

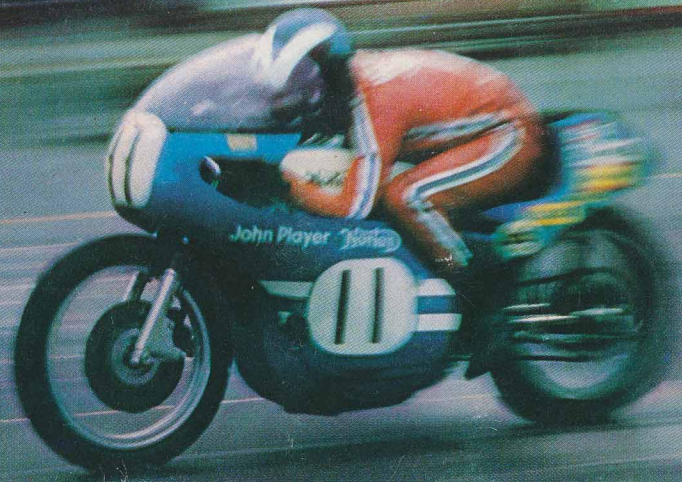
# Silverstone

## Race Day Magazine

**1972  
JOHN  
PLAYER  
INTERNATIONAL**



**Saturday and Sunday August 12th and 13th**  
Organised by the A.C.U.



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bringing you the best



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## COMMENT

Today we welcome back to Silverstone the Auto-Cycle Union and the many thousands of enthusiasts for Britain's big motor cycle classic—The John Player International.

Those of you who were here last year won't need reminding of the fabulous meeting that heralded the return of International motor cycle racing to the Silverstone Grand Prix Circuit. Judging by the star studded entry today's meeting should be no less spectacular.

Besides the racing there is also the Market Place, promoted by *Motor Cycle News*, for you to browse round as well as the Clubs Marquee in which a number of the leading road racing clubs are represented. We hope that these will both develop into regular features of the meeting which has already become a must for all Road Racing enthusiasts.

Obviously an event of this calibre would not be possible without sponsorship and both Silverstone Circuits Limited and the Auto-Cycle Union are extremely grateful to John Player & Sons for their sponsorship and to the *Daily Express* for their support of the meeting.

We hope you enjoy the John Player International.



# Silverstone's "World Championship" Challenge

LESLIE NICHOL

Welcome, to a week-end of world championship-class motorcycle racing over Britain's fastest circuit—with a record entry of more than 400 elite enthusiasts to prove it.

Today's speed spectacular, lavishly sponsored by John Player and supported by the *Daily Express*, is organised by the Auto-Cycle Union, governing body of the sport in this country,

The A-C.U. has made every effort to lure the finest riders and machinery available, in a bid to match the greatness of the record-breaking meeting held here in 1971. Both Mike Hailwood, who raced so superbly with very little preparation last August, and Italy's world-beater, Giacomo Agostini, are absent today.

Mike, who has definitely quit bikes, pilots the Brooke Bond-Surtees in Sunday's Formula One grand prix at Osterreichring, Austria. 'Ago,' anxious to return to the famous Northants circuit, is retained at a national championship meeting in Italy.

But, as we discovered last season, it was not the great names and the most exotic machinery which provided us with the clash of the day.

That was brilliantly presented by London's classic hope Barry Sheene who, after winning the 125 event, fought the greatest 250 battle seen in this country to beat Switzerland's Gyula Marsovszky and Finland's Jarno Saarinen.

Sheene, after overcoming a series of demoralising crashes, returns to the Silverstone speed ring to take on Saarinen and Marsovszky again. And every other race in the two-day card sparkles with top talent—Phil Read, John Cooper, Peter Williams, Charlie Mortimer, Paul Smart, Rodney Gould, Ray Pickrell, America's Jody Nicholas, Tony Jefferies, Germany's Klaus Enders . . . etc!

Note, please, five times world champion Read, Williams, Nicholas, (a classical music pianist) and British 350 Championship hope Mick Grant of the John Player Norton Team. Here is a combination that is playing a vital part in trying to reshape both the British and the classic image of modern grand prix motorcycle racing.

Encouraged by their enthusiastic chairman, Dennis Poore, team-manager Frank Perris (a former captain of the Suzuki world championship

team), Norton and Players are striving to boost the U.K. image in a class of racing that not only deserves grand prix status but which can also revive a vital factory interest in the sport—Formula 750.

This exciting category embraces highly sophisticated, over-the-counter machinery, capable of speeds way beyond 160 miles-an-hour. We need to win this crusade—for never has Britain's place in the sphere of classic machinery been weaker than it is today.

As always, we have the riders—but there is not a British-powered bike built today capable of winning any world championship road racing event! We have slumped to two major manufacturers—Norton Villiers and B.S.A.-Triumph.

And if two-wheeled racing is to attract the wealthy support which our Formula One cars receive today—we must provide British tools for the job. Otherwise the entire grand prix motorcycle circus will remain—as it is at present—totally dominated by foreign machinery.

So, a big cheer, please, for John Player Norton and the B.S.A.-Triumph squads. Read, now 33, is engaged in one of the most active seasons of his entire career. Apart from his Norton mounts he rides his own Yamahas—which zipped him to a magnificent victory in the Isle of Man T.T. last June.

His outstanding skill has also earned him a coveted spot with Agostini's famous M.V. Agusta team. Here he has helped Giacomo's successful bid to check the powerful 350 threat from Saarinen, who became Finland's first World Motor Cycle Champion when he clinched the 250 title at Imatra.

But Norton face a tremendous challenge today. Italy's Ducati stable will be represented by Kent's Paul Smart, the man who beat the world with their 750 at Imola last April. Paul defeated Percy Tait here last August to win the Formula 750 battle—and establish a new absolute record lap of 104.95 m.p.h. on a Triumph Daytona three-cylinder.

Derbyshire's extremely popular John Cooper—noted for his successes over Agostini—will be challenging on the speedy B.S.A. Rocket Three.

This 'Superbike' clash will be strengthened by the appearance of London printer Ray Pickrell, who broke the Manx lap record five times to win the Formula 750 T.T. on his Trident in June.

Pickrell, 34, is undoubtedly the 'Superman' of the 750 class. He completed a magnificent double on the Isle of Man through a super success in the Production Machine Race—which he won here on a B.S.A. last August.



No wonder today's meeting is rightly earning the title of the 'Silverstone T.T.' for adding to our line up of world stars is the man who has given Spain's 125 hero, Angel Nieto a terrific fight all season, Charlie Mortimer.

Charlie is another Manx victor who unluckily suffered gearbox trouble in a bid for his first world crown in Finland. He hopes to improve on his second to Sheene in the previous 125 struggle at Silverstone.

One man who has undoubtedly raised British prestige is the Midland sidecar king, Chris Vincent. He powered his newly created Munch 4-cylinder outfit to a shattering success over the West German aces in Finland.

It was Britain's first grand prix sidecar victory since Colin Seeley won the Dutch T.T. in 1964. But, more important, Chris and his passenger Mick Casey beat Germany's current World Champion Klaus Enders by 55 seconds.

So watch out for two terrific tussles between these two great riders this weekend, with Enders determined for revenge on his B.M.W.

This survey would be incomplete without mentioning Yamaha's 1970 World 250 Champion Rodney Gould. No rider has struggled harder this season to regain a lost crown.

So Silverstone tries again to convince the Federation Internationale Motocycliste—the world's governing body—that a World Championship Grand Prix in **England** is long overdue.

Car fans have a World Championship Grand Prix in England every year. So why, in the name of motor sport, cannot the F.I.M. grant the same concession to the two-wheelers? Riders want it, thousands of home and overseas fans want it—and so does yours truly.

### CAMPING FACILITIES

Please note that there are no facilities for spectators to camp in the circuit enclosures. The enclosures will be patrolled to clear the area of campers. A Camping Area has been provided in the Yellow Car Park (Entrance No. 2).

See Map on page 32.

# Big news for 16 year olds!



**Meet the VS50 Sports.**  
**The moped that looks and handles like a**  
**lightweight sporting motorcycle.**  
**And converts to one just as soon**  
**as you're ready!**

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## **FOCUS No. 16**

on

### **VERNON COOPER**

TODAY'S CLERK OF THE COURSE



Vernon Cooper was born in 1914 and has spent a lifetime in motor sport. He was a founder member of the Nantwich Motor Club in 1933 and is now its President. He has been a Vice President and Treasurer for the Cheshire Centre of the Auto-Cycle Union for 23 years and is the centre delegate.

He has been an active competitor on two and four wheels and between 1934 and 1948 competed regularly in trials and scrambles. He is also a very experienced rally competitor having taken part in six Monte Carlo Rallies, four Tulip Rallies, eight R.A.C. Rallies, and three Midnight Sun (Swedish) Rallies. Nowadays he is an active competitor in sprints and hill climbs with an 'E' type Jaguar. His total of class and other awards is now over 120.

Vernon Cooper can now claim to be one of the Auto-Cycle Union's most experienced officials having organised Scrambles, Road Races, Hill Climbs, Trials and Rallies, including being Clerk of the Course at most of the National and International Road Race Meetings at Oulton Park. This will be his second year at Silverstone having been Clerk of the Course last year.

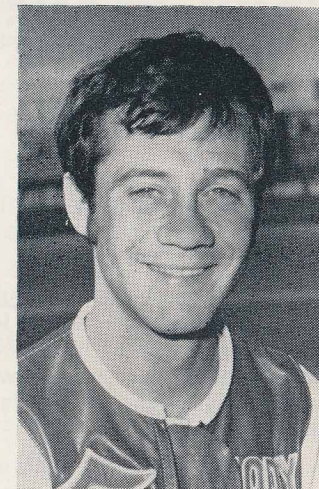
Besides event organisation Vernon undertakes a tremendous amount of committee work for the A.C.U. being a member of the management committee, the competitions committee, deputy chairman of the T.T. committee, member of the track safety sub committee and the anti noise sub committee and Chairman of the recently formed T.T. Supporters Club.

One would think that this heavy involvement in motor cycling would take up all his time but he has somehow found time to build his business in the Radio & T.V. Trade, which he started at the age of 20, into a company employing over 3,500 people with 350 shops nationwide.

## **SPOTLIGHT No. 16**

on

### **JODY NICHOLAS**



Bringing a Transatlantic flavour to today's great meeting is 28-year-old Texan Jody Nicholas.

Jody will be driving for John Player Team Norton in the Formula 750 Race. This will be his first ride on a works Norton and he is a strong tip for the honours.

He started racing at the age of 12! In 1961 he won the amateur race at Daytona and he had innumerable successes throughout America. He is now in his third year as a member of Team Suzuki and last year was undefeated in the experts class at Ascot Park, U.S.A. He came to England earlier this year to compete in the 3-day John Player Transatlantic Trophy series and his ride on the 750 c.c. water-cooled Suzuki was described by *Motor Cycle News* as 'exceptionally brave'. It was as a result of this that John Player Team Norton invited him back to England to compete in the Silverstone classic. On his return to America after the Transatlantic Trophy he won the American National Road Race at Atlanta on the 750 c.c. works Suzuki, but suffered the misfortune of a disqualification after a protest concerning technical details on the machine.

Jody Nicholas now lives in California and is the assistant editor of the magazine *Cycle World*. He served in the U.S. Forces in Vietnam as a fighter pilot. Besides being an expert racing motor cyclist he is also an accomplished concert artist.



# JOHN PLAYER SPORT

By **LEWIS ROWE**

Special Events Manager  
John Player & Sons

For many years now John Player have supported sporting and leisure activities where we, and the particular sports governing body, felt that our help could be most useful.

Most of us have in recent years enjoyed watching live on television the lively John Player cricket league games on Sunday afternoon, the fine spectacle of John Player team Lotus cars racing round the World Grand Prix circuits, the top show jumping riders competing annually for the highest prize—the John Player Trophy—at the Royal International Horse Show.

Take cricket, for instance. Three or four years ago the MCC were contemplating a change in the pattern of the game in a much-needed effort to bring audiences back, to put revenue into the counties' coffers as a result and to provide different, brighter games. It seemed to us at John Player that we could be of some assistance in realising this ambition. We approached the MCC and asked if we might become associated with the new concept of Sunday cricket. Thus, the John Player league was born. Result, a better deal for the cricketers, an increase in the counties' fortunes and large crowds coming back to the game, not only for Sunday cricket but for other competitions as well.

Although attracting different categories of audience, cricket and motor cycling have some common parallels. Both sports in recent years have had their ups and downs in terms of public acceptance. Cricket, during the 'fifties and early 'sixties was an enormously popular sport. Motor Cycling too, right up to the middle 'sixties, captured the imagination of the public through the performances of outstanding riders such as Geoff Duke, John Surtees, Mike Hailwood and current performers such as Phil Read and Giacomo Agostini. During this period these names became household words, then something happened—and motor cycling slipped down the scale of public popularity. Was it the notorious fickleness of the general public or had other sports become more professional and a more acceptable means of occupying one's leisure time?

We could argue the case forever. Suffice it to say that through the efforts of the governing bodies, the circuit authorities and, by no means least, the riders themselves, motor cycling is once again capturing the public's imagination. Figures will prove that this is not mere fiction—but fact. A crowd of over 60,000 watched the three-day John Player Transatlantic Trophy meeting earlier this year and crowds of 20,000 plus at one-day meetings are now a common occurrence.

At John Player we have some experience as publicists and, by working closely with the sport's administrators, we attempt to put this expertise to work for the sport.

We also hope that through our own John Player Norton team we lend some colour, glamour and competitive spirit to the sport.

If the pundits are correct and the 750 c.c. formula becomes a World Championship event in 1974 this, I am sure, will be the final boost to lift motor cycling back to its rightful place—at the very top of the tree.

## JOHN PLAYER NORTON

—how they have fared

### DAYTONA, USA—12 March:

P. Read ..	..	..	4th
P. Williams ..	..	..	d.n.f.

## JOHN PLAYER TRANSATLANTIC TROPHY

### BRANDS HATCH—31 March:

Race 1: P. Read ..	..	..	3rd	Race 2: P. Williams ..	..	..	3rd
P. Williams ..	..	..	4th	P. Read ..	..	..	4th
T. Rutter ..	..	..	11th	T. Rutter ..	..	..	11th

### MALLORY PARK—2 April:

Race 1: P. Read ..	..	..	4th	Race 2: P. Read ..	..	..	5th
P. Williams ..	..	..	9th	P. Williams ..	..	..	7th
T. Rutter ..	..	..	d.n.f.	T. Rutter ..	..	..	11th

### OULTON PARK—3 April:

Race 1: P. Williams ..	..	..	4th	Race 2: P. Williams ..	..	..	5th
P. Read ..	..	..	6th	P. Read ..	..	..	6th
T. Rutter ..	..	..	11th	T. Rutter ..	..	..	d.n.f.

### IMOLA 200 MILE, ITALY—23 April:

P. Read ..	..	..	4th
P. Williams ..	..	..	d.n.f.
T. Rutter ..	..	..	d.n.f.

### CADWELL PARK—14 May:

P. Read ..	..	..	4th
P. Williams ..	..	..	d.n.f.
T. Rutter ..	..	..	d.n.r.

### BRANDS HATCH—29 May:

P. Williams ..	..	..	3rd
P. Read ..	..	..	d.n.f.

### ISLE OF MAN—7 June:

P. Read ..	..	..	d.n.f.
P. Williams ..	..	..	d.n.f.
J. Cooper ..	..	..	d.n.f.

### MALLORY PARK—11 June:

P. Williams ..	..	..	6th
P. Read ..	..	..	d.n.f.

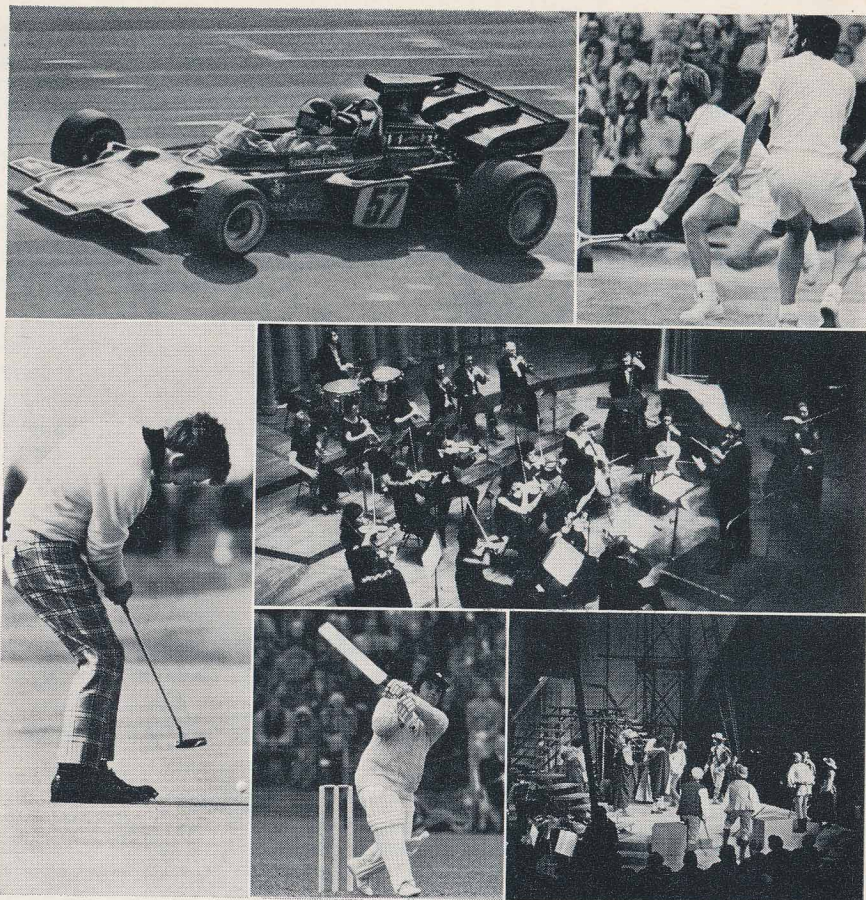
### SWEDISH GRAND PRIX—22 July:

P. Read ..	..	..	2nd
P. Williams ..	..	..	d.n.f.
M. Grant ..	..	..	d.n.r.

d.n.f. — did not finish

d.n.r. — did not ride





## How to see Britain at its best

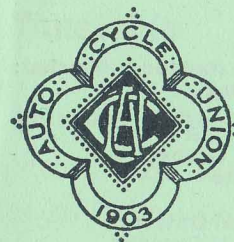
Sport, pageantry, art, music, horticulture – the John Player Information Bureau has been set up to provide you with information about a wide variety of forthcoming events in Britain.

For details of these events and how to plan your attendance at them, just phone, write or call in at the Bureau. Trained staff will be delighted to answer your queries and help you – and your family – get the 'best out of Britain'.

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**John Player**  
bringing you the best

JP52



## JOHN PLAYER INTERNATIONAL

**Silverstone**

**Saturday/Sunday, 12/13 August, 1972**

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. 504. I.M.N. No. 2/43.





## OFFICIALS OF THE MEETING

<b>Stewards of the Meeting:</b> (International Jury)	<b>Commentators:</b> F. Clark E. Dow I. Goddard	<b>Chief Paddock Marshal:</b> C. Armes
Appointed by the A.C.U.— N. E. Dixon, O.B.E. E. G. Cope	<b>Chief Scoreboard Marshal:</b> G. Rowley	<b>Lap Scorers:</b> Mrs. J. Dobbs F. Wallis
Appointed by the South Midland Centre A.C.U.— D. Mobley	<b>Press Officers:</b> P. B. Aumonier (Silverstone Circuits Ltd). L. Nichol (Daily Express)	<b>Medical Officer:</b> Dr. H. A. Chandler
and any others nominated by F.M.N.'s in accordance with the International Sporting Code	<b>Chief Scrutineer:</b> D. Juler	<b>First Aid:</b> St. John Ambulance Brigade
<b>Clerk of the Course:</b> V. Cooper	<b>Scrutineers (Machines):</b> E. Carter J. Chillingworth A. Phillips M. Scrivener	<b>Vehicle Recovery:</b> D. A. Slaughter Revetts Ltd.
<b>Deputy Clerk of the Course:</b> A. B. Mullee	<b>Scrutineers (Helmets &amp; Protective Clothing):</b> G. Johns J. Johns	<b>A.C.U. Headquarters:</b> Mrs. B. Davies D. Jackson P. Finnigan
<b>Chief Timekeeper:</b> H. W. Shuttleworth	<b>Asst. Secretary of the Meeting:</b> Mrs. M. Driver	<b>Secretary of the Meeting:</b> K. E. Shiersen, Auto-Cycle Union, 31 Belgrave Square, London, SW1X 8QQ (01-235 7636).
<b>Timekeepers:</b> R. C. Allcock V. C. Anstice H. Clenshaw F. J. Henley S. A. Nicholls F. C. Toplis	<b>Engine Measurer:</b> E. A. Woods	<b>For Silverstone Circuits Ltd. Circuit Manager:</b> G. Smith
<b>Starters:</b> D. Bailey R. Isaac T. R. Mills	<b>Chief Marshal:</b> A. D. Burrows	<b>Press and Publicity Officer:</b> P. B. Aumonier

### Emergency Services:

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

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

## Timetable

### Saturday 12 August

10.00 — 12.30	Official Practice	
14.00 — 16.30	Official Practice	
17.00	750 c.c. Sidecar Race	15 laps

### Sunday 13 August

11.30 — 11.45	Official Practice	
12.00	Salute to the Champions	
12.30	125 c.c. Ultra-Lightweight Race	10 laps
13.10	350 c.c. Junior Race	12 laps
13.50	Production Machine Race	12 laps
14.30	500 c.c. Senior Race	12 laps
15.10	250 c.c. Lightweight Race	12 laps
15.50	Allcomers (100-1000 c.c.) Solo Race	15 laps
16.35	500 c.c. Sidecar Race	15 laps
17.20	Formula 750 Solo Race	20 laps



## Trophies and Awards

### 750 c.c. SIDECAR RACE

Winning Driver and Passenger—John Player Trophies and Sashes  
1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

### 125 c.c. SOLO RACE

Winning Driver—A John Player Trophy and Sash  
1st £50; 2nd £30; 3rd £20; 4th £10; 5th £8; 6th £6; 7th £4; 8th £2.

### 350 c.c. SOLO RACE

Winning Driver—A John Player Trophy and Sash  
1st £80; 2nd £55; 3rd £35; 4th £20; 5th £15; 6th £10; 7th £8; 8th £6; 9th £4; 10th £2.

### PRODUCTION MACHINE RACE

Winning Driver—A John Player Trophy and Sash  
750 c.c. class: 1st £70; 2nd £35; 3rd £20; 4th £10; 5th £8; 6th £4.  
500 c.c. class: 1st £30; 2nd £20; 3rd £10; 4th £8; 5th £4; 6th £2.  
250 c.c. class: 1st £30; 2nd £20; 3rd £10; 4th £8; 5th £4; 6th £2.

### 500 c.c. SOLO RACE

Winning Driver—A John Player Trophy and Sash  
1st £80; 2nd £55; 3rd £35; 4th £20; 5th £15; 6th £10; 7th £8; 8th £6; 9th £4; 10th £2.

### 250 c.c. SOLO RACE

Winning Driver—A John Player Trophy and Sash  
1st £80; 2nd £55; 3rd £35; 4th £20; 5th £15; 6th £10; 7th £8; 8th £6; 9th £4; 10th £2.

### ALLCOMERS (100-1000 c.c.) SOLO RACE

Winning Driver—A John Player Trophy and Sash  
1st £100; 2nd £70; 3rd £40; 4th £25; 5th £20; 6th £10; 7th £8; 8th £6; 9th £4; 10th £2.

### 500 c.c. SIDECAR RACE

Winning Driver and Passenger—John Player Trophies and Sashes  
1st £80; 2nd £50; 3rd £30; 4th £20; 5th £15; 6th £10; 7th £8; 8th £5.

### FORMULA 750 SOLO RACE

Winning Driver—The Daily Express Trophy and Sash  
1st £100; 2nd £70; 3rd £40; 4th £25; 5th £20; 6th £10; 7th £8; 8th £6; 9th £4; 10th £2.

## LIST OF ENTRIES

### SOLOS

Riding No.	Driver/Entrant	Races	Riding No.	Driver/Entrant	Races
1	Jody Nicholas (Entrant: John Player Norton)	7, 9	35	Alan Dunscombe (Entrant: Vic Camp Motor Cycles)	7, 9
2	Ray Pickrell	4, 7, 9	36	Jim Harvey (Entrant: Two Wheel Services)	5, 7, 9
3	Jarno Saarinen	3, 6, 7	37	Barry Ditchburn (Entrant: Broad Motors Ltd.)	3, 5, 7
4	Peter Williams (Entrant: John Player Norton) (Entrant: Norton Villiers [Europe])	5 7, 9 4	38	Dave Potter (Entrant: Gus Kuhn Norton Centre)	4, 7, 9
5	Phil Read (Entrant: John Player Norton)	3, 5, 6 7, 9	39	Peter Butler (Entrant: Boyer of Bromley)	4, 7, 9
7	Rod Gould (Entrant: Hostettler Yamaha)	5, 6, 7	40	Dave Nixon (Entrant: Boyer of Bromley)	4, 7, 9
8	John Cooper (Entrant: Wragg's Motorcycles)	3, 6, 7, 9	41	Roger Nicholls (Entrant: Two Wheel Services)	5, 7, 9
9	Paul Smart	5, 7, 9	42	Alex George (Entrant: Team Ecosse)	3, 4, 5, 6, 9
10	Teuvo Lansivouri	3, 6, 7	43	Charlie Sanby (Entrant: Hitac Engineering Ltd.)	5, 7, 9
11	Barry Sheene (Entrant: Frank Sheene)	3, 5, 6, 7	44	Bill Smith (Entrant: Bill Smith Motors)	3, 4, 5, 7, 9
12	Gyula Marsovszky	5, 6, 7	45	John Williams (Entrant: Bill Smith Motors)	3, 4, 5, 7, 9
14	Chas Mortimer (Entrant: Danfay Distributors)	2, 5, 7	46	Steve Murray (Entrant: Bill Smith Motors)	3, 4, 7, 9
16	Tony Jefferies (Entrant: Allan Jefferies)	3, 7, 9	47	Pat Mahoney (Entrant: Joe Francis [M/C] Ltd.)	3, 5, 6, 7, 9
17	Adu Celso-Santos (Entrant: Yamaha Motor Do Brasil)	3, 6	48	Graham Sharp (Entrant: Gus Kuhn Norton Centre)	7, 9
18	Stan Woods (Entrant: Suzuki [G.B.] Ltd.)	2, 6 4, 5, 7, 9	49	Andreas Georgeades	5, 7
19	Bruno Spaggiari (Entrant: Ducati Meccanica S.p.A.)	3, 5, 7, 9	50	Tony Smith (Entrant: Gus Kuhn Motors Ltd.)	4, 9
20	Ron Chandler (Entrant: Reg Kirby Ltd.)	3, 5, 7, 9	51	Ken Redfern (Entrant: Armstrongs Motorcycles)	3, 7, 9
21	Derek Chatterton (Entrant: Chatterton's Motors)	3, 5, 6	52	Brian Smith (Entrant: Ron Herring)	5, 6
22	Dave Croxford (Entrant: Norton Villiers [Europe])	5, 7, 9 4	53	David Clarkson	3, 9
23	Rene Guilano (Entrant: Ducati Meccanica S.p.A.)	3, 5, 7, 9	54	Graham Penny (Entrant: D. MacHarris Motorcycles)	4, 5
24	Tony Rutter (Entrant: Bob Priest)	3, 5, 6, 7	55	Vince Chivers	3
25	Steve Machin	2, 3, 5, 6, 7	56	Stan Hudson	3
26	Brian Kemp (Entrant: Five Star Speed Equipe)	5, 6, 7	57	Mick Burns (Entrant: Ron Jervis Motor Cycles)	3, 9
27	Mick Grant (Entrant: John Player Norton)	3, 6 7, 9	58	Darryl Pendlebury (Entrant: A. Bennett & Son [Motorcycles])	4, 7, 9
28	Percy Tait	4, 7, 9	59	George Fogarty	3, 5, 9
29	Barry Randle (Entrant: Reg Gower)	3, 6, 7	60	Ken Huggett (Entrant: D. MacHarris Motorcycles)	4, 5, 9
30	Charlie Williams (Entrant: Derek Johnson Motorcycles) (Entrant: Suzuki [G.B.] Ltd.)	3 5, 7, 9	61	W. Henderson (Entrant: A. W. Barnes)	5, 6, 7
31	Geoff Barry (Entrant: E. C. Oakley)	2, 5, 7, 9	62	Derek Best	4, 5
32	Alan Barnett	3, 6, 7	63	Paul Cott (Entrant: Stewart Willis)	3, 5, 6
33	Bob Steele (Entrant: T. E. Rutherford)	7, 9	64	Martin Sharpe (Entrant: Ron Herring)	3, 6, 9
34	Tom Dickie	3, 5, 6	65	Bill Rae	2, 6
			66	Brian Hunter	5



Riding No.	Driver/Entrant	Races	Riding No.	Driver/Entrant	Races
67	Phil Carpenter (Entrant: Norman Ball)	5, 6, 7	108	Alan Walsh (Entrant: Rivetts [Leytonstone] Ltd.)	4, 9
68	Paul Selleck (Entrant: T. W. Kirby Ltd.)	5, 7	109	Roy Simmons (Entrant: Cray Motorcycles)	3, 4
69	Barrie Scully	3, 7, 9	110	Gary Green (Elite Motors [Tooting] Ltd.)	4, 7
70	Ken Daniels (Entrant: Frank Parkinson)	2, 3, 6	111	Hugh Robertson (Entrant: K. G. Buckmaster) (Entrant: J. Robertson)	4 9
71	Mick Chatterton (Entrant: Chatterton Motors)	3, 6	112	Don Grant	5, 7
72	Ivan Hodgkinson (Entrant: Tagg's Motorcycles) (Entrant: Granby Motors)	6 2, 5	113	Bill Tomlinson	3
73	Neil Tuxworth (Entrant: Henstocks of Mansfield)	2, 3, 4, 9	114	Kevin Cowley	5, 7, 9
74	Roger Bowler (Entrant: R. S. May)	4 5	115	Alastair Copland (Entrant: Bernard Winters)	3, 5
75	Nigel Palmer	3, 7	116	Graham Fish (Entrant: Reg Dearden Ltd.)	3, 9
76	Stuart Clarkson	3, 6	117	Roy Bisbey	3, 6, 9
77	Tony Smith (Entrant: Rugg's of Woodford)	4, 5, 7, 9	118	Noel Clegg	4
78	Peter Gibson (Entrant: Keith Burns)	5, 7	119	Alan Bedford	4
79	Carl Ward	2, 6	120	Jim Evans	4
80	Eddie Roberts (Entrant: Fred Marriott Motorcycles)	4, 6	121	Chris McGahan	4
81	Adrian Cooper	5, 7, 9	122	Dave Arnold (Entrant: R.A.F. Motor Sports Association)	4
82	Peter McKinley	3, 7	123	Robert Faulks (Entrant: Mrs. E. Hickman)	4
83	Richard Allen (Entrant: Park Road Motor Cycles)	4, 5, 9	124	Colin Hope	4
84	Jack Machin	2, 5, 7	125	Robert Harrington	4
85	Howard Robinson (Entrant: A. Bennett & Son [Motorcycles])	3, 4	126	Rob Prior	4
86	Dennis Trollope (Entrant: C. J. Trollope)	3, 7, 9	127	Paul Coombs (Entrant: Roger Slater)	4
87	Ken Kay	3, 5, 9	128	John Witt-Mann	4
88	Roger Corbett	6, 9	129	Leo Castles	4
89	Gary Carter	2, 6	130	Andrew Barr (Entrant: R.A.F. Motor Sports Association)	4
90	Richard Browne	5	131	Terry Grotefeld	4
91	Hugh Evans (Entrant: Ongar Motorcycles)	4, 9	132	Jeffrey Webber	4
92	John Cowie	5, 9	133	David Jones	4
93	Robin Keating	3, 7	134	Clive Wall	4
94	Dave Gladwin (Entrant: G. S. L. Motorcycles)	3, 4	135	Ronald Baylie	4
95	John Silversides	3	136	Ray Knight	4
96	Raymond Judge	4	137	Tony Holland (Entrant: Geoff Dodkin)	4
97	Bernard Toleman (Entrant: C. J. Racing)	4, 9	138	J. Hedger (Entrant: Owen Five Star)	4
98	Bill Fulton	3, 5, 7	139	Tony Carlton	4
99	Tom Waterer	4, 7	140	Kevin Sullivan	9
100	Michael Hemmings	4, 7	141	Tony Anderson	3
101	Ken Inwood	3, 5	142	Ken Tilley	5
102	Ron Hackett	2, 6	143	Brian Hussey (Entrant: D. Walpole)	5
103	Alan T. Lawton	3, 5	144	Graham Dickson	2, 6
104	Peter Darvill	4, 9	145	Rex Caunt (Entrant: A. E. Milnes & Son)	2
105	David Habel (Entrant: Mick Walker Motor Cycles)	4, 5, 6	146	Richard Hunter	2
106	John Askew (Entrant: Kas Engineering Co.)	3, 6	147	David Barton (Entrant: Staffordshire Motorcycles)	2
107	Peter Elmore	5, 7	148	Richard Stevens	2
			149	Fred Launchbury (Entrant: Raynes Park Motorcycles)	2

Riding No.	Driver/Entrant	Races	Riding No.	Driver/Entrant	Races
150	Leigh Notman (Entrant: H. E. Butler Motorcycles)	2	169	Austin Hockley (Entrant: Granby Motors [Ilk] Ltd.)	2, 6
151	Barrie Dickinson (Entrant: Derek Johnson Motorcycles)	2	170	Alfred Speight	2, 6
152	Larry Carter (Entrant: Mrs. F. Evans)	2	171	Terry Hutton	2, 6
153	John Jackson (Entrant: L. A. Hockley)	2	172	Ralph Watts	2, 6
154	John Kirkby	2	173	Charles Ford	2, 6
155	James Wells	2	174	Ernie Johnson	6
156	Paul Shoobridge	2	175	Geoff Went	6
157	Clive Horton	2	176	John Caven	6
158	Tony Dawson	2	177	Rene Hordelalay	6
159	Jon Worthington	2	178	Rod Scivyer (Entrant: Mike Wheeler Motorcycles Ltd.)	6
160	Mike Scutt (Entrant: Chequers Travel)	2	179	Anthony Myers (Entrant: Auto 66 Club)	6
161	Andy Morris	2	180	Philip Haslam (Entrant: Malcolm Carter)	3, 5, 6, 7
162	Michael Cashmore	2	181	K. Martin (Entrant: Eddie Crooks)	4, 5, 6
163	Brian Owen	2	182	Roy Graham	3, 5, 9
164	Lindsay Porter (Entrant: Porters Motors [Spalding] Ltd.)	2, 4	183	Jeff Wade (Entrant: Roger Slater)	3, 4, 9
165	Michael Evans (Entrant: Motor Cycle Shop [Tamworth] Ltd.)	2, 4	184	Michael Taylor (Entrant: Mick Walker Motor Cycles)	2, 4, 6
166	Dave Bedlington (Entrant: Auto 66 Club)	2, 6	185	Colin M. Thompson (Entrant: Church Hill Garage)	3, 9
167	Graeme Corbett (Entrant: Five Star Speed Equipe)	2, 6	186	David Featherstone (Entrant: R.A.F. Motor Sports Association)	3, 9
168	Spencer Crabbe	2, 6	187	Keith Walley	6, 9
			188	Bill Kirkwood	2
			189	Chris Bond	4
			190	Ron Pladdys	2

## SIDECARS

Riding No.	Driver/Entrant	Passenger	Races
1	Klaus Enders	Ralf Engelhardt	1, 8
2	Chris Vincent (Entrant: Peter Chapman)	Mike Casey	1, 8
3	Rudi Kurth	Miss Dane Rowe	1, 8
4	Tony Wakefield	Alec MacFadzean	1, 8
5	Graham Milton	John Thornton	1, 8
6	Peter Brown (Entrant: Peter Chapman)	Brian Haddrell	1, 8
7	Norman Hanks (Entrant: Fred Hanks M/C)	John Glastonbury	1
8	Roy Hanks (Entrant: Fred Hanks M/C)	Jim Mann	1, 8
9	Mick Boddice		1, 8
10	Pip Harris	Eric Saunders	8
11	Mick Horspole (Entrant: John Bingham)	Graham Horspole	1, 8
12	Bill Cooper	Paul Appleby	1, 8
14	George O'Dell (Entrant: Arbuckle Smith & Co. Ltd.)	William Boldison	1, 8
15	Pete Williams		1
16	Dave Lofthouse (Entrant: Slack & Lofthouse)	Alan Wilkinson	1
17	Alan Sansum (Entrant: R. T. Quaife Eng. Ltd.)	Chris Emmins	1, 8
18	Steve Sinnott	Jim Williamson	1, 8
19	Dick Hawes	Alan Barclay	1, 8
20	Bill Currie	Keith Scott	1, 8
21	John Barker	Dave Jose	1, 8
22	Dave Saville (Entrant: Sabre Tools)	Hugh Sanderson	8



Riding No.	Driver/Entrant	Passenger	Races
23	Ken Graham	Dennis Tower	8
24	Derek Yorke	Dave Fynn	8
25	Fred Lewin	Lesley Broadley	1, 8
26	Terry Windle	Rae Hinchcliffe	1, 8
27	Eric Parkinson	Roger Osborne	8
28	Derek Plummer	Malcolm Brett	1
29	Adrian Swindells	David Bayer	1
30	Mick Whitton	Peter Cartwright	1, 8
31	Bryan Rust (Entrant: Peter Rust)	Derek Jacobs	1, 8
32	Bill Copson	Garry Townley	1, 8
33	John Brandon (Entrant: C. G. Chell M/C)	Stewart Atkinson	1, 8
34	Dennis Keen (Entrant: Bob Webb Racing Motors)	Gordon Hunt	1, 8
35	Pete Hardy	Ronald Hardy	1, 8
36	Rob Williamson (Entrant: W. H. Balderston M/C)	Dennis Smith	1, 8
37	Roy Woodhouse	Doug Woodhouse	1, 8
38	Trevor Ireson	Nicholas Smith	1, 8
39	Brian Mee (Entrant: T.M.N. Racing Dev.)	Colin Newbold	1, 8
40	Mick Potter (Entrant: Revetts [Norwich Road] Ltd)	Alan Lodge	1, 8
41	Barry Blakemore	Roland Worrall	1, 8
42	Tony Harris (Entrant: R.N.J. Racing)	Brian Harris	1, 8
43	Maurice Tombs	Trevor Tombs	1
44	Edward Bardsley	Peter Cropper	1, 8
45	John Wright-Bailey	Eddy Kiff	1, 8
46	Ian McDonald (Entrant: A. Jones)	David Bickley	1, 8
47	Roger Dutton	Tony Wright	1, 8
48	Bill Crook (Entrant: Unity Special Equipe)	Ken Arthur	1, 8
49	Jack Trustham	Mike Yetty	8
50	Jerry Boret	Nick Boret	1, 8

### Lap Records as at 12.8.72

<b>Outright:</b>	Paul Smart (Triumph Daytona 750)		
	1 min. 40.4 secs.	104.95 m.p.h.	22.8.71
<b>125 c.c. Solo:</b>	Barry Sheene (Suzuki 125)		
	1 min. 52.4 secs.	93.75 m.p.h.	22.8.71
<b>250 c.c. Solo:</b>	Barry Sheene (Yamaha 250)		
	1 min. 45.2 secs.	100.16 m.p.h.	22.8.71
<b>350 c.c. Solo:</b>	Giacomo Agostini (MV Agusta 350)		
	1 min. 42.0 secs.	103.31 m.p.h.	22.8.71
<b>500 c.c. Solo:</b>	Giacomo Agostini (MV Agusta 500)		
	1 min. 42.6 secs.	102.70 m.p.h.	22.8.71
<b>Formula 750 Solo:</b>	Paul Smart (Triumph Daytona 750)		
	1 min. 40.4 secs.	104.95 m.p.h.	22.8.71
<b>Production Machines:</b>			
<b>750 c.c. Class:</b>	Paul Smart (Triumph Trident 750) and Ray Pickrell (BSA A75 Rocket 750)		
	1 min. 44.0 secs.	101.32 m.p.h.	22.8.71
<b>500 c.c. Class:</b>	John Williams (Honda CB450)		
	1 min. 57.0 secs.	90.06 m.p.h.	22.8.71
<b>250 c.c. Class:</b>	Tommy Robb (Honda CB250)		
	2 mins. 02.6 secs.	85.95 m.p.h.	22.8.71
<b>500 c.c. Sidecar:</b>	Horst Owesle/Peter Rutterford (Munch 500)		
	1 min. 52.6 secs.	93.58 m.p.h.	22.8.71
<b>750 c.c. Sidecar:</b>	Horst Owesle/Peter Rutterford (Munch 750)		
	1 min. 50.2 secs.	95.62 m.p.h.	21.8.71

## SATURDAY

### RACE 1

750 c.c. SIDECAR RACE

15 Laps

Start 17.00 hrs. for sidecars of over 500 c.c. and not over 750 c.c.

43.91 Miles

No.	Driver/Passenger	Town/Country	Machine
1	Klaus Enders/R. Engelhardt	West Germany	B.M.W. 560
2	Chris Vincent/M. Casey	Atherstone	Munch 750
3	Rudi Kurth/Miss Dane Rowe	Switzerland	Cat Crescent 532
4	Tony Wakefield/A. Macfadzean	Spaldwick	B.M.W. 750
5	Graham Milton/J. Thornton	Spaldwick	B.M.W. 750
6	Peter Brown/B. Haddrell	Birmingham	B.S.A. 750
7	Norman Hanks/J. Glastonbury	Birmingham	B.S.A. 750
8	Roy Hanks/J. Mann	Birmingham	B.S.A. 750
9	Mick Boddice/	Halesowen	B.S.A. 750
11	Mick Horspole/G. Horspole	Spalding	Bingham Triumph 750
12	Bill Cooper/P. Appleby	Derby	W.E.C. 745
14	George O'Dell/W. Boldison	Hemel Hempstead	B.S.A. 750
15	Pete Williams/	Birmingham	K.G.B. Imp 748
16	Dave Lofthouse/A. Wilkinson	Huntington	D.L.S. 700
17	Alan Sansum/C. Emmins	Romford	Quaife Triumph 741
18	Steve Sinnot/J. Williamson	Holbeach	SWS Norton 750
19	Dick Hawes/A. Barclay	Woodford Green	YCE-Kuhn Norton 745
20	Bill Currie/K. Scott	Rye	Weslake 740
21	John Barker/D. Jose	Hornchurch	B.S.A. 750
25	Fred Lewin/Miss Lesley Broadley	Hayes	Norton 745
26	Terry Windle/R. Hinchcliffe	Sheffield	Windle B.S.A. 750
28	Derek Plummer/M. Brett	Chertsey	Triumph 750
29	Adrian Swindells/D. Bayer	London	R.S. Atlas 750
30	Mick Whitton/P. Cartwright	Chester	K.G.B. B.S.A. 750
31	Bryan Rust/D. Jacobs	Alford	B.S.A. 750
32	Bill Copson/G. Townley	Ashton-U-Lyne	B.M.W. 520
33	John Brandon/S. Atkinson	Market Drayton	J.C.L.S. Honda 750
34	Dennis Keen/G. Hunt	Aldbourn	Triumph 649
35	Pete Hardy/R. Hardy	Ashton-U-Lyne	H.T.S. 724
36	Rob Williamson/D. Smith	Oakham	W.H.B. Weslake 745
37	Roy Woodhouse/D. Woodhouse	Kidderminster	Honda 736
38	Trevor Ireson/N. Smith	Swindon	E.T.Y. Weslake 688
39	Brian Mee/C. Newbold	Loughborough	B.S.A. 750
40	Mick Potter/A. Lodge	Ipswich	B.S.A. 750
41	Barry Blakemore/R. Worrall	Tipton	Triumph 750
42	Tony Harris/B. Harris	Barnehurst	Weslake 687

### Reserves

43	Maurice Tombs/T. Tombs	Solihull	B.S.A. 750
44	Edward Bardsley/P. Cropper	Caernarvon	Triumph 740
45	John Wright-Bailey/E. Kiff	Brentwood	Vincent B.S.A. 654
46	Ian McDonald/D. Bickley	Mansfield	B.S.A. 750
47	Roger Dutton/T. Wright	Bury St. Edmunds	Triumph 750
48	Bill Crook/K. Arthur	Manchester	Unity B.S.A. 750
50	Jerry Boret/N. Boret	Walton on Thames	Konig 750

### RESULTS

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



# SUNDAY

## RACE 2

Start 12.30 hrs.

## ULTRA-LIGHTWEIGHT RACE

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

10 Laps

29.27 Miles

No.	Driver	Town/Country	Machine
14	Chas Mortimer	Holland	Yamaha 124
18	Stan Woods	Chester	Yamaha 124
25	Steve Machin	Louth	Yamaha 124
31	Geoff Barry	Derby	Spondon Yamaha 125
65	Bill Rae	Wakefield	Maico 124
70	Ken Daniels	Worsley	Yamaha 124
72	Ivan Hodgkinson	Mansfield	Granby Yamaha 124
73	Neil Tuxworth	Louth	Yamaha 124
79	Carl Ward	Rothwell	Maico 125
84	Jack Machin	Lincoln	Yamaha 124
89	Gary Carter	Pinner	Sondel Yamaha 125
102	Ron Hackett	Coventry	Honda 125
144	Graham Dickson	Potterspurty	Villa 124
145	Rex Caunt	Leicester	Yampert 124
146	Richard Hunter	Harpenden	Yamaha 125
147	David Barton	Walsall	Honda 124
148	Richard Stevens	Bradford on Avon	Maico 124
149	Fred Launchbury	New Malden	Maico 124
150	Leigh Notman	Stapleford	Lojo Yamaha 125
151	Barrie Dickinson	Stockport	Johnson Yamaha 124
152	Larry Carter	Manchester	Yamaha 124
153	John Jackson	Thornton Heath	Yamaha 124
154	John Kirkby	Alford	Yamaha 124
155	James Wells	Ilford	Yamaha 124
156	Paul Shooobridge	London	Yamaha 124
157	Clive Horton	Derby	Yamaha 124
158	Tony Dawson	Sheffield	Scitsu Yamaha 124
159	Jon Worthington	Sheffield	Scitsu Yamaha 124
160	Mick Scutt	Barking	R.J.W. Bantam 125
161	Andy Morris	Keyworth	Scitsu Yamaha 124
162	Michael Cashmore	Towcester	Yamaha 124
163	Brian Owen	Dunstable	Yamaha 124
164	Lindsay Porter	Spalding	Honda 124
165	Mick Evans	Atherstone	Shemey Yamaha 124
166	Dave Bedlington	York	Maico 125
167	Graeme Corbett	Luton	5 Star Yamaha 124
168	Spencer Crabbe	St. Leonards on Sea	Yamaha 124
169	Austin Hockley	Stapleford	Granby Yamaha 124
170	Alf Speight	Grimsby	Bultaco 124
171	Terry Hutton	Harlow	Yamaha 124
172	Ralph Watts	Cheshire	Honda 125
173	Charles Ford	Chesham	Yamaha 125
184	Michael Taylor	York	Walker Ducati 124
188	Bill Kirkwood	Hampton	Yamaha 125
190	Ron Pladdys	Coventry	Honda 125

## RESULTS

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

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

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

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

# SUNDAY

## RACE 3

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	Jarno Saarinen	Finland	Yamaha 348
5	Phil Read	Oxshott	M.V. 348
8	John Cooper	Derby	Yamsel 350
10	Tevo Lansivouri	Finland	Yamaha 348
11	Barry Sheene	London	Yamaha 348
16	Tony Jefferies	Shipley	Yamaha 350
17	Adu Celso-Santos	Brazil	Yamaha 347
19	Bruno Spaggiari	Italy	Ducati 350
20	Ron Chandler	Sevenoaks	Reg Kirby Yamaha 348
21	Derek Chatterton	Boston	Chat Yamaha 348
23	Rene Guiliano	Italy	Ducati 350
24	Tony Rutter	Brierley Hill	Yamaha 348
25	Steve Machin	Louth	Yamaha 348
27	Mick Grant	Wakefield	Yamaha 350
29	Barry Randle	Stourbridge	Yamaha 348
30	Charlie Williams	Kelsall	ohnson Yamaha 348
32	Alan Barnett	Iver	Yamsel 348
34	Tom Dickie	Staines	Yamaha 348
37	Barry Ditchburn	Northfleet	Broad Yamaha 349
42	Alex George	Scotland	Yamaha 350
44	Bill Smith	Chester	Honda 346
45	John Williams	Wirral	Honda 346
46	Steve Murray	Chester	Yamaha 350
47	Pat Mahoney	Crayford	Yamaha 348
51	Ken Redfern	Yarm on Tees	Yamsel 347
53	Dave Clarkson	Newcastle on Tyne	Yamaha 350
55	Vince Chivers	Porth	Yamaha 350
56	Stan Hudson	Warwick	Yamaha 348
57	Mick Burns	Derby	Jervis Yamaha 348
59	George Fogarty	Blackburn	Yamaha 348
63	Paul Cott	Spalding	Yamsel 349
64	Martin Sharpe	Brackley	Yamsel 347
67	Phil Carpenter	Warrington	Yamaha 347
69	Barrie Scully	Doncaster	Yamsel 350
70	Ken Daniels	Worsley	Yamaha 348
71	Mick Chatterton	Barnsley	Chat Yamaha 348
73	Neil Tuxworth	Louth	Yamaha 348
75	Nigel Palmer	Berkhamsted	Yamsel 350
76	Stuart Clarkson	Barnsley	Yamaha 348
78	Peter Gibson	Romford	Yamaha 348
82	Pete McKinley	Stourport on Severn	Yamaha 348
85	Howard Robinson	Northampton	Yamsel 347
86	Dennis Trollope	Bristol	Yamaha 346
87	Ken Kay	Redbourn	Yamaha 348
93	Robin Keating	Thames Ditton	Saxon Yamaha 348
106	John Askew	Penistone	Yamaha 348
109	Roy Simmons	St Mary Cray	Aermacchi 344
113	Bill Tomlinson	Harwood	Yamaha 348
116	Graham Fish	Stockport	Yamaha 348
180	Philip Haslam	Langley Mill	Pharaoh Yamaha 350

## Reserves

185	Colin Thompson	Orpington	Yamaha 348
141	Tony Anderson	Maidenhead	Aermacchi 350
186	David Featherstone	Rugby	Yamaha 348
98	Bill Fulcon	Liverpool	Yamsel 348
94	Dave Gladwin	Yate	Ducati 350
103	Alan Lawton	Runcorn	Norton 348
182	Roy Graham	Scotland	Yamaha 350
117	Roy Bisbey	Walsall	Yamaha 348
118	Noel Clegg	Isle of Man	Yamaha 348
183	Jeff Wade	Buckhurst Hill	Yamaha 348
101	Ken Inwood	Molesey	Norton 348
95	John Silversides	Portsmouth	Yamaha 348

## RESULTS

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

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

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

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



# SUNDAY

## RACE 4

Start 13.50 hrs.

No. Driver

750 c.c. Class

2	Ray Pickrell
4	Peter Williams
22	Dave Croxford
28	Percy Tait
38	Dave Potter
39	Peter Butler
40	Dave Nixon
42	Alex George
50	Tony Smith
58	Darryl Pendlebury
62	Derek Best
77	Tony Smith
83	Richard Allen
85	Howard Robinson
91	Hugh Evans
97	Bernie Toleman (Reserve)
99	Tom Waterer (Reserve)
100	Mick Hemmings (Reserve)
104	Pete Darvill
108	Alan Walsh
110	Gary Green
111	Hugh Robertson
133	Dave Jones (Reserve)
134	Clive Wall
135	Ron Baylie
136	Ray Knight
137	Tony Holland (Reserve)
138	John Hedger
139	Tony Carlton
183	Jeff Wade
189	Chris Bond (Reserve)

500 c.c. Class

18	Stan Woods
44	Bill Smith
54	Graham Penny
60	Ken Huggett
74	Roger Bowler
124	Colin Hope
125	Bob Harrington
126	Bob Prior
127	Paul Coombs (Reserve)
128	John Witt-Mann (Reserve)
129	Leo Castles
130	Andy Barr
131	Terry Grotefeld
132	Jeff Webber (Reserve)
181	Keith Martin

250 c.c. Class

45	John Williams
46	Steve Murray
73	Neil Tuxworth
80	Eddie Roberts
94	Dave Gladwin
96	Ray Judge
105	Dave Habel (Reserve)
109	Roy Simmons
119	Alan Bedford (Reserve)
120	Jim Evans
121	Chris McGahan
122	Dave Arnold
123	Robin Faulks (Reserve)
164	Lindsay Porter
165	Mike Evans
184	Mick Taylor

# PRODUCTION MACHINE RACE

12 Laps

35.1 Miles

Machine

Town/Country

Harrow	Triumph Trident 750
St. Mary Bourne	Norton Commando 746
Ruislip	Norton Commando 746
Warwick	Triumph Trident 750
Balham	Norton Commando 746
Eltham	Triumph Trident 750
Ashford	Triumph Trident 750
Scotland	Kawasaki 750
Brize Norton	Norton Commando 746
Coventry	Triumph Trident 750
Bristol	Triumph Trident 750
Ware	Triumph Bonneville 650
Portsmouth	Norton Commando 746
Northampton	Triumph Bonneville 650
Biggin Hill	Honda CB750 736
Tuffley	Triumph Trident 750
Woking	Norton Commando 746
Northampton	Norton Commando 746
Bledlow	Honda CB750 736
Grantham	Triumph Trident 750
Coventry	Triumph Trident 750
Knebworth	Triumph Trident 750
Newport	Triumph Trident 750
Hayes	Norton Commando 746
E. Grinstead	Honda CB750 736
Orpington	Triumph Trident 750
Andover	Norton Commando 746
Weybridge	Kawasaki 750
Liverpool	Norton Commando 746
Buckhurst Hill	Laverda SF 743
Cwmbran	Triumph Bonneville 650

Chester	Suzuki T500 492
Chester	Honda CB500 500
Ongar	Honda CB500 500
Wimbledon	Honda CB450 444
Crawley	Triumph T100T 490
Hitchin	Suzuki T500 492
Rugby	Triumph T100T 490
Sevenoaks	Triumph T100T 490
Orpington	Kawasaki H1 500
Luton	Triumph T100T 490
Worcester	Honda CB500 500
Wittering	Triumph T100T 490
Mill Hill	Kawasaki H1 500
Cardiff	Honda CB500 500
Erith	Suzuki T500 492

Heswall	Honda CB250 250
Chester	Honda CB250 250
Louth	Suzuki T250 247
Wallasey	Suzuki T250 247
Yate	M.Z. 250
Northampton	Ducati Mach III 249
Crowthorne	Ducati Mach III 249
Orpington	Suzuki T250R 247
Banbury	Montesa 247
Benfleet	Yamaha YDS7 247
Sidcup	Montesa 248
Cranwell	Ducati Mach III 249
Crawley	Suzuki T250 247
Spalding	Suzuki T250 247
Baddesley Ensor	Honda CB250 250
York	Ducati 24HR 249

## RESULTS

500 c.c. Class

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.

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

# SUNDAY

## RACE 5

Start 14.30 hrs.

No. Driver

4	Peter Williams
5	Phil Read
7	Rod Gould
9	Paul Smart
11	Barry Sheene
12	Gyula Marsovszky
14	Chas Mortimer
18	Stan Woods
19	Bruno Spaggiari
20	Ron Chandler
21	Derek Chatterton
22	Dave Croxford
23	Rene Guiliano
24	Tony Rutter
25	Steve Machin
26	Brian Kemp
30	Charlie Williams
31	Geoff Barry
34	Tom Dickie
36	Jim Harvey
37	Barry Ditchburn
41	Roger Nicholls
42	Alex George
43	Charlie Sanby
44	Bill Smith
45	John Williams
47	Pat Mahoney
49	Andreas Georgeades
52	Brian Smith
59	George Fogarty
60	Ken Huggett
61	Bill Henderson
62	Derek Best
63	Paul Cott
66	Brian Hunter
67	Phil Carpenter
68	Paul Selleck
72	Ivan Hodgkinson
74	Roger Bowler
77	Tony Smith
78	Peter Gibson
81	Adrian Cooper
83	Richard Allen
84	Jack Machin
92	John Cowie
98	Bill Fulton
103	Alan Lawton
107	Pete Elmore
114	Kevin Cowley
116	Graham Fish

## Reserves

142	Ken Tilley
143	Brian Hussey
180	Phil Haslam
181	Keith Martin
182	Roy Graham
87	Ken Kay
112	Don Grant
105	Dave Habel
90	Richard Browne
101	Ken Inwood
54	Graham Penny

# SENIOR RACE

12 Laps

35.1 Miles

Town/Country

St. Mary Bourne	Arter Matchless 496
Oxshott	M.U. 498
Banbury	Yamaha 352
U.S.A.	Ducati 500
London	Yamaha 354
Switzerland	Linto 498
Holland	Yamaha 352
Chester	Crooks Suzuki 492
Italy	Ducati 500
Kemsing	Seeley Kawasaki 498
Boston	Chat-Yamaha 358
Ruislip	Teemill Kawasaki 491
Italy	Ducati 500
Brierley Hill	Yamaha 365
Louth	Yamaha 352
Old Windsor	Ryan Crescent 499
Tarporley	Suzuki 492
Derby	Oakley Seeley 496
Staines	Norton 499
Colchester	TWS Suzuki 492
Northfleet	Broad-Yamaha 352
Newport	TWS Suzuki 492
Glasgow	Kawasaki 500
Hatfield	Suzuki 500
Chester	Kawasaki 496
Wirrall	Arter Matchless 496
Crayford	Yamsel 365
Canada	A.S.G. 496
Northants	Suzuki 492
Blackburn	Suzuki 492
Wimbledon	Norton 499
Coventry	Yamaha 365
Bristol	Petty Norton 499
Spalding	Yamsel 351
Windsor	Seeley 496
Warrington	Yamaha 354
Upminster	Kirby Seeley 496
Mansfield	Granby Suzuki 498
Crawley	Norton 499
Hertford	Seeley 495
Romford	Suzuki 492
Dunstable	Harrow Suzuki 492
Portsmouth	Kirby Metisse 496
Lincoln	Norton 499
Chelsea	Seeley 496
Liverpool	Stafford Matchless 499
Runcorn	Norton 499
Birmingham	Petty Norton 499
Luton	Seeley 496
Stockport	Dearden Norton 499

## RESULTS

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



# SUNDAY

## RACE 6

Start 15.10 hrs. for solos of over 125 c.c. and not over 250 c.c.

## LIGHTWEIGHT RACE

12 Laps

35.1 Miles

No.	Driver	Town/Country	Machine
3	Jarno Saarinen	Finland	Yamaha 250
5	Phil Read	Oxshott	Yamaha 247
7	Rod Gould	Banbury	Yamaha 246
8	John Cooper	Derby	Yamsel 250
10	Teuvo Lansivouri	Finland	Yamaha 250
11	Barry Sheene	London	Yamaha 250
12	Gyula Marsovszky	Switzerland	Yamaha 246
17	Adu Celso-Santos	Brazil	Yamaha 247
18	Stan Woods	Chester	Yamaha 248
21	Derek Chatterton	Boston	Chat Yamaha 246
24	Tony Rutter	Brierley Hill	Yamaha 246
25	Steve Machin	Louth	Yamaha 248
26	Brian Kemp	Old Windsor	5 Star Yamaha 246
27	Mick Grant	Wakefield	Yamaha 250
29	Barry Randle	Stourbridge	Yamaha 246
32	Alan Barnett	Iver	Yamsel 246
34	Tom Dickie	Staines	Yamaha 246
42	Alex George	Scotland	Yamaha 250
47	Pat Mahoney	Crayford	Yamaha 246
52	Brian Smith	Northants	Yamaha 246
61	Bill Henderson	Coventry	Yamaha 250
63	Paul Cott	Spalding	Yamaha 246
64	Martin Sharpe	Brackley	Yamsel 246
65	Bill Rae	Wakefield	Yamaha 246
67	Phil Carpenter	Warrington	Yamaha 246
70	Ken Daniels	Worsley	Yamaha 246
71	Mick Chatterton	Barnsley	Chat Yamaha 246
72	Ivan Hodgkinson	Mansfield	Tagg Yamaha 246
76	Stuart Clarkin	Bransley	Yamaha 246
79	Carl Ward	Rothwell	Yamaha 249
80	Eddie Roberts	Wallasey	Marriott Yamaha 247
88	Roger Corbett	Cheltenham	Viking Yamaha 248
89	Gary Carter	Pinner	Carter Yamaha 248
102	Ron Hackett	Coventry	Honda 249
118	Noel Clegg	Isle of Man	Yamaha 248
166	Dave Bedlington	York	Yamaha 250
167	Graeme Corbett	Luton	5 Star Yamsel 246
168	Spencer Crabbe	St Leonards on Sea	Yamaha 246
169	Austin Hockley	Stapleford	Granby Yamaha 246
172	Ralph Watts	Stockport	Honda 182
173	Charles Ford	Chesham	Yamaha 250
174	Ernie Johnson	Bedlington	Yamaha 246
175	Geoff Went	Upminster	Yamaha 246
176	John Caven	Scotland	Yamaha 245
177	Rene Hordelalay	France	Yamaha 250
178	Rod Scivyer	Witney	Yamaha 246
179	Tony Myers	Hull	Yamaha 246
180	Philip Haslam	Langley Mill	Pharaoh Yamaha 250
181	Keith Martin	Erith	Crooks Suzuki 247
187	Keith Walley	Wallasey	Yamaha 246
Reserves			
144	Graham Dickson	Potterspurty	Yamaha 249
105	Dave Habel	Crowthorne	Yamaha 248
170	Alf Speight	Grimsby	Yamaha 248
106	John Askew	Penistone	Yamaha 246
171	Terry Hutton	Harlow	Yamaha 246
184	Mick Taylor	York	Ducati 248

## RESULTS

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

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

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

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

# SUNDAY

## RACE 7

Start 15.50 hrs. for solos of over 100 c.c. and not over 1000 c.c.

## ALLCOMERS 1000 c.c. RACE

15 Laps

43.91 Miles

No	Driver	Town/Country	Machine
1	Jody Nicholas	U.S.A.	Norton 746
2	Ray Pickrell	Harrow	Triumph 741
3	Jarno Saarinen	Finland	Yamaha 348
4	Peter Williams	Andover	Norton 745
5	Phil Read	Oxshott	Norton 750
7	Rod Gould	Banbury	Yamaha 352
8	John Cooper	Derby	B.S.A. 741
9	Paul Smart	U.S.A.	Ducati 750
10	Teuvo Lansivouri	Finland	Yamaha 348
11	Barry Sheene	London	Yamaha 354
12	Gyula Marsovszky	Switzerland	Linto 498
14	Chas Mortimer	Holland	Yamaha 352
16	Tony Jefferies	Shipley	Triumph 750
18	Stan Woods	Chester	Suzuki 492
19	Bruno Spaggiari	Italy	Ducati 750
20	Ron Chandler	Sevenoaks	Seeley Kawasaki 498
22	Dave Croxford	Ruislip	Seeley B.S.A. 750
23	Rene Guiliano	Italy	Ducati 750
24	Tony Rutter	Brierley Hill	Yamaha 348
25	Steve Machin	Louth	Yamaha 348
26	Brian Kemp	Old Windsor	Ryan-Crescent 499
27	Mick Grant	Wakefield	Norton 750
28	Percy Tait	Warwick	Triumph 750
29	Barry Randle	Stourbridge	Yamaha 355
30	Charlie Williams	Kelsall	Suzuki 492
31	Geoff Barry	Breadsall	Oakley Seeley 745
32	Alan Barnett	Iver	Yamsel 348
33	Bob Steele	Scotland	Rutherford Commando 746
35	Alan Dunscombe	Ilford	Ducati 750
36	Jim Harvey	Colchester	TWVS Suzuki 492
37	Barry Ditchburn	Northfleet	Broad Yamaha 352
38	Dave Potter	London	Gus Kuhn 810
39	Peter Butler	New Eltham	Boyer Trident 741
40	Dave Nixon	Ashford	Boyer Trident 741
41	Roger Nicholls	Newport	TWVS Suzuki 492
43	Charlie Sanby	Hatfield	Suzuki 500
44	Bill Smith	Chester	Honda 749
45	John Williams	Heswall	Honda 749
46	Steve Murray	Chester	Yamaha 350
47	Pat Mahoney	Crayford	Yamsel 365
48	Graham Sharp	Edgware	Kuhn Norton 750
49	Andreas Georgeades	Canada	A.S.G. 496
51	Ken Redfern	Yarm on Tees	B.S.A. 745
58	Darryl Pendlebury	Coventry	B.S.A. 741
67	Phil Carpenter	Warrington	Yamaha 354
68	Paul Selleck	Upminster	Kirby Seeley 636
69	Barrie Scully	Doncaster	Norton 745
77	Tony Smith	Hertford	B.S.A. 750
86	Dennis Trollope	Bristol	Triumph 749
107	Peter Elmore	Birmingham	Seeley Weslake 741
Reserves			
99	Tom Waterer	Knaphill	Norton 745
112	Don Grant	Bristol	Norton 500
93	Robin Keating	Thames Ditton	Yamaha 350
114	Kevin Cowley	Luton	Seeley 496
61	Bill Henderson	Coventry	Yamsel 365
84	Jack Machin	Lincoln	Norton 499
75	Nigel Palmer	Berkhamstead	Yamsel 350
78	Peter Gibson	Romford	Suzuki 492
98	Bill Fulton	Liverpool	Stafford B.S.A. 750
180	Phil Haslam	Langley Mill	Pharaoh Yamaha 500
100	Mick Hemmings	Northampton	Norton 745
110	Gary Green	Coventry	Triumph 750
82	Peter McKinley	Stourport on Severn	Yamaha 348

## RESULTS

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

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

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

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



# SUNDAY

## RACE 8

500 c.c. SIDECAR RACE

15 Laps

Start 16.35 hrs. for sidecars of over 350 c.c. and not over 500 c.c.

43.91 Miles

No.	Driver/Passenger	Town/Country	Machine
1	Klaus Enders/R. Engelhardt	West Germany	B.M.W. 500
2	Chris Vincent/M. Casey	Atherstone	Munch 500
3	Rudi Kurth/Miss Dane Rowe	Switzerland	Cat Crescent 498
4	Tony Wakefield/A. Macfadzean	Spaldwick	B.M.W. 500
5	Graham Milton/J. Thornton	Spaldwick	B.M.W. 500
6	Peter Brown/B. Haddrell	Birmingham	B.S.A. 500
8	Roy Hanks/J. Mann	Birmingham	B.S.A. 500
9	Mick Boddice/	Halesowen	Kawasaki 498
10	Pip Harris/E. Saunders	Wolverhampton	B.M.W. 492
11	Mick Horspole/G. Horspole	Spalding	Bingham Triumph 500
12	Bill Cooper/P. Appleby	Derby	W.E.C. 498
14	George O'Dell/W. Boldison	Hemel Hempstead	B.S.A. 500
17	Alan Sansum/C. Emmins	Romford	Quaife Triumph 500
18	Steve Sinnott/J. Williamson	Holbeach	S.W.S. Norton 500
19	Dick Hawes/A. Barclay	Woodford Green	YCE Norton 498
20	Bill Currie/K. Scott	Rye	Weslake 498
21	John Barker/D. Jose	Hornchurch	B.S.A. 500
22	Dave Saville/H. Sanderson	Worksop	Sabre 498
23	Ken Graham/D. Tower	Newcastle-on-Tyne	B.S.A. 499
24	Derek Yorke/D. Fynn	Sible Hedingham	YCE B.S.A. 500
25	Fred Lewin/Miss Lesley Broadley	Hayes	Norton 498
26	Terry Windle/R. Hinchliffe	Penistone	Windle B.S.A. 498
27	Eric Parkinson/R. Osborne	Folkestone	EP Konig 500
30	Mick Whitton/P. Cartwright	Chester	K.G.B. B.S.A. 500
31	Bryan Rust/D. Jacobs	Alford	B.S.A. 500
32	Bill Copson/G. Townley	Ashton-U-Lyne	B.M.W. 492
33	John Brandon/S. Atkinson	Market Drayton	Chell Honda 500
34	Dennis Keen/G. Hunt	Aldbourn	Triumph 498
35	Peter Hardy/R. Hardy	Ashton-U-Lyne	H.T.S. 498
36	Robin Williamson/D. Smith	Oakham	WHB Weslake 499
37	Roy Woodhouse/D. Woodhouse	Kidderminster	Honda 4 496
38	Trevor Ireson/N. Smith	Swindon	ETY Triumph 498
39	Brian Mee/C. Newbold	Loughborough	B.S.A. 500
46	Ian McDonald/D. Bickley	Mansfield	B.S.A. 498
47	Roger Dutton/T. Wright	Bury St. Edmunds	B.M.W. 498
48	Bill Crook/K. Arthur	Manchester	Unity B.S.A. 490

## Reserves

40	Mick Potter/A. Lodge	Ipswich	Triumph 500
41	Barry Blakemore/R. Worrall	Tipton	B.S.A. 498
42	Tony Harris/B. Harris	Barnehurst	Triumph 498
44	Edward Bardsley/P. Cropper	Caernarvon	Triumph 498
45	John Wright-Bailey/Eddy Kiff	Brentwood	Vincent B.S.A. 499
49	Jack Trustham/M. Yetty	Hornchurch	Seeley 498
50	Jerry Boret/N. Boret	Walton on Thames	Konig 500

## RESULTS

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

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

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

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

# SUNDAY

## RACE 9

Start 17.20 hrs.

## FORMULA 750 RACE

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

20 Laps

58.54 Miles

No.	Driver	Town/Country	Machine
1	Jody Nicholas	U.S.A.	Norton 746
2	Ray Pickrell	Harrow	Triumph 741
4	Peter Williams	Andover	Norton 745
5	Phil Read	Oxshott	Norton 750
8	John Cooper	Derby	B.S.A. 741
9	Paul Smart	U.S.A.	Ducati 750
16	Tony Jefferies	Shipley	Triumph 750
18	Stan Woods	Chester	Suzuki 492
19	Bruno Spaggiari	Italy	Ducati 750
20	Ron Chandler	Sevenoaks	Seeley Kawasaki 498
22	Dave Croxford	Ruislip	Seeley B.S.A. 748
23	Rene Guiliano	Italy	Ducati 750
27	Mick Grant	Wakefield	Norton 750
28	Percy Tait	Warwick	Triumph 492
30	Charlie Williams	Kelsall	Suzuki 745
31	Geoff Barry	Breadsall	Oakley Seeley 745
33	Bob Steele	Scotland	Rutherford Commando 746
35	Alan Dunscombe	Ilford	Ducati 750
36	Jim Harvey	Colchester	TWS Suzuki 492
38	Dave Potter	London	Kuhn Norton 745
39	Peter Butler	New Eltham	Boyer Trident 741
40	Dave Nixon	Ashford	Boyer Trident 741
41	Roger Nicholls	Newport	TWS Suzuki 492
42	Alex George	Scotland	Kawasaki 750
43	Charlie Sanby	Hatfield	Suzuki 500
44	Bill Smith	Chester	Honda 749
45	John Williams	Heswall	Honda 749
46	Steve Murray	Chester	Yamaha 350
47	Pat Mahoney	Crayford	Yamsel 365
48	Graham Sharp	Edgware	Kuhn Norton 750
51	Ken Redfern	Yarm on Tees	B.S.A. 745
53	Dave Clarkson	Newcastle on Tyne	Yamaha 350
58	Darryl Pendlebury	Coventry	B.S.A. 741
59	George Fogarty	Blackburn	Suzuki 492
60	Ken Huggett	Wimbledon	Norton 499
69	Barrie Scully	Doncaster	Norton 745
73	Neil Tuxworth	Louth	Yamaha 348
77	Tony Smith	Hertford	B.S.A. 750
86	Dennis Trollope	Bristol	Triumph 749
91	Hugh Evans	Biggin Hill	Honda 736
92	John Cowie	London	Kuhn Norton 745
97	Bernard Toleman	Tuffley	Viking Commando 750
104	Peter Darvill	Aylesbury	Honda 736
108	Alan Walsh	Grantham	Triumph 750
111	Hugh Robertson	Knebworth	B.S.A. 741
114	Kevin Cowley	Luton	Seeley 496
115	Alastair Copland	Coventry	Triumph Norton 649
182	Roy Graham	Scotland	Yamsel 346
183	Jeff Wade	Buckhurst Hill	Laverda 743

## Reserves

64	Martin Sharpe	Brackley	Devimead B.S.A. 744
117	Roy Bisbey	Walsall	Yamaha 348
118	Noel Clegg	Isle of Man	Yamaha 348
50	Tony Smith	Brize Norton	Kuhn Norton 746
87	Ken Kay	Redbourn	Seeley 498
83	Richard Allen	Portsmouth	Norton 745
187	Keith Walley	Wallasey	Norton Seeley 745
186	David Featherstone	Rugby	Yamaha 348
185	Colin Thompson	Orpington	Yamaha 348
57	Mick Burns	Derby	Jervis Yamaha 348
81	Adrian Cooper	Dunstable	Kuhn Seeley 745
88	Roger Corbett	Cheltenham	Corbett Dunstall 745
140	Kevin Sullivan	Tuffley	Viking Commando 745

## RESULTS

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

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

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

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



# SILVERSTONE LAP SPEED TABLE

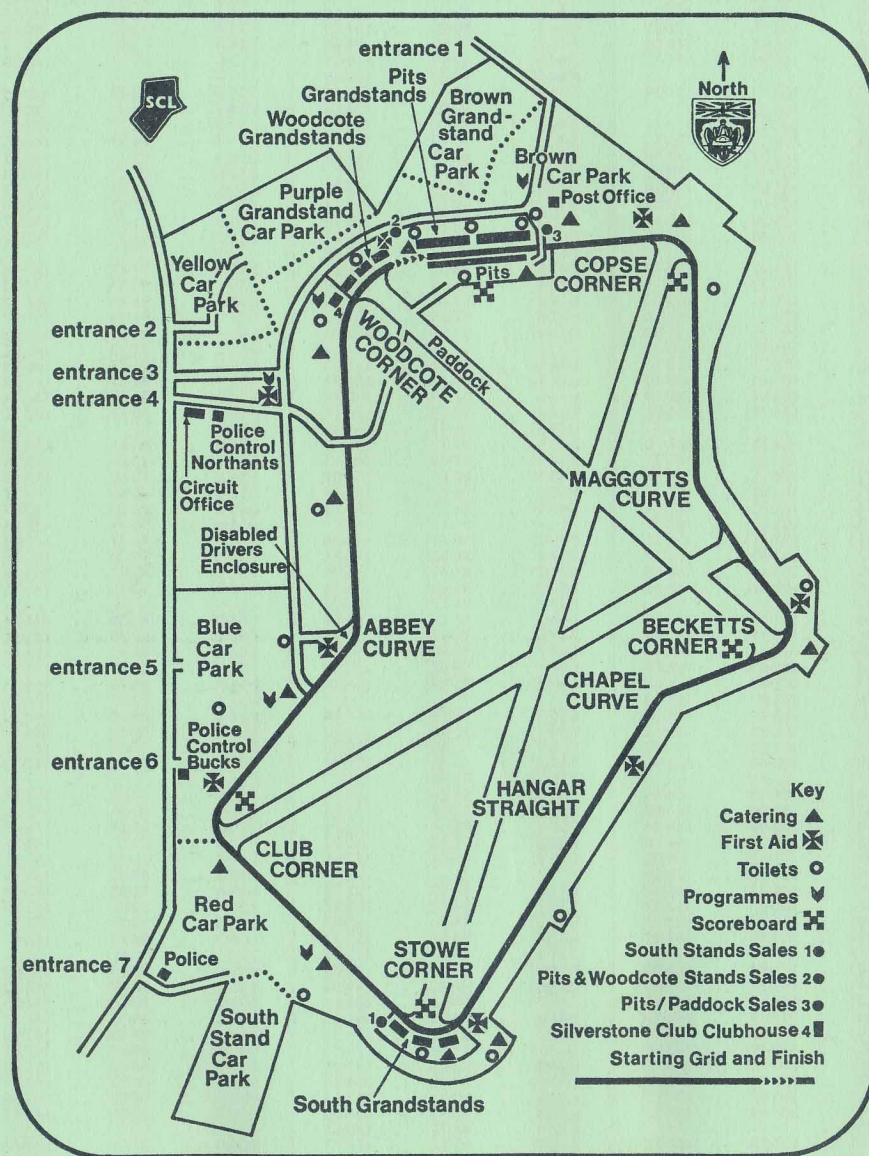
One lap of Silverstone Circuit equals 2.927 miles (4.71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME m.s.	SPEED m.p.h.	k.m.h.	TIME m.s.	SPEED m.p.h.	k.m.h.	TIME m.s.	SPEED m.p.h.	k.m.h.
1:16.0	138.65	223.13	1:23.3	126.50	203.58	1:30.7	116.17	186.96
1:16.1	138.46	222.84	1:23.4	126.35	203.33	1:30.8	116.05	186.76
1:16.2	138.28	222.55	1:23.5	126.19	203.09	1:30.9	115.92	186.51
1:16.3	138.10	222.25	1:23.6	126.04	202.85	1:31.0	115.79	186.36
1:16.4	137.92	221.96	1:23.7	125.89	202.60	1:31.1	115.66	186.13
1:16.5	137.74	221.67	1:23.8	125.74	202.36	1:31.2	115.54	185.93
1:16.6	137.56	221.38	1:23.9	125.59	202.12	1:31.3	115.41	185.74
1:16.7	137.38	221.09	1:24.0	125.44	201.88	1:31.4	115.29	185.54
1:16.8	137.20	220.81	1:24.1	125.29	201.64	1:31.5	115.16	185.34
1:16.9	137.03	220.52	1:24.2	125.14	201.40	1:31.6	115.03	185.14
1:17.0	136.85	220.23	1:24.3	125.00	201.16	1:31.7	114.90	184.93
1:17.1	136.67	219.95	1:24.4	124.85	200.92	1:31.8	114.78	184.73
1:17.2	136.49	219.66	1:24.5	124.70	200.69	1:31.9	114.66	184.53
1:17.3	136.32	219.38	1:24.6	124.55	200.45	1:32.0	114.54	184.33
1:17.4	136.14	219.09	1:24.7	124.41	200.21	1:32.1	114.42	184.13
1:17.5	135.96	218.81	1:24.8	124.26	199.98	1:32.2	114.29	183.93
1:17.6	135.79	218.53	1:24.9	124.11	199.74	1:32.3	114.16	183.73
1:17.7	135.61	218.25	1:25.0	123.97	199.51	1:32.4	114.04	183.53
1:17.8	135.44	217.97	1:25.1	123.82	199.27	1:32.5	113.92	183.33
1:17.9	135.27	217.69	1:25.2	123.68	199.04	1:32.6	113.79	183.13
1:18.0	135.09	217.41	1:25.3	123.53	198.80	1:32.7	113.67	182.93
1:18.1	134.92	217.13	1:25.4	123.39	198.57	1:32.8	113.55	182.74
1:18.2	134.74	216.86	1:25.5	123.24	198.34	1:32.9	113.43	182.54
1:18.3	134.57	216.58	1:25.6	123.10	198.11	1:33.0	113.30	182.34
1:18.4	134.40	216.30	1:25.7	122.95	197.88	1:33.1	113.18	182.15
1:18.5	134.23	216.03	1:25.8	122.81	197.64	1:33.2	113.06	181.95
1:18.6	134.06	215.75	1:25.9	122.67	197.41	1:33.3	112.94	181.76
1:18.7	133.89	215.48	1:26.0	122.53	197.19	1:33.4	112.82	181.56
1:18.8	133.72	215.20	1:26.1	122.38	196.96	1:33.5	112.70	181.32
1:18.9	133.55	214.93	1:26.2	122.24	196.73	1:33.6	112.58	181.17
1:19.0	133.38	214.66	1:26.3	122.10	196.50	1:33.7	112.46	180.98
1:19.1	133.21	214.39	1:26.4	121.96	196.27	1:33.8	112.34	180.79
1:19.2	133.05	214.12	1:26.5	121.82	196.04	1:33.9	112.22	180.60
1:19.3	132.88	213.85	1:26.6	121.68	195.82	1:34.0	112.10	180.40
1:19.4	132.71	213.58	1:26.7	121.54	195.59	1:34.1	111.98	180.21
1:19.5	132.54	213.31	1:26.8	121.40	195.37	1:34.2	111.86	180.02
1:19.6	132.38	213.04	1:26.9	121.26	195.14	1:34.3	111.74	179.83
1:19.7	132.21	212.77	1:27.0	121.12	194.99	1:34.4	111.62	179.64
1:19.8	132.05	212.51	1:27.1	120.98	194.77	1:34.5	111.51	179.45
1:19.9	131.88	212.24	1:27.2	120.84	194.55	1:34.6	111.39	179.26
1:20.0	131.72	211.97	1:27.3	120.70	194.33	1:34.7	111.27	179.07
1:20.1	131.55	211.71	1:27.4	120.56	194.00	1:34.8	111.15	178.88
1:20.2	131.39	211.45	1:27.5	120.42	193.88	1:34.9	111.04	178.69
1:20.3	131.22	211.18	1:27.6	120.29	193.56	1:35.0	110.92	178.50
1:20.4	131.06	210.92	1:27.7	120.15	193.34	1:35.1	110.80	178.32
1:20.5	130.90	210.66	1:27.8	120.01	193.12	1:35.2	110.68	178.13
1:20.6	130.73	210.40	1:27.9	119.87	192.92	1:35.3	110.57	177.94
1:20.7	130.57	210.14	1:28.0	119.74	192.70	1:35.4	110.45	177.76
1:20.8	130.41	209.88	1:28.1	119.60	192.48	1:35.5	110.34	177.57
1:20.9	130.25	209.62	1:28.2	119.47	192.27	1:35.6	110.22	177.38
1:21.0	130.09	209.36	1:28.3	119.33	192.05	1:35.7	110.11	177.20
1:21.1	129.93	209.10	1:28.4	119.20	191.83	1:35.8	109.99	177.01
1:21.2	129.77	208.84	1:28.5	119.06	191.61	1:35.9	109.83	176.83
1:21.3	129.61	208.58	1:28.6	118.93	191.40	1:36.0	109.76	176.65
1:21.4	129.45	208.32	1:28.7	118.79	191.18	1:36.1	109.65	176.46
1:21.5	129.29	208.07	1:28.8	118.66	190.97	1:36.2	109.53	176.28
1:21.6	129.13	207.82	1:28.9	118.53	190.75	1:36.3	109.42	176.10
1:21.7	128.97	207.56	1:29.0	118.40	190.54	1:36.4	109.31	175.91
1:21.8	128.82	207.31	1:29.1	118.26	190.32	1:36.5	109.19	175.73
1:21.9	128.66	207.06	1:29.2	118.13	190.11	1:36.6	109.08	175.55
1:22.0	128.50	206.80	1:29.3	118.00	189.90	1:36.7	108.97	175.37
1:22.1	128.35	206.55	1:29.4	117.87	189.69	1:36.8	108.86	175.19
1:22.2	128.19	206.30	1:29.5	117.73	189.47	1:36.9	108.74	175.01
1:22.3	128.04	206.05	1:29.6	117.60	189.26	1:37.0	108.63	174.83
1:22.4	127.88	205.80	1:29.7	117.47	189.05	1:37.1	108.52	174.64
1:22.5	127.72	205.55	1:29.8	117.34	188.84	1:37.2	108.41	174.46
1:22.6	127.57	205.30	1:29.9	117.21	188.63	1:37.3	108.30	174.29
1:22.7	127.41	205.05	1:30.0	117.08	188.42	1:37.4	108.18	174.11
1:22.8	127.26	204.81	1:30.1	116.95	188.21	1:37.5	108.07	173.93
1:22.9	127.11	204.56	1:30.2	116.82	188.00	1:37.6	107.96	173.75
1:23.0	126.95	204.31	1:30.3	116.69	187.79	1:37.7	107.85	173.57
1:23.1	126.80	204.07	1:30.4	116.56	187.59	1:37.8	107.74	173.39
1:23.2	126.65	203.82	1:30.5	116.43	187.38	1:37.9	107.63	173.22
1:23.3	126.50	203.58	1:30.6	116.30	187.17			

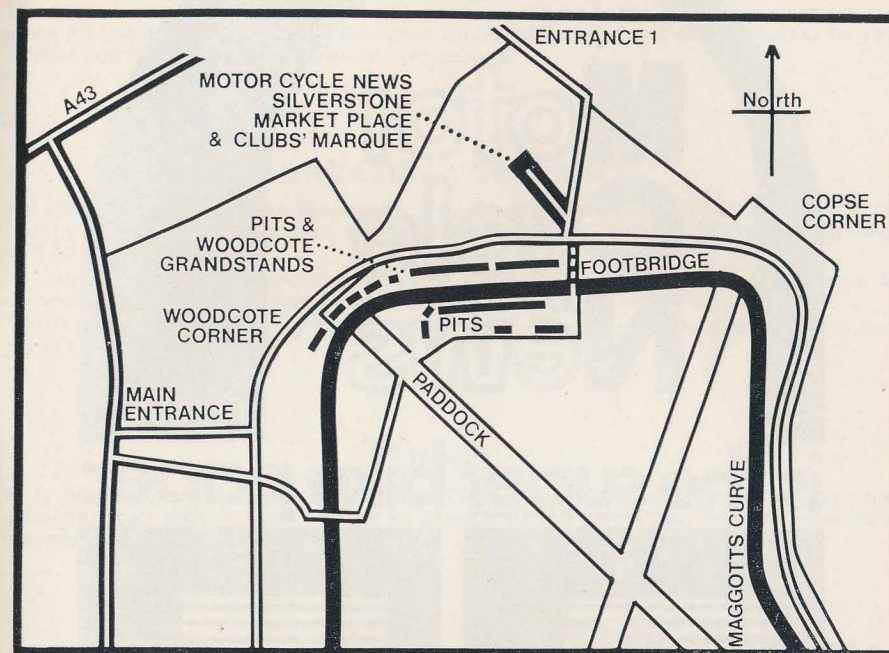
TIME m.s.	SPEED		TIME m.s.	SPEED		TIME m.s.	SPEED	
	m.p.h.	k.m.h.		m.p.h.	k.m.h.		m.p.h.	k.m.h.
1:38-0	107:52	173-40	1:45-5	99-88	160-74	1:53-0	93-25	150-07
1:38-1	107:41	173:26	1:45-6	99-78	160-59	1:53-1	93-16	149-93
1:38-2	107:30	172:69	1:45-7	99-68	160-44	1:53-2	93-08	149-80
1:38-3	107:19	172:51	1:45-8	99-60	160-28	1:53-3	93-00	149-67
1:38-4	107:09	172:34	1:45-9	99-50	160-13	1:53-4	92-92	149-54
1:38-5	106:98	172:18				1:53-5	92-84	149-41
1:38-6	106:87	171:99	1:46-0	99-41	159-98	1:53-6	92-76	149-28
1:38-7	106:76	171:81	1:46-1	99-31	159-83	1:53-7	92-67	149-15
1:38-8	106:65	171:64	1:46-2	99-22	159-68	1:53-8	92-59	149-02
1:38-9	106:54	171:47	1:46-3	99-13	159-53	1:53-9	92-51	148-88
			1:46-4	99-03	159-38			
1:39-0	106:44	171:29	1:46-5	98-94	159-32	1:54-0	92-43	148-75
1:39-1	106:33	171:12	1:46-6	98-85	159-08	1:54-1	92-34	148-62
1:39-2	106:22	170:95	1:46-7	98-76	158-93	1:54-2	92-27	148-49
1:39-3	106:12	170:73	1:46-8	98-66	158-78	1:54-3	92-19	148-36
1:39-4	106:01	170:50	1:46-9	98-57	158-63	1:54-4	92-11	148-23
1:39-5	105:90	170:43				1:54-5	92-03	148-10
1:39-6	105:80	170:26	1:47-0	98-48	158-49	1:54-6	91-95	147-97
1:39-7	105:69	170:09	1:47-1	98-39	158-34	1:54-7	91-87	147-84
1:39-8	105:58	169:92	1:47-2	98-29	158-19	1:54-8	91-79	147-72
1:39-9	105:48	169:75	1:47-3	98-20	158-04	1:54-9	91-71	147-59
			1:47-4	98-11	157-89			
1:40-0	105:37	169:58	1:47-5	98-02	157-75	1:55-0	91-63	147-46
1:40-1	105:27	169-41	1:47-6	97-93	157-60	1:55-1	91-54	147-33
1:40-2	105:16	169-24	1:47-7	97-84	157-46	1:55-2	91-46	147-20
1:40-3	105:06	169-17	1:47-8	97-75	157-31	1:55-3	91-38	147-07
1:40-4	104:95	168-90	1:47-9	97-66	157-16	1:55-4	91-31	146-95
1:40-5	104:85	168-74				1:55-5	91-23	146-82
1:40-6	104:74	168:57	1:48-0	97-57	157-06	1:55-6	91-15	146-69
1:40-7	104:64	168-40	1:48-1	97-48	156-87	1:55-7	91-07	146-56
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1:40-9	104:43	168-07	1:48-3	97-30	156-58	1:55-9	90-91	146-31
			1:48-4	97-21	156-44			
1:41-0	104:33	167-90	1:48-5	97-12	156-29	1:56-0	90-84	146-19
1:41-1	104:22	167-73	1:48-6	97-03	156-15	1:56-1	90-76	146-06
1:41-2	104:12	167-57	1:48-7	96-94	156-01	1:56-2	90-68	145-94
1:41-3	104:02	167-40	1:48-8	96-85	155-86	1:56-3	90-60	145-81
1:41-4	103:92	167-24	1:48-9	96-76	155-72	1:56-4	90-53	145-69
1:41-5	103:82	167-07				1:56-5	90-45	145-56
1:41-6	103:71	166-91	1:49-0	96-67	155-58	1:56-6	90-37	145-44
1:41-7	102:60	165-12	1:49-1	96-58	155-44	1:56-7	90-29	145-31
1:41-8	103:51	166-58	1:49-2	96-49	155-29	1:56-8	90-22	145-19
1:41-9	103:41	166-41	1:49-3	96-41	155-15	1:56-9	90-14	145-06
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1:42-0	103:31	166-25	1:49-5	96-23	154-87	1:57-0	90-06	144-94
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1:42-9	102:40	164-86	1:50-3	95-53	153-74	1:57-9	89-37	143-93
			1:50-4	95-45	153-60			
1:43-0	102:30	164-64	1:50-5	95-36	153-46	1:58-0	89-30	143-71
1:43-1	102:20	164-48	1:50-6	95-27	153-33	1:58-1	89-22	143-59
1:43-2	102:10	164-32	1:50-7	95-18	153-19	1:58-2	89-15	143-47
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1:43-4	101:91	164-00	1:50-9	95-01	152-91	1:58-4	89-00	143-23
1:43-5	101:81	163-85				1:58-5	88-92	143-10
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1:45-3	100:07	161-04	1:52-8	93-42	150-34	2:00-6	87-37	140-62
1:45-4	99-97	160-89	1:52-9	93-33	150-20	2:00-8	87-23	140-38



# SILVERSTONE GRAND PRIX CIRCUIT



# Motor Cycle News Silverstone Market Place and Clubs Marquee



The above plan shows the location of the Motor Cycle News Silverstone Market Place and Clubs Marquee. The Market Place is well worth a visit as there are a number of very interesting exhibits on display and you will be able to purchase motor cycle accessories, kit, etc.

## EXHIBITORS

Belstaff International Limited  
Coburn & Hughes  
Motomodelli Limited  
Shane Hearty  
Vale-Onslow Motors Limited

B.M.W. Concessionaires (G.B.) Limited  
Devitt (D.A. Insurance) Limited  
Rivetts (Leytonstone) Limited  
Steyr-Daimler-Puch (G.B.) Limited  
Wells (Motor Cycles)

If you are interested in joining one of the motor cycle clubs that organises road races you will be able to meet representatives of a number of the leading clubs in the Clubs Marquee.

## CLUBS REPRESENTED

Bantam Racing Club  
British Motor Cycle Racing Club  
Darley Moor Motor Cycle Racing Club  
North Gloucestershire Motor Cycle Club  
Southern 67 Racing Club

British Formula Racing Club  
Cheltenham Motor Club  
Graham Pegasus Motor Cycle & Light Car Club  
Notts & District Motor Cycle Club  
Vincent HRD Owners Club



# Motor Cycle News

is the super bike paper.

**FULL  
REPORT +  
PICTURES  
IN NEXT  
WEEKS!  
ISSUE!**



## 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.

## MAGAZINE COPYRIGHT

All literary matter in this Magazine, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted.

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

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

## DOGS

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

## GRANDSTAND ROVER TICKETS

Grandstand Rover Tickets costing 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.



ISLE OF MAN  
**TRIUMPH**



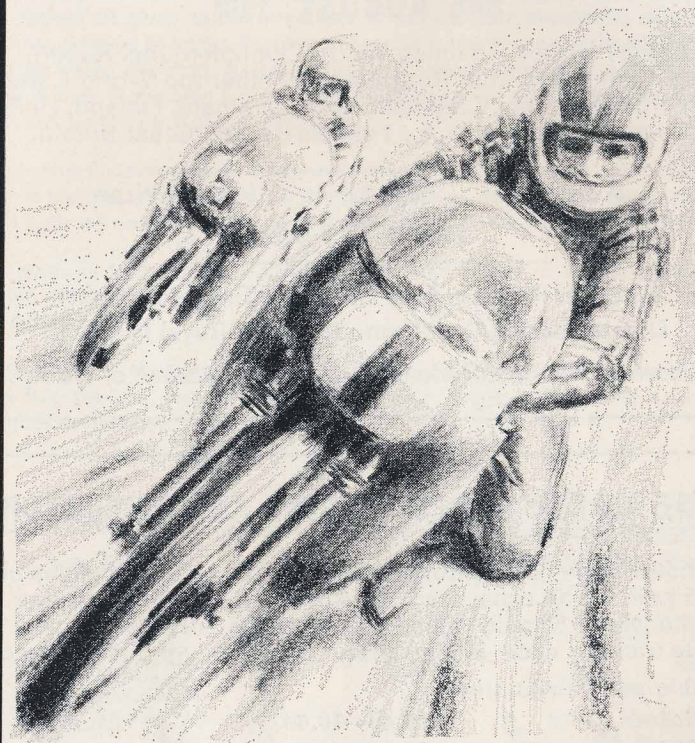
**1st FORMULA 750 RACE**  
also 2nd and 4th, plus race and lap records

**1st 750 PRODUCTION RACE**  
also 3rd and 6th, plus lap record



**THE 750'S THAT WIN!**

**LUCAS**  
have winning ways



**ISLE OF MAN T.T. RACES**

PRODUCTION 750 c.c.  
**1st TRIUMPH**

FORMULA 750  
**1st TRIUMPH**

Lucas wins in motorcycle events started in 1922. Today you are the winner with the sparkling performance of Lucas ignition and electrical equipment progressively developed from racing successes.



## 250 c.c. INTERNATIONAL MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

at

**Doddington Park, Old Sodbury, Gloucestershire**

(1 mile from junction 18 M4 Motorway A46 Bath to Stroud Road)

**20th AUGUST, 1972**

*Entries include:-* 5 times World Champion Joel Robert  
The 4 top riders from Russia and 30 other top World Class  
Riders from Belgium, Czechoslovakia, Denmark, Finland, Holland,  
Spain, Sweden, U.S.A., Yugoslavia, and Great Britain.

Admission 50p Adult 10p Children

**START 2 p.m.**

Free Car Parking, Free Camping (Saturday Night)

Display during the afternoon by the Royal Hussars

*Organised by the Bristol Motor Cycle Club on behalf of the A.C.U.*

## COME MOTOR CYCLE TESTING AT SILVERSTONE

Many motor cycle competitors have asked for testing facilities on the Club Circuit. As an experiment, 24 August, 6 and 28 September have been allocated. Should these dates prove successful, we shall continue a motor cycle testing programme throughout the year.

Timetable and Prices are:-

<b>Solos</b>	<b>09.40—10.40</b>	<b>£1.25</b>
<b>Sidecars</b>	<b>10.50—11.50</b>	<b>£1.50</b>
<b>Solos</b>	<b>12.00—13.00</b>	<b>£1.25</b>
<b>Solos</b>	<b>14.00—15.00</b>	<b>£1.25</b>
<b>Sidecars</b>	<b>15.10—16.10</b>	<b>£1.50</b>
<b>Solos</b>	<b>16.20—17.20</b>	<b>£1.25</b>

**PLEASE NOTE:** Competition Licence, Leathers, Goggles, Gloves and Crash Helmet are essential.

**For Enquires and Bookings ring  
Testing Department, Silverstone Circuit  
Telephone No: Silverstone 271**

## TRAFFIC ARRANGEMENTS AT THE CIRCUIT

We have now built a ring road around the perimeter of the circuit. The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South East and South West, to leave by gate No. 7.

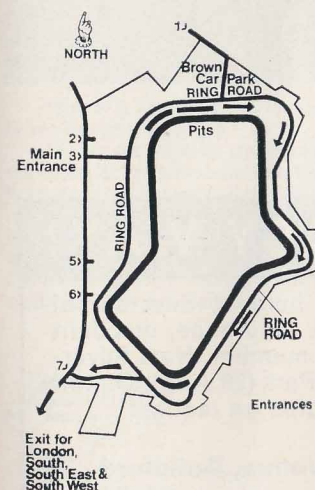
The road will be one way, in a clockwise direction, except for service vehicles. There will however, be a small section, namely behind the Pits Grandstand, which will be two way. Attention should be given to the directions of the car park attendants who are there to assist in the movement of traffic. 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 second important feature for outgoing routes will be the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively.

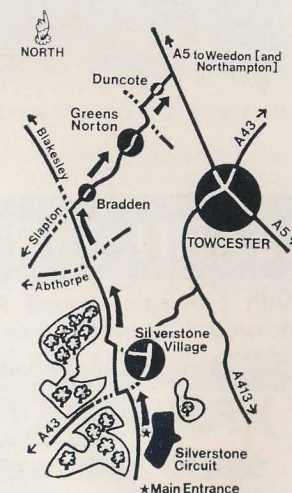
As a guide here is a map of the ring road, also details of the diversions for traffic leaving from the main gate. Your attention and co-operation to these details will minimize the delay in getting out.

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.

**Plan of Ring Road**



**Traffic Diversion Route from Main Entrance avoiding Towcester**





## LEARN TO RACE THE EASY WAY!

With Europe's largest Racing School—right here at Silverstone! Individual attention, free membership and PA insurance, discount scheme, 5 bonus laps for introducing a new member. Next Silverstone sessions, 7 Sept. & 8 Nov. Also Cadwell Park (26 Aug), Oulton Park (20 Sept & 18 Oct). Continental fixtures on request.

*Send SAE for details to:*

**DIXON RACING LTD, 35 Wodeland Avenue, Guildford**

# Get bedded in and away in 5 minutes



Think of it. Just five minutes from a new set of Powermax Pistons, you're winding it up the top end with no thought of bedding-in.

You see, the red on the top ring of a Powermax piston set is a Hepolite development – Aloxite in a special suspension that gets blasted out the back end as you go. It saves you an incredible 1,000 miles of normal ring bedding-in time. Just one reason for fitting Powermax Pistons.

There are many more. Like the HG 413 alloy and the fact that many of the rings are made of HG 22 c, with a tensile strength of 38 tons. And the built-in resistance to such nasties as fuel wash, acid attack and cyl. bore wear. And the fact that they're tested and inspected and tested with incredible precision before getting to you. And you get up to 40% increase in bore life. And the fact that so many races are won on them. So what are you waiting for? Take five and go fella go.



A.E. AUTO PARTS LIMITED, BRADFORD, YORKS.  
(The Associated Engineering Group.)



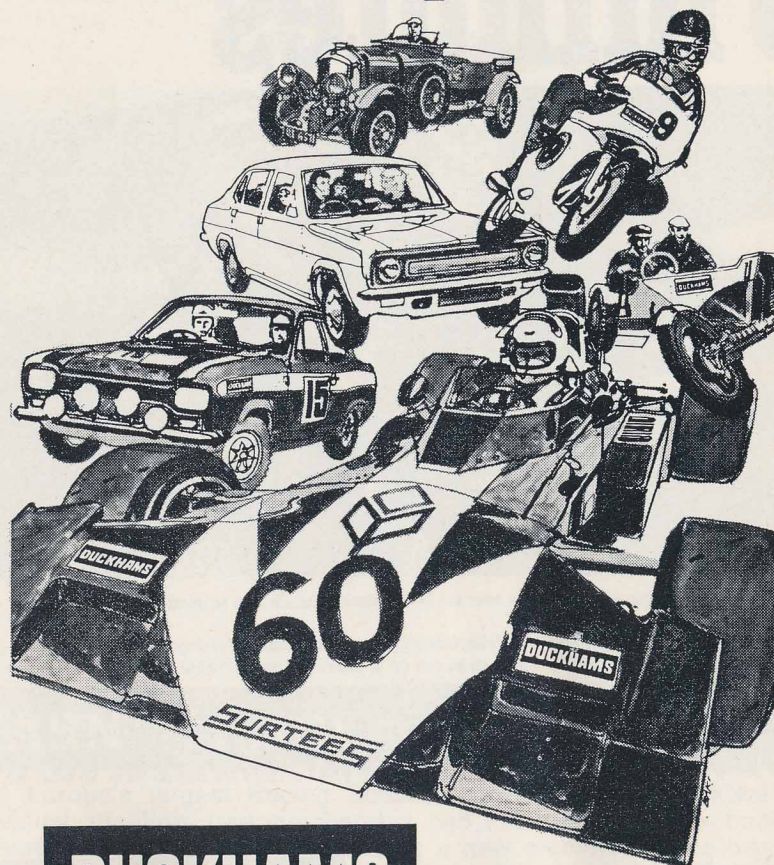
AT THE HEART OF THE HOTTER ENGINE



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of the enthusiast  
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# One oil Whatever you drive



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FROM SELECTED HIDES

The choice of the "Champions"—Barry Sheene, Rod Gould, Norton,  
BSA, Triumph race teams etc

	£
RACE SUITS—Plain Black - - - - -	33.95
Black with Stripes - - - - -	36.60
Coloured Suits - - - - -	35.95
Two-Colour Suit - - - - -	37.95
<i>Made to measure extra</i>	<i>P &amp; P 30p</i>

"RECORD" RACING BOOTS - - - - -	8.40
GRAND PRIX HELMETS - - - - -	14.50
"OWEN" DOME HELMETS - - - - -	16.50
	<i>P &amp; P 28p</i>

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<i>In Black, Blue or Red</i>	<i>P &amp; P 28p</i>

<b>RIVETTS 4/LS BRAKE</b> — 45.00
<i>Levers and Cables extra</i> <i>P &amp; P 75p</i>

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**“The SAE rating numbers on multigrade oils seem to confuse some motorists—it did me once.**

**On the opposite page the whole SAE rating system is explained, and why Uniflo SAE 10W/50 out-performs all other multigrades.”**

*Graham Hill*



**Esso, the world's largest oil research organisation, here discusses those cryptic SAE rating figures, and explains why Uniflo—rated at SAE 10W/50—gives better all-round protection than any SAE 20W/50.**

Most motorists will have noticed the SAE numbers that are usually printed on the cans of motor oil they buy, but not every motorist will know too much about them, such as what exactly they mean!

So, to start at the beginning, the letters SAE stand for Society of Automotive Engineers, a technical body that lays down standards for the petroleum industry to adhere to. These standards relate to the oil's viscosity—its ability to flow; and, because the oil has to give effective engine protection both when it is cold *and* when it is hot, its viscosity is measured at 0°F (−18°C) and 210°F (99°C), and it is classified by the SAE at each of these temperatures.

Thus, when an oil is marked 10W/30 on the can it means that its viscosity rating at 0°F is SAE 10W (the W simply means 'winter'), and its viscosity rating at 210°F is SAE 30. Practically all multigrade oils have a winter—or cold cranking—viscosity rating of either SAE 10W/ or 20W/, the lower figure being the thinner oil. Similarly, most multigrades have a summer—or high temperature—viscosity rating of SAE /30, /40 or /50, and again the lower the figure, the thinner the oil. So we always know that an SAE 10W/30 oil is relatively *thinner* and a 20W/50 is relatively *thicker*. From this, we can deduce that an SAE 10W/40 oil will perform better when cold than an SAE 20W/50, but not so well when hot; but it will perform better when hot than an SAE 10W/30. And so on. These SAE figures do provide a helpful and accurate guide to the kind of oil you're buying.

protection. On top of this, the car manufacturers have been progressively lengthening their recommended oil-change intervals.

Anticipating these changes, Esso developed Uniflo—the super multigrade motor oil with an SAE rating of 10W/50. Uniflo protects effectively at *both* ends of the engine temperature scale. *When your engine is cold*, Uniflo gives full protection faster than the SAE 20W/50s because it is thinner—thus avoiding a lot of needless wear and also helping your engine to start. *When your engine is hot*, Uniflo again gives full protection, significantly reducing the carbon deposits that can lead to power-loss and increased oil consumption.



**UNIFLO  
SAE 10W/50**

**out-performs all  
other multigrades**



#### THE ENGINE SITUATION HOTS UP

Engines today have markedly higher power/weight ratios than they had in the Sixties, and the working heat inside the engine is consequently becoming ever more intense. Bulk oil temperatures in the sump can well be 212°F (100°C); the oil temperature in the crankshaft bearings can reach 250°F (120°C); and at the piston rings it can be as high as 360°F (180°C). So motor oil nowadays is expected to retain its effective viscosity well towards the 400°F (200°C) mark, and yet still flow easily at sub-zero temperatures to give cold-start