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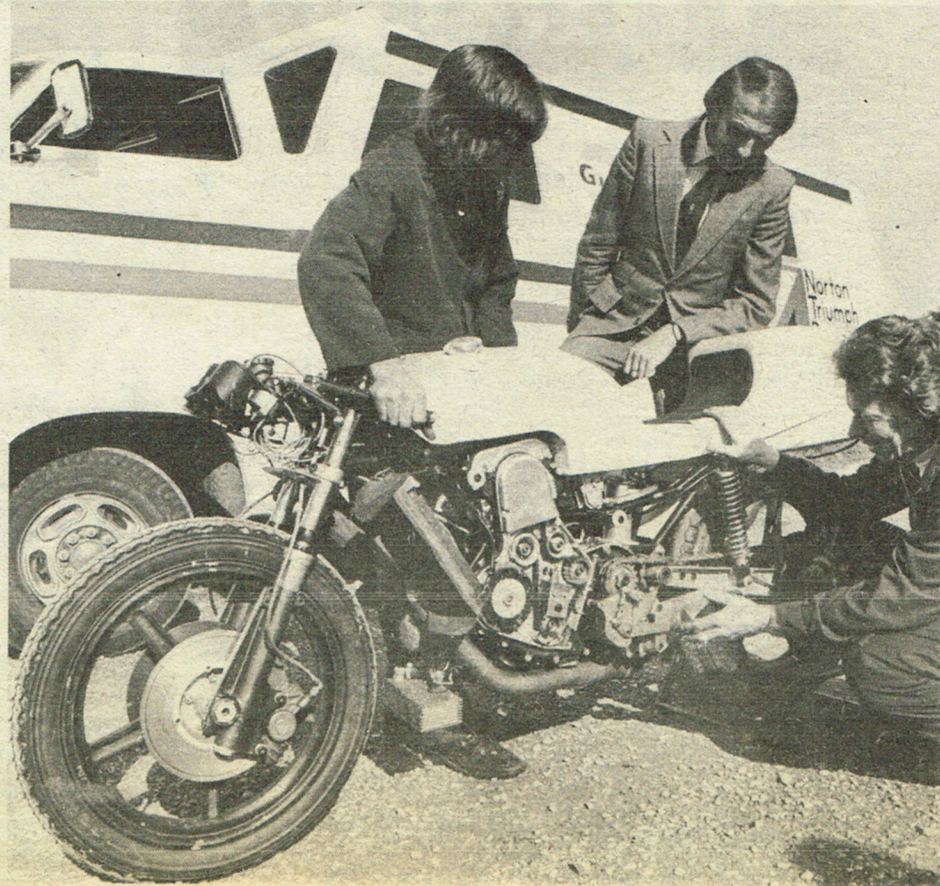
SPEEDWAY

**British league
Riders
Championship**

... it's Collins

CHEERED on by his own Belle Vue crowd in Manchester on Saturday night, Peter Collins became the eleventh winner of the British League Riders' final. Collins, in brilliant form on his Weslake, scythed his way through the top class field which included six other world finalists, to register a superb 15-point maximum. See pages 16-17.

RACE TRACKS?



The new Norton Challenge uncovered, with mechanics, Mike Imber-Davies (left) and John McLaren (right) chatting with Norton racing team boss Frank Perris.

Challenge is here

THE NEW all-British Norton Challenge, ridden for the first time last week, will have its final pre-debut tests at Brands Hatch today (Wednesday), ridden by Dave Croxford.

Norton Villiers Triumph chairman Dennis Poore and race manager Frank Perris will study the lap times then decide whether the Challenge will make its race debut in the MCN Superbike championship final round, televised live in ITV World of Sport, at Brands on Saturday.

After secret test rides on the 750cc eight-valve four stroke twin by both Perris and Croxford, Perris declared: "I'm very optimistic about the project. It shows considerable promise, but the engine was designed for road bike use and not specifically for racing, so don't expect miracles overnight."

● A petition seeking the compulsory winding-up of NVT Manufacturing, based at Small Heath, was adjourned for 14 days in the High Court on Monday.

GOLDIES!

BRITISH riders won only two gold medals at last week's 50th International Six Days Trial, in the Isle of Man.

Dave Jeremiah and John May, both members of our stricken World Trophy team, were among 71 gold medallists from 167 finishers.

Jeff Smith, the former world moto cross champion who emigrated to North America, was one of the handful of private entrants who won a gold. He rode a 250 Can-Am.

Brian Higgins and Ted Thompson, of the Silver Vase team which was placed fifth, both won silver medals.

West Germany won the Trophy and Italy pulled off the Vase. Full report pages 8-11.

Next week: Meet Elisabeth Mann, the lady behind the Zundapps which broke the Jawa stranglehold.

SENSATIONAL proposals which could mean the end of world championship road race circuits with average speeds of over 100 mph and, unbelievably, the end of all Classic circuits with corners which are not on flat ground will be discussed at the FIM's annual congress in West Germany later this month.

Delegates at the £20 a day — breakfast extra! — hotel in West Berlin will hear the comprehensive motion, believed to be from either road race chairman Mario Paglia or from the Bureau Central, the FIM's inner cabinet.

The move, which has been met with staggered dismay by several delegates, also seeks the introduction of ambulance service routes round the entire track, two safety fences at corners and greatly increased run-off areas.

Officials and race promoters have been worried for some time that with average speeds creeping up the chances of serious accidents have also increased. But many feel if this move is successful, the "banned" circuits would introduce chicanes and be even more dangerous — and slower — than at present.

West German Dr Helmut Bonsch, president of the powerful FIM technical committee, is also seeking to introduce a revolutionary new system of running road racing.

Dr Bonsch's "white paper" on racing would make redundant the present classes based on the cubic capacity of the engines.

He would replace it with a complicated system which would classify machines on the bore and stroke and number of cylinders. It would, claims Dr Bonsch, allow single and multi cylinder machines of two and four stroke types to compete on equal terms in the same event.



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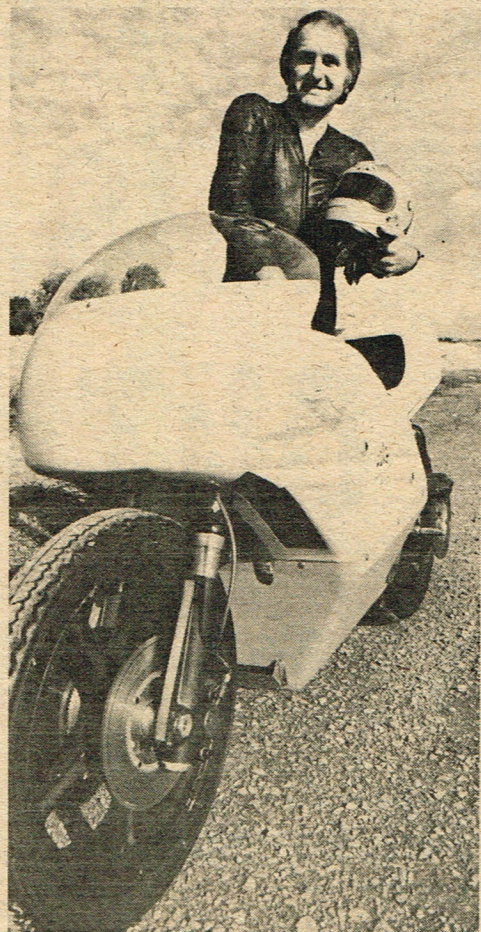


Rivetts

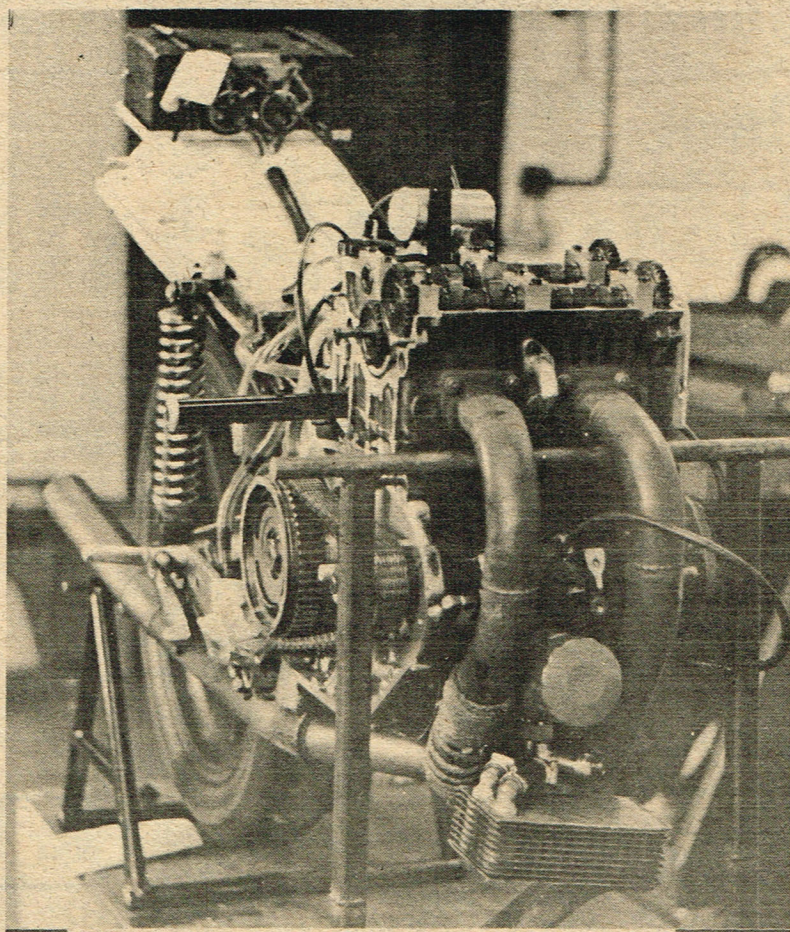
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Norton race manager Frank Perris with the new Challenge. Note the rear outrigger disc brake.



Straight pipes for the Challenge, with the electrics above the back mudguard.

COSWORTH TESTS

NORTON VILLIERS
Triumph chairman Dennis Poore will visit Brands Hatch today (Wednesday) to make a decision that could affect the whole racing future of his company.

On track, rider Dave Croxford will test ride the new twin cylinder watercooled Cosworth engined Norton Challenge. If the machine shows well, records competitive lap times and does not run into any major snags it will be raced in this weekend's international at Brands. If it fails to impress it could cast serious doubts on the racing future of Norton.

Early tests on the Challenge — completed just over a week ago — have proved extremely promising and team manager Frank Perris is optimistic about its future.

The Cosworth engine — designed for roadster use and not as a one off racing special — arrived at Thruxton from Northampton on the Friday before last. The frame and cycle parts were ready and once the engine had been slotted into place first tests were carried out.

Some cautious laps by Perris at Thruxton were followed by some

Coffin and Parker fined

GRASS racers Lew Coffin and John Parker have been severely reprimanded by the British Grass Racing Combine Club following incidents at their recent meeting at Camerton, Somerset.

President Coffin was fined £10 and Parker £5 for striking former Wessex Centre champion Tig Perry following the 12 fastest riders event.

Both face further disciplinary action by the Wessex Centre.

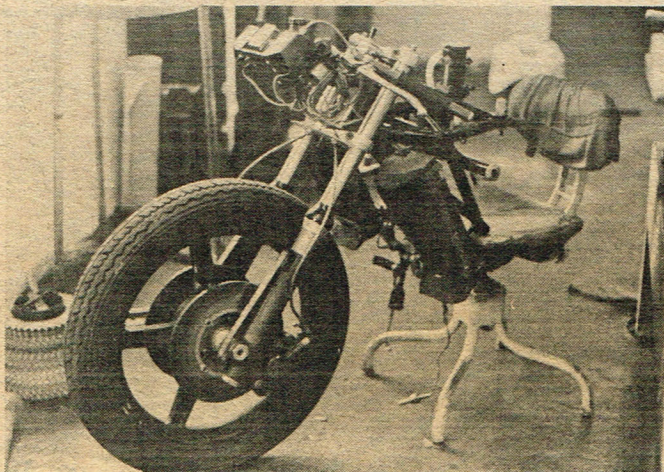
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The front end — with double discs, two radiators and engine mountings.

full blooded testing by Croxford and some more laps by Perris.

"Nothing went wrong and it was really impressive," said Perris "especially when you take into account the fact that the engine has come direct from the drawing board. There has been no time for any power development and the only change made by Cosworths since it went into the frame is the replacement of the round tooth fibre cam drive belt by one with square section teeth."

Engine designer Keith Duckworth flew to Thruxton when the engine was delivered to see that everything was all right. He had some advice and this was readily accepted by the NVT race team.

The fact that the frame was ready when the engine arrived is linked with the Norton effort in this year's Isle of Man TT races.

"The results were certainly not impressive but we learnt a lot," said Perris. "We sorted out the basic principles of the chassis.

Peterson dies

GARY PETERSON (29) was killed in a track crash at Wolverhampton speedway on Friday, the first fatality in British speedway since 1972.

Peterson was chasing vital points that would have given Wolves a Midland Cup final victory over rivals Oxford when he clipped an opponent's rear wheel and he catapulted into a lamp standard.

Despite track staff trying to revive him with the kiss of life Peterson never regained consciousness and was dead on arrival at hospital. He leaves a widow,

Things like the rate of damping and the triangulated front sub frame, yes the TT was a worthwhile exercise even for the amount of information we collected during practice."

Most noticeable thing when the engine was first run in the frame was the complete lack of vibration. "You could feel that the engine was alive but no more," said Perris.

Of course there are still things to be done and Duckworth is confi-

Repeat show

TWO WHEELER Dealer, the motor cycle and cycle trade publication is to repeat it's highly successful 1974 show in London next year.

The trade only exhibition will be in the ballroom of the Cunard Hotel from March 16 to 18 inclusive when major manufacturers and distributors will be featuring their latest products for 1976.

Valerie who is expecting a baby, and a son.

Gary was first capped by New Zealand in 1968 and since then has appeared in a further 18 Test matches as well as representing them in both the World Team Cup and World Best pairs qualifying rounds this year.

He will be cremated at a service in England this week and his ashes flown home to New Plymouth to be buried alongside those of his sister.

dent that more power can be obtained from the eight valve four stroke engine. A second engine will be ready in time for the Brands race and then there will be a development period before Daytona in March.

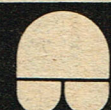
The engine has all the outward signs of the roadster unit it has been designed for. There are fixing points for the hydroelastic suspension and there is the recess in the casting where the electric starter will be fixed.

The watercooling system on the racing Challenge is a smaller version to the one used on the Formula One Cosworth racing car engine. And the electric black box that sits between the two banks of cylinders on the car is positioned on the tail end of the machine.

This contains two coils, a rectifier, an amplifier, a rev eliminator and a ballast resistor. If any form of trouble strikes in this department a replacement box can be rapidly fixed. Another quickly noticeable feature of the machine is the redesigned clutch.

On the track the machine has a noise all of its own. "Something between a two stroke and the Triumph triple," said Perris.

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AT 9.55 am on Monday the three man Brook Lister sidecar team wrote their names into the Guinness record book after smashing the world sidecar endurance record.

The three man team of Peter Lister, Malcolm Aveyard and Richard Wiezbianski broke the old record of 24 hours 20 minutes riding the 500cc Honda outfit around Tockwith airfield in Yorkshire.

During Sunday night a fuse vibrated out of its holder and caused the lights to fail. Scheduled end is tomorrow (Thursday).

MICK WALKER

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