

John Player BRITISH GRAND PRIX



Silverstone 5th ~ 6th August '78

Official Programme 70p

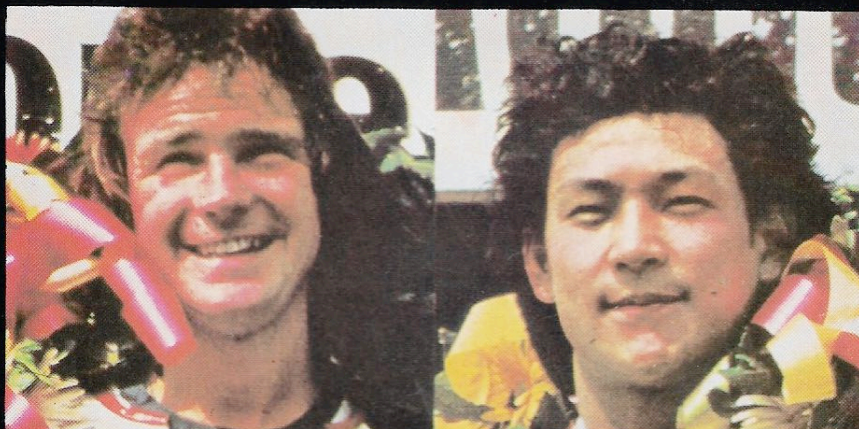
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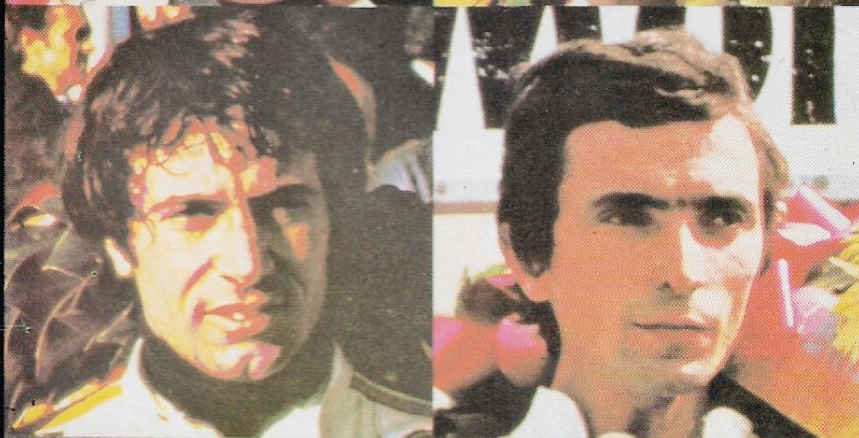


Barry Sheene.
500 cc World Champion.

Takazumi Katayama.
350 cc World Champion.



Mario Lega.
250 cc World
Champion.



Pier Paolo Bianchi.
125 cc World
Champion.



Angel Nieto.
50 cc World
Champion.

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Issue 4 1978 15p

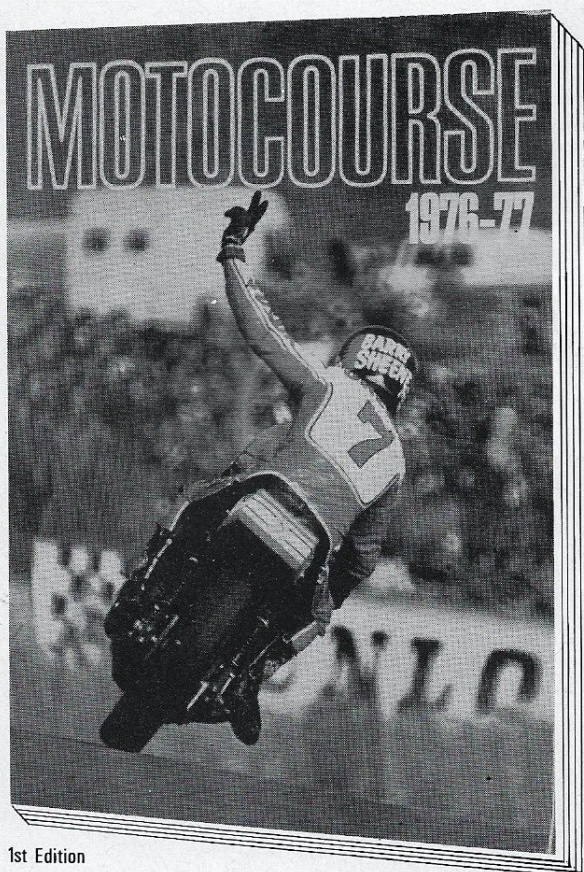


A CHAMPION ELECT

Peter Collins aims to win back the World Speedway title

BRITISH MOTORCYCLE GRAND PRIX

Mike Hailwood heads the Castrol line-up at Silverstone



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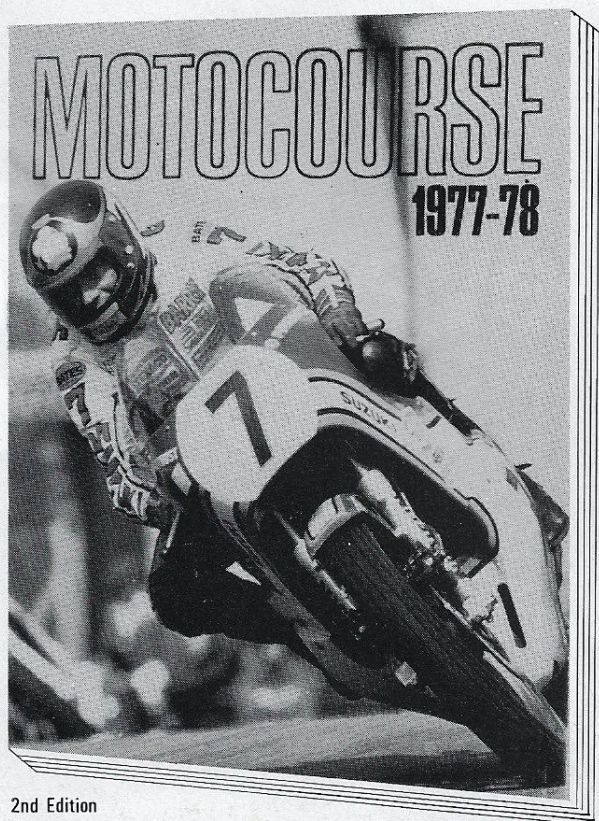
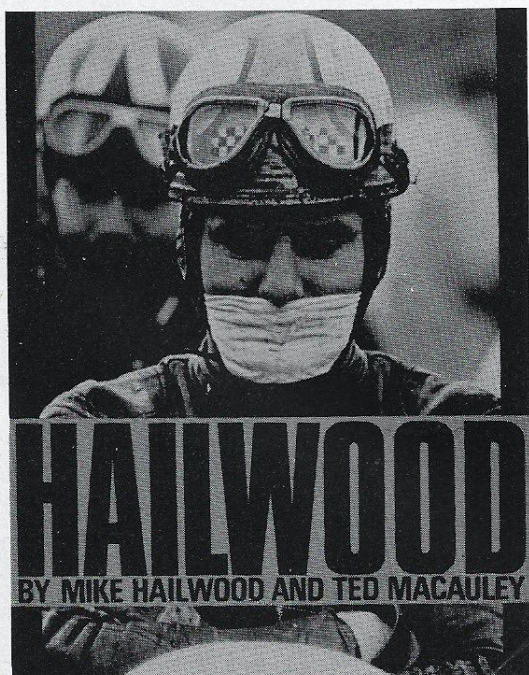
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John Player **BRITISH GRAND PRIX**

Timetable

Friday 4th August

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
14.10 — 14.40	Practice for 125 c.c.
14.50 — 15.20	Practice for 250 c.c.
15.30 — 16.00	Practice for 350 c.c.
16.10 — 16.40	Practice for 500 c.c.
16.50 — 17.20	Practice for Sidecars
17.30 — 18.00	Practice for TT Formula 1

Saturday 5th August

09.00 — 09.30	Practice for 125 c.c.
09.40 — 10.10	Practice for TT Formula 1
10.20 — 10.50	Practice for 250 c.c.
11.00 — 11.30	Practice for 350 c.c.
11.40 — 12.10	Practice for 500 c.c.
13.00 — 13.30	Practice for Sidecars
13.40 — 14.10	Practice for 125 c.c.
14.15 — 14.45	Practice for 250 c.c.
15.00	DAILY EXPRESS TT FORMULA 1 RACE 12 laps
16.00 — 16.30	Practice for 350 c.c.
16.40 — 17.10	Practice for 500 c.c.
17.20 — 17.50	Practice for Sidecars

Sunday 6th August

12.00	JOHN PLAYER BRITISH GRAND PRIX 350 c.c. WORLD CHAMPIONSHIP RACE	28 laps
13.10	JOHN PLAYER BRITISH GRAND PRIX 125 c.c. WORLD CHAMPIONSHIP RACE	24 laps
14.20	JOHN PLAYER BRITISH GRAND PRIX 250 c.c. WORLD CHAMPIONSHIP RACE	26 laps
15.30	JOHN PLAYER BRITISH GRAND PRIX 500 c.c. WORLD CHAMPIONSHIP RACE	28 laps
16.45	SHELL SUPER MULTIGRADE WORLD CHAMPIONSHIP SIDECAR RACE	25 laps

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THE AMERICAN CHALLENGE

by Chris Carter, Motor Cycle

When Kenny Roberts announced at the beginning of the year that he was aiming for three world titles many road racing experts shook their heads in disbelief.

The American may have been a super star in his own country, and impressive in his occasional European excursions in the past on the 750 Yamaha. But there's a big difference between that and a full scale slog at both the GP trail and the Formula 750 title trail.

Yet the Californian has been as good as his word. He may not win all three championships that he is aiming for, 250, 500 and 750, but he has been a leading contender in all of them, and his exciting all-action style has been another welcome addition to the Continental Circus.

For Britain's Barry Sheene, 500cc world champion in 1976 and '77 Roberts arrival could hardly have come at a worse time. Barry won the opening round of the 1978 500cc series at San Carlos, Venezuela back in March, but while he was in the South American country he picked up a virus infection that sapped his energy and concentration until the middle of the year.

While Barry struggled to find his best form Roberts confounded those who said that the combination of new circuits, different countries, and non-stop action would affect his riding.

In Venezuela Kenny, riding last year's 500cc Yamaha holed a piston and had to retire, while Barry, followed home by his Texaco Heron Suzuki team mate Pat Hennen and another American Steve Baker sacked by Yamaha, and now in the Nava-Olio Fiat team, grabbed maximum points.

But for Spain "King Kenny" had been given the latest model by the Yamaha factory, and looked set for an impressive win until his

rear tyre started to give problems. When Kenny slowed Pat Hennen quickened his pace and snatched victory by over seven seconds.

Kenny wasn't too happy about losing the race, but he had the satisfaction of setting a new lap record for the twisty Jarama circuit, more than eight seconds quicker than Phil Read's old best lap time.

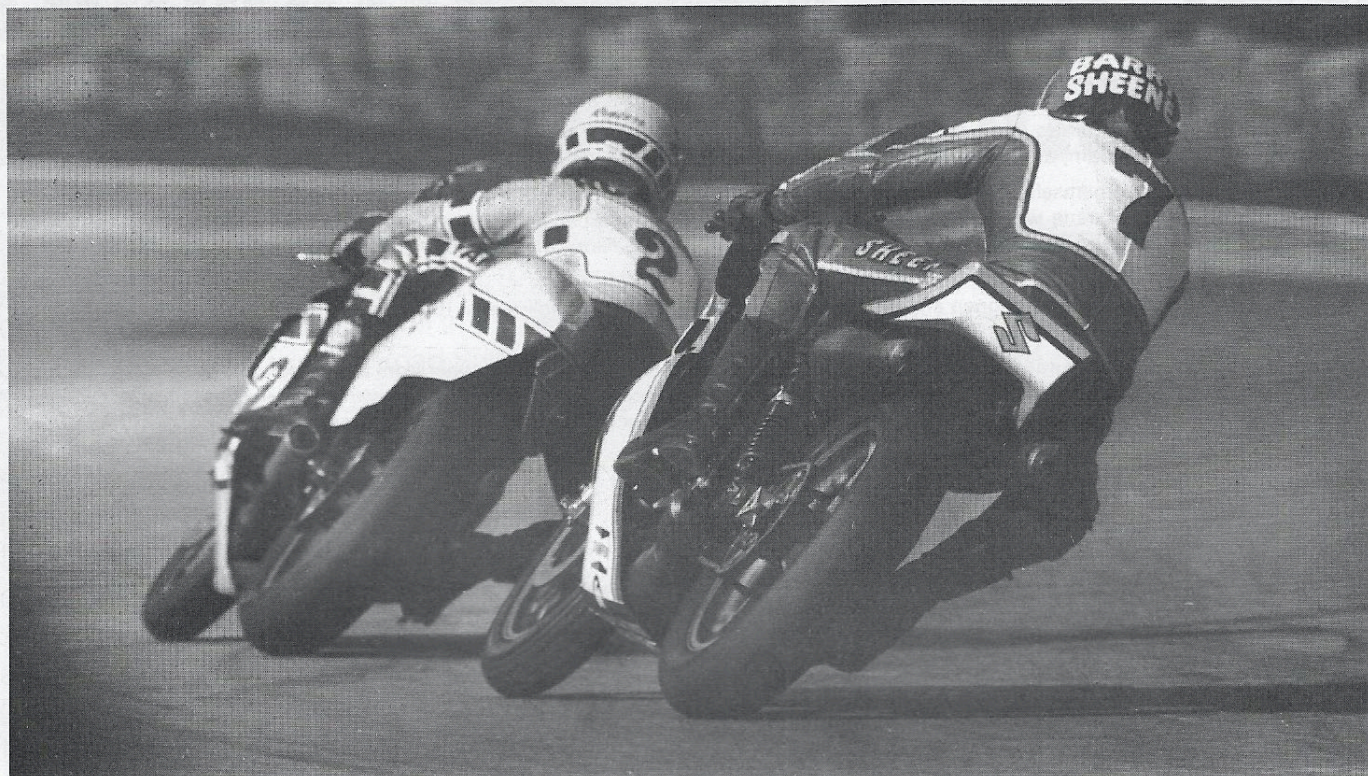
Roberts won in Austria, France and Italy, while Barry struggled to overcome his illness, and Kenny found Hennen who followed him home at Nogaro and Mugello to be his greatest threat.

The gap between the Italian round at the end of May and the Dutch TT at Assen, a month later was a welcome one for the riders, but though Suzuki had the bonus of knowing that Barry was fit and back on form, there was the tragedy of Pat Hennen's high speed crash at the TT.

Drafted into the Dutch round, to help Sheene if he could, was local hero Wil Hartog, but the flying farmer, who won the 500cc race last season to the frenzied delight of the 130,000 fans, could not repeat the feat.

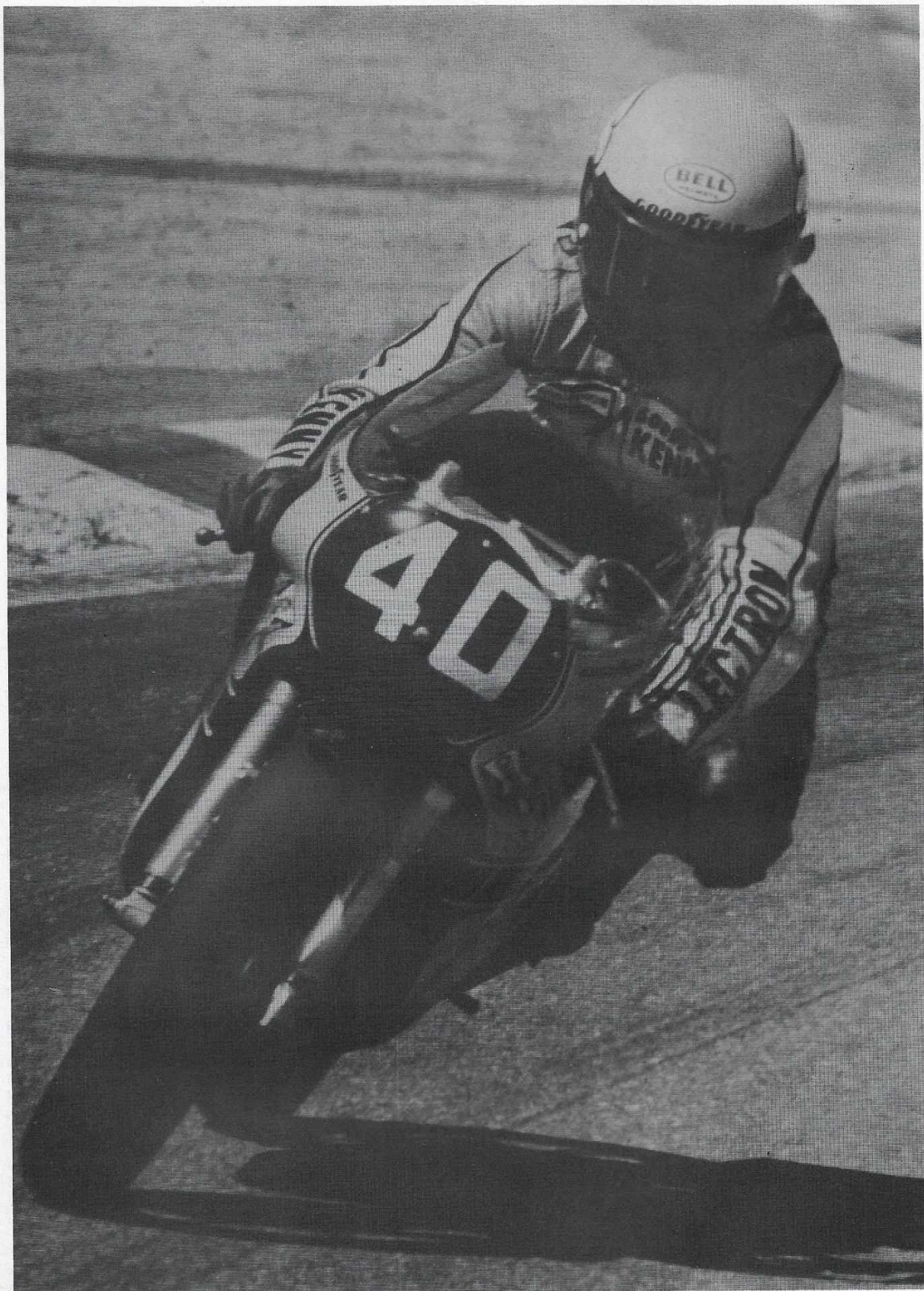
Instead he finished fifth, plagued by front brake problems, while Sheene on the lone Suzuki had his hands full with three Yamahas ridden by Johnny Cecotto, Kenny Roberts and Takazumi Katayama. Barry was with Johnny and Kenny right until the closing stages, but a big slide lost him ground, and he finished third.

Roberts had a hairy moment when he took to the grass, and his last lap effort to oust Cecotto from number one spot failed by just one tenth of a second.



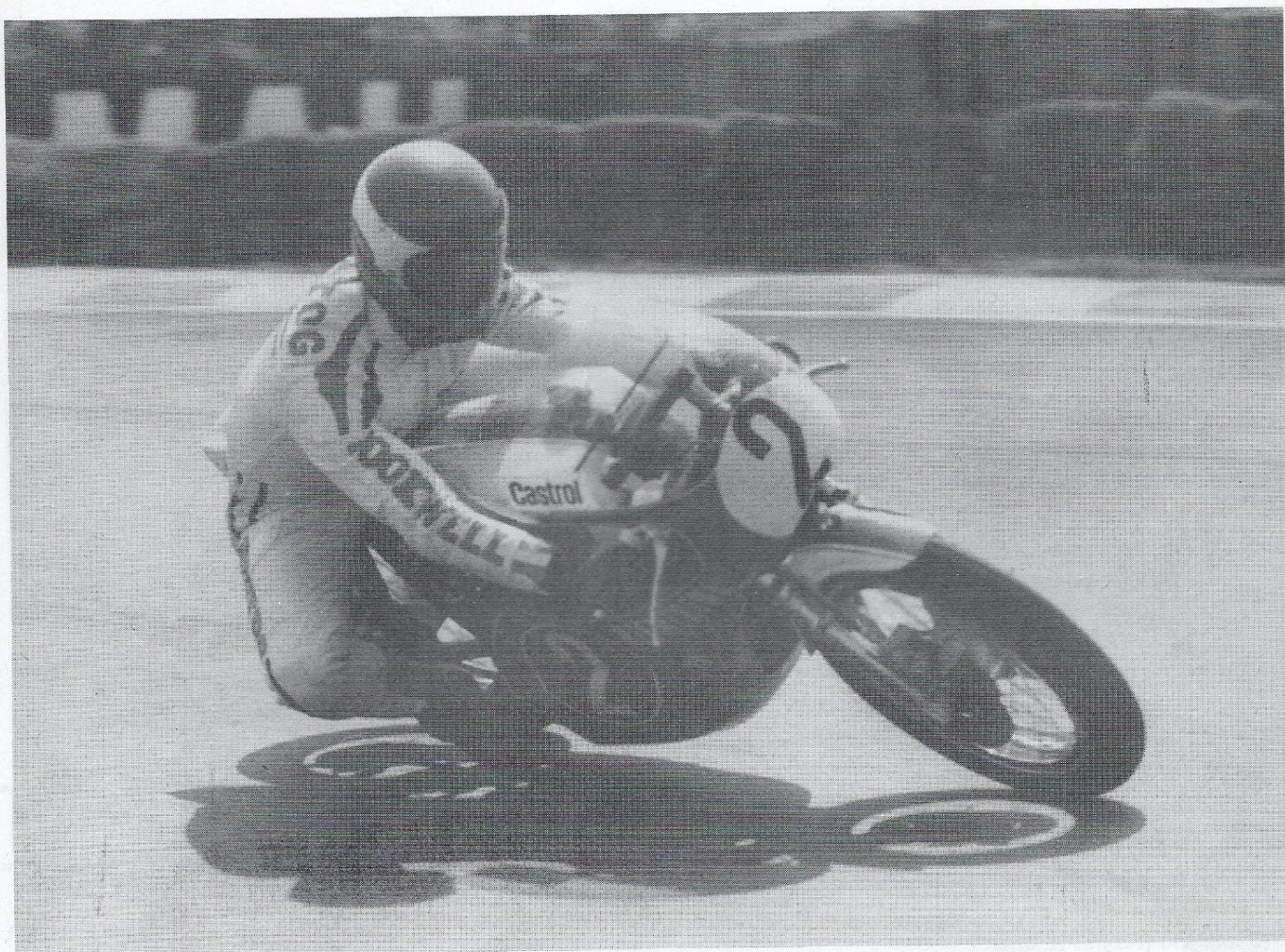
Sheene chases Roberts.

Photo by courtesy of Motor Cycle



Kenny Roberts.

Photo by courtesy of Motor Cycle



Wil Hartog

Photo by courtesy of Motor Cycle

Sheene looked much more like his old self then, though, and the following week had a battle royal with Roberts in the Belgian GP, but neither of these two could catch Hartog, who picked the right sort of tyres and disappeared into the distance.

The world title chase is far from over, and quite apart from the individual championship, the manufacturers award is highly valued by the Japanese companies, and both Yamaha and Suzuki have their eyes on it.

For that reason the Suzuki factory headquarters have decided that Hartog, and French privateer Michel Rougerie, who was loaned a spare factory machine by Sheene at the Belgian, have been drafted into the squad for the championship run-in.

Sadly Silverstone fans will not see last year's winner Pat Hennen in action. He's making steady progress in his recovery, but he will not be fit to ride for a while.

Johnny Cecotto bitterly disappointed with his luck at Silverstone last time, will be in action, though, and if the Yamaha works machine holds together Johnny will be among the leaders. But consistency this year has been missing from the Venezuelan's GP racing. He is riding superbly well and has topped the practice leaderboards several times, but the factory bike has blown up too many times for him to be a serious championship contender this time. If the bike holds together, he'll be a hard man to beat.

Roberts may have to admit defeat in the 250cc title chase soon, simply because his race programme sees him in action in the Belgian F750 round the same day as the Czech GP, which has no 500 race, and at the Laguna Seca back in the States in September on the same day as the proposed Yugoslavian GP.

Kenny, on the Kel Carruthers prepared and developed 250 Yamaha has been involved all season in a three way scrap with Australian Gregg Hansford and South African Kork Ballington on their works Kawasakis.

Roberts won in Venezuela and Holland, while Gregg grabbed victories in Spain and France, and Kork with only one win, in Italy,

at the time of writing took the championship lead after the Belgian round when his two main rivals hit mechanical trouble on the opening lap of the high speed Spa-Francorchamps track and he finished fifth.

But, like many of this season championship battles the FIM's decision to make all points count, means the result could be in doubt until the very last moment.

Last year Kork, riding a pair of Yamahas for the Sid Griffiths Racing Team scored an impressive double at Silverstone in the British GP that must have gone a long way towards securing his factory contract with Kawasaki.

The signing was a shrewd move, because Kork, impressive enough last year has blossomed into one of the best lightweight riders in the world with the Green Meanies.

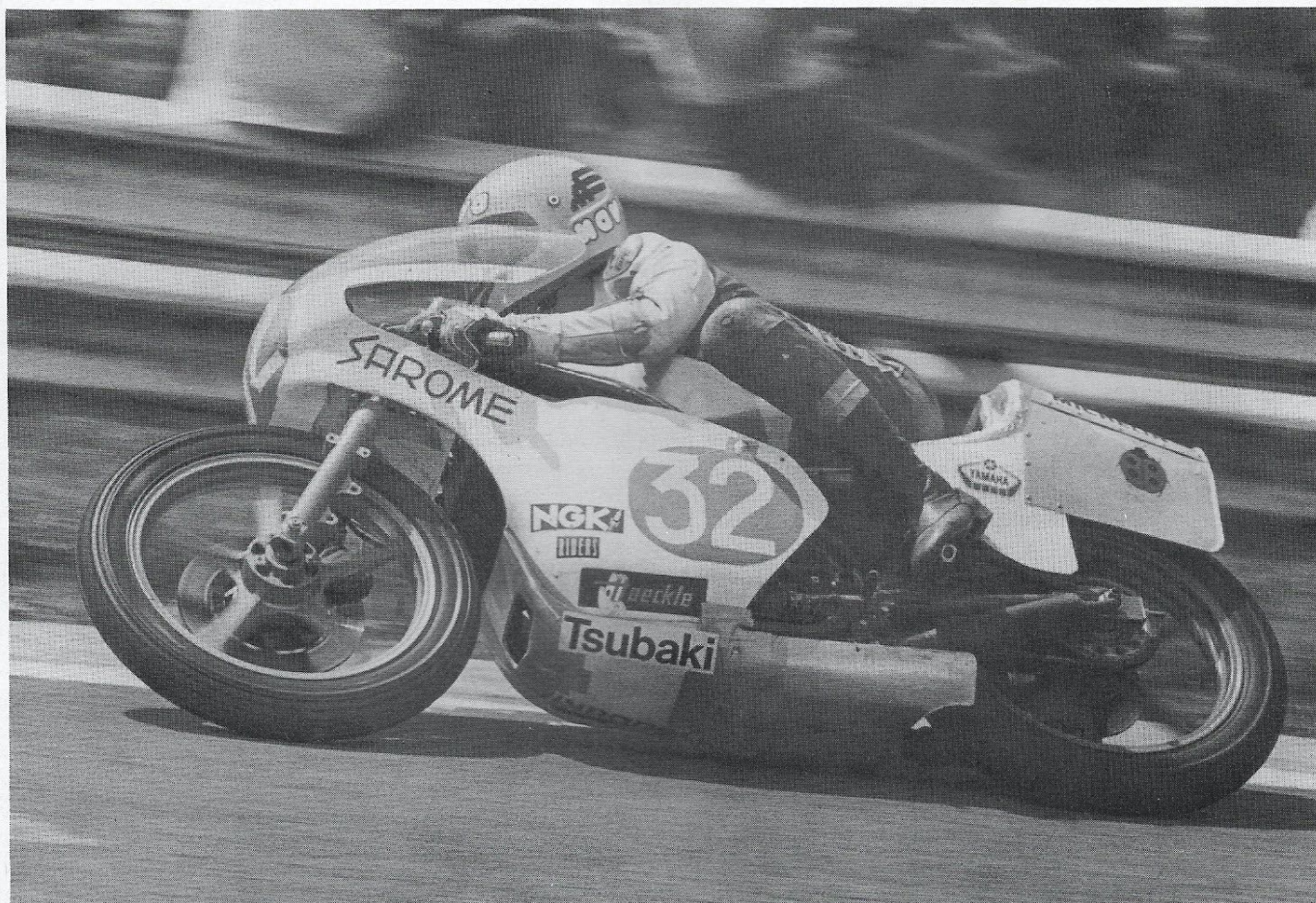
His victory in the 250cc class at Mugello, in the Italian GP, was masterful. But there's still a long way to go in the title chase, and Gregg Hansford, the tall blond Australian in his first full season in Europe cannot be counted out. Back home they laughed when Gregg started to ride small bikes in addition to his 750 Kwacker, but they don't laugh anymore.

Despite his size Gregg has proved that he is among the road racing elite, a position that Gregg would say has been achieved as much through the tuning skills of his friend Nev Doyle as his own riding.

Roberts, Hansford or Ballington then for the 250cc class, but keep your eyes on the dark horse, Franco Uncini. The swarthy, cheerful Italian was scooped up by Venemotos, the Venezuelan Yamaha importers who put Johnny Cecotto on the road to fame.

In recent GPs Uncini has started to cut the lead held by the front runners, and he has the skill, bravery and the machinery to overhaul the rest, if luck is with him.

Ballington and Hansford have been making the running in the 350cc class, too. The new machines from the Kawasaki factory, in line twin water cooled two strokes like the smaller model, have



Takazumi Katayama (top) and Tom Herron (bottom), two of the leading challengers in Grand Prix racing this year.

Photos by courtesy of Motor Cycle



been competitive and reliable, and the prospects of Japanese ace Takazumi Katayama retaining the crown for Yamaha look remote. But the Zooming Taxi never gives in. The factory have decided not to run the three cylinder this season, and so Takazumi has had to campaign on the twin cylinder model.

The works bikes have made life tougher than ever for the privateers, and even the Morbidelli team on the quicker circuits have proved themselves uncatchable by standard production Yamahas. Watch out for Paolo Pileri and reigning 250cc title holder Mario Lega!

Jon Ekerold, the fiery South African now resident in Holland, Frenchmen Olivier Chevallier and Patrick Fernandez, Finn Pentti Korhonen and Italian Franco Bonera, not forgetting Ulsterman Tom Herron have proved themselves to be capable of winning GPs in the past and if the works boys miss out then they will be there to pick up the pieces.

But being a works rider isn't always a guarantee of success. This season cruel luck has dogged Mick Grant in his world championship outings, on the Green Meanie, but though Mick had some superb wins last year he has failed to recapture that sort of success. Last August at Silverstone Mick and his team mate then, Barry Ditchburn missed the crucial warm up lap. Well it's reasonable to assume Mick won't do that again, and it would be nice to see the cheerful, unassuming Yorkshireman on the winners podium!

British fans are sure to have a treat on their hands in the 250cc class. When West German tuner Jorg Moller moved from the Morbidelli factory to the rival firm of Minarelli it looked as though he and reigning champion Pier Paolo Bianchi would have no trouble in winning the title.

The new Minarelli handled better than the old Morbidelli and punched out more power, but after beating fellow countryman Eugenio Lazzarini in the Venezuelan round, Bianchi crashed at Jarama in the Spanish GP, and then failed to score in the Italian and Dutch rounds through mechanical problems.

While Bianchi suffered Lazzarini piled on the points to take the lead. But Bianchi's hopes of retaining his world title have been

boosted by the dramatic decision by Spaniard Angel Nieto to leave the Bultaco factory team in GP events, though he will still ride the Barcelona built two strokes in Spanish events, and team up with Bianchi in the Minarelli line up.

First time out, at the Belgian GP at Spa Francorchamps in a race ruined by the rain, Angel shadowed Pier Paolo over the line to push Lazzarini down another spot, and help cut the Morbidelli rider's lead.

There are few better 125cc racers in the world than Nieto and Bianchi must be breathing a sigh of relief that he is with him, and not against him.

But Lazzarini, as Silverstone spectators saw last year is a fine rider of little bikes, too. Loss of power cost him victory over Pier Luigi Conforti last time he rode in Britain, but the latest MBA machine with Morbidelli engine, and Eugenio's own frame and cycle parts is a very competitive bike. The married man would like to win the title, and he is in line for the 50cc class, too, and points will be at a premium.

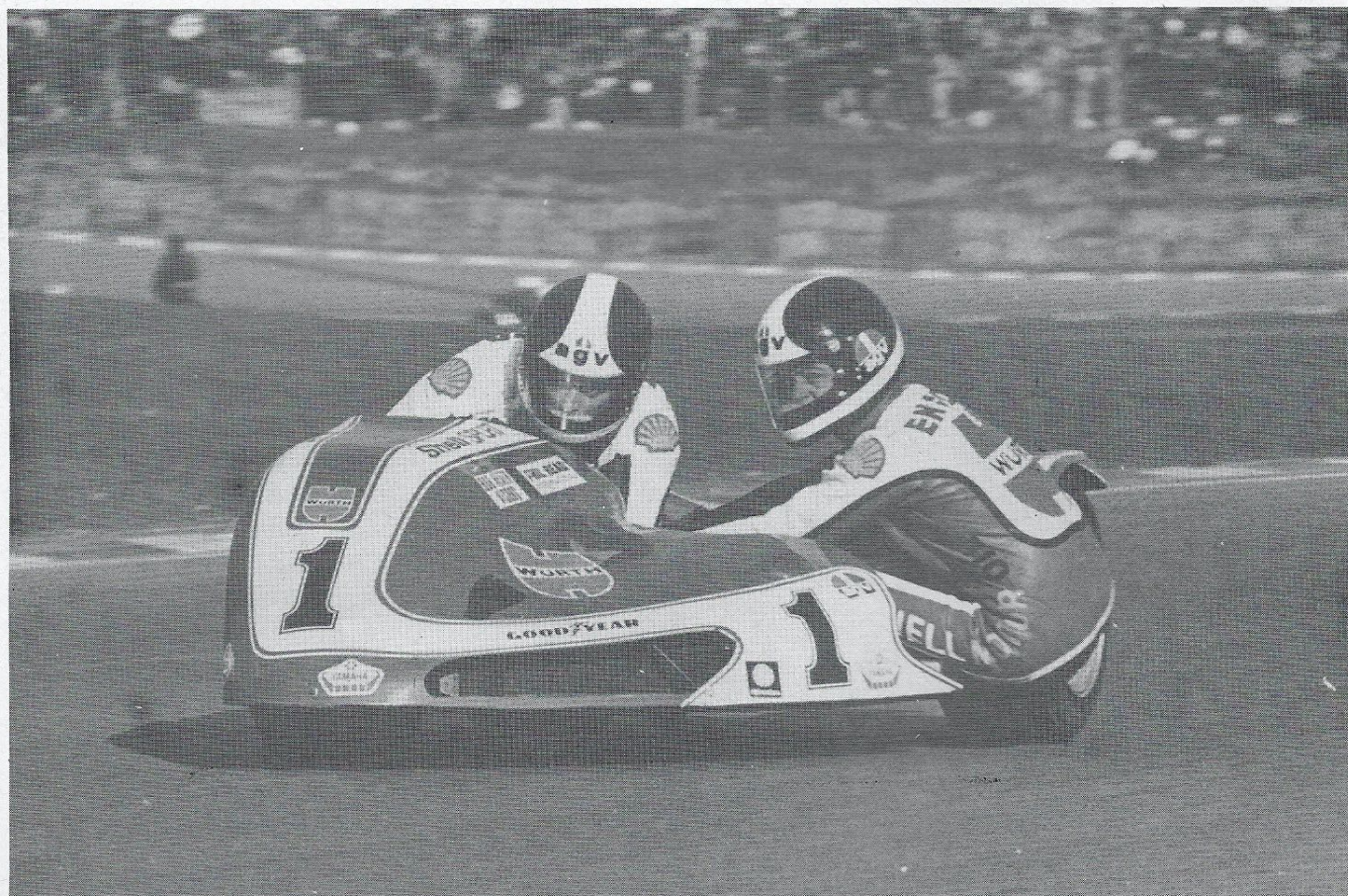
Before Nieto lined up with Minarelli, though, he tried to beg, borrow or buy the super quick Morbidelli of Austrian Harald Bartol, and that gives some indication of the respect the blond haired rider/tuner's work is held with his rivals. In the wet Bartol isn't particularly impressive, but on a dry track he is a top runner, and the high speed Silverstone circuit could be just up his street.

Quick, too, is the French built Motobecane, but Thierry Espie has had some bad luck this year, and engine failure and crashes have cost him many points when well placed.

Last season the 125cc race was a big bore at the GPs as Bianchi destroyed the opposition on the works Morbidelli, but this year it is a very different story.

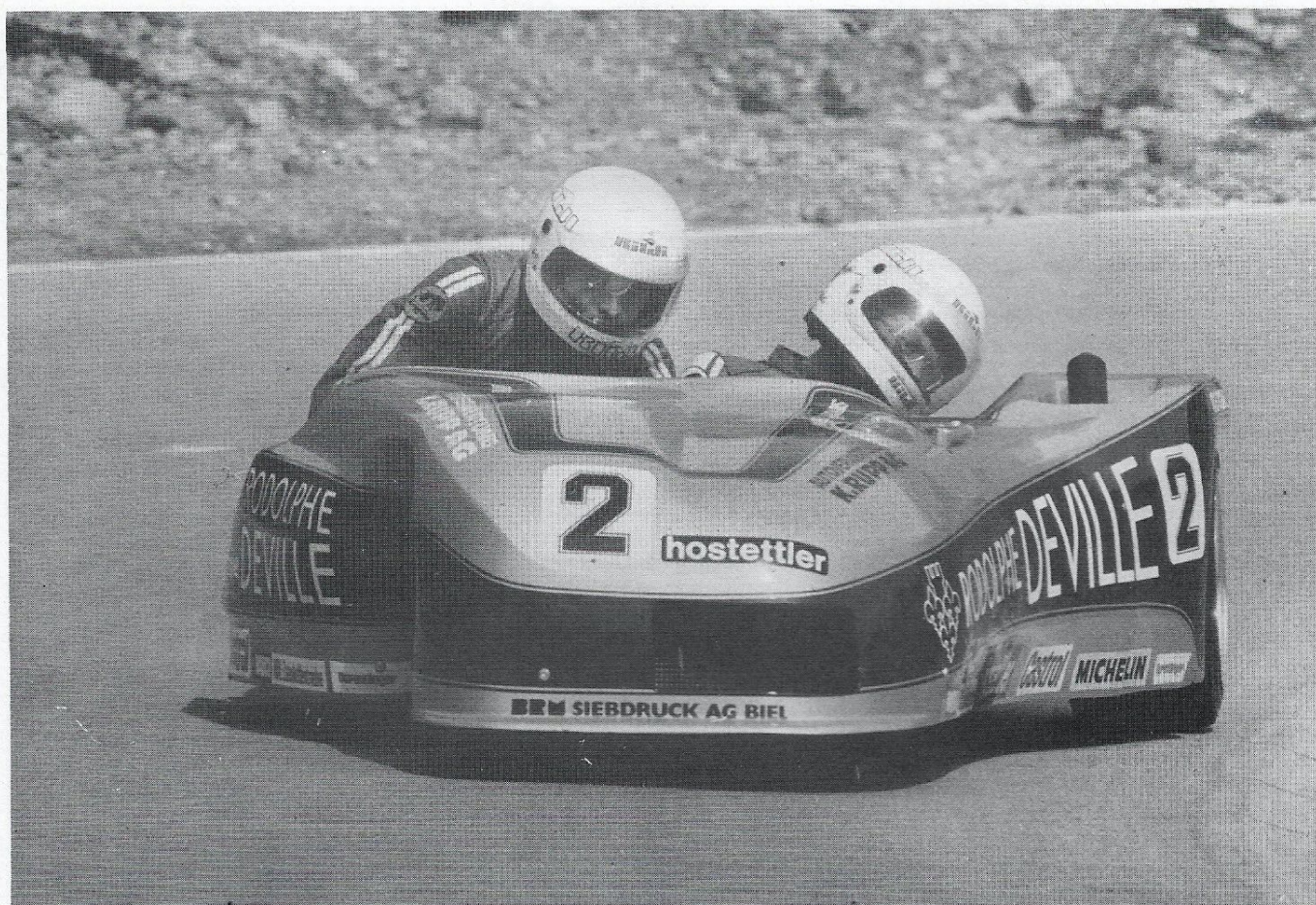
Even the privateers have made a big impression, and Italian Maurizio Massimiani cannot be far away from notching his first GP success on his own Morbidelli.

Frenchman Jean Louis Guignabodet and Patrick Plisson, Swedes Bam Carlsson and Benga Johansson, Swiss Hans Muller and Stefan Dorflinger and not forgetting Britain's own Clive Horton can all be expected to add their bit to what might well prove



George O'Dell, sidecar World Champion, who clinched his title at Silverstone last year.

Photo by courtesy of Motor Cycle



Rolf Biland, current leader in the sidecar World Championship.

Photo by courtesy of Motor Cycle

to be one of the best races of this year's John Player Grand Prix.

It's been a hard slog for Clive in his battle to ride in the 125cc series. Quite apart from the financial cost of riding in meetings where the basic start money doesn't even pay a rider's expenses, the Derby rider, helped by the Brader brothers and Wide Range has argued, pleaded and fought for the chance just to qualify at some events. But the effort has been worth while in terms of reputation and success.

This time last year George O'Dell was poised on the brink of his first sidecar world title. Sadly the Hemel Hempstead ace is out of the championship hunt, but the very fact that he is riding here at all is a tribute to his determination, guts and bravery, the same qualities that earned George his crown last time!

Soon after clinching the title George crashed at Laguna Seca and broke his thigh. He fought his way back to fitness in a short period thanks to many factors including training at Watford football club. No wonder they got promotion this season!

Then, just before the TT races Cliff Holland, George's passenger fell out of the chair at a televised race at Brands Hatch. He was rushed to hospital with serious injuries and George, reluctantly went on to the Island.

There he crashed, in training, with a Manx boy as stand in passenger, and George broke his other leg. That too, was pinned, and within six weeks George and Cliff, both recovered, were out racing, and winning at the Donington Park international.

The man that George pipped at the post last time looks set to win the crown this year, but Rolf Biland, the little Swiss driver has lost a few friends along the way.

His latest device, officially known as the Beo Yamaha, but nicknamed the Reliant by the rest of the paddock. It looks more like a car than a sidecar outfit, but it is within the existing FIM rules, and therefore there is little anyone can do, but complain!

Heavier than most conventional outfits the Reliant may prove to be not quite so effective round Silverstone as the Trachsel built sidecar that Rolf uses as a substitute. If he does then no one will be happier than his British passenger Kenny Williams who dislikes the

"reliant" intensely, simply because he has little work to do once he has helped Rolf push the thing into life!

In Austria in the opening round Rolf used the Trachsel and won, but his successes on the Reliant later in the French and Italian rounds did little to appease his rivals.

There was talk early on, about a boycott of races where Rolf drove the machine, but that fizzled out, and when Rolf broke down in the Dutch TT, West German Werner Schwarzel and Andreas Huber on the Helmut Fath built Aro outfit managed to close the gap.

But though Rolf was pushed into third spot in a waterlogged Belgian GP by fellow countryman Bruno Holzer and Frenchman Alain Michel he pulled away from Schwarzel, who failed to finish because of a sticking throttle.

Sadly Geordie MacHobson, who with Kenny Birch alongside him, had been in the title chase till tragedy struck at the start of the first Sidecar TT when both were killed in an accident at the top of Bray Hill. The sport not only lost two fine men, but sidecar racing lost one of its best and most experienced exponents.

Former world champion Rolf Steinhausen, with experienced Wolfgang Kalauch in the chair has had a diabolical season so far, but the West Germans can still produce a GP winning performance and they cannot be ruled out of the reckoning.

Holzer's first GP win at Spa Francorchamps will have done wonders for his confidence and the wide open spaces of Switzerland will suit him, and fellow countryman Hermann Schmid, who has Kenny Arthur in the chair must click into form soon, too.

Dick Greasley with Gordon Russell, plus the London pairing of Bill Hodgkins and John Parkins have been impressive in the GP trail so far, and Scotsman Jock Taylor, with teenager James Neil in the new Windle outfit has at last begun to sort out his sponsorship problems.

Jock, runner-up in the British championship last year to Bill Hodgekins looks set for a rosy future in sidecar racing, and a first three placing here at Silverstone would be a nice way to prove that!

TT FORMULA I

by Barry Coleman Editor, *Motocourse*
Motorcycling Correspondent, *The Guardian*

The TT Formula One series has a short but vivid history. For some people, not least among them the FIM and the ACU, it has worked out surprisingly well. For others, notable Sports Motor Cycles and Mr Topps, it has turned out to be the most spectacular stroke of good fortune in the history of sponsorship. For the rest of us, spectators and competitors, it has provided some good, close, and aggressive racing. And, if nothing else, it has put a lump in the throat of the four-stroke fiend that has kept him quiet all season long.

The organising bodies, in Britain the ACU and on the grand international level the FIM, announced the TT Formula plan in 1976, along with their proposals to revitalise the Isle of Man TT. The formula classes One, Two and Three were patiently explained as attempts to encourage four-stroke racing. In fact, though the package came in a welter of figures and regulations, the Formulas were simply ways of making sure that two-strokes couldn't win. The line, in terms of cylinder capacity, could have been drawn anywhere. In practice it was drawn just close enough to encourage a handful of two-strokes to contest the Formula races in 1977. But their engines weren't big enough and they were thrashed in all classes by the high-revving and very fruity-sounding four-strokes.

So, the boot was transferred. The four-stroke ruled. Not only that, but it appeared to have banished the two-stroke fair and square. That made a difference. A series for four-strokes only would simply have looked like cheating and no one would have taken it seriously. Because (whisper this when believers are present) the two-stroke, in obedience to the laws of thermodynamics, is faster and better suited for racing. Nonetheless,

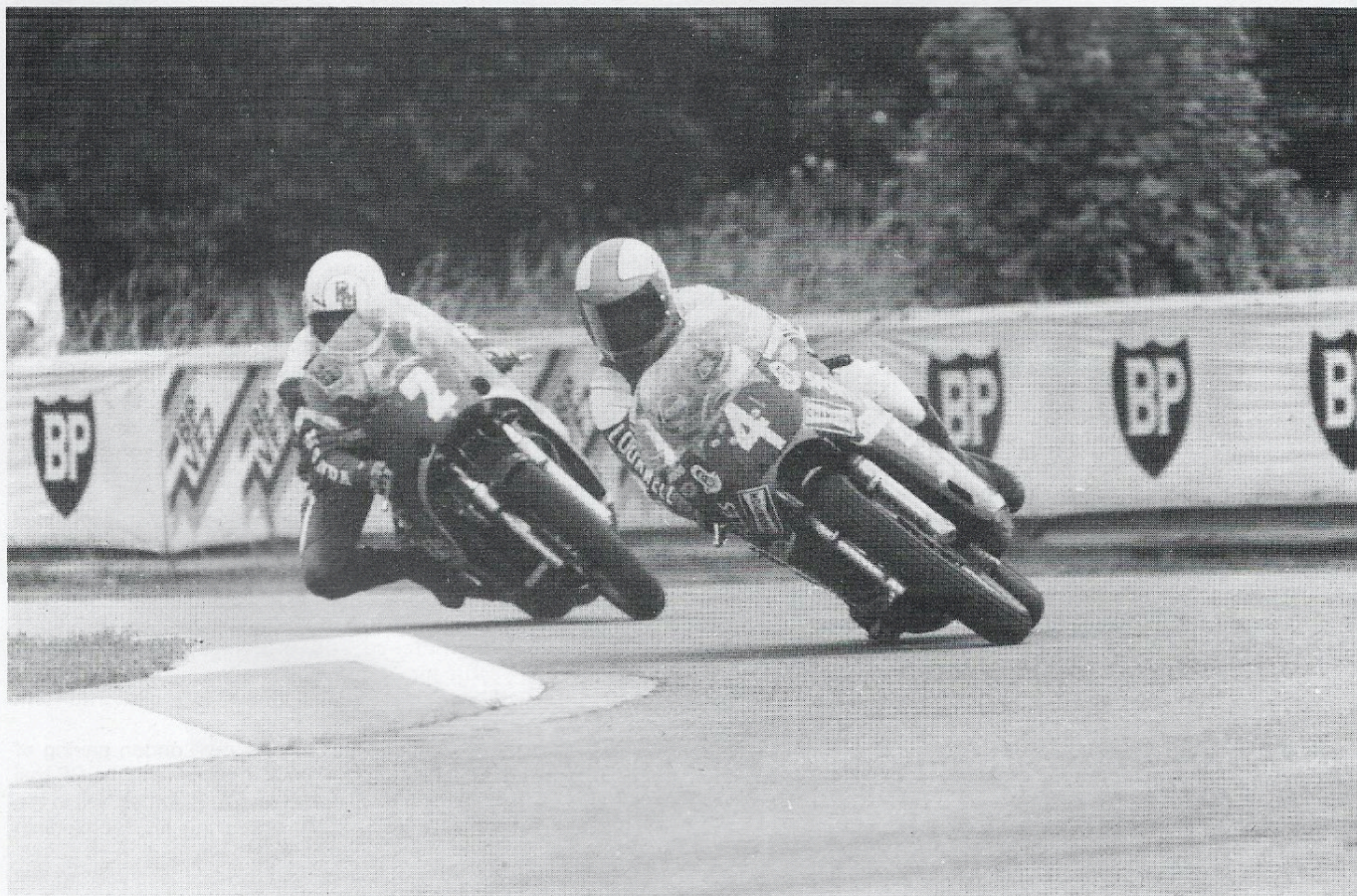
the rebirth of four-stroke racing was skilfully and thoughtfully attended to.

As we know, Formulas Two and Three floundered. For better or worse, they have not caught the imagination. But they still have the important job (if you see it that way) of keeping the Isle of Man TT dates free of world championship clashes (because they, cunningly, are themselves world championship classes) and they seem to fit conveniently into the TT programme. But the Formula One (for two-strokes of 351-500cc and four-strokes of 601-1000cc) is another matter. Formula One has caught on, to say the least of it.

Formula One in the Island had a wonderful start. Phil Read not only made it the first race of his TT return — he won it. And not only did he win it — he won it in a marvellous flurry of controversy surrounding the shortening of the race. Honda, as it happens, were blameless, but a great fuss developed. It was nothing to do with Read, but it was typical of the colourful material with which his career has been fashioned.

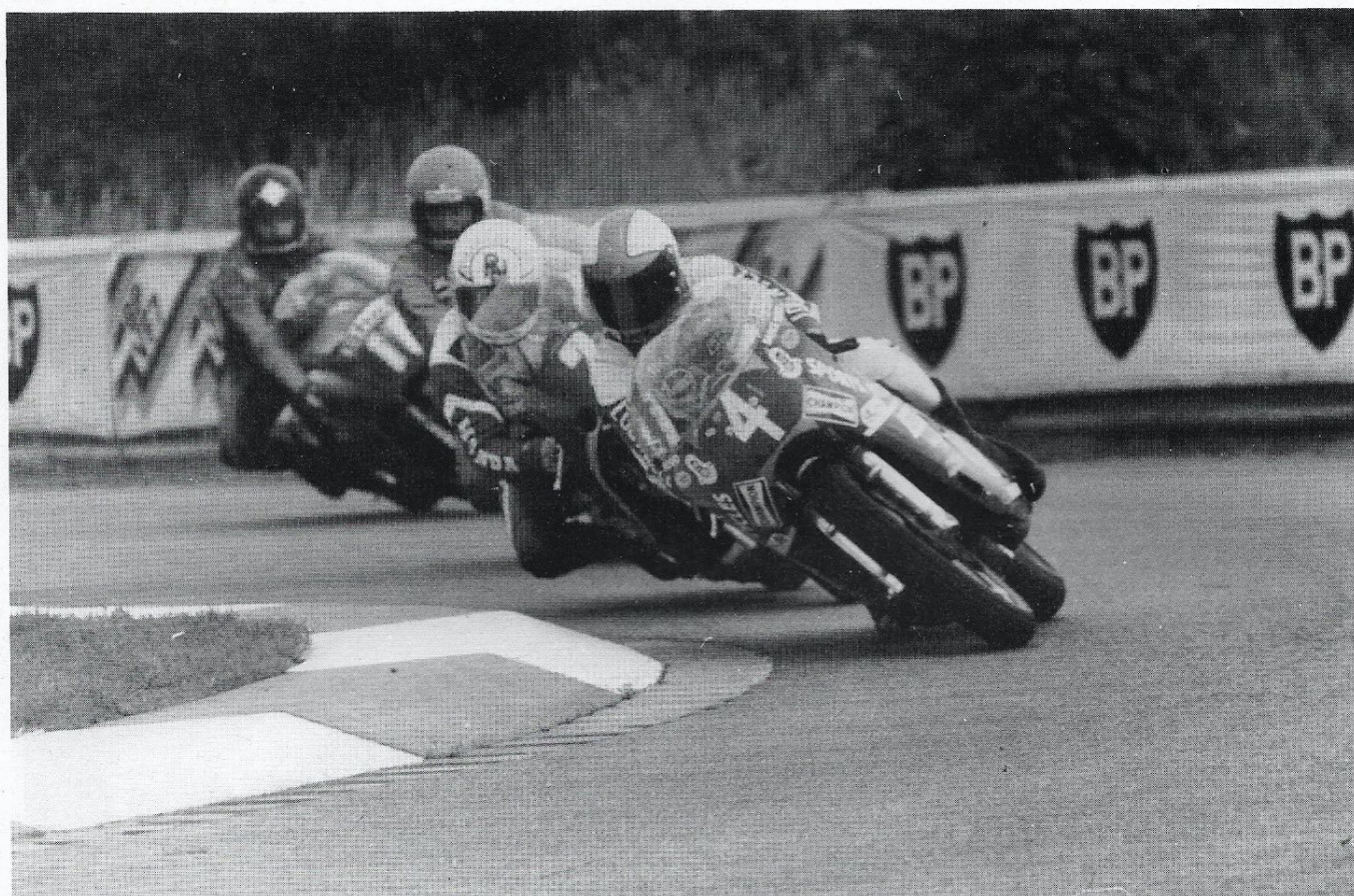
It had been a good race. Everyone saw the merits of the class and the ACU, encouraged no doubt by Honda as well as by other entrants who had machinery nicely dressed with nowhere much to go, transported the idea to the mainland. Ron Haslam won here at Silverstone and Stan Woods won later in the year at Brands.

That might well have been the end of it. Certainly the ACU were ready to run a complete series for 1978, but that alone wouldn't have guaranteed its success. Its weaknesses were indeed beginning to show. In spite of some good riding by John Cowie and Tony Rutter at Brands, the works Hondas seemed unbeatable.



Haslam chases Hailwood.

Photo by Graham Hind



Close racing in TT Formula 1.

Photo by Graham Hind

Watching them win time after time wasn't going to be much fun. A long string of four-strokes, however throaty, trailing behind a brace of works bikes would condemn the Formula to being a programme filler — for as long as it lasted.

Then came the windfalls. First, the money. Mr Topps, the clothing manufacturers, wanted to make a sensible contribution to the sport and found themselves gingerly nursing the fledgling class. Money is important in motorcycle racing. There isn't enough of it. Mr Topps were more than welcome.

Next came the memorable phone call to Sports Motor Cycles in Manchester — Ted Macauley, asking if they would mind lending their machinery to, well, this friend of his in New Zealand who used to be a racer and fancied having another go. Mike Hailwood, actually. Could he have a gallop round the Island?

Sports didn't believe it when they heard it and they don't seem quite to believe it now. To say that Hailwood's contribution has given Formula One quite a boost, and that Sports Motor Cycles were pleased with the publicity, would at least cover the case.

The other important change in Formula One, the one that has made the racing so interesting this season, is that the Hondas are being beaten. The racing has opened up and become much more than either a four-stroke gimmick or a Honda benefit.

The rules, simple though they are, have given rise to almost as much fun as the racing, particularly since the official version is in French and the various translations are for guidance only. The French says that you can do what you like to your chassis, so that's easy enough. It also says that carburettors must be standard in the sense that 200 machines bearing them have been produced. Honda, it turned out, had homologated the special carbs used on their Formula bikes, though some failed to see how. Gus Kuhn ran into bother when they were politely informed that their carbs were non-standard.

There was more excitement over specifications when it was suggested that Hailwood's Ducatti had special bits. Of course special bits are allowed, as long as the material of the castings isn't altered. In other words, the engine has to be one that was originally intended for the road, not, for example, one cast in magnesium. Sports Motor Cycles had incorporated an oil filter, but in strict compliance with the official rules, in their official French.

The spirit of the thing is what really matters in Formula One, though of course someone has to play policeman. The point of the racing is not only to create some variety by encouraging four-strokes (not that they need much encouraging — at Donington last month they were circulating about as fast as the 500s) but to put production-based machinery at the forefront of British racing. Not every production-racing purist will care for Formula One; but there's no doubt that in terms of spectacle it is generally superior to production racing and in terms of variety is every bit as good. It also, of course, allows and encourages both engine and chassis development.

The first round of the Mr Topps series, at Oulton on May 1, began with the predicted altercation between Ron Haslam and Phil Read — the works bikes, it seemed, having their own way again. Read won, certainly, but Haslam fell, giving Tony Rutter on Mocheck's Honda and John Cowie on Peckett and McNab's Kawasaki some points and some encouragement. Asa Moyce was a promising fourth on his Mead Speed Kawasaki and Chas Mortimer made an appearance, finishing sixth on the Kuhn Suzuki.

At Cadwell three weeks later, the emphasis changed. Haslam won, but probably only because Stan Woods, leading on Mocheck's device, fell on the last lap when an oil leak made a bad impression on his rear tyre. Haslam rides well at Cadwell; it seemed that Mocheck had found legs to suit the pace. Tony Rutter on the other Mocheck preceded Read into third place and a good

performance from Cowie, who led in the early stages, promised well for the remainder of the series.

The Mochecks dominated the King of Brands round and this time both Woods and Rutter got the better of Haslam. Cowie and Moyce were close at hand with the Kawasakis. After Brands, Rutter led the series from Haslam, Cowie, Read, Moyce and Woods.

Hailwood wasn't expected, by and large, to do much at the TT. It was only sensible to agree with Mike's own assessment that he could hardly expect to win, bearing in mind all the circumstances, especially after Read lapped in practice at 109 mph while Mike was still in the region of 104 mph. Then came the Friday evening. Hailwood turned nasty and came back with a lap of over 111 mph. Informed opinion swung suddenly in his favour. All he had to do then was win the race. Which he did.

The TT result suggested that Hailwood's Ducatti was quick. But he was still not expected, by and large, to win at Mallory. Wrong again. Cowie led from Read and Hailwood took both of them, without evident difficulty. It was, however, a hard race, and one of the most memorable in recent racing history. Not just because of Hailwood's ripe old age of 38 and his mighty legend, neither of which really count, but of the way he rode that Ducati. We didn't want to see him potter round; we didn't even want to see him win. What we wanted to see was a motorcycle ridden to perfection. And we saw it.

The race at Donington was another remarkable episode.

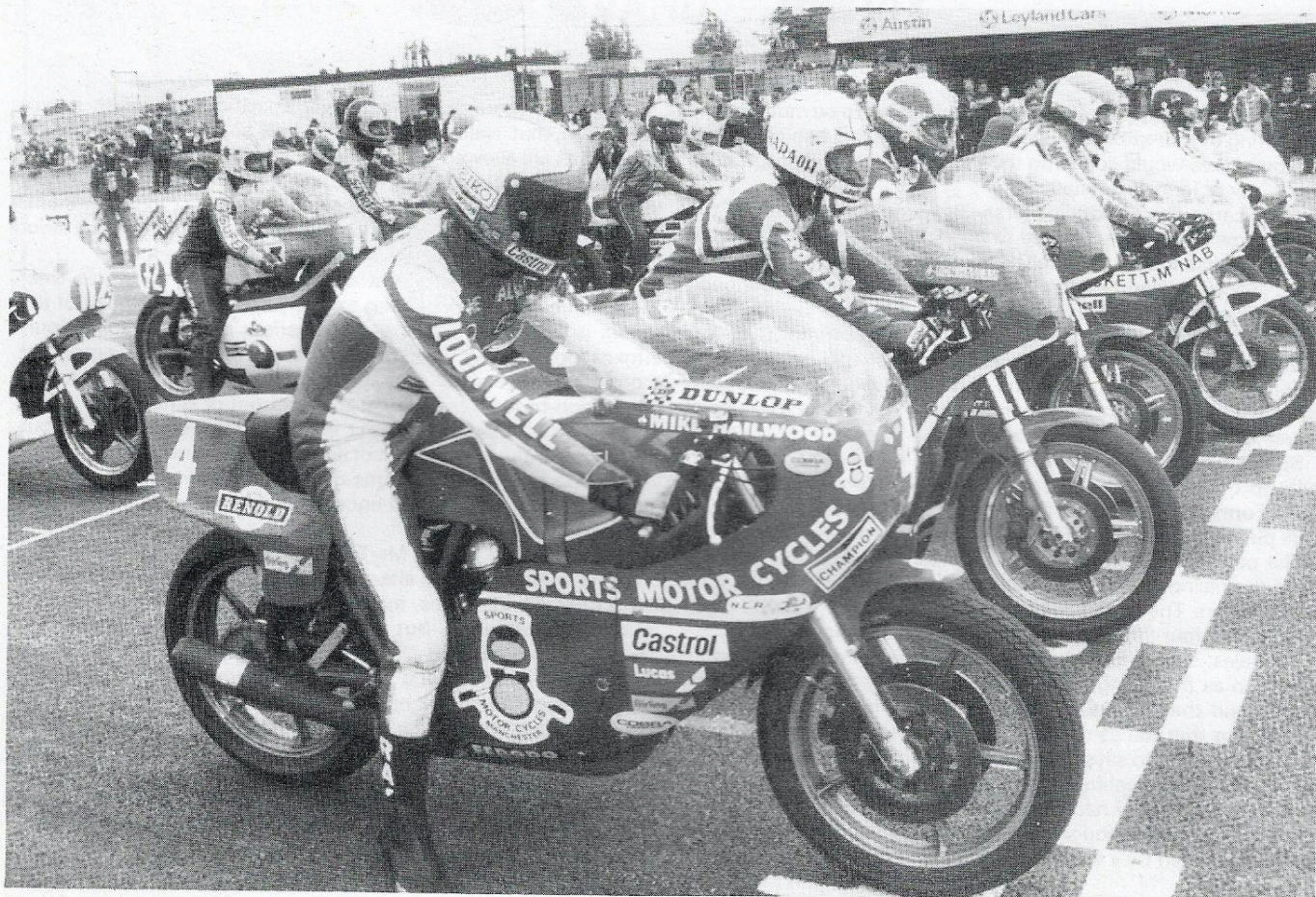
Because of Hailwood and because of Roger Marshall, who brought that swift Mocheck up from the rear, passed Haslam on the works Honda, and then passed the great man on his Ducati. It was hard competitive riding. If Hailwood's return does nothing else, it inspired that in an already aggressive rider. The will to win matters in motorcycling, even when you are an oddball amateur like Hailwood.

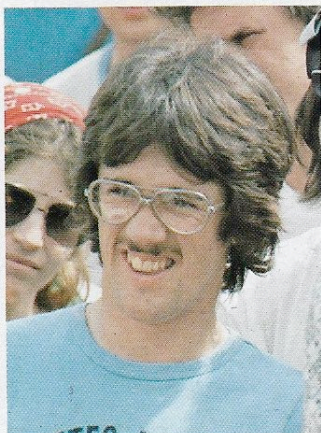
Hailwood intends to win at Silverstone. We know now that all his talk about taking it easy, seeing how it went, amounted to nothing. Of course he meant it. But even he had probably forgotten the force of the urge to win. The cards are face up on the broad Silverstone track. Power matters, and courage, because the bends are fast. Aggression matters, because only supreme aggression will beat Hailwood. But the field is undoubtedly aggressive and none of the leading performers will have the slightest compunction about beating this grand old man (who is in fact little older than they are) even if it is the poor old boy's swan song. He in turn will make mincemeat of them if he can; and now they know it.

The Return of Hailwood, however brief, will of course become legend. As luck would have it, the comeback centred on Formula One. Indeed, luck is hardly the word. The class — with its basic formula obviously correct — would certainly have produced, in any case, some good and interesting racing. But Hailwood's performances have instantly given it a status that would otherwise have taken years.

Hailwood on the starting grid.

Photo by Graham Hind





Steve Baker



Barry Ditchburn



Mick Grant



Wil Hartog



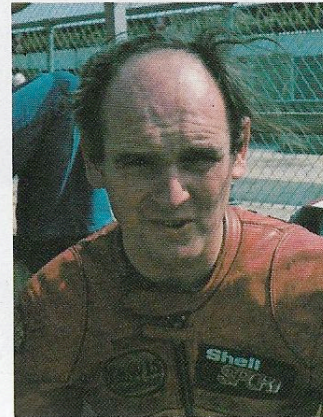
Steve Parrish



Kenny Roberts



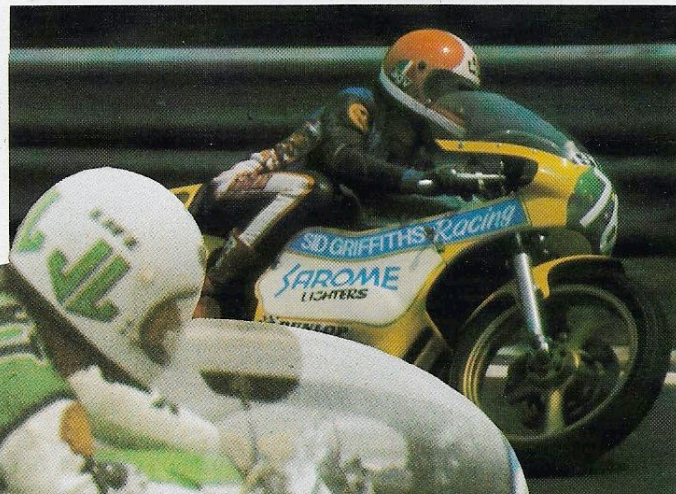
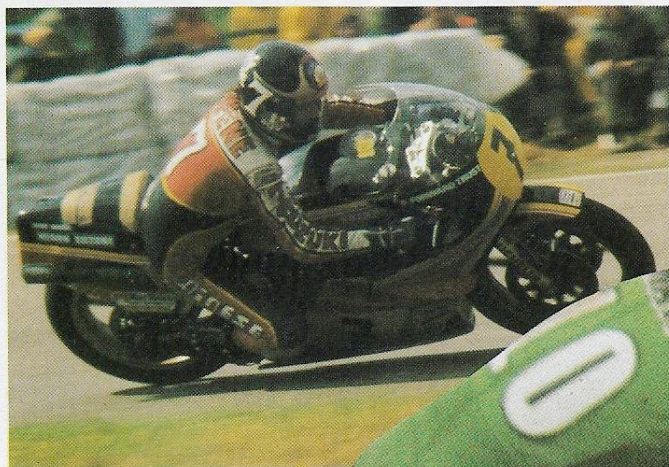
Michel Rougerie



Tony Rutter

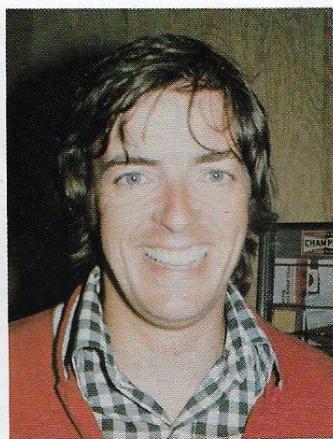
PORTRAIT GALLERY

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





Takazumi Katayama



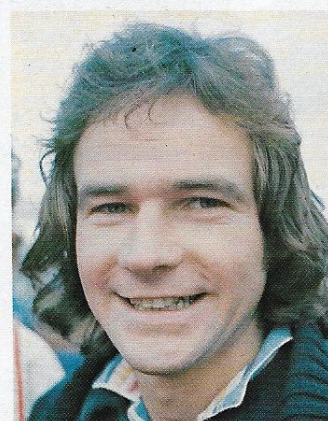
Charles Mortimer



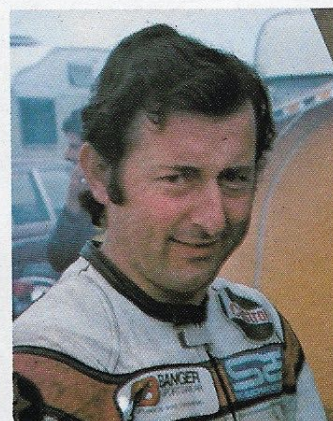
Clive Padgett



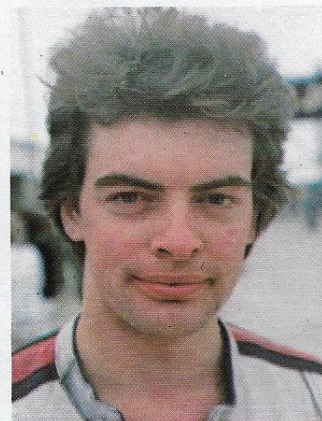
Victor Palomo



Barry Sheene



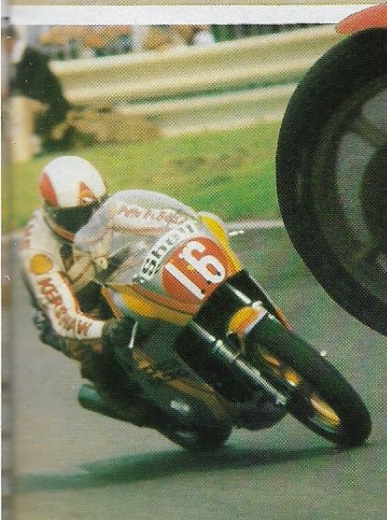
Walter Villa



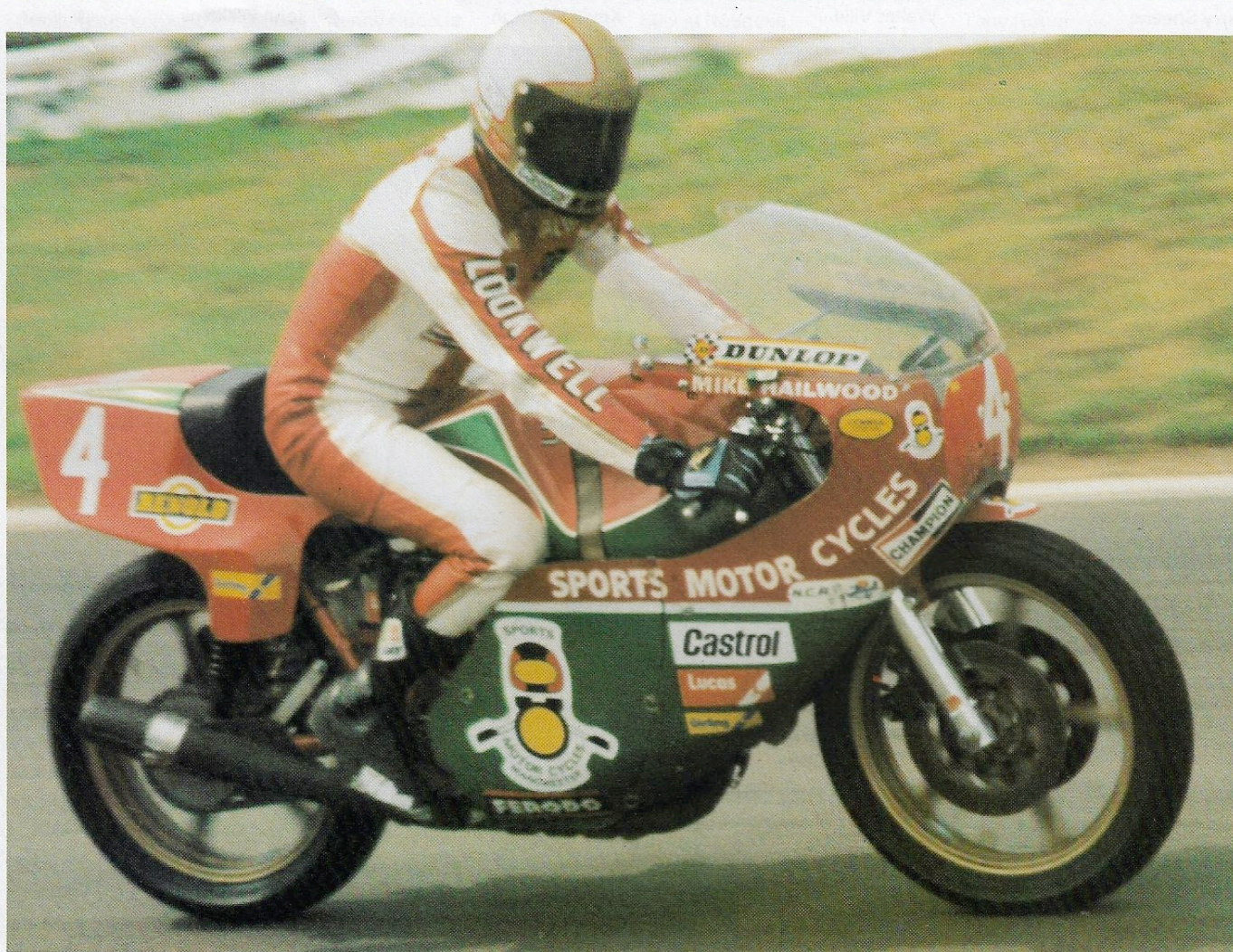
Kevin Wretton



John Williams



WELCOME BACK MIKE HAILWOOD



Saturday

Race 1

Start 15.00 hours

DAILY EXPRESS T.T. FORMULA I RACE

for solo four strokes over 600 cc and not over 1000 cc
two strokes over 350 cc and not over 500 cc

12 laps
35.124 miles
56.196 kms

No. RIDER/ENTRANT

- 1 MIKE HAILWOOD/Team Castrol Sports M/C
- 2 RON HASLAM/Honda Britain
- 3 TONY HOLLAND/RDH Motors
- 4 TOM HERRON/Mocheck
- 5 CHAS MORTIMER
- 6 BILL SMITH/Dixon Racing
- 7 PHIL READ/Honda Britain
- 8 TONY RUTTER/Mocheck
- 9 ALEX GEORGE
- 10 ASA MOYCE/Mead Speed
- 11 STAN WOODS/Mocheck
- 12 MALCOLM LUCAS/Beebee Bros.
- 13 MICK HUNT/Team Castrol Sports M/C
- 14 FRED RILEY/John Blanchard
- 15 BERNIE TOLEMAN/Gus Kuhn Motors
- 16 RICHARD GAMBLE
- 17 STEVE GALPIN/Acton M/C's
- 18 PETE GIBSON/All Speed
- 19 DAVE CARTWRIGHT
- 20 ROGER BOWLER/J. Brett M/C
- 21 MICK HEMMINGS/Robertson Racing
- 22 JAN STRIJBIS/Robertson Racing
- 23 JOHN JUDGE
- 24 RAY KNIGHT/Motorcyclist Illustrated
- 25 HARTLEY KERNER/Motorcyclist Illustrated
- 26 PHIL LANDEG/APS. M/C's
- 27 BILL MARKS/Fran Ridewood
- 28 DENNIS McMILLAN/Mercury Tools Challenger
- 29 ROGER NICHOLLS/Team Castrol Sports M/C
- 30 TREVOR OSBORNE
- 31 TONY OSBORNE
- 32 BRIAN PETERS/G.E. Leigh M/C
- 33 MICK POXON/Robinsons of Derby
- 34 MARTIN RUSSELL
- 35 FRANK RUTTER/C.G. Chell
- 36 JOHN STEPHENS
- 37 TONY SMITH
- 38 PETER TAYLOR/Peckett & McNab
- 39 DENNIS TROLLOPE/Team Castrol
- 40 STEVE TRASLER/A Bennett & Son
- 41 JAMES WELLS
- 42 ROGER WINTERBURN
- 43 JEFF MILLER/Gordon Pantall M/C
- 44 SAM McCLEMENTS/P.K. Smithies
- 45 JOHN HAMMOND/Oxford Fairings
- 46 JOHN COWIE/Peckett & McNab
- 47 BRIAN ZEKY
- 48 RICHARD PECKETT/Peckett & McNab
- 49 DAVE MASON/Les Mason
- 50 STEVE MANSHIP/Wide Range Honda Centre
- 51 DARRYL PENDLEBURY

TOWN/COUNTRY

New Zealand
Langley Hill
Andover
Ireland
London W12
Chester
Oxshott
Brierley Hill
Scotland
Waltham Cross
Elton
Birmingham
Desford
Ickenham
London SE18
Oakthorpe
Hinckley
Romford
Offton
Crawley
Northampton
Holland
Pullox Hill
Lingfield
Norbury
Port Talbot
Bridgwater
Merton Park
Gwent
Basildon
Corringham
Liverpool
Derby
Yardley
Great Sutton
Cheltenham
Leicester
London
Kingswood
Weston Favell
Manor Park
Leicester
Australia
Ireland
Swindon
Worcester Park
USA
Woldingham
Tamworth
Leicester
Coventry

MACHINE

Ducati
Honda
Rickman/Kawasaki
Mocheck/Honda
Kawasaki
Suzuki
Honda
Mocheck/Honda
Honda
Kawasaki
Mocheck/Honda
BSA
Ducati
Ducati
Suzuki
Motoguzzi
Suzuki
Kawasaki
Ducati
Honda
Triumph
Triumph
Kawasaki
Dresda-Honda
Dresda-Honda
Honda
Norton
Ongar Kawasaki
Ducati
P&M Kawasaki
P&M Kawasaki
Suzuki
Triumph
Rustler/BSA
Honda
Honda
Laverda
Kawasaki
Fowler/Yamaha
Triumph
P&M Kawasaki
Laverda
Kawasaki
Triumph
Motoguzzi
P&M Kawasaki
Suzuki
P&M Kawasaki
Honda
P&M Kawasaki
Kawasaki

Lap Record:
Ron Haslam (Yamaha)
Race Record: Ron Haslam (Yamaha)

1 min. 41.74 secs.

103.56 mph
101.93 mph

13/8/77
13/8/77

RESULTS

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

Sunday

Race 2

Start 12.00 hours

JOHN PLAYER BRITISH GRAND PRIX WORLD CHAMPIONSHIP 350 cc RACE

for solos over 250 cc and under 350 cc

28 Laps

81.956 miles

131.124 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	PATRICK FERNANDEZ	France	Yamaha
2	TOM HERRON	Ireland	Yamaha
3	JON EKEROLD	South Africa	Opstalan
4	MICHEL ROUGERIE	France	Bimota Yamaha
5	KORK BALLINGTON/Team Kawasaki	South Africa	Kawasaki
6	OLIVIER CHEVALLIER/Andre Esso	France	Yamaha
7	CHRISTAN SARRON/Team Sonauto Gauloises GPA	France	Yamaha
8	TAKAZUMI KATAYAMA/Team Sarome	Japan	Yamaha
9	ALEX GEORGE/Hermetite/H.M.C.	Scotland	Hermetite-Yamaha
10	MICK GRANT/Team Kawasaki	Lepton	Kawasaki
11	CHAS MORTIMER/Sid Griffiths—Sarome	London W12	Maxton-Yamaha
12	JOHN DODDS/Yamaha Germany	Australia	Yamaha
13	BRUNO KNEUBUHLER	Switzerland	Yamaha
14	FRANCO UNCINI	Italy	Yamaha
15	GREGG HANSFORD/Team Kawasaki	Australia	Kawasaki
16	MARIO LEGA/Morbidelli S.P.A.	Italy	Morbidelli
17	RAY QUINCEY/Adriatica	Australia	Bimota-Yamaha
18	JOHN NEWBOLD/Ray Hamblin—M. Newbold	South Normanton	Yamaha
19	PATRICK PONS/Team Sonauto Gauloises GPA	France	Yamaha
20	GIANNI ROLANDO/Team Librenti	Italy	Yamaha
21	JOHN WILLIAMS/Appleby Glade	Wirral	Yamaha
22	MICHEL FRUTSCHI/Huiles Mineraler S.A.	Switzerland	Yamaha
23	GIANFRANCO BONERA/Team Kiwi Yamoto	Italy	Yamaha
24	EERO HYVARINEN	Finland	Yamaha
25	VIC SOUSSAN/George Beale	France	Yamaha
26	PENTI KORHONEN/RSS Racing Team	Finland	Yamaha
27	ANTON MANG/Kawasaki Motors	Germany	Kawasaki
28	LEIF GUSTAFSSON	Sweden	Yamaha
29	PAOLO PILERI/Morbidelli S.P.A.	Italy	Morbidelli
30	RAYMOND ROCHE/Audemar	France	Yamaha
31	SADAO ASAMI	Japan	Yamaha
32	PEKKA NURMI/Silja Line	Finland	Yamaha
33	ERIC SAUL	France	Yamaha
34	BARRY WOODLAND/Anderson Racing	Northwood	Yamaha
35	BORGE NIELSEN	Denmark	Yamaha
36	VICTOR PALOMO	Spain	Lombardini
37	DENNIS IRELAND	New Zealand	Yamaha
38	KEN NEMOTO	Japan	Yamaha
39	JOEY DUNLOP	Ireland	Yamaha
40	REINO ESKELINEN	Finland	Yamaha
41	WALTER VILLA	Italy	Harley-Davidson
42	FELICE AGOSTINI	Italy	Yamaha
43	DEREK CHATTERTON/Chatterton Motors	Boston	Chat-Yamaha
44	IAN RICHARDS/Dorothy Whitehouse	Essington	Yamaha
45	EDDIE ROBERTS	Birkenhead	Maxton-Yamaha
46	TONY RUTTER/R.W. Priest	Brierley Hill	Yamaha
47	JACK MIDDLEBURG	Netherlands	Yamaha
48	RICHARD HUBIN	Belgium	Yamaha
49	MAURIZIO MASSIMIANI/A. Naldoni	Italy	Yamaha
50	CLIVE PADGETT/Padgett's (Batley)	Batley	Padgett-Yamaha

Lap Record:

Kork Ballington (Yamaha)

1 min 36.06 secs.

109.69 mph

14/8/77

Race Record—Kork Ballington (Yamaha)

107.99 mph

14/8/77

RESULTS

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

Sunday

Race 3

Start 13.10 hours

JOHN PLAYER BRITISH GRAND PRIX WORLD CHAMPIONSHIP 125 cc RACE

24 laps

70.248 miles

112.392 kms

No. RIDER/ENTRANT

1	PIER PAOLO BIANCHI/Team Minarelli Corse
2	EUGENIO LAZZARINI
3	ANGEL NIETO
4	JEAN-LOUIS GUIGNABODET
5	GERT BENDER/Team Bender
6	HARALD BARTOL/Memphis Team
7	STEFAN DORFLINGER/RSS Racing Team
8	HANS MUELLER
9	PIER LUIGI CONFORTI
10	MAURIZIO MASSIMIAMI/Antonio Naldoni
11	JULIEN VANZEEBROEK
12	BERND SCHNEIDER
13	WALTER KOSCHINE
14	RICARDO TORMO
15	MATTI KINNUNEN/RSS Racing Team
16	BENGT GORAN JOHANNSSON/Lennart Winkvist Racing
17	PER 'BAM' CARLSON/The Apple
18	JEAN-CLAUDE SELINI/Morbidelli France
19	ENRICO CEREDA
20	FELICE AGOSTINI
21	GORDON SHIRTLIFF/Granby Motors
22	JOHN KERNAN
23	ALDO PERO
24	PATRICK HEROUARD/Moto-Club de Monaco
25	JAN HUBERTS/Hazetkas
26	BENNIE WILBERS/Team 77 MRT
27	HENK VAN KESSEL/NGK Team
28	KEES VAN DE VEN
29	JAN UBELS/Hotel de Jonge
30	CEES VAN DONGEN/H.V. Racing
31	CLIVE HORTON/Brader Wide Range
32	ROY GARNETT
33	LEIGH NOTMAN
34	DANIEL MEYER
35	THIERRY NOBLESSE
36	ALAIN PELLET
37	PATRICK PLISSON
38	THIERRY ESPIE/Motobecane
39	YVES DUPONT
40	MICHEL BALOCHE
41	ROLF BLATTER
42	MARC-ANTOINE CONSTANTIN
43	KARL FUCHS
44	WERNER SCHMIED
45	HANS HUMMEL
46	AUGUST AUNGIER/MRSC Gunskirchen
47	ERNST FAGERER/Jim Beam Team
48	BRIAN ZEKY
49	LEN CARR/Wide Range
50	LAURENT GOMIS

TOWN/COUNTRY

Italy
Italy
Spain
France
Germany
Austria
Switzerland
Switzerland
Italy
Italy
Belgium
Germany
Germany
Spain
Finland
Sweden
Sweden
France
Italy
Italy
Barnsley
Manchester
Italy
Monaco
Netherlands
Netherlands
Netherlands
Netherlands
Netherlands
Chaddesden
New Ferry
Stapleford
France
France
Switzerland
France
France
France
France
Switzerland
Switzerland
Switzerland
Austria
Switzerland
Austria
Austria
USA
Earl Shilton
France

MACHINE

Minarelli
MBA
Minarelli
Morbidelli
Bender
Morbidelli
MBA Morbidelli
Morbidelli
MBA
Morbidelli
Morbidelli
Morbidelli
Bender
Bultaco
Morbidelli
Morbidelli
MBA
Morbidelli
Morbidelli
MBA
Granby Yamaha
Morbidelli
Morbidelli
Morbidelli
M.B.A.
Condor
Morbidelli
Buton
Morbidelli
Morbidelli
Morbidelli
M.B.A.
Morbidelli
Morbidelli
Morbidelli
Motobecane
Morbidelli
Motobecane
Morbidelli
Bender/Tschannen
Morbidelli
Rotax
Morbidelli
Morbidelli
Morbidelli
Morbidelli
Morbidelli

Lap Records:

Eugenio Lazzarini (Morbidelli)

1 min. 44.78 secs.

100.56 mph

13/8/77

Race Record — Pier Luigi Conforti (Morbidelli)

98.53 mph

13/8/77

RESULTS

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

Sunday

Race 4

Start 14.20 hours

JOHN PLAYER BRITISH GRAND PRIX WORLD CHAMPIONSHIP 250 cc RACE

for solos over 175 cc and not over 250 cc

26 laps

76.102 miles

121.758 kms

No. RIDER/ENTRANT

- 1 MARIO LEGA/Morbidelli S.P.A.
- 2 FRANCO UNCINI
- 3 WALTER VILLA
- 4 GREG HANSFORD/Team Kawasaki
- 5 TOM HERRON
- 6 KORK BALLINGTON/Team Kawasaki
- 7 RAY QUINCEY/Adriatica
- 8 JON EKEROLD
- 9 PATRICK FERNANDEZ
- 10 MICK GRANT/Team Kawasaki
- 11 PENTTI KORHONEN/RSS Racing Team
- 12 CHAS MORTIMER/Sid Griffiths-Sarome
- 13 OLIVIER CHEVALLIER/Andre Esso
- 14 JOHN DODDS/Yamaha Germany
- 15 ANTON MANG/Kawasaki Motors
- 16 LEIF GUSTAFSSON
- 17 CHARLIE WILLIAMS
- 18 JEAN-FRANCOIS-BALDE
- 19 EDDIE ROBERTS/Skoda GB Ltd
- 20 KENNY ROBERTS/Yamaha Motor Co.
- 21 VIC SOUSSAN/George Beale
- 22 CLIVE PADGETT/Padgetts (Batley)
- 23 PAOLO PILERI/Morbidelli S.P.A.
- 24 PEKKA NURMI/Silja Line
- 25 HARALD BARTOL
- 26 HANS MUELLER
- 27 PIER LUIGI CONFORTI
- 28 SADA O ASAMI
- 29 RAYMOND ROCHE/Audemair
- 30 KEN NEMOTO
- 31 JOEY DUNLOP/REA Racing
- 32 REINO ESKILINEN
- 33 DUDLEY CRAMOND
- 34 YVES DE KIMPE
- 35 DEREK CHATTERTON/Chatterton Motors
- 36 IAN RICHARDS/Dorothy Whitehouse
- 37 DEREK HUXLEY/Bill Smith Motors
- 38 TONY RUTTER/R.W. Priest
- 39 BARRY WOODLAND/Anderson Racing
- 40 CLIVE HORTON/Robin Mayne Racing
- 41 JOSE CECOTTO
- 42 EERO HYVARINEN
- 43 GUY BERTIN
- 44 PER BAM CARLSON/The Apple
- 45 KARL FUCHS
- 46 AUGUST AUINGER/MRSC-Gunskirchen
- 47 JOHN COWIE/Premier Motors
- 48 RICHARD HUBIN
- 49 CHRISTIAN ESTROSI/Sidemm Kawasaki
- 50 DAVE HICKMAN/Crighton Racing Services

TOWN/COUNTRY

- Italy
- Italy
- Italy
- Australia
- Ireland
- S. Africa
- Australia
- S. Africa
- France
- Lepton
- Finland
- London W12
- France
- Australia
- Germany
- Sweden
- Alvanley
- France
- Birkenhead
- USA
- France
- Batley
- Italy
- Finland
- Austria
- Switzerland
- Italy
- Japan
- France
- Japan
- Ireland
- Finland
- S. Africa
- Belgium
- Boston
- Essington
- Ellesmere Port
- Brierley Hill
- Northwood
- Chaddesden
- Venezuela
- Finland
- France
- Sweden
- Switzerland
- Austria
- Worcester Park
- Belgium
- France
- Burton-on-Trent

MACHINE

- Morbidelli
- Yamaha
- Harley-Davidson
- Kawasaki
- Yamaha
- Kawasaki
- Bimota-Yamaha
- Opstalan
- Yamaha
- Kawasaki
- Yamaha
- Maxton-Yamaha
- Yamaha
- Yamaha
- Kawasaki
- Yamaha
- Yamaha
- Kawasaki
- Jawa
- Yamaha
- Yamaha
- Padgett-Yamaha
- Morbidelli
- Yamaha
- H.B.I.
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Chat-Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Yamaha
- Premier Yamaha
- Yamaha
- Kawasaki
- Maxton Yamaha

Lap Record:

Eric Saul (Yamaha)

1 min 38.27 secs

107.22 mph

14/8/77

Race Record — Kork Ballington (Yamaha)

104.68 mph

14/8/77

RESULTS

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

Sunday

Race 5

Start 15.30 hours

JOHN PLAYER BRITISH BRAND PRIX WORLD CHAMPIONSHIP 500 cc RACE

for solos over 350 cc and not over 500 cc

28 laps

81.956 miles

131.124 kms

No.	RIDER/ENTRANT	TOWN/COUNTRY	MACHINE
1	KENNY ROBERTS/Yamaha Motor Co.	U.S.A.	Yamaha
2	TEUVO LANSIVOURI	Finland	Suzuki
3	PHILIPPE COULON/Marlboro-Nava-Total	Switzerland	Suzuki
4	JOHNNY CECOTTO/Yamaha Motor Co.	Venezuela	Yamaha
5	JOHN NEWBOLD/Ray Hamblin — M. Newbold	South Normanton	Suzuki
6	STEVE PARRISH/Makaha Skateboards	Steeple Morden	Suzuki
7	BARRY SHEENE/Texaco Team Heron Suzuki	Charlwood	Suzuki
8	TAKAZUMI KATAYAMA/Team Sarome	Japan	Yamaha
9	ALEX GEORGE/Hermetite H. M. C.	Scotland	Suzuki
10	WIL HARTOG/Riemersa Racing	Netherlands	Suzuki
11	MARCO LUCCHINELLI/Cagiva Squadra Corse	Italy	Cagiva
12	VIRGINIO FERRARI/Team Nava Olio Fiat	Italy	Suzuki
13	MICHEL ROUGERIE	France	Suzuki
14	GIANFRANCO BONERA/Team Kiwi Yamoto	Italy	Cagiva
15	MAX WIENER/Jim Beam Team	Austria	Suzuki
16	JOHN WILLIAMS/Appleby Glade	Heswall	Suzuki
17	JOHN WOODLEY/Sid Griffiths Racing	New Zealand	Suzuki
18	STAN WOODS/Albion St. Motors	Elton	Suzuki
19	LES VAN BREDA/Holters Boumfiterialen	South Africa	Suzuki
20	BARRY DITCHBURN/Sid Griffiths Racing	W. Kingsdown	Yamaha
21	DENNIS IRELAND	New Zealand	Suzuki
22	GIANNI ROLANDO/Team Librenti	Italy	Suzuki
23	BOET VAN DULMAN	Netherlands	Suzuki
24	BRUNO KNEUBUHLER	Switzerland	Suzuki
25	KEVIN STOWE/H. Coppock/Team Castrol	Grimsby	Suzuki
26	BO GRANATH/Tranemo Fare AB/Nyansa	Sweden	Suzuki
27	BORGE NIELSEN	Denmark	Suzuki
28	GERHARD VOGT/Bill Smith Motors	Germany	Suzuki
29	GRAZIANO ROSSI/Team Oece Nava Olio Fiat	Italy	Suzuki
30	WERNER NENNING/Moebel Nenning	Austria	Suzuki
31	CARLOS DE SAN ANTONIO	Spain	Suzuki
32	STEVE BAKER/Team Nava Olio Fiat	U.S.A.	Suzuki
33	STEVE WRIGHT/Len Manchester, Team Castrol	Darton	Yamaha
34	FRANZ RAU/Autovermietung Kazenmaier	Germany	Suzuki
35	MARKKU MATIKAINEN	Finland	Yamaha
36	KAJ JENSEN	Denmark	Yamaha
37	DICK ALBLAS	Holland	Suzuki
38	PETER SJOSTROM	Sweden	Suzuki
39	GRAHAM WOOD/Barton Spondon	Scunthorpe	Sparton
40	ROGER MARSHALL/Geo. Beale	Binbrook	Maxton Yamaha
41	LEANDRO BECHERONI	Italy	Suzuki
42	JACK MIDDLEBURG	Netherlands	Suzuki
43	STEVE MANSHIP/Wide Range Honda Centre	Leicester	Suzuki
44	WALTER HOFFMAN/Manila Disco Racing	Germany	Suzuki
45	MICHAEL SCHMID/Jim Beam Team	Austria	Suzuki
46	JACK FINDLAY	Australia	Suzuki
47	JEAN-CLAUDE HOGREL/B.U.T.	France	B.U.T.
48	DAVE POTTER/Team BP—Ted Broad	Orpington	Suzuki
49	BILL SMITH/Bill Smith Motors	Chester	Suzuki
50	RON HASLAM/M. Carter	Langley Mill	Pharoah Yamaha

Lap Records:

Outright: Mick Grant (750 Kawasaki) and Steve Baker (750 Yamaha)

500 cc—Steve Parrish (Suzuki)

Race Record—Outright: Mick Grant (750 Kawasaki)

500cc: Barry Sheene (Suzuki)

1 min 32.60 secs.

1 min 34.27 secs.

113.79 mph

111.77 mph

109.70 mph

108.97 mph

14/8/76

14/8/77

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.

Sunday

Race 6

Start 16.45 hours

SHELL SUPER MULTIGRADE WORLD CHAMPIONSHIP 500 cc SIDECAR RACE

for Threewheelers over 350 cc and not over 500 cc

25 laps

73.174 miles

117.075 kms

No.	RIDER/ENTRANT	PASSENGER	TOWN/COUNTRY	MACHINE
1	GEORGE O'DELL/Team O'Dell Worth	CLIFF HOLLAND	Hemel Hempstead	Yamaha
2	ROLF BILAND/Rodolphe Deville	KEN WILLIAMS	Switzerland	Beo Yamaha
3	WERNER SCHWARZEL/M. Krauser	ANDREAS HUBER	Germany	Fath
4	ROLF STEINHAUSEN/L. Kolsch Racing	WOLFGANG KALAUCH	Germany	Seymaz-Yam
5	ALAIN MICHEL	STU COLLINS	France	Seymaz-Yam
6	GOTE BRODIN	PER ERIK WICKSTROM	Sweden	Yamaha
7	DICK GREASLEY/C.G. Chell	GORDON RUSSELL	Stafford	Chell-Yam
8	BRUNO HOLZER	KARL MEIERHANS	Switzerland	LCR-Yam
9	MAX VENUS	NORBERT BITTERMAN	Germany	CAT
10	HERMANN SCHMID	KEN ARTHUR	Switzerland	Schmid/Yam
11	SIEGFRIED SCHAUZU/Erbo Racing Team	LORENZO PUZO	Germany	Yamaha
12	TED JANSSEN	VIC SAMPSON	Germany	Yamaha
13	GUSTAV PAPE	FRANZ KALLENBERG	Germany	Yamaha
14	BILL HODGKINS/Jack Pennington	JOHN PARKINS	Bromley	Yamaha
15	HERMANN HUBER	BERND SCHAPPACHER	Germany	Konig
16	FRED DRAAISMA	WILLIAM DIS	Holland	Yamaha
17	JOCK TAYLOR/Team Castrol—C. Trollope	JAMES NEIL	Scotland	Fowler Yamaha
18	JEAN-FRANCOIS MONNIN/Elf	PAUL GERARD	Switzerland	Seymaz-Yam
19	AMEDEO ZINI	ANDREA FORNARO	Italy	Konig
20	JAAP GEERTS	WIM SMIT	Netherlands	Schmid-Yam
21	EGBERT STREUER	JOHAN V.D. KAAP	Netherlands	Yamaha
22	MICK BODDICE/Roboserve Limited	CHAS BURNS	Kidderminster	Woodhouse-Yam
23	CEES SMIT	JAN SMIT	Holland	Seymaz-Yam
24	WALTER OHRMANN	ERICH SCHMITZ	Germany	Yamaha
25	HEINZ LUTHRINGSCHAUER	HERMAN HAHN	Germany	BMW
26	CARL HEINRICH STIDDIEN	THOMAS BADER	Germany	Bader-Yam
27	DEREK JONES/Daytona Motor Cycles	BRIAN AYRES	Greenford	Daytona-Yam
28	TONY WAKEFIELD	EDDIE KIFF	Spaldwick	British Magnum
29	JOHN BARKER	NICK CUTMORE	Hornchurch	Yamaha
30	GRAHAM MILTON	JOHN BRUSHWOOD	Spaldwick	British Magnum
31	HELMUT LUNEMANN	MICHA STOCKEL	Germany	Yamaha
32	GERALD CORBAZ	ROLAND GABRIEL	Switzerland	Schmid-Yam
33	MASATO KUMANO	MAKOTO OKASAKI	Japan	Yamaha
34	OTTO HALLER	RAINER GUNDEL	Germany	MKM Yamaha
35	WOLFGANG STROPEK	KARL ALTRICHTER	Austria	Schmid-Yamaha
36	BOY BROUWER/Coan Oil	JAN OOSTWEUDER	Netherlands	Yamaha
37	BERNARD CHABERT	PATRICE DAIRE	France	Yamaha
38	HEINZ THEVISSSEN	LOTHAR KLEIN	Germany	Schmid-Yamaha
39	DICK HAWES/	ALAN BARCLAY	Purfleet	Anderson-BRM Yamaha
40	ROY HANKS/F. Hanks Motor Cycles	DON WILLIAMS	Erdington	Yamaha

*Order 1.45.3 1.45.3
Bilard 1.45.2
1.40.1 **

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.

1 min. 49.2 secs.

102.70 mph

96.49 mph

14/8/76

13/8/72

100.85 mph

93.71 mph

14/8/76

13/8/72

RESULTS

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



Lucas Rita electronic ignition is custom designed for each manufacturer's engine and backed by the technology of Europe's largest auto-electrical manufacturer.

SILVERSTONE LAP SPEED TABLE

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

TIME			SPEED			TIME			SPEED			TIME			SPEED		
m.s.			m.p.h.		k.m.h.	m.s.			m.p.h.		k.m.h.	m.s.			m.p.h.		k.m.h.
1:14.0	..		142.39	..	229.16	1:21.3	..		129.61	..	208.58	1:28.7	..		118.79	..	191.18
1:14.1	..		142.20	..	228.85	1:21.4	..		129.45	..	208.28	1:28.8	..		118.66	..	190.97
1:14.2	..		142.01	..	228.54	1:21.5	..		129.29	..	208.07	1:28.9	..		118.53	..	190.75
1:14.3	..		141.82	..	228.23	1:21.6	..		129.13	..	207.82	1:29.0	..		118.40	..	190.54
1:14.4	..		141.63	..	227.93	1:21.7	..		128.97	..	207.56	1:29.1	..		118.26	..	190.32
1:14.5	..		141.44	..	227.62	1:21.8	..		128.82	..	207.31	1:29.2	..		118.13	..	190.11
1:14.6	..		141.25	..	227.32	1:21.9	..		128.66	..	207.06	1:29.3	..		118.00	..	189.90
1:14.7	..		141.06	..	227.01	1:22.0	..		128.50	..	206.80	1:29.4	..		117.87	..	189.69
1:14.8	..		140.87	..	226.71	1:22.1	..		128.35	..	206.55	1:29.5	..		117.73	..	189.47
1:14.9	..		140.68	..	226.41	1:22.2	..		128.19	..	206.30	1:29.6	..		117.60	..	189.26
1:15.0	..		140.50	..	226.11	1:22.3	..		128.04	..	206.05	1:29.7	..		117.47	..	189.05
1:15.1	..		140.31	..	225.80	1:22.4	..		127.88	..	205.80	1:29.8	..		117.34	..	188.84
1:15.2	..		140.12	..	225.50	1:22.5	..		127.72	..	205.55	1:29.9	..		117.21	..	188.63
1:15.3	..		139.94	..	225.20	1:22.6	..		127.57	..	205.25	1:30.0	..		117.08	..	188.42
1:15.4	..		139.75	..	224.91	1:22.7	..		127.41	..	205.05	1:30.1	..		116.95	..	188.21
1:15.5	..		139.57	..	224.61	1:22.8	..		127.26	..	204.81	1:30.2	..		116.82	..	188.00
1:15.6	..		139.38	..	224.31	1:22.9	..		127.11	..	204.56	1:30.3	..		116.69	..	187.79
1:15.7	..		139.20	..	224.01	1:23.0	..		126.95	..	204.31	1:30.4	..		116.56	..	187.59
1:15.8	..		139.01	..	223.72	1:23.1	..		126.80	..	204.07	1:30.5	..		116.43	..	187.38
1:15.9	..		138.83	..	223.42	1:23.2	..		126.65	..	203.82	1:30.6	..		116.30	..	187.17
1:16.0	..		138.65	..	223.13	1:23.3	..		126.50	..	203.58	1:30.7	..		116.17	..	186.96
1:16.1	..		138.46	..	222.84	1:23.4	..		126.35	..	203.33	1:30.8	..		116.05	..	186.76
1:16.2	..		138.28	..	222.55	1:23.5	..		126.19	..	203.09	1:30.9	..		115.92	..	186.51
1:16.3	..		138.10	..	222.25	1:23.6	..		126.04	..	202.85	1:31.0	..		115.79	..	186.36
1:16.4	..		137.92	..	221.96	1:23.7	..		125.89	..	202.60	1:31.1	..		115.66	..	186.13
1:16.5	..		137.74	..	221.67	1:23.8	..		125.74	..	202.36	1:31.2	..		115.54	..	185.93
1:16.6	..		137.56	..	221.38	1:23.9	..		125.59	..	202.12	1:31.3	..		115.41	..	185.74
1:16.7	..		137.38	..	221.09	1:24.0	..		125.44	..	201.88	1:31.4	..		115.29	..	185.54
1:16.8	..		137.20	..	220.81	1:24.1	..		125.29	..	201.64	1:31.5	..		115.16	..	185.34
1:16.9	..		137.03	..	220.52	1:24.2	..		125.14	..	201.40	1:31.6	..		115.03	..	185.14
1:17.0	..		136.85	..	220.23	1:24.3	..		125.00	..	201.16	1:31.7	..		114.90	..	184.93
1:17.1	..		136.67	..	219.95	1:24.4	..		124.85	..	200.92	1:31.8	..		114.78	..	184.73
1:17.2	..		136.49	..	219.66	1:24.5	..		124.70	..	200.69	1:31.9	..		114.66	..	184.53
1:17.3	..		136.32	..	219.38	1:24.6	..		124.55	..	200.45	1:32.0	..		114.54	..	184.33
1:17.4	..		136.14	..	219.09	1:24.7	..		124.41	..	200.21	1:32.1	..		114.42	..	184.13
1:17.5	..		135.96	..	218.81	1:24.8	..		124.26	..	199.98	1:32.2	..		114.29	..	183.93
1:17.6	..		135.79	..	218.53	1:24.9	..		124.11	..	199.74	1:32.3	..		114.16	..	183.73
1:17.7	..		135.61	..	218.25	1:25.0	..		123.97	..	199.51	1:32.4	..		114.04	..	183.53
1:17.8	..		135.44	..	217.99	1:25.1	..		123.82	..	199.27	1:32.5	..		113.92	..	183.33
1:17.9	..		135.27	..	217.69	1:25.2	..		123.68	..	199.04	1:32.6	..		113.79	..	183.13
1:18.0	..		135.09	..	217.41	1:25.3	..		123.53	..	198.80	1:32.7	..		113.67	..	182.93
1:18.1	..		134.92	..	217.13	1:25.4	..		123.39	..	198.57	1:32.8	..		113.55	..	182.74
1:18.2	..		134.74	..	216.86	1:25.5	..		123.24	..	198.34	1:32.9	..		113.43	..	182.54
1:18.3	..		134.57	..	216.58	1:25.6	..		123.10	..	198.11	1:33.0	..		113.30	..	182.34
1:18.4	..		134.40	..	216.30	1:25.7	..		122.95	..	197.88	1:33.1	..		113.18	..	182.15
1:18.5	..		134.23	..	216.03	1:25.8	..		122.81	..	197.64	1:33.2	..		113.06	..	181.95
1:18.6	..		134.06	..	215.75	1:25.9	..		122.67	..	197.41	1:33.3	..		112.94	..	181.76
1:18.7	..		133.89	..	215.48	1:26.0	..		122.53	..	197.19	1:33.4	..		112.82	..	181.56
1:18.8	..		133.72	..	215.20	1:26.1	..		122.38	..	196.96	1:33.5	..		112.70	..	181.32
1:18.9	..		133.55	..	214.93	1:26.2	..		122.24	..	196.73	1:33.6	..		112.58	..	181.17
1:19.0	..		133.38	..	214.66	1:26.3	..		122.10	..	196.50	1:33.7	..		112.46	..	180.98
1:19.1	..		133.21	..	214.39	1:26.4	..		121.96	..	196.27	1:33.8	..		112.34	..	180.79
1:19.2	..		133.05	..	214.12	1:26.5	..		121.82	..	196.04	1:33.9	..		112.22	..	180.60
1:19.3	..		132.88	..	213.85	1:26.6	..		121.68	..	195.82	1:34.0	..		112.10	..	180.40
1:19.4	..		132.71	..	213.58	1:26.7	..		121.54	..	195.59	1:34.1	..		111.98	..	180.21
1:19.5	..		132.54	..	213.31	1:26.8	..		121.40	..	195.37	1:34.2	..		111.86	..	180.02
1:19.6	..		132.38	..	213.04	1:26.9	..		121.26	..	195.14	1:34.3	..		111.74	..	179.83
1:19.7	..		132.21	..	212.77	1:27.0	..		121.12	..	194.99	1:34.4	..		111.62	..	179.64
1:19.8	..		132.05	..	212.51	1:27.1	..		120.98	..	194.67	1:34.5	..		111.51	..	179.45
1:19.9	..		131.88	..	212.24	1:27.2	..		120.84	..	194.45	1:34.6	..		111.39	..	179.26
1:20.0	..		131.72	..	211.97	1:27.3	..		120.70	..	194.23	1:34.7	..		111.27	..	179.07
1:20.1	..		131.55	..	211.71	1:27.4	..		120.56	..	194.00	1:34.8	..		111.15	..	178.88
1:20.2	..		131.39	..	211.45	1:27.5	..		120.42	..	193.88	1:34.9	..		111.04	..	178.69
1:20.3	..		131.22	..	211.18	1:27.6	..		120.29	..	193.56	1:35.0	..		110.92	..	178.50
1:20.4	..		131.06	..	210.92	1:27.7	..		120.15	..	193.34	1:35.1	..		110.80	..	178.32
1:20.5	..		130.90	..	210.66	1:27.8	..		120.01	..	193.12	1:35.2	..		110.68	..	178.13
1:20.6	..		130.73	..	210.40	1:27.9	..		119.87	..	192.92	1:35.3	..		110.57	..	177.94
1:20.7	..		130.57	..	210.14	1:28.0	..		119.74	..	192.70	1:35.4	..		110.45	..	177.76
1:20.8	..		130.41	..	209.88	1:28.1	..		119.60	..	192.48	1:35.5	..		110.34	..	177.57
1:20.9	..		130.25	..	209.62	1:28.2	..		119.47	..	192.27	1:35.6	..		110.22	..	177.38
1:21.0	..		130.09	..	209.36	1:28.3	..		119.33	..	192.05	1:35.7	..		110.11	..	177.20
1:21.1	..		129.93	..	209.10	1:28.4	..		119.20	..	191.83	1:35.8	..		109.99	..	177.01
1:21.2	..		129.77	..	208.84	1:28.5	..		119.06	..	191.61	1:35.9	..		109.83	..	176.83
						1:28.6	..		118.93	..	191.40						

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.



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	172-86
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
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1-52-0	94-08	151-41
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1-52-3	93-83	151-00
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1-52-8	93-42	150-34
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1-54-7	91-87	147-84
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1-56-2	90-68	145-94
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1-56-8	90-22	145-19
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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



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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 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.

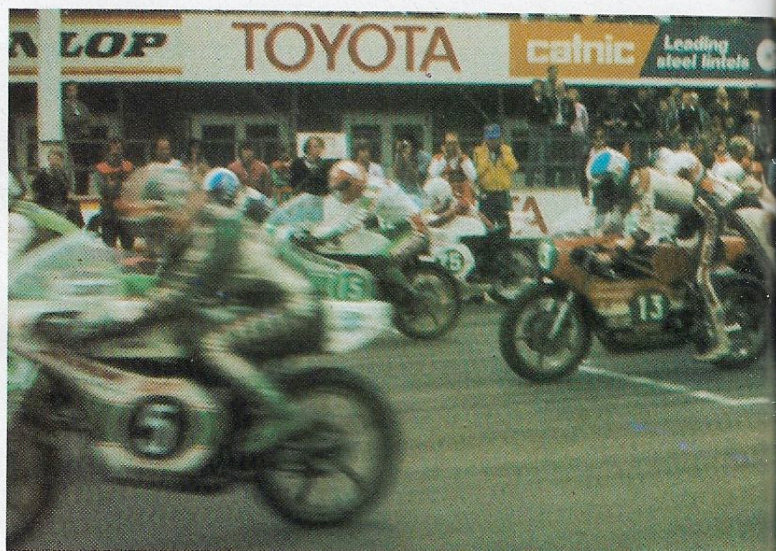
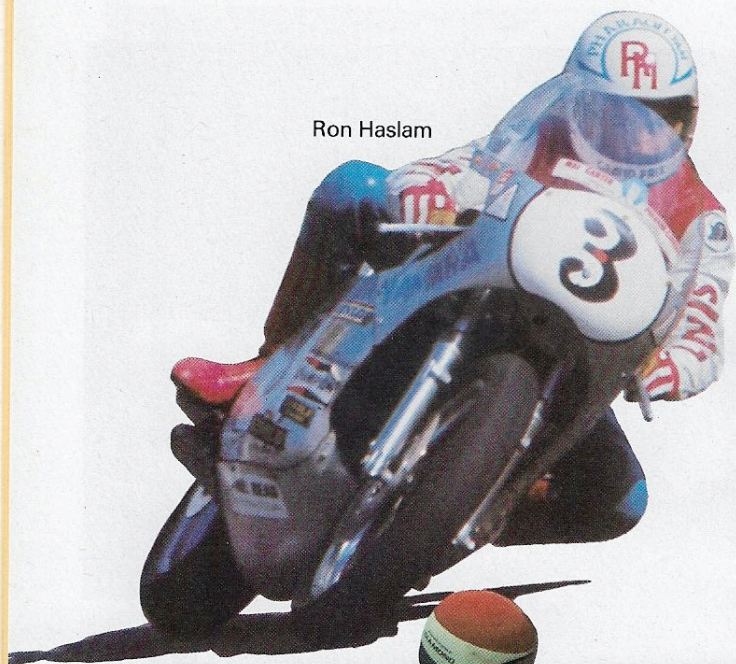
SHELL SUPER MULTIGRADE SIDECAR RACE

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

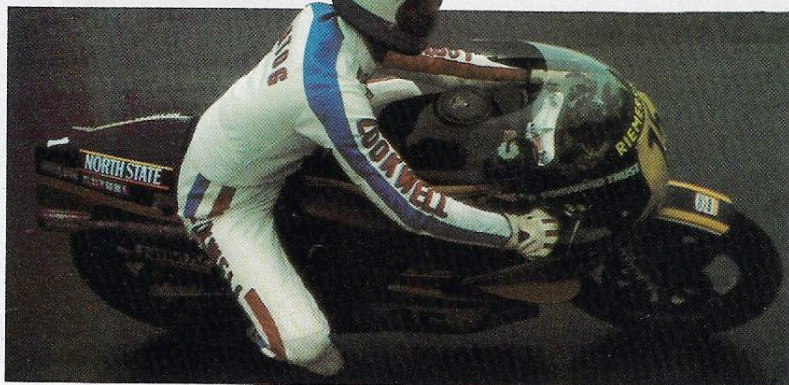
INTERNATIONAL FLAG SIGNALS

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

Ron Haslam

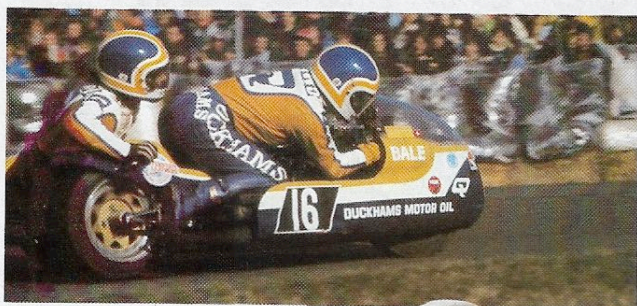


PICTURE PARADE



Wil Hartog Mortimer, Uncini and Mang

SIDECAR STARS

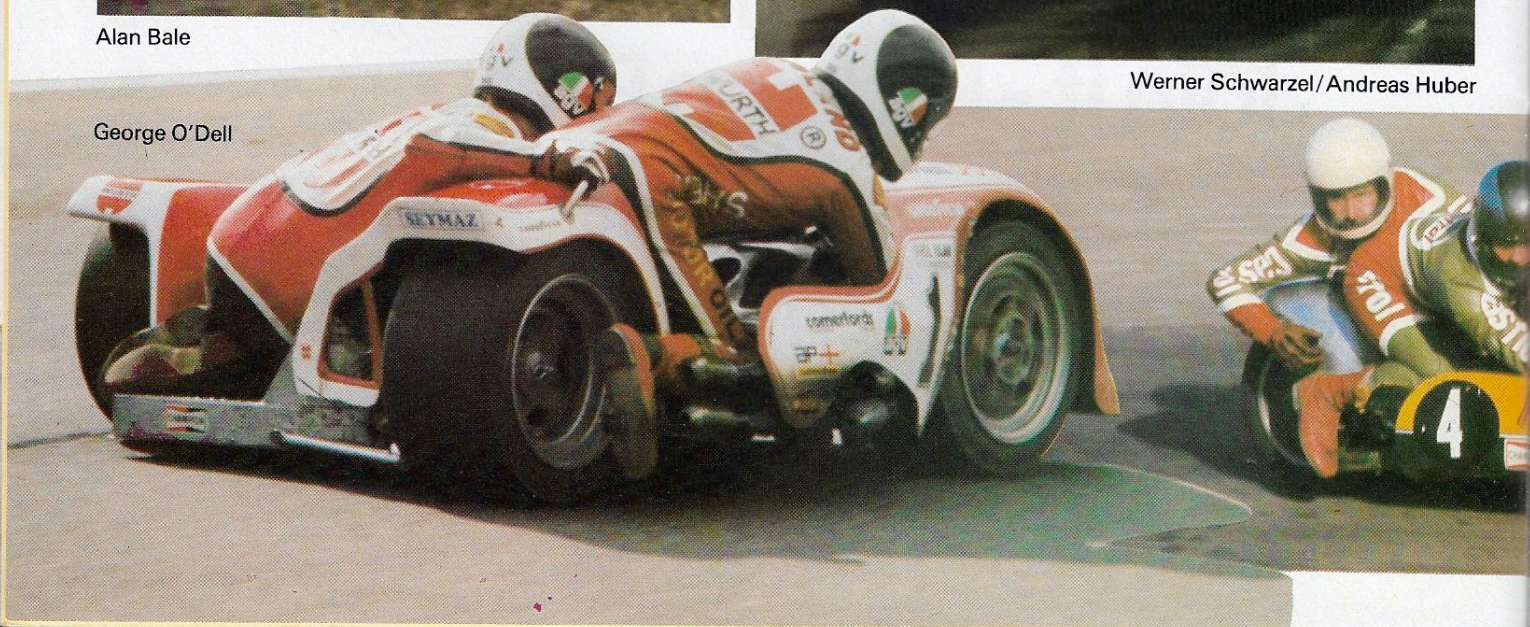


Alan Bale



Werner Schwarzel/Andreas Huber

George O'Dell





The start of last year's World Championship 250cc Race



Hansford's Kawasaki leads Roberts '250'

Below — Jock Taylor leads



Jean-Francois Monnin/Edward Weber



Brian Webb



Michel/Biland

KORK BALLINGTON

by John Brown, Motor Cycle Racing



Photo by Graham Hind

If any rider has ever proved that he is just waiting for the right machines to come along to allow his talents to burst to the fore it is Kork Ballington.

Last season his quiet skills and steadily improving results on private Yamahas sponsored by Sid Griffiths, caught the attention of Kawasaki race boss Stan Shenton and it was just before the end of the year that the first hint of a works ride drifted in Kork's direction.

"I was at a party at Stan's house just before the Brands Race of the South in October," said Kork. "I was out of action at the time because I had just been to hospital for an operation on the arm I broke earlier in the year when I crashed at Jarama during the Spanish GP. Stan simply told me to hold fire before finalising plans for this year because there was a chance of a Kawasaki ride if I was interested."

At the end of October Kork went back to his homeland South Africa to spend Christmas and during November a letter arrived from Kawasaki's John Norman confirming the offer. "I just couldn't believe it," said Kork. "Me, a works rider, it sounded impossible."

Kork has responded well to the trust put in his ability by Kawasaki. His leads in both the 250 and 350cc world championships were more than anyone ever hopes for, and that includes Kork.

"I think I got the chance to come into the team at just the right time. Kawasaki had not won a world title in either the 250 or the 350 classes but success would have to head their way," said Kork.

"There was no question about it the past record for the factory was nothing to shout about and I thought the offer I simply could not reject, had come at just the right time."

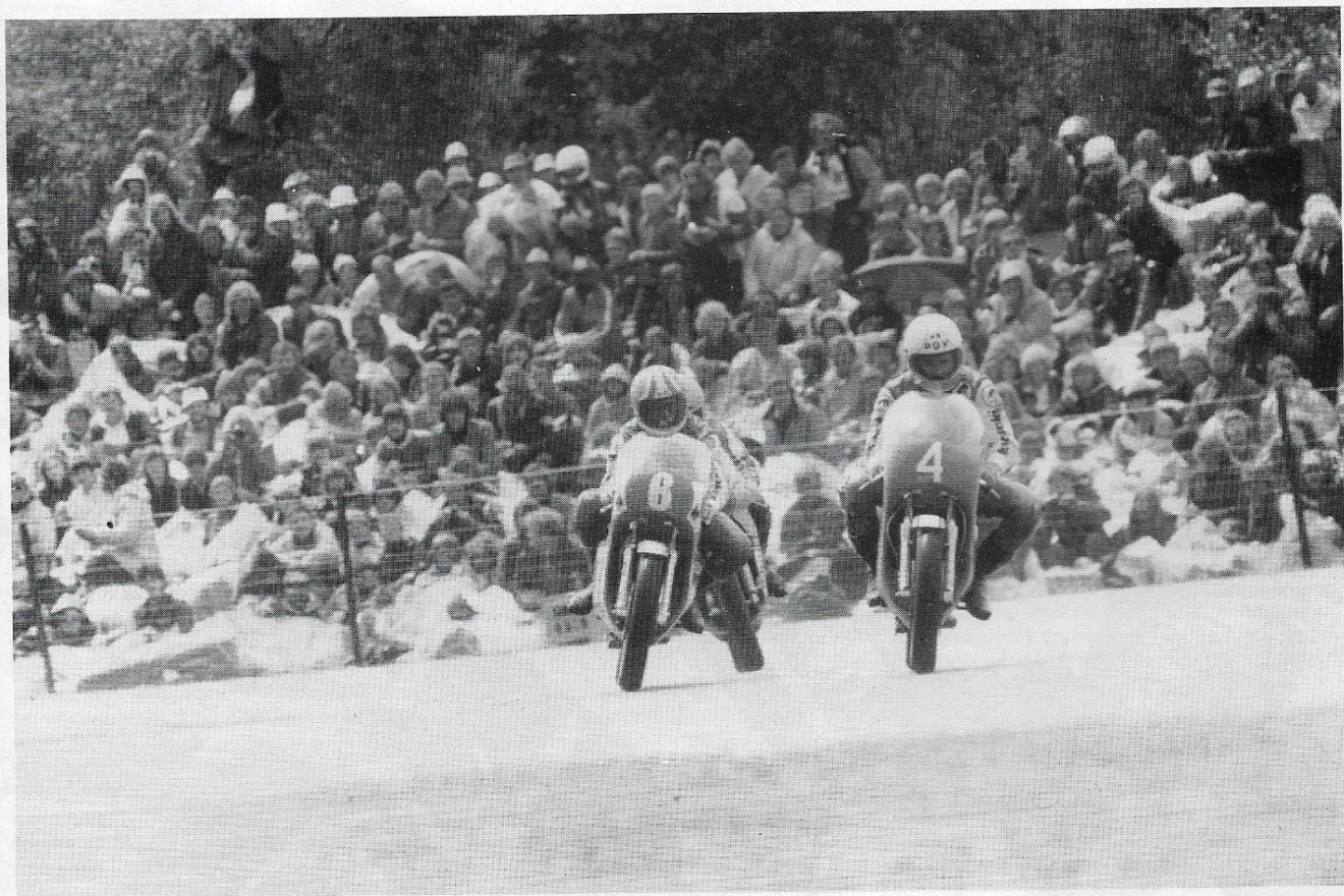
Unlike many riders the prospect of racing in just the 250 and 350cc classes was just right as far as the South African was concerned.

"I was never more pleased than getting a contract to race in just the smaller classes," he said. "Of course like everyone I would like a crack at the 500 title but it would have to be on a works machine. I certainly would not go into the 500 series with an ordinary over-the-counter RG Suzuki."

Kork who came to Europe for the first time in 1973 with a 350 Yamaha and a 500 Kawasaki, would have been back this year without the lure of a works ride. "I was about to start working on sponsorship for the 1978 season when the suggestion of the works ride came my way," he said.

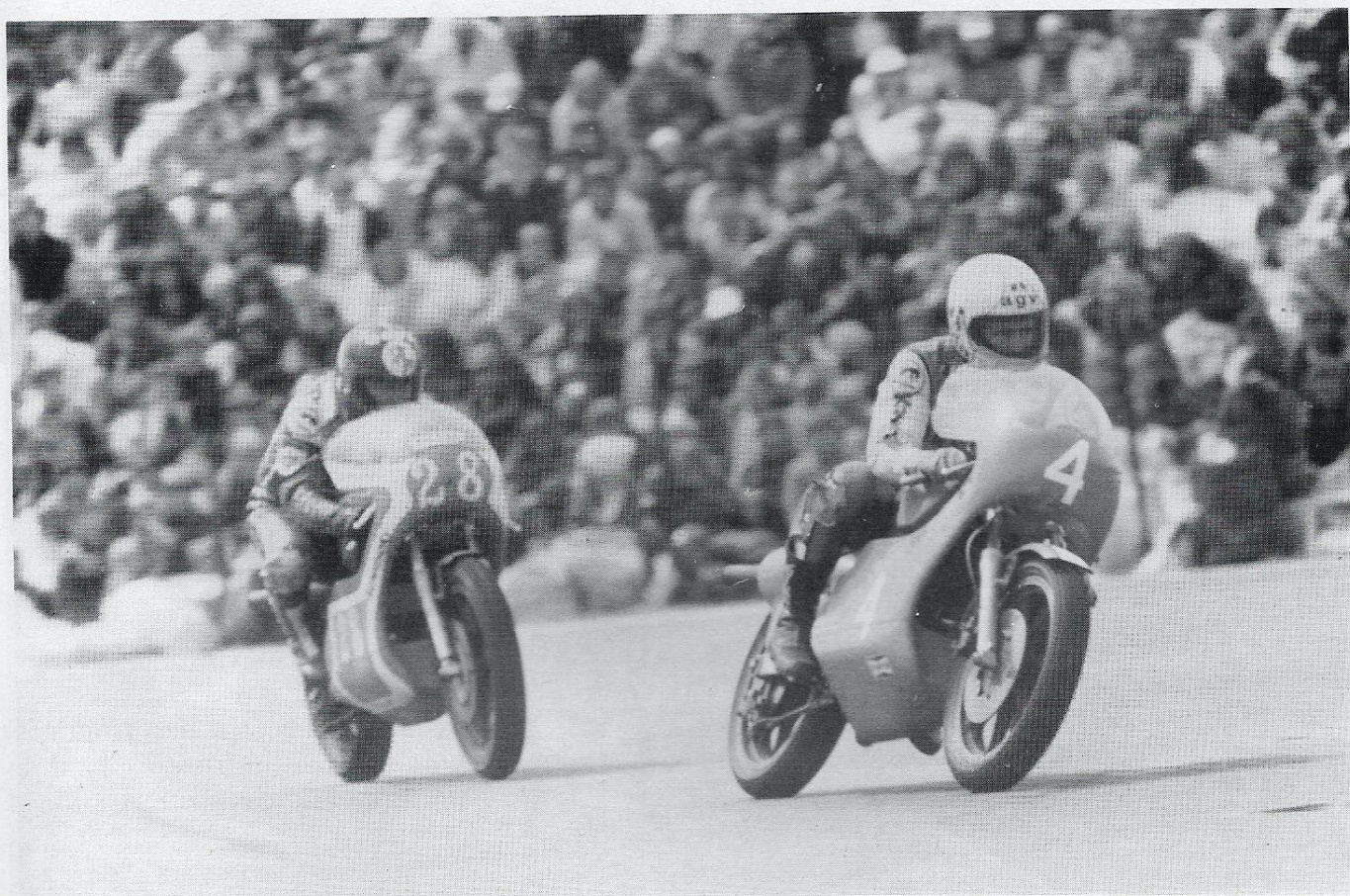
It was back in the first European year when he was paying for just about everything from machines to spares and travel, that Kork Ballington got his name in to the Kawasaki record books.

"I got a 750 motor and started buying all my spares from Kawasaki UK," he explained. "It was a small contact to make but



Two shots from the Dutch TT — (top) Ballington, Hansford and Roberts, (bottom) Ballington and Estrosi.

Photos by Graham Hind



the company had only just started so I suppose I put a mark on their minds."

The contact led to the chance to partner Barry Ditchburn with a production machine in the 500 miler at Thruxton but that was a one-off affair with no suggestion of a factory signing.

As a privateer Kork worked hard to establish himself on the grand prix scene and just rewards came his way at Barcelona in 1976 when he won the 350 Spanish GP.

His main celebration was marrying Bronwyn, the very attractive young lady who had been his constant companion since he started his racing career.

Shortly the pair will be moving into a new home within earshot of Silverstone circuit, the place that means a lot to Kork.

Last year he clinched a superb 250/350 double to hammer home the fact that he had really arrived as a genuine world championship contender. "I didn't really think I was going to chalk up my first grand prix double," he said. "I never like to predict what is going to happen. I never have done and I haven't changed my views in this direction. This year I would hope to have a repeat performance but I certainly would not say it will definitely happen."

Silverstone is an extremely difficult circuit with very tricky corners so I think it is impossible to try and make any predictions about who will win what in the grand prix this year.

The new surface has made things a little easier but in particular Stowe and Club corners are still places where a rider can be caught out. It is possible to go round both of them much faster than you think."

Kork was at Silverstone recently testing tyres with Dunlop and he was surprised by the speeds he achieved. "I was only just outside my own lap record and I am certain that all the race and lap speeds will be faster this year," he said.

When Kork joined Kawasaki the 250cc class looked the best bet for a title. "This machine had been run and developed over a couple of seasons and if anything was going to be anything like sure then I thought I had a good chance in this class," said Kork. "Gregg Hansford and Kenny Roberts were obviously my main

rivals in the class but luckily Roberts had a fair job on his plate with the 500 and 750 classes and things did not go quite the way he had hoped in the smaller capacity section. Gregg seemed to falter a little after I beat him at Mugello in the Italian GP and then I was home in front of him again at an international meeting at Mettett. I think Gregg has gone through the sort of bad patch that hits us all at some time but I am damned certain he will be back on the championship trail. He is a good rider."

The 350 Kawasaki was only introduced this year and no one really knew anything about it.

"It really has excelled above the call of duty," said Kork who found himself 30 points clear in the 350 world championship after the Belgian GP. "It really is an amazing machine and it is so early in its development. We certainly did not have any ideas of success in this class, it was going to be a year of sorting out things in readiness for the future."

Again Gregg was a number one threat to success for Kork but of course he also had to take last year's winner Takazumi Katayama in to consideration.

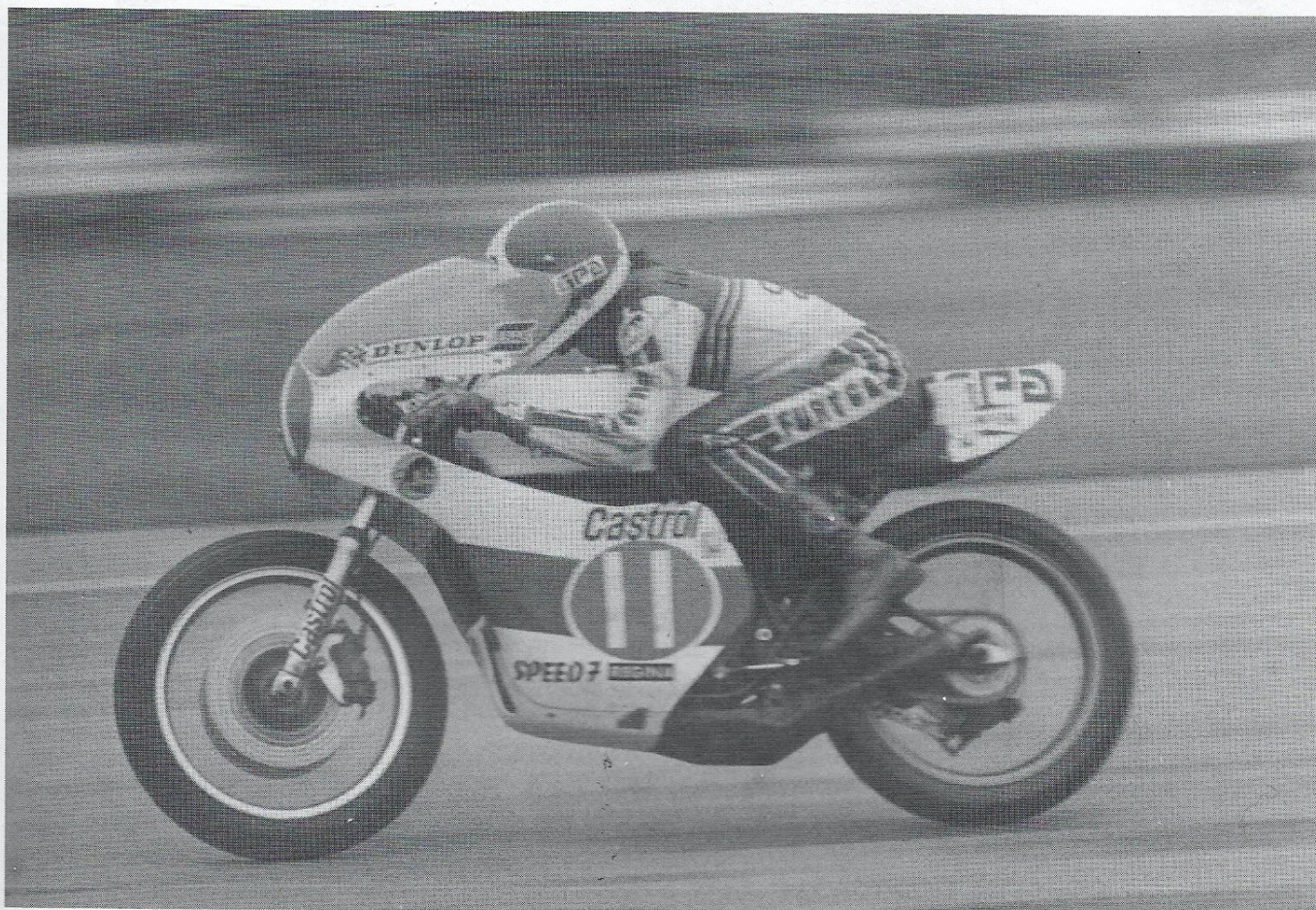
"He did seem to fall by the wayside a bit but of course a rider of his quality cannot ever be ruled out," said Kork.

"To be honest though I thought after the Dutch TT that Gregg would be able to pass him and be my biggest championship threat."

Fifth in the 350 championship and sixth in the 250 last year, Kork considers that he owes much of his success this year to his mechanics Stuart Shenton and his brother Derek "Dozy" Ballington.

"They work well together, get on with the job and obviously provide the winning goods," said Kork.

If things go well this year Kawasaki must be looking to Kork for another world championship attempt next year. "Having made the ranks of works rider I really would not like to have to come back next year and set out to look for bikes and a sponsor again," said Kork. "But if that was the case then I guess I would have to — because I'm coming back."



Kork Ballington at Silverstone last year.

Photo by courtesy of Motor Cycle

Past Winners

	1971	1972	1973	1974	1975	1976
JOHN PLAYER GRAND PRIX	----	----	----	Barry Sheene (Suzuki) 106.22 mph	Barry Sheene (Suzuki) 107.98 mph	Victor Palomo (Yamaha) 107.02 mph
Formula 750	Paul Smart (Triumph) 103.40 mph	Percy Tait (Triumph) 103.75 mph	Paul Smart (Suzuki) 104.73 mph	Paul Smart (Suzuki) 105.26 mph	----	----
Allcomers 1000 c.c.	----	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
Senior 500 c.c.	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
Junior 350 c.c.	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
Lightweight 250 c.c.	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
Ultra Lightweight 125 c.c.	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	
Production Machines 1000 c.c.	----	----	----	Percy Tait (Triumph) 97.78 mph	Tony Smith (Norton) 99.58 mph	John Cowie (BMW) 99.69 mph
750 c.c.	Ray Pickrell (BSA) 99.34 mph	Ray Pickrell (Triumph) 99.39 mph	Percy Tait (Triumph) 98.40 mph	----	----	----
500 c.c.	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
250 c.c.	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
Sidecars 1000 c.c. (Saturday Race)	----	----	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
1000 c.c. (Sunday Race)	----	----	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
750 c.c.	Horst Owesle/ Peter Rutterford (750 Munch) 91.36 mph	Chris Vincent/ Mick Casey (750 Munch) 94.29 mph	----	----	----	----
500 c.c.	Horst Owesle/ Peter Rutterford (500 Munch) 92.38 mph	Klaus Enders/ Rolf Engelhardt (500 BMW) 93.71 mph	----	----	----	----

1977—FIRST YEAR AS WORLD CHAMPIONSHIP GRAND PRIX

500 c.c.	Pat Hennen (Suzuki) 107.99 mph	250 c.c.	Kork Ballington (Yamaha) 104.68 mph	Sidecar	Werner Schwaerzel/ Andreas Huber (ARO) 87.97 mph
				TTFI	Ron Haslam (Honda) 101.93 mph
350 c.c.	Kork Ballington (Yamaha) 107.99 mph	125 c.c.	Pier Luigi Conforti (Morbidelli) 98.53 mph	1000 c.c.	John Williams (Yamaha) 90.74 mph

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.

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

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

DOGS

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

GRANDSTAND SEATS

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand — for Pits and Woodcote Stand which cost £2.50, and at Stowe Corner — for the South Stand which cost £2.50. From the South Stand you can get an excellent view of over half the circuit.

PADDOCK TRANSFERS

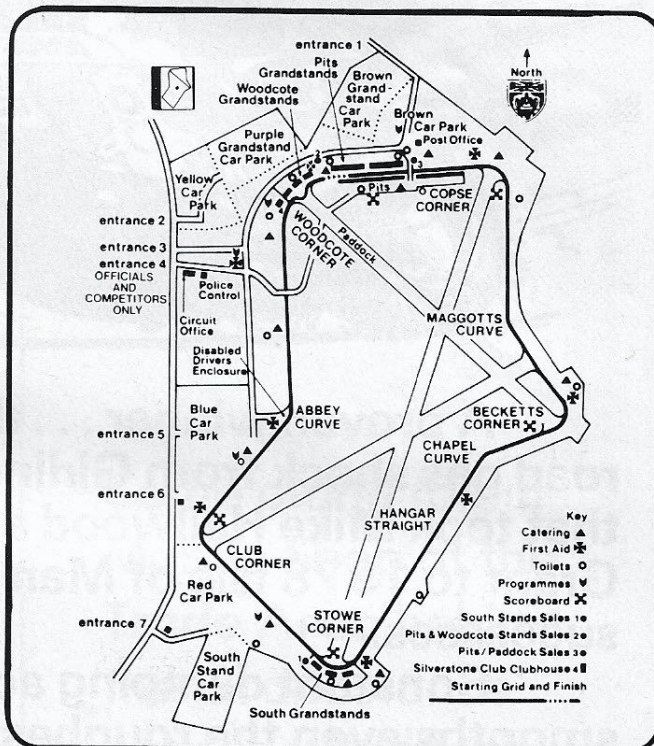
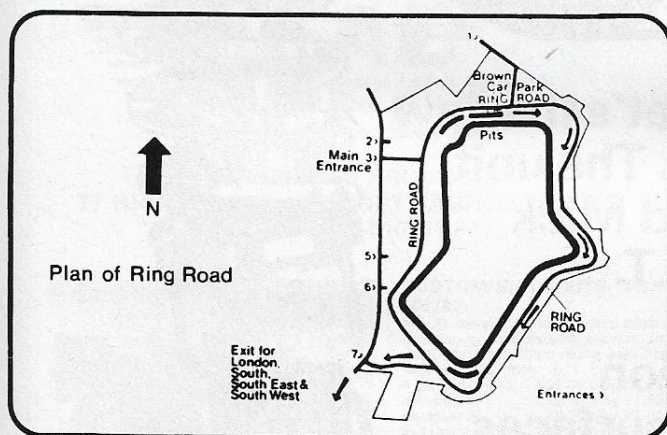
Paddock Transfers, costing £1.50 for Adults and 50p for Children, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock and Paddock Enclosures where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

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.

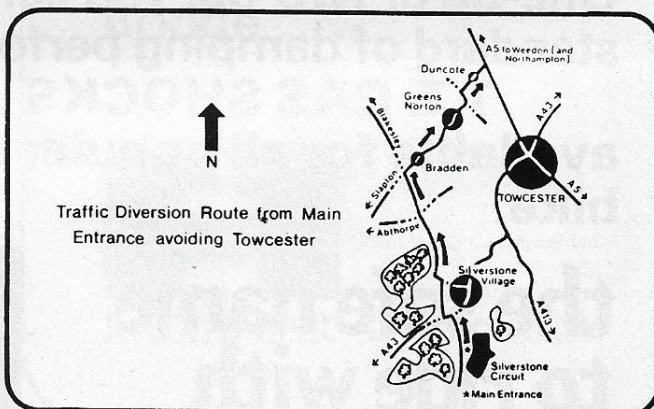


THE MAIN ENTRANCE

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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