken Vogl/Neil Shelton	Hinckley	B.S.A. 750
25	Bill Hodgkins/John Parkins	Bromley	J. F. Norton 749
26	Terry Windle/Gary Townley	Sheffield	Windle 750
27	Chris Nickels/Jim Widdas	Swindon	Komnik 970
28	Rob Williamson/John McPherson	Oakham	B.M.W. 750
29	Trevor Ireson/Nick Smith	Swindon	Weslake 740
30	Keith Galtress/Vincent Biggs	Buckley	Imp S.P.L. 998
31	Mick Potter/Ken Elmy	Ipswich	B.S.A. 750
32	Ian McDonald/Dave Bickley	Mansfield	B.S.A. 830
33	Roger Dutton/Tony Wright	Bury St Edmunds	Trident 750
34	David Kruse/David Rawlinson	Wrexham	REA Weslake 701
35	Dave Edgington/Andrew Samways	Banbury	Windle Norton 828
36	Brian Bardsley/Pete Cooper	Caernarvon	Suzuki 750
37	Fred Lewin/Mrs. Lewin	Hayes	Norton 745
38	Maurice Tombs/Trevor Tombs	Solihull	B.S.A. 750
41	Dennis Keen/Dave Houghton	Marlborough	Konig 500
42	Mick Wortley/Ken Austin	Warley	M.D.W. Omega 903
44	Derek Yorke/Dave Fynn	Hedingham	Y.C.E. B.S.A. 750
Reserves			
45	Jack Trustham/Alex Notman	Hornchurch	Vincent B.S.A. 750
46	Terry Rudd/Henry West	Spalding	Jim Todd Special 850
47	Brian Mee/Colin Newbold	Loughborough	B.S.A. 750
48	Mick Jones/Dave Saunders	Brackley	Strongbow Norton 750
49	Roger Dixon/Francis Knights	Barrow-on-Trent	Weslake 750
51	Roger Aldous/Peter Lucock	Croydon	Triumph 746

RESULTS

1st	Time	Speed	mph
2nd	3rd	4th	
5th	6th		
Fastest Lap: No.	Time	Speed	mph

FIM FORMULA 750 PRIZE RACE

RESULTS

1st Leg

1st	8 (Smart)	Time	Speed m.p.h.
2nd	17 (Du-Hamel)	3rd	6 (Sheene)	4th	14 (Findlay)
	5th	12 (Grant)	6th	9 (Dodds)	

Fastest Lap: No.	Time	Speed m.p.h.
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2nd Leg

1st	8 (Smart)	Time	Speed m.p.h.
2nd	9 (Dodds)	3rd	14 (Findlay)	4th	24 (Rutter)
	5th	12 (Grant)	6th	6 (Sheene)	

Fastest Lap: No.	Time	Speed m.p.h.
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OVERALL

1st	8 (Smart)	Time	Speed m.p.h.
2nd	14 (Findlay)	3rd	9 (Dodds)	4th	12 (Grant)
	5th	50 (Newbold)	6th	121 (Mahoney)	

Fastest Lap: No.	Time	Speed m.p.h.
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(Sheene disqualified, used Suzuki 750 Race 1,
Seeley Suzuki 500 Race 2)

Current Championship Positions

FIM Formula 750 Prize

1st Barry Sheene 37pts.
2nd Jack Findlay 30pts.
3rd Stan Woods 26pts.

Senior 500 c.c.

1st Phil Read 93pts.
2nd Kim Newcombe 69pts.
3rd Giacomo Agostini 57pts.

Junior 350 c.c.

1st Giacomo Agostini 84pts.
2nd Teuvo Lansivouri 77pts.
3rd Phil Read 56pts.

Lightweight 250 c.c.

1st Dieter Braun 80pts.
2nd Teuvo Lansivouri 64pts.
3rd John Dodds 47pts.

Ultra-Lightweight 125 c.c

1st Kent Andersson 99pts.
2nd Jos Schurgers 68pts.
3rd Charles Mortimer 60pts.

Sidecar

1st Klaus Enders 75pts.
2nd Werner Schwarzel 48pts.
3rd Ziegfried Schauzu 45pts.

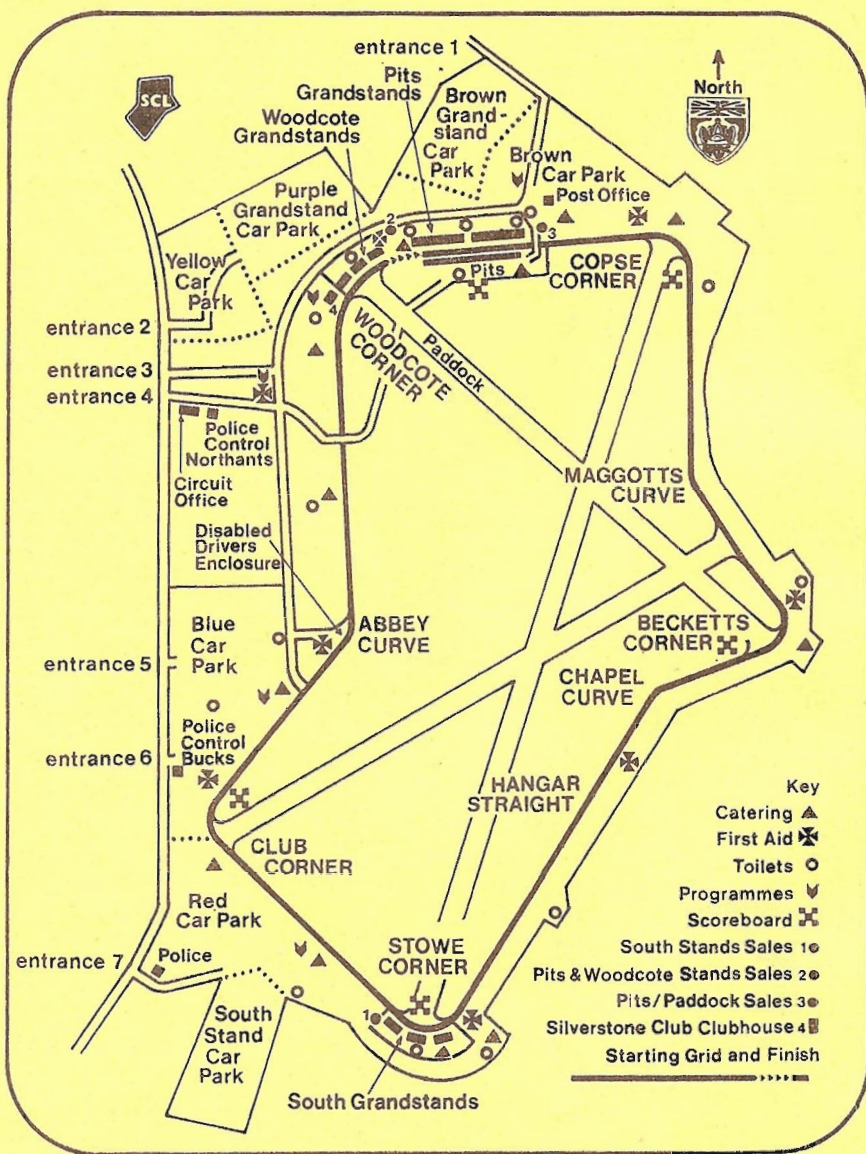
SILVERSTONE LAP SPEED TABLE

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			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.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1:14.0	142.39	229.16	1:21.3	129.61	208.58	1:28.7	118.79	191.18	1:30.1	117.08	188.42	1:31.0	115.79	186.36	1:32.1	114.42	184.13
1:14.1	142.20	228.85	1:21.4	129.45	208.28	1:28.8	118.66	190.97	1:30.2	116.95	188.21	1:31.1	115.66	186.13	1:32.2	114.29	183.93
1:14.2	142.01	228.54	1:21.5	129.29	208.07	1:28.9	118.53	190.75	1:30.3	116.82	188.00	1:31.2	115.54	185.93	1:32.3	114.16	183.73
1:14.3	141.82	228.23	1:21.6	129.13	207.82	1:29.0	118.40	190.54	1:30.4	116.69	187.79	1:31.3	115.41	185.74	1:32.4	114.04	183.53
1:14.4	141.63	227.93	1:21.7	128.97	207.56	1:29.1	118.26	190.32	1:30.5	116.56	187.59	1:31.4	115.29	185.54	1:32.5	113.92	183.33
1:14.5	141.44	227.62	1:21.8	128.82	207.31	1:29.2	118.13	190.11	1:30.6	116.43	187.38	1:31.5	115.16	185.34	1:32.6	113.79	183.13
1:14.6	141.25	227.32	1:21.9	128.66	207.06	1:29.3	118.00	189.90	1:30.7	116.30	187.17	1:31.6	115.03	185.14	1:32.7	113.67	182.93
1:14.7	141.06	227.01	1:22.0	128.50	206.80	1:29.4	117.87	189.69	1:30.8	116.17	186.96	1:31.7	114.90	184.93	1:32.8	113.55	182.74
1:14.8	140.87	226.71	1:22.1	128.35	206.55	1:29.5	117.73	189.47	1:30.9	116.05	186.76	1:31.8	114.78	184.73	1:32.9	113.43	182.54
1:14.9	140.68	226.41	1:22.2	128.19	206.30	1:29.6	117.60	189.26	1:31.0	115.92	186.51	1:31.9	114.66	184.53	1:33.0	113.30	182.34
1:15.0	140.50	226.11	1:22.3	128.04	206.05	1:29.7	117.47	189.05	1:31.1	115.79	186.36	1:33.1	113.18	182.15	1:33.1	113.18	182.15
1:15.1	140.31	225.80	1:22.4	127.88	205.80	1:29.8	117.34	188.84	1:31.2	115.66	186.13	1:33.2	113.06	181.95	1:33.2	112.94	181.76
1:15.2	140.12	225.50	1:22.5	127.72	205.55	1:29.9	117.21	188.63	1:31.3	115.54	185.93	1:33.3	112.82	181.56	1:33.3	112.82	181.56
1:15.3	139.94	225.20	1:22.6	127.57	205.25	1:30.0	117.08	188.42	1:31.4	115.41	185.74	1:33.4	112.70	181.32	1:33.4	112.70	181.32
1:15.4	139.75	224.91	1:22.7	127.41	205.05	1:30.1	116.95	188.21	1:31.5	115.29	185.54	1:33.5	112.58	181.17	1:33.5	112.58	181.17
1:15.5	139.57	224.61	1:22.8	127.26	204.81	1:30.2	116.82	188.00	1:31.6	115.16	185.34	1:33.6	112.46	180.98	1:33.6	112.46	180.98
1:15.6	139.38	224.31	1:22.9	127.11	204.56	1:30.3	116.69	187.79	1:31.7	115.03	185.14	1:33.7	112.34	180.79	1:33.7	112.34	180.79
1:15.7	139.20	224.01	1:23.0	126.95	204.31	1:30.4	116.56	187.59	1:31.8	114.90	184.93	1:33.8	112.22	180.60	1:33.8	112.22	180.60
1:15.8	139.01	223.72	1:23.1	126.80	204.07	1:30.5	116.43	187.38	1:31.9	114.78	184.73	1:33.9	112.10	180.40	1:33.9	112.10	180.40
1:15.9	138.83	223.42	1:23.2	126.65	203.82	1:30.6	116.30	187.17	1:32.0	114.66	184.53	1:34.0	111.98	180.21	1:34.0	111.98	180.21
1:16.0	138.65	223.13	1:23.3	126.50	203.58	1:30.7	116.17	186.96	1:32.1	114.54	184.33	1:34.1	111.86	180.02	1:34.1	111.86	180.02
1:16.1	138.46	222.84	1:23.4	126.35	203.33	1:30.8	116.05	186.76	1:32.2	114.42	184.13	1:34.2	111.74	179.83	1:34.2	111.74	179.83
1:16.2	138.28	222.55	1:23.5	126.19	203.09	1:30.9	115.92	186.51	1:32.3	114.29	183.93	1:34.3	111.62	179.64	1:34.3	111.62	179.64
1:16.3	138.10	222.25	1:23.6	126.04	202.85	1:31.0	115.79	186.36	1:32.4	114.16	183.73	1:34.4	111.51	179.45	1:34.4	111.51	179.45
1:16.4	137.92	221.96	1:23.7	125.89	202.60	1:31.1	115.66	186.13	1:32.5	114.04	183.53	1:34.5	111.39	179.26	1:34.5	111.39	179.26
1:16.5	137.74	221.67	1:23.8	125.74	202.36	1:31.2	115.54	185.93	1:32.6	113.92	183.33	1:34.6	111.27	179.07	1:34.6	111.27	179.07
1:16.6	137.56	221.38	1:23.9	125.59	202.12	1:31.3	115.41	185.74	1:32.7	113.79	183.13	1:34.7	111.15	178.88	1:34.7	111.15	178.88
1:16.7	137.38	221.09	1:24.0	125.44	201.88	1:31.4	115.29	185.54	1:32.8	113.67	182.93	1:34.8	111.04	178.69	1:34.8	111.04	178.69
1:16.8	137.20	220.81	1:24.1	125.29	201.64	1:31.5	115.16	185.34	1:32.9	113.55	182.74	1:34.9	110.92	178.50	1:34.9	110.92	178.50
1:16.9	137.03	220.52	1:24.2	125.14	201.40	1:31.6	115.03	185.14	1:33.0	113.43	182.54	1:35.0	110.80	178.32	1:35.0	110.80	178.32
1:17.0	136.85	220.23	1:24.3	125.00	201.16	1:31.7	114.90	184.93	1:33.1	113.30	182.34	1:35.1	110.68	178.13	1:35.1	110.68	178.13
1:17.1	136.67	219.95	1:24.4	124.85	200.92	1:31.8	114.78	184.73	1:33.2	113.18	182.15	1:35.2	110.57	177.94	1:35.2	110.57	177.94
1:17.2	136.49	219.66	1:24.5	124.70	200.69	1:31.9	114.66	184.53	1:33.3	113.06	181.95	1:35.3	110.45	177.76	1:35.3	110.45	177.76
1:17.3	136.32	219.38	1:24.6	124.55	200.45	1:32.0	114.54	184.33	1:33.4	112.94	181.76	1:35.4	110.34	177.57	1:35.4	110.34	177.57
1:17.4	136.14	219.09	1:24.7	124.41	200.21	1:32.1	114.42	184.13	1:33.5	112.82	181.56	1:35.5	110.22	177.38	1:35.5	110.22	177.38
1:17.5	135.96	218.81	1:24.8	124.26	199.98	1:32.2	114.29	183.93	1:33.6	112.70	181.32	1:35.6	110.11	177.20	1:35.6	110.11	177.20
1:17.6	135.79	218.53	1:24.9	124.11	199.74	1:32.3	114.16	183.73	1:33.7	112.58	181.17	1:35.7	110.00	177.01	1:35.7	110.00	177.01
1:17.7	135.61	218.25	1:25.0	123.97	199.51	1:32.4	114.04	183.53	1:33.8	112.46	180.98	1:35.8	109.89	176.83	1:35.8	109.89	176.83
1:17.8	135.44	217.99	1:25.1	123.82	199.27	1:32.5	113.92	183.33	1:33.9	112.34	180.79	1:35.9	109.78	176.64	1:35.9	109.78	176.64
1:17.9	135.27	217.69	1:25.2	123.68	199.04	1:32.6	113.79	183.13	1:34.0	112.22	180.60	1:36.0	109.67	176.45	1:36.0	109.67	176.45
1:18.0	135.09	217.41	1:25.3	123.53	198.80	1:32.7	113.67	182.93	1:34.1	112.10	180.40	1:36.1	109.56	176.26	1:36.1	109.56	176.26
1:18.1	134.92	217.13	1:25.4	123.39	198.57	1:32.8	113.55	182.74	1:34.2	111.98	180.21	1:36.2	109.45	176.07	1:36.2	109.45	176.07
1:18.2	134.74	216.86	1:25.5	123.24	198.34	1:32.9	113.43	182.54	1:34.3	111.86	180.02	1:36.3	109.34	175.88	1:36.3	109.34	175.88
1:18.3	134.57	216.58	1:25.6	123.10	198.11	1:33.0	113.30	182.34	1:34.4	111.74	179.83	1:36.4	109.23	175.69	1:36.4	109.23	175.69
1:18.4	134.40	216.30	1:25.7	122.95	197.88	1:33.1	113.18	182.15	1:34.5	111.62	179.64	1:36.5	109.12	175.50	1:36.5	109.12	175.50
1:18.5	134.23	216.03	1:25.8	122.81	197.64	1:33.2	113.06	181.95	1:34.6	111.51	179.45	1:36.6	109.01	175.31	1:36.6	109.01	175.31
1:18.6	134.06	215.75	1:25.9	122.67	197.41	1:33.3	112.94	181.76	1:34.7	111.40	179.26	1:36.7	108.90	175.12	1:36.7	108.90	175.12
1:18.7	133.89	215.48	1:26.0	122.53	197.19	1:33.4	112.82	181.56	1:34.8	111.29	179.07	1:36.8	108.79	174.93	1:36.8	108.79	174.93
1:18.8	133.72	215.20	1:26.1	122.38	196.96	1:33.5	112.70	181.32	1:34.9	111.18	178.88	1:36.9	108.68	174.74	1:36.9	108.68	174.74
1:18.9	133.55	214.93	1:26.2	122.24	196.73	1:33.6	112.58	181.17	1:35.0	111.07	178.69	1:37.0	108.57	174.55	1:37.0	108.57	174.55
1:19.0	133.38	214.66	1:26.3	122.10	196.50	1:33.7	112.46	180.98	1:35.1	110.96	178.50	1:37.1	108.46	174.36	1:37.1	108.46	174.36
1:19.1	133.21	214.39	1:26.4	121.96	196.27	1:33.8	112.34	180.79	1:35.2	110.85	178.32	1:37.2	108.35	174.17	1:37.2	108.35	174.17
1:19.2	133.05	214.12	1:26.5	121.82	196.04	1:33.9	112.22	180.60	1:35.3	110.74	178.13	1:37.3	108.24	173.98	1:37.3	108.24	173.98
1:19.3	132.88	213.85	1:26.6	121.68	195.82	1:34.0	112.10	180.40	1:35.4	110.63	177.94	1:37.4	108.13	173.79	1:37.4	108.13	173.79
1:19.4	132.71	213.58	1:26.7	121.54	195.59	1:34.1	111.98	180.21	1:35.5	110.52	177.76	1:37.5	108.02	173.60	1:37.5	108.02	173.60
1:19.5	132.54	213.31	1:26.8	121.40	195.37	1:34.2	111.86	180.02	1:35.6	110.41	177.57	1:37.6	107.91	173.41	1:37.6	107.91	173.41
1:19.6	132.38	213.04	1:26.9	121.26	195.14	1:34.3	111.74	179.83	1:35.7	110.30	177.38	1:37.7	107.80	173.22	1:37.7	107.80	173.22
1:19.7	132.21	212.77	1:27.0	121.12	194.91	1:34.4	111.62	179.64	1:35.8	110.19	177.20	1:37.8	107.69	173.03	1:37.8	107.69	173.03
1:19.8	132.05	212.51	1:27.1	120.98	194.67	1:34.5	111.51	179.45	1:35.9	110.08	177						

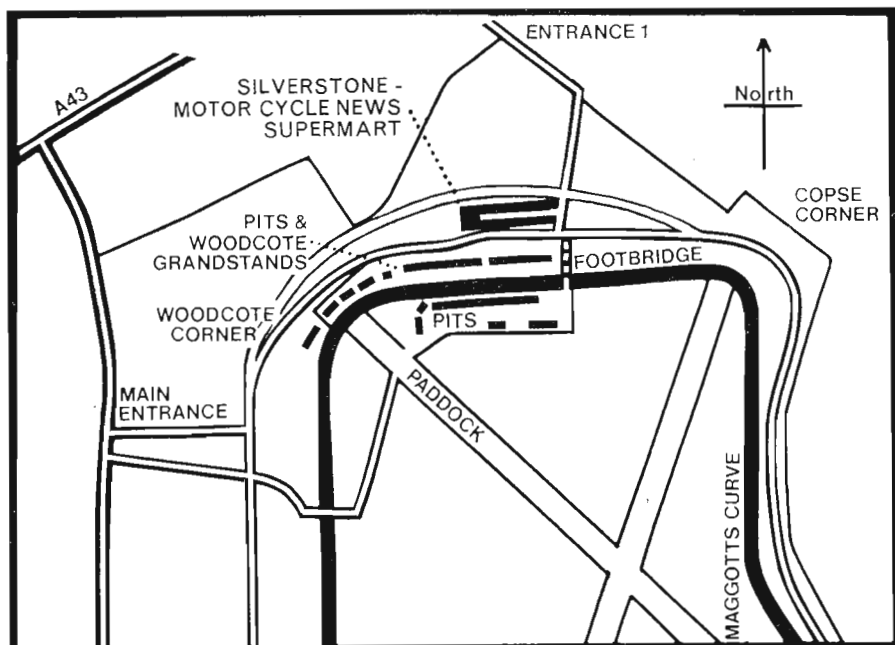
TIME	SPEED		TIME	SPEED		TIME	SPEED	
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1:36-0	109:76	176:65	1:43-5	101:81	163:85	1:51-0	94:93	152:77
1:36-1	109:65	176:46	1:43-6	101:71	163:69	1:51-1	94:84	152:63
1:36-2	109:53	176:28	1:43-7	101:61	163:53	1:51-2	94:76	152:50
1:36-3	109:42	176:10	1:43-8	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	173:40	1:45-5	99:88	160:74	1:53-0	93:25	150:07
1:38-1	107:41	173:26	1:45-6	99:78	160:59	1:53-1	93:16	149:93
1:38-2	107:30	173:09	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
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			1:47-4	98:11	157:89			
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1:40-8	104:54	168:23	1:48-2	97:39	156:73	1:55-8	90:99	146:44
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1:41-3	104:02	167:40	1:48-8	96:85	155:86	1:56-3	90:37	145:44
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1:43-3	102:01	164:16	1:50-7	95:18	153:19	2:00-1	87:66	141:08
1:43-4	101:91	164:00	1:50-8	95:10	153:05	2:00-2	87:52	140:85
			1:50-9	95:01	152:91	2:00-3	87:37	140:62
						2:00-4	87:23	140:38

SILVERSTONE GRAND PRIX CIRCUIT



Silverstone

Motor Cycle News Supermart



The above plan shows the location of the SILVERSTONE - MOTOR CYCLE NEWS 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.

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The camping site is situated in the Outer Purple Car Park.

**NO PUBLIC CAMPING FACILITIES WHATSOEVER ARE ALLOWED
 INSIDE THE CIRCUIT PERIMETER FENCE.**



Norman White



Tony Woods

The Backroom Boys

by Ted Macauley –
John Player Norton
Press Officer

When the curtain of darkness lifted and the first rays of sunlight slanted into the pit area at the Barcelona 24 hours race early in July they were like spotlights on the backroom boys.

The stars, the riders, were either out on the twisting Montjuich Park circuit or snatching fitful minutes of sleep on airbeds, hammocks, cushions, concrete flooring or on stretchers.

The backroom boys, the mechanics, were working furiously, staring through tired, red-rimmed eyes. Aching hands and fingers, weary arms and creaking backs, pored over the intricate steel and alloy jigsaws that seemed to litter almost every spare yard of the frontage of the pits.

In 24 hours the stresses on engines and on all moving parts puts them on the rack of survival; the mechanics are there to ensure that whatever ailment knocks them out is only a temporary setback.

The sleep pattern had reached its most devastating low for the John Player Norton team when the snags were at their very worst.

The Production machine, ridden by Rex Butcher and Geoff Barry, was plagued with exhaust pipe troubles. The Prototype, ridden by Peter Williams and Dave Croxford, was the quickest machine in the race and led the prestigious field until it, too, began to falter with its lifeblood oil seeping through the splits in the tank.

The riders strove manfully to urge their machines into critical gaps in a bid to open up advantages that would be tellingly in their favour in the final analysis.

Mechanics Tony Wood and Norman Whiter, both former riders and therefore men with a sympathy not only for the machinery but for the men who riding a losing battle, and apprentice Michael Ember-Davies, stared anxiously towards the last corner before the pits as one after the other the two John Player Nortons swept into view.

The knew it was their turn to face the pressure. Both machines were in at the same time. Williams, Croxford, Barry and Butcher stretched wearily into far off crannies of the pits and let the backroom boys get on with it.

It is only under these circumstances, when one can see the gruelling pressure under which mechanics have to work, that one realises the value of a good spannerman who refuses to be panicked or to be rushed into making costly errors.

The fact that neither Wood nor White could possibly save the hopes of the two ailing Nortons did not stop them from trying all they knew.

Television crews, cameraman, newspaper photographers, curious riders, officials and mechanics from other teams still in the race crowded around the John Player Norton pit boxes to watch, fascinated, as White and Wood, with Ember-Davies scurrying tirelessly between them, crouched over or crawled under the silent bikes.

For two unbroken hours bachelor Wood operated on the splits in the oil tank as the dawn light bathed the pits: he had had already spent 90 minutes

welding the tank in the night. Now it had opened up again . . .

I do not recollect Wood lifting his head more than a fraction to see how the welding was progressing, occasionally he drew on a cigarette. He was intent. Completely wrapped up in the job as welding sparks flew around his face.

Croxford, who had been riding each time the tank split, shook his head in despair as Wood refused to give up: "It'll never work."

After two hours Wood had to admit defeat. His pitmate Norman White, his face lined and ashen with effort and tiredness, had sent out the Production machine with yet another snag solved, the rear brake.

The leaky oil tank simply would not mend and as 34-year-old Wood lifted his goggles team manager Frank Perris patted him on the shoulder and told him to wheel the bike away.

Croxford and Williams, the man who invited him to join the Norton works team, both said their thanks for a vain battle. But soon it was the same for little Norman White.

The Production machine, now without a back brake, came in again. This time there was irreparable damage to the back sprocket and White's exhausting work, too, had counted for nought.

This was only one small aspect of the wide scope of work undertaken by the works mechanics, a close-up, if you like, of the sort of pressures to which they are subjected under race conditions.

Okay, the Barcelona 24 hours is a special case, like any night-and-day race for that matter. But it showed that when the challenge is presented the mechanics like the riders, can put up a determined fight.

It failed in Spain—but there have been greater moments like the TT when both the John Player Norton Formula 750s made it a clean sweep one-two.

On the Isle of Man the mechanics revelled in the deep involvement that was necessary to ensure a smooth run in the race proper.

On the windswept airfield at Jurby Tony Wood and Norman White painstakingly practised fuel stops with riders Peter Williams and Mick Grant, who had been drafted into the team for the TT.

They rehearsed ceaselessly under the stop-watch of manager Perris . . . until they had got their re-fuelling times down to near record levels.

Time after time, simulating actual race conditions, Williams and Grant roared the big red-white-and-blue Nortons into a mock pit area, Wood and White plunged the petrol pipe into the filler like quick-draw cowboys. And they did not stop until *they* were happy with their performance.

Says Wood: "I suppose that as a former rider I have a feel for what is needed. I know what I would want in a mechanic if I were a works rider.

"Being a works mechanic is a tremendous responsibility. The pressures too, are great. And that, I suppose, is why I get a bit uptight. I'm very snappy when the race is on. I don't want to talk to anybody. I just want to keep myself keyed up. That way I can be certain that I'll be on my toes if anything goes wrong."

Says White, another bachelor: "I used to ride, too. And I came to Norton as a test rider. But now they don't need one.

"I'd love to race again but at the moment I'm happy being so involved with the team. It's nice to know that there is so much responsibility to be shouldered.

"And we realise that as mechanics, even if we are the backroom boys, the pressures can be as hard on us as they are on the riders."

He added: "We like everything at John Player Norton to be a team effort. There's no room for temperamental individuals. Teamwork wins every time."

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Isle of Man 1972 Formula 750 race

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Record Speed 104.23 mph
Lap Record 105.68 mph—(Ray Pickrell)

Production 750 race

1st Trident—(Ray Pickrell)
3rd Trident—(David Nixon)
6th Trident—(A. Copland)
Race Speed 100.00 mph
Lap Record 101.61 mph—(Ray Pickrell)

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

The Club reserves the right to postpone, abandon, or cancel the Meeting or any part thereof.

DOGS

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

GRANDSTAND ROVER TICKETS

Grandstand Rover Tickets costing 80p 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 80p 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, Pits Balcony and Stewards' Enclosure where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

INTERNATIONAL FLAG SIGNALS

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

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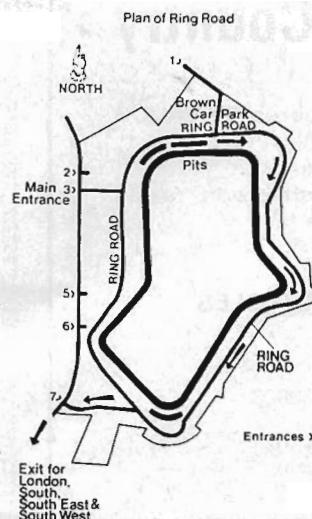
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Traffic arrangements at the circuit



In 1971 we asked you to follow the R.A.C. signposted routes and aim to arrive early.

In 1972 we built a ring road in order that you could use it to ease your journey home.

We asked you to use these facilities to your advantage. Many did and as a result wrote and told us of the ease with which the journey to and from Silverstone was effected. Unfortunately many people thought they knew a short cut both to and from the circuit and found themselves in traffic hold ups.

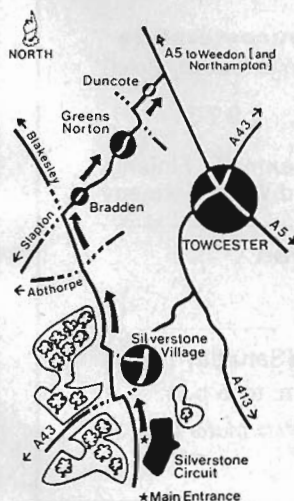
We are not suggesting that the traffic system we ask you to use is perfect there are bound to be delays because some bottlenecks are unavoidable.

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, except for service vehicles. There will however be a small section, namely behind the Pits Grandstand, which will be two way. Attention should be given to the directions of the car park attendants who are there to assist in the movement of traffic. Barriers will be set at points around the road to stop traffic flowing in the wrong direction. At the end of the Meeting there will be a barrier on the road adjacent to Abbey Curve, and under no circumstances will spectator traffic be allowed to travel past this point to exit at the main gate.

The Main Entrance

Traffic Diversion Route from Main Entrance avoiding Towcester



The second important feature for outgoing routes will be the introduction of additional 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 delay.

As a guide here is a map of the ring road, also details of the diversions for traffic leaving from the main gate. Your attention to these details will minimize the delay in getting out. Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the new arrangements work.

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

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SUNDAY 16th SEPTEMBER, 1973

Entries include: teams from Belgium, Canada, Denmark, Finland,
Gt. Britain, Holland, Sweden, U.S.A., U.S.S.R., and West Germany

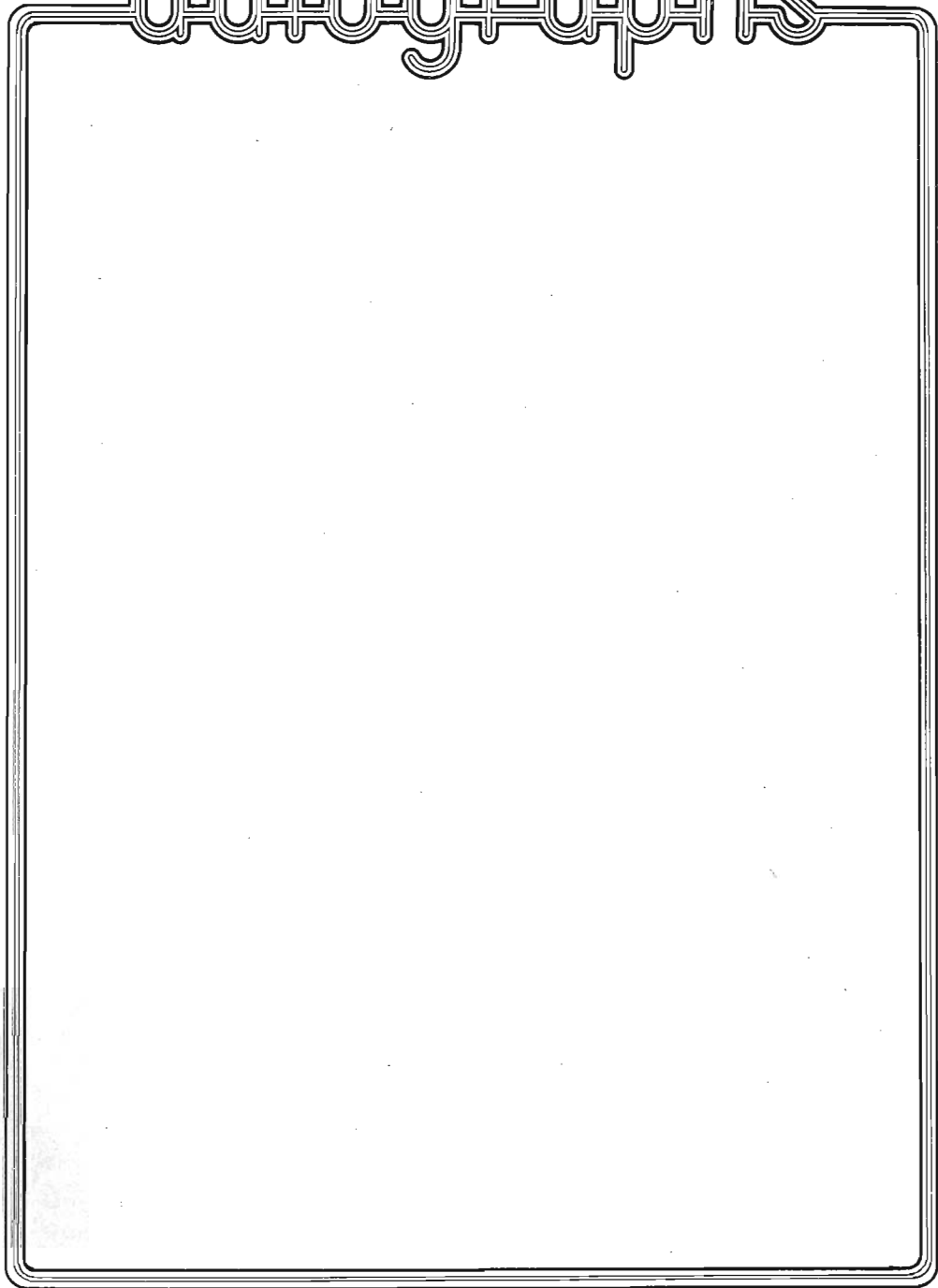
Admission 65p Adults 10p Children

START 1. 30 p.m.

Free Car Parking, Free Camping and Caravanning (Saturday Night)
Practise on Saturday, 15th September, from 3 p.m. to 5 p.m.

*Organised by the Bristol Motorcycle Club and the West Wilts Motor Club on
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New for 1973

UNIFLO Saloon Car Championships

This great new Esso-supported series for special saloon cars will be contested over ten rounds at six different circuits. Entrants for each of the ten races will be divided into four engine-capacity classes: over 1300 cc, 1001-1300 cc, 851-1000 cc, and up to 850 cc.

Here is the programme in full:

All rounds will count towards the Championships. Points will be awarded 4-3-2-1 for the first four places in each class, at each meeting - except for the final event, when double points will be awarded.

March 18th	Silverstone
April 7th	Oulton Park
April 23rd	Mallory Park
May 6th	Brands Hatch
May 28th	Silverstone
June 17th	Thruxton
July 8th	Snetterton
July 29th	Silverstone
August 27th	Silverstone
October 7th	Silverstone

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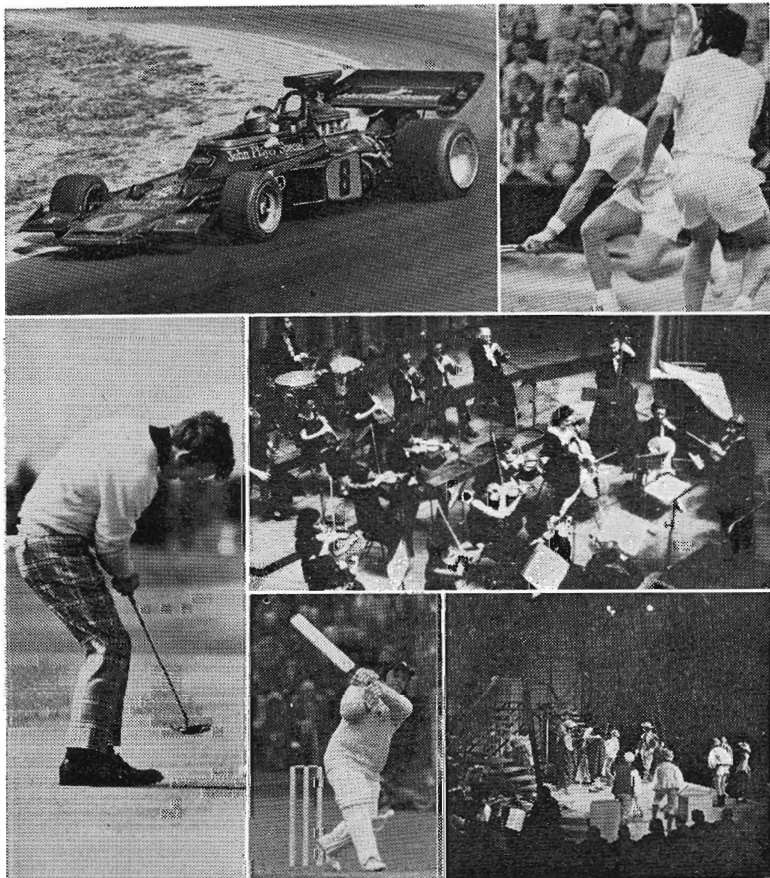


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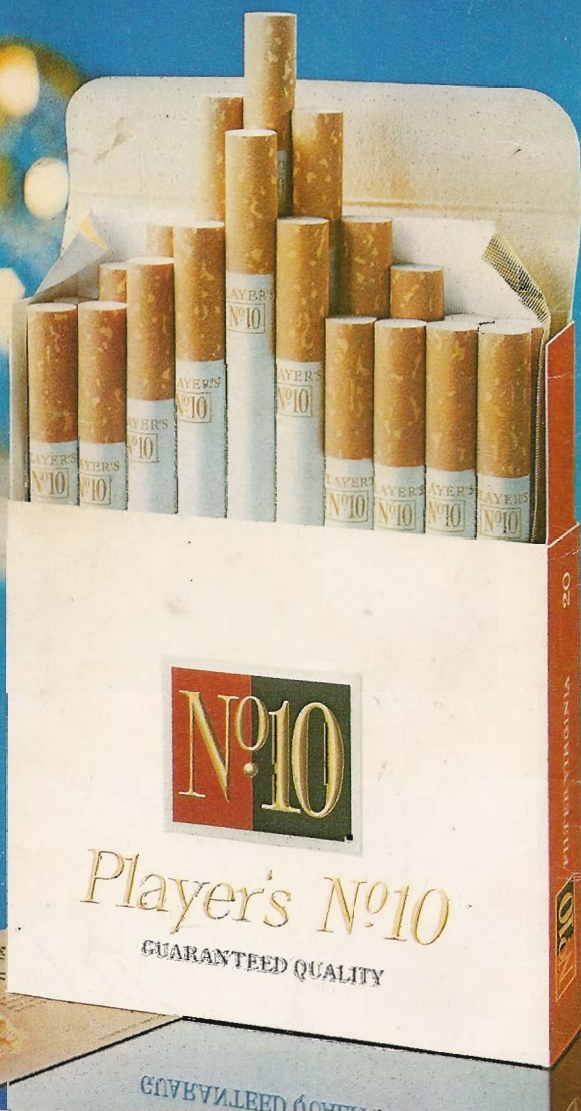
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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

John Player International, Silverstone, 11-12 August 1973.

My first visit to Silverstone and marshalling at Woodcote Corner.

The main event was the FIM Formula 750 race, which was effectively a world championship event. This was run over two legs, which were both won by Paul Smart on his Suzuki 750 two-stroke triple. Barry Sheene would have finished higher overall but he used a different bike in Race 2, a Seeley Suzuki 500, rather than the Suzuki 750 used in Race 1 and was subsequently disqualified. Sheene did however go on to win the 1973 title from the Australians John Dodds (Yamaha 350) in 2nd and Jack Findlay (Suzuki 750) in 3rd.

At Woodcote in the F750 race, there was a spectacular crash by Dave Croxford on his Norton. This was a fast crash. The F750 Norton had been clocked at 146.9 mph at the TT the previous year with Peter Williams on board. Fortunately Dave Croxford was only badly shaken but the Norton was a write-off and in many pieces. A little lad in the crowd said to me, "Hey mister do you want these?", as we loaded the bits into the pickup van. He held two Amal Concentric carbs which had flown over the normal barrier and fence - a total of over 12 feet high!

At the time we heard from other marshals of Kim Newcombe's crash at Stowe in the Allcomers Race on the Saturday. The only news was that 'it was bad', he was in hospital and that it involved an unprotected barrier. Sadly Newcombe died a few days later. A great rider who had achieved so much in such a short time on his privateer Konig two-strokes.

Andy Heathwood, 17/5/12