

DONINGTON

THE HEART OF BRITISH MOTOR SPORT

Supported by

DAILY
Mirror



ROAD RACE CLASSIC

SAT/SUN JUNE 21/22

Organised by Pathfinders & Derby Motor Club

Official Programme £1

For conditions of admission see inside



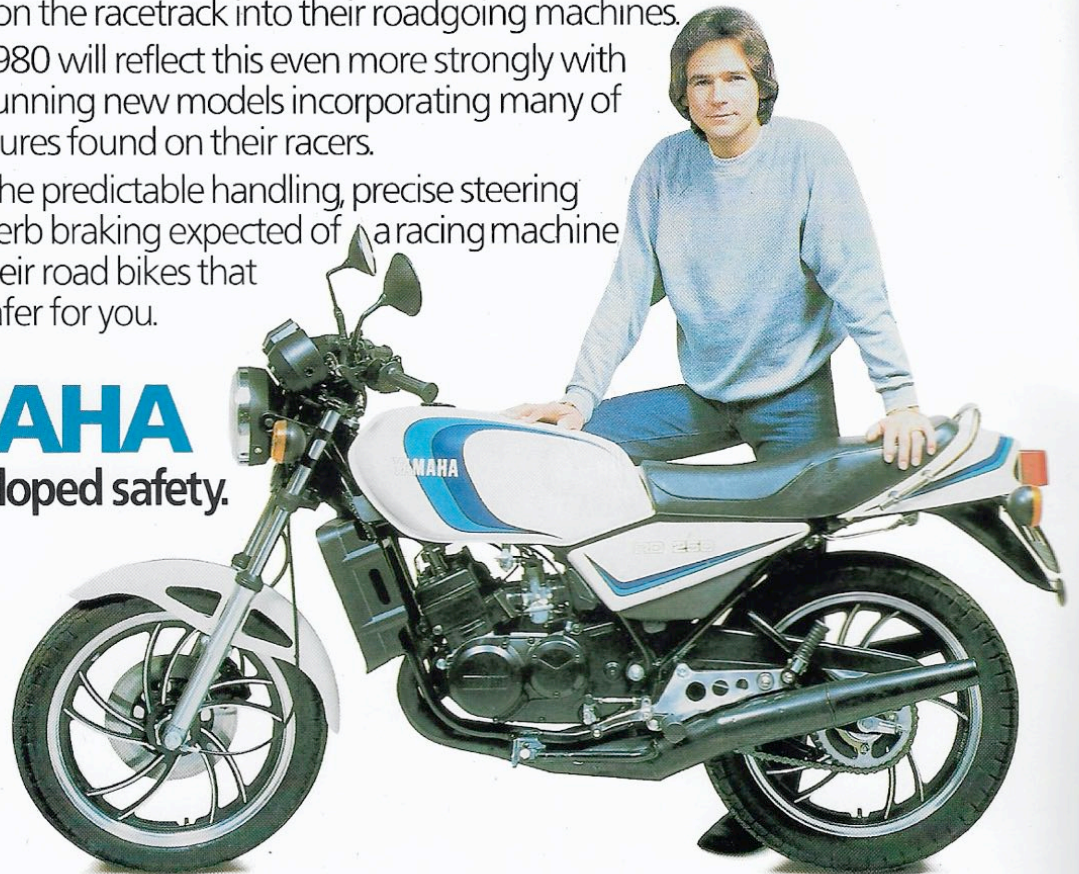
Have we got a shock for the competition.

As always Yamaha stick to their policy of putting the lessons learned on the racetrack into their roadgoing machines.

1980 will reflect this even more strongly with some stunning new models incorporating many of the features found on their racers.

The predictable handling, precise steering and superb braking expected of a racing machine make their road bikes that much safer for you.

YAMAHA
For race developed safety.



THE DONINGTON CLASSIC ROAD RACE MEETING

Saturday 21st/Sunday 22nd June, 1980

A National Competition organised by The Pathfinders & Derby Motor Club Ltd (affiliated to the Auto-Cycle Union through the East-Midland Centre). Held under the General Competition Rules and the Standing Regulations of the Auto-Cycle Union and the Supplementary and Final Regulations issued by the Club.

Permit No. ACU 025

Permanent Course Licence No. 16

TIMETABLE

SATURDAY 21st JUNE

Practice

250 cc Heat 1 (untimed)	09.00 — 09.15
250 cc Heat 2 (untimed)	09.20 — 09.35
World of Sport Superbike (untimed)	09.40 — 09.55
250 cc Heat 1 (timed)	10.00 — 10.20
250 cc Heat 2 (timed)	10.25 — 10.45
World of Sport Superbike (timed)	10.50 — 11.10
Sidecars Heat 1 (untimed)	11.15 — 11.30
Sidecars Heat 2 (untimed)	11.35 — 11.50
500 cc (untimed)	13.45 — 14.00

RACES

Race 1	MOTORCYCLE RACING/VLADIVAR VODKA 250 cc CHAMPIONSHIP		
	(at approx. 14.05)	Heat 1	6 laps, 11.74 miles
Race 2	MOTORCYCLE RACING/VLADIVAR VODKA 250 cc CHAMPIONSHIP		
	(at approx. 14.25)	Heat 2	6 laps, 11.74 miles
Race 3	WORLD OF SPORT SUPERBIKE CHALLENGE, Round 2		18 laps, 35.23 miles
	(at approx. 15.20)		

Practice

350 cc (untimed)	15.50 — 16.05
125 cc (untimed)	16.10 — 16.25
Sidecars — Heat 1 (timed)	16.30 — 16.50
Sidecars — Heat 2 (timed)	16.55 — 17.15

SUNDAY 22nd JUNE

Practice

125 cc (timed)	09.00 — 09.20
500 cc (timed)	09.25 — 09.45
350 cc (timed)	09.50 — 10.10
Motorcycle News/Duckhams Superbike (timed)	10.15 — 10.35
Sidecars (by request to Secretary) (untimed)	10.40 — 10.55
Solos (by request to Secretary) (untimed)	11.00 — 11.15
Classic Bike Parade & Barry Sheene presentation	11.30 — 12.15

RACES (starting at 12.30)

RACE 4	MOTOR CYCLE NEWS/DUCKHAMS SUPERBIKE CHAMPIONSHIP	First leg	18 laps, 35.23 miles
RACE 5	MOTOR CYCLE WEEKLY/FORWARD TRUST SIDECAR CHAMPIONSHIP	Heat 1	6 laps, 11.74 miles
RACE 6	MOTORCYCLE RACING/VLADIVAR VODKA 250 cc CHAMPIONSHIP	Final	12 laps, 23.49 miles
RACE 7	MOTOR CYCLE WEEKLY/FORWARD TRUST SIDECAR CHAMPIONSHIP	Heat 2	6 laps, 11.74 miles
RACE 8	125 cc ULTRA LIGHTWEIGHT RACE		10 laps, 19.57 miles
RACE 9	MOTOR CYCLE NEWS/DUCKHAMS SUPERBIKE CHAMPIONSHIP	Second leg	18 laps, 35.23 miles
RACE 10	MOTOR CYCLE WEEKLY/FORWARD TRUST SIDECAR CHAMPIONSHIP	Final	12 laps, 23.49 miles
RACE 11	DONINGTON 500 cc ROAD RACE CLASSIC FOR THE DAILY MIRROR TROPHY		15 laps, 29.36 miles
RACE 12	350 cc JUNIOR RACE		15 laps, 29.36 miles

DONINGTON AWARDS

Donington Park Racing Ltd present to the winner of each race: Winner's garland, hat, rosette, pennant and tankard. Moët & Chandon kindly supply the champagne for the winners.

This programme is edited by Robert Fearnall, published by Donington Park Racing Ltd and printed in England by Taylor Bloxham Limited, Tyrrell Street, Leicester LE3 5SB.

Donington Park Racing Limited wish to thank the following for their kind assistance in supplying photographic material for this programme: Ian Catt, Chris Carter, Brian Kelly, Richard Adams A.I.I.P., and John Colley.

Officials of the Meeting

STEWARDS:

Appointed by the ACU
D. Mobley, Esq
Appointed by the
East Midland Centre, ACU
G. Neave, Esq
Appointed by the Club
R. T. Morris, Esq

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K. Riley

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Mickleover, Derby

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D. Fern

MEDICAL OFFICERS:

Mr R. Gunn, Dr H. Trivedi and Dr S. Vlachtsis
assisted by the
Derbyshire Royal Infirmary
and St John Ambulance Brigade
under the direction of
Area Superintendent
M. Mardon

COURSE CARS:

Triumph TR7 and Austin Princess
kindly loaned by Leyland Cars

BREAKDOWN VEHICLES:

Supplied by Bob Minion Ltd and
Barrie Rodgers, both of
London Road, Derby, and
Hailwood & Gould, Birmingham

COURSE MOTOR-CYCLES:

Bob Minion Ltd

CIRCUIT VEHICLES:

Honda Acty Van supplied by
Honda UK Ltd.
Two fire tender Land Rovers donated
by Leyland
Two Peugeot 504 ambulances
donated by Pilkington Motors,
Chesterfield and Derby.
The Saab turbo incident control
vehicle supplied by
Saab (Midlands) Ltd.
Toyota Hi-ace rescue vehicle
supplied by Farmer & Carlisle,
Toyota dealers for Loughborough.
(Tools on Rescue vehicle donated by
John Shoebridge, 63 Steam Mill Lane,
Ripley, Derby.
(Tel: Derby 44538)



SUPERBIKE CHALLENGE DONINGTON PARK

ROUND 1 SATURDAY APRIL 12

Results	18 laps 35.23 miles			Points
1st	RANDY MAMOLA	23m 10.7s	91.20 mph	10
2nd	ROGER MARSHALL	23m 18.4s	90.69 mph	9
3rd	WIL HARTOG	23m 25.2s	90.25 mph	8
4th	MICK GRANT	23m 41.5s		7
5th	JEFF SAYLE	23m 43.3s		6
6th	DAVID DEAN	23m 48.8s		5
7th	STEVE MANSHIP	23m 53.7s		4
8th	STEVEN HENSHAW	23m 56.1s		3
9th	BARRY DITCHBURN	23m 57.7s		2
10th	STEVE MAY	24m 27.2s		1
11th	KEVIN WRETTON	24m 27.2s		x
12th	BARRY WOODLAND	24m 27.8s		x

Fastest Lap: Ron Haslam 1m 16.0s 92.71 mph (on lap 7)

Winner's Fastest Lap: Randy Mamola 1m 16.3s (also on lap 7)

DOUBLE POINTS FINAL ROUND: SATURDAY AUGUST 30

Donington Motorcycle Lap Records and Race Records

OUTRIGHT CIRCUIT RECORD

Barry Sheene (650 Suzuki)	1m 14.7s	94.32 mph	23/9/79
125 cc			
Clive Horton (125 Morbidelli)	1m 25.0s	82.89 mph	24/9/78
250 cc			
Kork Ballington (249 Kawasaki)	1m 18.4s	89.87 mph	13/4/80
350 cc			
Kork Ballington (349 Kawasaki)	1m 16.1s	91.62 mph	8/7/79
500 cc			
Wil Hartog (500 Suzuki)	1m 15.0s	93.95 mph	13/4/80
1000 cc			
Barry Sheene (650 Suzuki)	1m 14.7s	94.32 mph	23/9/79
TT Formula 1			
Ron Haslam (999 Honda)	1m 16.8s	91.74 mph	18/5/80
Honda 125 cc			
Rod Scivyer (124 Honda MT125)	1m 27.1s	80.89 mph	8/7/79
1000 cc Sidecars			
Jock Taylor/Bengt-Goran Johansson (700 Fowler Yamaha)	1m 17.7s	90.68 mph	18/5/80

OUTRIGHT RACE RECORD

Randy Mamola (750 Yamaha)	92.93 mph	23/9/79
125 cc		
Bengt-Goran Johansson (125 Morbidelli)	80.68 mph	24/9/78
250 cc		
Kork Ballington (249 Kawasaki)	87.97 mph	13/4/80
350 cc		
Kork Ballington (349 Kawasaki)	89.65 mph	8/7/79
500 cc		
Randy Mamola (500 Suzuki)	92.63 mph	13/4/80
1000 cc		
Randy Mamola (750 Yamaha)	92.93 mph	23/9/79
TT Formula 1		
Ron Haslam (999 Honda)	89.81 mph	18/5/80
Honda 125 cc		
Rod Scivyer (124 Honda MT125)	79.41 mph	8/7/79
1000 cc Sidecars		
Jock Taylor/Bengt-Goran Johansson (700 Fowler Yamaha)	88.69 mph	18/5/80

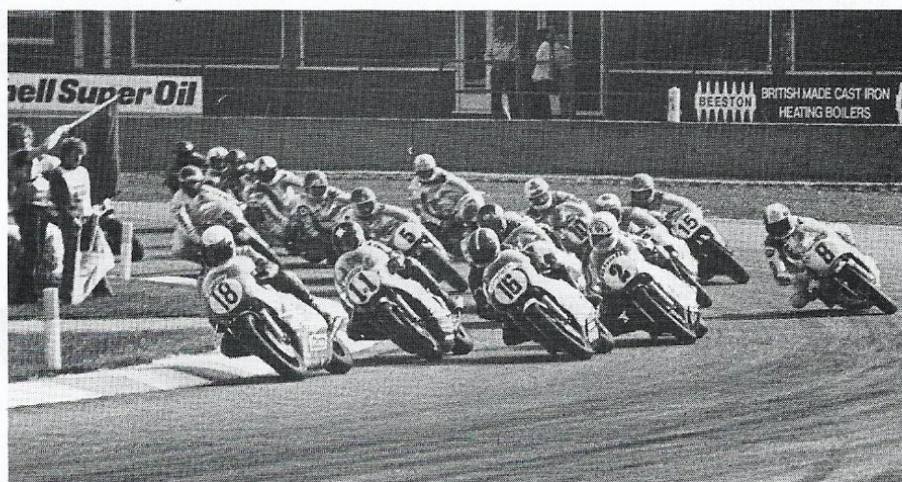
Today's Competitors

Solos

No.	DRIVER	TOWN
2	RON HASLAM	Langley Mill
3	RANDY MAMOLA	London
4	GRAEME CROSBY	London
5	JOHN NEWBOLD	South Normanton
6	STEVE PARRISH	Royston
7	BARRY SHEENE	Charlwood
8	DAVE POTTER	Royston
9	To be advised	—
10	MICK GRANT	Lepton Grange
11	ROGER MARSHALL	Wragby
12	BARRY DITCHBURN	Sevenoaks
13	CHRIS GUY	Kingsbridge
14	JEFFREY SAYLE	Ilstock
15	STEVE MANSHIP	Leicester
16	KEITH HUEWEN	Wollaston
17	GRAEME MCGREGOR	Ilstock
18	GRAHAM WOOD	Scunthorpe
19	CHARLIE WILLIAMS	Alvanley
20	STAN WOODS	—
21	STEVEN CULL	Bangor (N. Ireland)
22	DAVID DEAN	Wigan
23	STEVE WRIGHT	Barnsley
24	CLIVE HORTON	Derby
25	STEVE MAY	Bishops Cleeve
26	TONY RUTTER	Brierley Hill
27	STEVE HENSHAW	Jacksdale
28	TONY ROGERS	Doncaster
29	JOHN PACE	Heston
30	GARY LINGHAM	London
31	JOHN WOODLEY	London
32	STU AVANT	London
33	PHIL HENDERSON	Wakefield
34	KEVIN WRETTOM	Luton
35	PHIL MELLOR	Shelley
36	GRAHAM YOUNG	Moir
37	ALAN STEWART	Guiseborough
38	DEREK CHATTERTON	Sibsey
39	TONY HEAD	Coventry
40	DENNIS IRELAND	Heston
41	MURRAY SAYLE	Melbourne
42	BARRY WOODLAND	Northwood
44	DONNY ROBINSON	Halifax
45	PETER HUBBARD	Lincoln
46	PETER LABUSCHAGNE	Brackley
47	JOHN WEEDON	Ilstock
48	STEVE WILLIAMS	Llantwit Major
49	ROD SCIVYER	Banbury
50	PETE WILD	Chesterfield
51	NEIL TUXWORTH	Louth
52	DONNIE MCLEOD	Forth
53	STEPHEN CLARKE	Ilkeston
54	LEIGH NOTMAN	Stapleford
55	ADRIAN MARSH	Winterton
56	BILL MARKS	Bridgwater
57	ROB MARKS	Bridgwater
58	BUTCH HOBBS	Tonbridge
59	STEPHEN TONKIN	Camforth
60	DESMOND BARRY	Melton Mowbray
61	IAN RATCLIFFE	Banstead
62	BOB JACKSON	Kendal
63	PETER HOWARTH	Derby
64	CLIVE OFFER	Coulsdon
65	GRAHAM ATHA	Doncaster
66	BILL INGHAM	Preston
67	ALAN PACEY	Langley Mill
68	GRAEME GEDDES	Banbury
69	STEVE KIBBLE	Cheadle Hulme
70	PAUL McLACHLAN	Caterham
71	PETER MELNIK	Rushden
72	PHIL LANDEG	Port Talbot
73	MICK KENT	Market Rasen
74	IAN BELL	Bedlington
75	DAVID VALE	Stanford Bridge
76	STAN WRIGHT	Barnsley
77	ROB BROWN	Barnsley
78	GEOFF JOHNSON	Richmond
79	JOHN ROBINSON	Little Haywood
80	JOHN HESELWOOD	Heywood
81	ALEX BEDFORD	Burton on Trent
82	PAUL HARRIS	Grays
83	NIGEL MATTEN	Kinver
84	CHRIS SIMPSON	Rochdale
85	CHRIS THORNE	Batley
86	CHARLIE HUGHES	Warrington
87	STEVE THOMPSON	Burton on Trent
88	PAUL BARKER	Lincoln
89	KEITH HOBBS	Fleckwell Heath
90	NORMAN ROWLES	Bury
91	DAVE SALTWELL	Billerica
92	TREVOR WISE	Uppingham
93	DAVE BROWN	Rochdale
94	KENNETH ROADS	Swanwick
95	ANTHONY MYERS	Hull
96	RAY SWANN	Kensworth
97	KEVIN ROBB	Newark
98	KARL ADAMSON	Cheadle Hulme
99	RAYMOND HANNA	Co. Armagh
100	PETER BANKS	Morpeth
101	NOEL CLEGG	Rochdale

No.	DRIVER	TOWN
102	JOHN KERNAN	—
103	MICK CHATTERTON	Barnsley
104	WAYNE SIDES	Ellesmere Port
105	GRIFF ROBERTS	Birmingham
106	GEOFF SAUNDERS	Alnwick
107	BOB TOWSE	Ashford
108	DAVE CONNELL	Castleford
109	DEREK BEST	Craigavon
110	PHIL RILEY	Fulwood
111	BILL RAE	Huddersfield
112	BILL BOWMAN	Wray
113	MICK JEFFREYS	Hayes
114	ROY JEFFREYS	High Wycombe
115	SIMON BUCKMASTER	Brookmans Park
116	RICHARD PEERS-JONES	New Malden
117	BRENDAN McKENNA	Coventry
118	KEVIN RICHARDS	Faversham
119	MARK SALLE	Barking
120	ROB VINE	Dover

No.	DRIVER	TOWN
121	GORDON TOON	Kings Lynn
122	STUART JONES	Sandbach
123	ROGER KLIMCKE	Leigh-on-Sea
124	BRIAN PETERS	Liverpool
125	NORMAN WHITE	Bury
126	TIM ANTILL	Workshop
127	DAVE PITHER	Moreton-in-Marsh
128	STEVE MACKIN	Crowthorne
129	DICK PIPES	Hull
130	RAY SHEARER	Ashford
131	ROB McELNEA	Brigg
132	LES BURGAN	Pailton
133	JOHN DONALDSON	Upton
134	ASA MOYCE	Waltham Cross
135	MARTIN ELLIOTT	Wimbledon
136	MARTIN BARR	Ballymena
137	TONY SMITH	Leicester
138	JEFF WEBBER	Cardiff
139	ANDREW BOND	Lowestoft



Graham Wood leads Marshall (11), Huewen (16), Haslam (2) and Potter (8) at Redgate in Round 1 of the ITV World of Sport Challenge.

Sidecars

No.	DRIVER/PASSENGER	TOWN
1	DICK GREASLEY/STEWART ATKINSON	Great Haywood
2	TREVOR IRESON/CLIVE POLLINGTON	Swindon
3	MICK BODDICE/CHAS BIRKS	Kidderminster
4	DEREK JONES/BRIAN AYRES	Perivale
5	GEORGE O'DELL/BILL BOLDISON	Hemel Hempstead
6	CLIVE STIRRA/ROGER KINGSMILL	Worthing
7	JOCK TAYLOR/BENGA JOHANNSON	Haddington
8	BRIAN WEBB/COLIN BOOKER	Rossington
9	FRANK ILLINGWORTH/RAYMOND CROWTHER	Ossett
10	MAL WHITE/PHIL SPENDLOVE	Harrogate
11	KEITH GALTRESS/NEIL SHELTON	Buckley
12	TERRY HASLAM/BONNER FREEMAN	Langley Mill
14	GORDON NOTTINGHAM/STEVE JOHNSON	South Humberston
15	DAVE SAVILLE/SIMON BIRCHALL	Torworth
16	GRAHAM MILTON/COLIN NEWBOLD	Huntingdon
17	ROGER DIXON/PAUL APPELBY	Weston-on-Trent
18	NIGEL ROLLASON/DAVE HOMER	Solihull
19	ALAN MAY/MICKY GRAY	Chadwell Heath
20	STEVE SINNOTT/DAVE HALL	Crowland
21	FRANK WRATHALL/To be nominated	Garstang
22	STEWART PEARSON/GRAHAME ROSE	Huddersfield
23	ALAN STEELE/COLIN BAIRNSON	Great Barrow
24	ANDY JACKSON/STEVE CHINA	Gloucester
25	ROY HANKS/VINCE BIGGS	Birmingham
26	MALC SHEPPARD/GEORGE DULY	Hucknall
27	PETER CAMPBELL/RICHARD GOODWIN	Donington
28	BRIAN MEE/BARRY DUNN	Shepshed
29	JOHN BARKER/NICK CUTMORE	Hornchurch
30	DENNIS BINGHAM/JULIA BINGHAM	Tuxford
31	GERRY LEWIS/BRIAN MILLSON	Swansea
32	STEVEN ABBOT/SHAUN SMITH	Riddings
33	DICK HAWES/DON WILLIAMS	Purfleet
34	DAVID HALLAM/JOHN HAVERCROFT	Newbold Verdon
35	BRUCE FORD-DUNN/ALISTAIR PIRIE	Steyning
36	RAYMOND TOWSE/MICHAEL WOODS	Market Weighton
37	DICK TAPKEN/PETER WILLIAMS	Newcastle
38	JOHN HARTELL/ROBERT HARTELL	Pudsey
39	JOHN WATSON/BRIAN HOYLE	Leeds
40	TIM EADE/DAVE MAWSON	Ringmer
41	WILLIAM DRURY/DAVID KETTLE	Lincoln
42	BRIAN REEVES/COLIN INGLES	Biddenden
43	ROGER ALDOUS/MALCOLME ALDOUS	Thornton Heath
44	LES CROSS/DAVID CROSS	Derby

We tested the new TT 100-K181 on the world's most punishing test equipment. Mike Hailwood.

Ten years ago, a legend was born on the Isle of Man.

The TT 100 became the first tyre to lap the TT circuit at over 100mph on a road bike, and it has been a favourite with all breeds of rider ever since.

But bikes have come a long way in ten years. They're bigger and faster and they put more stress on their tyres.

So we decided that even the TT 100 had to be updated.

For 3 years our designers and test-riders developed prototypes until we were satisfied.

Then we used our worldwide facilities to take the trials further.

We've got one machine that runs tyres at 150mph.

Another puts the

tyre under impossible stresses.

And another simulates aquaplaning conditions that no rider would be mad enough to risk.

Once the new TT 100-K181 had been through all that, you might think its ordeal was over.

Wrong.

A machine can test everything except feel.

And feel is the rider's most important asset.

So we brought in Mike Hailwood, the man who knows more

about feel than anyone, to ask the tyre a few questions at the Isle of Man, where it all started.

He lashed it through Guthrie's.

He thrashed it past Sarah's cottage.

He caned it over Ballaugh Bridge.

And flogged it round the circuit, lap after lap.

His verdict?

That the new tyre had all the wet grip of the old one, but it handled even better, helping the bigger bike of today achieve its full potential.

When we told him that the new TT 100-K181 also lasted 30% longer at the back, he had only one comment.

Unfortunately, we can't print it here.

But he was really quite impressed.

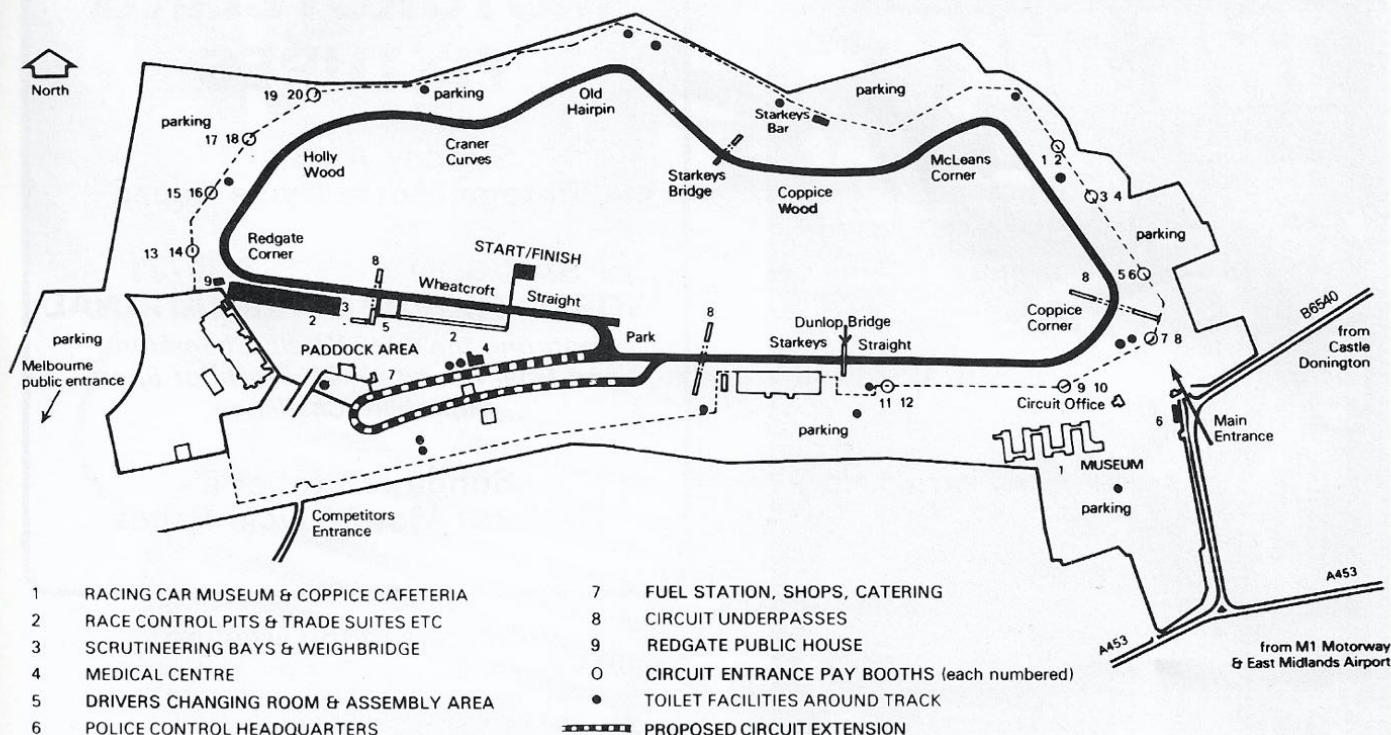


The new TT 100-K181



Donington Race Circuit

Lap Distance: 1.957 miles 3.149 kilometres



Paddock Ticket

Saturday £1 Sunday £2

Holders of Paddock Tickets are able to take a close-up view of the competitors, and have the access to a special viewing area opposite the pits.

Access to the trackside banking facility opposite the paddock is only via the underpass in the Paddock 2 (adjacent to the Scrutineering Bay).

Catering facilities are situated in the Paddock area together with shops and trade sites. The shops offer a variety of items from tyres and tools to Donington racewear.

GRANDSTAND TICKET

Saturday Free Sunday £2

Open grandstand seating, offering excellent viewing of the Donington circuit, is available at Redgate, McLeans and Coppice Corners. Purchase ticket by grandstand entrances.

CATERING FACILITIES

The Coppice Cafeteria, situated within the Museum complex adjacent to the main entrance car park, offers full catering facilities (including restaurant) from 10 am.

Donington's public house, the Redgate Lodge, is situated on the outside of Redgate Corner. Buffet meals are available here.

Another permanent bar facility is situated at Starkey's Bridge, adjacent to the popular Old Hairpin spectator banking area, and this also offers snack food.

Temporary bars/catering points are situated at the Craner Curves and at Coppice Corner, and there is also a cafeteria marquee at Coppice Corner.

The tobacconists kiosks situated in the Paddock, The Old Hairpin, McLeans Corner and at Coppice Corner, sell programmes, newspapers and magazines, in addition to confectionery.

The Coppice Corner area also features various trade sites offering a variety of badges, anoraks, souvenirs, etc.

BARRY SHEENE TO HAND OVER GRAND PRIX BIKES TO THE DONINGTON COLLECTION

At 'lunchtime' on Sunday, Barry Sheene will hand over four of his famous Grand Prix Motorcycles to Tom Wheatcroft, Chairman of Donington Park, for a special Barry Sheene display in The Donington Collection.

After the presentation, Sheene will ride one of his famous machines round the Donington Circuit.

The Sheene presentation will comprise the 125 cc Suzuki, on which he finished second in the 1968 125 World Championship, the 500 cc Suzuki on which he scored his memorable World Championship titles in 1976 and 1977, and the 500 cc Suzuki on which he was runner-up in the World Championship in 1978. Barry may also have present the 125 cc Bultaco on which he started his racing career.

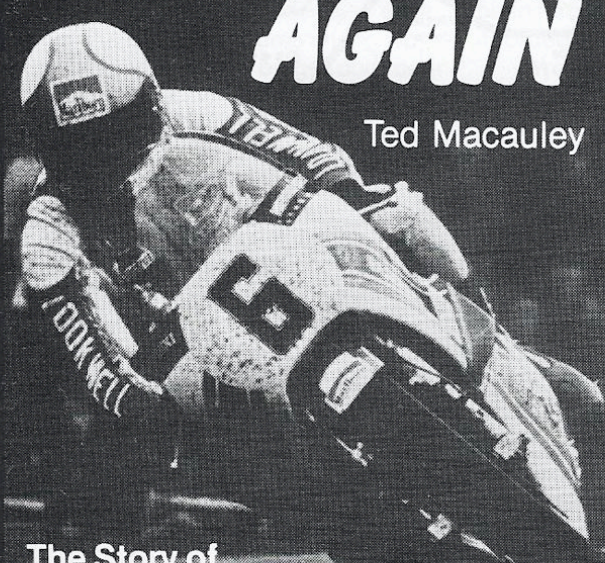
The Donington Collection, already established as the World's largest collection of Grand Prix Racing Cars, is building up a large motor cycle display of racing machines.

Already included in the Collection are Mike Hailwood's 350 cc and 500 cc Grand Prix Honda Fours, George O'Dell's 1977 World Championship winning Sevmaz Yamaha Sidecar, and the Honda RCB Endurance machine as raced by Charlie Williams and Stan Woods.

In the bookshops now!

MIKE THE BIKE-AGAIN

Ted Macauley



The Story of
Mike Hailwood's
Return to the TT.

£4.95

Cassell

1980 DONINGTON MOTORCYCLING FIXTURES

Sunday August 17
Vintage Motor Cycle Races

SAT/SUN AUGUST 30/31
WORLD TROPHY INTERNATIONAL

*featuring the 1980 World Champions
and Final Round of ITV World of Sport
Superbike Challenge*

Sunday October 5
National Motor Cycle Races

Promoters of the Meeting

DONINGTON PARK RACING LTD

Chairman: Tom Wheatcroft

Managing Director: Peter Gaydon

General Manager: Bryan Feltham

Public Relations Manager: Robert Fearnall

Marketing Consultant: Michael Sheppard

Castle Donington, Derby DE7 5RP.

Telephone: Derby (0332) 810048. Telex: 377793.

Conditions of Admission

MOTOR RACING IS DANGEROUS AND ALL PERSONS ATTENDING THIS MEETING DO SO ENTIRELY AT THEIR OWN RISK

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, are absolved from all liability arising out of accidents howsoever caused whether by negligence or otherwise resulting in damage to property and/or personal injury to spectators, and pass and ticket holders.

ANIMALS ARE NOT PERMITTED INTO THE CIRCUIT

Postponement of the Meeting

The Club reserves the right to postpone or cancel all or any part of the Meeting.

Programme Copyright

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted. The Club accepts entries and driver's nominations in good faith. Every effort is made to adhere to the printed programme, but the promoters cannot accept any liability for the failure of any driver or machine to appear.

Car Park Conditions

Vehicles are taken into the car park on condition that the Club and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.

Track Signals

GREEN LIGHT — Starting signal

RED LIGHT/FLAG — Stop

WHITE FLAG — Ambulance or Course car on circuit

YELLOW FLAG (waved) — Great danger, be prepared to stop

YELLOW FLAG (motionless) Take care, danger

GREEN FLAG — Course clear

YELLOW/RED STRIPES FLAG — Oil on course (slippery track surface)

BLACK/WHITE CHEQUERED FLAG — Finish

BLACK FLAG WITH DRIVER'S NUMBER — That competitor to stop

Any driver who during practising or racing is judged to have taken unfair advantage whilst the yellow flag is displayed will be guilty of unfair and dangerous driving and may be excluded.

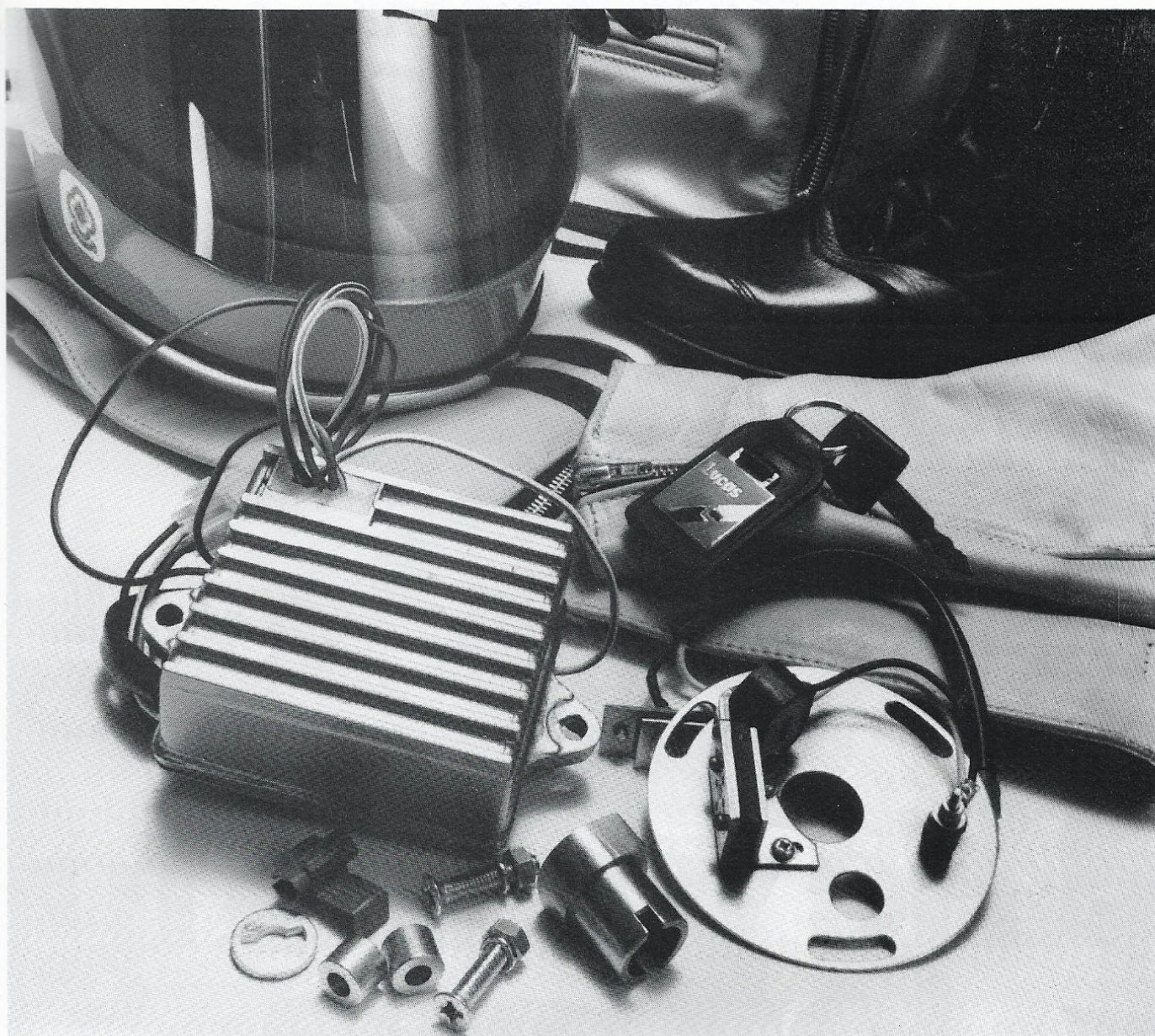
IMPORTANT NOTICES

IN THE INTERESTS OF YOUR OWN SAFETY SPECTATORS **MUST NOT CLIMB THE ADVERTISING HOARDINGS.**
ANYONE WHO ATTEMPTS THIS MAY BE ASKED TO LEAVE THE PREMISES.

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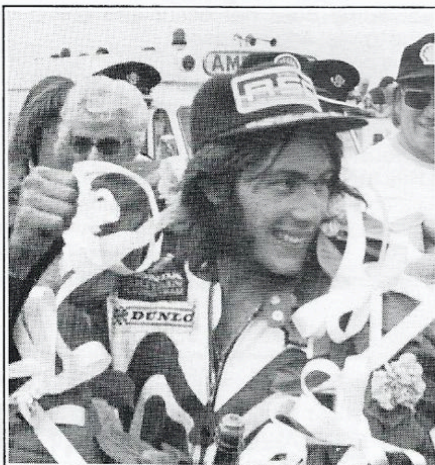


Ron Haslam astride the 996cc Honda.

Photo: Brian Kelly

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Ron Haslam, Forward Trust/Motor Cycle Weekly T.T. Formula 1 Champion 1979.

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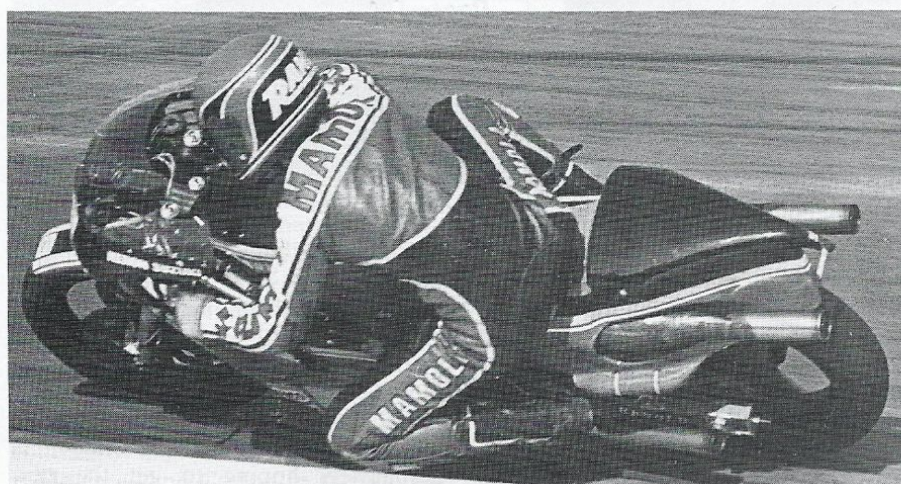
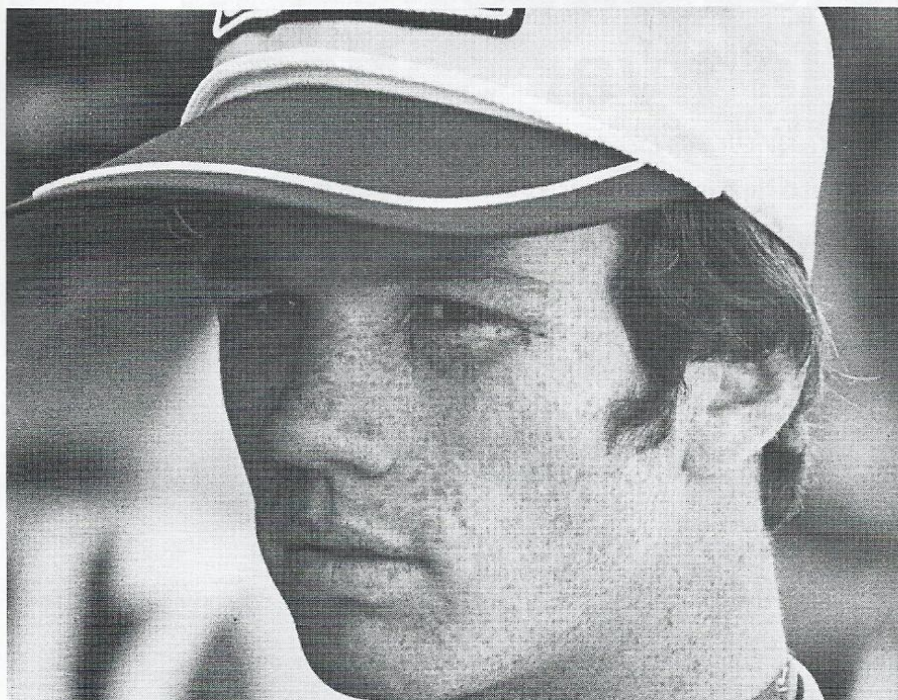
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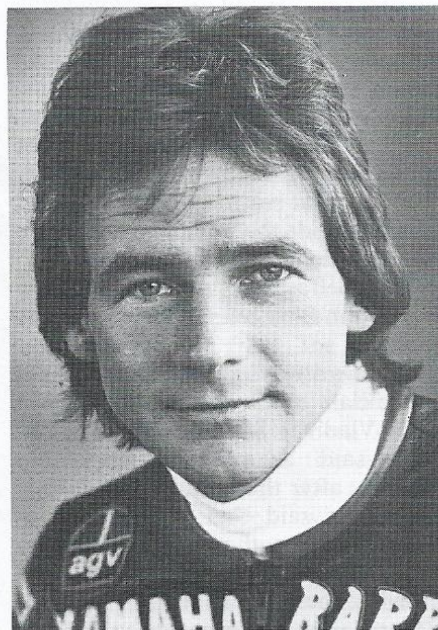
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DAVE POTTER

Unexpected situation in MCR/Vladivar series

By John Brown, Motorcycle Racing Magazine

Britain's premier smaller class title chase, the Motorcycle Racing Vladivar Vodka 250 Series is in a unique situation for this Sunday's third round at Donington Park.

Neither reigning champion Graeme McGregor or second placed Charlie Williams have scored in the first two rounds of this year's series and with different victors on the first two occasions it means that things really are in an as-you-were climate.

Another remarkable thing is that only two riders, ever-green Derek Chatterton and Alan Stewart have scored twice, both of them holding a mid-championship position with seven points apiece.

Both Aussie McGregor riding under the George Beale Racing banner, and Williams this year with official support from Mitsui Yamaha, are determined to be at the top when the prestigious and financially rewarding series ends its third year at Brands Hatch on October 16.

It was a daggers drawn situation when the pair came together for the first round at Cadwell Park in May with both of them keen to record an early advantage however small it may have been.

But there was to be no early break-away for either rider.

McGregor failed to get off the line in his qualifying heat when his Yamaha failed to respond to the push start and by the time he had got sorted out and got in to the race, the leaders were well on their way round Park Curve.

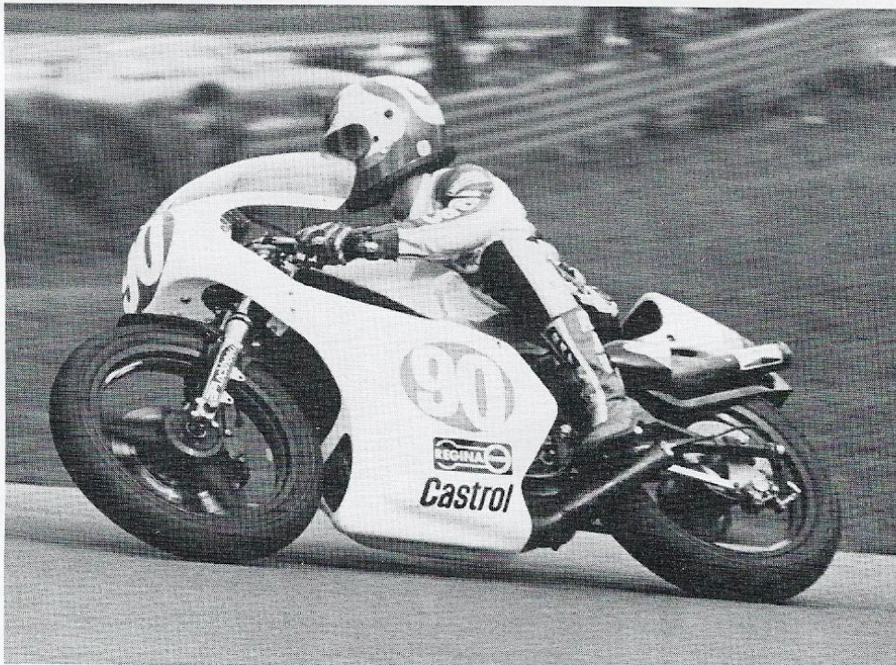
The Aussie who readily admits that the only place he likes to be is up front and heading for victory, tried just a bit too hard on the opening lap.

As he rushed in to the hairpin, overtaking the back markers left, right and centre, he tried to pick off just one too many and down he went. The reward for the dashing effort was a broken right collar bone that is still troubling the Aussie.

Fortunately for him, his main rival was having a set-back of a different kind.

When he returned from his warm-up lap Williams, who lives not too far from the Vladivar Vodka distillery in Warrington, discovered that the clutch retaining bolt on his Yamaha was missing.

After feverish work by his mechanic on the line the cause of the trouble was found and it was soon realised that all Williams would be able to do on that



Steve Tonkin winning first MCR/Vladivar round at Cadwell

occasion was to sit it out and watch the other eager title hunters grab the points.

For the first time a British title series was included in the North West 200 in Northern Ireland when the MCR Vladivar second round was run there a week later.

McGregor had already opted out of this round because of the best seven out of eight performances system being operated this year, so that he could contest the Italian GP at Misano; therefore this time pure road racing expert Williams thought he was in with a real chance of getting well ahead of his Aussie rival.

But again it was not to be. Williams decided to ride the well proven and fast Yamaha prepared at the Queen's University, Belfast, by two stroke expert Dr Gordon Blair but it seized up on the first lap.

"Things always go well for me in the 250 cc class unless it is a round of the MCR Vladivar Series as far as I can see," said a rather disappointed Williams after the race.

Williams said that he was not so worried about the situation as he would have been if McGregor had scored in the first round.

"As far as we are concerned it is even Stevens," he said "What we have

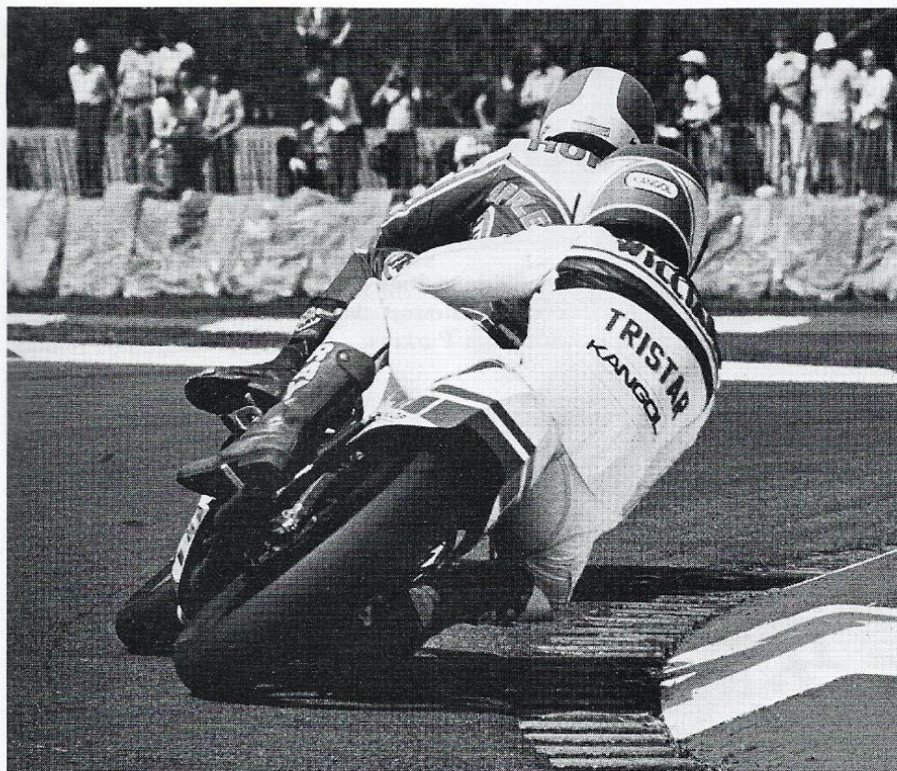
got to worry about are riders like first round winner Steve Tonkin who only has to keep getting top places to be in with a real chance of taking the title. There is nothing to beat points scored."

Williams facing the growing threat of the British Cotton machine, is desperately hoping to get the new highly developed TZ250 that has been promised to him by the Yamaha factory in Japan.

"I was hoping to have it by now but of course there has been trouble with the gears of the new production TZ250, and I fear that all efforts have been turned to this at the present time," he continued. "I shall keep plugging away for Yamaha of course but it would be helpful to get the new machine as soon as possible."

McGregor, who blames himself entirely for the Cadwell mishap, is still confident that he will retain the MCR Vladivar crown.

"If Charlie had scored and my score sheet was still blank then I would not feel quite so sure," said the Aussie. "At Cadwell I was annoyed about the bad start and in trying to make up ground I got a bit carried away. I saw this guy in front of me and felt sure I could get by him before the corner but I just clipped him and down I went. I



Clive Horton leads Charlie Williams in the 250 cc International at Donington earlier this year.

suppose it was a bit silly but I am afraid I just like to be up front as soon as possible."

In that first round McGregor raced his Yamaha after using a Cotton in the practice sessions. "At that time I was racing one against the other to judge which was best and at that time the Yamaha came out on top. A lot has happened since and we are getting some help through Cotton with some special engine parts from Rotax who make the engine in Austria," he continued.

He raced the Cotton in the TT but had troubles and it remains to be seen which machine he selects for this all important third round at Donington.

The return to racing by Cotton has done a lot to increase machine interest in racing and in particular the MCR Vladivar Series as the factory is basing all its current efforts on the 250 cc class.

It was Tonkin who scored the first win in the series for Cotton with his first round success, which incidentally was also his first victory in the event that he has been contesting regularly since it kicked off at Cadwell in 1978.

It was almost a first and second for Cotton in this year's first round with Clive Horton losing out to Steve Henshaw on the Harold Coppock Yamaha by about half a wheel's length after a back marker got in the way at Barn Corner on the last lap before the final run into the finish.

Cotton did, however, record a convincing success on the fast North

West circuit in the second round with Ulsterman Steve Cull scoring his victory in the series as he headed home a Cotton quartet that comprised Tony Rutter, Chas Mortimer and works development rider Derek Huxley in that order.

With a lap at 112.57 mph round the 8.9 mile circuit Cull certainly showed that the work being done to the Cottons by the factory and by the privateers is paying off and there must be a strong possibility of a British built machine winning the top honour that can be achieved in the 250 cc class in this country.

Among the Yamaha riders who are out to stop the Cotton take-over are not only Henshaw but impressive young Lincolnshire rider Peter Hubbard and back on form Steve Wright, but really if McGregor does decide to switch full time to the Cotton then Williams is faced with a rather lone battle to keep the once invincible Japanese factory in the number one slot.

Added machine interest for the series comes annually from the visits of Kawasaki rider and reigning double world champion Kork Ballington. There could well have been one of those rare appearances this weekend but the South African was rushed to hospital last week with severe abdominal pains that resulted in a major operation.

Ballington, with faint hopes of being back in the Grand Prix action later this month, has always managed to hoist

himself in to the top half a dozen by chalking up two victories and this year (with a possible three rides until the illness struck), could well have been a real problem for McGregor and Williams.

"You see after virtually missing the first two rounds it means that I have got to go out and win the rest," explained McGregor. "That's a tall order to start with and it's even taller with Kork about the place on the works Kawasaki."

The MCR Vladivar Series was introduced by its co-sponsors not just to provide a showpiece of 250 cc racing for the British race fans but also to give encouragement to the younger up and coming riders.

With this in mind a special award is made at the end of the season to the rider considered by the sponsors to be the best young rider. This is aimed at helping to promote much needed new talent in the sport and last year's choice must certainly have proved that the series has achieved what it set out to do in this direction.

The winner was Henshaw who is certainly proving to be one of the most consistent short riders at present in action.

With six rounds to go it is obviously far too early to make too much speculation who will receive the extra money prize this year but Hubbard must surely be in the running. Keep an eye out during the race here at Donington and do your own talent spotting — it will be interesting to see if you share the views of the sponsors at the end of the season.

Points scoring for the Series is on the usual world championship scale of 15-12-10-8-6-5-4-3-2-1 and as well as the normal prize money offered by the organisers of each round, all the top points scorers at the end of the series will benefit from the bonus fund of well over £6,000 offered by the sponsors. In addition, of course, there is a fair amount of vodka presented by Vladivar.

The plan this year is use a different circuit for each of the eight rounds and the next time you can see Britain's top 250 cc race action will be at the Snetterton Race of Aces on July 20.

The series standings after two rounds are:

	Points
1 S. Tonkin	15
S. Cull	15
3 T. Rutter	12
S. Henshaw	12
5 C. Horton	10
C. Mortimer	10
7 P. Hubbard	8
D. Huxley	8
9 D. Chatterton	7
A. Stewart	7
11 S. Wright	6
12 B. Jackson	5

Greasley defends title and series lead

By Nick Harris, Sports Editor, Motor Cycle Weekly

British champion Dick Greasley defends a slim 12 point lead over the flying Scotsman Jock Taylor at the sixth round of the Motor Cycle Weekly Forward Trust sidecar championship with brother-in-law Stewart Atkinson in the chair of their Yamaha outfit following the break up of Dick's successful partnership with John Parkins.

After a disappointing TT Parkins told his driver that he was not enjoying his racing and so they split up on amicable terms and Atkinson, who has ridden with the champion before, took over.

Their first appearance of the season was at the fifth round of the championship at Mallory a couple of weeks ago. They finished a brilliant second behind Taylor, who with his Swedish passenger Benga Johansson in the chair of their Yamaha outfit, decimated every record in sight.

Their fastest lap of 99.38 mph not only smashed the existing sidecar lap but was faster than the 250 and 350 lap records for the circuit and only just outside Barry Sheene's 500 record.

Jock and Benga are certainly the men in form and the Scotsman is Britain's only chance of getting anywhere near a world championship crown this year.

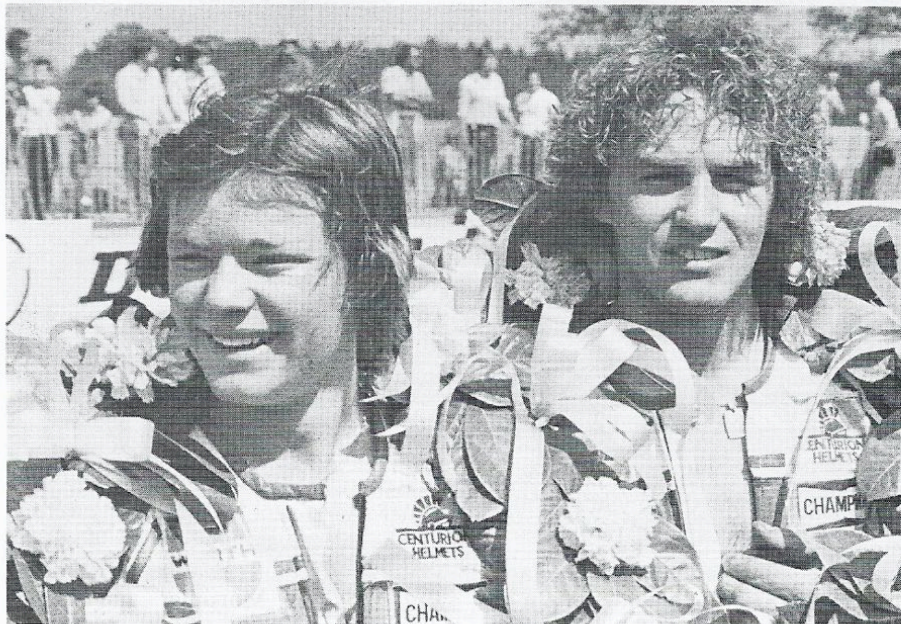
Anyone who witnessed their magnificent ride in the second leg of the TT in the Isle of Man last month will verify that they are well set to dominate the sidecar scene for a number of years.

After finishing second in the first race to TT experts Trevor Ireson and Clive Pollington (Yamaha) they overcame the enormous tension of two days of postponements, which played havoc with the nerves, to annihilate the race and lap record on their way to a famous victory.

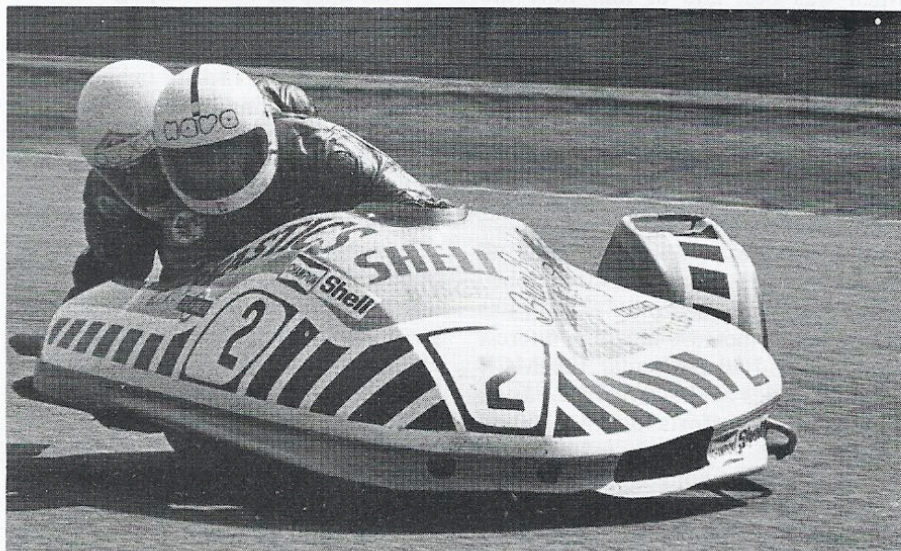
On the last lap of the tortuous 37¾ mile mountain circuit they looked on course to achieve an amazing 108 mph lap, which many solo riders would be happy to accomplish, until they slowed to 106 mph when they started to run out of petrol.

On the Grand Prix scene they finished second to Rolf Biland and Kurt Waltisperg in the opening world championship round at Paul Ricard in France and will have competed in a very important second round in Yugoslavia before arriving at their favourite Donington circuit.

Last month they delighted their large local following by winning both legs of the Daily Mirror World Sidecar Trophy collecting £1200 prize money in



Above: Jock Taylor (right) and Benga Johansson (left) after winning Donington's 1st World Sidecar Trophy and (below) Dick Greasley at the same meeting.



the process and giving their world championship aspirations an enormous boost into the bargain.

Incredibly the pair got together less than a year ago when Jock and his countryman Jamie Neil went their separate ways and 23 year old Benga, who was competing in the 125 class, stepped into a chair for the first time at Snetterton after only 20 minutes of practice.

It was nearly a fairy tale debut but

after smashing the lap they retired with mechanical problems but that ride was enough to convince Benga to give up solo racing and go with Jock full time.

It was a difficult decision at the time for the diminutive Swede, who still holds the 125 lap record at Donington, but he knew it was the right one a couple of months later when the pair won their first Grand Prix in his native Sweden.

They had another difficult decision

to make in the close season when they turned down a big sponsorship deal to ride a Helmut Fath engined outfit in all the Grands Prix and stuck with West Country firms, Fowlers of Bristol.

The decision was obviously correct and with Fowler's race boss Dennis Trollope preparing the Yamaha motor in the Terry Windle frame the future has opened up for the pair who must rank as two of the most likeable and popular combinations to hit the British scene for many years.

Current champion Greasley turned his back on the Grand Prix this season because of the total lack of start money for the chairs, to concentrate his effort and considerable talent in retaining his hard fought championship crown.

It was a difficult and brave step to take for last year he finished third in the B2A World Championship behind Rolf Biland and Rolf Steinhausen but his start to the championship defence must have convinced him he was right.

In the close season he parted company with sponsor Cyril Chell after a six year association and Caernarvon dealer Bran Bardsley stepped in and was rewarded with a string of superb rides from his new man.

After finishing second to Taylor at the opening round at Donington he beat the flying Scotsman at Cadwell to regain his championship lead and consolidated his position at Oulton by winning while Jock was absent.

Despite his quiet exterior Dick, who just opened a motor cycle business, is one of the most dedicated and determined riders in the world and it will take a mighty effort from anybody to break his firm grip on the championship.

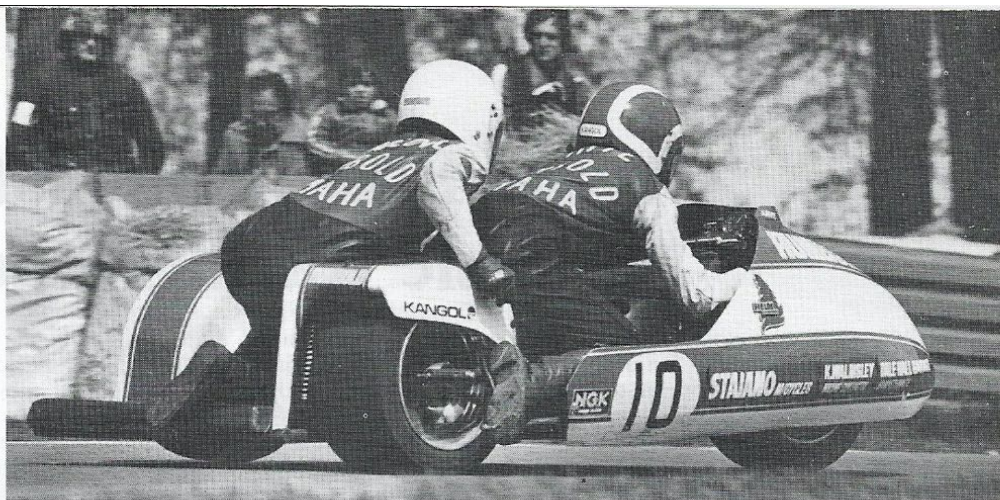
His decision to stay at home obviously has already spelt bad news for his fellow competitors.

TT heroes Trevor Ireson and Clive Pollington return from their beloved Isle of Man, rather reluctantly, because with three wins out of four outings in the last two year's they are the kings of TT sidecar racing.

Many people forget how well the pair can go on the mainland and their third place in the opening round at Donington was a perfect example.

The 34 year old frame builder from Swindon, where he builds outfits for a living in a converted chapel, has been sponsored by cattle dealer Joe Henderson for seven years and teamed up with fireman Clive two years ago.

His success has brought him a flood of orders for the Ireson frames and both Jock Taylor and 1978 British champions Derek Jones and Brian Ayres have successfully campaigned



Mal White holds fourth place in the championship

the Swindon built outfits in the last couple of years.

At last month's Sidecar World Trophy meeting former world champion George O'Dell achieved his best result for a couple of years when he finished a fighting second to Taylor in the second race.

Nothing has gone right for the Hemel Hempstead ace since he clinched the world crown at a rain lashed Silverstone three years ago. A month later he broke his leg in a demonstration race at Laguna Seca in America. Typically he fought his way back to fitness but another broken leg sustained in a TT practice crash brought his career to a halt once again.

Despite a lot of pain and being written off by some so called experts he returned to the saddle and just appeared to be getting over a series of crippling medicinal problems when he crashed again in TT practice breaking the same leg.

Many men would then have given up the fight and called it a day but George is made of sterner stuff and decided to continue. He was determined to make those knockers, who flocked round when he won the world championship, eat their words but just when he was on the way back, tragedy struck again.

He teamed up with experienced Bill Boldison towards the end of last year and they started the season in fine style until a terrifying crash at Oulton Park put them back in hospital but they returned to the track once again and are thirsting for a victory today at the circuit they regard as the best in the world.

Mal White and Phil Spendlove typify the spirit in sidecar racing and after many seasons without too much success they suddenly have found the right combination and are in great form.

They won the opening meeting of the season at Donington in March followed by a win at Cadwell Park. Their consistency on their Windle framed Yamaha outfit have earned them a hatful of championship points with a third place at the Oulton Park

championship round their best result to date.

Consistency has also put the Midland duo of Mick Boddice and Chas Birks right up with the leaders with a second place at Oulton Park earning them 12 deserved points.

They are sponsored on their Yamaha outfit by the Shropshire firm of Wylie and Holland, the Holland part being Cliff Holland who was passenger to George O'Dell in the world championship success after spending a number of successful years with Dick Greasley.

Derek Jones and Brian Ayres, who won the championship in 1978, have had a wretched time with mechanical gremlins. On their day they are capable of matching the best in the world. They embarked on an ambitious Grand Prix programme last year but the breakdowns made it a long and very expensive season and they return to the British scene determined to make up for lost time.

Other crews certain to be in contention this afternoon include the husband and wife crew of Dennis and Julie Bingham, the experienced Dave Saville and Simon Birchall who suffered cruel luck in the TT. They seemed certain to be heading for a fine third place in the second leg behind Taylor and Ireson when they were sidelined with mechanical problems.

Terry Haslam, brother of Ron, with Bonner Freeman in the chair of their Mal Carter outfit are always a threat at Donington and with Australian Pete Cambell, Brian Webb, Gordon Nottingham, Clive Stirrat, Alan May and Frank Illingworth, will mount a considerable challenge to the top men.

Motor Cycle Weekly/Forward Trust British Championship positions after five rounds:

	Points
1 D. Greasley/J. Parkins and S. Atkinson (Yamaha)	64
2 J. Taylor/B. Johansson (Yamaha)	52
3 M. Boddice/C. Birks (Yamaha)	40
4 M. White/P. Spendlove (Yamaha)	33
5 T. Ireson/C. Pollington (Yamaha)	25
6 P. Campbell/R. Goodwin (Yamaha)	19
7 C. Stirrat/R. Kingsmill (Yamaha)	12
8 G. O'Dell/B. Boldison (Yamaha)	12
9 K. Galtress/Shelton (Yamaha)	10
10 S. Abbott/S. Smith (Yamaha)	9

'Classic Bike' demonstration of Classic Racing Machines

'Classic Bike' magazine, devoted to the great motorcycles, joins forces with Britain's fastest-growing club, the Classic Racing Motorcycle Club, to present to you today a display of some of the most memorable racing and sports machinery of bygone years.

A total of 10 different bikes, each amongst the best of their type still in existence, will be on display in the Paddock throughout the day from 10.00 am to 4.00 pm. As well, some instant nostalgia will be provided when these bikes take to the track during the lunch interval for a 15 minute demonstration recalling the sights and especially the unsilenced sounds of yesteryear. Get those cameras out!

1 TRIUMPH 3 — Steve Manship

The booming exhaust note of the BSA and Triumph triples is still one of the most glorious sounds in bike racing, and this immaculate example of a works replica Rob North framed Trident recalls the early days of formula 750 when the 3's carried all before them — even the Harleys! Surprisingly close in specification to road machines, the works Tridents had close ratio 5 speed gearboxes, high comp. pistons and racing cams, which together gave a top speed of over 130 mph.

2 EGLI VINCENT 1000 — David Kay

In many ways frame builder Fritz Egli was the Swiss equivalent of Colin Seeley. He updated a well tried and popular motor whose development had outgrown its original frame, and in time the hybrid has become a well loved classic in its own right. This superb example of the craftsmanship of both Egli and Phil Vincent has blinding performance, handling to match with the engine to Black Shadow specification.

3 SEELEY MATCHLESS G50 — Malcolm Clarke

Throughout the 50's the Manx Norton's great rival was the 7 R A.J.S. A 350 machine that had no 500 equivalent. At last in 1959 A.M.C. produced the long awaited big brother for the 7R, and though originally not as good as the Manx, the G50 was by dint of great effort on a shoestring budget by the late Jack Williams eventually developed into more than a match for its Norton rival, and much easier to keep in tune. When production ceased in 1963, rights to the G50 were bought by sidecar racer Colin Seeley, who updated the frame with a lighter, lower one of his own, and examples such as the Mk2 version on display today kept the flag flying for Britain up until the early 70's.

4 NORTON MANX 350 — Bryan Lumley

The 350 Manx seen today is probably one of the most immaculate examples of perhaps the most famous racing motorcycle of all time. This 1955 machine was assembled from a pile of bits over two years and the engine prepared by Francis Beart's great rival on Nortons, Steve Lancefield. For many years the 350 — known as the 40M — and its 500 sister (the 30M) upheld British prestige almost alone against the might of Continental and later Japanese multicylinder technology. Light weight, superb handling and rugged reliability were the Manx's stock in trade — and heroes such as Geoff Duke, Bob McIntyre and a host of others took full advantage of these attributes.

5 BSA GOLD STAR — David Gill

A beautiful example of the machine which won the Clubmans TT in the Isle of Man, so often that the race eventually lacked spectacle and faded away. The design probably represents a high point in the British bike industry, a development which started in 1938 and finished in 1962 when the model was phased out.

6 HONDA CB72 — Mike Watkins

A beautiful example dating from 1960 of a CB72 based racer. This machine represents the sort raced at club level alongside the more competitive CR models. The crackling exhaust note is certainly a change from today's racing noises, this example was ridden in the Isle of Man by Allan Rutherford and has the added distinction of being ridden at one time by Bob McIntyre.

7 DUCATI 250 — P. E. Klatkiewicz

Somewhat surprisingly, the British single cylinder 250 2-strokes

had to give way in the late 60's to the faster 4-strokes from the Ducati and Aermacchi factories in Italy. This 250 "Duke" is the machine entered by the late Vic Camp, then the British Ducati importer, for the up and coming Paul Smart to ride with considerable success in British short circuit events. This connection eventually led to a works Ducati ride for Paul, and his memorable win in the 1972 Imola 200 on a V twin 750. This immaculate 250 was just a pile of bits when purchased by its present owner, and its superb restoration shows to advantage the skill and dedication of Classic Club members in rescuing historic racing machines.

8 AERMACCHI 250 — David Geary

The engine for this successful racer was surprisingly designed originally for a road going motorcycle, however, as the designer was the great Lino Tonti, who had his finger in many pies at Guzzi, Aermacchi, Mondial, Paton and his own Linto, its success and tuneability should be no surprise. The Aermacchi was first seen on the track in 1960, today's version dating from 1963, and was improved getting faster and more reliable, the roadholding improving through the years.

9 HONDA CR 93 — Geoff Sullivan

Only 40 or so of these exotic, 8 valve, dohc production racers found their way to the UK and few remain. With peak revs at 13,500 rpm, a 6 speed gearbox and reasonably good handling, they were a customer version of the works 125 twins of 1961. Honda even made a road version — exclusively for the Japanese market, alas! Many famous racing stars, such as Bill Ivy, Kel Carruthers, etc. Cut their racing teeth on a CR 93, which must also hold some sort of record the noisiest production racer ever made, as well as one of the prettiest.

10 GREEVES SILVERSTONE — R.A. Thomas

The success of this design can be measured by the number still existing and still raced at club level despite the fact that the last models were produced in 1968. The similarity between the Greeves trials, scrambles and road racers are more obvious than their differences, all having similar frames with the distinctive cast alloy down "tube" and leading link forks and engines based on Villiers 9E and Starmaker engines. High point in competition was surely wins in the lightweight Manx GP in '64 and '65.

The Classic Racing Motorcycle Club was founded to cater for postwar racing and sporting motorcycles which had hitherto lived in a 'no man's land', too young to be accepted by the Vintage movement, but outclassed in present day racing. Eligible machines are 4 strokes built 1945-1972, and 2 strokes from 1945-1967 (all years inclusive); certain other machines not thereby covered are specially accepted, but no 4 cylinder bikes are eligible except those specifically qualified eg MV Augusta, ex works Benelli etc.

The CRMC's principal aim is to enable members to keep their machines in running order, as well as to air them on the track. An active and expanding spares scheme for the remanufacture of obsolete parts is a vital element of the Club's activities, which also include a wide variety of social events through our ever expanding local centres — 9 so far and growing fast. CRMC caters for all types of rider — straight races for the current competition licence holder, and regular restricted speed parades for those less adventurous who nevertheless want to experience the thrill of riding their machines on the track.

Highlight of the Club year will be our own Classic meeting at Snetterton on August 17, which seems certain to attract the finest turnout of period racing machinery ever seen in Britain. CRMC is an active, fast growing and exciting Club — why don't YOU join, and help nostalgia live again! Membership costs £6.00 per year and is open to anyone with an interest in Classic bikes, whether or not you already own one. You can join up at the Display Area in the Paddock today, or else send an S.A.E. for details to CRMC, PO Box 147, London W5 1AR.

RUN YOUR BIKE ON GOLD.



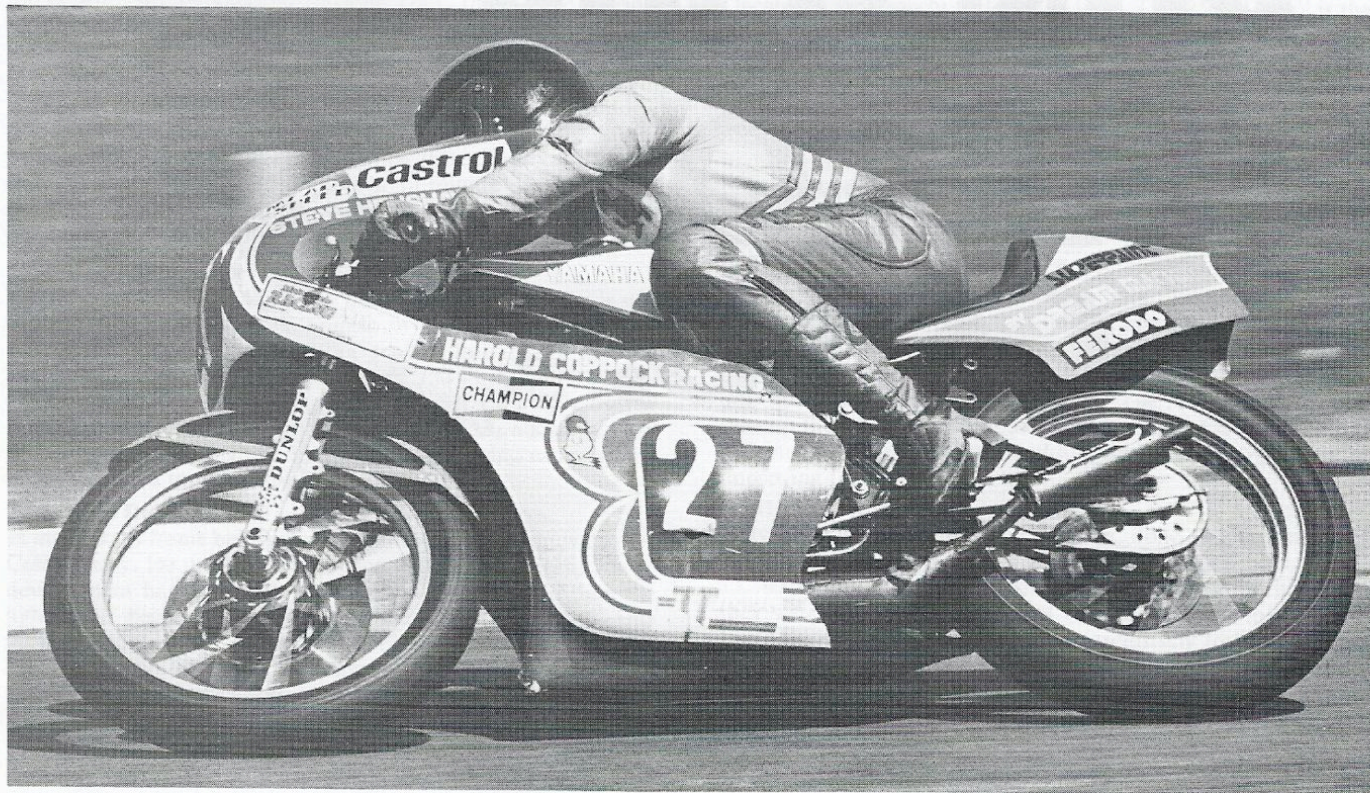
GOLD PALLADIUM

THE No.1 PLUG FOR MOTORCYCLES.

The Likely Lads

by Chris Carter

No matter what people might say, and it is easy enough to become depressed about the lack of British riders starring at Grand Prix level, we do have road racing talent in Britain.



Steve Henshaw: one of Britain's best young prospects

Here at Donington this weekend some of Britain's brightest youngsters will be trying everything they know to put one across the established top liners who tend to hog the limelight.

Steve Clarke last season was merely a club rider, but his ability and potential were spotted by none other than John Newbold's father Maurice Newbold, the butcher from the same village of Jacksdale.

Sadly, Steve broke a collarbone in a spill at the Mallory Park hairpin two weeks ago, so there is a doubt about him riding, but if it's healed sufficiently he will race this weekend.

Steve, a car mechanic, is just 22 years old, but his early season showing, plus the Newbold expertise, experience and backing will carry him a lot further.

The right sponsorship means a great deal. But it is possible to go a long way on your own, if you are prepared to make the right personal sacrifices.

Graham Atha, from Armthorpe, near Doncaster has to fund his entire racing programme himself. It's very hard going, but the 23-year-old Yorkshire lad has been making a big name for himself with some fine rides

in the latter part of last season, and the early part of this year.

Aggressive and skilful on the track, Graham tends to be reserved in the paddock. But he is a young man who lets his racing do the talking.

Sadly though, Graham's funds are beginning to run desperately low, and if someone doesn't come along soon to help, this very promising youngster could be lost to the sport.

Just a little down the road from Graham lives Tony Rogers, and there is little to choose between these neighbours when it comes to racing.

Tony, who is a 22-year-old welder, started racing in 1976. At the tail end of '78 and all the following season he was helped by Paul Johnson, of Johnsons of Hollinwood, but this year Tony has support from Norman Gillard and Kass Construction.

When things are going right for the red-headed Yorkshire lad he is a match for anyone, and his victories in the past couple of seasons prove the point.

Phil Henderson is another lad from Yorkshire who has made a big name for himself in recent seasons. In the winter he travelled to India along with Chas Mortimer and as well as winning

the Madras Grand Prix, Phil educated the locals on Yorkshire humour!

After a freak accident at his father's transport garage Phil was forced to stop racing for several months to recover from very serious head injuries.

Fortunately, the accident has not affected his racing form at all, and off-track his friends say the bang on the head could not have made him any crazier than he was already!

Fourth, but by no means least of the Yorkshire quartet featured in this article is Phil Mellor. Phil lives close to Mick Grant and there must be something in the air there, because Phil, too, has proved himself to be a top class rider.

Equally at home on small or big bikes 26-year-old Mellor starred in both the ACU 125 and 250 championships last season. Backed by Denby Dale Motor Cycles, Phil has continued this year where he left off last season on a winning trail.

Over the border in Nottinghamshire Steve Henshaw has had to restrict his racing activities because of his work in a Nottingham motor cycle shop.

Backed by popular Oxfordshire

enthusiast and ex-chicken farmer Harold Coppock, 26-year-old Steve has proved himself to be one of Britain's top men. Who knows how far he might have gone if he had the time?

Denis Trollope, the man running the Fowler's of Bristol racing spare business has an eye for spotting road racing talent. Joining Graham Wood and Jock Taylor in the Fowler's team is 20-year-old Welshman Steve Williams.

A broken wrist early in the season does not appear to have affected Steve's enthusiasm or ability, but it is not only his undoubted talent that earned him a place in the Fowler squad. He is a paint sprayer by trade, a skill well in demand in any road racing team!

Mal Carter, the genial, larger than life character from Halifax (who set Ron Haslam among others on the path to fame) is now backing Ulsterman Donny Robinson.

It was Donny's girlfriend who talked Mal into helping him, and already the deal appears to be paying off. Donny has been impressive on short circuits, but his road racing ability carried him to a deserved second place in the 250 cc Junior TT behind Charlie Williams, and the fastest lap in the race.

Well we've had some Englishman, an Irishman and a Welshman, so what about the Scotsman. Head and shoulders above the current Scottish short circuit contingent is Donny McLeod.

Backed last season and early this year by Ronnie McCutcheon, Donny will soon have to find another sponsor because the Scottish dealer and enthusiast is being forced to pull out of the sport.

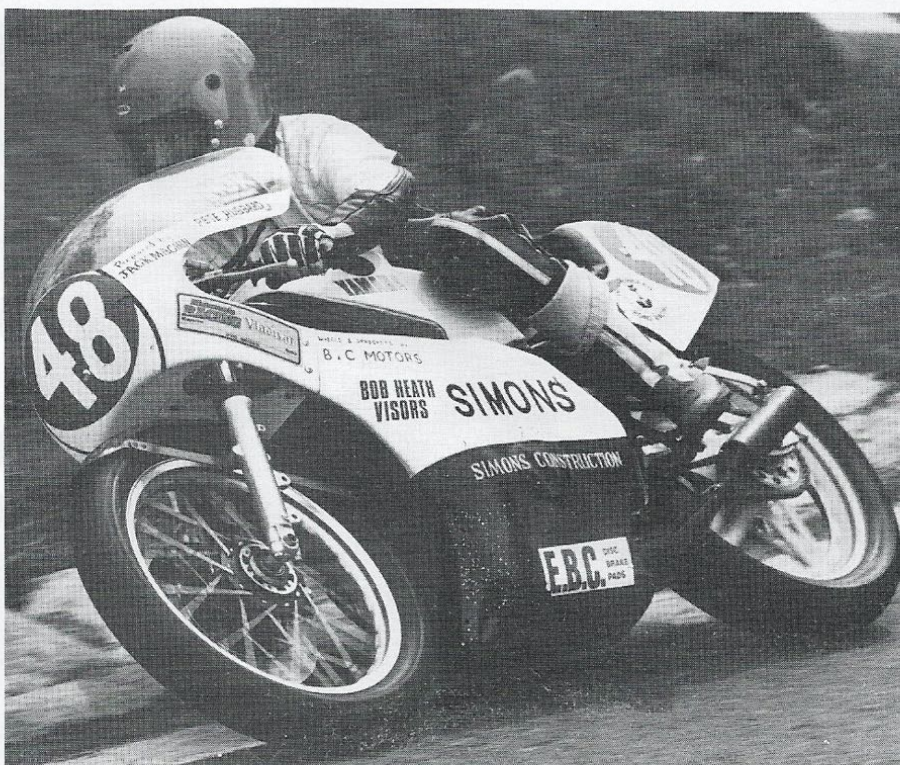
It would be a pity if no one stepped in to continue Ronnie's work because Donny has a great deal of ability already and could easily follow in the footsteps of Scottish greats like Bob McIntyre and Alastair King with the right help and advice.

Donny celebrated his 25th birthday just seven days ago — what better present could he have than a big sponsorship deal.

Jack Machin, the Lincolnshire dealer and racer is not a man easily given to praise, but you cannot talk to the man lately without him telling you just how good Peter Hubbard is.

One of this season's sensations Peter, a 25-year-old motor cycle mechanic from Lincoln, has been socking it to the established stars all around the country. Definitely a man to watch in the future!

There are few riders in the sport who not only race very quickly, but know exactly what to do, and how to do it, to



Peter Hubbard is proving to be one of the season's sensations (above). Steve Clarke has shown good potential (below), but recently broke a collarbone.



make the bike go well.

Steve Thompson, the 26-year-old Burton-on-Trent rider can do just that. Winner of the 250 cc Marlboro Clubmans championship last year, Steve is a design engineer with a BSc and his bike features a home-made rotary disc valve.

But this weekend isn't just for British lads to shine. The colonials are here in force, including the latest youngster to make the long trip to Europe.

Graeme Geddes is the name and preceding him comes reports of tremendous results back home. Only just out of his teens Graeme is sponsored by Jack Walters, an Aussie who has helped many of his fellow countrymen to stardom in the past seasons. He will

race a 350 Bimota Yamaha.

If Graeme can match the sensational Donington debut of his friend and rival John Pace, then he will have done well. John hit the headlines with some excellent races at the season's opener at Donington and repeated the feat at the May international.

Part of the Derry Racing Team John now has new Bimota framed Yamahas, and if the way he goes on old, standard Yamahas is any guide, he will take a lot of stopping.

Plenty of young talent then to watch this weekend. Despite the prophets of gloom surely two or three can go on to reach the very top of the tree. But where better to show their potential than at the heart of British Motor Cycle Racing, Donington Park?



The Toughest Superbike Round this year

By Andrew McKinnon, Motor Cycle News

For the second time in the opening four rounds of the 1980 Motor Cycle News/Duckhams Superbike Championship the action returns to Donington Park, where the organisers have brought together the best entry so far in the series.

In addition to championship leader Roger Marshall, double Mallory Park winner Dave Potter and Donington favourite Ron Haslam, American Grand Prix star Randy Mamola and Britain's number one Barry Sheene take to the grid.

It's Mamola's Superbike series debut and for Sheene it's a comeback from injury — his first ride since his much publicised crash at the French Grand Prix at Paul Ricard.

And if Sheene and Mamola turn in the kind of performance we've come to expect from them both, then it's certain that current form in the championship will go out of the window!

Mamola will have a capacity deficiency on the other riders, using his 500 cc Grand Prix Suzuki, but his victorious appearance in the first round of the televised ITV World of Sport series clearly illustrated that this is no great handicap.

And his Texaco Heron Suzuki team mate Graeme Crosby also comes into the Superbike action after recovering completely from his shaky period following that Mallory Park crash at Easter.

Mamola has been leading the way

during the early Grands Prix with Crosby having to fight to overcome a serious lack of confidence, and justify his place in the Suzuki team. He's been under tremendous pressure but has ridden the storm and will give Superbike fans plenty to get excited about in this weekend's two legs.

So far, like Mamola, Crosby has no points in the championship but a good showing here this weekend could persuade his employers to allow he and his partner to stay in the most prestigious championship in the country.

But whatever the efforts of Sheene, Mamola and Crosby in round four they cannot take over the lead from Britain's most consistent privateer so far this season, Roger Marshall. From six starts in the series so far (two legs per meeting) his lowest position has been fourth here at Donington in the championship opener.

And Marshall puts his success down

to a whole new approach to his racing this year . . . "In the past I've never concentrated 100 per cent on racing. I had a share in a garage business and couldn't give racing the time it really needed".

"So I gave up my share in the business, hired a full time mechanic and I'm doing the job properly this year and I'm both pleased and relieved at the results so far — but there's a long way to go yet!" smiled the popular Lincolnshire rider.

Reigning champion Dave Potter currently occupies second spot with 57 points, 15 points down on George Beale's rider.

Dave was under no illusions about the difficulty he'd experience in retaining his title but his superb Mallory Park Post TT performance proves that he's really found his form again and his past form at Donington Park would suggest that he could be the man to

beat both times out here this weekend.

But perhaps the man who has more form at Donington than anyone else is Ron Haslam, currently lying third in the table and with a lot of frustrations waiting to be taken out on his rivals.

After running away with the first race in the 1980 contest here in April the Langley Mill rider, ran off the circuit at McLeans in leg two but, re-joining the race, was then forced out by a combination of overheating and clutch problems.

His epic battle with Marshall at Cadwell Park will long be remembered where they shared first and second in alternative legs but then the Post TT meeting meant more gloom for the works Honda rider.

First time out he failed to score because of badly fading brakes and then he could only manage six points from his second attempt, again dogged by problems. His misfortunes have left him with 54 points — 18 points behind the series leader.

But perhaps one of the most underrated contenders is Keith Huewen the 22 year old full-time professional from Woollaston in Northamptonshire, who, like Marshall, decided at the end of last season that the only way to go racing was to put your heart and soul into it!

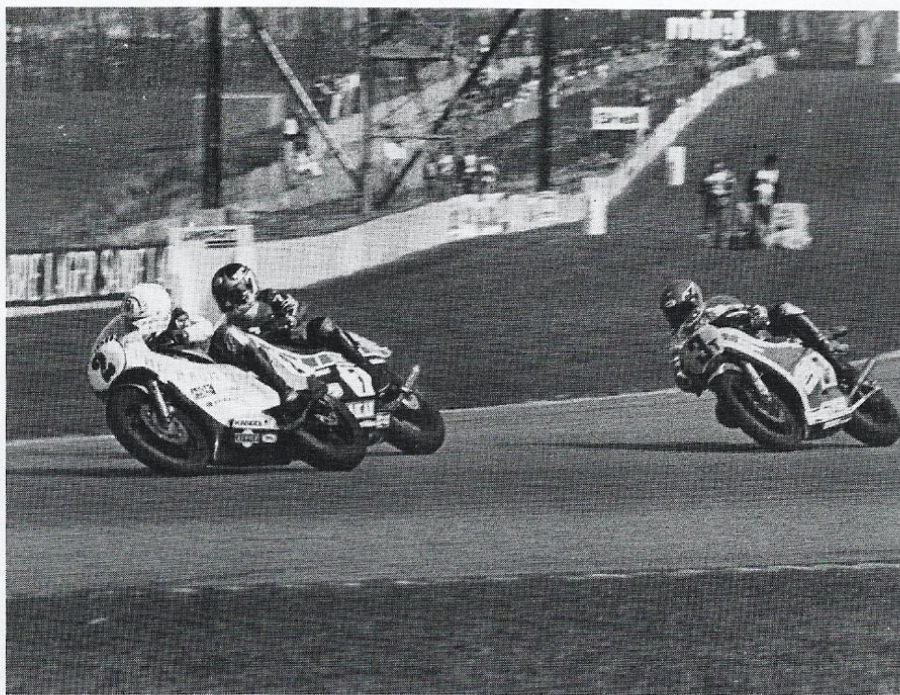
Second and third in the last round demonstrates his potential after a brilliant 1979 season, highlighted by his top scoring rôle for Britain in the TransAtlantic Trophy Series.

Currently fourth Huewen certainly has the skill to win a round but is more likely to put pressure on the top three through hard-riding consistency — and he likes Donington Park.

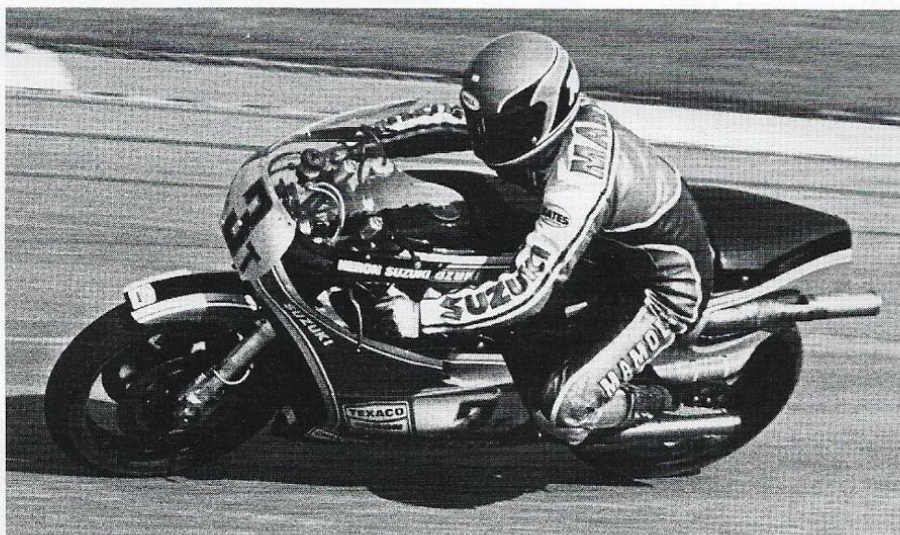
Although Huewen's Match Race involvement this year was not quite as sensational as the series before, he hasn't been short of high spots this season. He became the most successful newcomer in the history of the North West 200 by winning the 1,000 cc event by a short head from John Newbold. The prize money only system netted him over £2,500!

There's no doubting that a Superbike series without Barry Sheene is not as prestigious as it should be and that's why everyone, fellow competitors included, will be pleased to see him on the grid this time. He has 30 points from his performance here in April and without any racing under his belt since the French Grand Prix he'll be looking to blow out the cobwebs with a maximum points effort.

In sixth place, nine points down on Sheene comes John Newbold who so far has not been able to transfer his



Haslam, Sheene and Mamola battle out the first round of the ITV World of Sport Superbike Challenge (above), but the masterful Mamola went on to win (below). Over this weekend, these three Superstars renew this battle.



authority on a 500 Suzuki to his Appleby Glade 750 Yamaha.

But maybe that is just around the corner although Newbold makes no secret of the fact that he prefers riding the smaller capacity Suzuki on which he won his last outing at Mallory Park.

During the past year he's had to overcome his worst period of injury in his career. During the 1979 Match Races he fell badly breaking an ankle at Oulton Park and then having regained fitness he was badly shaken in a Cadwell Park spill, further denting his confidence.

However all seems to be behind him now as he battles to get his name into the top three in the Superbike table.

Scunthorpe's Graham Wood is another rider who has had the struggle against injury but in more recent times. At the turn of the year Wood was shap-

ing up to be one of the most exciting things to hit the British racing scene for years but, for the time being at least, that has faded away!

His loss of form all stems from a simple mistake during 500 cc practice at the early Cadwell Park international. Graham slid off at Barn Corner breaking a collarbone and flew straight to Belgium to have it plated!

Why the rush? Just the following week Wood was to have made his debut in the British team for the TransAtlantic Trophy races having won both Mallory Park qualifiers convincingly. He didn't make the team and so far has been unable to recapture the sort of form we've come to expect from him.

Maybe this weekend we'll see the turning point and an increase in his 18 points which keep him in seventh position just one point ahead of Australian

star, Jeff Sayle again showing quiet but consistent form in the championship.

George Beale team mate to series leader Roger Marshall, Sayle, is fast trying to forget the frustrations of the Isle of Man TT where he was set to take the second place in the big money Classic before a steering damper broke.

Also showing well on equal points with Wood is Lichfield's Chris Guy, who has got to be described as one of the most determined up and comers to be seen for years.

In the space of two or three years, Chris has undergone surgery on his hands and knees to keep racing with a minimum delay after a crash. Sponsored by London dealer Jeff Brett, Guy could certainly spring a surprise here at Donington.

He finished second to Barry Sheene at Cadwell Park earlier this season ahead of Marshall and scored well with fifth and eighth places at the Mallory Park round of the series.

Discovered in the breeding grounds of Darley Moor, Chris was adopted by Mal Carter for his first year of top class racing but then moved on to Jeff Brett, a man who shares many people's view of Guy in that he could mature into something very special given a couple of seasons international racing.

Quite uncharacteristically down the bottom end of the table at present is former works Suzuki rider Steve Parrish who is finding life as a privateer harder than it ever was before!

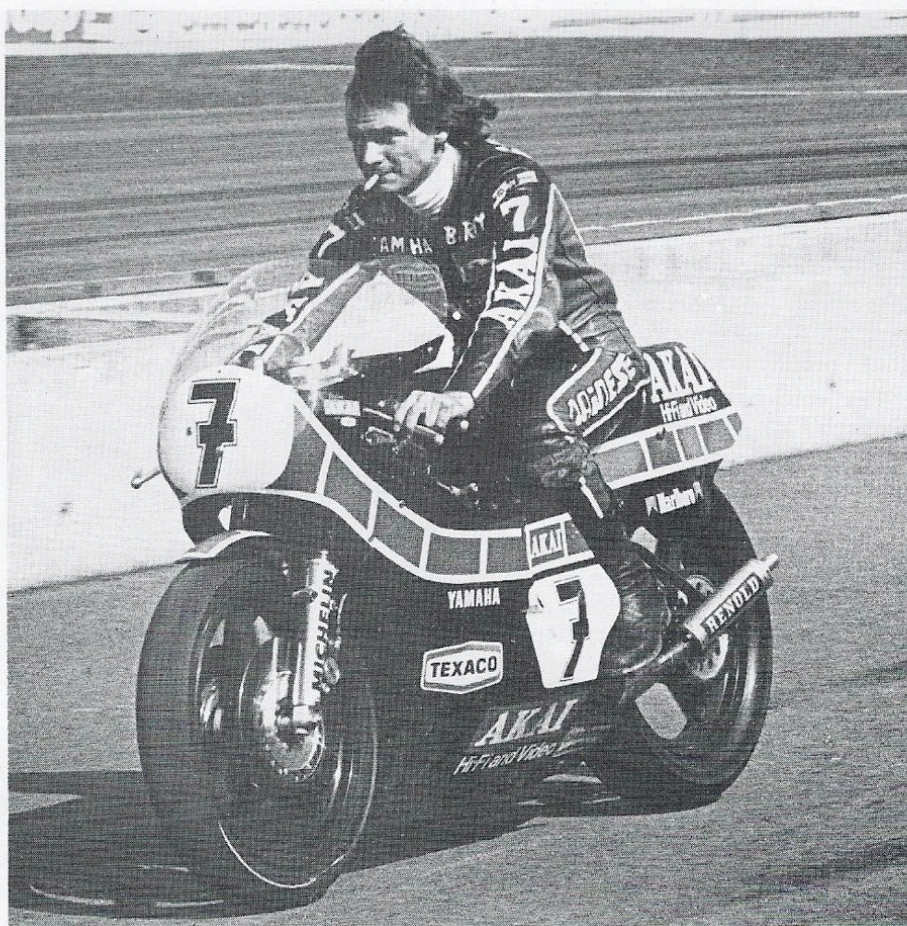
Sacked by Suzuki at the end of last season, after his second term with them, Steve failed to come up with a sponsor for 1980 and is basically self-financed this season. Riding his 750 Yamaha the popular Hertfordshire runner has only managed 10 points from the three rounds which have been held.

Two men who are just creeping into the points are Harold Coppock rider Steve Henshaw, who scored a couple of ninth places at Mallory on his 750 Yamaha, and Kevin Wretton, back on the racing scene again.

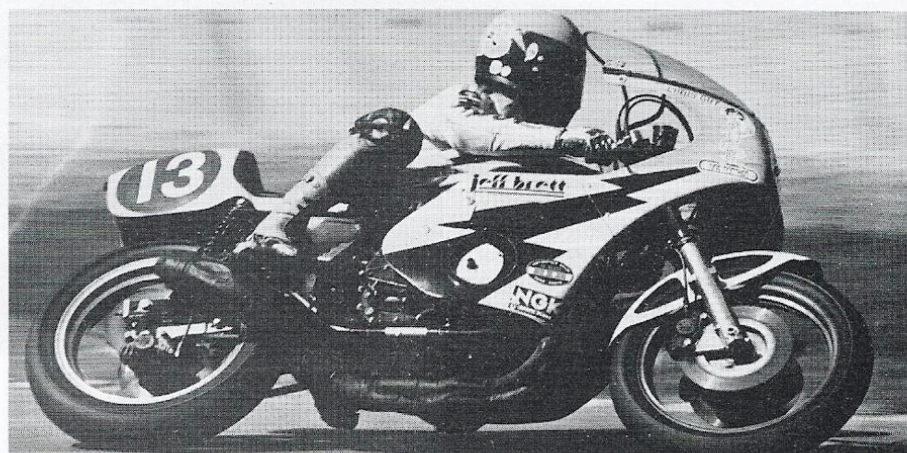
Henshaw is certainly one of our crop of rising stars and has the patient backing of the Oxfordshire chicken farmer to help him develop. For Wretton there's a tough road ahead having lost good backing last year. But he's a fighter!

Points positions:

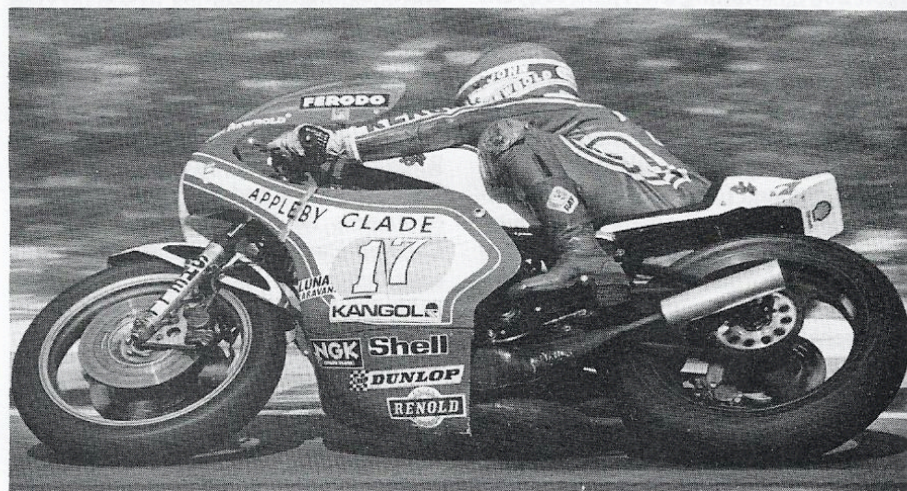
1	Roger Marshall	72
2	Dave Potter	57
3	Ron Haslam	54
4	Keith Huewen	49
5	Barry Sheene	30
6	John Newbold	21
7	Graham Wood	18
8	Jeff Sayle	17
	Chris Guy	17
10	Steve Manship	12
	Wil Hartog	12



Sheene in relaxed riding style!



Two riders hoping for good results this weekend, Chris Guy (above) and John Newbold (below).

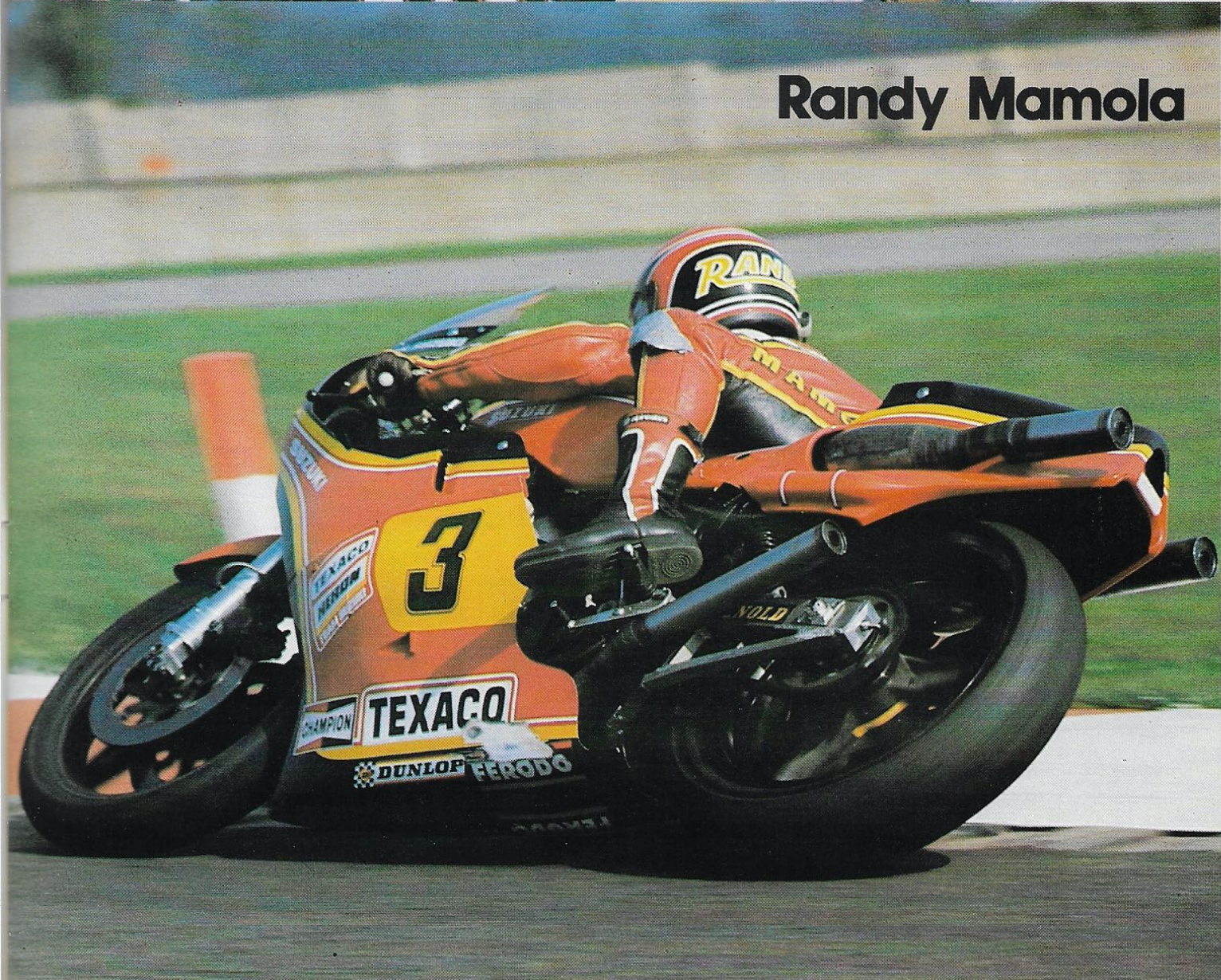




Barry Sheene



Randy Mamola



Charlie Williams

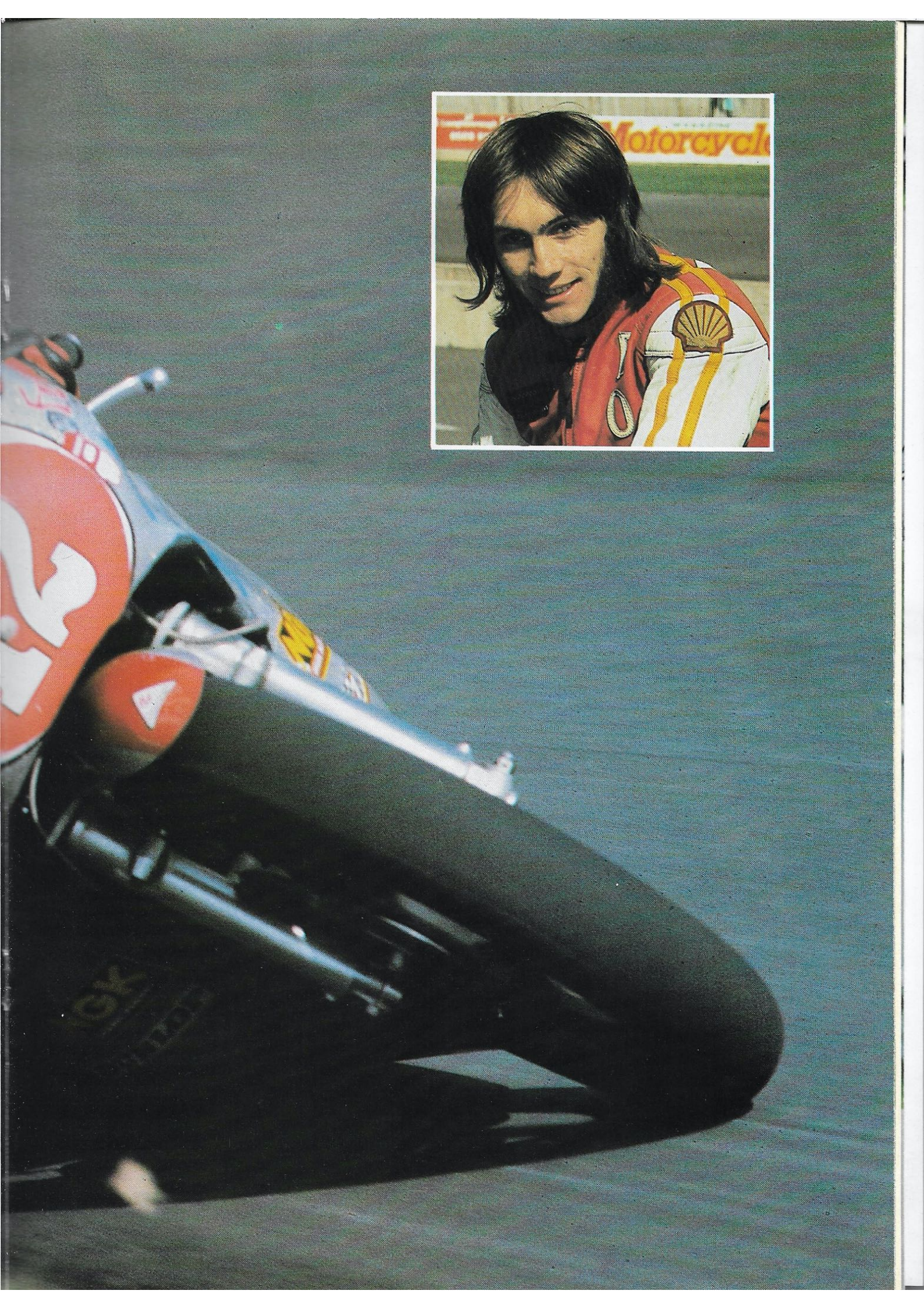


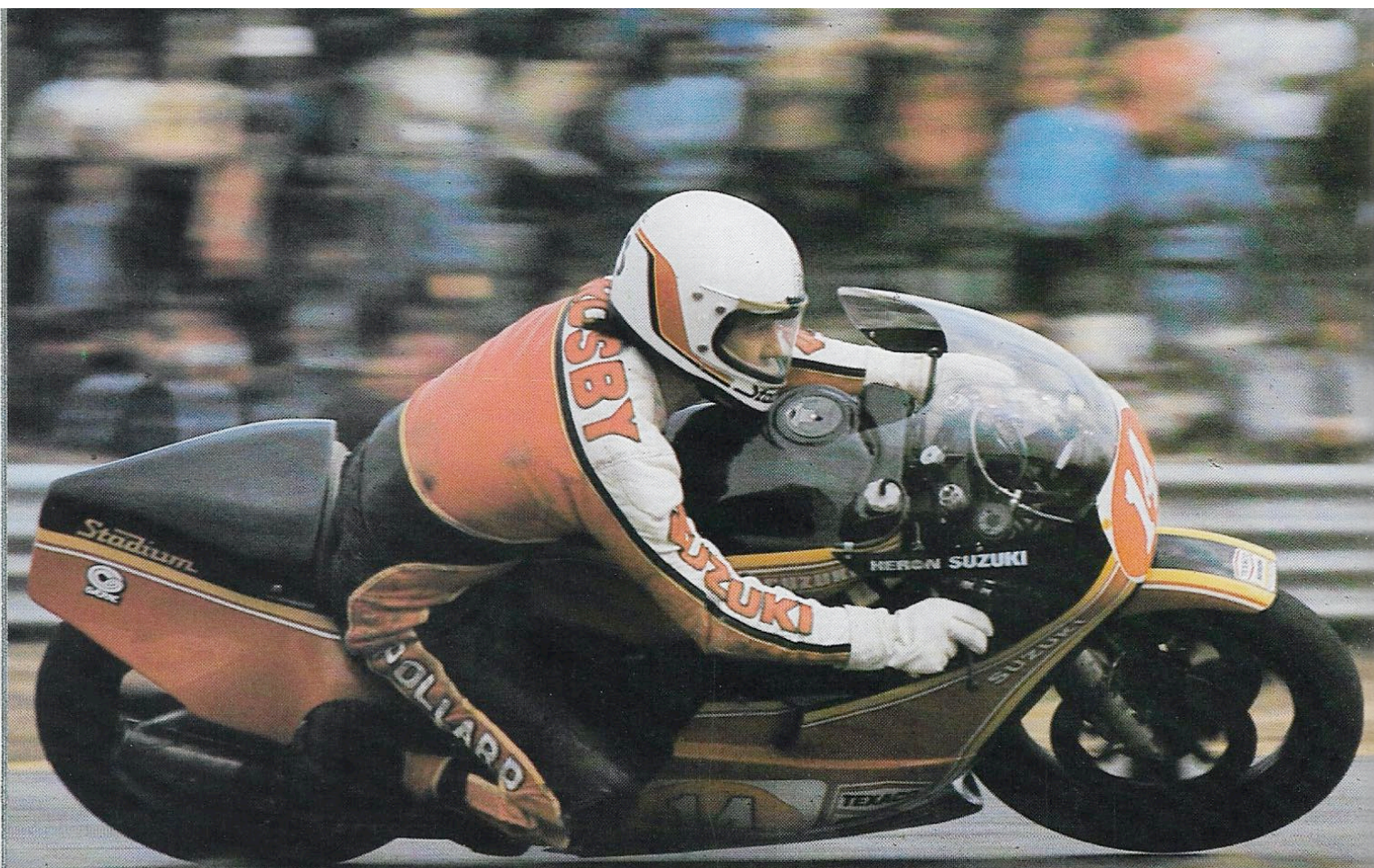
Graeme McGregor



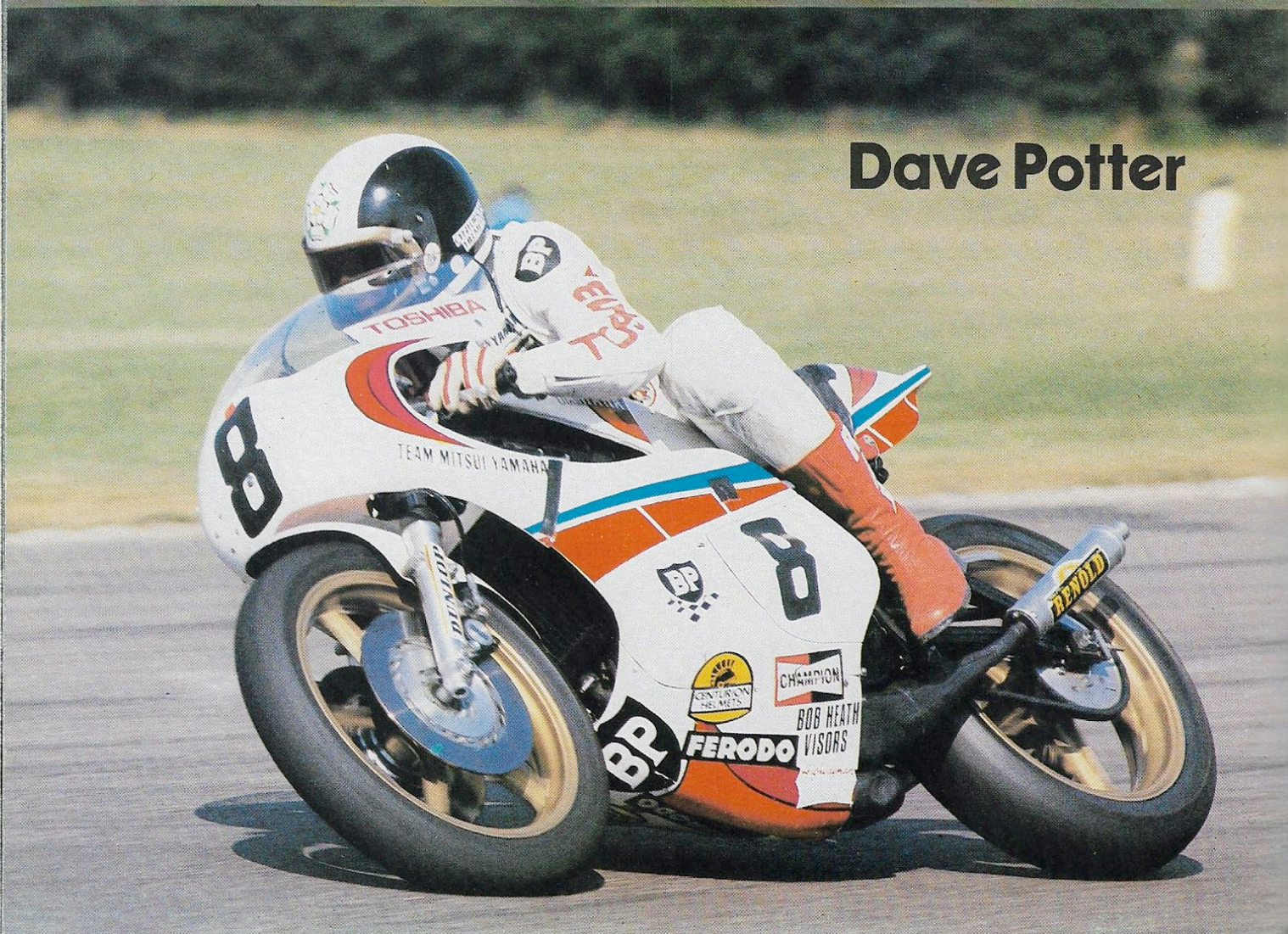
Ron Haslam







Graeme Crosby



Dave Potter

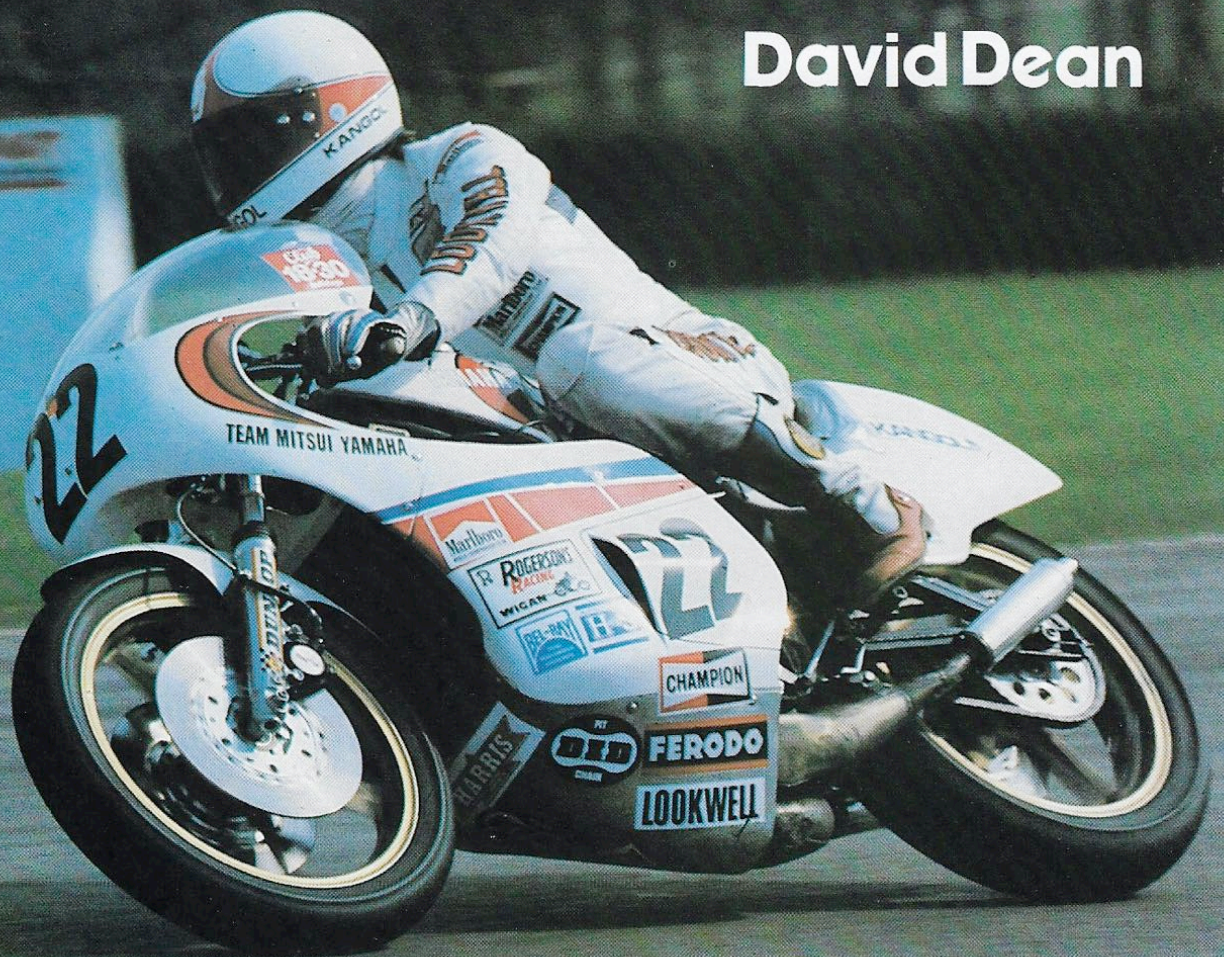
Mick Grant



Keith Huewen



David Dean



Clive Horton



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road worthy.



Race 1

(SAT)

Motorcycle Racing/ Vladivar Vodka 250 cc Championship

6 laps

11.74 miles

HEAT 1

The first eighteen finishers qualify for the final

Clutch start

No.	Driver	Entrant	cc	Machine
17	GRAEME MCGREGOR	George Beale Team Castrol, Ibstock	250	Yamaha
19	CHARLIE WILLIAMS	Team Mitsui Yamaha, Chessington	249	Yamaha
21	STEVE CULL	—	250	Cotton
23	STEVE WRIGHT	Len Manchester M/Cycles Team Castrol, M.Mowbray	247	Manchester Yamaha
26	TONY RUTTER	Sid Griffiths Racing, Stourbridge	248	Cotton
27	STEVE HENSHAW	Harold Coppock/Team Castrol	249	Coppock Yamaha
31	JOHN WOODLEY	—	250	Yamaha
36	GRAHAM YOUNG	—	250	Yamaha
38	DEREK CHATTERTON	Chattertons Motors, Sibsey	248	Chat Yamaha
42	BARRY WOODLAND	Broadway Cycles	247	Yamaha
45	PETER HUBBARD	—	249	Yamaha
47	JOHN WEEDON	—	247	Yamaha
50	PETE WILD	Handsworth Motor Cycles, Sheffield	249	Handsworth Yamaha
52	DONNE McLEOD	—	249	Yamaha
55	ADRIAN MARSH	Team Brian Lee Racing, Scunthorpe	247	Yamaha
56	BILL MARKS	Fran Ridewood & Co, Wells	247	Ridewood Yamaha
57	ROB MARKS	Fran Ridewood & Co, Wells	247	Ridewood Yamaha
60	DESMOND BARRY	—	250	Yamaha
65	GRAHAM ATHA	—	247	Yamaha
70	PAUL McLACHLAN	Roger Phillip's Citreon, Whileleaf	250	Yamaha
82	PAUL HARRIS	Brian Dunn Racing Spares, West Ham, London	249	Yamaha
84	CHRIS SIMPSON	—	247	Yamaha
87	STEVE THOMPSON	John Davies Cars, Woodville	247	RDV
92	TREVOR WISE	North Leicester Motors, Ellistown	248	Yamaha
97	KEVIN ROBB	Jervis M/Cycles, Ripley	247	Yamaha
99	RAYMOND HANNA	—	250	Yamaha
103	MICK CHATTERTON	Garners of Barnsley	247	Maxton Yamaha
107	BOB TOWSE	Team D.G.C. Racing, Colnbrook	250	Yamaha
110	PHIL RILEY	Walkersteel, Blackburn	247	Yamaha
112	BILL BOWMAN	WLT Motorcycles	247	WLT Yamaha
114	ROY JEFFREYS	—	247	Yamaha
116	RICHARD PEERS-JONES	—	247	Yamaha
136	MARTIN BARR	—	247	Yamaha
138	JEFF WEBBER	J W Radios, Cardiff	250	Yamaha

RESULTS

1st (£40) _____ 2nd (£30) _____ 3rd (£20) _____ 4th (£15) _____
 5th _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____ 11th _____ 12th _____
 13th _____ 14th _____ 15th _____ 16th _____
 17th _____ 18th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph

Lucas

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

Race 2**6 laps**

(SAT)

11.74 miles

Motorcycle Racing/ Vladivar Vodka 250 cc Championship

HEAT 2

The first eighteen finishers qualify for the final

Clutch start

No.	Driver	Entrant	cc	Machine
24	CLIVE HORTON	Team Appleby Glade, Burton-on-Trent	250	Cotton
28	TONY ROGERS	Kass Construction/Gillard Racing	247	Yamaha
29	JOHN PACE	Derry's Racing, Heston	250	Yamaha
35	PHIL MELLOR	Denby Dale M/Cycles	249	Denby Dale Maxton
37	ALAN STEWART	Robin Mortimer	250	Yamaha
39	TONY HEAD	—	250	Yamaha
41	MURRAY SAYLE	—	250	Yamaha
44	DONNY ROBINSON	Mal Carter, Halifax	250	Pharaoh Yamaha
46	PETER LABUSCHAGNE	Doug Eaton, Lampeter	249	Yamaha
48	STEVE WILLIAMS	Fowlers of Bristol/Team Castrol	247	Fowler Yamaha
51	NEIL TUXWORTH	Honda Lincs/Shell, Louth	248	Yamaha
53	STEPHEN CLARKE	M.J. Newbold, Jacksdale	249	Yamaha
58	BUTCH HOBBS	Quaife Developments, Tunbridge	250	Yamaha
59	STEPHEN TONKIN	Dennis Pratt—Team Castrol	247	Pratt-Cotton
62	BOB JACKSON	John Clucas, Preston	249	Greg Yamaha
69	STEVE KIBBLE	—	250	Yamaha
76	STAN WRIGHT	—	247	Maxton Yamaha
83	NIGEL MATTEN	—	247	Yamaha
86	CHARLIE HUGHES	Shirley May Perfumes	249	Yamaha
89	KEITH HOBBS	—	247	Yamaha
95	ANTHONY MYERS	Tim Bolton, Hull	247	Yamaha
98	KARL ADAMSON	R. Adamson, Cheadle Hulme	247	Maxton Yamaha
101	NOEL CLEGG	—	249	Yamaha
105	GRIFF ROBERTS	Kings of Birmingham Superbike Centres	250	King Yamaha
109	DEREK BEST	—	247	Yamaha
111	BILL RAE	—	247	Maxton Yamaha
113	MICK JEFFREYS	—	247	Yamaha
115	SIMON BUCKMASTER	North London M/Cs, Barnet	249	NLM Yamaha
117	BRENDAN McKENNA	Michrome Electro-Plating Ltd, Hinckley	247	Yamaha
118	KEVIN RICHARDS	Lenham Building/Court Plumbing, Lenham	250	Yamaha
137	TONY SMITH	—	250	Yamaha
139	ANDREW BOND	—	250	Yamaha

RESULTS

1st (£40) _____ 2nd (£30) _____ 3rd (£20) _____ 4th (£15) _____
 5th _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____ 11th _____ 12th _____
 13th _____ 14th _____ 15th _____ 16th _____
 17th _____ 18th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph

Race 3

(SAT)



SUPERBIKE CHALLENGE DONINGTON PARK ROUND 2

18 laps

35.23 miles

Clutch start

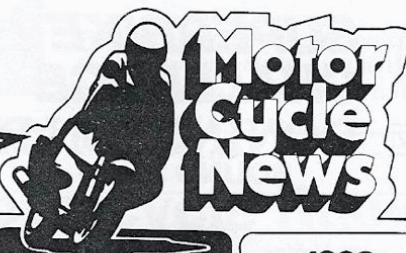
No.	Driver	Entrant	cc	Machine
2	RON HASLAM	Mal Carter, Halifax	750	Pharaoh Yamaha
3	RANDY MAMOLA	Suzuki (GB) Ltd, Croydon	500	Suzuki
4	GRAEME CROSBY	Suzuki (GB) Ltd, Croydon	500	Suzuki
5	JOHN NEWBOLD	Team Appleby Glade, Burton-on-Trent	747	Yamaha
6	STEVE PARRISH	Steve Parrish Racing, Royston	750	Yamaha
7	BARRY SHEENE	Akai Mitsui Yamaha	750	Yamaha
8	DAVE POTTER	Team Mitsui Yamaha, Ilford	750	Mitsui Yamaha
9	To be advised	Suzuki GB Croydon	500	Suzuki
10	MICK GRANT	Honda Britain Racing Team, London	1062	Honda
11	ROGER MARSHALL	George Beale, Team Castrol, Ibstock	750	Yamaha
12	BARRY DITCHBURN	Brian Anderson Plant Hire, Sevenoaks	750	Yamaha
13	CHRIS GUY	Jeff Brett M/Cycles Ltd, London	750	Yamaha
14	JEFFREY SAYLE	George Beale, Team Castrol, Ibstock	750	Yamaha
15	STEVE MANSHIP	Robinson Racing/Team Castrol	750	Robinson Yamaha
16	KEITH HUEWEN	Len Manchester M/Cycles, M.Mowbray	750	Manchester Yamaha
17	GRAEME MCGREGOR	Granby Motors, Ilkeston	998	Honda
18	GRAHAM WOOD	Team Castrol, Swindon	750	Fowler Yamaha
20	STAN WOODS	—	750	Yamaha
22	DAVE DEAN	Mitsui Yamaha, Chessington	750	Yamaha
25	STEVE MAY	Waltham Tool & Stamping Co, Cheshunt	747	Yamaha
26	TONY RUTTER	Sid Griffiths Racing, Stourbridge	748	Yamaha
27	STEVE HENSHAW	Harold Coppock/Team Castrol	747	Coppock Yamaha
32	STU AVANT	—	500	Suzuki
33	PHIL HENDERSON	J.M.L. Henderson, Transport, Wakefield	749	Yamaha
34	KEVIN WRETTON	—	750	Yamaha
40	DENNIS IRELAND	Derry's Racing Ltd, Heston	540	Suzuki
42	BARRY WOODLAND	Norwestern Turkey Breasts	495	Suzuki
49	ROD SCIVYER	Sports Motorcycles, Manchester	747	Nicholls Yamaha
56	BILL MARKS	Fran Ridewood & Co, Wells	747	Ridewood Yamaha
67	ALAN PACEY	Alan Haynes, Marston Green	750	Yamaha
70	PAUL McLACHLAN	Roger Phillips Citroen Whiteleaf	750	Yamaha
72	PHIL LANDEG	APS Motorcycles, Bristol	750	Yamaha
73	MICK KENT	—	750	Yamaha
74	IAN BELL	—	746	Yamaha
75	DAVID VALE	Egabourne Ltd, Warley	750	Yamaha
77	ROB BROWN	—	750	Spondon Yamaha
RESERVES (in order of practice times)				
29	JOHN PACE	Derry's Racing Ltd, Heston	540	Suzuki
30	GARY LINGHAM	—	500	Suzuki
57	ROB MARKS	Fran Ridewood & Co, Wells	500	Ridewood Suzuki
123	ROGER KLIMCKE	Colourset Litho, London	750	Colourset Yamaha
124	BRIAN PETERS	Lane Ends, Eng. Ltd, Whiston	497	Howarth Suzuki
125	NORMAN WHITE	Riley Callow Ltd, Bury	750	Yamaha
130	RAY SHEARER	Godfrey Hill Integral Ltd	750	Yamaha
131	ROB McELNEA	—	750	Yamaha
132	LES BURGAN	Oxford Fairings Ltd, Oxford	998	Kawasaki
133	JOHN DONALDSON	—	738	Suzuki
134	ASA MOYCE	Oxford Fairings Ltd, Oxford	998	Oxford Kawasaki



RESULTS

1st (£500)	2nd (£300)	3rd (£200)	4th (£160)
5th (£140)	6th (£120)	7th (£100)	8th (£80)
	9th (£60)	10th (£40)	
Winner's Time		Speed	m.p.h.
Fastest Lap: Driver's No.	Time	Speed	m.p.h.

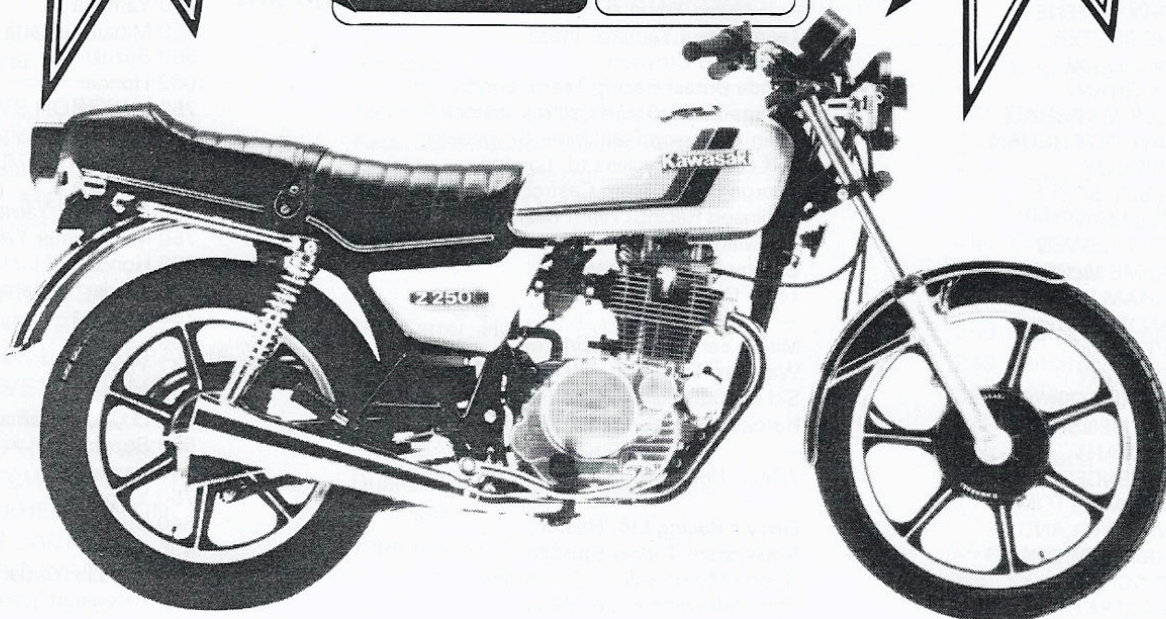
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MOTOR CYCLE NEWS/DUCKHAMS FREE TO ENTER COMPETITION

IMPORTANT

All entries must be handed in to the Motor Cycle News Kabmobile TODAY

Simply fill in your name and address and answer the question in the panel provided below, then "tear off" and hand in to one of our Supergirls at the Motor Cycle News KABMOBILE.

In next Wednesday's Motor Cycle News we will publish the winner of the £50 at the end of the report on this meeting. Make sure you get your copy!

ALL ENTRIES for this competition will be retained by Motor Cycle News and at the last round on October 25th 1980 a draw will be made for the winner of the fabulous brand new Kawasaki Z 250 C.

QUESTION

One rider won the 250cc and 350cc World Road Racing Championships in 1978 and 1979.

who was he?

which make of machine was he riding?.....

My name and Address is

(BLOCK CAPITALS PLEASE)

Lucas Rita electronic ignition eliminates conventional contact breaker and actuating cam, giving increased spark capability over the entire range of speeds.

Lucas



Race 4

(SUN)

Motor Cycle News/ Duckhams Superbike Championship

FIRST LEG

18 laps

35.23 miles

Clutch start

No.	Driver	Entrant	cc	Machine
2	RON HASLAM	Mal Carter, Halifax	750	Pharaoh Yamaha
3	RANDY MAMOLA	Suzuki (GB) Ltd, Croydon	500	Suzuki
4	GRAEME CROSBY	Suzuki (GB) Ltd, Croydon	500	Suzuki
5	JOHN NEWBOLD	Team Appleby Glade, Burton-on-Trent	747	Yamaha
6	STEVE PARRISH	Steve Parrish Racing, Royston	750	Yamaha
7	BARRY SHEENE	Akai Mitsui Yamaha	750	Yamaha
8	DAVE POTTER	Team Mitsui Yamaha, Ilford	750	Mitsui Yamaha
9	To be advised	Suzuki GB, Croydon	500	Suzuki
10	MICK GRANT	Honda Britain Racing Team, London	1062	Honda
11	ROGER MARSHALL	George Beale, Team Castrol, Ibstock	750	Yamaha
12	BARRY DITCHBURN	Brian Anderson Plant Hire, Sevenoaks	750	Yamaha
13	CHRIS GUY	Jeff Brett M/Cycles Ltd, London	750	Yamaha
14	JEFFREY SAYLE	George Beale, Team Castrol, Ibstock	750	Yamaha
15	STEVE MANSHIP	Robinson Racing/Team Castrol	750	Robinson Yamaha
16	KEITH HUEWEN	Len Manchester M/Cycles, M.Mowbray	750	Manchester Yamaha
17	GRAEME McGREGOR	Granby Motors, Ilkeston	998	Honda
18	GRAHAM WOOD	Team Castrol, Swindon	750	Fowler Yamaha
20	STAN WOODS	—	750	Yamaha
22	DAVE DEAN	Mitsui Yamaha, Chessington	750	Yamaha
25	STEVE MAY	Waltham Tool & Stamping Co, Cheshunt	747	Yamaha
26	TONY RUTTER	Sid Griffiths Racing, Stourbridge	748	Yamaha
27	STEVE HENSHAW	Harold Coppock/Team Castrol	747	Coppock Yamaha
30	GARY LINGHAM	—	500	Suzuki
32	STU AVANT	—	500	Suzuki
33	PHIL HENDERSON	J.M.L. Henderson, Transport, Wakefield	749	Yamaha
34	KEVIN WRETTOM	—	750	Yamaha
42	BARRY WOODLAND	Norwestern Turkey Breasts	495	Suzuki
49	ROD SCIVYER	Sports Motorcycles, Manchester	747	Nicholls Yamaha
56	BILL MARKS	Fran Ridewood & Co, Wells	747	Ridewood Yamaha
67	ALAN PACEY	Alan Haynes, Marston Green	750	Yamaha
70	PAUL McLACHLAN	Roger Phillips Citroen Whiteleaf	750	Yamaha
72	PHIL LANDEG	APS Motorcycles, Bristol	750	Yamaha
73	MICK KENT	—	750	Yamaha
74	IAN BELL	—	746	Yamaha
75	DAVID VALE	Egabourne Ltd, Warley	750	Yamaha
77	ROB BROWN	—	750	Spondon Yamaha
RESERVES (in order of practice times)				
57	ROB MARKS	Fran Ridewood & Co, Wells	500	Ridewood Suzuki
123	ROGER KLIMCKE	Colourset Litho, London	750	Colourset Yamaha
124	BRIAN PETERS	Lane Ends, Eng. Ltd, Whiston	497	Howarth Suzuki
125	NORMAN WHITE	Riley Callow Ltd, Bury	750	Yamaha
130	RAY SHEARER	Godfrey Hill Integral Ltd	750	Yamaha
131	ROB McELNEA	—	750	Yamaha
132	LES BURGAN	Oxford Fairings Ltd, Oxford	998	Kawasaki
133	JOHN DONALDSON	—	738	Suzuki
134	ASA MOYCE	Oxford Fairings Ltd, Oxford	998	Oxford Kawasaki


RESULTS

1st (£250) _____ 2nd (£125) _____ 3rd (£100) _____ 4th (£75) _____
 5th (£50) _____ 6th (£40) _____ 7th (£35) _____ 8th (£30) _____
 9th (£20) _____ 10th (£15) _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ m.p.h.

Ferodo disc brake pads- the next best thing to a set of wheels.



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

Lucas



Race 5

(SUN)

Motor Cycle Weekly/Forward Trust Sidecar Championship

6 laps

11.74 miles

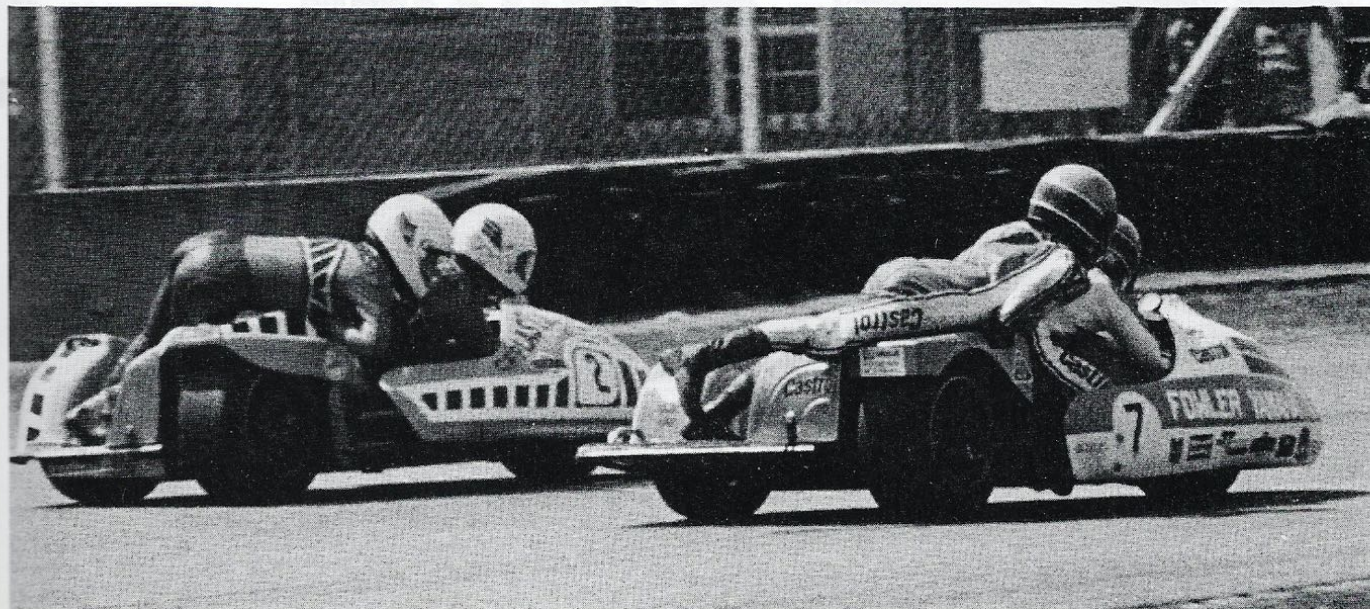
HEAT 1

The first eleven finishers qualify for the final

No.	Driver/Passenger	Entrant	cc	Machine
1	DICK GREASLEY/STEWART ATKINSON	Bran Bardsley, Caernarvon	750	Yamaha
3	MICK BODDICE/CHAS BIRKS	Wylie & Holland M/Cs, Mkt. Drayton	750	Yamaha
5	GEORGE O'DELL/BILL BOLDISON	—	700	May Yamaha
7	JOCK TAYLOR/BENGA JOHANSSON	Team Castrol, Swindon	700	Fowler Yamaha
9	FRANK ILLINGWORTH/RAYMOND CROWTHER	—	750	Yamaha
11	KEITH GALTRESS/NEIL SHELTON	Demon Tweaks 4 Shocks, Chester	750	Yamaha
15	DAVE SAVILLE/SIMON BIRCHALL	Sabre Racing Ltd, Bawtry	750	Sabre Yam
17	ROGER DIXON/PAUL APPLEBY	Appleby Glade, Burton-on-Trent	750	Yamaha
19	ALAN MAY/MICKY GRAY	Capital Car Van Truck Rental, London	750	Capital Yamaha
21	FRANK WRATHALL/To be nominated	—	750	Yamaha
23	ALAN STEELE/COLIN BAIRNISON	—	750	Yamaha
25	ROY HANKS/VINCE BIGGS	—	700	Jalna Yamaha
27	PETER CAMPBELL/RICHARD GOODWIN	—	750	Peterbilt
29	JOHN BARKER/NICK CUTMORE	R.N.J. Racing, Enfield	750	R.N.J. Yamaha
31	GERRY LEWIS/BRIAN MILLSON	—	750	Yamaha
33	DICK HAWES/DON WILLIAMS	Brian Henderson Plant, Birling	745	Anderson Yamaha
35	BRUCE FORD-DUNN/ALISTAIR PIRIE	—	750	Yamaha
37	DICK TAPKEN/PETER WILLIAMS	Whyllie & Holland M/cs, Mkt. Drayton	700	Yamaha
39	JOHN WATSON/BRIAN HOYLE	Eddys Motorcycle Centre, Leeds	750	E.M.C. Yamaha
41	WILLIAM DRURY/DAVID KETTLE	Bingham Racing, Skegness	750	Bingham Yamaha
43	ROGER ALDOUS/MALCOM ALDOUS	Allan Fuller Racing, Bexley Heath	1000	Aldous Suzuki

RESULTS

1st (£40) _____ 2nd (£30) _____ 3rd (£20) _____ 4th (£15) _____
 5th _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____ 11th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph



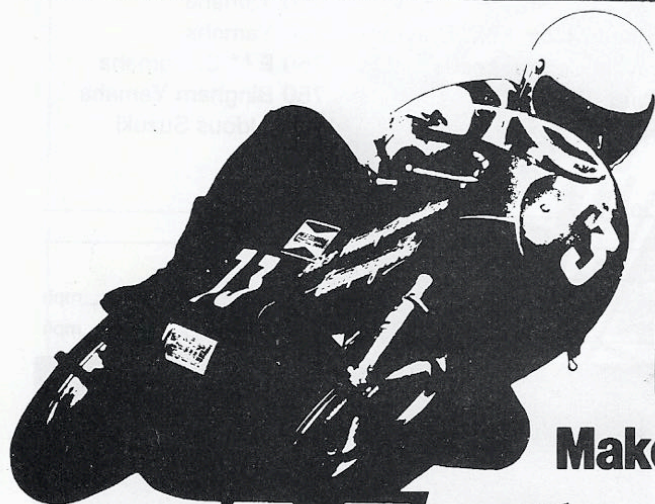
Classic Bike

Classic Bike updates the out-of-date with practical help, interesting features, oldie road tests and some of the best photography and artwork around, some in full colour and much of historical interest.

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**Motorcycle
RACING
Magazine**

Joint Sponsor of the Motorcycle Racing Magazine/Vladivar Vodka 1980 250cc Series

With Lucas Rita electronic ignition the automatic spark advance is provided automatically by a reluctor and transistor unit making it one of the world's most advanced motorcycle ignition systems.

Lucas



Race 6

(SUN)

Motorcycle Racing/ Vladivar Vodka 250 cc Championship

12 laps

23.49 miles

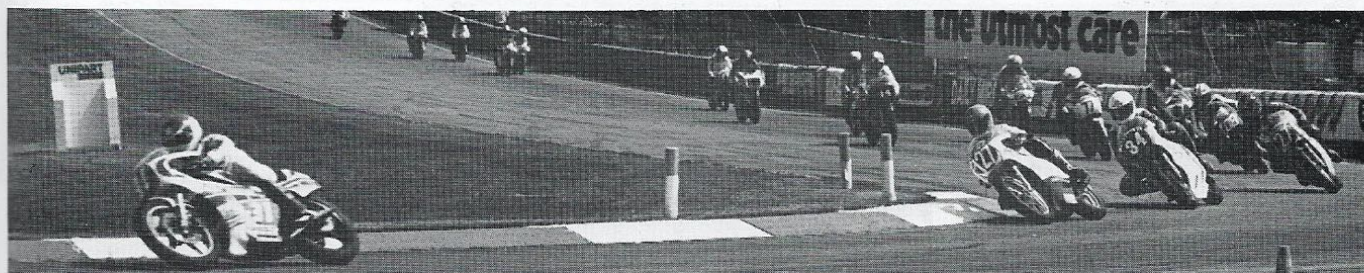
FINAL

Clutch start

The first eighteen finishers from Races 1 and 2 qualify for the final

A quick reference list of all riders is given below

No.	Driver	cc	Machine	No.	Driver	cc	Machine
17	GRAEME McGREGOR	250	Yamaha	65	GRAHAM ATHA	247	Yamaha
19	CHARLIE WILLIAMS	249	Yamaha	69	STEVE KIBBLE	250	Yamaha
21	STEVE CULL	250	Cotton	70	PAUL McLACHLAN	250	Yamaha
23	STEVE WRIGHT	247	Manchester Yamaha	76	STAN WRIGHT	247	Maxton Yamaha
24	CLIVE HORTON	250	Cotton	82	PAUL HARRIS	249	Yamaha
26	TONY RUTTER	248	Cotton	83	NIGEL MATTEN	247	Yamaha
27	STEVEN HENSHAW	249	Coppock Yamaha	84	CHRIS SIMPSON	247	Yamaha
28	TONY ROGERS	247	Yamaha	86	CHARLIE HUGHES	249	Yamaha
29	JOHN PACE	250	Yamaha	87	STEVE THOMPSON	247	RDV
31	JOHN WOODLEY	250	Yamaha	89	KEITH HOBBS	247	Yamaha
35	PHIL MELLOR	249	Denby Dale Maxton	92	TREVOR WISE	248	Yamaha
36	GRAHAM YOUNG	250	Yamaha	95	ANTHONY MYERS	247	Yamaha
37	ALAN STEWART	250	Yamaha	97	KEVIN ROBB	247	Yamaha
38	DEREK CHATTERTON	248	Chat Yamaha	98	KARL ADAMSON	247	Maxton Yamaha
39	TONY HEAD	250	Yamaha	99	RAYMOND HANNA	250	Yamaha
41	MURRAY SAYLE	250	Yamaha	101	NOEL CLEGG	249	Yamaha
42	BARRY WOODLAND	247	Yamaha	103	MICK CHATTERTON	247	Maxton Yamaha
44	DONNY ROBINSON	250	Pharaoh Yamaha	105	GRIFF ROBERTS	250	King Yamaha
45	PETER HUBBARD	249	Yamaha	107	BOB TOWSE	250	Yamaha
46	PETER LABUSCHAGNE	249	Yamaha	109	DEREK BEST	247	Yamaha
47	JOHN WEEDON	247	Yamaha	110	PHIL RILEY	247	Yamaha
48	STEVE WILLIAMS	247	Fowler Yamaha	111	BILL RAE	247	Maxton Yamaha
50	PETE WILD	249	Handsworth Yamaha	112	BILL BOWMAN	247	WLT Yamaha
51	NEIL TUXWORTH	248	Yamaha	113	MICK JEFFREYS	247	Yamaha
52	DONNE MCLEOD	249	Yamaha	114	ROY JEFFREYS	247	Yamaha
53	STEPHEN CLARKE	249	Yamaha	115	SIMON BUCKMASTER	249	NLM Yamaha
55	ADRIAN MARSH	247	Yamaha	116	RICHARD PEERS-JONES	247	Yamaha
56	BILL MARKS	247	Ridewood Yamaha	117	BRENDAN McKENNA	247	Yamaha
57	ROB MARKS	247	Ridewood Yamaha	118	KEVIN RICHARDS	250	Yamaha
58	BUTCH HOBBS	250	Yamaha	136	MARTIN BARR	247	Yamaha
59	STEPHEN TONKIN	247	Pratt-Cotton	137	TONY SMITH	250	Yamaha
60	DESMOND BARRY	250	Yamaha	138	JEFF WEBBER	250	Yamaha
62	BOB JACKSON	249	Greg Yamaha	139	ANDREW BOND	250	Yamaha



RESULTS

1st (£150) _____ 2nd (£100) _____ 3rd (£70) _____ 4th (£50) _____
 5th (£30) _____ 6th (£20) _____ 7th _____ 8th _____
 9th _____ 10th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ m.p.h.

SUMMER SPECIALS!

Whichever superbike is your choice Hailwood & Gould offers you a great opportunity to buy a sporting or touring machine.

From the versatile and economic 250cc range through the powerful full-blooded 500 and 1100 classes H & G have a deal to suit you!

There's a great service back-up unequalled by few other dealers and with a reputation to protect, we put our race-bred knowledge at your disposal. We welcome the opportunity to discuss part exchange of your current machine and with competitive finance including third party or comprehensive insurance arranged to suit your pocket, we must be hot favourites to make your superbike something special.

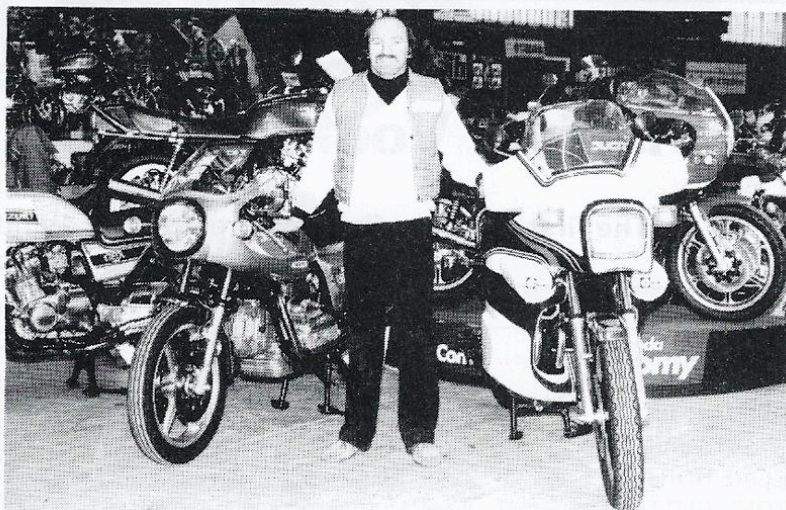
Don't forget the many accessories available to you from H & G. Amongst the quality brands in stock are Dunstall exhaust systems, fairings, rear sets and bars, Sigma executive luggage, Sonic Intercoms, Furygan gloves, Ray boots and many others. All leading makes of spares are available through our comprehensive spares department.

Plus a full range of customised Hailwood & Gould accessories and clothing.

Remember, anything you want, we can get, if we can't get it, you don't need it!

Come and talk Superbikes now!

John Hailwood



A selection of our used superbikes in stock at time of press include:

HONDA

1979 CBX. Full Fairing/Crash Bars/Sigma panniers. £2,450
1976 400 FOUR. Crash bar. £100
1979 CX 500. Very clean machine. £1,180

YAMAHA

1979 XS 1100. Below average mileage. £1,170

SUZUKI

1980 GS 850. Shaft drive. Low mileage. £1,625
1980 Dunstall £1,000. Dunstall cams, pipes & fairings, big bore carbs.
1979 GT 380. Drop bars, Dunstall fairing, front and rear bars, carrier/top box, Fiamm Horns. £695

MOTO GUZZI

1976 T3. Very clean. £1,100

TRIUMPH

1979 Bonneville U.S. spec. alloy wheels, very clean, 1500 miles. £1,400

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Race 7

(SUN)

Motor Cycle Weekly/Forward Trust Sidecar Championship

6 laps

11.74 miles

HEAT 2

The first eleven finishers qualify for the final

No.	Driver/Passenger	Entrant	cc	Machine
2	TREVOR IRESON/CLIVE POLLINGTON	Joe Henderson, Didcot	750	Yamaha
4	DEREK JONES/BRIAN AYRES	Stuart Digby Developments, High Wycombe	700	SDD Yamaha
6	CLIVE STIRRAT/ROGER KINGSMILL	—	750	Yamaha
8	BRIAN WEBB/COLIN BOOKER	Hamilton M/Cs, Chester-le-Street	750	Yamaha
10	MAL WHITE/PHIL SPENDLOVE	Staiano M/Cs, Harrogate	750	Rumbold Yamaha
12	TERRY HASLAM/BONNER FREEMAN	Mal Carter, Halifax	750	Pharaoh Yamaha
14	GORDON NOTTINGHAM/STEVE JOHNSON	Brian Lee Racing, Scunthorpe	700	Lee Yamaha
16	GRAHAM MILTON/COLIN NEWBOLD	Paul Taylor, Peterborough	815	British Magnum
18	NIGEL ROLLASON/DAVE HOMER	Bran Bardsley Spares Ltd, Caernarvon	748	Barton, Phoenix
20	STEVE SINNOTT/DAVE HALL	—	700	Marksin
22	STEWART PEARSON/GRAHAME ROSE	—	750	Yamaha
24	ANDY JACKSON/STEVE CHINA	—	750	Yamaha
26	MALC SHEPPARD/GEORGE DULY	Meridian Ltd, Sherwood	750	Meridian Yamaha
28	BRIAN MEE/BARRY DUNN	—	750	Yamaha
30	DENNIS BINGHAM/JULIA BINGHAM	J.G. Randall, Askham	700	Padgett Yamaha
32	STEVEN ABBOT/SHAUN SMITH	Hamilton M/Cs, Chester-le-Street	700	Yamaha
34	DAVID HALLAM/JOHN HAVERCROFT	—	750	Yamaha
36	RAYMOND TOWSE/MICHAEL WOODS	Euro Power Hydraulics Ltd, Market Weighton	750	Euroyam
38	JOHN HARTELL/ROBERT HARTELL	Allan Jefferies M/Cs, Shipley	750	Yamaha
40	TIM EADE/DAVE MAWSON	Nuglas, Newhaven	750	Yamaha
42	BRIAN REEVES/COLIN INGLES	—	750	Yamaha
44	LES CROSS/DAVID CROSS	Bran Bardsley, Caernarvon	750	Yamaha

RESULTS

1st (£40) _____ 2nd (£30) _____ 3rd (£20) _____ 4th (£15) _____
 5th _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____ 11th _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph

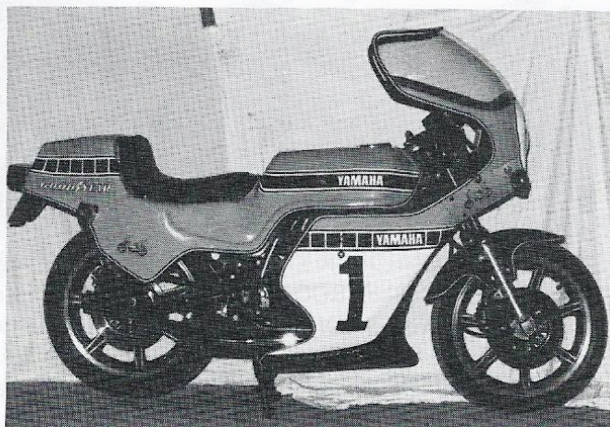


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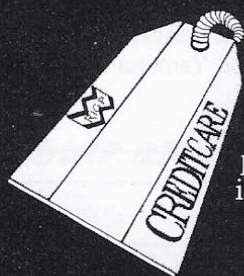
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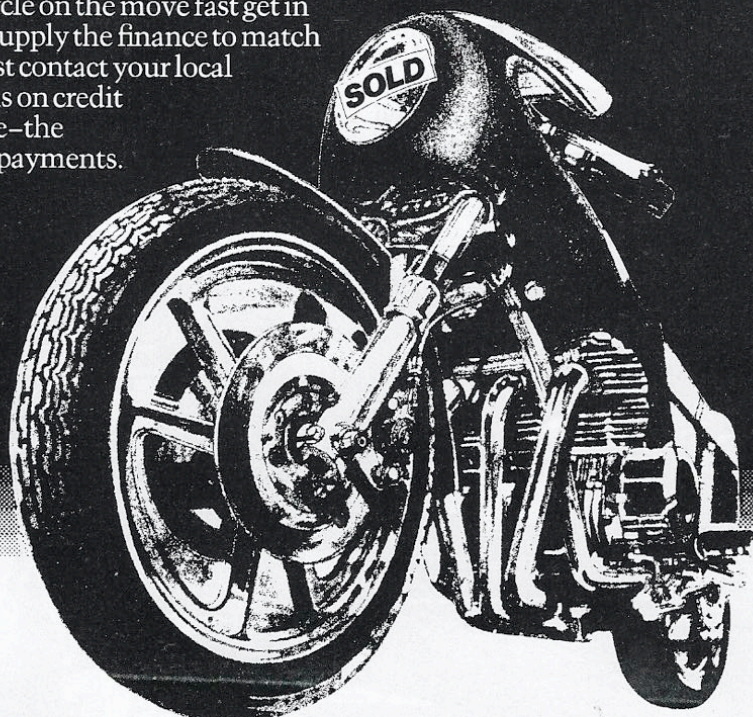


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A Lucas Rita electronic ignition kit is available for a range of models in the following makes: BMW, BSA, Ducati, Honda, Kawasaki, Moto-Guzzi, Norton, Suzuki, Triumph and Yamaha.

Lucas



Race 8

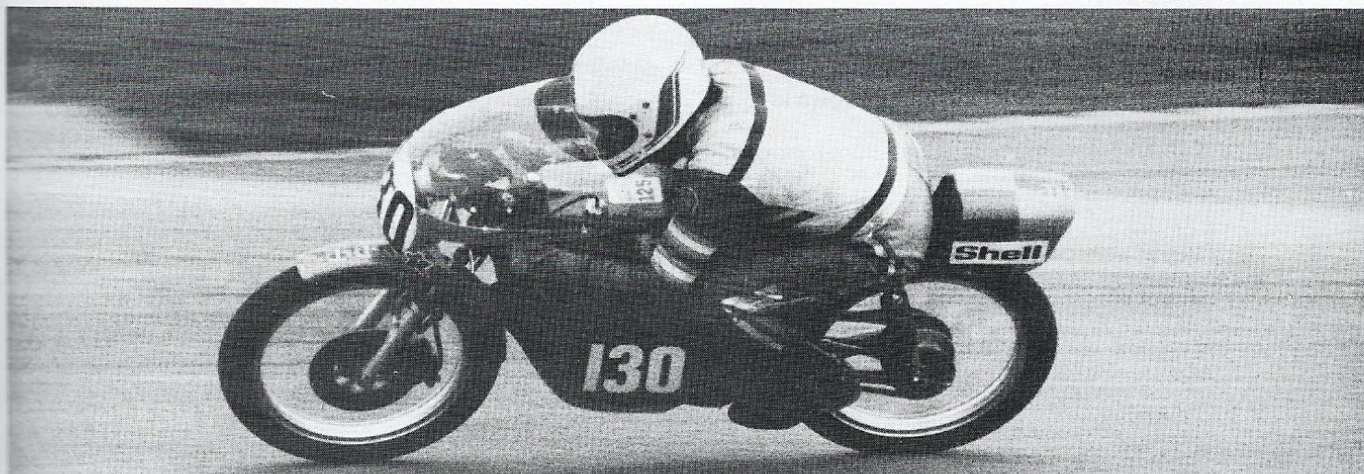
(SUN)

125 cc Ultra-Lightweight Race

10 laps

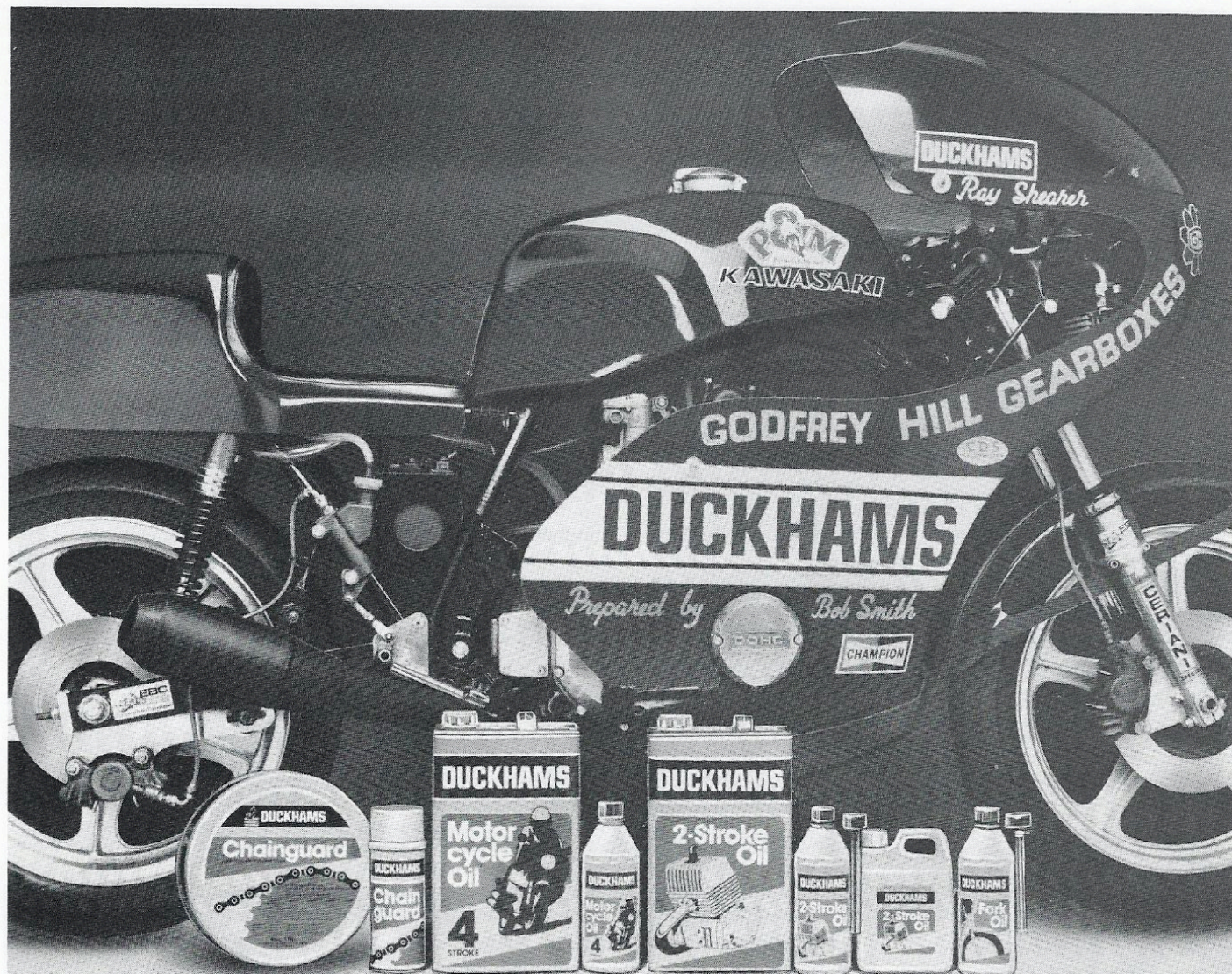
19.57 miles

No.	Driver	Entrant	cc	Machine
24	CLIVE HORTON	ABC M/cs, London	125	Honda
35	PHIL MELLOR	Granby Motors, Ilkeston	125	Honda
38	DEREK CHATTERTON	Chatterton Motors, Sibsey	125	Honda
39	TONY HEAD	—	125	Honda
45	PETER HUBBARD	—	124	Sondel Honda
48	STEVE WILLIAMS	—	125	Fowler Yamaha
49	ROD SCIVYER	Sports Motorcycles, Manchester	124	Honda
52	DONNIE McLEOD	—	125	Honda
54	LEIGH NOTMAN	Andy Bone M/cs, Nottingham	125	Honda
64	CLIVE OFFER	—	124	Honda
66	BILL INGHAM	Turnell Car Hire, Preston	125	Honda
69	STEVE KIBBLE	—	125	Honda
72	PHIL LANDEG	APS Motorcycles, Bristol	125	Honda
76	STAN WRIGHT	—	124	Honda
81	ALEX BEDFORD	John Davies Cars, Woodville	123	Honda
85	CHRIS THORNE	Colin Appleyard, Keighley	125	Honda
88	PAUL BARKER	Ray Hamblin M/cs, Gainsborough	125	Honda
90	NORMAN ROWLES	Queens Park Motors, Manchester	125	Honda
91	DAVE SALTWELL	Tony Wilkins M/cs, Market Harborough	122	Honda
93	DAVE BROWN	—	125	Honda
94	KENNETH ROADS	Cyclomoto, Brackley	125	Honda
96	RAY SWANN	Bennetts of Barnsley	124	Honda
97	KEVIN ROBB	Moto Service	124	Honda
100	PETE BANKS	North East Motor Cycles	125	KB Honda
102	JOHN KERNAN	—	125	Morbidelli
103	MICK CHATTERTON	Garners of Barnsley	122	Honda
104	WAYNE SIDES	J.C.S. Haulage	125	Morbidelli
105	GRIFF ROBERTS	Kings of Birmingham	125	Kings Honda
106	GEOFF SAUNDERS	—	125	Honda
107	BOB TOWSE	Team D.G.C. Racing	125	Honda
108	DAVE CONNELL	Locksides M/cs, Castleford	124	Lock Honda
135	MARTIN ELLIOTT	Kite & Balloon Co Ltd., London	122	Honda
137	TONY SMITH	—	125	Morbidelli



RESULTS

1st (£125)	2nd (£100)	3rd (£60)	4th (£40)
5th (£30)	6th (£20)	7th (£18)	8th (£15)
Winner's Time		Speed _____ mph	
Fastest Lap: Driver's No. _____		Time _____ Speed _____ mph	



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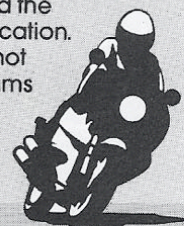
There's Duckhams Motorcycle Oil for 4-strokes, Duckhams 2-stroke Oil, Duckhams Chainguard, Duckhams Fork Oil, plus a thoroughly comprehensive selection of other oils, greases and brake fluids.

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You can also enter the great Duckhams Superbike Competition – free.

There are Duckhams anoraks to be won, plus of course the opportunity to talk to some of our experts about your bike and the whole subject of motorcycle lubrication.

And while you're here, why not have a browse round the Duckhams Motorsport shop, where there's a great range of gear for you to choose from.



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Lucas

Race 9

(SUN)

Motor Cycle News/ Duckhams Superbike Championship

SECOND LEG

18 laps

35.23 miles

Clutch start

No.	Driver	Entrant	cc	Machine
2	RON HASLAM	Mal Carter, Halifax	750	Pharaoh Yamaha
3	RANDY MAMOLA	Suzuki (GB) Ltd, Croydon	500	Suzuki
4	GRAEME CROSBY	Suzuki (GB) Ltd, Croydon	500	Suzuki
5	JOHN NEWBOLD	Team Appleby Glade, Burton-on-Trent	747	Yamaha
6	STEVE PARRISH	Steve Parrish Racing, Royston	750	Yamaha
7	BARRY SHEENE	Akai Mitsui Yamaha	750	Yamaha
8	DAVE POTTER	Team Mitsui Yamaha, Ilford	750	Mitsui Yamaha
9	To be advised	Suzuki GB, Croydon	500	Suzuki
10	MICK GRANT	Honda Britain Racing Team, London	1062	Honda
11	ROGER MARSHALL	George Beale, Team Castrol, Ibstock	750	Yamaha
12	BARRY DITCHBURN	Brian Anderson Plant Hire, Sevenoaks	750	Yamaha
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22	DAVE DEAN	Mitsui Yamaha, Chessington	750	Yamaha
25	STEVE MAY	Waltham Tool & Stamping Co, Cheshunt	747	Yamaha
26	TONY RUTTER	Sid Griffiths Racing, Stourbridge	748	Yamaha
27	STEVE HENSHAW	Harold Coppock/Team Castrol	747	Coppock Yamaha
30	GARY LINGHAM	—	500	Suzuki
32	STU AVANT	—	500	Suzuki
33	PHIL HENDERSON	J.M.L. Henderson, Transport, Wakefield	749	Yamaha
34	KEVIN WRETTOM	—	750	Yamaha
42	BARRY WOODLAND	Norwestern Turkey Breasts	495	Suzuki
49	ROD SCIVYER	Sports Motorcycles, Manchester	747	Nicholls Yamaha
56	BILL MARKS	Fran Ridewood & Co, Wells	747	Ridewood Yamaha
67	ALAN PACEY	Alan Haynes, Marston Green	750	Yamaha
70	PAUL McLACHLAN	Roger Phillips Citreon Whiteleaf	750	Yamaha
72	PHIL LANDEG	APS Motorcycles, Bristol	750	Yamaha
73	MICK KENT	—	750	Yamaha
74	IAN BELL	—	746	Yamaha
75	DAVID VALE	Egabourne Ltd, Warley	750	Yamaha
77	ROB BROWN	—	750	Spondon Yamaha
RESERVES (in order of practice times)				
57	ROB MARKS	Fran Ridewood & Co, Wells	500	Ridewood Suzuki
123	ROGER KLIMCKE	Colourset Litho, London	750	Colourset Yamaha
124	BRIAN PETERS	Lane Ends, Eng. Ltd, Whiston	497	Howarth Suzuki
125	NORMAN WHITE	Riley Callow Ltd, Bury	750	Yamaha
130	RAY SHEARER	Godfrey Hill Integral Ltd	750	Yamaha
131	ROB McELNEA	—	750	Yamaha
132	LES BURGAN	Oxford Fairings Ltd, Oxford	998	Kawasaki
133	JOHN DONALDSON	—	738	Suzuki
134	ASA MOYCE	Oxford Fairings Ltd, Oxford	998	Oxford Kawasaki

RESULTS

1st (£250) _____ 2nd (£125) _____ 3rd (£100) _____ 4th (£75) _____
 5th (£50) _____ 6th (£40) _____ 7th (£35) _____ 8th (£30) _____
 9th (£20) _____ 10th (£15) _____

Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ m.p.h.

Additional award. Best total aggregate time: £100 _____

An extra 5 points will be awarded to the top points scorer of the 2 Motor Cycle News/Duckhams Superbike Races, in the event of a tie; the rider with the better position in the second race will be awarded the 5 bonus points.

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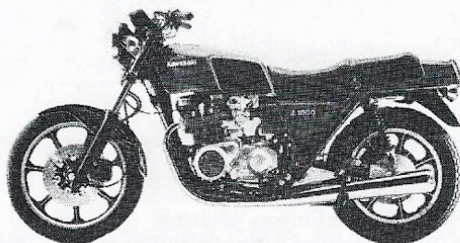
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Race 10

(SUN)

Motor Cycle Weekly/Forward Trust Sidecar Championship

12 laps

23.49 miles

FINAL

The first eleven finishers from races 5 and 7 qualify for the final

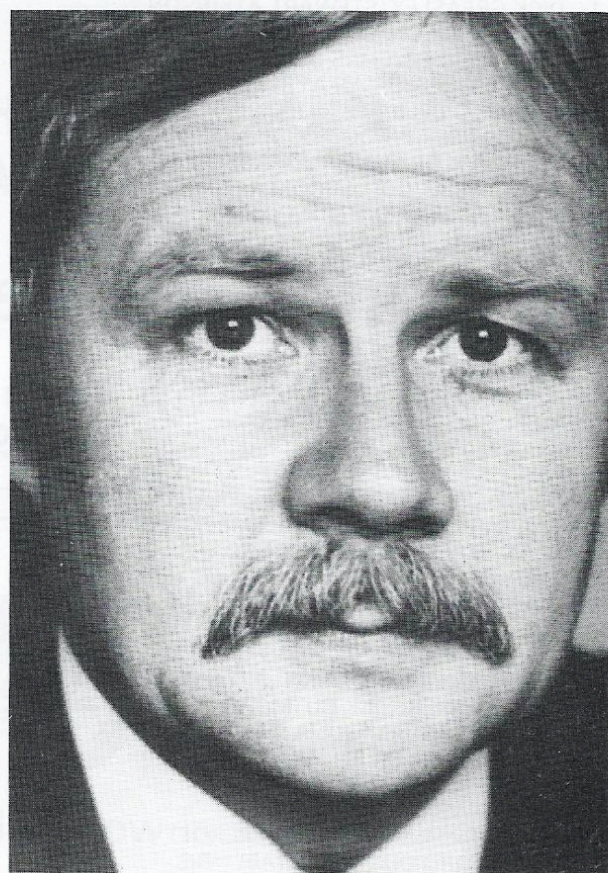
No.	Driver/Passenger	cc	Machine
1	DICK GREASLEY/STEWART ATKINSON	750	Yamaha
2	TREVOR IRESON/CLIVE POLLINGTON	750	Yamaha
3	MICK BODDICE/CHAS BIRKS	750	Yamaha
4	DEREK JONES/BRIAN AYRES	700	SDD Yamaha
5	GEORGE O'DELL/BILL BOLDISON	700	May Yamaha
6	CLIVE STIRRAT/ROGER KINGSMILL	750	Yamaha
7	JOCK TAYLOR/BENGA JOHANSSON	700	Fowler Yamaha
8	BRIAN WEBB/COLIN BOOKER	750	Yamaha
9	FRANK ILLINGWORTH/RAYMOND CROWTHER	750	Yamaha
10	MAL WHITE/PHIL SPENDLOVE	750	Rumbold Yamaha
11	KEITH GALTRESS/NEIL SHELTON	750	Yamaha
12	TERRY HASLAM/BONNER FREEMAN	750	Pharaoh Yamaha
14	GORDON NOTTINGHAM/STEVE JOHNSON	700	Lee Yamaha
15	DAVE SAVILLE/SIMON BIRCHALL	750	Sabre Yam
16	GRAHAM MILTON/COLIN NEWBOLD	815	British Magnum
17	ROGER DIXON/PAUL APPLEBY	750	Yamaha
18	NIGEL ROLLASON/DAVE HOMER	748	Barton, Phoenix
19	ALAN MAY/MICKY GRAY	750	Capital Yamaha
20	STEVE SINNOTT/DAVE HALL	700	Marksin
21	FRANK WRATHALL/To be nominated	750	Yamaha
22	STEWART PEARSON/GRAHAME ROSE	750	Yamaha
23	ALAN STEELE/COLIN BAIRNSON	750	Yamaha
24	ANDY JACKSON/STEVE CHINA	750	Yamaha
25	ROY HANKS/VINCE BIGGS	700	Jalna Yamaha
26	MALC SHEPPARD/GEORGE DULY	750	Meridian Yamaha
27	PETER CAMPBELL/RICHARD GOODWIN	750	Peterbilt
28	BRIAN MEE/BARRY DUNN	750	Yamaha
29	JOHN BARKER/NICK CUTMORE	750	R.N.J. Yamaha
30	DENNIS BINGHAM/JULIA BINGHAM	700	Padgett Yamaha
31	GERRY LEWIS/BRIAN MILLSON	750	Yamaha
32	STEVEN ABBOT/SHAUN SMITH	700	Yamaha
33	DICK HAWES/DON WILLIAMS	745	Anderson Yamaha
34	DAVID HALLAM/JOHN HAVERCROFT	750	Yamaha
35	BRUCE FORD-DUNN/ALISTAIR PIRIE	750	Yamaha
36	RAYMOND TOWSE/MICHAEL WOODS	750	Euroyam
37	DICK TAPKEN/PETER WILLIAMS	700	Yamaha
38	JOHN HARTELL/ROBERT HARTELL	750	Yamaha
39	JOHN WATSON/BRIAN HOYLE	750	E.M.C. Yamaha
40	TIM EADE/DAVE MAWSON	750	Yamaha
41	WILLIAM DRURY/DAVID KETTLE	750	Bingham Yamaha
42	BRIAN REEVES/COLIN INGLESON	750	Yamaha
43	ROGER ALDOUS/MALCOM ALDOUS	1000	Aldous Suzuki
44	LES CROSS/DAVID CROSS	750	Yamaha

RESULTS

1st (£300) _____ 2nd (£200) _____ 3rd (£150) _____ 4th (£100) _____
 5th (£80) _____ 6th (£60) _____ 7th (£50) _____ 8th (£40) _____
 9th (£20) _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph

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**BRITAIN'S MOTOR CYCLING
JOURNALIST OF THE YEAR**

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Race 11

(SUN)

Donington Park 500 cc Race Classic for the Daily Mirror Trophy

15 laps

29.36 miles

Clutch start

No.	Driver	Entrant	cc	Machine
2	RON HASLAM	Mal Carter, Halifax	500	Yamaha
4	GRAEME CROSBY	Suzuki (GB) Ltd, Croydon	500	Suzuki
5	JOHN NEWBOLD	Team Appleby Glade, Burton-on-Trent	496	Yamaha
6	STEVE PARRISH	Steve Parrish Racing, Royston	500	Yamaha
7	BARRY SHEENE	Akai Mitsui Yamaha	500	Yamaha
8	DAVE POTTER	Team Mitsui Yamaha, Ilford	494	Mitsui Yamaha
9	To be nominated	Suzuki GB, Croydon	500	Suzuki
10	MICK GRANT	Sid Griffiths, Lye	500	Honda
12	BARRY DITCHBURN	Brian Anderson Plant Hire, Sevenoaks	500	Yamaha
14	JEFFREY SAYLE	George Beale, Team Castrol, Ibstock	500	Yamaha
15	STEVE MANSHIP	Robinson Racing/Team Castrol, Derby	500	Robinson Suzuki
17	GRAEME MCGREGOR	George Beale, Team Castrol, Ibstock	500	Honda
18	GRAHAM WOOD	Team Castrol, Swindon	500	Fowler Yamaha
20	STAN WOODS	—	500	Suzuki
21	STEVE CULL	—	500	Suzuki
27	STEVE HENSHAW	Harold Coppock/Team Castrol	498	Coppock Suzuki
30	GARY LINGHAM	—	500	Suzuki
31	JOHN WOODLEY	—	500	Suzuki
32	STU AVANT	—	500	Suzuki
33	PHIL HENDERSON	J.M.L. Henderson, Transport, Wakefield	497	Yamaha
38	DEREK CHATTERTON	Chatterton Motors, Sibsey	498	Chat Yamaha
40	DENNIS IRELAND	Derry's Racing Ltd, Heston	497	Suzuki
42	BARRY WOODLAND	Norwestern Turkey Breasts	495	Suzuki
44	DONNY ROBINSON	Mal Carter, Halifax	500	Suzuki
57	ROB MARKS	Fran Ridewood & Co, Wells	497	Ridewood Suzuki
61	IAN RATCLIFFE	—	498	Suzuki
67	ALAN PACEY	Alan Haynes, Marston Green	500	Yamaha
70	PAUL McLACHLAN	Roger Phillips Citreon Whiteleaf	500	Yamaha
78	GEOFF JOHNSON	R. Lambert, Caton	497	Lambert Yamaha
79	JOHN ROBINSON	—	500	Spondon/Zegers
80	JOHN HESELWOOD	Warwick M/cs, Heywood	495	Warwick Suzuki
122	STUART JONES	—	497	Suzuki
123	ROGER KLIMCKE	Colourset Litho, London	500	Colourset Suzuki
124	BRIAN PETERS	Lane Ends Eng. Ltd, Whiston	497	Howarth Suzuki
125	NORMAN WHITE	Riley Callow Ltd, Bury	500	Suzuki
128	STEVE MACKIN	—	500	Suzuki

RESERVES (in order of practice times)

46	PETER LABUSCHAGNE	—	500	Suzuki
107	BOB TOWSE	Team DGC Racing, Colnbrook	500	Suzuki
110	PHIL RILEY	'Walkersteel', Blackburn	497	Suzuki
117	BRENDAN MCKENNA	Michrome Electro-Plating Ltd, Hinckley	497	Suzuki
118	KEVIN RICHARDS	Lenham Building/Court Plumbing Ltd, Lenham	500	Suzuki
126	TIM ANTILL	—	500	Suzuki
127	DAVE PITHER	—	500	Suzuki
129	DICK PIPES	—	496	Suzuki

RESULTS

1st (£200)	2nd (£150)	3rd (£125)	4th (£75)
5th (£50)	6th (£40)	7th (£30)	8th (£20)
Winner's Time	Speed	mph	
Fastest Lap: Driver's No.	Time	Speed	mph

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Race 12

(SUN)

350 cc Junior Race**15 laps**

29.36 miles

Clutch start

No.	Driver	Entrant	cc	Machine
14	JEFFREY SAYLE	George Beale Team Castrol	350	Yamaha
19	CHARLIE WILLIAMS	Team Mitsui Yamaha	347	Yamaha
23	STEVE WRIGHT	Len Manchester M/cs, Team Castrol, M.Mowbray	347	Manchester Yamaha
24	CLIVE HORTON	Team Appleby Glade, Burton-on-Trent	348	Yamaha
25	STEVE MAY	Waltham Tool & Stamping Co, Cheshunt	347	Yamaha
26	TONY RUTTER	Sid Griffiths Racing, Stourbridge	348	Yamaha
28	TONY ROGERS	Kass Construction/Gillard Racing	347	Yamaha
29	JOHN PACE	Derry's Racing, Heston	350	Yamaha
35	PHIL MELLOR	Denby Dale M/cs	347	Maxton Yamaha
36	GRAHAM YOUNG	—	350	Yamaha
37	ALAN STEWART	Robin Mortimer	347	Yamaha
39	TONY HEAD	—	350	Yamaha
41	MURRAY SAYLE	—	350	Yamaha
44	DONNY ROBINSON	Mal Carter, Halifax	350	Pharaoh Yamaha
46	PETER LABUSCHAGNE	Doug Eaton, Lampeter	347	Yamaha
47	JOHN WEEDON	—	350	Yamaha
48	STEVE WILLIAMS	Fowlers of Bristol, Team Castrol	347	Fowler Yamaha
50	PETE WILD	Handsworth Motorcycles, Sheffield	347	Handsworth Yamaha
51	NEIL TUXWORTH	Honda Lincs/Shell, Louth	348	Yamaha
52	DONNIE McLEOD	—	347	Yamaha
53	STEPHEN CLARKE	M.J. Newbold, Jacksdale	349	Yamaha
55	ADRIAN MARSH	Team Brian Lee Racing, Scunthorpe	347	Yamaha
58	BUTCH HOBBS	Quaife Developments, Tunbridge	347	Yamaha
59	STEPHEN TONKIN	Denis Pratt—Team Castrol	347	Pratt Cotton
62	BOB JACKSON	John Clucas, Preston	347	Clucas Yamaha
63	PETER HOWARTH	—	347	Yamaha
64	CLIVE OFFER	—	347	Yamaha
65	GRAHAM ATHA	—	347	Yamaha
66	BILL INGHAM	Turnell Car Hire, Walton-le-Dale	350	Maxton Yamaha
68	GRAEME GEDDES	—	350	Yamaha
71	PETER MELNIK	—	347	Yamaha
77	ROB BROWN	—	347	Spondon Yamaha
78	GEOFF JOHNSON	R. Lambert, Caton	347	Lambert Yamaha
110	PHIL RILEY	'Walkersteel', Blackburn	347	Yamaha
119	MARK SALLE	—	347	Yamaha
120	ROB VINE	Elys of Dover	347	Ely Maxton Yamaha
RESERVES (in order of practice times)				
17	GRAEME McGREGOR	George Beale Racing, Ibstock	350	Yamaha
45	PETER HUBBARD	—	350	Yamaha
92	TREVOR WISE	North Leicester Motors, Ellistown	344	Moto Morini
108	DAVE CONNELL	Lockside Motorcycles, Castleford	347	Lockyam
109	DEREK BEST	—	347	Yamaha
116	RICHARD PEERS-JONES	—	347	Yamaha
121	GORDON TOON	—	350	Yamaha
122	STUART JONES	—	347	Yamaha
136	MARTIN BARR	—	347	Yamaha

RESULTS

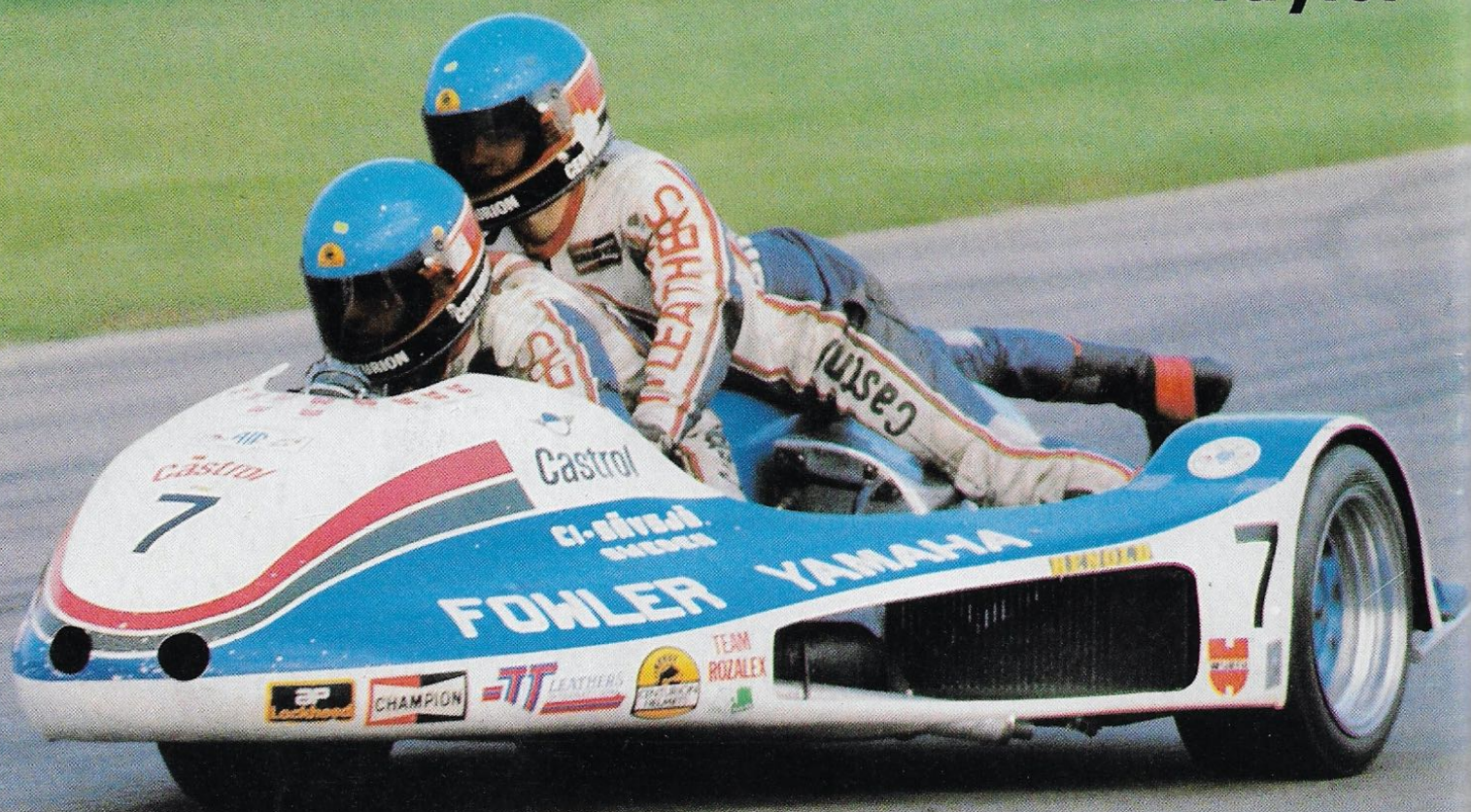
1st (£185) _____ 2nd (£140) _____ 3rd (£120) _____ 4th (£75) _____
 5th (£50) _____ 6th (£40) _____ 7th (£30) _____ 8th (£20) _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph

George O'Dell



Trevor Ireson

Jock Taylor



Dick Greasley

