



# John Player

## BRITISH GRAND PRIX



# Silverstone

## 13th-14th August '77

Official Programme 60p

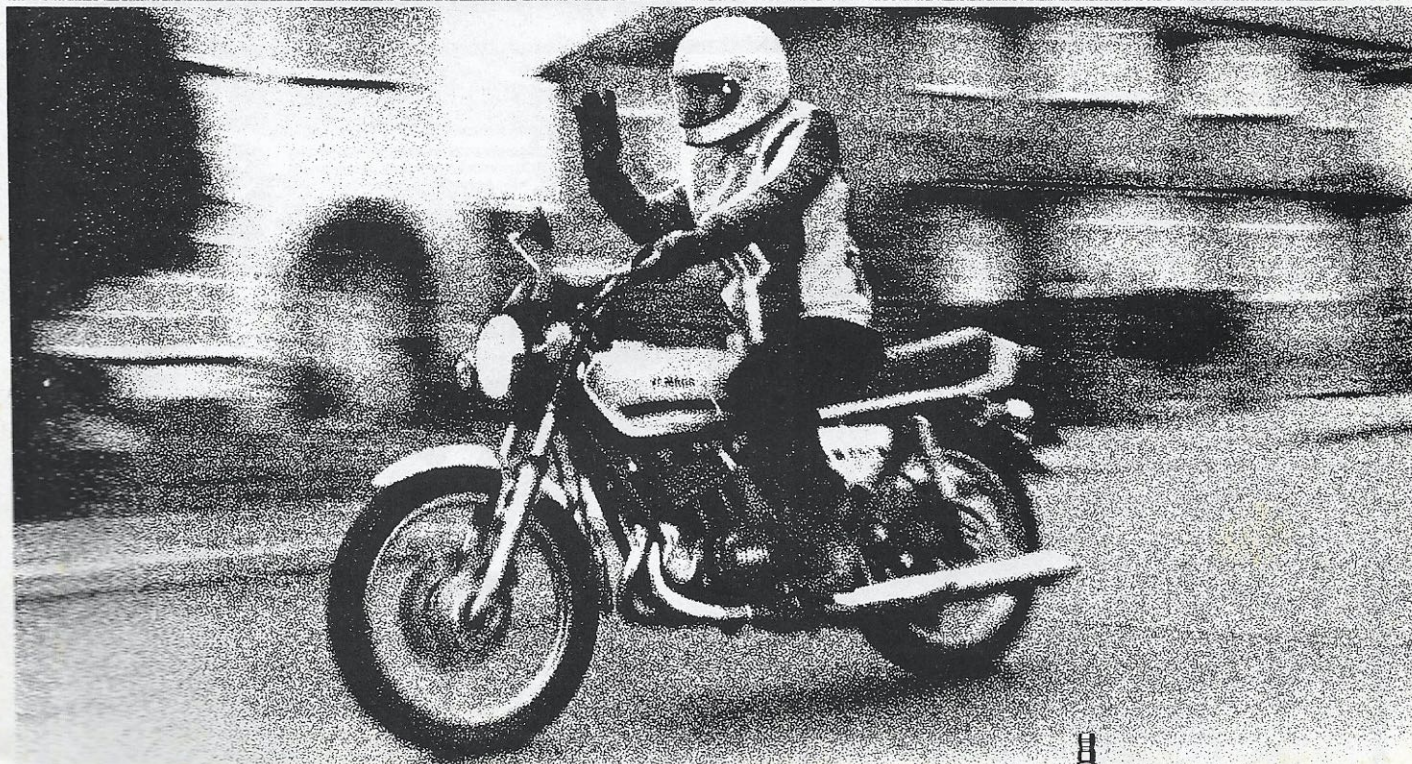
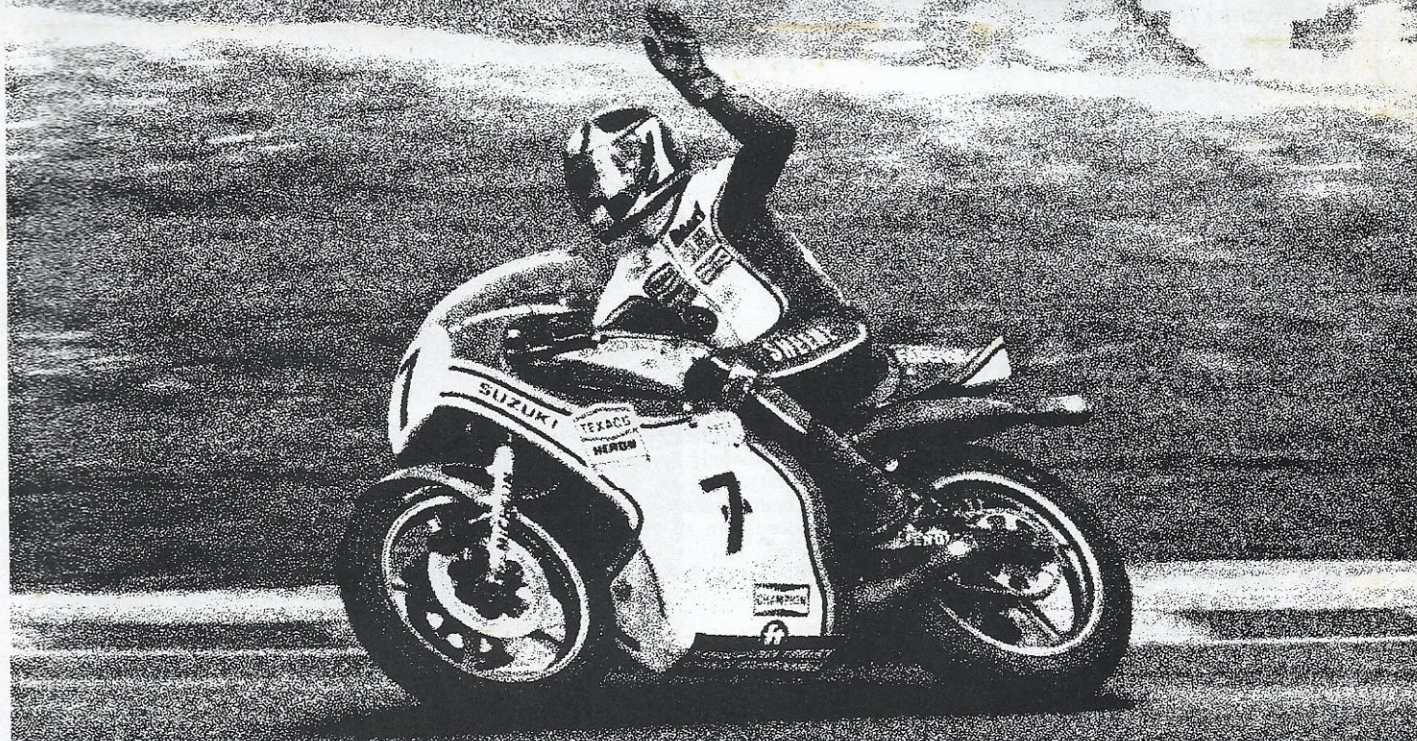
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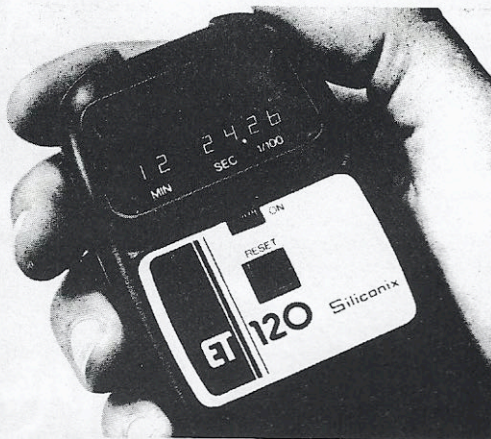
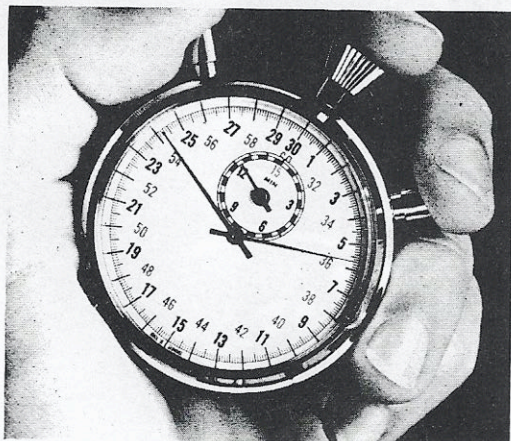
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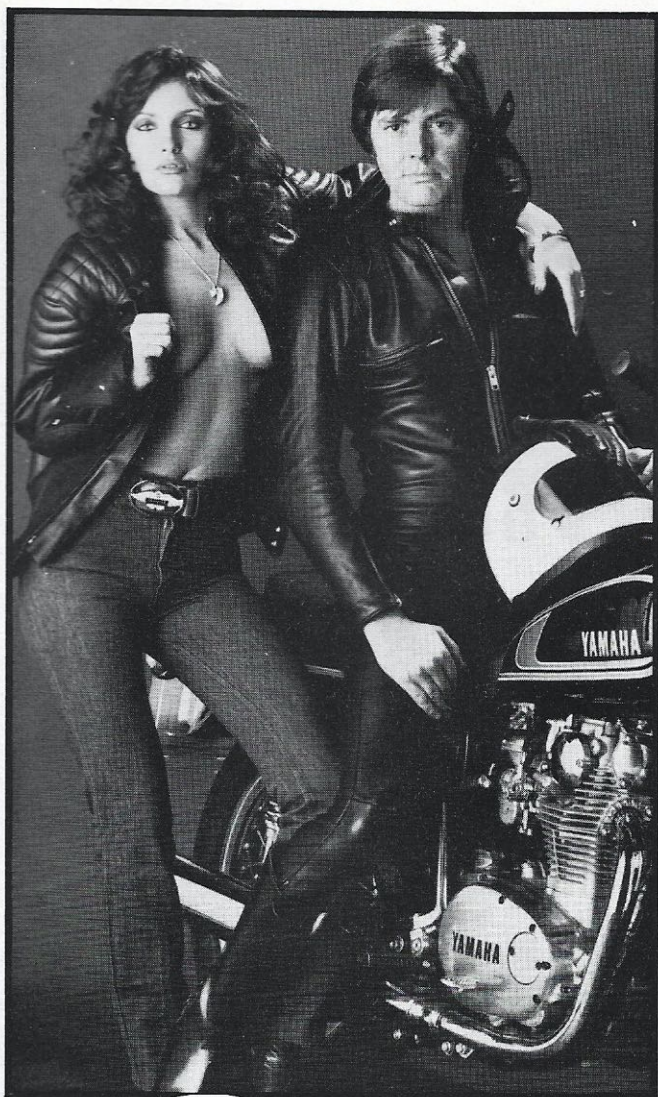
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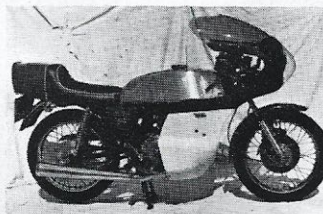
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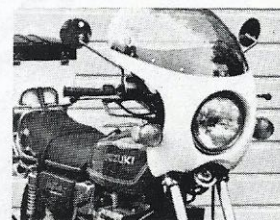


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# **John Player** **BRITISH GRAND PRIX**

## Timetable

### Thursday 11th August (Practice Day)

11.00 - 11.30	Practice for 125 c.c.
11.40 - 12.10	Practice for 250 c.c.
12.20 - 12.50	Practice for 350 c.c.
14.00 - 14.30	Practice for 500 c.c.
14.40 - 15.10	Practice for 125 c.c.
15.20 - 15.50	Practice for 250 c.c.
16.00 - 16.30	Practice for 350 c.c.
16.40 - 17.10	Practice for 500 c.c.

### Friday 12th August (Practice Day)

10.00 - 10.30	Practice for 125 c.c.
10.40 - 11.10	Practice for 250 c.c.
11.20 - 11.50	Practice for 350 c.c.
12.00 - 12.30	Practice for 500 c.c.
12.40 - 13.10	Practice for Sidecars
14.20 - 14.50	Practice for 125 c.c.
15.00 - 15.30	Practice for 250 c.c.
15.40 - 16.10	Practice for 350 c.c.
16.20 - 16.50	Practice for 500 c.c.
17.00 - 17.30	Practice for Sidecars

### Saturday 13th August (Practice and Race Day)

09.30 - 09.45	Practice for 125 c.c.
09.55 - 10.10	Practice for 250 c.c.
10.20 - 10.35	Practice for 350 c.c.
10.45 - 11.00	Practice for 500 c.c.
11.10 - 11.40	Practice for Sidecars
11.50 - 12.20	Practice for Formula TT 1
13.30 - 14.00	Practice for 1000 c.c.
14.10 - 14.40	Practice for Formula TT 1
<b>Race 1 15.00</b>	John Player British Grand Prix 125 c.c. World Championship Race 24 laps
<b>Race 2 16.05</b>	Daily Express Trophy Formula TT 1 Race 12 laps
16.45 - 17.15	Practice for Sidecars
17.25 - 17.55	Practice for 1000 c.c.

### SUNDAY AUGUST 14th (RACE DAY)

<b>Race 3 13.00</b>	John Player British Grand Prix 250 c.c. World Championship Race 26 laps
<b>Race 4 14.10</b>	John Player British Grand Prix 350 c.c. World Championship Race 28 laps
<b>Race 5 15.20</b>	John Player British Grand Prix 500 c.c. World Championship Race 28 laps
<b>Race 6 16.35</b>	John Player 1000 c.c. Race 15 laps
<b>Race 7 17.15</b>	Shell Superparts World Championship Grand Prix Sidecar Race 25 laps

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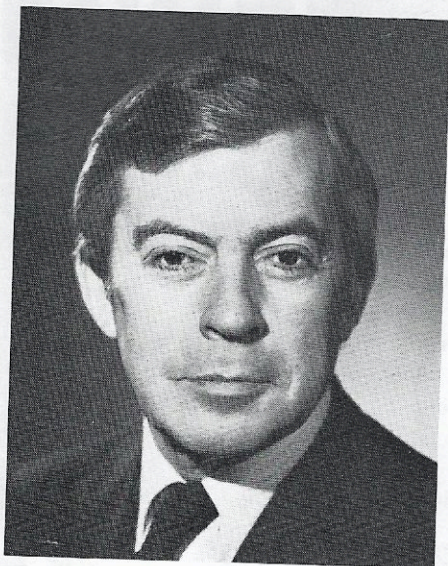
**Committee Secretary:** D. F. Jackson.

This programme edited by Pierre Aumonier, published by Silverstone Circuits Limited and printed in England by Taylor-Bloxham Limited, Tyrrell Street, Leicester LE3 5SB (Tel: 0533-536821).



# Welcome to the....

## John Player British Grand

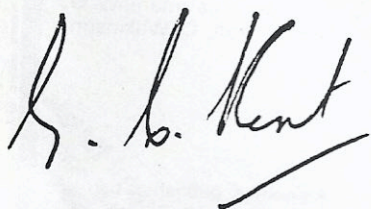


This year the John Player Grand Prix has been given World Championship Series status. When the event started at Silverstone in 1971 it established itself as a major event in the British motor cycling calendar — now it is one of the world's foremost events.

The John Player Grand Prix has always been well attended with a gathering of between 40 and 50,000 people, but we should now see even bigger crowds.

An event like this could not take place without the continual support of the governing body, the Auto-Cycle Union. Our thanks go to them for attaining World Championship status for the event and for running it so efficiently. Our thanks, too, to Silverstone Circuits, their directors and promotional staff for the friendly assistance which they give in staging this weekend.

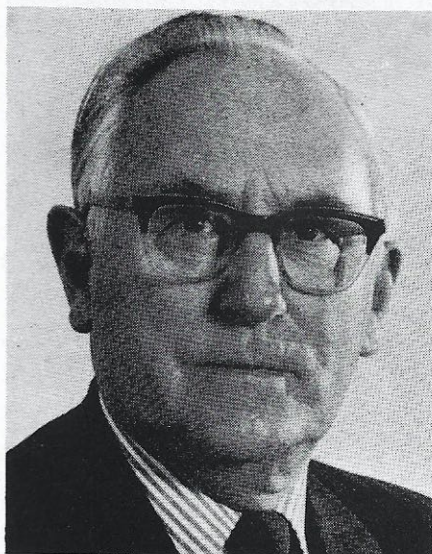
Last year, several new lap and race records were set. With World Championship honours at stake this year, there should be some exceptional riding. I hope that you will have an enjoyable visit and see plenty of exciting activity.



GEOFFREY KENT  
Chairman and Managing Director  
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# Prix at Silverstone



Silverstone and the John Player British Motorcycle Grand Prix with F.I.M. World Championship status together spell the start of a new and exciting future for motorcycle sport in Britain.

In this the Jubilee year it is a pleasure for me, as Chairman of the Organising Committee and Clerk of the Course, to welcome you to this famous circuit. You are bound to see and enjoy exciting racing from the world's top riders some consolidating their World Championship positions and others still battling for supremacy at this the final round of the 1977 World Classic Road Race Series.

In Britain where we of the A.C.U. are very proud of our road racing activities, top American drivers have praised us for our organising ability. These events are organised almost entirely by thousands of dedicated voluntary workers throughout the Country and I take this opportunity of sincerely thanking them all with special thanks to our Doctors and First Aid Staff.

Our sport is one of challenge, skill and daring and these elements together with the highly sophisticated racing machines of today contribute largely to the rise in popularity of motorcycle racing not only here in Britain but world wide.

As Britain's first mainland World Championship Grand Prix, this weekend's programme of races provides value for money not available in any other sport. Just look at our programme and at the list of riders and machines involved.

To be here at Silverstone this weekend is indeed a worthwhile experience from whichever view point you choose to watch. At the end of the day you will have seen the champions in action and the world of motorcycle sport will have taken yet another and very exciting step forward to becoming recognised as the major, public spectacle it is, which we, the enthusiasts, have always known and appreciated.

Spectators and officials alike will join with me, I know, in wishing all our competitors good fortune and safe and enjoyable racing at this the first of our new series of World Championship events attracting world wide attention to Britain—THE COUNTRY WHERE MOTORCYCLE RACING LEADS THE WORLD.

A handwritten signature in dark ink, appearing to read 'V. Cooper', with a long, sweeping underline.

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



# A History Making Affair

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

The full might of Grand Prix racing will be on show at Silverstone as world championship status is tagged to the John Player International meeting for the first time.

It is a history making affair because it is the first full-blooded world title event to be run on a British mainland circuit and it has attracted riders and machines that are new to the British race fans.

Although it is the last of thirteen rounds in this year's world series, there is still plenty to fight for because it is not just a battle for top places in the four solo classes that are to be contested on the 2.927 mile Northamptonshire circuit.

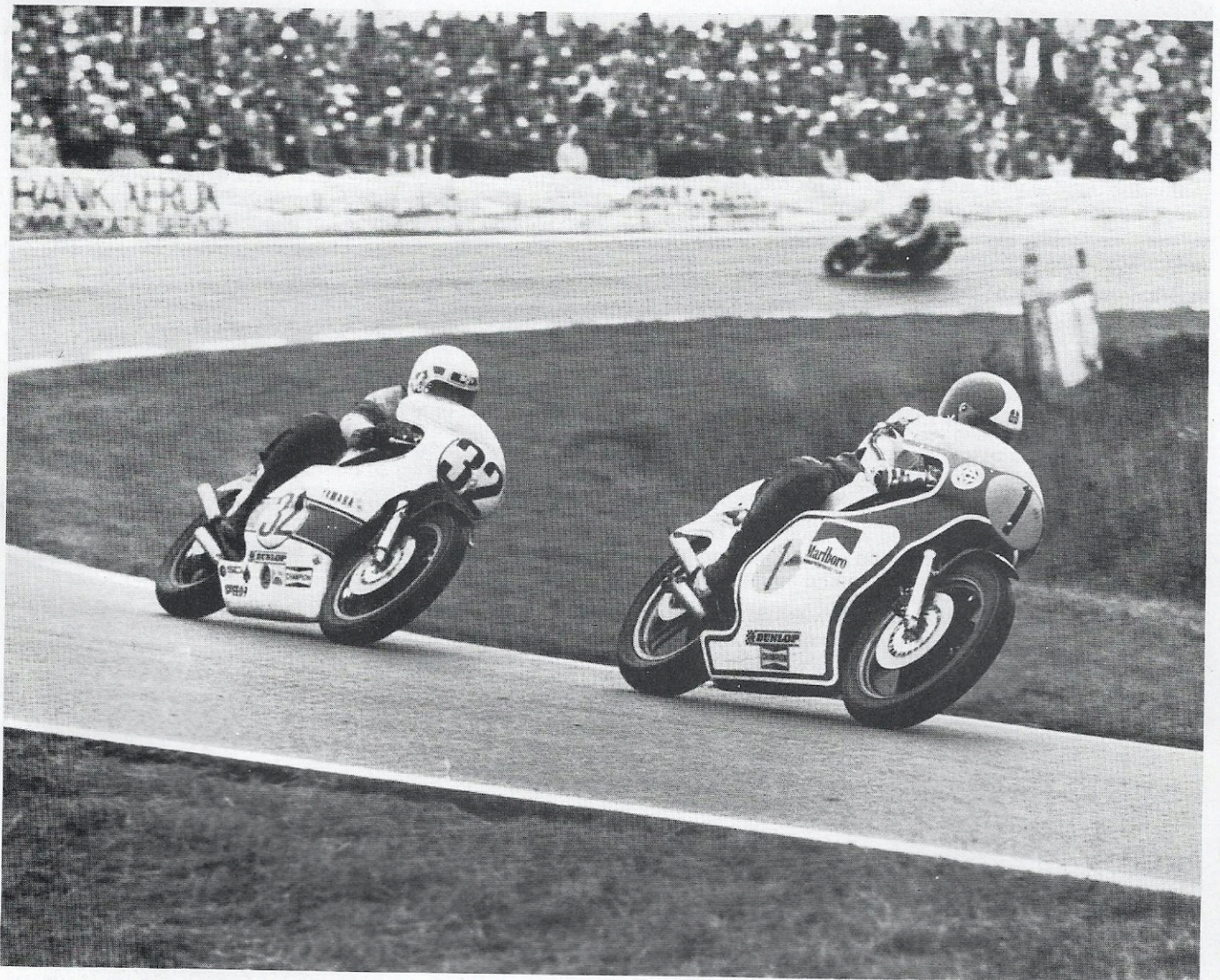
Championship points and high placings in the tables form the basis of earnings riders can expect next season and everyone is out to assure the best possible monetary awards for his efforts. For unlike many short circuit racers who combine racing with other work or business ventures, the genuine grand prix racer has not time for other employment. Racing is his living, his sport, in fact his whole life.

The all points to score system introduced by the FIM for the first time this year is helping to make the championship battles more open. Success for a rider at Silverstone while a close rival falters through machine trouble or simply being off form could make many places difference in the final reckoning.

With a works ride high on the list of attractions for a professional racer there comes the added incentive to be near the top because those are the names which attract the factory team managers when new recruits are needed. There is quiet a bit of works team action in grand prix racing these days with the Japanese and Italians producing the bulk of the official support.

The mighty Japanese concerns of Suzuki, Yamaha and Kawasaki field teams and show no sign of withdrawing their interest. Far from it in fact, because Kawasaki have already intimated an extension of their racing activities for 1978.

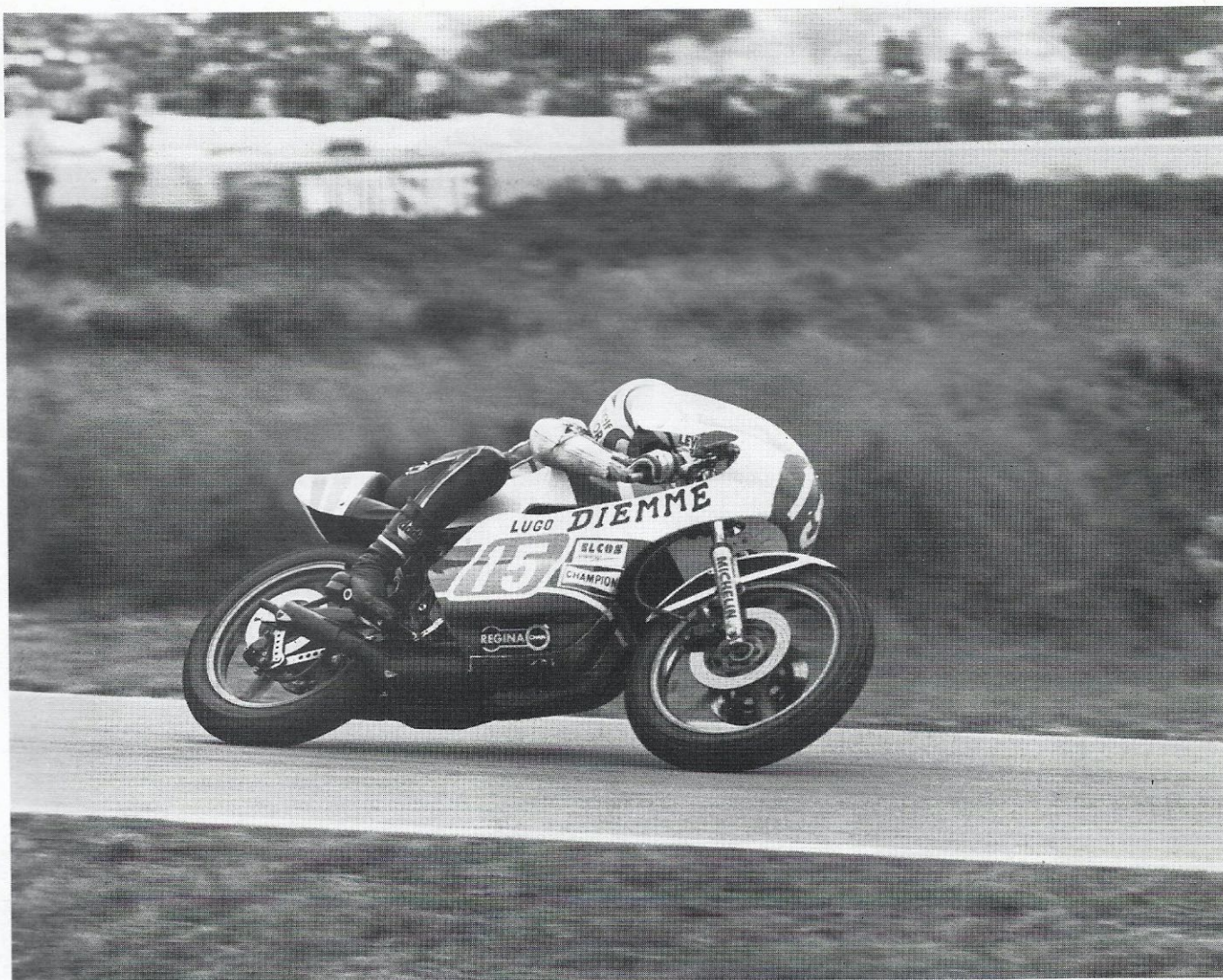
Honda, although not involved in world championship grands prix, currently contest the long distance endurance races. They



Agostini leads Baker in the Senior Dutch TT at Assen.

Photo by John Lloyd





Michel Rougerie (350 Yamaha)

Photo by John Lloyd

started the Japanese interest in European GP's back in the 60s and there are signs that they will return in the future because the racing exposure their three rivals have is having the effect of increasing their sales of normal road machines.

From Italy comes the American controlled Harley-Davidson concern, who last year collected the 250 and 350 titles with Walter Villa as a double world champion.

There is also Morbidelli who climbed to the top of the grand prix ladder in the 125 class. This is a fairy tale in its own right. Humble beginnings and a one off special, a little factory in Pesaro, now control the 125 title chase with works and private riders.

The man who started it was Giancarlo Morbidelli, the boss of a woodworking concern. Motor cycles were, and still are, his hobby and he always dreamed of owning a winning racing machine. Now that dream has come true and with the 125 battle won he moves on with confidence to bigger things with 250 and 350cc twin cylinder machines. The power for these comes from development on the all conquering 125cc engine.

The mighty MV factory, once the producers of the start attraction at any grand prix with their exotic red "fire engine" machines, are no longer involved. Development became slow in the closing years of their involvement and in 1976 they finally accepted that their four stroke multis were no longer a match for the Japanese two strokes they raced against in the 350 and 500cc classes. So with 17 world titles to their credit, they moved out of racing with a promise that they will be back. Time alone will show if this is an idle threat or a determined bid to regain past glories.

A new name from Italy on the horizon is Minarelli. West German development engineer, Georg Muller, who was the Morbidelli

backbone until he quit earlier this year, has moved on to the rival factory and promises a 47 bhp 125 twin in the near future, plus by the middle of next season a competitive 250 mount.

Additional works riders will be needed — yet more reason for some aspiring young rider to get his name in the championship limelight.

Who knows, Silverstone could be the place that will help find a new works rider. There is certainly the talent in the line-up to provide an impressive short list of candidates. The main attraction in this year's grands prix has been the prestigious 500cc class, especially for the British, with Barry Sheene as the defending champion. By the time he lines up for the John Player sponsored 500cc finale on Sunday, the championship should be his for the second time, but that in no way will affect his performance. Sheene likes to win races, placings are not really good enough, and he is also determined to show the home crowd that he is a real champion.

Not that the 26-year-old Wisbech, Cambs., based Cockney has to prove a thing.

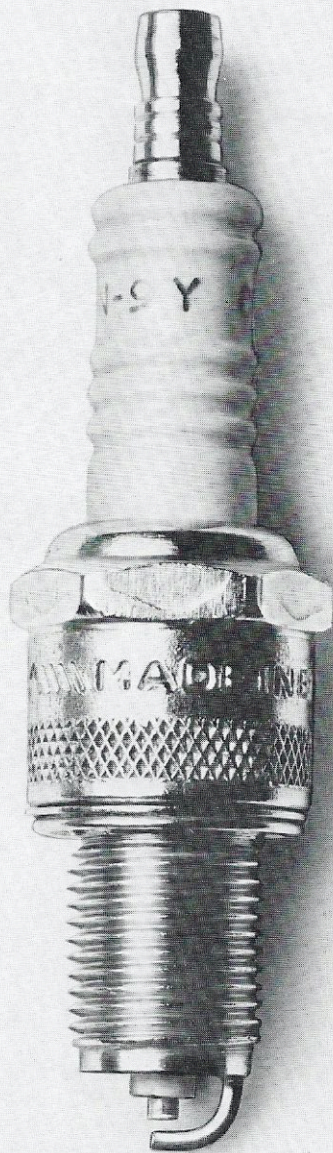
He started the grand prix season back in March the way he intended to carry on, with victory in the Venezuelan GP.

It was the first time the world series had moved in to South America and the circuit at San Carlos, in the depths of the country almost 200 miles from the capital of Caracas, was to be his first classic meeting place with American Steve Baker, enlisted by Yamaha who were set on making a determined effort to break the Suzuki grip on the 500cc class.

As the season developed it became clear that Yamaha had hoped for rather a lot with their four cylinder machines, differing



# Make a fresh start.



## **SUPERPARTS**



little from the ones they fielded a year before.

Sheene, again the leader of the Suzuki onslaught, added victories in the West German GP at Hockenheim, the Italian GP at Imola and the French GP at Paul Ricard when the world series returned to its normal European stamping ground in May.

The month, however, started on a sour note at the Austrian venue of Salzburgring. A multiple 350cc race crash resulted in the death of Swiss Hans Stadlemann and injuries to Johnny Cecotto, Dieter Braun, Franco Uncini and Patrick Fernandez.

After the crash riders expressed concern about the circuit medical facilities and being unsatisfied the bulk of the 500cc riders decided not to race. This included all the works riders such as Sheene, Baker, Giacomo Agostini, Pat Hennen and Steve Parrish plus all the top privateers.

Cecotto was one of the more seriously injured riders suffering a left arm and hand injury that kept him out of racing until the Swedish TT in mid July.

On his return it was the Venezuelan rider who gave Sheene a challenge and made the British rider knock over two seconds off the lap record for the Anderstorp circuit as he got the victory that virtually assured him of his second 500cc world championship.

"I have always thought that Johnny would be my biggest threat," said Sheene. "If anyone was going to throw a spanner in the Suzuki works it was going to be Johnny. It is a funny thing though because although he is the biggest threat to me I enjoy every second we race together. He feels the same I know, we talk and laugh about incidents in a race for a long time after it has finished."

Baker, a newcomer to the European scene, was not too happy about being left as the sole official Yamaha works rider. "This grand prix racing is far different to anything back in the States," he said. "It is real hard work racing at pressure every weekend."

But Baker certainly has nothing to be ashamed of with his first grand prix performances.

He took plenty of tumbles but luckily they were all in practice and were injury free. In the races he mastered the situation and was soon second in the world championship although a long way behind the bang on form super Sheene.

It certainly is not the speed of the Suzuki-4 that gives Sheene the advantage, in fact at every circuit where a speed trap has operated the Yamahas have proved much faster than the Suzukis.

"It has been real hard work, far harder than last year," said Sheene. "I have been down on top speed over the Yamahas and my works bike is no quicker than the best of the privateers."

The best privateers have the same 54mm by 54mm bore and stroke engines that factory riders, Sheene, Parrish and Hennen have been campaigning.

Things certainly have not gone so well this year for Hennen, the American who took the grands prix by storm last year with a victory in the Finnish GP and third place overall in the championship series. But just the same he is assured of a top six placing.

But for team mate Parrish, who got his place in the Texaco Heron sponsored Suzuki GB team after winning the British championship last year, there have been signs of steady progress in the new environment.

Fourth places in the East German and Swedish rounds are his best placings and he has backed them up with consistency that has brought him firmly in to top six contention in the 500cc world championship.

Parrish — Stavros to all his grand prix friends — from Steeple Morden in Hertfordshire has made a rapid climb to the top and is fast becoming one of the characters of the paddock. Still only 24-years-old he has more than thanked those who had confidence in his ability and has certainly hit the knockers who said he was not ready for the big time. He started racing in 1972, won the Grovewood award and Castrol award three years later for the most improved rider of the season and started 1976 by being selected for the British team in the John Player Transatlantic series.

Last year's second placed rider in the world championship; Finn, Teppi Lansivuori, is still riding with all his old determination as a member of the Italian Team Life but things have been far from satisfactory with the machines. "The big problem is that the new Suzukis did not arrive early enough in the season for us to work on them before we went racing," said Teppi who is partnered in the

team by Italian, Marco Lucchinelli.

Lansivuori, who still claims he owes a lot to his old racing friend, the late Jarno Saarinen who was such a sensation in his Silverstone visit when he notched a victory triple in John Player's second grand prix in 1972, is not depressed by his machine set-back.

In fact he has already had talks with Team Life manager, former Linto and MV works rider Alberto Pagani, and directors of the set-up to thrash out a contract for next season.

"I think everything should come out well next year and who knows we could have a great day at Silverstone," said the quiet spoken Finn from Lisalami.

Lucchinelli, who finished third in the 500cc world championship last year in his first season of grand prix racing, is just as enthusiastic. This year has been riddled with machine problems for him and there were times when he wondered if he had made the right decision to leave last year's sponsor, ex-racer Roberto Gallina.

But a second place in the Finnish GP on a machine 1,000 rpm under normal because of a gearing miscalculation, has left him in no doubt that once the machines are sorted out the team he is with offers a rosy future. "Anyway I love grand prix racing and it's good to be with a professional team," says Lucchinelli who, like Parrish, is becoming a paddock entertainer.

In to his place in the Gallina team, this year sponsored by the Nava helmet company and Olivo Fiat, went another young Italian sampling the early rungs of grand prix racing, Virginio Ferrari.

A little over enthusiastic at times, Virginio should be the rider to watch if you are looking for a top name of the future. He has the ability and the all important daring plus the chance to race some of the best machines in the grands prix.

He partners Gianfranco Bonera who has little to prove. Factory machines from Harley-Davidson and MV have already played a part in the career of this 31-year-old motor cycle dealer from Monza, who switched from cycle racing to motor cycle racing in 1971. This year, like so many privateers he has been hampered by the late arrival of the new machines from the Suzuki factory but he can always be guaranteed to put on an impressive performance.

Although things have been far from satisfactory for 15 times world champion Agostini he still has the ability to spring a surprise or two with his works style Yamaha-4 that he races under the Team Marlboro banner. "There is no chance for me to win a title this year", admits the 34-year-old Italian, but I would like a good result and what better than at the British grand prix. I love Britain and the race fans there have always been good to me. Sometimes I feel I have let them down, perhaps this time I shall be able to give them a better show."

Wil Hartog's victory over Sheene in the Dutch TT has brought this likeable Dutchman in to prominence and he has managed to prove that it was not a flash in the pan performance.

For years Hartog has been an irregular GP rider because of his business commitments in the crop drying company he owns.

But now, with encouragement from a patriotic band of followers who are bound to be at Silverstone, he has proved with performance after performance that he had got what it takes to be a top grand prix contender.

Possibly one of the calmest men in the paddocks, this immaculate Dutchman has earned himself the title of the "white hero" because of the always clean all white leathers that he wears.

On the British privateer scene John Newbold has snapped back into form and a consistent run only came to an end in Sweden when he crashed and broke his wrist. "I struck Baker's machine," said John. "It was not his fault as he was trying to avoid Christian Estrosi who made a mess of things on the first corner."

Then there is North West 200 record breaker John Williams, the former works Suzuki rider, who now rides under the appertising banner of Team Appleby Glade on a Suzuki.

The best from France this year is Michel Rougerie, robbed of a possible second place in the 350cc world champion by an engine seizure in Finland, and not with the position he should have in the 500cc class where his always devastating style was rewarded with fourth place in the same country.

Biggest disappointment in the 500cc class this year was the practice crash at Anderstorp in Sweden that put Swiss, Phillipe Coulon out of action after he put himself in line for a top three rating in the championship.

But it is not just the 500cc class that has provided the excitement and tension this year and for machine variety it must





Barry at this year's Belgian Grand Prix.

photo by Graham Hind



be down to the 250cc class.

Surprise rider of the year is Mario Lega who took over the works Morbidelli after first choice for the machine, former 125 world champion, Paolo Pileri sidelined himself with an early season crash.

Lega first rode the Morbidelli in the Italian GP and his second place obviously pleased the Pesaro factory officials enough to let him have another go. Their faith in the former Yamaha rider for Italian sponsors Dieme who missed most of the 1976 season because of a serious crash, proved to be well founded. He won the half distance Yugoslavian GP at Opaitja and took the lead in the championship.

When Pileri returned to fitness a second Morbidelli was found for him because no way were the factory going to lose a rider who looked likely to give them their first taste of 250 success.

Kawasaki have made a determined, if at times bewildering, attack on the class with in line twin cylinder machines that have proved a match for the Yamahas that have dominated the classes over recent years.

The British based team sent in Barry Ditchburn and Japanese rider Akihiko Kiyohara at the start of the year. 'Ditch' was right out of luck. He crashed at the French GP at Paul Ricard when he lost concentration and a week before he lost almost certain victory when he struck a perspex screen left in the track by a back marker who fell just before he arrived on a fast right hander.

Yorkshireman Mick Grant was rushed down to the French to strengthen a team with obvious winning ability, but the chain broke while he was in lead after Ditch had crashed and Kiyohara, who took over had stopped with a seized crankshaft bearing.

Masahiro Wada replaced Kiyohara in Yugoslavia where the replacement Japanese rider planted himself in the wall on the closed roads circuit sea front. Grant had to give that round a miss because he had to keep a 750 class appointment at Mallory Park but he was in the world championship team again for the Dutch TT which he won. He also won in Sweden and was second in Finland. Should Kawasaki have sent him in before? That is the question that will long be raised when world championship racing is talked about.

Anyway from Sweden the team became an all British affair with the luckless Ditch failing to get the result his obvious riding ability deserves.

The rider from Kent, who has just opened a motor cycle business in his home town of Northfleet, would like to win the final round but predicts success for his team mate.

"If the machine stays together he will win," he says. "And the machines have been pretty reliable over recent weeks."

Harley-Davidson have certainly not had the joy in the class they had last year and there has certainly been some unrest between the factory and four times world champion Walter Villa. He is riding their machines in a now fruitless bid to retain the 250 title he won for the third year running last season. He has been far from happy with the two stroke twins from Varese complaining about power and handling. Yet he started the season on the right note by winning in Venezuela, made a mid-term effort with success in the

ultra fast Belgian GP at Francorchamps, and won a superb victory in Finland after one of the closest races of the year, with Grant.

"Sometimes the engines go well and sometimes the machines suit a particular circuit," said Villa who says he will quit Harley and race machines designed and built by his former racing brother, Francesco, and himself next season.

His partner this year is 22-year-old Italian, Franco Uncini who was tipped as a possible candidate to take over the older rider's crown after winning the Italian GP, a couple of weeks after he was involved in the tragic Austrian GP crash.

But machine problems have ruined his chances and he looks as though he will have to settle for a top six position.

Yamaha are naturally worried by their loss of grip on the class and it is down to dynamic Takazumi Katayama and Irishman Tom Herron to keep them in the picture. Katayama has made his mark on Silverstone before and is eager to get some last minute booster points when he comes this year. "It is a great circuit and one I enjoy racing on," said the rider who became the first Japanese in the 28-year-old history of grand prix racing to win a world championship when he clinched the 350 title with victory in Finland.

Throughout the season Katayama has been switching between twin and three cylinder machines for his 350 races. It was the triple that finalised the deal at Imatra but he says he will try both at Silverstone before making a race day machine selection.

South Africans have made a big mark on the grands prix this year with Jon Ekerold already assured of second place in the 350 championship. Not a bad achievement for a rider who sat drinking a beer after the 1976 finale of the championships in Barcelona and declared: "That's the end of grand prix racing for me." I am going home and I won't be back."

Anyway, there is no more of that talk and Ekerold is planning to do the 350 and 500cc classes next season and drop out of the 250 section.

Fellow countryman Alan North, sponsored by the Dutch food canners Wilddam, works alone on his 250 and 350 Yamahas. Things were looking good at the start of the season but he has dropped down the lists because of persistent niggling problems. He is another who hopes to switch to the 500cc class full time after an outing this year in the Belgian 500 GP.

The third South African success story is Kork Ballington, sponsored by Birmingham businessman Sid Griffiths. He is in the running for top places in the 250 and 350 classes having boosted his chances in the latter with his second ever grand prix victory in the Dutch TT.

While studying these two classes watch for 25-year-old Frenchman Patrick Fernandez, another badly hurt in the Austrian crash, and Vic Soussan a 31-year-old Morocco born, Paris based, naturalised Australian who spent years trying to get grand prix recognition and has this year proved he is capable of meeting the challenge.

A treat in store for the British race fans is the 125 grand prix class.



Mario Lega (250 cc Morbidelli) looking for the opposition.

Photo by John Lloyd



# TEAM WORK



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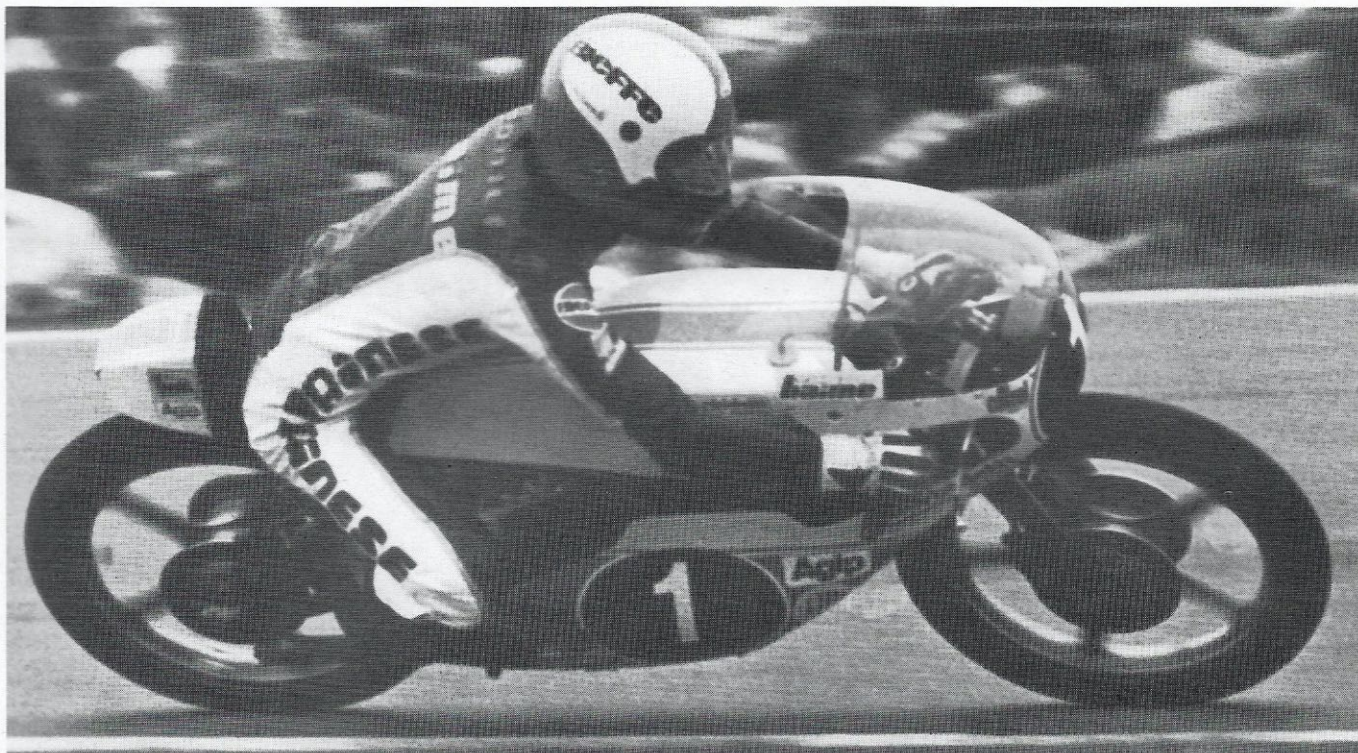


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*Pier Paolo Bianchi — World 125 cc Champion*

*Photo by John Lloyd*

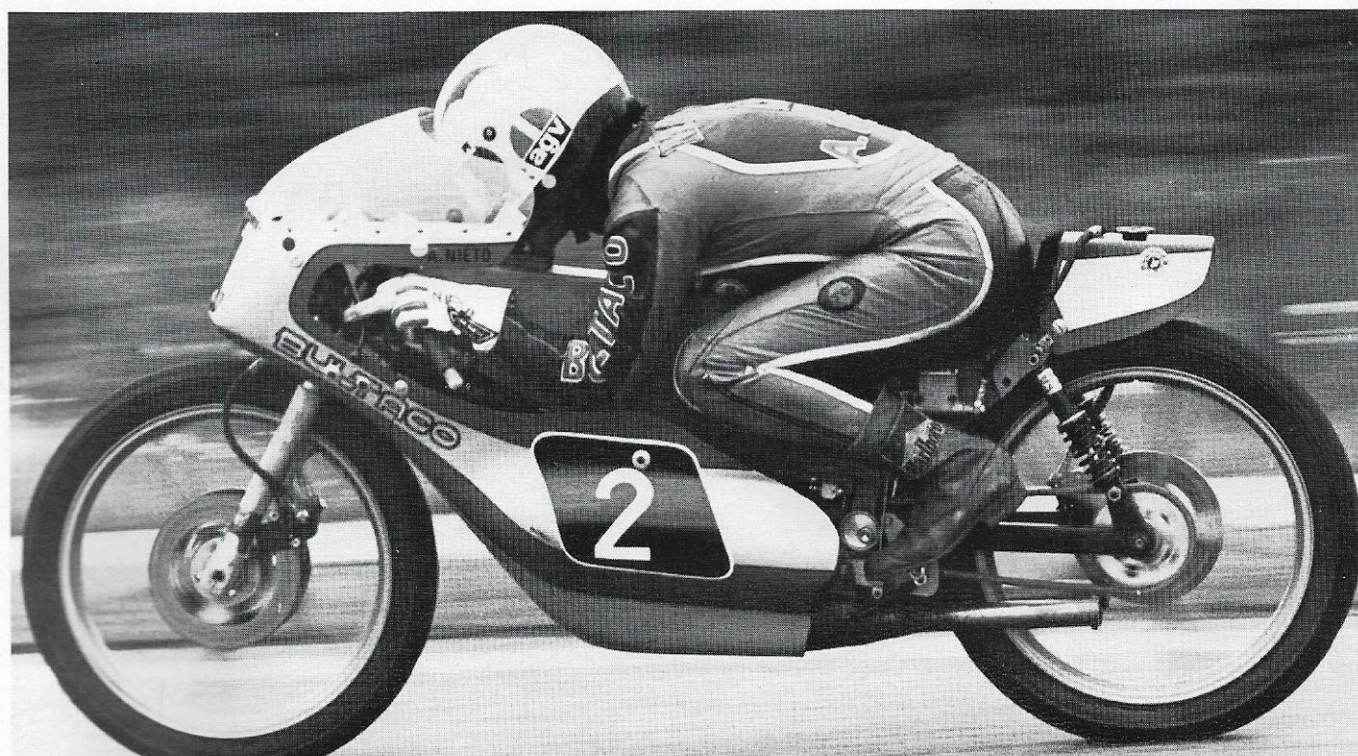
Get rid of the idea of rather uninteresting if often close racing witnessed on the British short circuits and get ready for the full works treatment as the rival Morbidelli and Bultaco factories clash in as fierce a way as Suzuki and Yamaha do in the 500 class.

Morbidelli king pin, Paolo Bianchi, may have already clinched the title for second time but that does not mean that the Spanish rivals have given up the desire to win. Far from it, for they brought out a new 125 twin in Sweden they are convinced will take the title next year.

The rider is Angel Nieto, who became an eight times world champion when he clinched the 50cc title — the first championship of the season to fall — in Sweden.

He is backed up by new boy Ricardo Tormo who joined Bultaco this year and won the 50cc race in Sweden. With that class finished for the year he has switched to the 125 to back-up Nieto.

Bianchi's support comes from a host of private Morbidellis which include Eugenio Lazzarini's monocoque framed master piece, and the more standard looking models of Harald Bartol. Anton Mang, who also rides a 500 Suzuki, and Jean Louis Guignabodet. So the stage is set for the first British mainland GP with an entry that represents the best in world championship racing. It really is something different because it is an important competition which dictates the financial future of all who take part. — The Professionals.



*Angel Nieto — World 50 cc Champion — on his 125 cc machine*

*photo by LAT Photographic, London*



## Past Winners

	1971	1972	1973	1974	1975	1976
<b>JOHN PLAYER GRAND PRIX</b>	---	---	---	Barry Sheene (Suzuki) 106.22 mph	Barry Sheene (Suzuki) 107.98 mph	Victor Palomo (Yamaha) 107.02 mph
<b>Formula 750</b>	Paul Smart (Triumph) 103.40 mph	Percy Tait (Triumph) 103.75 mph	Paul Smart (Suzuki) 104.73 mph	Paul Smart (Suzuki) 105.26 mph	---	---
<b>Allcomers 1000 c.c.</b>	---	Jarno Saarinen (348 Yamaha) 104.79 mph	Paul Smart (350 Yamaha) 103.82 mph	---	Mick Grant (750 Kawasaki) 109.70 mph	Mick Grant (750 Kawasaki) 109.53 mph
<b>Senior 500 c.c.</b>	Giacomo Agostini (MV Agusta) 99.52 mph	Phil Read (MV Agusta) 102.25 mph	Phil Read (MV Agusta) 103.12 mph	Barry Sheene (Suzuki) 104.00 mph	---	Barry Sheene (Suzuki) 108.97 mph
<b>Junior 350 c.c.</b>	Giacomo Agostini (MV Agusta) 101.80 mph	Jarno Saarinen (Yamaha) 102.13 mph	John Dodds (Yamaha) 103.05 mph	Tony Rutter (Yamaha) 104.69 mph	Patrick Pons (Yamaha) 105.00 mph	Victor Palomo (Yamaha) 106.04 mph
<b>Lightweight 250 c.c.</b>	Barry Sheene (Yamaha) 98.10 mph	Jarno Saarinen (Yamaha) 102.23 mph	Tony Rutter (Yamaha) 99.33 mph	Takazumi Katayama (Yamaha) 102.09 mph	Alex George (Yamaha) 101.38 mph	Takazumi Katayama (Yamaha) 103.42 mph
<b>Ultra Lightweight 125 c.c.</b>	Barry Sheene (Suzuki) 90.95 mph	Chas Mortimer (Yamaha) 90.09 mph	Steve Machin (Yamaha) 89.22 mph	Kent Anderson (Yamaha) 89.66 mph	Gordon Shirliff (Yamaha) 89.04 mph	
<b>Production Machines 1000 c.c.</b>	---	---	---	Percy Tait (Triumph) 97.78 mph	Tony Smith (Norton) 99.58 mph	John Cowie (BMW) 99.69 mph
<b>750 c.c.</b>	Ray Pickrell (BSA) 99.34 mph	Ray Pickrell (Triumph) 99.39 mph	Percy Tait (Triumph) 98.40 mph	---	---	---
<b>500 c.c.</b>	Andrew Barr (Triumph) 87.42 mph	Stan Woods (Suzuki) 90.99 mph	Keith Martin (Kawasaki) 90.97 mph	Keith Martin (Kawasaki) 92.09 mph	Rob Prior (Kawasaki) 91.08 mph	Tony Rutter (Honda) 93.70 mph
<b>250 c.c.</b>	Neil Tuxworth (Suzuki) 82.82 mph	John Williams (Honda) 84.51 mph	Dave Arnold (Ducati) 85.77 mph	John Stephens (Honda) 86.33 mph	Godfrey Benson (Yamaha) 87.29 mph	Richard Stevens (Yamaha) 86.46 mph
<b>Sidecars 1000 c.c. (Saturday Race)</b>	---	---	Gerry Boret/ Nick Boret (750 Konig) 94.27 mph	Bill Currie/ Ken Arthur (750 Westlake) 83.14 mph	George O'Dell/ Alan Gosling (700 Yamaha) 98.79 mph	George O'Dell/ Ken Arthur (700 Yamaha) 100.85 mph
<b>1000 c.c. (Sunday Race)</b>	---	---	Gerry Boret/ Nick Boret (750 Konig) 94.00 mph	Werner Schwaerzel/ Karl-Heinz Kleis (680 Konig) 97.92 mph	Werner Schwaerzel/ Andreas Huber (680 Konig) 98.99 mph	Werner Schwaerzel/ Andreas Huber (680 Konig) 100.51 mph
<b>750 c.c.</b>	Horst Owesle/ Peter Rutterford (750 Munch) 91.36 mph	Chris Vincent/ Mick Casey (750 Munch) 94.29 mph	---	---	---	---
<b>500 c.c.</b>	Horst Owesle/ Peter Rutterford (500 Munch) 92.38 mph	Klaus Enders/ Rolf Engelhardt (500 BMW) 93.71 mph	---	---	---	---



**Put Texaco and  
Suzuki together and  
look what you get.**

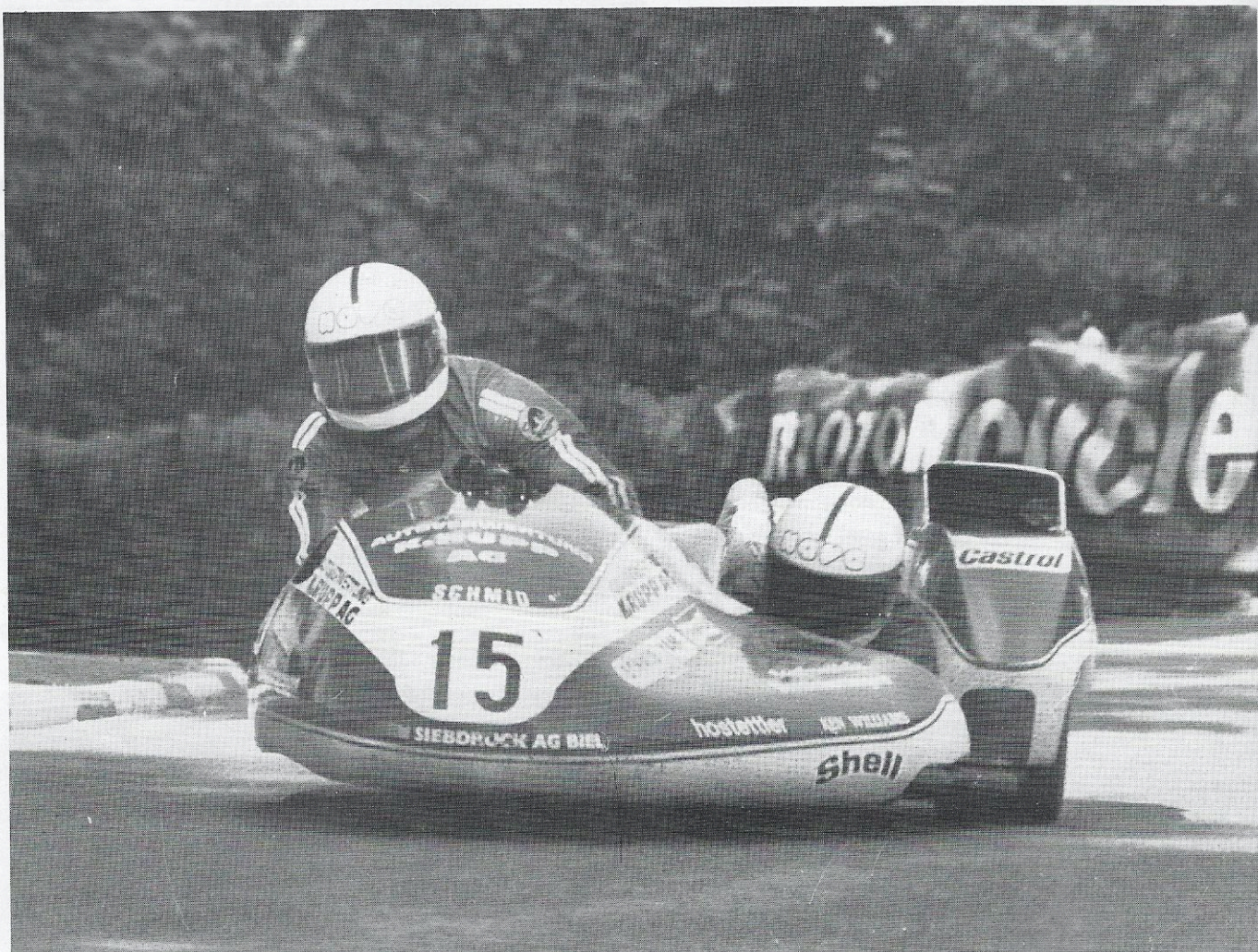
**Barry on top.**





# An Intriguing Thought

by Mick Woollett, Editor of Motor Cycle



Rolf Biland/Kenny Williams on their latest Seymaz outfit.

Photo by Mick Woollett

Here's an intriguing thought. If sidecar racing continues the tremendous strides made during the last few years it may not be long before the three-wheelers are averaging higher speeds than the solos—including Barry Sheene or whoever happens to be at the top of the solo tree in a few years' time.

Far fetched? Maybe, but before you dismiss the theory just take a look at the facts—and then consider what the trends of the next ten years will be. For a start check the results of this year's Isle of Man TT races.

Last year Mac Hobson set the tongues wagging when he lapped at 99.97 mph on his 750 cc Yamaha-powered outfit. The ton lap was obviously up for grabs and in practice this year Hemel Hempstead's George O'Dell became the first man ever to lap the famous Mountain circuit at over 100 mph when he clipped a few seconds off Mac's time.

But that was not all. For in the race George went out and

lapped at 102.80 mph, slicing an incredible 42 seconds off the previous record with a new lap time of 22m 1.2s. And he actually averaged over the magic ton for the full four-lap race distance which included one pit stop to take on fuel.

By comparison the solos made little progress. True Mick Grant on his 750 cc Kawasaki broke the outright lap record, set by John Williams (Suzuki) last year, but he clipped only 5.4 seconds off the old figure.

In terms of speed Grant lapped at 112.77—almost exactly 10 mph faster than O'Dell. Yet just 10 years ago, in 1967, the gap between the sidecar and solo lap records was a yawning 17 mph!

So despite the fact that the Japanese factories have spent fortunes on developing their solo racing machines and on signing on the world's best riders, the do-it-yourself sidecar boys have dramatically closed the gap.



Neither is this closing of the gap confined to the Isle of Man. Study any circuit records and you will find they reflect this trend. Most recent example at a major international was at the British round of the Formula 750 Championship at Brands Hatch in mid-July.

There, overall winner Steve Baker, American number one in the Yamaha team, equalled Barry Sheene's Suzuki lap record of 1m 35.8s, 98.21 mph.

Yet in the non-championship sidecar class Swedish veteran Gote Brodin (Yamaha) sliced 2s off George Odell's old three-wheeler figure to lap at 1m 43.6s, 90.81 mph.

So while the solos made no progress in terms of speeds at Brands, where conditions were ideal for record breaking, the sidecars made a quite spectacular gain.

But can they really bridge the gap and first match the solos and eventually outpace them? Let us look at the problems first.

The main handicap facing the sidecar exponent is weight. Because a passenger has to be carried a sidecar, ready to race, will always weigh more than a solo. For not only is there the actual weight of the passenger and his racing gear, probably around 140 lbs, but the actual machine has to be large enough and strong enough to carry two people and not one.

And we must remember that in racing weight is virtually always a handicap—it slows acceleration, cuts top speed, increases braking distances and imposes extra stresses and strains on the suspension, tyres and frame.

The only time it can sometimes be a slight advantage is that on bumpy surfaces weight can give extra stability—but by and large weight is the racers greatest enemy.

So if the sidecar cannot possibly compete when it comes to weight, where can it score? The answer to that is, for the three-wheeler fan, encouraging. For the sidecar scores on just about every other count.

Starting from the ground up the modern outfit has far more rubber on the ground than the best solos. The development by the tyre people of wide tyres for car racing have benefited the sidecar boys, always the Cinderellas of motor-sport, tremendously.

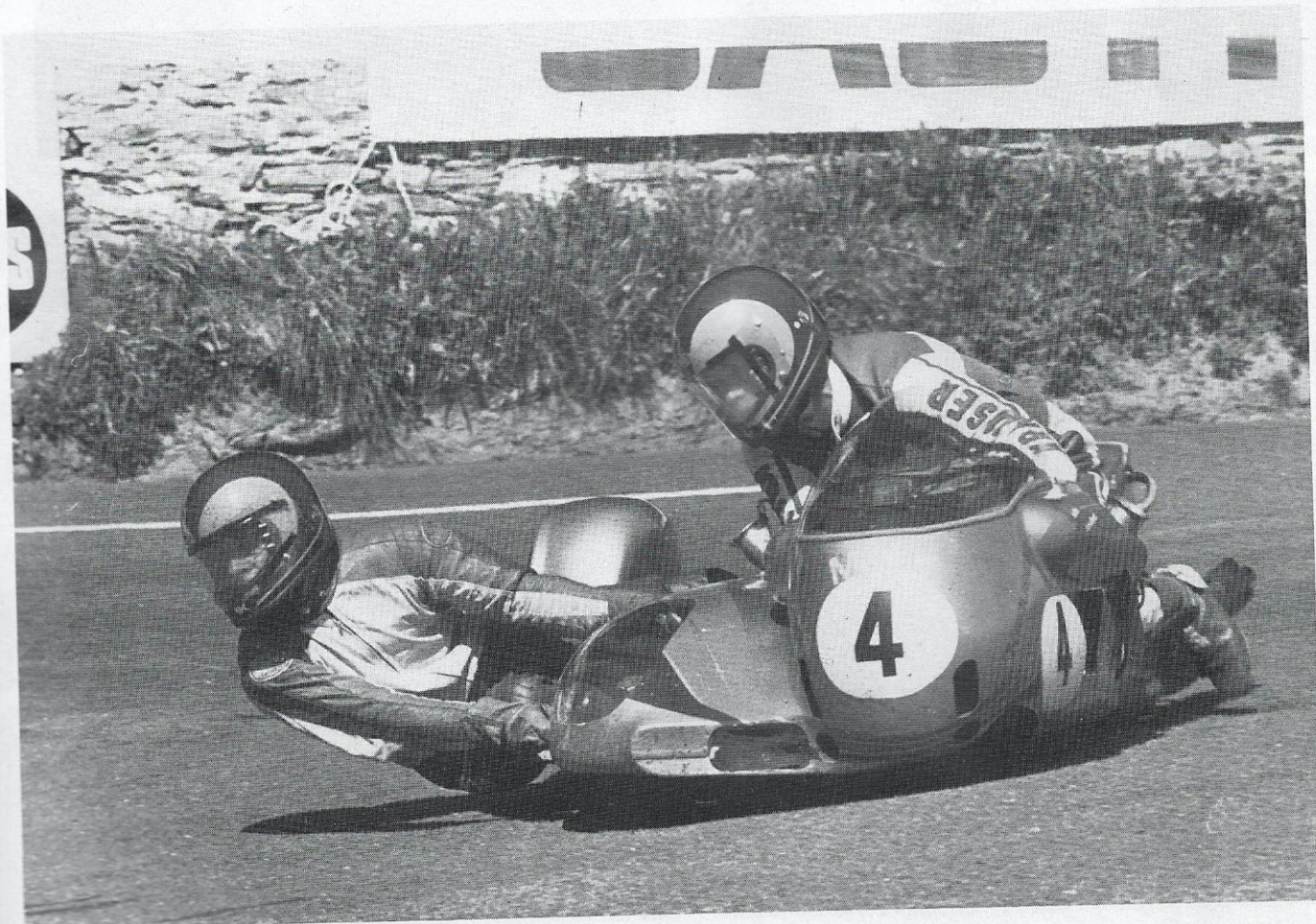
Ten years ago the rear tyres on most outfits were under five inches wide. Now the popular width is 10 inches. It goes without saying that provided the engine has the power you get less wheelspin, and therefore improved acceleration with a wider tyre.

The same, in reverse, goes for braking. The more rubber on the road the shorter the stopping distance. With hydraulic disc brakes on all three wheels the modern outfit, despite its greater weight, can easily outbrake a solo which, even using the fattest of slicks only has a road-tyre contact area some three inches wide.

The solo of course has these relatively thin tyres because when cornering the machine is heeled over. Because of this the tyre has to have a round profile so that there is uniform grip right through from an upright position to when the footrests are scraping the tarmac with the bike laid-over well beyond the 45 degree mark.

So doesn't the solo then gain on cornering? Well, it used to. Just after the war there was not a great deal of difference between the solo motorcycle lap records and car figures, for many major circuits.

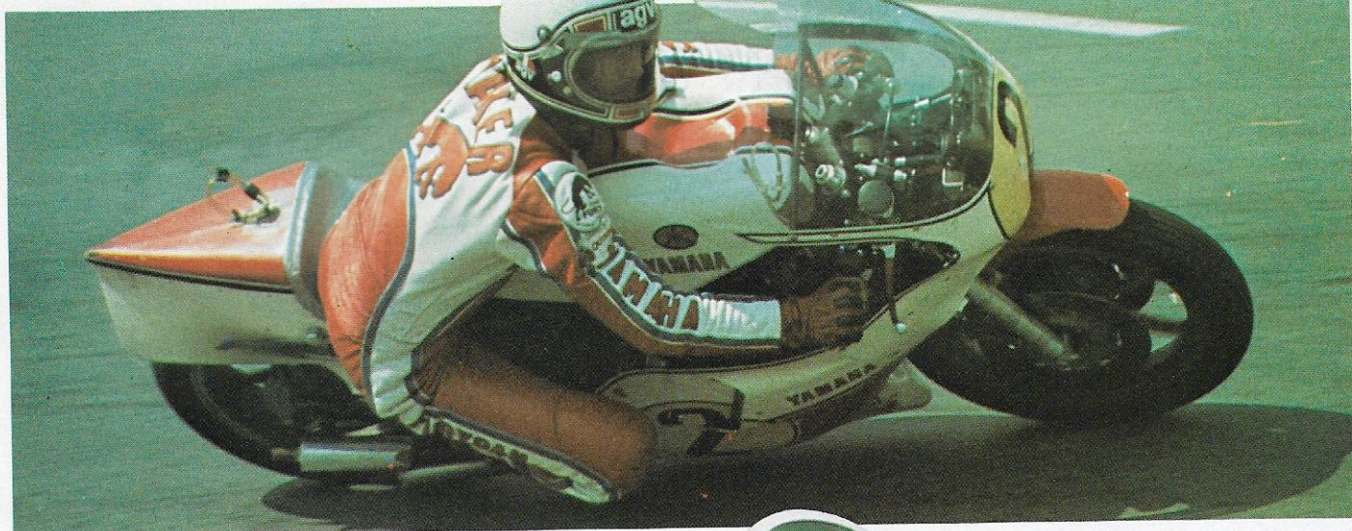
But intensive development of the four-wheelers and



Otto Haller (MKM) at the TT.

Photo by Mick Woollett

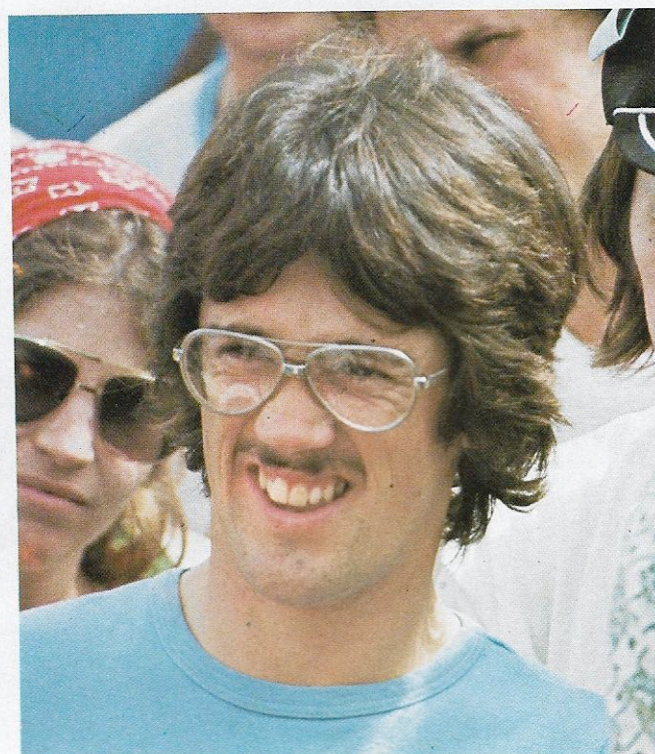




Giacomo Agostini



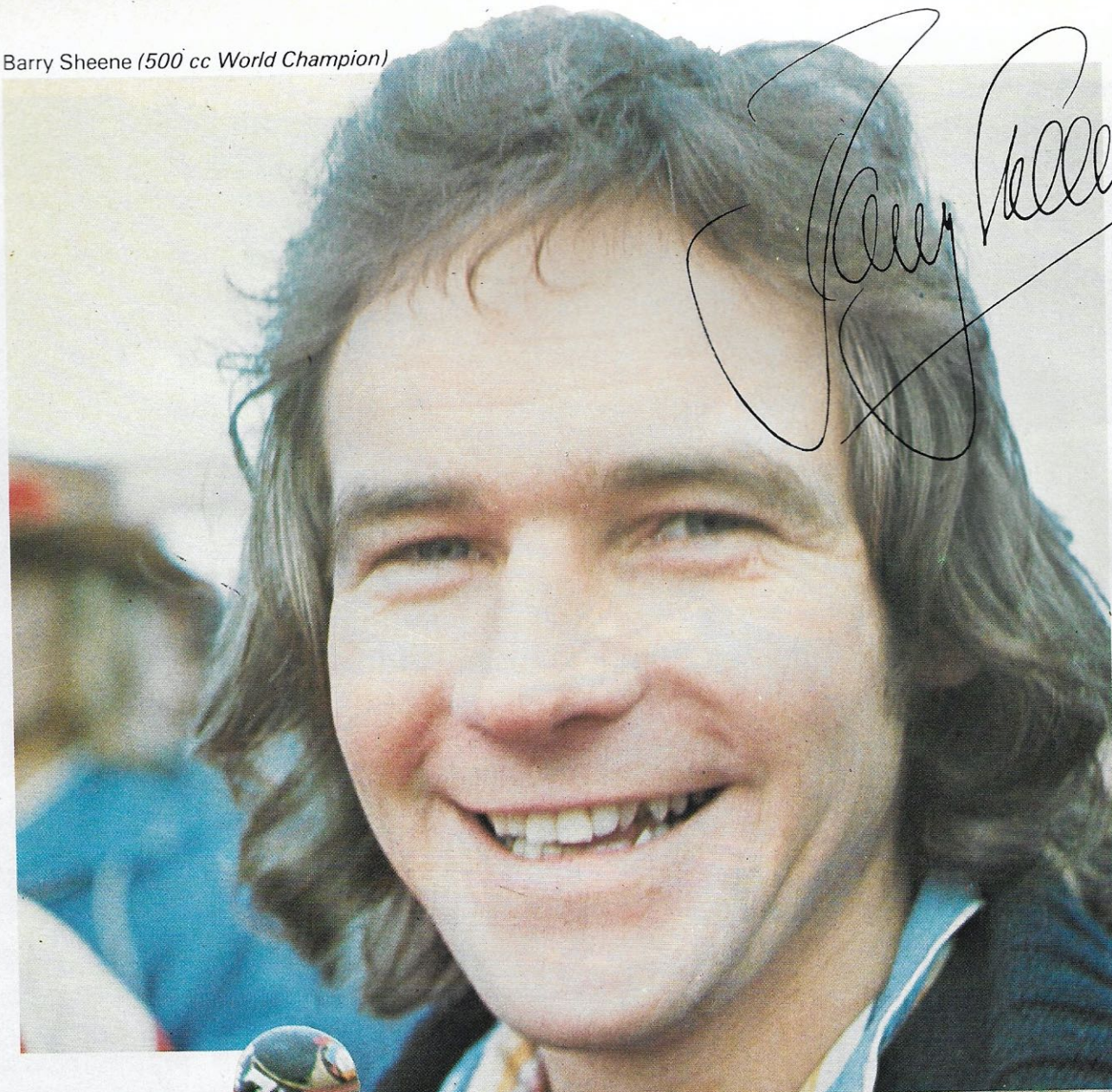
Giacomo Agostini



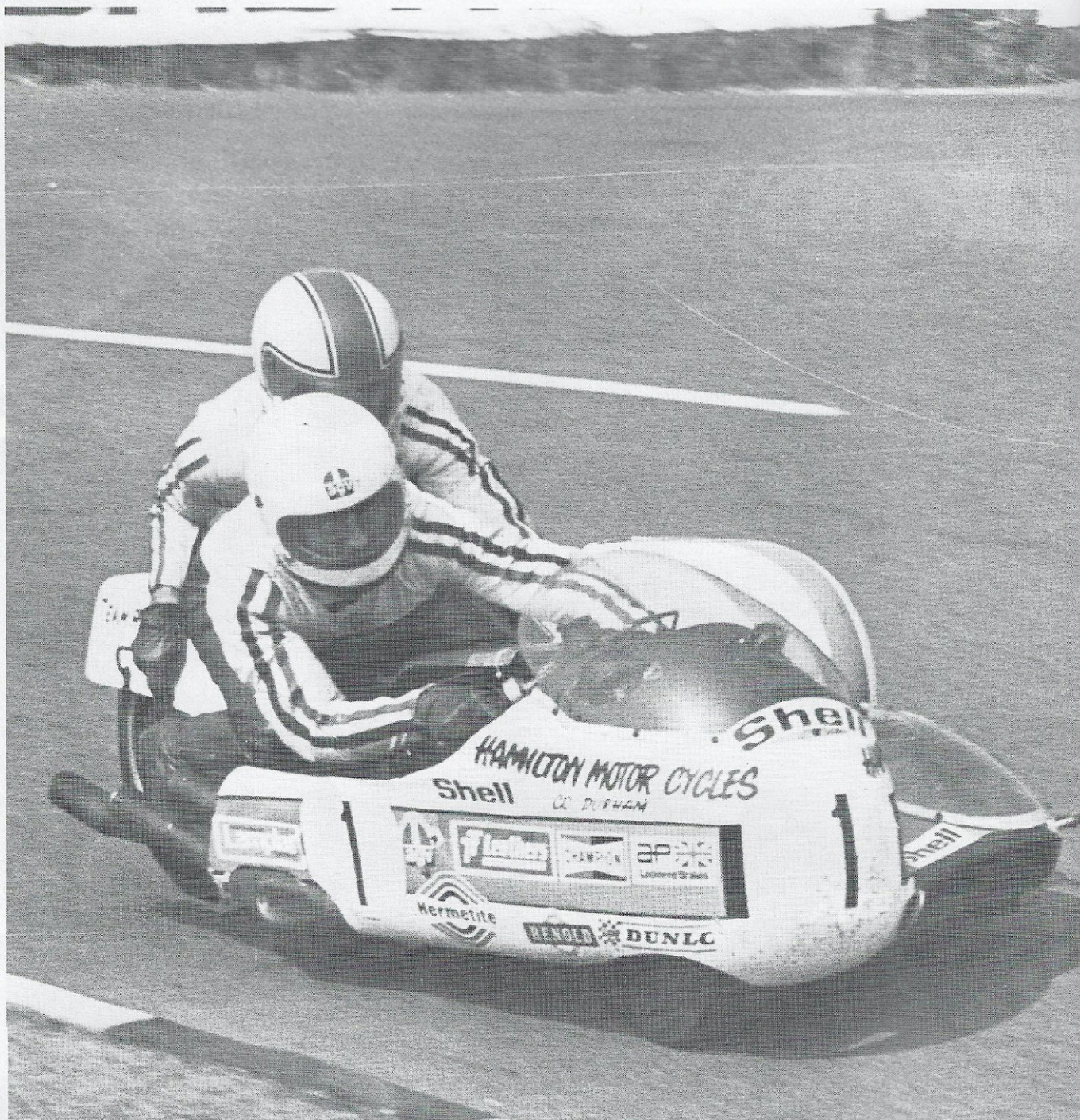
Steve Baker



Barry Sheene (500 cc World Champion)







Mac Hobson/Stuart Collins (Yamaha) winners of the second sidecar TT.

Photo by Doug Baird

especially of the wide tyres, has now opened up a tremendous gap. Silverstone is a prime example. The Formula One lap record is now 133.93 mph, set by James Hunt during last month's John Player British Grand Prix.

The bike record is held by Mick Grant (Kawasaki) and Steve Baker (Yamaha) at 113.79 mph. So it is obvious that a vehicle that does not have the ability to heel over like a solo can lap a given circuit faster.

The answer is power, tyres and suspension. Unlike the Formula One car, powered by a 3,000 cc engine producing around 500 brake horse power, the sidecar is limited to 500 cc (around 100 horse power) for World Championship events and 750 cc (130 horse power) for the majority of other events.

The power of the engines is increasing all the time. Just five

years ago the BMW engines that ruled the sidecar roost gave around 70 bhp in 500 cc form—and they were good enough to win 750 cc races too.

Now the best 750 cc Yamaha engines give close to twice as many horses—and as power increases so the scales will swing in favour of the sidecar and against the solo. Already in 750 cc racing the riders now find it very hard to use all the power at their command.

In fact ten years ago the great Mike Hailwood said that he reckoned that 80 horse power was around the maximum that could be usefully used on a solo—and in 1967, his last year at the Isle of Man TT, he lapped at over 107 mph on the 350 cc six-cylinder Honda, yet on the far more powerful 500 cc racer he could add only a fraction, lapping at 108.77 mph—a record



that stood for many years.

So while the solo racer has all sorts of problems with more power the sidecar man revels in it—and can put the additional horses to much better purpose, which explains why those sidecar lap records have been tumbling and will continue to tumble.

Tyres we have discussed. Suspension is next on the list. For years Earles type front forks and swinging arm rear suspension reigned supreme. Then in 1975 a young Swiss by the name of Rolf Biland burst on the scene driving what was in effect a three-wheeled racing car.

He set a trend that is revolutionising the sport. In the style of outfit he pioneered, all three wheels are suspended car-style from the side and instead of a conventional frame there is a car type chassis running up the centre and doubling as the sidecar.

Steering is hub centre as on a car. The layout proved so successful that Biland finished third in the World Championship in his first year in the big-time and if he had had just a little more experience he could have won.

Certainly his rivals were quick to note that his Yamaha-powered, Swiss-built Seymaz could out-corner conventional outfits and George O'Dell stepped in and bought the outfit at the end of last year.

Biland built himself a second Seymaz—and this year, on his

first ever visit to the Isle of Man, he lapped the 37.7 mile circuit at over 100 mph. Next year both he and O'Dell reckon they can push the record over the 105 mph mark!

The incredible thing is that the sidecars have made all this progress despite the relative amateur status of the sport. There is no factory support in any shape or form for the three-wheeler boys.

If they do have any backing it is from men like George O'Dell's sponsor Eric May, an enthusiast who spends his own money backing George in his attempt to win the World Championship for Great Britain—a feat last achieved by the great Eric Oliver way back in 1954!

Just imagine for a moment that Yamaha and Suzuki decided to come into sidecar racing with teams of works outfits. With their money and expertise, aided by the top European drivers and technicians, sidecar racing really would take off and the speed gap between solos and sidecars would narrow even more dramatically.

Even without factory interest the gap will continue to narrow as engine power goes up and I predict that eventually the time will come when the sidecars will outpace the solos. It will take a few years yet—but it will happen unless the powers-that-be step in and place more restrictions on engine capacity and power.



1-2-3 in the second sidecar TT. At front the winners — Mac Hobson (left) Stuart Collins (right). Back left 3rd placed team — Wolfgang Kalauch (passenger) Rolf Steinhausen (rider) Backright 2nd placed team — Rolf Biland (rider) Kenny Williams (passenger).

Photo by Mick Woollett





# JOHN PLAYER BRITISH GRAND PRIX



Silverstone Thurs/Fri/Sat/Sun, 11/12/13/14 August, 1977

Organised by the Auto-Cycle Union  
Presented and promoted by Silverstone Circuits Ltd.

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Held under the International Sporting Code of the F.I.M. and the General Competition Rules and Supplementary Regulations of the A.C.U. I.M.N. No. RO/1/13.

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**Appointed by F.M.N.S.:**  
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over 350cc and not over 500cc (two strokes)  
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12 laps  
35.124 miles  
56.196 kms

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1	ALEX GEORGE/Team Castrol Sports M/Cycles	Scotland	Ducati	860
2	BILL SMITH	Chester	Honda	812
3	ROGER NICHOLLS/Team Castrol Sports M/Cycles	Cwmbran	Ducati	860
4	RON HASLAM/Honda Britain	Langley Mill	Honda	812
5	MICK POXON/Robinsons of Derby	Derby	Robinson Triumph	850
6	CLIVE OFFER/G. Pantall M/Cycles	Coulsdon	Rickman Kawasaki	998
7	LES TROTTER/Eddie Crooks	Barrow in Furness	Crooks Suzuki	492
8	BRIAN PETERS/Eddie Crooks	Melling	Suzuki	748
9	DAVE CARTWRIGHT	Ipswich	Norton	828
10	ROGER COPE/Oxford Fairings	Cowley	Ducati	860
11	DENNIS McMILLAN/Peckett & McNab	Merton Park	PMS Honda	888
12	DENIS CASEMENT/Mocheck	Maidenhead	Mocheck Honda	736
14	RICHARD PECKETT/Peckett & McNab	Woldingham	PMS Kawasaki	995
15	HUGH EVANS	Biggin Hill	Honda	998
16	JEFF JONES/Kelson M/C	Maesteg	BSA	741
17	DOUG RANDALL/K. Manning M/Cycles	Reading	Honda	812
18	MICK HIGGINS/Parker Bros.	Leigh	Crooks Suzuki	492
19	JOHN WILKINSON	Deanshanger	Suzuki	748
20	PETE GIBSON/Tony Blain	Romford	Laverda	980
21	MALCOLM LUCAS/Bee Bee Bros.	Birmingham	BSA	840
22	BILL MARKS/Fran Ridewood & Co.	Bridgwater	Ridewood Norton	828
23	ALAN CATHCART/Vic Camp Suzuki	Ealing	BSA	741
24	STEVE TRASLER/A. Bennett & Sons	Weston Favell	Triumph	750
25	FRED HUGGETT/Hastings M/Cycles	Eastbourne	Triumph	766
26	ASA MOYCE	Waltham Cross	Kawasaki	903
27	KEITH BUCKLEY	London E5	Kawasaki	983
28	STEVE BOWERS	Croydon	Norton	750
29	RICHARD GAMBLE/Amington M/Cycles	Burton on Trent	Moto Guzzi	860
30	JOHN CRICK	Darton	Honda	810
31	RAY JUDGE	Northampton	Suzuki	492
32	MICK HUNT/Team Castrol Sports M/Cycles	Desford	Laverda	980
33	STEVE TONKIN/Team Castrol Sports M/Cycles	Ibstock	Moto Guzzi	960
34	ROGER TAYLOR/Team Castrol Sports M/Cycles	Rochdale	Laverda	996
35	TONY HOLLAND	Andover	Rickman Kawasaki	998
36	STU AVANT	N. Zealand	Honda	812
37	RAY KNIGHT	Lingfield	Honda	888
38	SAM McCLEMENTS	Ireland	Smithey Trident	744
39				
40				
41	IAN RICHARDS/Devimead	Essington	Honda	812
42	DOUG LUNN/Oxford Fairings	Lilley	Moto Guzzi	844
43	PETE DAVIES	Birmingham	Laverda	980
44	BRIAN HUNTER/D & H M/Cycles	Windsor	Honda	810
45	LES BURGAN/The George Inn	Coventry	Ducati	860
46	JOHN JUDGE	Luton	Kawasaki	500
47	GLYNN EVANS	Luton	Honda	
48				
49				
50				

Lap Record: to be established  
Race Record: to be established

## **RESULTS**

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



# Lucas

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**Sunday**  
Race 3  
Start 13.00 hours

# JOHN PLAYER BRITISH GRAND PRIX WORLD CHAMPIONSHIP 250 cc RACE

26 laps  
76.102 miles  
121-758 kms

for solos over 175cc and not over 250cc

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE	c.c.
1	WALTER VILLA	Italy	Harley Davidson	247
2	TAKAZUMI KATAYAMA/ Team Sarome	Japan	Yamaha	247
3	MARIO LEGA/ Morbidelli SpA	Italy	Morbidelli	250
4	<del>PENTTI KORHONEN</del>	Finland		
5	TOM HERRON	Ireland	Castrol-Yamaha	250
6	CHAS MORTIMER/ Team Sarome	London W12	Maxton-Yamaha	248
7	PAOLO PILERI/ Morbidelli SPA	Italy	Morbidelli	250
8	OLIVIER CHEVALLIER/ H.O. Equipment	France	Yamaha	247
9	VICTOR PALOMO/ Team Sonauto Charnat	Spain	Yamaha	247
10	MICK GRANT/ Team Kawasaki	Lepton	Kawasaki	247
11	PATRICK FERNANDEZ	France	Yamaha	247
12	BARRY DITCHBURN/ Team Kawasaki	W. Kingsdown	Kawasaki	247
13	FRANCO UNCINI	Italy	Harley-Davidson	247
14	JON EKEROLD	South Africa	Yamaha	247
15	ALAN NORTH/ Wilddam	South Africa	Yamaha	247
16	JEAN FRANCOIS BALDE	France	Yamaha	249
17	JOHN DODDS/ Yamaha Germany	Germany	Yamaha	247
18	EERO HYVARINEN	Finland	Yamaha	247
19	EDDIE ROBERTS/ George Beale	Ilstock	Yamaha	247
20	KORK BALLINGTON/ Sid Griffiths — Team Castrol	South Africa	Yamaha	247
21	VIC SOUSSAN	France	Yamaha	247
22	GUY BERTIN	France	Yamaha	247
23	PATRICK PONS/ Team Sonauto Gauloises	France	Yamaha	247
24	CHRISTIAN SARRON/ Team Sonauto Gauloises	France	Yamaha	247
25	ERIC SAUL/ Print Light Electronic	France	Yamaha	247
26	DENIS BOULOM/ AGV Pipart Moto	France	Yamaha	247
27	PHILIPPE BOUZANNE/ Team Navatest	Switzerland	Yamaha	247
28	IAN RICHARDS/ Dorothy Whitehouse	Essington	Yamaha	247
29	<del>VINICIO SALEM</del> / Diemme Lueesport	Italy	Yamaha	247
30	SAURIO PAZZAGLIA/ G. Vernocchi Adriatic Team	Italy	Yamaha	250
31	PER E. CARLSSON	Sweden	Yamaha	247
32	HARALD BARTOL/ Memphis Team Int.	Austria	Yamaha	250
33	YVES DE KIMPE/ Team Sarome	Belgium	Yamaha	247
34	SEPP ROSSI	Finland	Yamaha	247
35	BILL SIMPSON/ R. D. McCutcheon Motors	Scotland	Yamaha	247
36	PEKKA NURMI/ Silja Line	Finland	Yamaha	247
37	KEN NEMOTO/ Hitachi	Japan	Yamaha	250
38	WARREN WILLING/ Sid Griffiths — Team Castrol	Australia	Yamaha	247
39	JOHN WEEDEN/ Wide Range Motors	Ilstock	Yamaha	246
40	HANS MULLER	Switzerland	Yamaha	248
41	ALAN STEWART/ Armstrongs M/C	Guisborough	Yamaha	247
42	JOEY DUNLOP/ Rea Racing	Ireland	Yamaha	246
43	KEES VAN DER KRUIJS	Netherlands	Yamaha	247
44	HENK VAN KESSEL	Netherlands	Yamaha/ Kawasaki	250
45	GRAHAM HOBBS	Shepperton	Yamaha	247
46	BERNARD FAU/ Solamer GPA	France	Yamaha	250
47	ALDO NANNINI	Venezuela	Yamaha	250
48	ROLAND FREYMOND	Switzerland	Yamaha	250
49	PIER LUIGI CONFORTI	Italy	Yamaha	250
50	JANOS DRAPAL	Hungary	Yamaha	250

Lap Record: Takazumi Katayama (Yamaha),  
Race Record: Takazumi Katayama (Yamaha),

1 min. 40.0 secs,

105.37 mph  
103.42 mph

15/8/76  
15/8/76

## RESULTS

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



# Lucas

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Sunday  
Race 4  
Start 14.10 hours

# JOHN PLAYER BRITISH GRAND PRIX WORLD CHAMPIONSHIP 350 cc RACE

28 laps  
81.956 miles  
131.124 kms

for solos over 250 cc and under 350 cc

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE	c.c.
1	WALTER VILLA	Italy	Harley Davidson	347
2	JOHNNY CECOTTO	Venezuela	Yamaha	347
3	CHAS MORTIMER	London	Maxton-Yamaha	347
4	TOM HERRON	Ireland	Castrol-Yamaha	350
5	JOHN DODDS/Yamaha Germany	Germany	Yamaha	347
6	VICTOR PALOMO/Team Sonauto Charlat	Spain	Yamaha	347
7	MARIO LEGA/Morbidelli S.p.A	Italy	Morbidelli	350
8	TAKAZUMI KATAYAMA/Team Sarome	Japan	Yamaha	349
9	OLIVIER CHEVALLIER/H.O. Equipment	France	Yamaha	347
10	FRANCO UNCINI	Italy	Harley Davidson	347
11	KORK BALLINGTON/Sid Griffiths	S. Africa	Yamaha	347
12	PENTI KORHONEN	Finland		
13	PATRICK PONS/Team Sonauto Gauloises	France	Yamaha	347
14	PAOLO PILERI/Morbidelli S.p.A.	Italy	Morbidelli	350
15	GIACOMO AGOSTINI/Yamato Marlborough	Italy	Yamaha	350
16	MICHEL ROUGERIE	France	Yamaha	348
17	JEAN FRANCOIS BALDE	France	Yamaha	349
18	PATRICK FERNANDEZ	France	Yamaha	348
19	VIC SOUSSAN	France	Yamaha	347
20	GUY BERTIN	France	Yamaha	347
21	CHRISTIAN SARRON/Team Sonauto Gauloises	France	Yamaha	347
22	ERIC SAUL/Print Light Electronic	France	Yamaha	347
23	STU AVANT/Team Castrol	N. Zealand	Yamaha	350
24	LES VAN BREDA	S. Africa	Yamahaa	347
25	JON EKEROLD	S. Africa	Yamaha	347
26	ALAN NORTH/Wilddam	S. Africa	Yamaha	347
27	DENIS BOULOU/AGV Pipart Moto	France	Yamaha	347
28	PEKKA NURMI/Silja Line	Finland	Yamaha	347
29	PHILLIP BOUZANNE/Team Navatest	Switzerland	Yamaha	347
30	STEVE MANSHP/Smokeless Fuels	Leicester	Yamaha	350
31	ALEX GEORGE/Hermetite Racing International	Scotland	Yamaha	350
32	JOHN WILLIAMS/Team Appleby Glade	Heswall	Yamaha	348
33	JOHN NEWBOLD/Ray Hamblin M/C <b>HOCKLEY.</b>	S. Normanton	Yamaha	350
34	EDDIE ROBERTS/George Beale	Ibstock	Yamaha	350
35	JACK FINDLAY/Hermetite Racing international	Australia	Yamaha	350
36	PIET VAN DE WAL	Netherlands	Yamaha	347
37	<del>BILL SIMPSON/R.D.</del> McCutcheon Motors <b>TUNKIN</b>	Scotland	Yamaha	347
38	BERNARD FAU/Solamor GPA	France	Yamaha	347
39	SEPPO ROSSI	Finland	Yamaha	347
40	KAJ JENSEN	Denmark	Yamaha	347
41	BORGE NIELSEN	Denmark	Yamaha	347
42	ALAN STEWART/Armstrongs M/C	Guisborough	P A Yamaha	347
43	KEN NEMOTO/Hitachi	Japan	Yamaha	350
44	HELMUT KASSNER/Boeri Dainese Guidici Racing Team	Germany	Yamaha	347
45	JOEY DUNLOP/REA Racing	Ireland	Yamaha	346
46	GRAHAM HOBBS	Shepperton	Yamaha	347
47	<del>VINICIO SALMI/Dionne</del> Lugespont <b>A. TERRAS</b>	Italy	Yamaha	347
48	ROLAND FREYMOND	Switzerland	Yamaha	347
49	EERO HYVARINEN	Finland	Yamaha	347
50	MAX WIENER/MSC Rottenegg	Austria	Yamaha	347

Lap Record: Victor Palomo (Yamaha),  
Race Record: Victor Palomo (Yamaha),

1 min. 36.6 secs.

109.08 mph  
106.04 mph

15/8/76  
15/8/76

## RESULTS

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



# Lucas

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**Sunday**  
**Race 5**  
**Start 15.20 hours**

# **JOHN PLAYER BRITISH GRAND PRIX** **WORLD CHAMPIONSHIP 500 cc RACE**

28 laps  
81.956 miles  
131.124 kms

for solos over 350 cc and not over 500 cc

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE	c.c.
1	STEVE PARRISH/Texaco Heron Team Suzuki	Steeple Morden	Suzuki	500
2	TEUVO LANSIVOURI/Life Racing Team	Finland	Suzuki	500
3	PAT HENNEN/Texaco Heron Team Suzuki	USA	Suzuki	500
4	MARCO LUCCHINELLI/Life Racing Team	Italy	Suzuki	500
5	JOHN NEWBOLD/Ray Hamblin M/C	South Normanton	Suzuki	497
6	PHILIPPE COULON	Switzerland	Suzuki	497
7	BARRY SHEENE/Texaco Heron Team Suzuki	Wisbech	Suzuki	497
8	JACK FINDLAY/Hermetite Racing International	Australia	Suzuki	497
9	JOHN WILLIAMS/Team Appleby Glade	Heswall	Suzuki	496
10	GIACOMO AGOSTINI/Yamoto Marlborough	Italy	Yamaha	500
11	MARCEL ANKONE	Netherlands	Suzuki	500
12	STU AVANT/Sid Griffiths — Team Castrol	N. Zealand	Suzuki	500
13	GIAFRANCO BONERA/Team Nava-Olio Fiat	Italy	Suzuki	500
14	VIRGINIO FERRARI/Team Nava-Olio Fiat	Italy	Suzuki	500
15	ARMANDO TORACCA/Ceramiche Della Robbia	Italy	Suzuki	500
16	MICHEL ROUGERIE	France	Suzuki	498
17	JEAN PAUL BOINET/Team Murit	France	Suzuki	497
18	CHRISTIAN ESTROSI	France	Suzuki	497
19	JOHNNY CECOTTO	Venezuela	Yamaha	500
20	HERVE REGOUT/Team Sarome	Belgium	Suzuki	499
21	JEAN-PHILIPPE ORBAN/Team Sarome	Belgium	Suzuki	499
22	WIL HARTOG/Riemersma	Netherlands	Suzuki	500
23	BOET VAN DULMEN/Pullshaw Racing	Netherlands	Suzuki	498
24	ALEX GEORGE/Hermetite Racing International	Scotland	Suzuki	498
25	JOHN WOODLEY/Insurance Finance Bureau	N. Zealand	Suzuki	500
26	WARREN WILLING/Sid Griffiths — Team Castrol	Australia	Yamaha	494
27	GEORGE FOGARTY	Blackburn	Suzuki	492
28	DEREK CHATTERTON/Chattertons Motors	Sibsey	Suzuki	500
29	LES VAN BREDA	South Africa	Suzuki	500
30	JOHN WEEDEN/Wide Range Motors-Team Castrol	Ibstock	Suzuki	496
31	KEVIN WRETTOM	Luton	Suzuki	496
32	STEVE BAKER	U.S.A.	Yamaha	497
33	RON HASLAM/Mal Carter	Langley Mill	Suzuki	500
34	STEVE MANSHIP/Smokeless Fuels	Leicester	Suzuki	500
35	STEVE WRIGHT/H. Coppock-Team Castrol	Barnsley	Coppock-Suzuki	500
36	INGO RIEMER	Germany	Konig	500
37	HELMUT KASSNER/Boeri Dainese Guidici Racing Team	Germany	Suzuki	500
38	BORGE NIELSEN	Denmark	Suzuki	497
39	KAJ JENSEN	Denmark	Yamaha	494
40	FRANZ RAU/Kazenmaier Rent-a-Car	Austria	Suzuki	498
41	KEES VAN DER KRUIJS	Netherlands	Yamaha	499
42	FRANCIS ERARD	Switzerland	Yamaha	371
43	ODD ARNE LANDE	Norway	Suzuki	496
44	PIET VAN DE WAL	Netherlands	Yamaha	497
45	WERNER NENNING	Austria	Suzuki	500
46	MAX WIENER/MSR Rottenegg	Austria	Suzuki	497
47	ROLANDO GOVANNI	Italy	Suzuki	500
48	ANTON MANG	Germany	Suzuki	500

## **Lap Record:**

Outright — Mick Grant (750 Kawasaki) & Steve Baker (750 Yamaha)  
500 c.c. — Teuvo Lansivuori (Suzuki)

1 min 32.6 secs.  
1 min. 35.0 secs.

Race Record: Outright — Mick Grant (750 Kawasaki)  
500 c.c. — Barry Sheene (Suzuki)

113.79 mph  
110.92 mph  
109.70 mph  
108.97 mph

14/8/76  
14/8/76  
10/8/75  
14/8/76

## **RESULTS**

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



p.h.  
.....  
p.h.

**Lucas**

[illegible]



**Sunday**

Race 6

Start 16.35 Hours

**JOHN PLAYER 1000 cc RACE**

for solos over 250 cc and not over 1000 cc

15 laps

43.905 miles

70.245 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE	c.c.
1	STEVE PARRISH/Texaco Heron Team Suzuki	Steeple Morden	Suzuki	700
2	RON HASLAM/Mal Carter	Langley Mill	Pharaoh Yamaha	747
3	PAT HENNEN/Texaco Heron Team Suzuki	USA	Suzuki	700
4	BERNARD FAU/Solamor GPA	France	Yamaha	747
5	ALEX GEORGE/Obex Oil	Scotland	Yamaha	750
6	JOHN WILLIAMS/Team Appleby Glade	Heswall	Yamaha	748
7	ALAIN PUJO	France	Yamaha	354
8	GRAHAM WARING/Albion St Motors	St. Helens	Yamaha	750
9	ALAIN TERRAS	France	Yamaha	354
10	CHAS MORTIMER/Team Sarome	London	Yamaha	747
11	STU AVANT/Team Castrol	N. Zealand	Yamaha	750
12	EDDIE ROBERTS/Geo Beale	Ibstock	Yamaha	750
13	PETER LABUSCHAGNE	South Africa	Yamaha	350
14	DAVE HICKMAN/R. Henderson	Burton-on-Trent	Yamaha	747
15	GEORGE FOGARTY	Blackburn	Suzuki	738
16	STEVE MANSHIP/Smokeless Fuels	Leicester	Yamaha	750
17	JOEY DUNLOP/Rea Racing	Ireland	Yamaha	746
18	JEAN PAUL BOINET/Team Murit	France	Yamaha	747
19	WERNER SCHMIED	Germany	Yamaha	350
20	BILL SMITH	Chester	Yamaha	750
21	ROGER NICHOLLS/Geo. Beale	Cwmbran	Yamaha	747
22	CLIVE OFFOR/G. Pantall M/C	Coulsdon	Yamaha	746
23	ALAN PACEY/Alan Haynes	Langley Mill	Yamaha	750
24	JEAN CLAUDE MEILLAND/Solamor GPA	France	Yamaha	700
25	ALAIN VIAL	France	Yamaha	747
26	DEREK CHATTERTON/Chattertons Motors	Sibsey	Chat-Yamaha	748
27	TONY NASH/Sanders & Lewis	London NW6	Yamaha	747
28	GERHARD VOGT/Valvoline Racing	Germany	Yamaha	747
29	HANS GUNTHER SCHONE/Valvoline Racing	Germany	Yamaha	694
30	KEVIN STOWE/Chattertons Motors	Cleethorpes	Yamaha	347
31	BERNARD MURRAY/D. Johnson & White City Motor Cycles	Stockport	Yamaha	750
32	JULIAN SOPER	West Cliff on Sea	Yamaha	750
33	MIKE TRIMBY	Beeston	Yamaha	750
34	MICK POXON/Robinson of Derby	Derby	Robinson Trident	850
35	JOHN WEEDEN/Wide Range Bearings/Team Castrol	Ibstock	Suzuki	496
36	MICK HIGGINS/Parker Bros	Leigh	Maxton Yamaha	747
37	NOEL CLEGG	Rochdale	Yamaha	750
38	KEVIN WRETTOM	Luton	Coppock Suzuki	750
39	FRANCIS ERARD	Switzerland	Yamaha	750
40	FRANZ RAU/Kazenmaier Rent-a-Car	Germany	Suzuki	498
41	IAN RICHARDS/Dorothy Whitehouse	Essington	Yamaha	347
42	DAVE CARTWRIGHT	Ipswich	Norton	828
43	JEFF JONES/Kelsan M/Cycles	Maesteg	BSA	750
44	HUGH EVANS	Biggin Hill	Mocheck Honda	810
45	ALAN CATHCART/Vic Camp Suzuki	Ealing	BSA	741
46	DOUG RANDALL/Keith Manning M/Cycles	Reading	Yamaha	347
47	LES TROTTER/Eddie Crooks	Barrow-in-Furness	Crooks — Suzuki	492
48	BRIAN PETERS/Eddie Crooks	Melling	Yamaha	348
49	MICK SPIVEY/Mal Carter	Batley	Yamaha	750
50	PHIL BOSCO	Birmingham	Yamaha	700
51	ROY JEFFREYS	High Wycombe	Yamaha	347
52	STEVE RUSSELL/P. Williams M/Cycles	Winchester	Yamaha	347
53	ROB MARKS/Fran Ridewood & Co.	Bridgwater	Ridewood Yamaha	347
54	BILL MARKS/Fran Ridewood & Co.	Bridgwater	Ridewood Yamaha	747
55	ROGER COPE/Oxford Fairings	Cowley	Yamaha	750
56	DENIS CASEMENT/Mocheck	Maidenhead	Mocheck Honda	736
57	DENNIS McMILLAN/Peckett & McNab	Merton Park	PMS Honda	888
58	RICHARD PECKETT/Peckett & McNab	Woldingham	PMS Kawasaki	995
59	STEVE TRASLER/A. Bennett & Son	Weston Favell	Triumph	860
60	TERRY HUTTON	Harlow	Yamaha	747

Lap Record: Mick Grant (Kawasaki)

1 min. 34.4 secs.

111.62 mph

15/8/76

Race Record: Mick Grant (Kawasaki)

109.70 mph

14/8/75

**RESULTS**

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



# Lucas

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Sunday  
Race 4  
Start 14.10 hours

# JOHN PLAYER BRITISH GRAND PRIX WORLD CHAMPIONSHIP 350 cc RACE

28 laps  
81.956 miles  
131.124 kms

for solos over 250 cc and under 350 cc

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE	c.c.
1	WALTER VILLA	Italy	Harley Davidson	347
2	JOHNNY CECOTTO	Venezuela	Yamaha	347
3	CHAS MORTIMER	London	Maxton-Yamaha	347
4	TOM HERRON	Ireland	Castrol-Yamaha	350
5	JOHN DODDS/Yamaha Germany	Germany	Yamaha	347
6	VICTOR PALOMO/Team Sonauto Charnat	Spain	Yamaha	347
7	MARIO LEGA/Morbidelli S.p.A.	Italy	Morbidelli	350
8	TAKAZUMI KATAYAMA/Team Sarome	Japan	Yamaha	349
9	OLIVIER CHEVALLIER/H.O. Equipment	France	Yamaha	347
10	FRANCO UNCINI	Italy	Harley Davidson	347
11	KORK BALLINGTON/Sid Griffiths	S. Africa	Yamaha	347
12	PENTI KORHONEN	Finland		
13	PATRICK PONS/Team Sonauto Gauloises	France	Yamaha	347
14	PAOLO PILERI/Morbidelli S.p.A.	Italy	Morbidelli	350
15	GIACOMO AGOSTINI/Yamoto Marlborough	Italy	Yamaha	350
16	MICHEL ROUGERIE	France	Yamaha	348
17	JEAN FRANCOIS BALDE	France	Yamaha	349
18	PATRICK FERNANDEZ	France	Yamaha	348
19	VIC SOUSSAN	France	Yamaha	347
20	GUY BERTIN	France	Yamaha	347
21	CHRISTIAN SARRON/Team Sonauto Gauloises	France	Yamaha	347
22	ERIC SAUL/Print Light Electronic	France	Yamaha	347
23	STU AVANT/Team Castrol	N. Zealand	Yamaha	350
24	LES VAN BREDA	S. Africa	Yamahaa	347
25	JON EKEROLD	S. Africa	Yamaha	347
26	ALAN NORTH/Wilddam	S. Africa	Yamaha	347
27	DENIS BOULO/AGV Pipart Moto	France	Yamaha	347
28	PEKKA NURMI/Silja Line	Finland	Yamaha	347
29	PHILLIP BOUZANNE/Team Navatest	Switzerland	Yamaha	347
30	STEVE MANSHIP/Smokeless Fuels	Leicester	Yamaha	350
31	ALEX GEORGE/Hermetite Racing International	Scotland	Yamaha	350
32	JOHN WILLIAMS/Team Appleby Glade	Heswall	Yamaha	348
33	JOHN NEWBOLD/Ray Hamblin M/C <b>HOCKLEY.</b>	S. Normanton	Yamaha	350
34	EDDIE ROBERTS/George Beale	Ibstock	Yamaha	350
35	JACK FINDLAY/Hermetite Racing International	Australia	Yamaha	350
36	PIET VAN DE WAL	Netherlands	Yamaha	347
37	<del>BILL SIMPSON/R. D. McCutcheon Motors</del> <b>TONKIN</b>	Scotland	Yamaha	347
38	BERNARD FAU/Solamor GPA	France	Yamaha	347
39	SEPPO ROSSI	Finland	Yamaha	347
40	KAJ JENSEN	Denmark	Yamaha	347
41	BORGE NIELSEN	Denmark	Yamaha	347
42	ALAN STEWART/Armstrongs M/C	Guisborough	P A Yamaha	347
43	KEN NEMOTO/Hitachi	Japan	Yamaha	350
44	HELMUT KASSNER/Boeri Dainese Guidici Racing Team	Germany	Yamaha	347
45	JOEY DUNLOP/REA Racing	Ireland	Yamaha	346
46	GRAHAM HOBBS	Shepperton	Yamaha	347
47	<del>VINICIO SALMI/Dierme Lugesport</del> <b>A. TERRAS</b>	Italy	Yamaha	347
48	ROLAND FREYMOND	Switzerland	Yamaha	347
49	EERO HYVARINEN	Finland	Yamaha	347
50	MAX WIENER/MSR Rottenegg	Austria	Yamaha	347

Lap Record: Victor Palomo (Yamaha),  
Race Record: Victor Palomo (Yamaha),

1 min. 36.6 secs.

109.08 mph  
106.04 mph

15/8/76  
15/8/76

## RESULTS

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



Sunday

Race 7

Start 17.15 hours

# SHELL SUPERPARTS GRAND PRIX WORLD CHAMPIONSHIP 500 cc SIDECAR RACE

for cat B1, B2 Threewheelers over 350 cc and not over 500 cc

25 laps

73.175 miles

117.075 kms

No.	RIDER/PASSENGER/ENTRANT	TOWN/COUNTRY	MACHINE	c.c.
1	ROLF STEINHAUSEN/ SEPP HUBER/ Steinhausen — Erzquell Racing Team	Germany	Busch/Yamaha	496
2	WERNER SCHWARZEL/ANDREAS HUBER/ A.R.O. Teppichboden	Germany	ARO	500
3	HERMANN SCHMID/ JEAN P M. MARTIAL	Switzerland	Schmid-Yamaha	500
4	ROLF BILAND/KEN WILLIAMS	Switzerland	Schmid-Yamaha	498
5	SIGGI SCHAUZU/LORENZO PUZO	Germany	Yamaha	492
6	HELMUT SCHILLING/RAINER GUNDEL/ ARO Teppichboden	Germany	ARO Yamaha	498
7	DICK GREASLEY/MICK SKEELS/C. G. Chell	Market Drayton	Chell Yamaha	500
8	GEORGE O'DELL/CLIFF HOLLAND	Hemel Hempstead	May Yamaha	500
9	ALAIN MICHEL/GERARD LECORRE/GEP Internat.	France	GEP Yamaha	500
10	MARTIN KOOY/ROB VADER/Kova Racing	Netherlands	Kova Konig	498
11	BRUNO HOLZER/KARL HEIERHANS	Switzerland	L.C.R.	500
12	MAC HOBSON/STU COLLINS/Switched on Racing	Gosforth	Suzuki	497
13	TED JANSSON/ERICH SCHMITZ/Valvoline	Germany	Colyam	496
14	GUSTAV PAPE/Franz KALLENBERG	Germany	Konig	494
15	OTTO HALLER/ERICH HASELBECK	Germany	MKM	496
16	AMEDEO ZINI/ANDREA FORNARO	Italy	Konig	500
17	GOTE BRODIN/BENET FORSBERG	Sweden	Yamaha	500
18	WALTER OHRMANN/BERND GRUBE	Germany	Yamaha	494
19	JEAN-FRANCOIS MONNIN/EDWARD WEBER/ Elf Moto Racing Team	Switzerland	Seymaz Yam	494
20	JEFF GAWLEY/KEN BIRCH/Mike Connor	Scunthorpe	Fowler Castrol Yamaha	500
21	RUDI KURTH/DANE ROWE	Switzerland	Yamaha	498
22	MAX VENUS/NORBERT BITTERMANN	Germany	Eckl Konig	500
23	BILL HODGKINS/JOHN PARKINS/J. Francis Motors	Bromley	Yamaha	500
24	TREVOR IRESON/BILL BOLDISON/Joe Henderson	Swindon	Konig	496
25	KURT JELONEK/VOLKER RIES	Germany	Konig	498
26	HEINZ LUTHRINGSHAUSER/HERMANN MANN	Germany	MKM	500
27	YVAN TROLLETT/PIERRE MULLER	France	Yamaha	498
28	HERBERT PRUGL/HANNES KUSSBERGER	Austria	Rotax	498
29	JAAP GEERTS/JAN VAN VEEN	Netherlands	Konig	498
30	BOY BROUWER/MAK ANNEKE/Coan Oil	Netherlands	Coan Yam	500
31	GEES SMIT/JAN SMIT/C.V.D. Zel	Netherlands	Konig	500
32	MARC ALEXANDRE/PAUL GERARD	Belgium	Kova Konig	500
33	MICK BODDICE/CHARLES BIRKS/Roboserve	Stourbridge	Simmonds Woodhouse Yamaha	500

## Lap Record:

Outright — Mac Hobson/Stuart Collins (700 Yamaha) &

George O'Dell/Ken Arthur (700 Yamaha)

500 c.c. — Klaus Enders/Rolf Englehardt (500 BMW)

## Race Record:

Outright — George O'Dell/Ken Arthur (700 Yamaha)

500 c.c. — Klaus Enders/Rolf Englehardt (500 BMW)

1 min. 42.6 secs.

102.70 mph

14/8/76

1 min. 49.2 secs.

96.49 mph

13/8/72

100.85 mph

14/8/76

93.71 mph

13/8/72

## RESULTS

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



# Lucas

[illegible]





Lucas Rita electronic ignition needs no maintenance. Following the wiring diagram and fitting instructions you simply fit and forget. That is until you open the throttle.

## TROPHIES AND AWARDS

### JOHN PLAYER BRITISH GRAND PRIX 125 c.c. RACE

1st £250 and a John Player Trophy. 2nd £200. 3rd £175. 4th £150. 5th £140. 6th £125. 7th £115. 8th £100. 9th £90. 10th £75. 11th to 15th £50.

### DAILY EXPRESS TROPHY TT FORMULA ONE RACE

1st £150 and the Daily Express Trophy. 2nd £100. 3rd £80. 4th £60. 5th £50. 6th £40. 7th £30. 8th £20. 9th £10. 10th £5.

### JOHN PLAYER BRITISH GRAND PRIX 250 c.c. RACE

1st £325 and a John Player Trophy. 2nd £250. 3rd £200. 4th £175. 5th £150. 6th £140. 7th £125. 8th £115. 9th £100. 10th £90. 11th £75. 12th to 15th £50.

### JOHN PLAYER BRITISH GRAND PRIX 350 c.c. RACE

1st £400 and a John Player Trophy. 2nd £325. 3rd £250. 4th £200. 5th £175. 6th £150. 7th £125. 8th £115. 9th £100. 10th £90. 11th £75. 12th to 15th £50.

### JOHN PLAYER BRITISH GRAND PRIX 500 c.c. RACE

1st £450 and a John Player Trophy. 2nd £400. 3rd £325. 4th £250. 5th £200. 6th £175. 7th £150. 8th £125. 9th £100. 10th £90. 11th £75. 12th to 15th £50.

### JOHN PLAYER 1000 c.c. RACE

1st £200 and a John Player Trophy. 2nd £150. 3rd £100. 4th £80. 5th £60. 6th £50. 7th £40. 8th £30. 9th £20. 10th £10.

### SHELL SUPERPARTS GRAND PRIX SIDECAR RACE

1st £450 and the Shell Superparts Trophies. 2nd £400. 3rd £325. 4th £250. 5th £200. 6th £175. 7th £150. 8th £125. 9th £100. 10th £80. 11th £60. 12th £40.



A Lucas Rita electronic ignition kit is available for a:-Norton Commando Triumph Twin and Trident, Suzuki 380, 550 and 750, Ducati 750, BMW series 5, 6 and R90/S, Honda CB400, 500 and 750, Kawasaki 900.



## CHAMPIONSHIP POSITIONS

Prior to last weekend's Czechoslovakian Grand Prix

### 500 c.c.

1	B. Sheene*	107
2	S. Baker	68
3	P. Hennen	44
4	P. Coulon	36
5	S. Parrish	35
	J. Cecotto	35
7	W. Hartog	30
8	M. Lucchinelli	25
9	G. Agostini	23
	G. Bonera	23

### 350 c.c.

1	T. Katayama*	95
2	J. Ekerold	52
3	M. Rougerie	47
4	T. Herron	44
5	P. Fernandez	34
6	K. Ballington	31
7	A. North	30
8	C. Sarron	28
9	O. Chevallier	27
10	B. Kneubuhler	24

### 250 c.c.

1	M. Lega	75
2	T. Katayama	58
3	W. Villa	53
4	F. Uncini	49
5	T. Herron	48
6	M. Grant	42
7	A. North	38
	J. Ekerold	38
9	B. Ditchburn	27
10	K. Ballington	26

### 125 c.c.

1	P. Bianchi*	131
2	A. Nieto	80
3	A. Mang	52
4	J. Guignabodet	51
5	G. Bender	32
	H. Bartol	32
7	S. Dorflinger	27
8	H. Muller	24
9	E. Lazzarini	22
	M. Massimian	22

### 50 c.c. (Final Placings)

1	A. Nieto*	87
2	E. Lazzarini	72
3	R. Tormo	69
4	H. Ritterberger	53
5	S. Dorflinger	24
6	P. Plisson	23
7	J. Guignabodet	14
8	R. Gali	10
	J. van Zeebroeck	10
10	H. Klein	9

### Sidecar

1	R. Biland	45
2	G. O'Dell	44
3	A. Michel	41
4	W. Schwarzel	31
5	G. Brodin	30
6	H. Schilling	23
7	B. Holzer	18
	D. Greasley	18
9	R. Steinhausen	17
10	M. Venus	13

\*1977 Champion





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.

42



Rita, the advanced electronic ignition kit by Lucas, means so much to the motorcycle enthusiast — increased acceleration — lower fuel consumption — easier starting — smoother running.

# Lucas



TIME		SPEED	
m.s.		m.p.h.	k.m.h.
1-36-0	..	109-76	.. 176-65
1-36-1	..	109-65	.. 176-46
1-36-2	..	109-53	.. 176-28
1-36-3	..	109-42	.. 176-10
1-36-4	..	109-31	.. 175-91
1-36-5	..	109-19	.. 175-73
1-36-6	..	109-08	.. 175-55
1-36-7	..	108-97	.. 175-37
1-36-8	..	108-86	.. 175-19
1-36-9	..	108-74	.. 175-01
1-37-0	..	108-63	.. 174-83
1-37-1	..	108-52	.. 174-64
1-37-2	..	108-41	.. 174-46
1-37-3	..	108-30	.. 174-29
1-37-4	..	108-18	.. 174-11
1-37-5	..	108-07	.. 173-93
1-37-6	..	107-96	.. 173-75
1-37-7	..	107-85	.. 173-57
1-37-8	..	107-74	.. 173-39
1-37-9	..	107-63	.. 173-22
1-38-0	..	107-52	.. 173-04
1-38-1	..	107-41	.. 172-56
1-38-2	..	107-30	.. 172-69
1-38-3	..	107-19	.. 172-51
1-38-4	..	107-09	.. 172-34
1-38-5	..	106-98	.. 172-18
1-38-6	..	106-87	.. 171-99
1-38-7	..	106-76	.. 171-81
1-38-8	..	106-65	.. 171-64
1-38-9	..	106-54	.. 171-47
1-39-0	..	106-44	.. 171-29
1-39-1	..	106-33	.. 171-12
1-39-2	..	106-22	.. 170-95
1-39-3	..	106-12	.. 170-73
1-39-4	..	106-01	.. 170-50
1-39-5	..	105-90	.. 170-43
1-39-6	..	105-80	.. 170-26
1-39-7	..	105-69	.. 170-09
1-39-8	..	105-58	.. 169-92
1-39-9	..	105-48	.. 169-75
1-40-0	..	105-37	.. 169-58
1-40-1	..	105-27	.. 169-41
1-40-2	..	105-16	.. 169-24
1-40-3	..	105-06	.. 169-17
1-40-4	..	104-95	.. 168-90
1-40-5	..	104-85	.. 168-74
1-40-6	..	104-74	.. 168-57
1-40-7	..	104-64	.. 168-40
1-40-8	..	104-54	.. 168-23
1-40-9	..	104-43	.. 168-07
1-41-0	..	104-33	.. 167-90
1-41-1	..	104-32	.. 167-73
1-41-2	..	104-12	.. 167-57
1-41-3	..	104-02	.. 167-40
1-41-4	..	103-92	.. 167-24
1-41-5	..	103-82	.. 167-07
1-41-6	..	103-71	.. 166-91
1-41-7	..	102-60	.. 165-12
1-41-8	..	103-51	.. 166-58
1-41-9	..	103-41	.. 166-41
1-42-0	..	103-31	.. 166-25
1-42-1	..	103-21	.. 166-09
1-42-2	..	103-11	.. 165-93
1-42-3	..	103-00	.. 165-77
1-42-4	..	102-90	.. 165-61
1-42-5	..	102-80	.. 165-44
1-42-6	..	102-70	.. 165-28
1-42-7	..	102-60	.. 165-12
1-42-8	..	102-50	.. 164-90
1-42-9	..	102-40	.. 164-86
1-43-0	..	102-30	.. 164-64
1-43-1	..	102-20	.. 164-48
1-43-2	..	102-10	.. 164-32
1-43-3	..	102-01	.. 164-16
1-43-4	..	101-91	.. 164-00

TIME		SPEED	
m.s.		m.p.h.	k.m.h.
1-43-5	..	101-81	.. 163-85
1-43-6	..	101-71	.. 163-69
1-43-7	..	101-61	.. 163-53
1-43-8	..	101-51	.. 163-37
1-43-9	..	101-42	.. 163-21
1-44-0	..	101-32	.. 163-06
1-44-1	..	101-22	.. 162-90
1-44-2	..	101-12	.. 162-74
1-44-3	..	101-03	.. 162-59
1-44-4	..	100-93	.. 162-43
1-44-5	..	100-83	.. 162-28
1-44-6	..	100-74	.. 162-12
1-44-7	..	100-64	.. 161-97
1-44-8	..	100-55	.. 161-81
1-44-9	..	100-45	.. 161-66
1-45-0	..	100-35	.. 161-50
1-45-1	..	100-26	.. 161-35
1-45-2	..	100-16	.. 161-20
1-45-3	..	100-07	.. 161-04
1-45-4	..	99-97	.. 160-89
1-45-5	..	99-88	.. 160-74
1-45-6	..	99-78	.. 160-59
1-45-7	..	99-68	.. 160-44
1-45-8	..	99-60	.. 160-28
1-45-9	..	99-50	.. 160-13
1-46-0	..	99-41	.. 159-98
1-46-1	..	99-31	.. 159-83
1-46-2	..	99-22	.. 159-68
1-46-3	..	99-13	.. 159-53
1-46-4	..	99-03	.. 159-38
1-46-5	..	98-94	.. 159-32
1-46-6	..	98-85	.. 159-08
1-46-7	..	98-76	.. 158-93
1-46-8	..	98-66	.. 158-78
1-46-9	..	98-57	.. 158-63
1-47-0	..	98-48	.. 158-49
1-47-1	..	98-39	.. 158-34
1-47-2	..	98-29	.. 158-19
1-47-3	..	98-20	.. 158-04
1-47-4	..	98-11	.. 157-89
1-47-5	..	98-02	.. 157-75
1-47-6	..	97-93	.. 157-60
1-47-7	..	97-84	.. 157-46
1-47-8	..	97-75	.. 157-31
1-47-9	..	97-66	.. 157-16
1-48-0	..	97-57	.. 157-06
1-48-1	..	97-48	.. 156-87
1-48-2	..	97-39	.. 156-73
1-48-3	..	97-30	.. 156-58
1-48-4	..	97-21	.. 156-44
1-48-5	..	97-12	.. 156-29
1-48-6	..	97-03	.. 156-15
1-48-7	..	96-94	.. 156-01
1-48-8	..	96-85	.. 155-86
1-48-9	..	96-76	.. 155-72
1-49-0	..	96-67	.. 155-58
1-49-1	..	96-58	.. 155-44
1-49-2	..	96-49	.. 155-29
1-49-3	..	96-41	.. 155-15
1-49-4	..	96-32	.. 155-01
1-49-5	..	96-23	.. 154-87
1-49-6	..	96-14	.. 154-73
1-49-7	..	96-06	.. 154-59
1-49-8	..	95-97	.. 154-44
1-49-9	..	95-88	.. 154-30
1-50-0	..	95-79	.. 154-16
1-50-1	..	95-70	.. 154-02
1-50-2	..	95-62	.. 153-88
1-50-3	..	95-53	.. 153-74
1-50-4	..	95-45	.. 153-60
1-50-5	..	95-36	.. 153-46
1-50-6	..	95-27	.. 153-33
1-50-7	..	95-18	.. 153-19
1-50-8	..	95-10	.. 153-05
1-50-9	..	95-01	.. 152-91

TIME		SPEED	
m.s.		m.p.h.	k.m.h.
1-51-0	..	94-93	.. 152-77
1-51-1	..	94-84	.. 152-63
1-51-2	..	94-76	.. 152-50
1-51-3	..	94-67	.. 152-33
1-51-4	..	94-59	.. 152-29
1-51-5	..	94-50	.. 152-09
1-51-6	..	94-42	.. 151-95
1-51-7	..	94-23	.. 151-81
1-51-8	..	94-25	.. 151-68
1-51-9	..	94-16	.. 151-54
1-52-0	..	94-08	.. 151-41
1-52-1	..	93-99	.. 151-27
1-52-2	..	93-91	.. 151-14
1-52-3	..	93-83	.. 151-00
1-52-4	..	93-75	.. 150-87
1-52-5	..	93-66	.. 150-73
1-52-6	..	93-58	.. 150-60
1-52-7	..	93-50	.. 150-47
1-52-8	..	93-42	.. 150-34
1-52-9	..	93-33	.. 150-20
1-53-0	..	93-25	.. 150-07
1-53-1	..	93-16	.. 149-93
1-53-2	..	93-08	.. 149-80
1-53-3	..	93-00	.. 149-67
1-53-4	..	92-92	.. 149-54
1-53-5	..	92-84	.. 149-41
1-53-6	..	92-76	.. 149-28
1-53-7	..	92-67	.. 149-15
1-53-8	..	92-59	.. 149-02
1-53-9	..	92-51	.. 148-88
1-54-0	..	92-43	.. 148-75
1-54-1	..	92-34	.. 148-62
1-54-2	..	92-97	.. 148-49
1-54-3	..	92-19	.. 148-36
1-54-4	..	92-11	.. 148-23
1-54-5	..	92-03	.. 148-10
1-54-6	..	91-95	.. 147-97
1-54-7	..	91-87	.. 147-84
1-54-8	..	91-79	.. 147-72
1-54-9	..	91-71	.. 147-59
1-55-0	..	91-63	.. 147-46
1-55-1	..	91-54	.. 147-33
1-55-2	..	91-46	.. 147-20
1-55-3	..	91-38	.. 147-07
1-55-4	..	91-31	.. 146-95
1-55-5	..	91-23	.. 146-82
1-55-6	..	91-15	.. 146-69
1-55-7	..	91-07	.. 146-56
1-55-8	..	90-99	.. 146-44
1-55-9	..	90-91	.. 146-31
1-56-0	..	90-84	.. 146-19
1-56-2	..	90-68	.. 145-94
1-56-4	..	90-53	.. 145-69
1-56-6	..	90-37	.. 145-44
1-56-8	..	90-22	.. 145-19
1-57-0	..	90-06	.. 144-94
1-57-2	..	89-91	.. 144-69
1-57-4	..	89-75	.. 144-45
1-57-6	..	89-60	.. 144-20
1-57-8	..	89-45	.. 143-96
1-58-0	..	89-30	.. 143-71
1-58-2	..	89-15	.. 143-47
1-58-4	..	89-00	.. 143-23
1-58-6	..	88-85	.. 142-98
1-58-8	..	88-70	.. 142-74
1-59-0	..	88-55	.. 142-50
1-59-2	..	88-40	.. 142-26
1-59-4	..	88-25	.. 142-03
1-59-6	..	88-10	.. 141-79
1-59-8	..	87-96	.. 141-55
2-00-0	..	87-81	.. 141-32
2-00-2	..	87-66	.. 141-08
2-00-4	..	87-52	.. 140-85
2-00-6	..	87-37	.. 140-62
2-00-8	..	87-23	.. 140-38



autographs



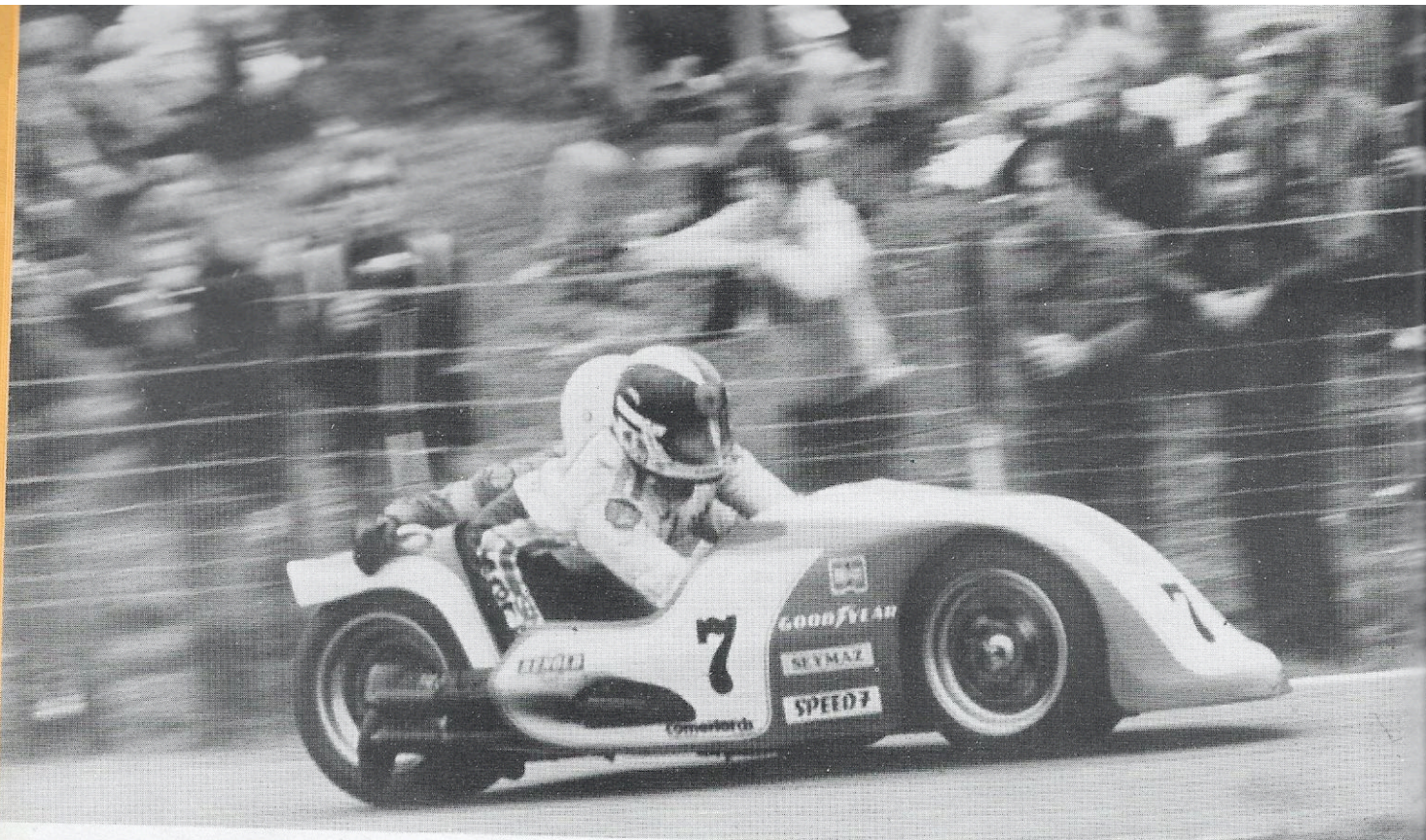




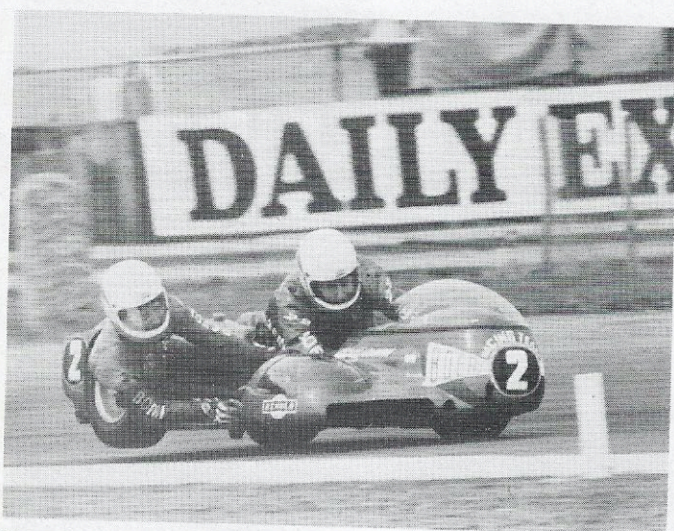
**Lucas** rita electronic ignition  
fit for a sporting life



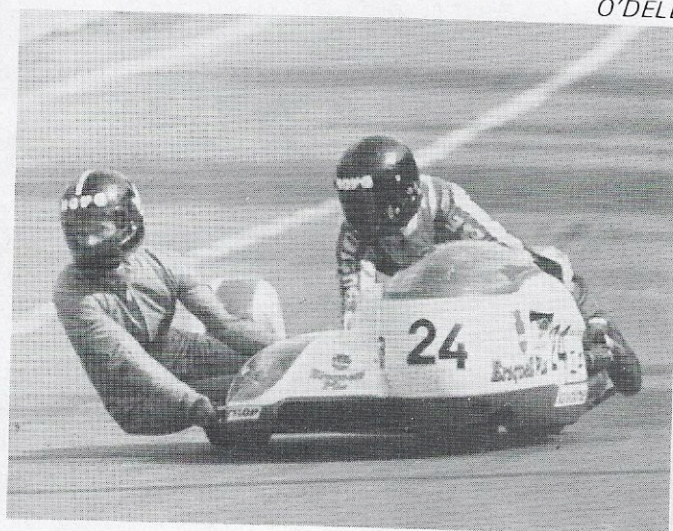




O'DELL

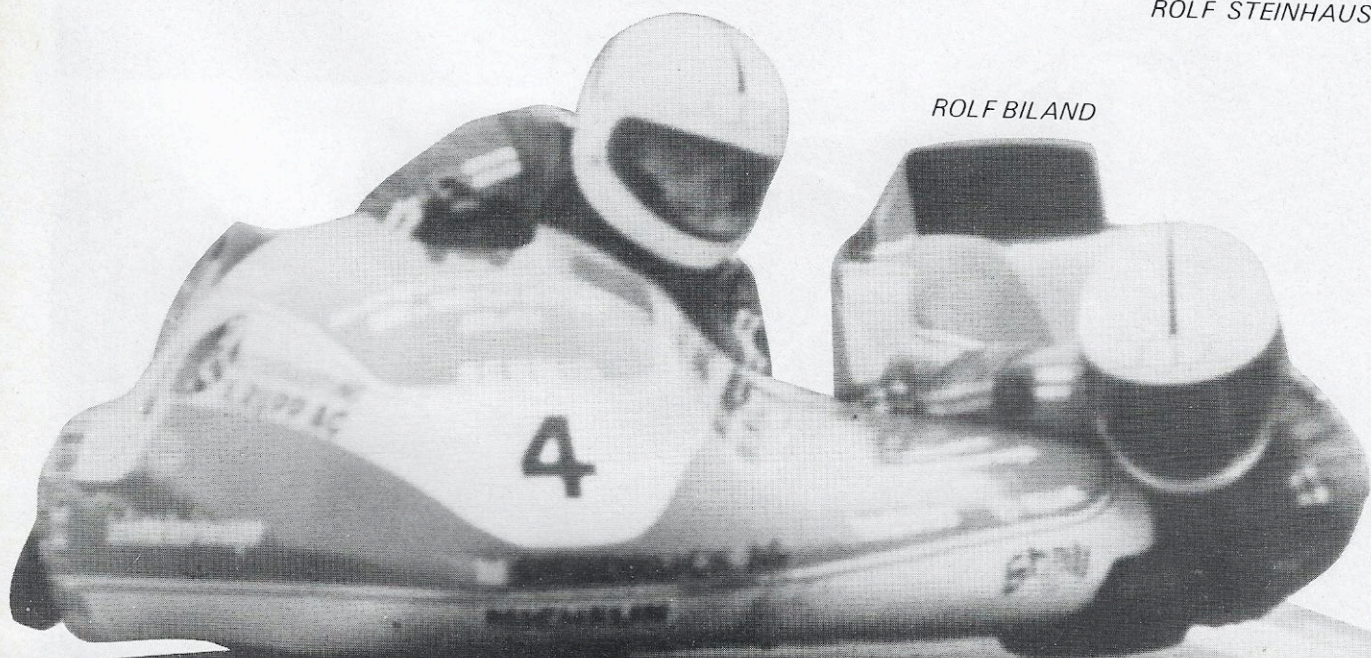


WERNER SCHWARZEL

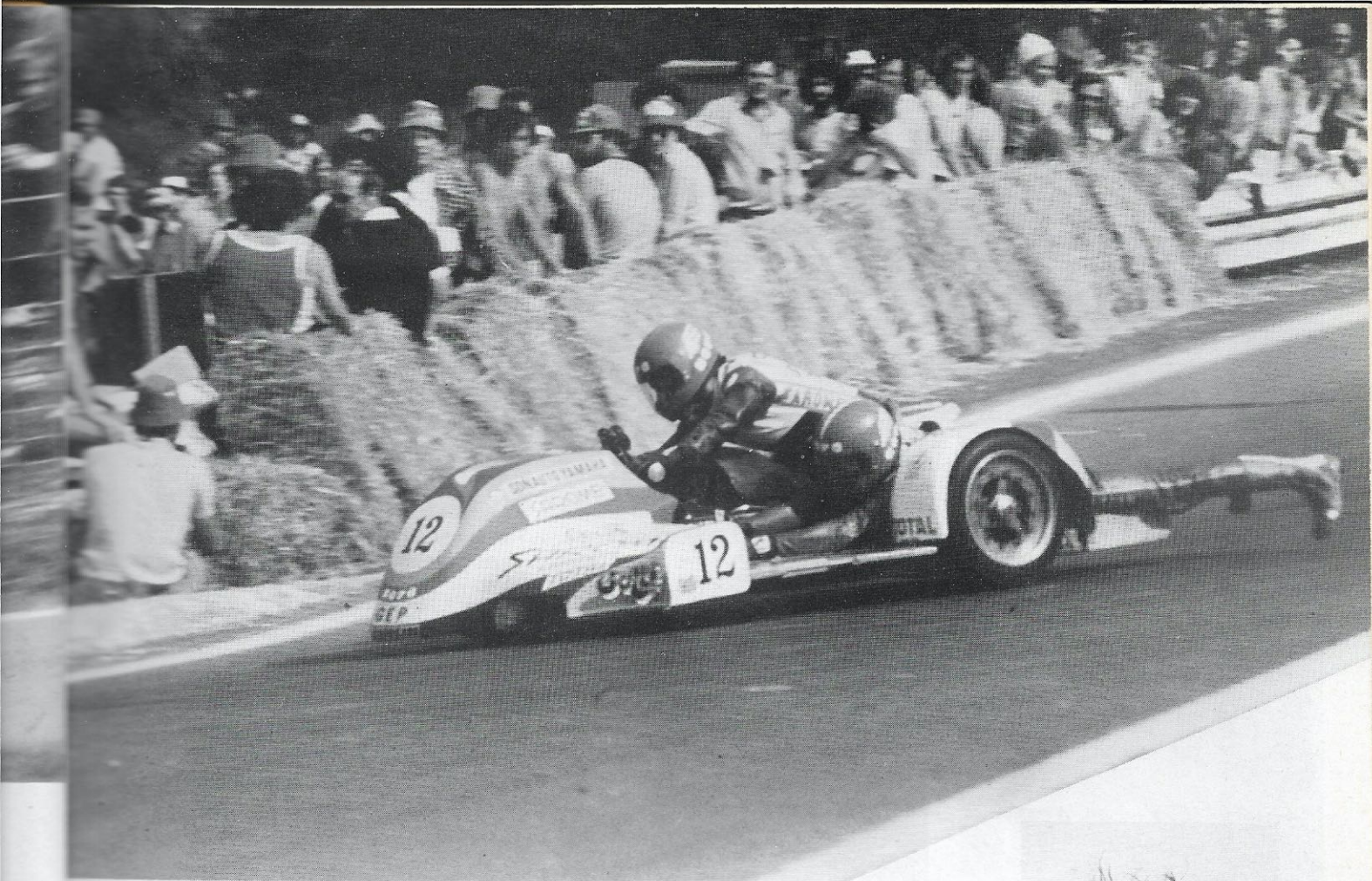


ROLF STEINHAUSEN

ROLF BILAND



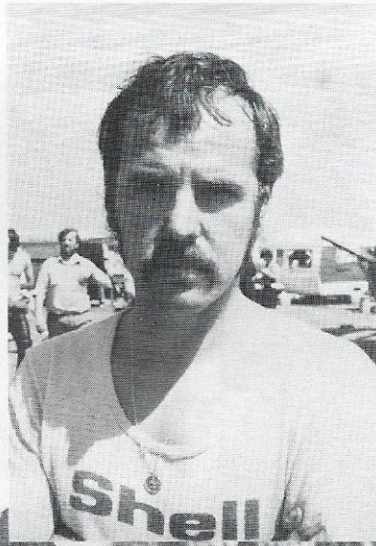




ALAIN MICHEL

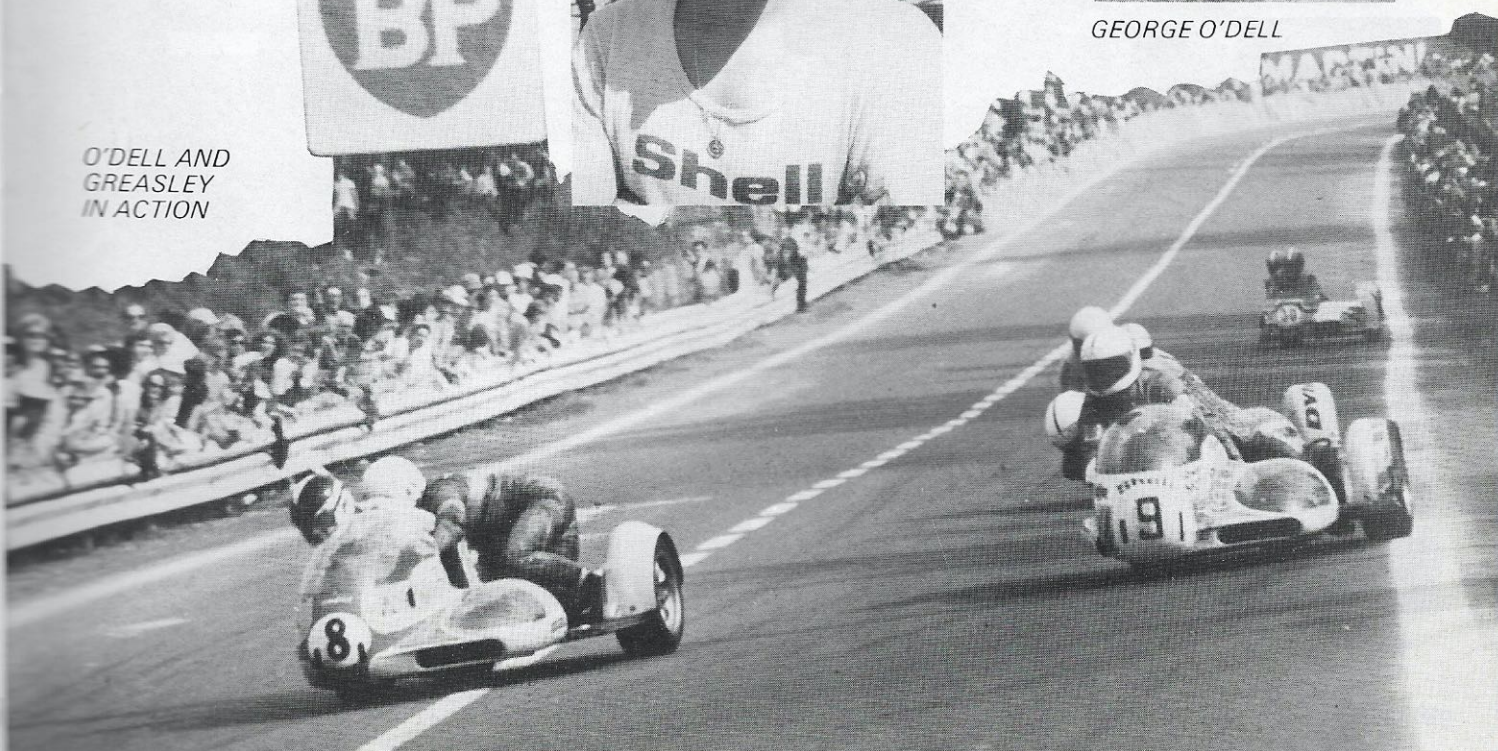
## SIDECAR SENSATIONS

DICK GREASLEY



GEORGE O'DELL

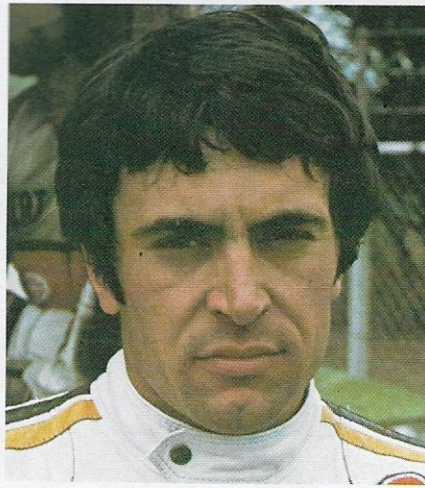
O'DELL AND  
GREASLEY  
IN ACTION



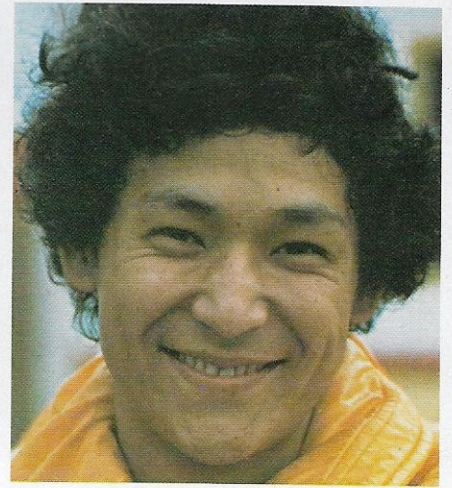




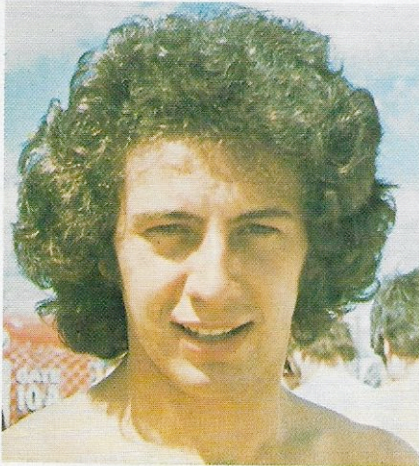
Pier Paolo Bianchi



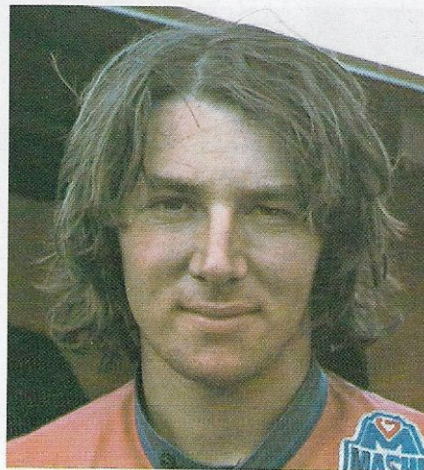
Mario Lega



Takuzami Katayama



Johnny Cecotto



Christian Estrosi



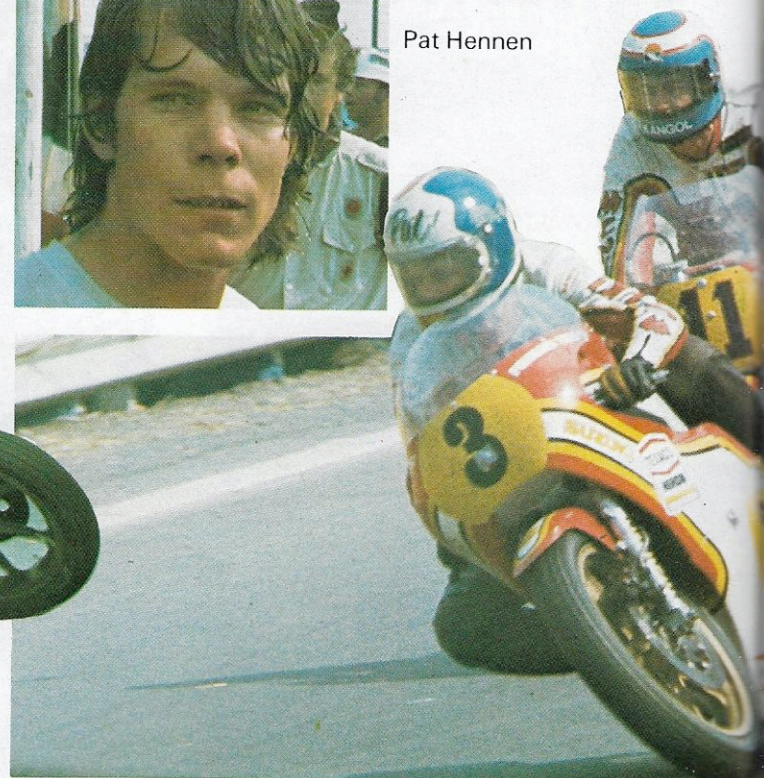
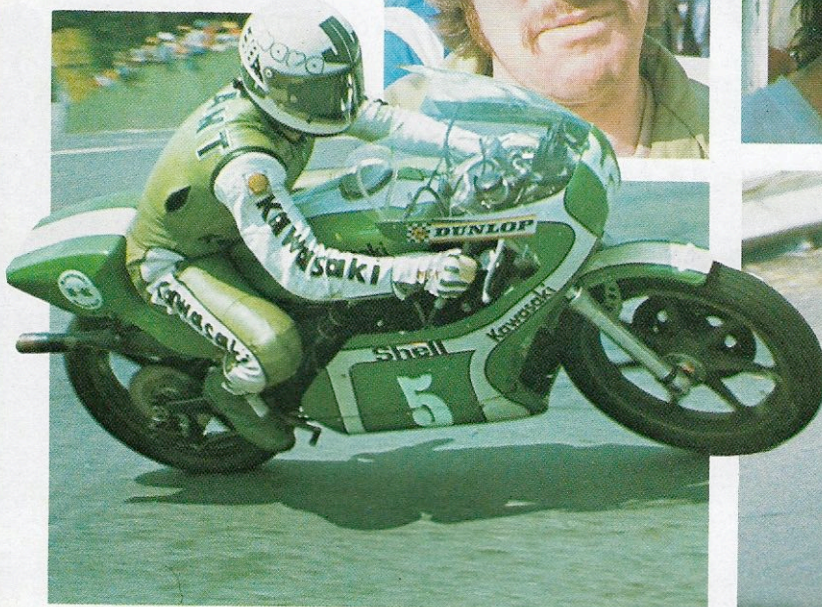
Franco Bonera

Mick Grant



Pat Hennen

Steve Parrish



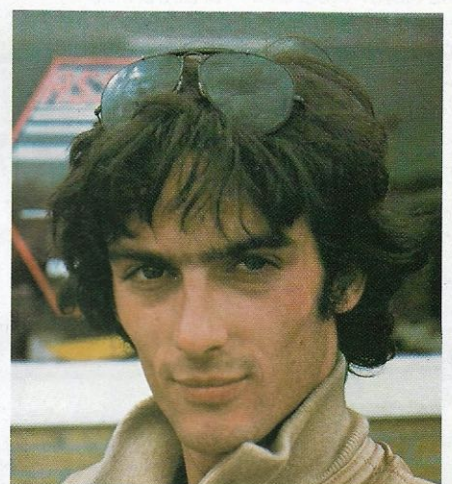




Walter Villa



Marco Lucchinelli



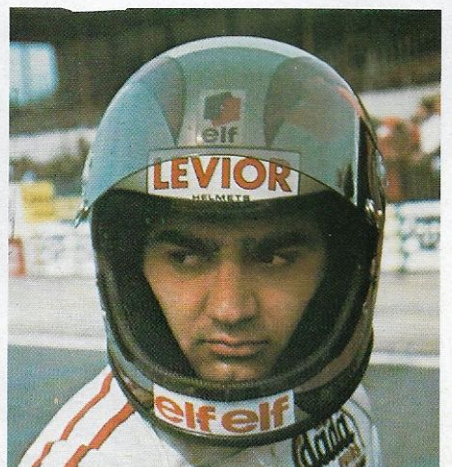
Franco Uncini



Barry Ditchburn



Eugenio Lazzarini

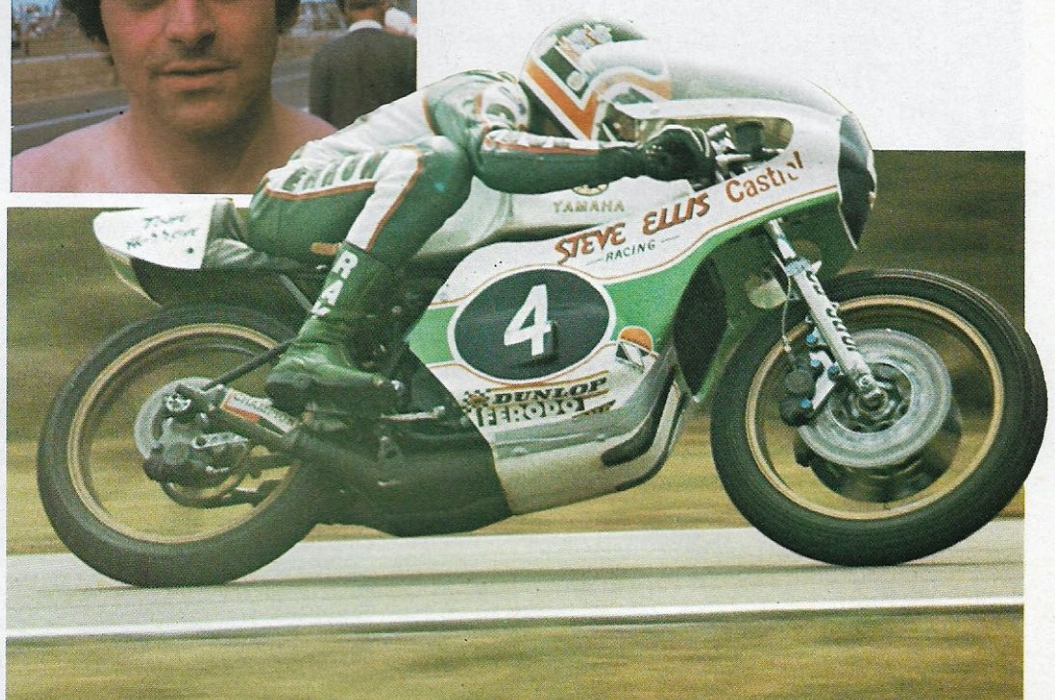
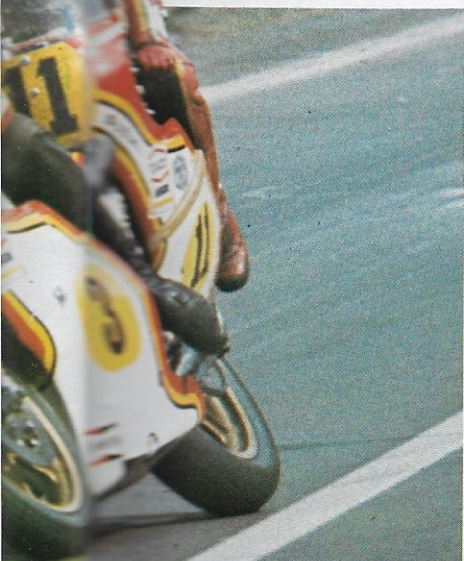


Michel Rougerie

Parrish

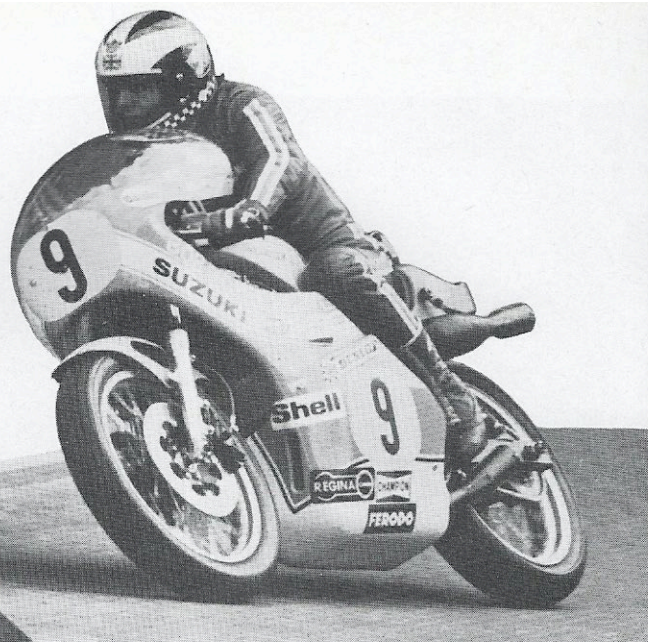
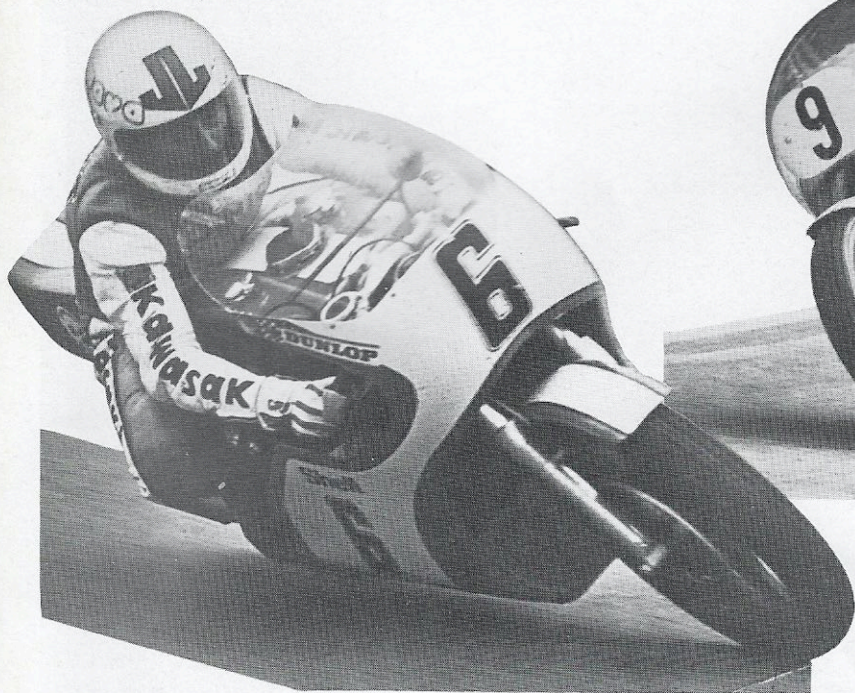


Tom Herron





Record-breaking Classic TT winner and North-West 200 First Superbike victor Mick Grant doing his own thing – again on Dunlop.



Formula 1 and Senior TT winning Phil Read in action on Dunlop.

## Over the last few months we've been racing round all over the place. And taking all the best places.

At home or abroad wherever our tyres are put to work we usually end up winning.

In the Isle of Man TT the Formula 1, Junior, Senior, Classic and Jubilee races were all won on Dunlop.

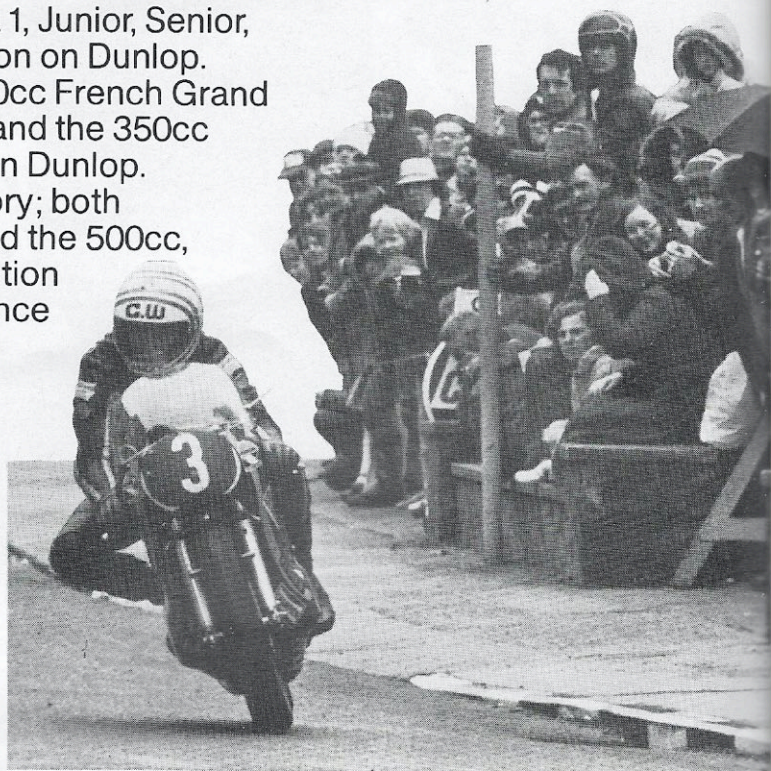
The 350cc Italian Grand Prix, 250cc French Grand Prix, 350cc Yugoslavian Grand Prix and the 350cc and 250cc Dutch TT – all were won on Dunlop.

The Post TT 1000cc race at Mallory; both North-West 200 Superbike races, and the 500cc, 350cc and 250cc events, not to mention two of the seasons toughest endurance races – the 1000K at Misano and the 600K at Zandvoort – they were all won on Dunlop.

Phil Read, Mick Grant, Charlie Williams, Takazumi Katayama, John Williams, Tony Rutter and Jon Ekerold – these leading riders all won on Dunlop.

The tyres with the winning ways.

Junior TT victor Charlie Williams giving the spectators an earful – and our tyres another win.

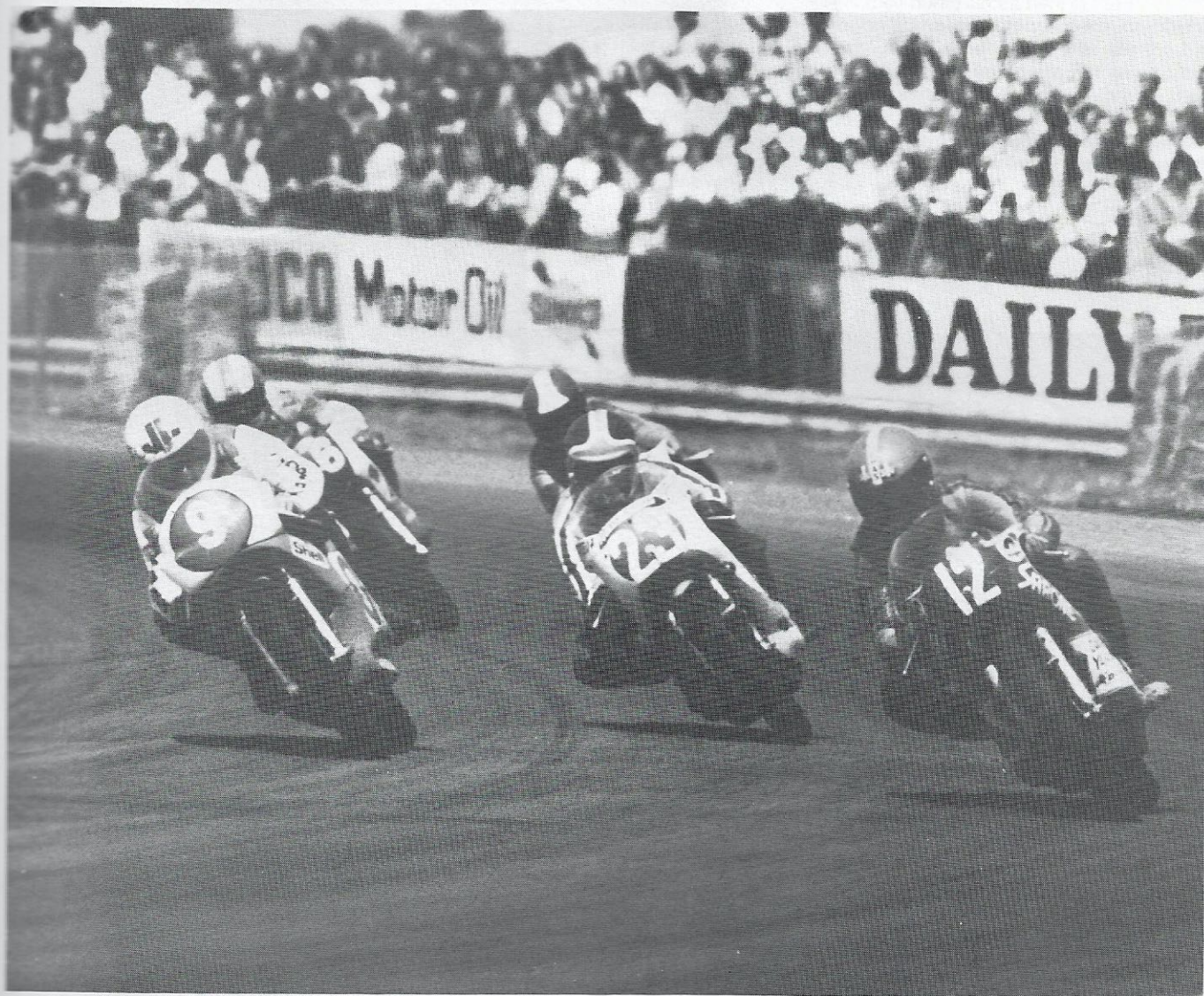


 **DUNLOP**  
leading the field to give you the best



# Silverstone— A Double Grand Prix Circuit

by Leslie Nichol, Daily Express Motoring Reporter



*Typical Silverstone action.*

Silverstone proudly creates a cheer-raising slice of motorsport history this action-packed week-end by becoming the first circuit in Britain to stage both a world championship Formula One meeting and a world championship motorcycle grand prix in one season — within the space of five weeks.

It is expected that about 250,000 enthusiasts will have watched these two spectacular events, which have helped to prove, beyond doubt, that Britain is indeed the current power-point of the motorsport world.

No other country, and no other circuit in the world, can boast what I predict is about to take place here — the twice-over victory of two reigning, home-based world champions.

The crowd-pulling current world Formula One champion James Hunt sparked it all off last month with an absolutely magnificent Union Jack success in his McLaren M26 at the other supremely successful John Player Grand Prix.

I was one of the flag-wavers when the crowd streamed onto the circuit to greet James on his lap of honour. For me, there is nothing more heart-warming than greeting your own winning champion.

Now comes the chance to again rub home the fact that, when it comes to breeding world-beaters on bikes and cars, the old country still takes a power of beating.

The enviable and tough chance of completing the never-before



**For Dave Potter  
winning is making  
the right decisions.**



Like picking the right spot to  
make your move.  
Like gearing correctly for the  
hairpin.

Like jetting for peak revs.  
Like relying on BP  
lubricants for greater engine  
protection.



double falls to one of Hunt's closest friends, our likeable Londoner, 26-year-old Barry 'The King' Sheene.

I have had the opportunity of reporting the achievements of many British motoring heroes throughout the racing scene. World-beaters like John Surtees, Mike Hailwood, Billy Ivy, Giacomo Agostini, Phil Read. Stay-at-home winners like Derek Minter and the ever popular John Cooper. Plus, of course, the eternally famous Graham Hill.

Sheene has swept into this gallery of champions with a display of defiance and skill that has captivated motorcycle followers world-wide.

In this memorable Jubilee year he has brought a vital well-timed blaze of old glory to the regal celebrations which have spread throughout United Kingdom. We could not have a better ambassador on or off the circuit.

I witnessed a perfect example of this at Imatra, last month, the day before Barry became 500 world champion for the second successive year at the Finnish Grand Prix.

We were talking about the various points of the extremely testing circuit when a young Finn politely eased himself in on our conversation.

"Please excuse me", he said to Barry. "I only want to shake your hand ... you are a fine man."

Sheene will be battling against an equally "fine" number of riders in the talent-packed John Player British Grand Prix 500 World Championship race over 28 laps of this extremely fast circuit.

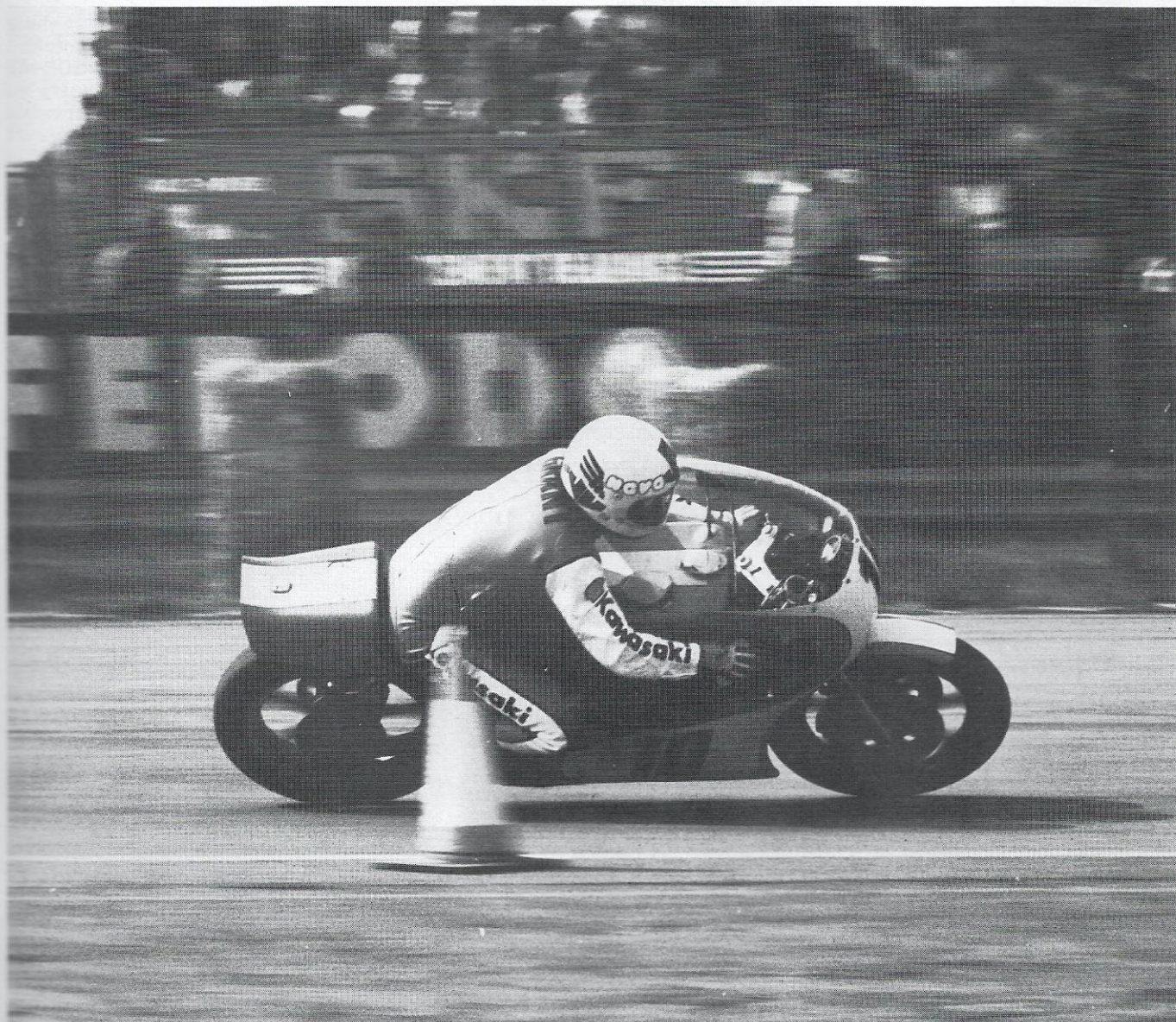
This sort of image counts when you are representing your country, anywhere. Winning is vital, but the uniform of an ambassador is incomplete if he fails to meet the paying public in the paddock; provide those coveted autographs and possibly smile when he may feel like frowning. Sheene wears his uniform to a point of perfection.

Whatever the result, the occasion will also prove an equal mark of success for the British Racing Drivers' Club. It was this elite band of men who wisely took the plunge and brought top-class motorcycle racing back to their home circuit here in 1971.

It was a snap conversation between the forward-thinking Gerald Lascelles, President of the BRDC and myself that set the bike wheels spinning again. I claimed that you could not have such a famous circuit — the home of British motor racing — limiting itself to one section of the sport.

Silverstone had staged motorcycle racing up to the mid-sixties. Supported continuously by the power-minded Daily Express, a new link was strengthened with Players.

We called it the Players No.10 "Silverstone Trophy", and



Mick Grant (Kawasaki) — outright lap record holder.

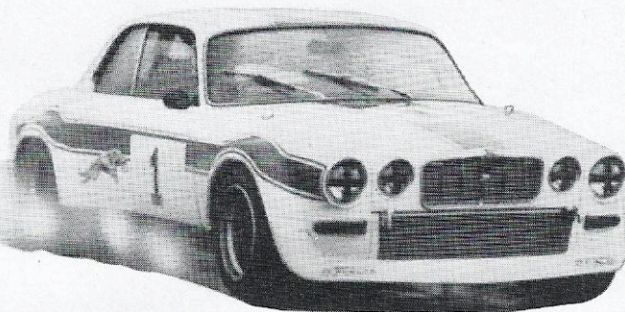
Photo by John Gaisford



# Have you got what it takes to drive a Leyland car?

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3. EAR PLUGS. To protect ears from the roar of the crowds.
4. LONG RIGHT ARM. For waving at crowds on passing the chequered flag.
5. STRONG WRISTS. For opening champagne bottles.

For the majority of the time Saloon Car Racing is a very serious professional business. And with machines like the Jaguar XJ5.3 Coupe and the 2 litre Triumph Dolomite Sprint, our drivers



have to know what their doing. Andy Rouse, Derek Bell, Tim Schenken, John Fitzpatrick and Tony Dron are among the most experienced drivers around and you can be sure they'll be doing their best during the season both on and 'off' the track!



 **Leyland Cars**   
Great Cars and a Great Deal More.



Giacomo Agostini stormed to a record-breaking double victory on his famous three-cylinder MV Agustas.

An up-and-promising lad called Barry Sheene won the 125 and 250 races and finished second on a Suzuki to Agostini in the 500 event.

Hailwood, who was then mounting his bid in Formula 5000 car racing in a Surtees TS8, returned to bikes for his first race at Silverstone in six years.

Mike was on a 350 twin-cylinder Yamaha, a machine he had never ridden before and on which he had had only ten minutes proper practice. It was the first two-stroke he had raced in seven years. Against Ago's thoroughbred "multi" MV, Hailwood started on the fourth row, was left at the start and finished a cheer-packed fourth.

The attendance a record 27,000. Bike racing and the BRDC have come a long way. Hailwood has retired leaving Sheene to carry the crown and what a superb job he is doing!

I am sure motorcycle fans will join me in congratulating the Silverstone authorities for the uplift they have helped to give the two-wheeled sport.

Like Sheene and, indeed, the country, they too are enjoying a season of special celebration — their Golden Jubilee. It was here in October, 1948, three years after World War Two (on what was once a bleak, wartime airfield), they hosted the British Grand Prix for cars.

Sheene, like many safety-minded drivers who correctly think that their efforts deserve a basic right of protection in a crash, can compete today knowing that this circuit is the near ultimate in safety.

Most of the men who control it have lived racing all their lives. The SOS was proved during practice for the recent John Player FI car grand prix, when the circuit's resources were switched into action following the bitter crash of George Medal hero, David Purley.

Take a peep around the circuit and you may estimate that there are about 160 lengths of catch fencing to protect the riders from hard impacts. It could have been one of the precautions which

helped save Purley's life.

A catch-fence is something you rarely see at a European motorcycle grand prix. I cannot remember any in Finland. There are run-off spots providing a rider with the chance to regain control if he finds himself in trouble.

Between them, Silverstone and the Auto-Cycle Union, governing body of the sport in this country, can claim that more than 500 track marshals will be on duty this week-end.

About 12 doctors and 60 St. John's Ambulance personnel will be standing by. There are 50 firemen ready for action. This safety contingent is supported by nine ambulances, six fire tenders and a flying doctor / resuscitation vehicle, plus two other incident vehicles are always ready for instant calls through a circuit-wide telephone link-up.

I pin-point these facts because other circuits, world-wide, have been criticised by riders for their lack of circuit safety-control.

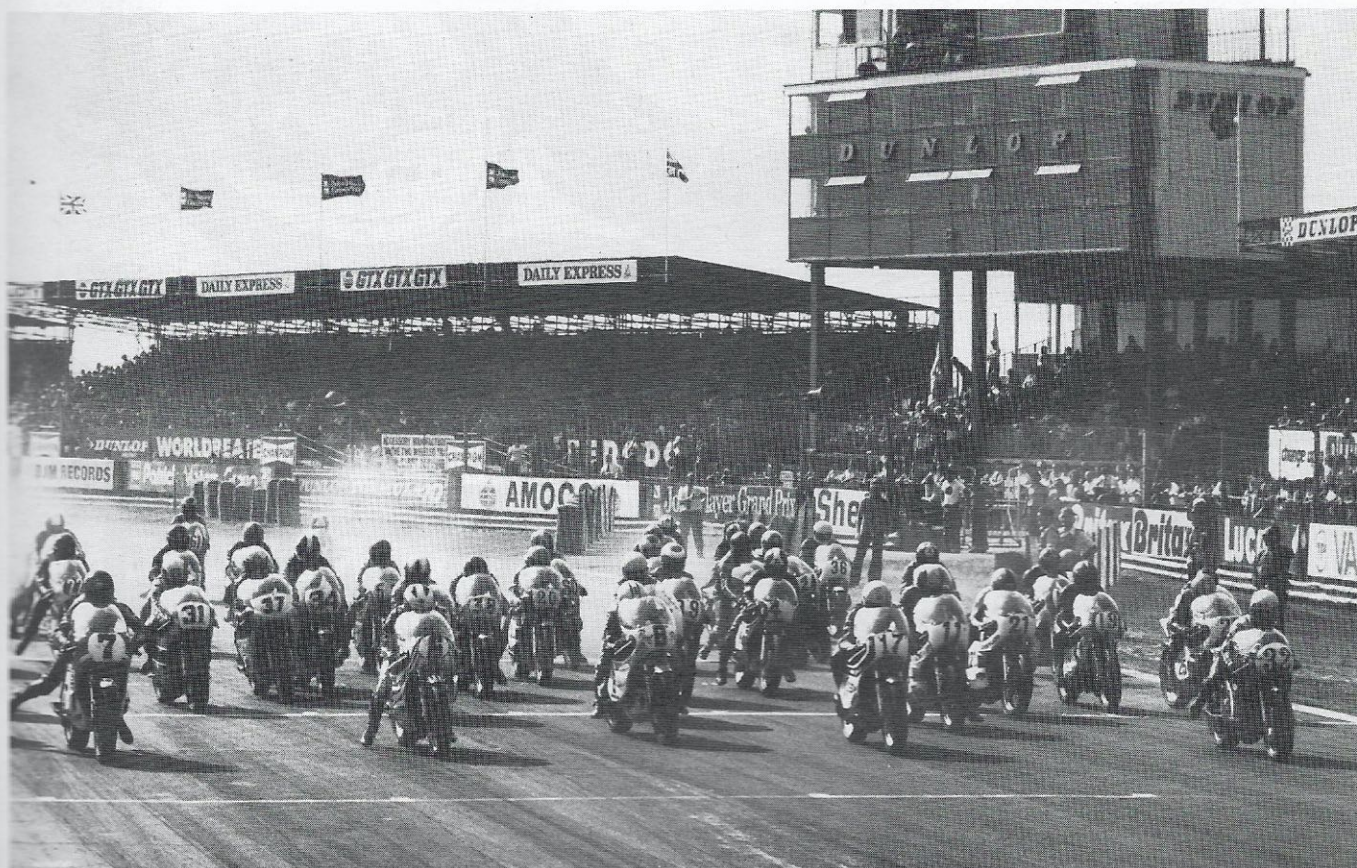
So everything possible has been done to make sure that the first world championship motorcycle grand prix on the mainland has taken into account the safety of the competitors. A point which Sheene has had the courage to attack in the past.

We, who love and follow this sport season by season, hope that none of these precautions will be needed. But, equally so, we thank all the volunteer marshals for their dedication — without them, racing would not be possible.

I have always campaigned that British motorcycle fans should have the right to watch a world championship grand prix here, on the mainland. This is it.

The record book shows that, in 1974, Sheene was triumphant when the meeting was granted grand prix status for the first time. He won the 500 and outrode aces from 11 countries in the John Player classic.

This meeting presents a chance for those who create motorcycles in every phase of racing categories to prove their creative skill, from the Daily Express Trophy Formula TT. One race to the power-chariots of the Sheene grand prix. Maybe, one day, with or without Government help a British bike will again dominate.



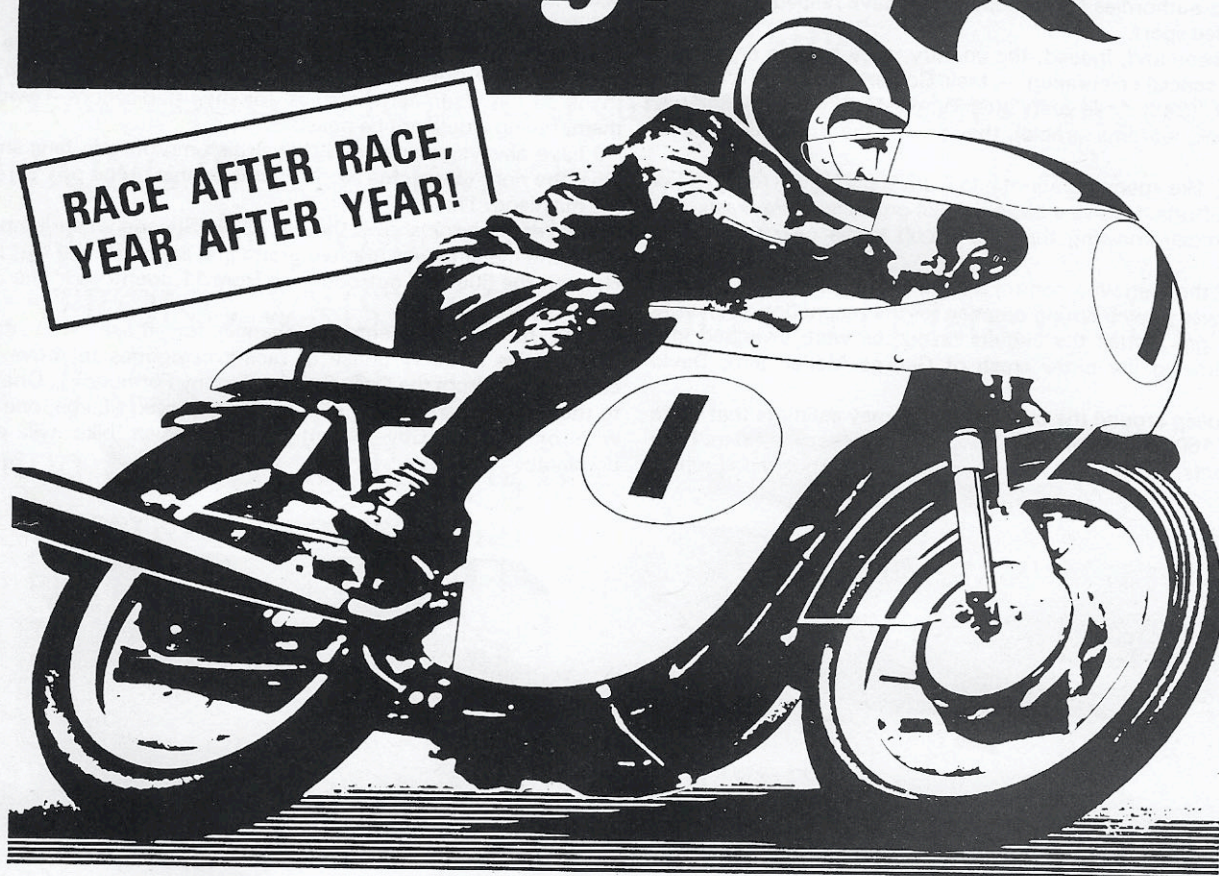
Grand Prix Start.

Photo by John Gaisford



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***the flag!***

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CHAINS**



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MANCHESTER



# Other happenings . . .

## On track activities

### Rides Round the Circuit

Buses have been arranged to take spectators round the Silverstone Grand Prix Circuit, free of charge from four points: the Startline, Copse Corner, Stowe Corner, between the Daily Express Bridge and Woodcote Corner. A taped commentary will be given and the service will operate from 06.30-11.30 hrs. on Sunday, August 14th.

### Tribute to British Motor Cycle Sport

At 11.45 hrs. on Sunday, 14th August, there will be a parade of machines representing the many types of motor cycle sport administered by the Auto-Cycle Union. The machines will be on display in the Paddock before and after the parade.

### Parade of World Champions

At 12.00 hrs. on Sunday, August 14th, the leading competitor in each of the World Road Race Championship classes will be on parade round the circuit.



PRESENTS **Dave Taylor**

At 12.15 hrs. Dave Taylor, world wheelie record holder will give a display of stunt motor cycle riding round the circuit. He will also be making an appearance on Saturday at 12.30 hrs.

### John Player British Grand Prix Trophies

Special Trophies have been produced by Waterford Glass Limited for presentation to the winners of the John Player races.

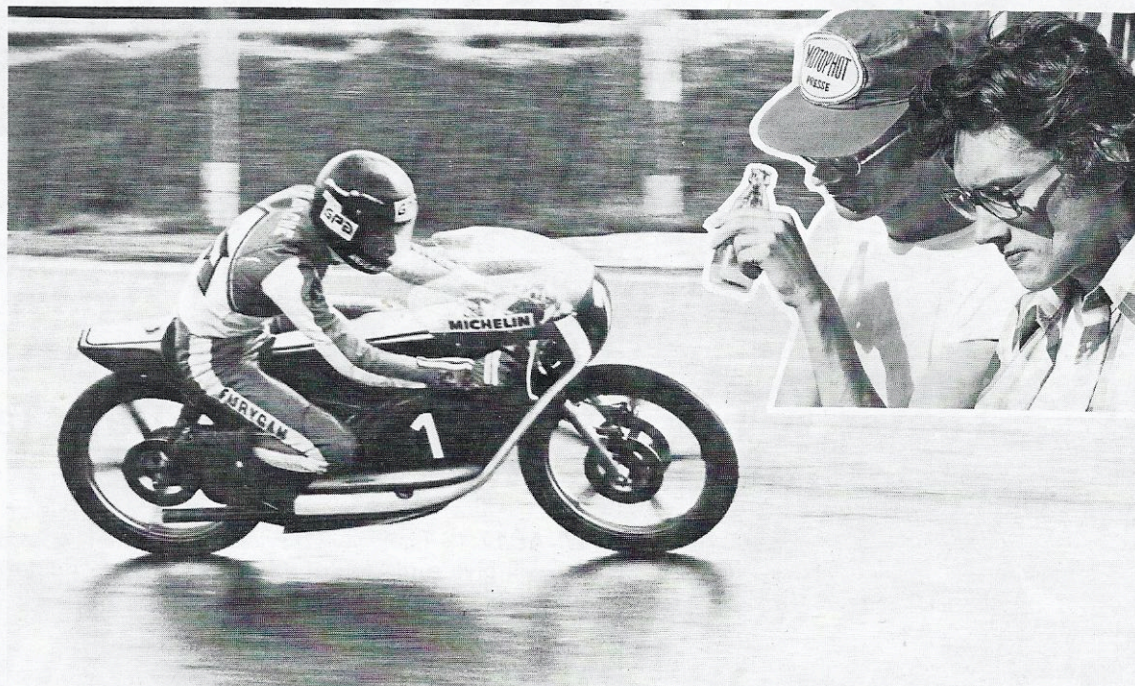


### John Player Rider of the Day Award

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



# une Française "en grand prix"



## 125 Motobécane grand prix 77.

La seule machine française en compétition internationale

Cette année Motobécane engage deux "125 grand prix 77". C'est à Michel Baloché (champion de France F 3 et Trophée 1975. Champion de France F 3 1976) et à Thierry Espié (Trophée Motobécane A.C.O. 1975 et Champion de France Trophée 1976) que Motobécane confie ses machines.

La 125 cm<sup>3</sup> grand prix 1977 est une bicylindre deux temps refroidie par eau d'une puissance de 40 CV à 14.200 tr/mn. Elle est munie d'une boîte 6 vitesses à rapports interchangeables, d'un embrayage à sec et l'admission se fait par distributeur rotatif. Son poids est de 80 kg.





# Off track activities

## Hot Breakfasts

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

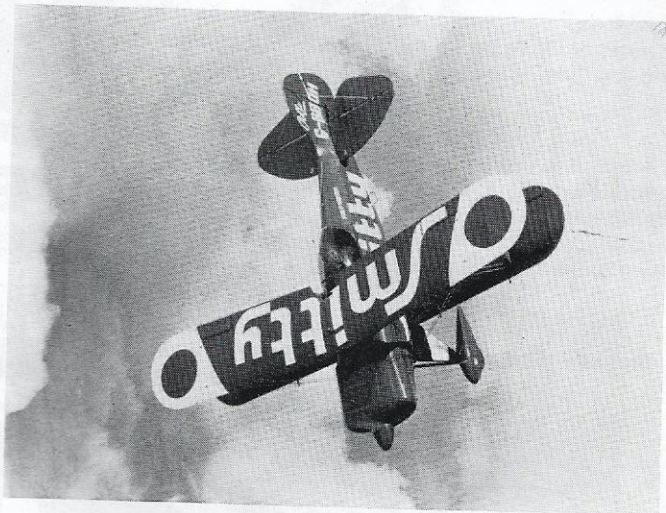
## Philip Meeson — Smitty Special

Philip Meeson, member of the British Aerobatic Team, will give a display of aerobatics in his Pitts Special — sponsored by Coty Ltd. and named after their latest fragrance, Smitty. The display will take place on Sunday 14th August at 12.30 hrs.

The Smitty Special, despite its old-fashioned appearance, is one of the most advanced aerobatic aircraft flying today. It is powered by a 180 hp Flat 4 fuel injected engine, giving a cruising speed of 140 mph and a maximum speed of 200 mph. With an all-up weight of only 789 lbs, the aircraft has a power-to-weight ratio similar to a Formula 1 racing car and climbs at over 3000ft per minute.

During the Display, you will see the aircraft spends much of its time upside down — the Smitty Special flies equally well either way up. You will also see Flick Rolls which rotate at over 360° per second, giving the aircraft one of the fastest rates of roll of any aircraft flying.

In 1976 Philip flew the Smitty Special at Kiev, Russia, as a member of the British Aerobatic Team. Out of 15 countries competing, the British were placed third overall, beating every other Western nation.



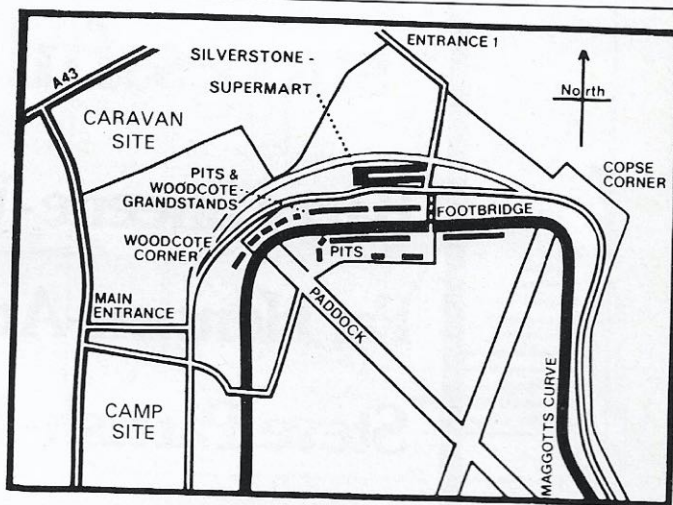
## Camping Site

The Camping Site is situated between the Blue Car Park and the Main Entrance. The Caravan Site is situated on the left of the approach road from the A43. For location of the sites see the Supermart Plan below. There will be catering facilities in the camp sites.

**NO PUBLIC CAMPING WHATSOEVER IS PERMITTED INSIDE THE CIRCUIT ENCLOSURES.**

## Silverstone Supermart

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



## Jubilee Draw — Win a Trip to Daytona 500

Tickets are on sale during the meeting for a Draw in aid of the Queen's Silver Jubilee Fund. The first prize is a trip for two to the 1978 Daytona 500.

## Colour Photographs

The colour photographs on pages 20, 21, 48 and 49 have been supplied by Graham Hind.

## Acknowledgements

The organisers would like to thank Honda (UK) Ltd., for the loan of four Road Pal Nopeds and a motor cycle for use by race officials.

The organisers and promoters would like to thank Normandy P&O Ferries and Chequers Travel Limited for assistance with travel costs for overseas competitors.



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**Barry Sheene - World 500cc Champion**

**Pat Hennen - American Star**

**Steve Parrish - British Champion**

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Superbike Championship, Shellsport 500 Championship plus  
innumerable wins, lap and race records.



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**TEXACO HERON TEAM SUZUKI**



# NOTICES

## MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

## PROGRAMME COPYRIGHT

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

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

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

## DOGS

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

## GRANDSTAND ROVER TICKETS

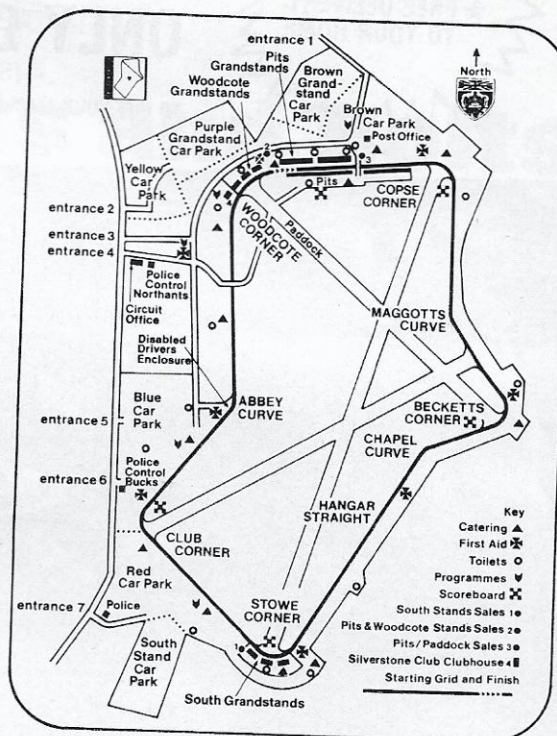
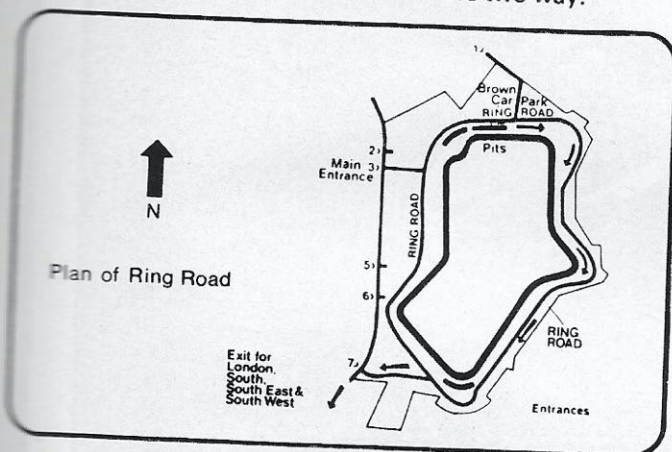
Grandstand Rover Tickets costing £2.50 for adults and 50p for children under 14, can be purchased at the Grandstand Ticket Offices behind the Pits and Woodcote Stands and at the South Stand. These tickets allow the holders to move from grandstand to grandstand thus enabling them to watch the racing at various parts of the circuit from a seat.

## Traffic Arrangements

### THE RING ROAD

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

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

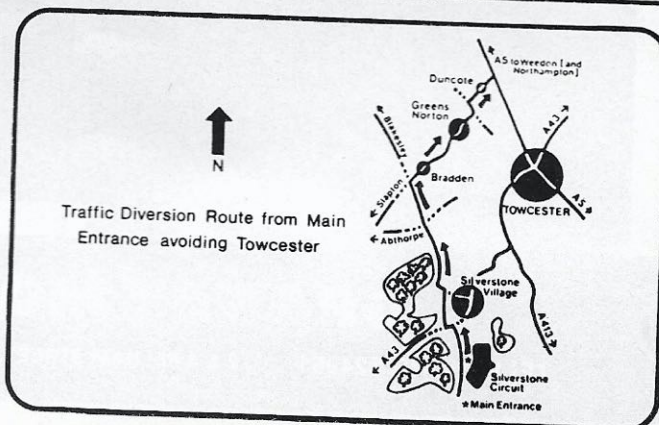


## THE MAIN ENTRANCE

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

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

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





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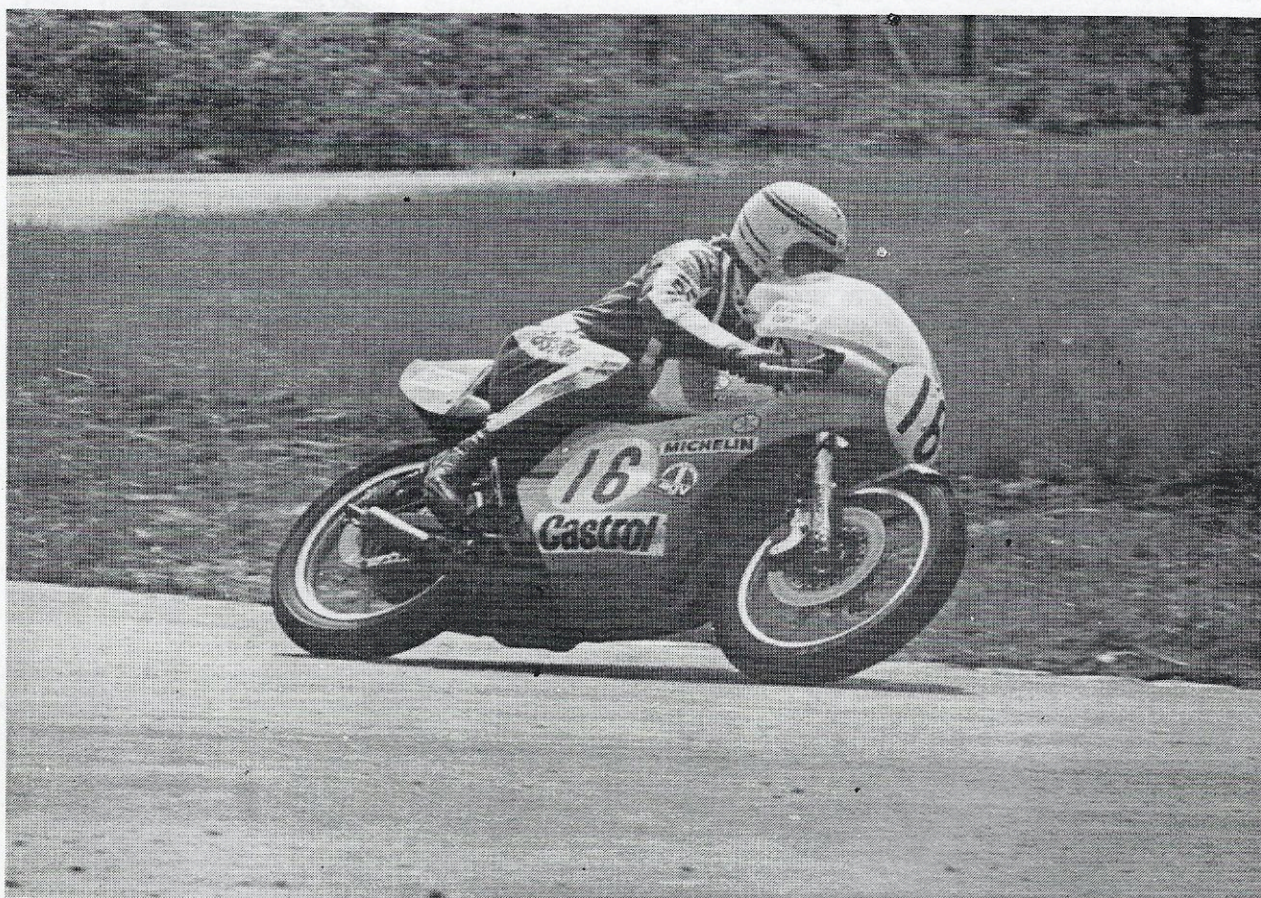
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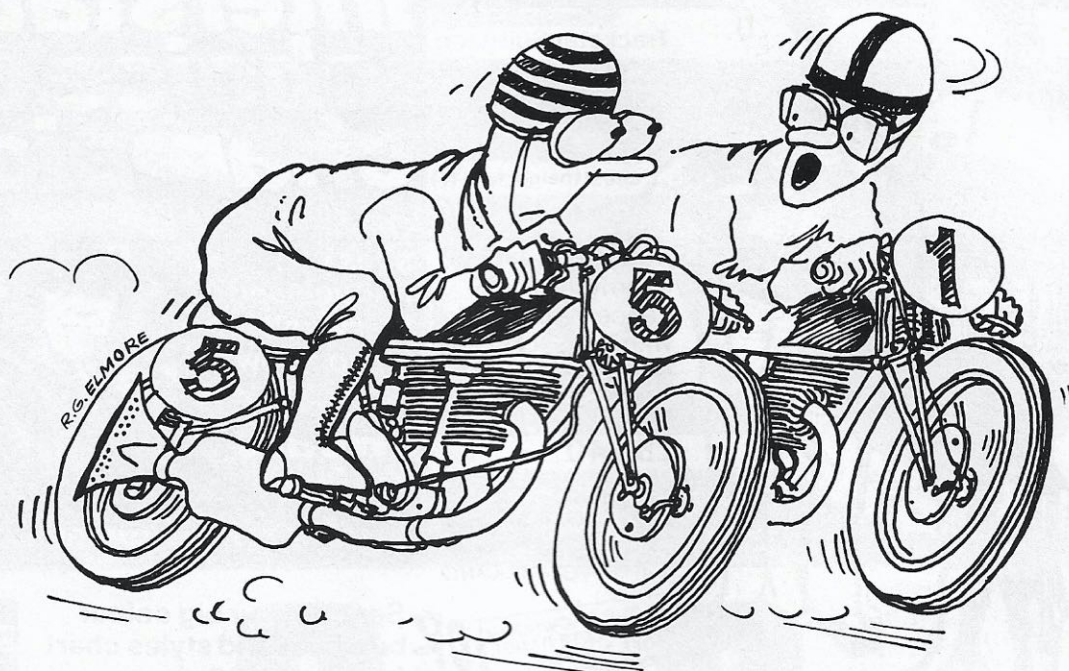
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(750cc Suzuki)

**ROLF STEINHAUSEN  
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(500cc Busch Konig)

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# The next big ones in '77.

## **Oulton Park August 29**

### **International ACU Motor Cycle Championships.**

In association with the Daily Mail.

Cheshire Car Circuit, Oulton Park,  
Little Budworth, Tarporley in Cheshire CW6 9BW.  
Tel: Little Budworth 301 (Code 082 921).  
Off the A54 near Tarporley in Cheshire.

## **Mallory Park October 8/9**

### **John Player Race of the Year.**

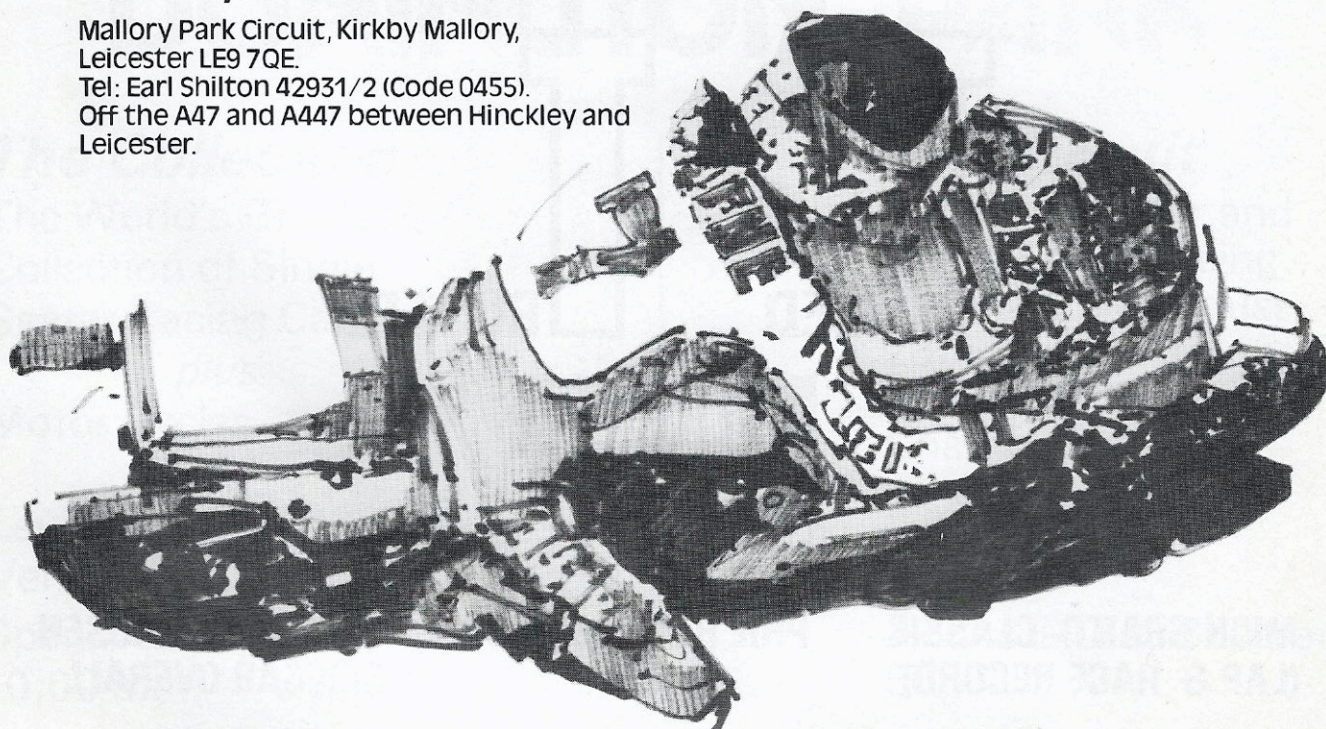
Mallory Park Circuit, Kirkby Mallory,  
Leicester LE9 7QE.  
Tel: Earl Shilton 42931/2 (Code 0455).  
Off the A47 and A447 between Hinckley and  
Leicester.

## **Brands Hatch October 29/30**

### **Gauloises Powerbike International**

Supported by the Evening News.

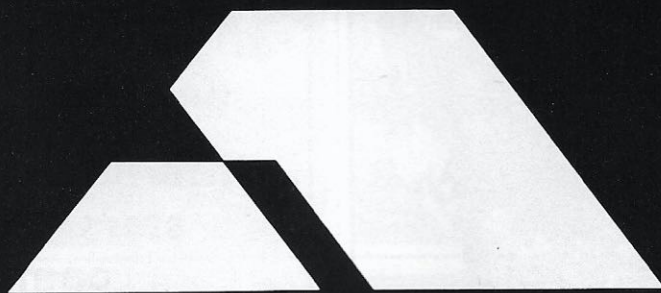
Brands Hatch Circuit, Fawkham,  
Nr. Dartford, Kent DA3 8NG.  
Tel: Ash Green 872331 (Code 0474).  
On the A20, 20 miles S.E. of London between  
Swanley and Wrotham.



The promoters reserve the right, without notice, to make any alteration to race programmes.



# Access



## RAC Tourist Trophy *Silverstone*

*Grand Prix Circuit*

Britain's 500km Round in Group 2 European Touring Car Championship

# Sunday September 18th 1977



**Plus European Formula Super Vee Championship & Historic Car Race — Starts Noon**

On Day Prices. Admission to Special Trackside Spectator Enclosures: Adults £2.00; Child 50p;  
Extra Covered Grandstand Seats: Adult £1.50; Child 50p; Paddock Transfer: Adult £1.00; Child 50p;  
All Parking Free. Tickets Booked in Advance AT REDUCED PRICES

(Pre-Bookings may be paid by Access) from Booking Office, Silverstone Circuit, near Towcester, Northants NN12 8TN.

**Access TT Qualifying Plus Brush Fusegear Formula Ford  
Championship Races, Saturday September 17th**

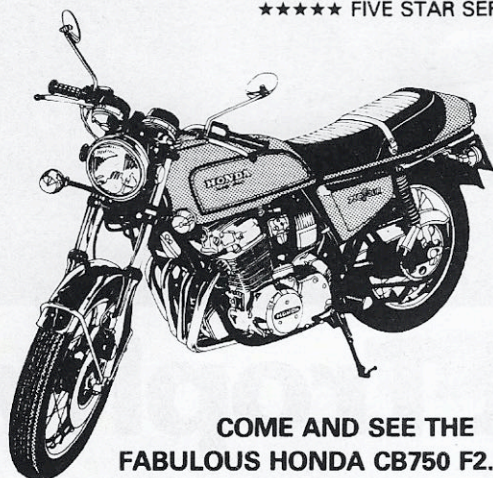
Trackside Enclosure Tickets: Adult £1.00; Child 30p; Grandstand & Paddock Free.

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National Championship Races for  
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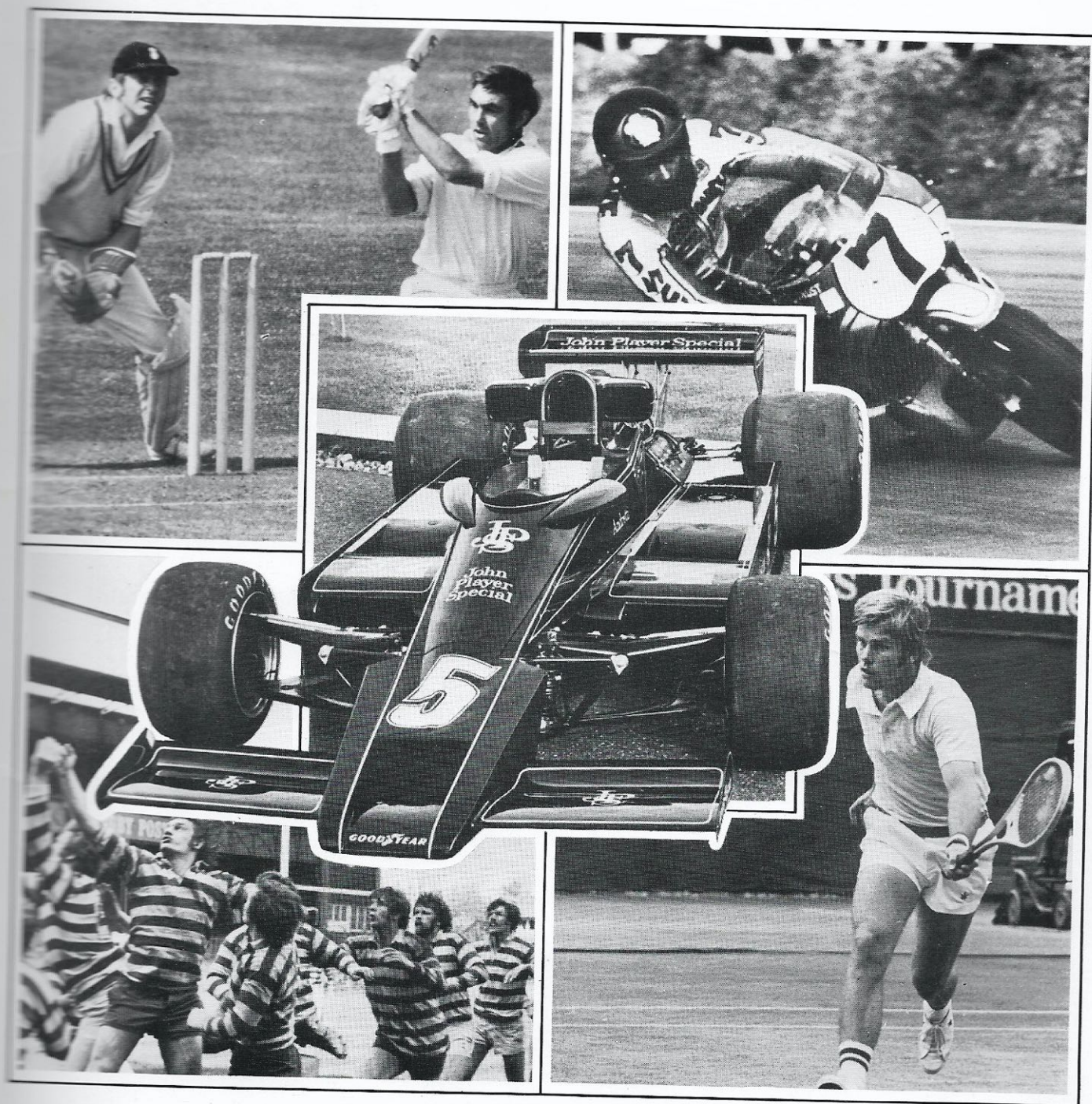
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As defined in H. M. Government Tables published in August 1976.

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