



Palomo is champion but Nixon protests!

PLUS
INSIDE



VICTOR Palomo (above) has been crowned Formula 750 champion after winning Saturday's final round at Hockenheim. His claim to the title, though, is being strongly opposed by American Gary Nixon who says he is the winner of the second round in Venezuela, not Steve Baker. If the FIM uphold his protest next month he will move one point ahead of Palomo. Full report pages 19, 20, 21.

Britain fourth

BRITAIN took fourth place in last week's World Trophy team contest at the International Six Days Trial, in Austria, behind West Germany, Czechoslovakia, and East Germany.

Mick Bowers was our best performer.

Only three of the 22 Britons retired, the remaining survivors bringing home eight silver and one bronze medal.

It was West Germany's second successive Trophy success but the Czechs beat them in the secondary Silver Vase competition in which Britain was last.

● Peter Howdle's report, pages 13-16.

Hudson rides Husqvarna

NINETEEN-year-old Neil Hudson is to try Husqvarna's new moto cross bikes next week with a view to becoming the factory's number one 250cc grand prix rider next season.

● See Moto Cross Talk, page 32.

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- ★ International moto cross from Ireland

BUDGET RACING!

Low costs, big rewards for Honda's 125 series

A LOW-COST road racing formula with a prize fund of over £10,000 could revolutionise the British scene in 1977.

Plans are currently being laid at Honda UK's Chiswick headquarters to back a 12-meeting series exclusively for their new CR 125 two stroke racer, which last week underwent successful tests at Cadwell Park and Thruxton.

The aircooled, single cylinder bike is likely to cost as little as £800 ready to race and would be available through selected dealers.

Most of the prize fund would be sunk into prizemoney at the meetings, with just a small portion of the total figure held back for the overall positions at the end of the season.

With 125cc racing at a low ebb in this country and with the sport becoming more and more expensive, the plan is seen as an opportunity to revitalise the 125cc class and put racing within the reach of many more privateers.

The bikes are built by Honda Racing Service Centre in Japan and the factory are keen to assist importers and dealers with this type of involvement in racing, in preference to entering the world championships with a works team.

Honda's 125cc hope: See page six. Opinion: page four.

■ A NEW £17,500 prize, linking the 200-mile road races at Daytona, Imola and Paul Ricard, will be introduced in 1977. See page seven.

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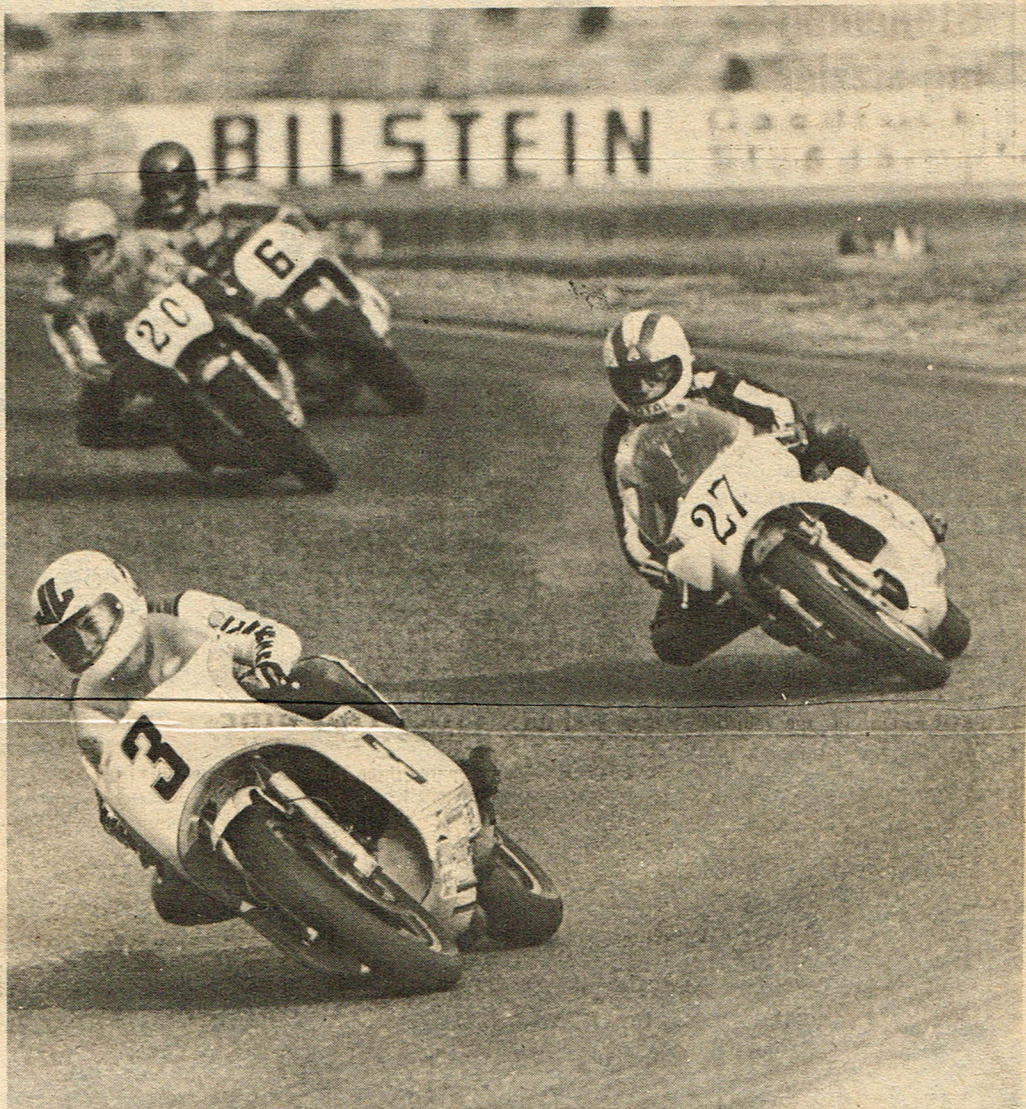
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TITLE DISPUTE



All action in the second half of the first leg. Mick Grant (Kawasaki, 3) leading Victor Palomo (Yamaha, 27), Phillippe Coulon (Yamaha, 20) and race winner John Newbold (Suzuki, 6).

Palomo and Nixon both claim the F750 crown Practice leader board

1 B Ditchburn (Kawasaki)	2	18.4
2 V Palomo (Yamahaz)	2	18.5
3 M Grant (Kawasaki)	2	18.5
4 J Newbold (Suzuki)	2	18.8
5 C Estrosi (Yamaha)	2	19.0
6 G Hussion (Yamaha)	2	19.3
7 B Kneubuhler (Yamaha)	2	19.4
8 J Dodds (Yamaha)	2	19.7
9 G Choukroun (Yamaha)	2	20.3
10 M Rougerie (Yamaha)	2	20.7

Provisional results

First leg (24 laps — 101.09 miles)

	m	s	mph
1 J Newbold (Suzuki)	56	16.9	107.93
2 P Coulon (Yamaha)	56	17.1	107.81
3 M Grant (Kawasaki)	56	17.3	107.68
4 V Palomo (Yamaha)	56	17.5	
5 B Kneubuhler (Yamaha)	56	33.2	
6 B Ditchburn (Kawasaki)	56	47.1	
7 G Nixon (Kawasaki), 8 C Sarron (Yamaha), 9 G Choukroun (Yamaha), 10 A George (Yamaha), 11 J Middelburg (Yamaha), 12 J Williams (Suzuki), completed 23 laps, 13 J Bengtsson (Yamaha), 14 H O Butenuth (Yamaha), 15 J Ekerold (Yamaha), 16 F Heller (Suzuki), 17 E Brandstetter (Yamaha), 18 J Dodds (Yamaha), 19 P Forrester (Yamaha), 20 H Schone (Yamahaz).			

Fastest lap: Coulon, 2m 16.6s — 111.09mph (record). Old record: P Pons (Yamaha) 2m 17.9s — 110.65mph.

Second leg (24 laps)

	m	s	mph
1 G Nixon (Kawasaki)	56	13.9	108.03
2 V Palomo (Yamaha)	56	21.3	107.93
3 B Kneubuhler (Yamaha)	56	40.0	107.12
4 G Choukroun (Yamaha)	57	27.7	
5 A George (Yamaha)	57	39.4	
6 J Dodds (Yamaha)	57	41.7	
7 J Williams (Yamaha), 8 J Newbold (Suzuki), completed 23 laps, 9 P Forester (Yamaha), 10 J Bengtsson (Yamaha), 11 H Butenuth (Yamaha), 12 J Ekerold (Yamaha), 13 E Brandstetter (Yamaha), 14 P Sjostrom (Yamaha), completed 22 laps, 15 P Lehtela (Yamaha), 16 A Harle (Yamaha), 17 J Wolz (Yamaha) completed 21 laps, 18 H Schone (Yamaha), 19 G Vogt (Yamaha).			

Fastest lap: Nixon, 2m 17.3s — 110.54mph.

OVERALL RESULT

1 Palomo, 2 Nixon, 3 Kneubuhler, 4 Newbold, 5 Choukroun, 6 George, 7 Williams, 8 Bengtsson, 9 Dodds, 10 Butenuth.

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Final round of the F750 road race championship

SPANIARD Victor Palomo was crowned Formula 750 champion at Hockenheim on Saturday.

In the final West German round he was overall winner with second and fourth places on his Yamaha in the two leg event, enough to put him two points clear of runner-up American Gary Nixon.

Two points clear that is, if the controversial Venezuelan round result is allowed to stand. Nixon is confident that it won't. "I won that race not Steve Baker," he declared. "I have protested to the FIM and next month I am confident they will declare me the winner and I shall be the champion by one point from Palomo."

The man crowned winner is just as certain he will remain the champion. "If the FIM alter the Venezuelan result I think it will be to remove it from the championship and that will make my winning margin even greater," he said.

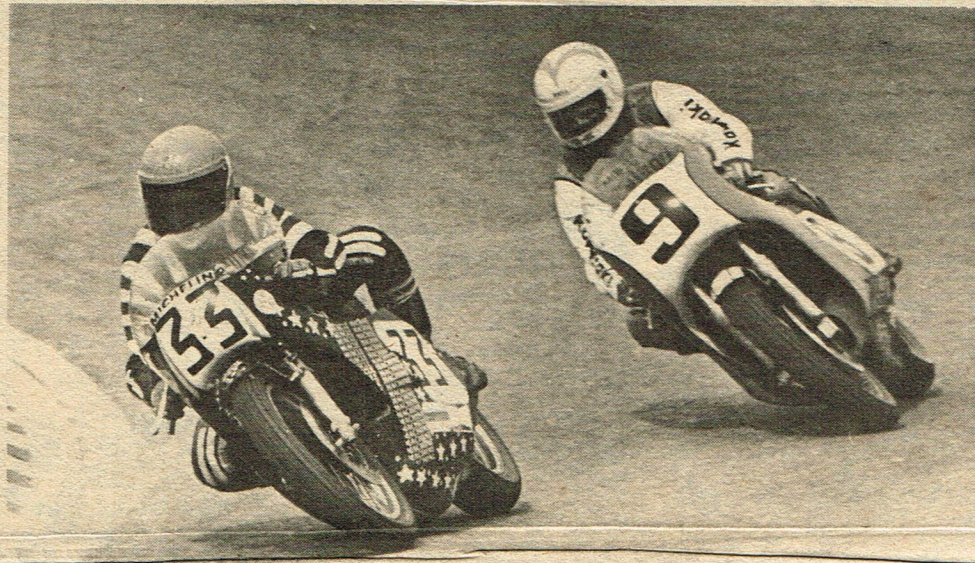
Nixon, winner of Saturday's second leg, had his chances of getting maximum points ruined in the first when his pit team failed to secure the filler cap of his Kawasaki when he made a refuelling stop.

"The bike wasn't going quick enough to win but I lost a lot of valuable time when petrol sprayed over the screen after I had gassed up," said Nixon who was in fourth place when he went to his pit on the 18th lap. His trouble dropped him to seventh place.

The first leg was the most entertaining of the two 24 lap races.

Mick Grant on the works Kawasaki headed off the line chased by John Dodds on his Yamaha-4 but at the end of the first lap of the 4.2 mile circuit the

IT'S PALOMO — BY TWO!



Second leg winner Gary Nixon (Kawasaki, 9), who is convinced he is the Formula 750 champion, about to pass Swede Johnny Bengtsson (Yamaha, 33).

"green meanie" rider was pulling away.

Nixon was up to second with Dodds, Christian Estrosi, Barry Ditchburn, John Newbold, Victor Palomo and Michel Rougerie, back in action a month before he anticipated, in line astern.

On the next lap, with Grant increasing his lead, Dodds lost ground when his four became a three and Rougerie was at the tail end of the field with a Yamaha that lost its fuel supply to a carburettor. Both riders pulled into the pits but a plug change failed to sort out Dodds' problem. Rougerie rejoined the race but was still in trouble with the ankle he broke in a car crash in July, and retired before three quarter race distance.

For three laps Newbold kept

his Suzuki in second place and then after Estrosi had inched into the spot for a couple of laps it was the turn of high speed Phillipe Coulon to take over.

With a record breaking tenth lap the Swiss rider shook off his challengers that now included Christian Sarron, the young French rider who took over a Gauloises Sonauto Yamaha from the injured Patrick Pons.

Estrosi went out at the pits after nine laps when his Yamaha struck trouble and at the same time Alex George became the first of the day to refuel.

It was the refuelling stops that were destined to put a real punch into the second half of the race.

When Grant made his scheduled stop at the end of the twelfth lap his lead over Coulon

looked good enough to get him back in the race without losing the position. But there was more than just fuel to attend to. From early in the race the Yorkshireman had been troubled by oil on his screen and he thought there was a chance that it was brake fluid from the master cylinder.

A makeshift repair of wrapping rag round the cylinder was made while the screen was cleaned. "But after a lap or two the trouble was back again," said Grant. "The oil must have been coming from the fuel cap. Anyway I did get in a couple of laps when I could see where I was going. It was like a new circuit for me."

The stop took 37.7 seconds and Grant was down in ninth place when he rejoined the race.

but Nixon says "I'm the champ"

After a lap back in the action he was 28 seconds behind Coulon, and despite a semi trailing left hand exhaust pipe that hindered cornering, he wiped off 1 1/2 seconds on the following lap.

Team mate Ditchburn pulled into the pits in eighth place for a rapid refuel and on the fifteenth lap Coulon, Nixon and Bruno Kneubuhler, who had harried his way through to sixth place, were all taking on fuel. Ditchburn's early promise took a knock when he went straight on at the chicane.

A far from efficient front brake was the cause of the excursion. "We fitted new pads before the race and they were not bedded in," said Ditchburn who slowed his pace accordingly.

Coulon's stop let Newbold and Palomo in to contest the lead but it only lasted for one lap before Palomo made his stop. It was a quick affair with only Sarron going ahead to hold second place until he pitted at the end of the 18th lap. Newbold was called in at the same time but he was out again within four seconds to join Grant, who was in front after all the pit activity, Coulon and Palomo for a fight to the finish.

And what a battle it was with

Newbold doing excellent things through the arena in-field section to make up for the slower speed of his Suzuki. "The only way I could keep up with the others on the fast straights was to tuck in and get a tow from one of the Yamahas," he said. "Anyway it was nice taking the lead in the arena in front of all the people."

He passed Coulon and Grant on the inside of the centre right hander on the penultimate lap but as the leaders rushed into view for the last time it was Coulon in front. Then on the last corner Newbold took the Swiss rider on the outside and just managed to squeeze enough out of his triple to take victory by a fifth of a second.

Coulon too was having his own problems with no brakes and a chain that kept jumping the sprocket during the closing laps.

Grant came in third only a fifth of a second behind Coulon and it was the same margin that Palomo was behind him. Nixon pulled out a little extra steam on the last lap to bring himself up to seventh place three fifths of a second ahead of Sarron.

The second leg started in total confusion. Grant wrongly

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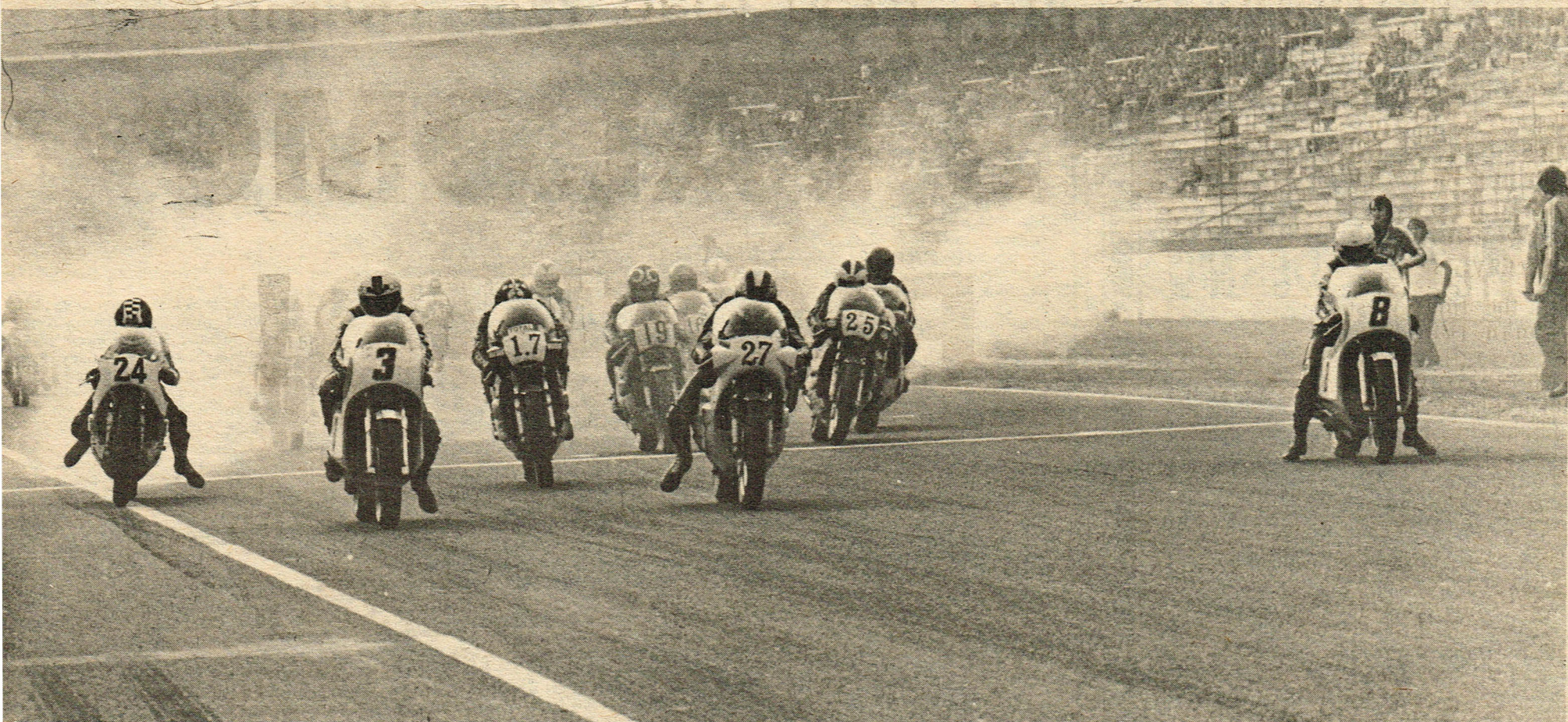
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A quarter to nine in the morning and the first leg gets underway. Barry Ditchburn (Kawasaki, 8) appears to be waiting to give others a chance. In a hurry are Victor Palomo (Yamaha, 27), Mick Grant (Kawasaki, 3), John Dodds (Yamaha, 24), Christian Estrosi (Yamaha, 17) Bruno Kneubuhler (Yamaha, 19) and Gilles Husson (Yamaha, 25).

by John Brown
Pictures Peter Kern

thinking the ragged effort was a false start coasted into the pit to try and sort out a rear wheel, he discovered during the warm up lap to be badly out of balance. When he found that the race was on he was far from happy.

Dutchman Jack Middleburg, eleventh in the first leg, was involved in a start line collision with Franz Rau and both their Yamahas burst into flames. Neither rider was injured.

With Rougerie also riding straight into the pits it was Nixon who headed the field at the end of the first lap as the last puffs of smoke from the burnt machines drifted across the track.

By the end of the next lap Coulon had gone from fourth to first and Newbold was a fraction ahead of Nixon. Coulon it seemed had made up his mind to build up a good lead in case of any refuelling problems. But his efforts to make up about a second a lap on his pursuers were all for nothing. On the ninth lap, when he was well over six seconds ahead of Newbold and Nixon, the Regina chain on his Yamaha broke.

Sarron in fifth place went out a lap later with machine trouble as Ditchburn decided to take the long walk back to the paddock after his Kawasaki stopped at the far end of the circuit after five laps while he was in fourth place. "It just coughed and died," he said. "I thought the walk would do me good."

Nixon and Newbold made the race for the lead interesting until the fourteenth lap when Nixon took his fuel break. It only took nine seconds and Palomo was the only person to take advantage of the stop. Anyway he was in for a five and a half second stop on the next lap himself and the positions

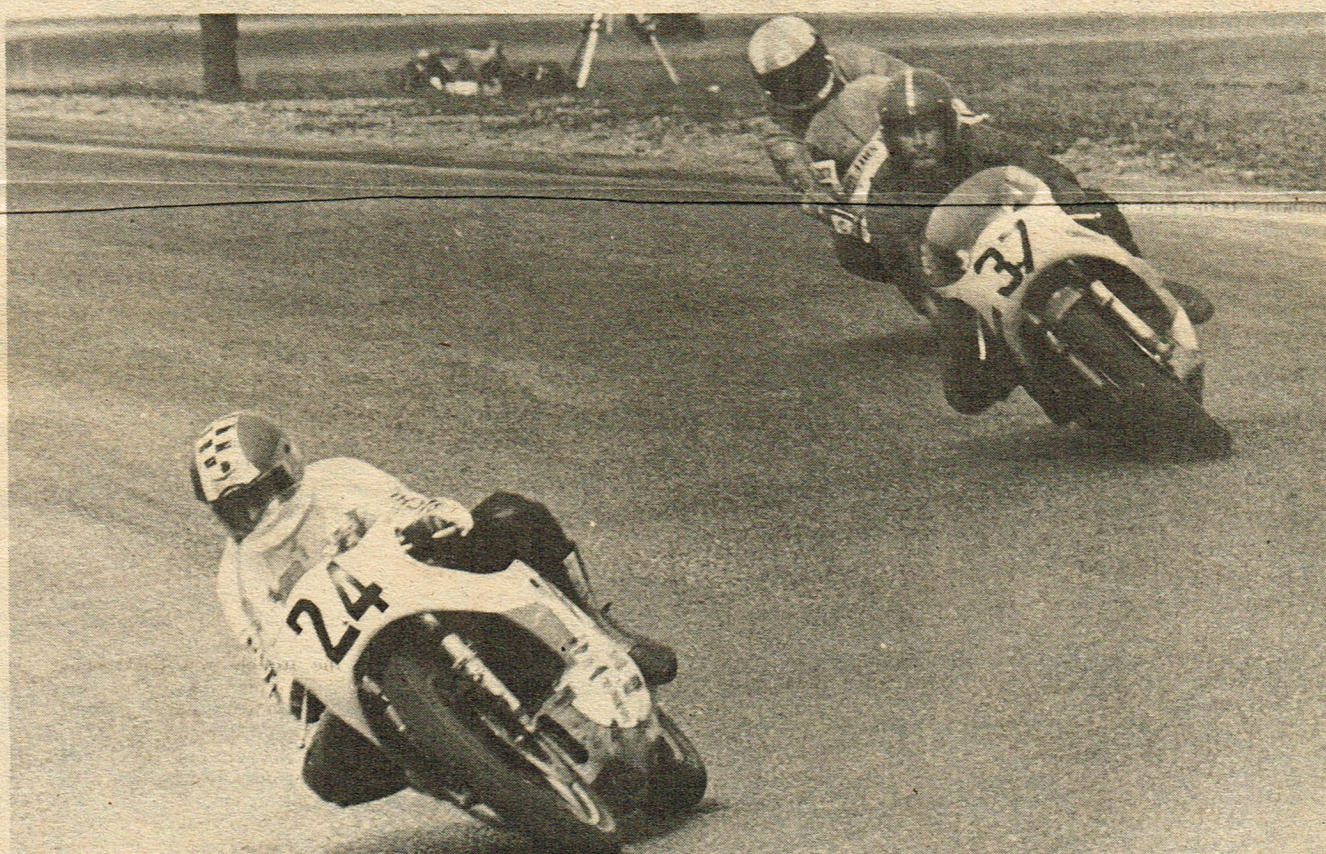
were back as they were before the stops. Newbold made his stop after 17 laps and with a slick 5.6 second tank-up was back in the race without losing first place. Then on the next lap he saw his efforts wasted when a German 350 Yamaha rider fell off in front of him. "I just could not miss hitting him," said Newbold. "I struck his shoulder."

Newbold was brought off and a carburettor was knocked off his Suzuki. He remounted and struggled on with the throttle sticking open. "To make matters worse the cut out would not work so I was unable to use it to make gear changing easier," he said, after finishing in eighth place. Palomo did give chase after Nixon at one stage but it then suited him to settle for second place.

Dodds from a slowish start, made ground consistently throughout the race, and arrived in fifth place with three laps to go. He then found a challenge from George and John Williams who was out to improve on his first leg twelfth place with a Suzuki suffering brake problems. George succeeded in the fight back to fifth place 11 seconds behind fourth man Choukroun, but Dodds beat Williams by two seconds.

A good effort came from third finisher Kneubuhler who spent the time between races fitting a new front brake. "The disc was distorted and the brake was not functioning properly in the first leg," he said.

He was also up to 2 am with his mechanics working on an engine that was damaged in a practice breakdown when a broken reed valve scored the barrel.



John Dodds (Yamaha 24) on his way through the field after passing Sjostrom (Yamaha, 37). Also about to pass the Swedish rider is Alex George (Yamaha).

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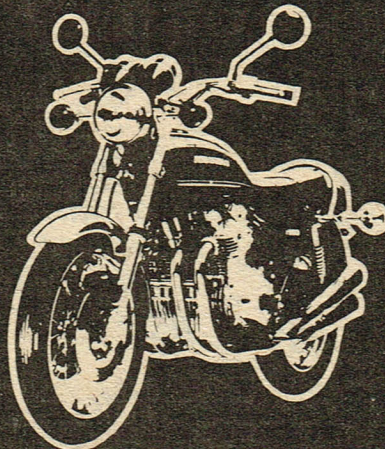
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