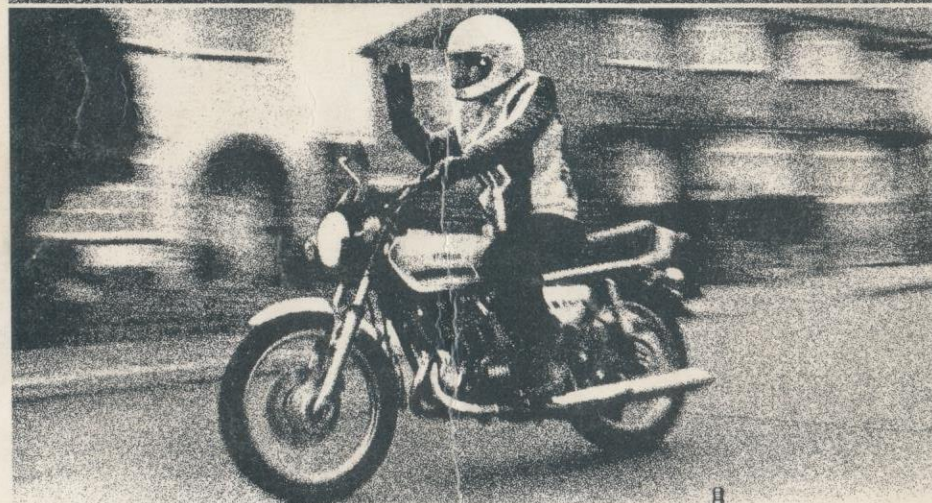


**YOU'VE GOT TO WORK HARD
TO BE A CHAMPION.**

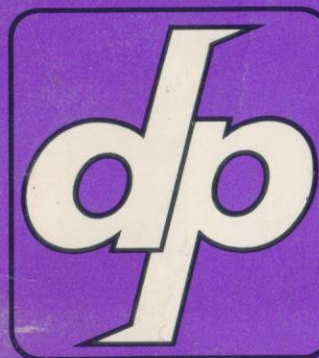


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many people depend on Champions. Depend on their technical excellence and proven reliability. And that's why Champions are what they are - number one.



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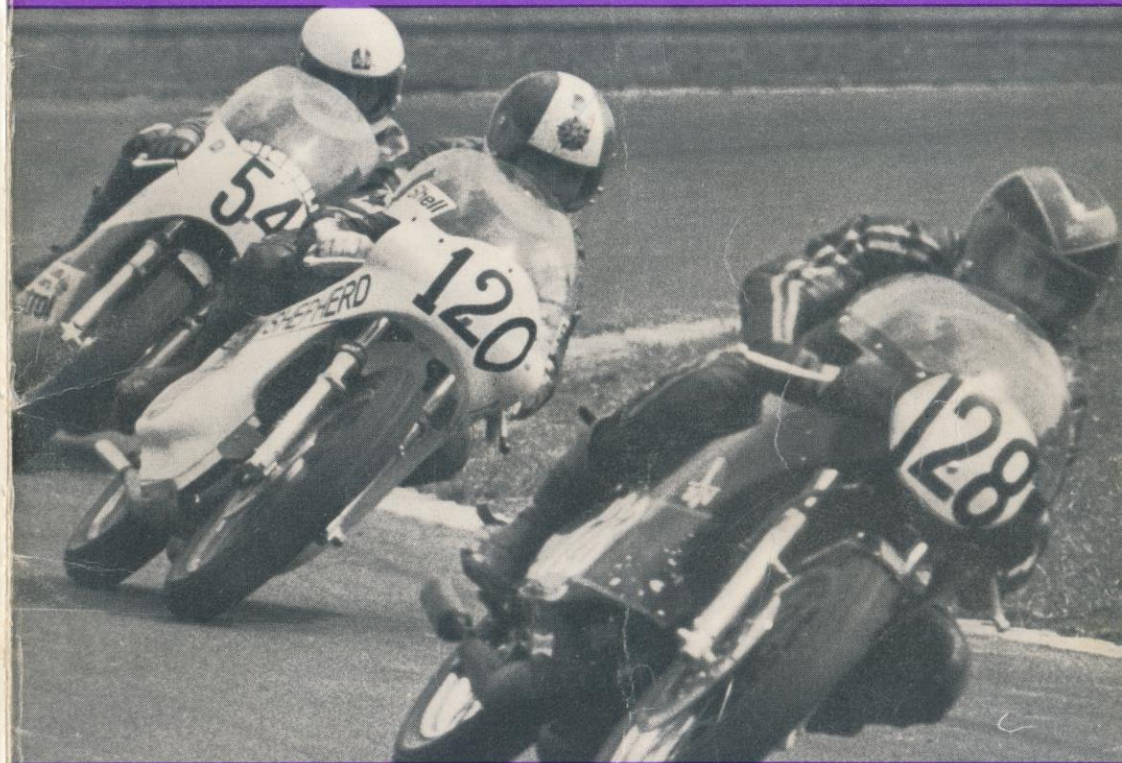


ACU BRITISH SOLO CHAMPIONSHIP

SUNDAY 28th AUGUST 1977



Racing Organised by
The Pathfinders and Derby Motor Club



DONINGTON PARK

Official
Programme **30p**

For conditions of admission see inside.



Sytner...

**BMW DEALERS
FOR NOTTINGHAMSHIRE**

**701 Woodborough Road, Nottingham
Nottingham 601731**

The Pathfinders and Derby Motor Club Ltd.
(Affiliated to the Auto-Cycle Union through the
East Midland Centre)



DONINGTON PARK

ACU British Solo Championship Motor Cycle Road Races

Sunday, 28th August 1977

1.30 p.m.

Held under the General Competition Rules and the Standing Regulations of the Auto-Cycle Union and the Supplementary and Final Regulations issued by the Clubs.

Permit No. ACU 1180

Permanent Course Licence No. 16

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Officials of the Meeting

STEWARDS:

Appointed by the ACU
L. T. Ellis, Esq.
Appointed by the E.M.C. ACU
H. J. Gilson, Esq.
Appointed by the Club
A. Towle, Esq. M.Sc.

TIMEKEEPERS:

R. C. Allcock
J. I. Barker
R. S. Corfe
A. F. Faulkner
J. L. Gilbert
R. Summerfield

LAP SCORER:

Mrs. J. Dobbs

COMMENTATOR:

F. Clarke

SCRUTINEERS:

A. G. Briggs
J. Painter
K. Riley

COMPETITORS STEWARDS:

Mrs. J. Salt
W. Salt
A. E. Loydall
J. Loydall

PADOCK ANNOUNCER:

D. Collins

CHIEF MARSHAL:

T. J. Pratley

MARSHALS:

Members of the Cheadle,
Burton, Darley Moor, Derby Phoenix,
Leicester, Lincoln, Loughborough,
Mansfield, Newark and
Retford Clubs

TRAVELLING MARSHALS:

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J. Styles

STARTER:

J. Brown

DRIVERS' LIAISON OFFICER:

R. Warren

RACE CONTROL:

L. Tuxford
Mrs. B. Heath
Mrs. D. McDonald
Mrs. P. Rodgers

ASSISTANT SECRETARY:

B. Tuxford

ASSISTANT CLERK OF THE COURSE:

R. W. Smith

CLERK OF THE COURSE AND HON. SECRETARY OF THE

MEETING:

A. Taylor
76, Belper Road, Derby.

MEDICAL SERVICES:

Dr. Trevedi assisted by
St. John Ambulance brigade under the
direction of Area Superintendent
M. Mardon.

AMBULANCES:

Peugeot 504s, kindly loaned by Pilkington Motors
Chesterfield and Derby

COURSE CARS:

Triumph TR7 and Austin Princess
kindly loaned by Leyland Cars

COURSE MOTORCYCLES:

Supplied by Silk Engineering (Derby) Ltd.

BREAKDOWN VEHICLES:

Supplied by Bob Minion Limited and Barrie Rodgers both of
London Road, Derby.

BMW 633 Rescue vehicle kindly loaned by Sytner of
Nottingham and BMW GB and equipped by Chubb Fire
Equipment

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.

DOGS ARE NOT ADMITTED TO THE CIRCUIT OR CAR PARKS

Postponement of the Meeting

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

Flag Signals

National	...	...	...	...	...	Start.
Red	...	...	...	...	...	Immediate stop-all drivers.
Black, with driver's number	...	...	...	...	...	That driver to stop.
Yellow (waved)	...	...	...	...	...	Great danger — be prepared to stop.
Yellow (motionless)	...	...	...	...	...	Take care — danger.
Yellow with red stripes	...	...	...	...	...	Oil on course.
Green	...	...	...	...	...	Course clear.
White	...	...	...	...	...	Ambulance on Course.
Chequered black and white	...	...	...	...	...	Finish.

Notices

Promoters of the meeting: Donington Park Racing Ltd., Donington Park, Castle Donington, Derby. Derby (0332) 810048.

The Promoters acknowledge that all the facilities are not completed for this meeting and trust that you will accept their apologies and their undertaking that everything is being done to complete the circuit with all possible speed.

Circuit Officials: Ian Phillips Manager. Colin Maitland, Press and Promotions Manager. John Heitman, Barry Preece, circuit liaison.

Organisers of the meeting: Pathfinders and Derby Motor Club.

Secretary of the meeting: Mr. Arthur Taylor, 76 Belper Road, Derby.

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

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 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.

Car Park Assistance: A car recovery vehicle with a large selection of essential spares, kindly loaned by Smiths Garage Diseworth, will be situated in the Museum car park.

Animals: In the interest of safety, animals are not admitted to the circuit.

Anti litter: Please help to keep Donington Park tidy.

Programme of Events

RACE 1	EVENT 3—SENIOR RACE	15 laps	29.36 miles	1.30p.m.
RACE 2	EVENT 1—BRITISH CHAMPIONSHIP HEAT 1	10 laps	19.57 miles	
RACE 3	EVENT 1—BRITISH CHAMPIONSHIP HEAT 2	10 laps	19.57 miles	
RACE 4	EVENT 1—BRITISH CHAMPIONSHIP HEAT 3	10 laps	19.57 miles	
RACE 5	EVENT 1—BRITISH CHAMPIONSHIP HEAT 4	10 laps	19.57 miles	
RACE 6	EVENT 2—LIGHTWEIGHT RACE	12 laps	23.49 miles	
RACE 7	EVENT 1—BRITISH CHAMPIONSHIP FINAL	20 laps	39.15 miles	
RACE 8	EVENT 4—SIDECAR RACE HEAT 1	10 laps	19.57 miles	
RACE 9	EVENT 4—SIDECAR RACE HEAT 2	10 laps	19.57 miles	

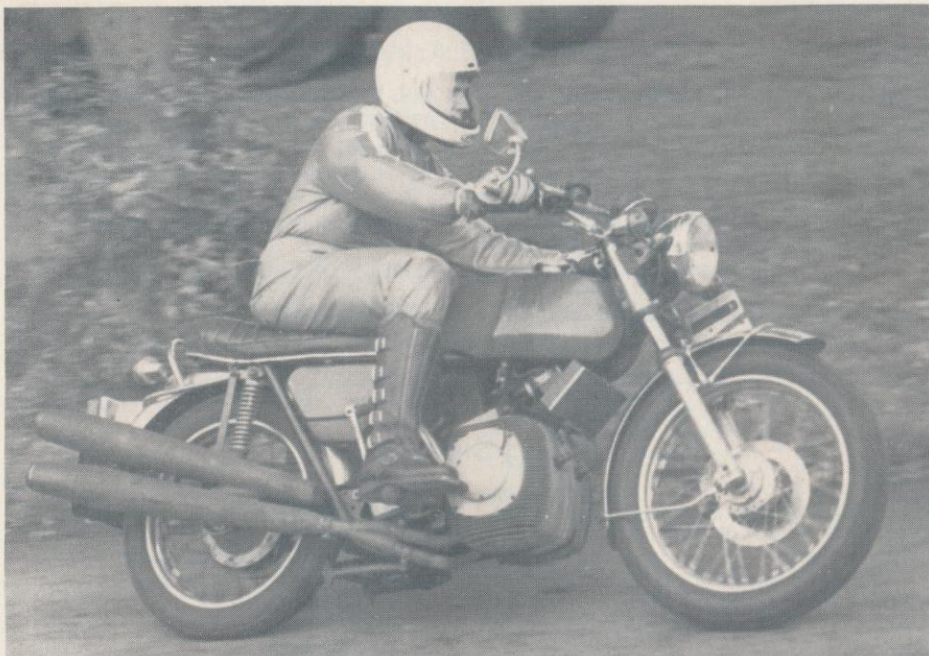
Acknowledgements

Emergency Services: The circuit would like to thank the British Motor Racing Marshals Club, led by John Felix, for the emergency services team.

Ambulances: The circuit would like to thank Peugeot (Great Britain) and Pilkington Motors, Chesterfield and Derby, for the provision of two Peugeot 504 ambulances.

The circuit wish to thank the following for their valuable help and assistance:

All members of the Pathfinders and Derby Motorcycle Club; Members of the St. John Ambulance Brigade; The Auto Cycle Union.



NVT Prototype Wankel Engine 600cc.

Wankels in the woods?

by Vic Willoughby,
Technical Editor, "Motor Cycle"

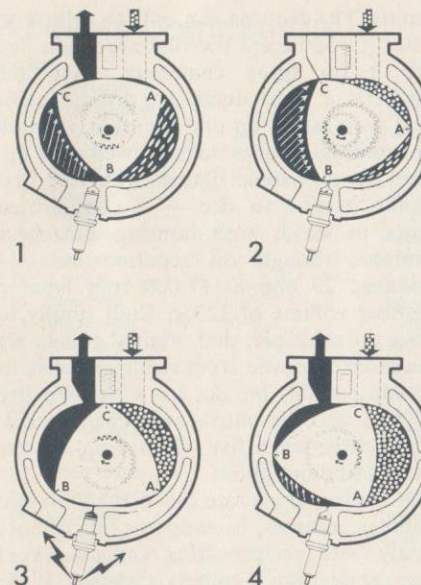
For me, the revival of Donington sweeps away 40 fascinating years of motor cycling and takes me back in memory to the eventful start. It was at Donington, following a 120-mile tow from London, that I first came under starter's orders. For the return trip, though, my five-year-old, third-hand Velocette was untowable. Needled at having had my front wheel scooped away in a mêlée at the Starkey hairpin, I failed to see the chequered flag. And my frantic buckshee lap came to a spectacular end in Coppice Wood, where I demonstrated the triumph of centrifugal force over tyre grip, ripping sods galore from the outside bank and the complete backside out of my secondhand breeches.

In those happy penniless days, four-stroke singles practically ruled the East Midlands track. True, Ernie Thomas upset the 250cc equilibrium, as well as everyone's eardrums, with a blown DKW split single. And Ginger Wood showed a surprising turn of speed on a 500cc New Imperial vee-twin. But no one foresaw the demise of the cocksure cammy Nortons and Velocette or the 250cc pushrod New Imp.

Nowadays, twins, threes, fours and sixes are commonplace on the roads, let alone

the tracks. And you can even buy a Wankel rotary off the peg. So shall we ever see Wankels racing at Donington? Nothing would please me more. Just as Donington holds a special place in my affections, so does the Wankel engine — the most fascinating type I've ever tried. Flat twins may be smooth — vee-twins, fours and sixes, too. But until you've ridden a rotary you've no idea just how silky 'smooth' can be.

It is getting on for 17 years since a



premature leak by Curtiss-Wright, the first American licensee, gave us at "Motor Cycle" an inkling of the revolutionary developments going on in the NSU research department at Neckarsulm. So I rang their boss, the brilliant Dr Walter Froede, and was soon being met at Stuttgart airport.

I already had the highest regard for Walter Froede, following his development of the Rennmax twins that dominated the 1953 and 1954 world 250cc championships — the first machines I ever tested with five-figure rpm peaks. And his patient explanation, first of the geometric wonders of the Wankel engine, then of its pros and cons, fascinated me.

But even more impressive were the opportunities, at different times, to sample 250 and 400cc prototype engines, installed in Prinz and Sportprinz cars normally powered by 600cc parallel-twin four-strokes. Though the standard gearing was much too high for those high-revving prototypes, their smoothness was quite uncanny. Without a revmeter it would have been impossible to know when to change up. Truly, those Wankels made the smoothest of reciprocating engines seem like pneumatic road drills.

I visualised a whole new breed of bikes.

But alas, NSU were at that time committed to water cooling for the Wankel's housing and oil cooling for its rotor — and reckoned that was too complex for bikes. So they produced the fascinating single-rotor Spider sports car and twin-rotor Ro80 saloon. And it was left to other manufacturers to put the Wankel in a bike.

Suzuki's 500cc single-rotor RE5 proved what NSU had feared — that, with water and oil cooling, not to mention intricate carburation and ignition — the engine's uncanny smoothness and eagerness were hampered by weight, complexity and thirst.

Germany's 300cc Hercules (marketed as a DKW in Britain) bypassed these snags by cooling the rotor and fan cooling the housing. As a result it was delightfully peppy, though mechanically clattery. But fan cooling ruled out a second rotor for extra power, because the first housing would mask the second.

It was left to NVT to combine high power with moderate weight by doubling-up the engine and taking the technical risk of direct air cooling for the housings and charge cooling for the rotors. Unfortunately, the British industry collapsed before the difficult technical problems could be solved.

In the Wankel's relatively short existence, its commercial prospects have waxed and waned incredibly. At first — in spite of the enormous vested interests in reciprocating engines, that were inevitable after nearly a century of financial and intellectual investment — the Wankel's smoothness, small bulk, light weight, simplicity and potential longevity had manufacturers the world over clamouring for expensive licences.

Then came the American hysteria over exhaust emissions. And the Wankel's popularity plummeted because, in hydrocarbons though not in nitrogen oxides, its exhaust was dirtier than others. But it was soon found that the high temperature of its exhaust gases simplified afterburning, and that put the boot firmly on the other foot.

Back to square one — until the oil-producing countries started multiplying their prices and the Wankel was thought too thirsty. Meanwhile, there had been

teething troubles with apex seals, the Wankel's equivalent of piston rings. Some materials wore too fast, helped no doubt by the ease with which the engine could be overrevved if not fitted with an automatic ignition cut-out.

So at present the Wankel is lying low, except in Japan, where Mazda claim to have overcome premature seal wear and slashed consumption with stratified-charge techniques. It never made sense to expect the Wankel to dislodge the reciprocating engine overnight, but its challenge is by no means spent. In chronological terms, indeed, it is little older than conventional engines were at the turn of the century.

In racing, however, the Wankel faces quite a different problem — the tricky one of how to slot it into established capacity classes.

Since all three flanks of the rotor are performing different phases of the four-stroke cycle at the same time, some folk (especially the Wankel's enemies) say it should be classified on the total capacity of all three chambers. But, on that basis, all two-strokes ought to be rated at twice their nominal capacity because they simultaneously use the spaces above and below the piston.

The opposite argument says that a single-rotor Wankel has only one inlet, one exhaust and one sparking plug, so it should be rated on the volume of only one chamber. And if you protest that it has a power impulse for every revolution of the output shaft, not every two, then the argument is that you should simply compare it with a single-cylinder two-stroke instead of a four-stroke.

In fact, it is fruitless to compare Wankels and reciprocating engines on a capacity basis as it is to compare colours with

sounds. The decision can only be arbitrary.

But if you accept the first argument and rate it on three chambers, then the Wankel's a dead duck. If, on the other hand, you rate it on one chamber, then all conventional engines might as well pack up.

Let me give some figures. The very first Wankel engine to fire — a complicated device in which both housing and rotor revolved, though on separate axes — produced 29 bhp at 17,000 rpm from a chamber volume of 125cc. Built simply to prove the principle, that original guinea-pig was as far removed from racing practice as it could possibly be. So, for a one-two-five 20 years ago, its output was phenomenal. As a three-seven-five, however, it was nothing to shout about.

Of course, if we rate the Wankel on two chamber volumes, it compares much more closely with reciprocating engines. As I said, the decision is entirely arbitrary. If the FIM wanted to encourage design, they would rate it on one chamber. Then we might see some fireworks — provided somebody built some Wankel racers. A three-chamber rating would kill it for racing while the present two-chamber rating just opts out of an effective decision.

Naturally, when Drs. Felix Wankel and Walter Froede put their heads together to produce the first commercial rotary engine, they had much wider horizons than motor-cycle racing. What mattered to them was how much work the engine got out of a given value of fuel; how much it cost to make; how big it was; how much it weighted, and how long it would run without attention.

But if I could have a second Donington apprenticeship, I would love to burn the midnight oil on an old Wankel, the way I did on that Mark 4 KTT.

You Cannot Miss

the Final Motor-Cycle meeting to be held this year at Donington. Starting at 1 p.m. on **SUNDAY, 25th SEPTEMBER**, the first **DONINGTON ROAD-RACE** will be staged over a distance of 200 kilometres. There will be two legs, each of 32 laps (100.74 kms — 62.63 miles). **BARRY SHEENE** hopes to be the first winner. **STEVE PARRISH, JOHN NEWBOLD, RON HASLAM** and many other British Superstars will be sharing Annie Oakley's philosophy of "Anything you can do ..."

Today's Competitors

NAME	TOWN	NAME	TOWN
2. Ron Haslam	Langley Mill	65. Adrian Godden	Braintree
3. Roger Marshall	Binbrook	66. Melvyn Hodgkins	Brownhills
4. Tony Rutter	Brierley Hill	67. Michael Poxon	Derby
5. Alan Stewart	Guisborough	68. Dave Camier	Ashford
6. Derek Chatterton	Boston	69. John Williams	Birkenhead
7. Steve Manship	Leicester	70. Gary Clarke	Leicester
8. Neil Tuxworth	Louth	71. Andy Cooper	Derby
9. George Fogarty	Blackburn	72. Ian Palmer	Derby
10. Joey Dunlop	N. Ireland	73. Peter Banks	Morpeth
11. Austin Hockley	Long Eaton	74. Roger Lee	Alvechurch
12. Clive Offer	Coulsdon	75. Dave Brown	Rochdale
14. Clive Horton	Derby	76. Barry Phethean	Oldham
15. Alan Pacey	Langley Mill	77. Billy Guthrie	Co. Armagh
16. Steve Kibble	Cheadle Hulme	78. Brian Tonks	Tamworth
17. Rod Scivyer	Banbury	79. Karl Adamson	Cheadle
18. James Wells	London	80. Michael Worthly	Derby
19. Graham Waring	St. Helens	81. Ian Bell	Blyth
20. Phil Bosco	Birmingham	82. Martin Beere	Windsor
21. Clive Padgett	Batley	83. Robert Stevens	Grimsby
22. Bernie Toleman	London	84. Dean Martin	Stow-the-Wold
23. Eric Hayes	Habrough	85. Dave Kerby	Coventry
24. John Cowie	Worcester Park	86. Stephen Griffith	Lutterworth
25. Steve Tonkin	Ibstock	87. Terry Brook	Redditch
26. Alan Jackson	Preston	88. Charles Cooper	Basildon
27. Steve Wright	Barnsley	89. Kim Keep	Honiton
28. Bill Simpson	Dalbeattie	90. Peter Pinion	Staines
29. Kevin Stowe	Grimsby	91. John Cousins	Banbury
30. Kevin Wretton	Luton	92. Mick Higgins	Leigh
31. Rob Marks	Bridgewater	93. Gaff Jones	Haslemere
32. Bill Swales	Scarborough	94. Peter Lovell	Birmingham
33. Courtney Junk	Newtown Abbey	95. Gordon Toon	Louth
34. Gerry Jenkins	Telford	96. Andrew Trott	Pinner
35. Roy Kemp	Doncaster	97. Anthony Myers	Hull
36. Mick Spivey	Batley	98. Andy Reid	Coventry
37. Ernie Coates	Belfast	99. Steve Tomkins	Newcastle Gwent
38. David Houseley	Clay Cross	100. Barry Seward	Horndean
39. Roger Barnes	Oxford	101. Edward Cornes	Middlewich
40. Leigh Notman	Stapleford	102. Marty Ames	Leeds
41. Tony Head	Coventry	103. Noel Clegg	Rochdale
42. Rob Brown	Barnsley	104. Steve Parker	Walton-on-Thames
43. John Heselwood	Heywood	105. Greg Barsdorf	Biggleswade
44. Bob Tait	Burton-on-Trent	106. Robert Smith	St. Helens
45. Bill Marks	Bridgewater	107. Ian Pratt	Hinckley
46. Tony Nash	London	108. John Bourgaize	Newbold Verdon
47. Brendan McKenna	Coventry	109. Brian Peters	Melling
48. Stuart Jones	Sandbach	110. Rob Baptie	Abingdon
49. Colin Bryne	Oxford	111. Ian Willcox	Wokingham
50. Andy Smith	Leigh	112. Alexander Taylor	Abingdon
51. Graham Wood	Scunthorpe	113. Stephen Russell	Winchester
52. Richard Dowland	London	114. Chris Swift	Ilkeston
53. Derek Huxley	Ellesmere Port	115. John Gray	Winchester
54. Peter Howarth	Derby	116. Dave Saltwell	Billericay
55. Ian Richards	Wolverhampton	117. Martin Russell	Birmingham
56. Phil Henderson	Barnsley	118. Syd Smaller	Ulceby
57. Steve Andrew	Bardney	119. Bill Douglas	Northampton
58. Roger Christmas	St. Albans	120. Timothy Greaves	Lancaster
59. William Ingham	Preston	121. Dave Gandy	Warrington
60. Andy Morris	Keyworth	122. Fred Huggett	Eastbourne
61. Nigel Eames	Leicester	123. Tim Hall	Halifax
62. Joe Lindsay	Belfast	124. Keith Ferrell	Neath
63. Robert Whitlock	East Grinstead	125. Stuart Price	Belvedere
64. Bill Smith	Chester	126. Glenn Dudley	Hove
		127. Roy Jeffreys	High Wycombe
		128. Michael Quaife	Tonbridge

NAME	TOWN	NAME	TOWN
129. Philip Chaplin	Northampton	141. David Connell	Castleford
130. Philip Hutton	Cheltenham	142. Denison Parry	Frensham
131. Dave Willoughby	Coxhoe	143. Nigel Rigg	Warrington
132. Doug MacCormack	Staplehurst	144. Paul Nicholls	Ackworth
133. Michael Holt	London	145. Colin Scarborough	Purley
134. Aiden Roantree	London	146. Carl Woodwiss	Birmingham
135. Neil Mason	Shildon	147. Robert James	Woodhouse Eaves
136. Peter Broadbent	Warrington	148. Peter Jowes	Abingdon
137. Gary Lingham	London	149. Robert Griffiths	Derby
138. Graham Atha	Doncaster	150. Robert Vine	
139. Mark Johns	Appleby	151. G. Gilbert	Walsall
140. Kenneth Roxburgh	Preston	152. Hermano Sobral	London

Sidecars

2. Mick Boddice—Chas Birks	Stourbridge	24. Andy Jackson—Tim Court	Gloucester
3. Bill Cooper—David Cross	Derby	25. Ted Milner—David Lawson	Dukinfield
4. Malcolm Aldrick—Paul Beasley	Ipswich	26. Gerald Daniel—Mark Tanner	Birmingham
5. Roy Hanks—Don Williams	Birmingham	27. Jim Norbury—Roy Norbury	Castleford
6. Keith Galtress—	Buckley	28. Glyn Jacobs—Phil Bolton	Hull
7. Alan Bale—David Powell	Cardiff	29. David Hallam—John Havercroft	Newbold Verdon
8. Brian Webb—Brian Hoyle	Doncaster	30. David Houghton—Ashly Woller	Didcot
9. Alan May—Micky Gray	Romford	31. Paul Rogers—Fred Walker	Nottingham
10. Steve Sinnott—Jim Williamson	Spalding	32. Trev Brandreth—Des Youngs	Guildford
11. Frank Illingworth—	Ossett	33. Brian Reeves—Keith Croucher	Ashford
12. Graham Milton—John Brushwood	Spaldwick	34. William Moore—Thomas Houston	Belfast
14. Dave Hawkins—Roy Hawkins	Derby	35. Malcolm White—Phil Spendlove	Harrogate
15. Dennis Keen—Vic Samson	Aldbourne	36. Terry Haslam—Bonner Freeman	Langley Mill
16. John Hartell—Robert Hartell	Pudsey	37. Stephen Collett—David Hodge	Enfield
17. David Cantrill—Laurie Dalton	Tupton	38. Brian Dennis—Joyce Dennis	London
18. Anthony Wakefield—Eddie Kiff	Spaldwick	39. Geoff Gregg—John Ellis	Oakham
19. Stewart Pearson—Grahame Rose	Huddersfield	40. Alistair Lewis—James Law	Aberdeen
20. Dennis Bingham—Julia Bingham	Clowne	41. Tim Eadie—Geoff Woodcock	Ringmer
21. John F. Phillips—Brian Glover	Derby	42. David French—Graham Alderson	Shipley
22. Bill Hall—Peter Minion	Derby	43. Peter Bushell—Eric Ammann	Halkyn
23. Brian Mee—Allan Widdowson	Shephed	44. Les Cross—Malc Hollis	Belper

Book now for the gigantic Donington Park Auto Jumble

on September 4th

That's when you'll have the chance to browse around hundreds of stalls. Rudge humble seats to Harley handlebars. If you are selling rather than buying, stalls are still available so book now.

*It's an allday extravaganza at the Donington Park
Auto Jumble on September 4th.*



Ron Haslam



Roger Marshall

A.C.U. British Solo Road Racing Championship

By Brian Tarbox

Nearly all of the country's top short circuit stars arrive at Donington Park today to do battle in the fifth round of the ACU British Solo Road Racing Championship.

The race entry is so strong in both quantity and quality the Pathfinders and Derby MC, who are organising the speed feast, will be running four qualifying heats to determine which 34 riders go to the grid for the 20 lap final.

The list of riders reads like a who's who of British racing but the question everyone is asking is can Ron Haslam pass the fitness test and bring his 750 Yamaha to the lines?

The Langley Mill rider, who has established himself as one of the sport's top stars, broke his collar bone in a horrifying crash at the recent Silverstone Grand Prix.

If sheer guts and determination have anything to do with it, Haslam will be racing — and racing to win.

The 21-year old discharged himself from hospital to take part in the first round of

the championship series and will be just as eager to compete today.

Haslam is never happier then when he is on the track. He thrives on competition and the prospect of crossing swords with riders of the calibre of Roger Marshall, Tony Rutter, Alan Stewart, Steve Manship, Joey Dunlop, George Fogarty, Steve Wright, Derek Chatterton and a host of other top names, is something he will not want to miss.

Haslam is enjoying an incredible season and already holds the outright lap record

for the 1.957 mile circuit. The soft spoken northerner is sponsored and guided by Halifax businessman Mal Carter who provides the 500 Suzuki and 750 Yamaha which make up the famous Pharoah racing stable.

The big Yam, which was clocked at 174 mph at this year's Daytona meeting, will be his mount for the championship outing.

Haslam was the first Briton home in the American classic in which he finished 13th despite twice over-shooting corners and running off the track in the early stages of the race.

It was the beginning of a series of outstanding performances which included a second to Yamaha works rider Steve Baker at the recent Brands Hatch round of the F750 world championship.

His successes earned him the chance of a works ride at the Silverstone Grand Prix when Honda stepped in and signed him to ride the 810cc Formula One machine Phil Read rode to victory in the 10M TT.

He repaid Honda for the confidence they showed in him with a stylish performance which saw him lead the 12 lap race from start to finish.

The crash in which he broke his collar bone happened the following day when he was brought down by another rider in the 500cc world championship race.

He was lucky not to suffer more serious injury in the prang which saw him tossed down the track like a rag doll and his bike completely destroyed by fire.

You can't keep a good man down though and Haslam has already proved himself master of the new Donington Park circuit. He chalked up the first of his wins here in May when he claimed the spoils in the 1000cc race at the meeting which heralded the beginning of a new era of racing at the famous track.

Haslam shattered the lap record he established during that winning run when he returned to the circuit in June and he did it in both the 1000cc and 500cc classes with identical 1m 19.4s laps in each.

He will go to the grid today holding sixth place in the championship thanks to the 15 points he collected with his victory in the



Alan Stewart

second round of the series at Croft Autodrome.

His only other championship outing this season was in the first round at Cadwell Park where he raced only hours after discharging himself from Nottingham Hospital where he was being treated for a throat injury.

Although he was forced to retire from the race his performance served to illustrate the determination that has taken him to the very top of road racing's ladder of success.

Former British Champion Roger Marshall chased Haslam home at Croft and went on to take the lead in the championship series with a win at Scarborough and a third at Lydden.

The 27-year-old Lincolnshire rider is enjoying one of his best ever season and intends to cap it with the championship crown he first won in 1975. When on form he is one of the country's top riders and will be one of the men Haslam will have most to fear from today.

Like Haslam his performances have not gone unnoticed by Honda Britain's race chief Gerald Davison who signed him to partner Tony Rutter in the recent Coupe d'Endurance championship race at Spa Francorchamps.

Rutter is himself another of the fancied riders who will be in action today. Although Rutter has built his reputation on 250 and 350 machines he is fast establishing himself as a force to be reckoned with in the superbike class as well.

He gave his rivals a warning of what is in store for them when he made his debut on a TZ750D Yamaha at Donington in June.

The frighteningly fast four cylinder monster has proved too much of a handful for a whole host of riders but Rutter took to it like a duck to water to take fourth place in the 1000cc race.

He underlined just how good he is on the 750 by beating a star studded field, which included Haslam and Marshall, to win the recent Aintree Silver Jubilee race.

Marine engineer Alan Stewart has double cause to do well today for as well as lying second to Marshall in the ACU series he also heads the BP Donington Park Championship which carries a top prize of £500.

Stewart's success in the British Championship is made even more note worthy by the fact it has been achieved on a two year old 350 Yamaha.

A downpour would be just what the doctor ordered to help even things up but

the Guisborough rider can't be ruled out whatever the conditions are as his fifth place in the British round of the 350 world championship proves.

Steve Manship has been undergoing treatment from Leicester City FC's physiotherapist on a leg injury suffered at the Brands Hatch round of the 750 world championship.

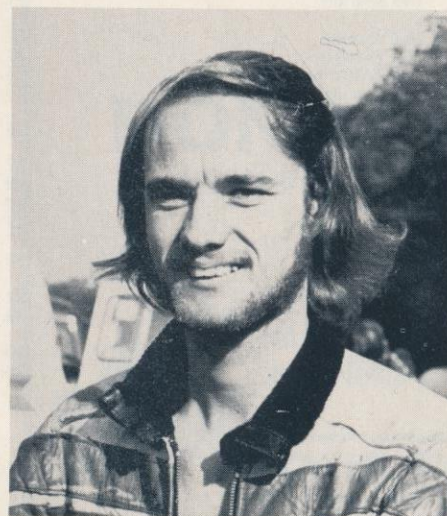
Although he was in action at Silverstone his left leg was still giving him trouble and may affect very good chances of success today.

The emerging stars who will be attempting to outshine the pack include Steve Wright, Kevin Wretton, Clive Padgett and Kevin Stowe.

Each and every one of them is capable of pulling off a surprise win and that, after all, is what makes racing so exciting.

Many of the championship riders will also be in action in the 500cc and 250cc supporting races and a top class entry has also been received for the sidcar class.

Points counting towards the BP Donington Park Championship will be awarded to the top six finishers in every race final. With so much at stake the racing is bound to be close, hard fought and very, very entertaining.



Phil Bosco



Derek Chatterton

RACE 1

15 LAPS 29.36 MILES

EVENT 3—SENIOR RACE

Solo Motorcycles 351cc to 500cc

Yellow Plates with Black Numbers—Clutch Start

No.	DRIVER/ENTRANT	c.c. MACHINE	GRID POS.
2	Ron Haslam	500 Pharaoh Suzuki	1
	Entrant—Mal Carter, Halifax		
4	Tony Rutter	351 Yamaha	2
	Entrant—R. Priest, Wordsley		
6	Derek Chatterton	498 Suzuki	3
	Entrant—Chatterton's Motors Boston		
7	Steve Manship	500 Suzuki	4
	Entrant—Geoff Grosvenor, Smokeless Fuels Wolverhampton		
8	Neil Tuxworth	352 Granby Yamaha	5
	Entrant—Granby Motors (UK) Ltd Ilkeston		
9	George Fogarty	498 Suzuki	6
11	Austin Hockley	352 Granby Yamaha	7
	Entrant—Granby Motors Team Castrol		
12	Clive Offer	351 Mech Spray Yamaha	8
	Entrant—Team Castrol		
17	Rod Scivyer	351 Hartford Yamaha	9
	Entrant—Hartford M/Cs Oxford		
19	Graham Waring	385 Yamaha	10
20	Phil Bosco	351 Yamaha	11
21	Clive Padgett	351 Padgett Yamaha	12
	Entrant—Padgett's (Batley) Ltd Team Castrol		
22	Bernie Toleman	498 Suzuki	14
	Entrant—G. D. Colquhoun Catford		
24	John Cowie	351 Premier Yamaha	15
	Entrant—Premier Motors London		
25	Stephen Tonkin	500 Manchester Yamaha	30
	Entrant—Manchester—Beale Ibstock		
26	Alan Jackson	498 Suzuki	29
	Entrant—Insurance Finance Bureau London		
27	Steve Wright	497 Coppock Suzuki	18
	Entrant—Harold Coppock Team Castrol		
30	Kevin Wretton	352 Anderson Yamaha	19
31	Rob Marks	351 Ridewood Yamaha	20
	Entrant—Fran Ridewood & Co. Wells		
34	Gerry Jenkins	468 Sparton	21
	Entrant—Bevelectric Ltd Telford		
35	Roy Kemp	352 Yamaha	22
38	David Houseley	352 Yamaha	23
41	Tony Head	354 Pinfold Yamaha	24
42	Rob Brown	354 Spondon Yamaha	25
	Entrant—Brighouse Cycles Brighouse		
44	Bob Tait	352 Yamaha	26
	Entrant—S. Adams & Son (Haulage) Burton-on-Trent		
47	Brendan McKenna	352 Yamaha	27
48	Stuart Jones	351 Yamaha	28
50	Andy Smith	352 Yamaha	16
51	Graham Wood	500 Sparton	17
	Entrant—Handue Const. Ltd Scunthorpe		
53	Derek Huxley	380 Yamaha	31
	Entrant—Bill Smith Motors Chester		
54	Peter Howarth	351 Yamaha	32
56	Phil Henderson	352 Yamaha	33
	Entrant—J. M. L. Henderson (Transport) Wakefield		
57	Steve Andrew	354 Yamaha	34
58	Roger Christmas	351 Yamaha	35

RACE 1 continued

Reserves (in order given below):

10	Joey Dunlop	500 Suzuki
59	William Ingham	351 Yamaha
69	John Williams	398 Yamaha
68	Dave Camier	354 Yamaha

Lap Record: Ron Haslam
Race Record: Stanley Woods

1.19.4 88.74 mph 26.6.77
20.20.6 86.59 mph 26.6.77

RESULTS:

1st (£75)	2nd (£50)	3rd (£35)	4th (£25)
5th (£15)	6th (£10)	7th (£8)	8th (£5)
9th (£3)	10th (£2)		
Winner's Time	Speed		m.p.h.
Fastest Lap	Time	Speed	m.p.h.

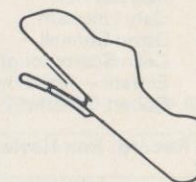
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RACE 2

10 LAPS 19.57 MILES

EVENT 1 — 1000cc A.C.U. BRITISH SOLO CHAMPIONSHIP

Heat 1 — Clutch Start

8 Fastest Drivers to Qualify for Final

No.	DRIVER/ENTRANT	c.c. MACHINE	GRID POS.
3	Roger Marshall Entrant — Mel Farrah	750 Yamaha	1
5	Alan Stewart Entrant — Armstrongs M/Cs Middlesborough Team Castrol	347 P. A. Yamaha	2
15	Alan Pacey Entrant — Alan Hayes Birmingham	750 Yamaha	3
18	James Wells	750 Yamaha	4
23	Eric Hayes Entrant — Kass Construction Co. Scunthorpe	746 Kass Yamaha	5
28	Bill Simpson Entrant — R. D. McCutcheon (Motors) Wigtown	347 Maxton Yamaha	6
32	Bill Swales Entrant — Gareth Thomas, Scarborough	750 Yamaha	7
36	Mick Spivey Entrant — Revoc Engineers Leeds	750 Yamaha	8
43	John Heselwood	750 Albion Yamaha	9
52	Richard Dowland Entrant — Bert Collins, Bickley	346 Yamaha	10
55	Ian Richards Entrant — Dorothy Whitehouse, Walsall	347 Yamaha	11
61	Nigel Eames	750 Seeley Kawasaki	12
64	Bill Smith Entrant — Bill Smith Motors Ltd. Hoole	750 Maxton Yamaha	14
75	Dave Brown	347 Yamaha	15
81	Ian Bell	347 Maxton Yamaha	16
85	Dave Kerby	830 Kerby Norton	17
89	Kim Keep	347 Yamaha	18
93	Gaff Jones	347 Yamaha	19
97	Anthony Myers Entrant — Waddington Leathers Hull	357 Yamaha	20
101	Edward Cornes	351 Yamaha	21
105	Greg Barsdorf Entrant — Antons Automotive	347 Yamaha	22
109	Brian Peters	352 Yamaha	23
113	Stephen Russell Entrant — Peter Williams M/Cs Southampton	351 Yamaha	24
117	Martin Russell Entrant — L. H. Vale-Onslow (Motors) Ltd Birmingham	840 Rustler 3	25
121	Dave Gandy	384 Yamaha	26
125	Stuart Price	492 Seeley Suzuki	27
129	Philip Chaplin	492 Suzuki	28
133	Michael Holt	347 Yamaha	29
137	Gary Lingham	354 Harris Yamaha	30
141	David Connell	352 Yamaha	31
145	Colin Scarborough Entrant — Alpha Insurance Croydon	347 Yamaha	32
149	Robert Griffiths	347 Yamaha	33

Lap Record: Ron Haslam 1.19.4 88.74 mph 26.6.77

RESULTS:

1st (£25) _____ 2nd (£20) _____ 3rd (£15) _____ 4th (£10) _____
 5th (£5) _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap _____ Time _____ Speed _____ m.p.h.

RACE 3

10 LAPS 19.57 MILES

EVENT 1 — 1000cc A.C.U. BRITISH SOLO CHAMPIONSHIP

Heat 2 — Clutch Start

8 Fastest Drivers to Qualify for Final

No.	DRIVER/ENTRANT	c.c. MACHINE	GRID POS.
2	Ron Haslam Entrant — Mal Carter, Halifax	750 Pharaoh Yamaha	1
7	Steve Manship Entrant — Geoff Grosvenor Smokeless Fuels Wolverhampton	750 Yamaha	2
10	Joey Dunlop	750 Yamaha	3
20	Phil Bosco	700 Yamaha	4
24	John Cowie Entrant — Premier Motors London	351 Premier Yamaha	5
27	Steve Wright Entrant — Harold Coppock Team Castrol	497 Coppock Suzuki	6
30	Kevin Wretton	750 Coppack Suzuki	7
33	Courtney Junk	347 Yamaha	8
37	Ernie Coates Entrant — Ernie Coates M/Cs Belfast	354 Yamaha	9
44	Bob Tait Entrant — S. Adams & Son (Haulage) Burton-on-Trent	352 Yamaha	10
54	Peter Howarth	351 Yamaha	11
58	Roger Christmas	347 Yamaha	12
65	Adrian Godden	347 Searing Yamaha	14
68	Dave Camier	750 Yamaha	15
82	Martin Beere	960 Egli-Honda	16
86	Stephen Griffith	347 Yamaha	17
90	Peter Pinion Entrant — Allan Bramwell Christchurch New Zealand	349 Yamaha	18
94	Peter Lovell	741 Triumph	19
98	Andy Reid	351 Yamaha	20
102	Marty Ames Entrant — Lockside M/Cs Castleford	700 Lockyam	21
106	Robert Smith	700 Yamaha	22
110	Rob Baptie	347 Yamaha	23
114	Chris Swift	352 Yamaha	24
118	Syd Smaller	750 Yamaha	25
122	Fred Huggett Entrant — Hallets of Canterbury	460 Hallet Sparton	26
126	Glenn Dudley Entrant — Beamish (Motors) Ltd. Portslade	492 Suzuki	27
130	Philip Hutton	900 Rickman Kawasaki	28
134	Aiden Roantree	350 Yamaha	29
138	Graham Atha	347 Yamaha	30
142	Denison Parry	351 Yamaha	31
146	Carl Woodwiss	347 Yamaha	32
150	Robert Vine	347 Yamaha	33

Lap Record: Ron Haslam 1.19.4 88.74 mph 26.6.77

RESULTS:

1st (£25) _____ 2nd (£20) _____ 3rd (£15) _____ 4th (£10) _____
 5th (£5) _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap _____ Time _____ Speed _____ m.p.h.



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RACE 4

10 LAPS 19.57 MILES

EVENT 1 — 1000cc A.C.U. BRITISH SOLO CHAMPIONSHIP

Heat 3 — Clutch Start

8 Fastest Drivers to Qualify for Final

No.	DRIVER/ENTRANT	c.c. MACHINE	GRID POS.
4	Tony Rutter Entrant — R. Priest, Wordsley	748 Yamaha	1
8	Neil Tuxworth Entrant — Granby Motors (UK) Ltd. Ilkeston	748 Granby Yamaha	2
12	Clive Offer Entrant — Team Castrol	746 Gordon Pantall Yamaha	3
21	Clive Padgett Entrant — Padgett's (Batley) Ltd. Team Castrol	347 Padgett Yamaha	4
25	Stephen Tonkin Entrant — Manchester-Beale Ibstock	500 Manchester Yamaha	5
29	Kevin Stowe Entrant — Chattertons Motors Grimsby	347 Chat Yamaha	6
34	Gerry Jenkins Entrant — Bevelectric Ltd. Telford	468 Spartan	7
39	Roger Barnes Entrant — George Beale M/Cs Burton-on-Trent	346 Yamaha	8
45	Bill Marks Entrant — Fran Ridewood & Co. Wells	747 Ridewood Yamaha	9
50	Andy Smith	352 Yamaha	10
56	Phil Henderson Entrant — J. M. L. Henderson (Transport) Wakefield	694 Yamaha	11
59	William Ingham	351 Yamaha	12
66	Melvyn Hodgkins	500 Loan Suzuki	14
69	John Williams	398 Yamaha	15
83	Robert Stevens	350 Yamaha	16
87	Terry Brook	347 Yamaha	17
91	John Cousins	347 Yamaha	18
95	Gordon Toon Entrant — R.A.F. M.S.A.	350 Yamaha	19
99	Steve Tomkins	351 Yamaha	20
103	Noel Clegg	746 Maxton Yamaha	21
107	Ian Pratt	350 Yamaha	22
111	Ian Willcox	750 Triumph 3	23
115	John Gray	351 Yamaha	24
119	Bill Douglas	350 Yamaha	25
123	Tim Hall	351 Yamaha	26
127	Roy Jeffreys	352 Yamaha	27
131	Dave Willoughby Entrant — Jack Wakefield Commercials Hetton-le-Hole	700 Yamaha	28
135	Neil Mason	347 Yamaha	29
139	Mark Johns	700 Yamaha	30
143	Nigel Rigg	354 Yamaha	31
147	Robert James Entrant — Sidney James Motors Ltd. Leicester	347 Yamaha	32
151	G. Gilbert Entrant — Speedwell Waste Disposal Tipton	492 Hitac Suzuki	33

Lap Record: Ron Haslam

1.19.4

88.74 mph

26.6.77

RESULTS:

1st (£25) _____ 2nd (£20) _____ 3rd (£15) _____ 4th (£10) _____
 5th (£5) _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap _____ Time _____ Speed _____ m.p.h.

EVENT 1 — 1000cc A.C.U. BRITISH SOLO CHAMPIONSHIP

Heat 4 — Clutch Start
8 Fastest Drivers to Qualify for Final

No.	DRIVER/ENTRANT	c.c. MACHINE	GRID POS.
6	Derek Chatterton	748 Chat Yamaha	1
	Entrant — Chatterton's Motors Boston		
9	George Fogarty	738 Suzuki	2
17	Rod Scivyer	351 Hartford Yamaha	3
	Entrant — Hartford M/Cs Oxford		
22	Bernie Toleman	347 Yamaha	4
	Entrant — G. D. Colquhoun Catford		
26	Alan Jackson	498 Suzuki	5
	Entrant — Insurance Finance Bureau London		
31	Rob Marks	351 Ridewood Yamaha	6
	Entrant — Fran Ridewood & Co. Wells		
35	Roy Kemp	352 Yamaha	7
42	Rob Brown	354 Spondon Yamaha	8
	Entrant — Brighthouse Cycles Brighthouse		
46	Tony Nash	747 Yamaha	9
	Entrant — Sanders & Lewis London		
48	Stuart Jones	351 Yamaha	10
51	Graham Wood	500 Sparton	11
	Entrant — Handue Const. Ltd. Scunthorpe		
57	Steve Andrew	354 Yamaha	12
62	Joe Lindsay	352 Yamaha	14
67	Michael Poxon	850 Robinson Trident	15
	Entrant — Robinson of Derby (Sales) Ltd.		
77	Billy Guthrie	354 Yamaha	16
84	Dean Martin	347 Yamaha	17
88	Charles Cooper	347 Yamaha	18
92	Mick Higgins	747 Maxton	19
	Entrant — Parker Bros. Racing Bolton		
96	Andrew Trott	347 Yamaha	20
	Entrant — Road Runner Despatch (Verlent Ltd.) London		
100	Barry Seward	351 Yamaha	21
104	Steve Parker	750 Yamaha	22
108	John Bourgaize	351 Yamaha	23
112	Alexander Taylor	347 Yamaha	24
116	Dave Saltwell	347 Yamaha	25
120	Timothy Greaves	750 Norton	26
124	Keith Ferrell	352 Yamaha	27
128	Michael Quaife	354 Yamaha	28
	Entrant — R. T. Quaife Eng. Tonbridge		
132	Doug MacCormack	750 Rickman Norton	29
	Entrant — Paul Smart Ltd. Maidstone		
136	Peter Broadbent	347 Yamaha	30
140	Kenneth Roxburgh	700 Yamaha	31
144	Paul Nicholls	347 Yamaha	32
148	Peter Jones	347 Foale Yamaha	33

Lap Record: Ron Haslam 1.19.4 88.74 mph 26.6.77

RESULTS:

1st (£25) _____ 2nd (£20) _____ 3rd (£15) _____ 4th (£10) _____
 5th (£5) _____ 6th _____ 7th _____ 8th _____
 9th _____ 10th _____

Winner's Time _____ Speed _____ m.p.h.

Fastest Lap _____ Time _____ Speed _____ m.p.h.

EVENT 2 — LIGHTWEIGHT RACE

Solo Motorcycles 176cc to 250cc
Green Plates with White Numbers

No.	DRIVER/ENTRANT	c.c. MACHINE	GRID POS.
4	Tony Rutter	248 Yamaha	1
	Entrant — R. Priest, Wordsley		
5	Alan Stewart	247 P.A. Yamaha	2
	Entrant — Armstrong M/Cs Middlesborough Team Castrol		
7	Steve Manship	250 Yamaha	3
	Entrant — Geoff Grosvenor Smokeless Fuels Wolverhampton		
8	Neil Tuxworth	248 Granby Yamaha	4
	Entrant — Granby Motors (UK) Ltd. Ilkeston		
10	Joey Dunlop	250 Yamaha	5
11	Austin Hockley	247 Granby Yamaha	6
	Entrant — Granby Motors Ilkeston Team Castrol		
14	Clive Horton	247 Yamaha	7
	Entrant — Faddiley Garage Nr. Nantwich		
16	Steve Kibble	247 Johnson Yamaha	8
	Entrant — Johnson of Hollinwood M/Cs Oldham		
19	Graham Waring	247 Yamaha	9
21	Clive Padgett	247 Padgett Yamaha	10
	Entrant — Padgett's (Batley) Ltd. Team Castrol		
25	Stephen Tonkin	247 Manchester Yamaha	11
	Entrant — Manchester-Beale Ibstock		
27	Steve Wright	247 Manchester Yamaha	12
	Entrant — Len Manchester M/Cs Melton Mowbray Team Castrol		
28	Bill Simpson	247 Maxton Yamaha	14
	Entrant — R. D. McCutcheon (Motors) Wigtown		
29	Kevin Stowe	247 Chat Yamaha	15
	Entrant — Chattertons Motors Grimsby		
30	Kevin Wretton	247 Anderson Yamaha	16
33	Courtney Junk	248 Yamaha	17
37	Ernie Coates	248 Yamaha	18
	Entrant — Ernie Coates M/Cs Belfast		
38	David Houseley	247 Yamaha	19
40	Leigh Notman	247 Lojo Yamaha	20
49	Colin Byrne	250 Yamaha	21
52	Richard Dowland	246 Yamaha	22
	Entrant — Bert Collins Bickley		
53	Derek Huxley	250 Cotton	23
	Entrant — Bill Smith Motors Chester		
55	Ian Richards	247 Yamaha	24
	Entrant — Dorothy Whitehouse Walsall		
56	Phil Henderson	247 Yamaha	25
	Entrant — J. M. L. Henderson (Transport) Wakefield		
60	Andy Morris	247 Yamaha	26
63	Robert Whitlock	250 Yamaha	27
64	Bill Smith	250 Maxton Yamaha	28
	Entrant — Bill Smith Motors Ltd. Hoole		
70	Gary Clarke	247 Maxton Yamaha	29
71	Andy Cooper	247 Yamaha	30
72	Ian Palmer	250 Yamaha	31
73	Peter Banks	247 Yamaha	32
	Entrant — R. Ternert. Alnwick		
74	Roger Lee	246 Vic Camp Suzuki	33
75	Dave Brown	247 Yamaha	34
76	Barry Phethean	247 Yamaha	35

Reserves (in order given below)

78	Brian Tonks	246 Lichfield Yamaha
	Entrant — Lichfield Motor Cycle Depot Lichfield	
79	Karl Adamson	247 Yamaha
	Entrant — R. Adamson Cheadle	
80	Michael Worthly	246 Yamaha

For Lap Records and Results see page 21

20 LAPS 39.15 MILES

EVENT 1—A.C.U. BRITISH SOLO CHAMPIONSHIP—FINAL

Solo Motorcycles 251cc—1000cc Clutch Start[illegible]

Lap Record: Ron Haslam
Race Record: Ron Haslam

1.19.4	88.74 mph	26.6.77
27.02.00	86.88 mph	26.6.77

For Results see page 21

Race 6 continued

Lap Record: Alan Stewart
Race Record: Tony Rutter

1.22.8
17.01.0

85.10 mph
82.81 mph

26.6.77
26.6.77

RESULTS:

1st (£60) _____ 2nd (£40) _____ 3rd (£30) _____ 4th (£20) _____

5th (£15) _____ 6th (£10) _____ 7th (£8) _____ 8th (£5) _____

9th (£3) _____ 10th (£2) _____

Winner's Time _____ Speed _____ m.p.h.

Fastest Lap _____ Time _____ Speed _____ m.p.h.

Race 7 continued

RESULTS:

1st (£100) _____ 2nd (£75) _____ 3rd (£50) _____ 4th (£25) _____

5th (£15) _____ 6th (£10) _____ 7th (£8) _____ 8th (£5) _____

9th (£3) _____ 10th (£2) _____

Winner's Time _____ Speed _____ m.p.h.

Fastest Lap _____ Time _____ Speed _____ m.p.h.

Additional Prize Money:

Additional Prize Money:

Quarter Distance (5 laps)

1st (£15) _____ 2nd (£10) _____ 3rd (£7) _____

Half Distance (10 laps)

1st (£25) _____ 2nd (£20) _____ 3rd (£12) _____ 4th (£8) _____

Three Quarter Distance (15 laps)

1st (£50) _____ 2nd (£30) _____ 3rd (£20) _____ 4th (£12) _____

5th (£8) _____ 6th (£6) _____

DONINGTON PARK 1977 Fixture List

DATE	EVENT	ORGANISER	MAIN RACES
August 28	National Motorcycle meeting	Pathfinders & Derby	British Championship Round
September 3/4	Leyland Historic Vehicles Anniversary weekend and Rally		
September 11	Championship car races	BRDC	FF, SS, PS, F4.
September 25	National Motorcycle meeting	Pathfinders & Derby	The Donington Road Race (200 Kilometres)
October 2	Championship car races	BRSCC	F3, M, E, R, MP, FF, SS.
October 16	Championship car races	BARC	F3, S2, C, SS, MS, TS.
October 29/30	European Formula 2 Championship meeting	BRSCC	F2, MS, FF.

Non-promoted circuit meetings

September 17	NSCC race meeting
November 6	Nottingham Sports Car Club Sprint Meeting

Other events in the Park

September 17	Scooter Association races, Melbourne Loop
September 18	Lea Francis Owners Club Rally, Melbourne Loop.

Key to races:

SS, Special Saloons. FF, Formula Ford 1600. G8, Unlimited single-seaters. MS, Modsport. C, Clubmans sports cars. H, Historic. FF2, Formula Ford 2000. PS, Production saloons. G1, RAC Touring Car Championship. F3, Formula 3. S2, Sports 2000. TS, Thoroughbred sports. F2, Formula 2. M, Mini Challenge. E, Escort Mexico. R, Renault 5. MP, Monoposto. FV, Formula Vee. CS, Classic Sports. FSV, Formula SuperVee. F4, Formula 4.

EVENT 4—SIDECAR RACE HEAT 1

Machines 351cc to 1000cc
Black Plates with White Numbers

No.	DRIVER/PASSENGER—ENTRANT	c.c. MACHINE	GRID POS.
2	Mick Boddice—Charles Birks Entrant—Roboserve Ltd.	750 Simmonds Woodhouse Yamaha	1
3	Bill Cooper—David Cross Entrant—Robinsons of Derby (Sales) Ltd.	700 Cooper Yamaha	2
4	Malcolm Aldrick—Paul Beasley Entrant—Revett's of Ipswich	750 Revett Yamaha	3
5	Roy Hanks—Don Williams Entrant—Fred Hanks M/Cs Birmingham	750 Suzuki	4
6	Keith Galtress— Entrant—Demon Tweaks 4 Shocks Chester	998 Imp	5
7	Alan Bales—David Powell	750 Yamaha	6
8	Brian Webb—Brian Hoyle Entrant—R. H. Rooke Rossington	700 Rooke Yamaha	7
9	Alan May—Micky Gray	750 Overhill Yamaha	8
10	Steve Sinnott—Jim Williamson Entrant—Industrial Services Stockton-on-Tees	750 MSW Yamaha	9
11	Frank Illingworth— Entrant—P. Padgett Batley	700 Padgett-Yamaha	10
12	Graham Milton—John Brushwood	750 British Magnum	11
14	Dave Hawkins—Roy Hawkins Entrant—Pegasus Repairs (Alvaston) Ltd.	984 Pegasus Repairs Kawasaki	12
15	Dennis Keen—Vic Samson	1000 Konig	14
16	John Hartell—Robert Hartell	738 Suzuki	15
17	David Cantrill—Laurie Dalton	998 Imp	16
18	Anthony Wakefield—Eddie Kiff	750 British Magnum	17
19	Stewart Pearson—Grahame Rose	700 Yamaha	18
20	Dennis Bingham—Julia Bingham	900 Honda	19

Reserves (in order given below)

39	Geoff Gregg—John Ellis Entrant—'Lee Hire' Oakham	998 Lee Hire Imp
40	Alistair Lewis—James Law Entrant—McGlowan Motors Aberdeen	750 Suzuki
41	Tim Eade—Geoff Woodcock	750 Yamaha
42	David French—Graham Alderson	998 Imp
43	Peter Bushell—Eric Ammann	900 Rumble Kawasaki
44	Les Cross—Malc Hollis	680 Cooper Konig

Lap Record: Mick Boddice 1.23.8 84.10 mph 26.6.77
Race Record: Mick Boddice 14.04.4 81.80 mph 26.6.77

RESULTS:

1st (£25)	2nd (£20)	3rd (£15)	4th (£10)
5th (£5)	6th	7th	8th
9th	10th		
Winner's Time	Speed		m.p.h.
Fastest Lap	Time	Speed	m.p.h.

EVENT 4—SIDECAR RACE HEAT 2

Machines 351cc to 1000cc
Black Plates with White Numbers

No.	DRIVER/PASSENGER—ENTRANT	c.c. MACHINE	GRID POS.
21	John F. Phillips—Brian Glover Entrant—Jackson's M/Cs Ltd. Burton-on-Trent	998 Imp	1
22	Bill Hall—Peter Minion Entrant—Russell's Loughborough	980 Russell's Kawasaki	2
23	Brian Mee—Allan Widdowson Entrant—Team Steer SRS	980 Team Steer SRS Kawasaki	3
24	Andy Jackson—Tim Court	700 Yamaha	4
25	Ted Milner—David Lawson	694 MYS	5
26	Gerald Daniel—Mark Tanner Entrant—Fred Hanks M/Cs Birmingham	1000 Imp	6
27	Jim Norbury—Roy Norbury Entrant—Lockside M/Cs Castleford	750 Windle Suzuki	7
28	Glyn Jacobs—Phil Bolton Entrant—Hull Motor Cycle School Hull	973 Triumph 3	8
29	David Hallam—John Havercroft	750 Konig	9
30	David Houghton—Ashly Woller Entrant—Roboserve Ltd.	700 Roboserve Konig	10
31	Paul Rogers—Fred Walker	1000 Imp	11
32	Trev Brandreth—Des Youngs Entrant—Minear Bruce Guildford	1000 Honda	12
33	Brian Reeves—Keith Croucher Entrant—Jim Sharp M/Cs Sevenoaks	750 Yamaha	14
34	William Moore—Thomas Houston	700 Yamaha	15
35	Malcolm White—Phil Spendlove	750 Yamaha	16
36	Terry Haslam—Bonner Freeman Entrant—M. Syson Eastwood	1000 Kawasaki 4	17
37	Stephen Collett—David Hodge	1000 Laverda	18
38	Brian Denniss—Joyce Denniss	480 Spartan	19

Lap Record: Mick Boddice 1.23.8 84.10 mph 26.6.77
Race Record: Mick Boddice 14.04.4 81.80 mph 26.6.77

RESULTS:

1st (£25)	2nd (£20)	3rd (£15)	4th (£10)
5th (£5)	6th	7th	8th
9th	10th		
Winner's Time	Speed		m.p.h.
Fastest Lap	Time	Speed	m.p.h.

OVERALL RESULT (Fastest 10 from Races 8 and 9)

1st (£75)	2nd (£50)	3rd (£35)	4th (£25)
5th (£15)	6th (£10)	7th (£8)	8th (£5)
9th (£3)	10th (£2)		

After the race.....

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RECORDS

125 c.c.				
David Hunter (Maico)	1 lap	1.30	78.29 m.p.h.	26.6.77
David Hunter (Maico)	8 laps	12.23.8	75.78 m.p.h.	26.6.77
250 c.c.				
Alan Stewart (Yamaha)	1 lap	1.22.8	85.10 m.p.h.	26.6.77
Charlie Williams (Yamaha)	6 laps	8.34.6	82.18 m.p.h.	26.6.77
Tony Rutter (Yamaha)	12 laps	17.01	82.81 m.p.h.	26.6.77
350 c.c.				
Charlie Williams (Yamaha)	1 lap	1.20.2	87.86 m.p.h.	15.5.77
Steve Manship (Maxton)	15 laps	20.38.4	85.34 m.p.h.	15.5.77
500 c.c.				
Ron Haslam (Suzuki)	1 lap	1.19.4	88.74 m.p.h.*	26.6.77
Stanley Woods (Suzuki)	15 laps	20.20.6	86.59 m.p.h.	26.6.77
1000 c.c.				
Ron Haslam (Yamaha)	1 lap	1.19.4	88.74 m.p.h.*	26.6.77
Ron Haslam (Yamaha)	20 laps	27.02	86.88 m.p.h.	26.6.77
Sidecar				
Mick Boddice (Yamaha)	1 lap	1.23.8	84.10 m.p.h.	26.6.77
Mick Boddice (Yamaha)	10 laps	14.4.4	81.80 m.p.h.	26.6.77

*These are the present qualifying times for the B.P. £100 award for the fastest lap of the year.

The B.P. Donington Park Championship

Will be decided on all the final results of every race (not heats or legs of a race) for solo and sidecar machines at all the national meetings held in 1977 at this circuit.

The points to be awarded will be:-

1st	16	2nd	11	3rd	7
4th	4	5th	2	6th	1

Ties will be decided by:-

- The greatest number of 1st, 2nd etc. places.
- The greatest number of points won at any one meeting.

The Champion will after the final meeting receive £500; the runner-up £300 and the third-placed driver £200.

In addition, B.P. will donate £20 to the driver recording the fastest lap to-day and, after the final meeting on 25th September 1977, will donate £100 to the driver recording the fastest lap of the year.

Points awarded to date:

1. Alan Stewart	51 points	9. Charlie Williams	18
2. Ron Haslam	43	10. David Hunter	16
3. Tony Rutter	36	11. Kevin Stowe	14
4. Steve Manship	35	12. Steve Kibble, Rod Scivyer,	
5. Mick Boddice, Stanley Woods	32	Neil Tuxworth	11
7. Bill Cooper, Clive Horton	22		

26 others with points between 1 and 8

Lap Speed Table

TIME	SPEED		TIME	SPEED		TIME	SPEED	
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
56.0	125.83	202.50	1.03.0	111.85	180.00	1.10.0	100.66	162.00
56.1	125.60	202.14	1.03.1	111.67	179.71	1.10.1	100.52	161.77
56.2	125.38	201.78	1.03.2	111.49	179.43	1.10.2	100.37	161.54
56.3	125.16	201.42	1.03.3	111.32	179.14	1.10.3	100.23	161.31
56.4	124.93	201.06	1.03.4	111.14	178.86	1.10.4	100.09	161.08
56.5	124.71	200.71	1.03.5	110.97	178.58	1.10.5	99.95	160.85
56.6	124.49	200.35	1.03.6	110.79	178.30	1.10.6	99.81	160.62
56.7	124.27	200.00	1.03.7	110.62	178.02	1.10.7	99.66	160.39
56.8	124.05	199.65	1.03.8	110.44	177.74	1.10.8	99.52	160.17
56.9	123.84	199.29	1.03.9	110.27	177.46	1.10.9	99.38	159.94
57.0	123.62	198.94	1.04.0	110.10	177.18	1.11.0	99.24	159.72
57.1	123.40	198.60	1.04.1	109.93	176.91	1.11.1	99.10	159.49
57.2	123.19	198.25	1.04.2	109.76	176.63	1.11.2	98.96	159.27
57.3	122.97	197.90	1.04.3	109.58	176.36	1.11.3	98.83	159.04
57.4	122.76	197.56	1.04.4	109.41	176.08	1.11.4	98.69	158.82
57.5	122.54	197.21	1.04.5	109.24	175.81	1.11.5	98.55	158.60
57.6	122.33	196.87	1.04.6	109.08	175.54	1.11.6	98.41	158.38
57.7	122.12	196.53	1.04.7	108.91	175.27	1.11.7	98.27	158.16
57.8	121.91	196.19	1.04.8	108.74	175.00	1.11.8	98.14	157.94
57.9	121.70	195.85	1.04.9	108.57	174.73	1.11.9	98.00	157.72
58.0	121.49	195.51	1.05.0	108.40	174.46	1.12.0	97.86	157.50
58.1	121.28	195.18	1.05.1	108.24	174.19	1.12.1	97.73	157.28
58.2	121.07	194.84	1.05.2	108.07	173.92	1.12.2	97.59	157.06
58.3	120.86	194.51	1.05.3	107.91	173.66	1.12.3	97.46	156.84
58.4	120.66	194.18	1.05.4	107.74	173.39	1.12.4	97.32	156.63
58.5	120.45	193.84	1.05.5	107.58	173.13	1.12.5	97.19	156.41
58.6	120.24	193.51	1.05.6	107.41	172.86	1.12.6	97.06	156.20
58.7	120.04	193.18	1.05.7	107.25	172.60	1.12.7	96.92	155.98
58.8	119.83	192.85	1.05.8	107.09	172.34	1.12.8	96.79	155.77
58.9	119.63	192.53	1.05.9	106.92	172.07	1.12.9	96.66	155.55
59.0	119.43	192.20	1.06.0	106.76	171.82	1.13.0	96.52	155.34
59.1	119.23	191.88	1.06.1	106.60	171.56	1.13.1	96.39	155.13
59.2	119.03	191.55	1.06.2	106.44	171.30	1.13.2	96.26	154.92
59.3	118.82	191.23	1.06.3	106.28	171.04	1.13.3	96.12	154.70
59.4	118.62	190.91	1.06.4	106.12	170.78	1.13.4	96.00	154.49
59.5	118.42	190.59	1.06.5	105.96	170.52	1.13.5	95.87	154.28
59.6	118.23	190.27	1.06.6	105.80	170.27	1.13.6	95.74	154.07
59.7	118.03	189.95	1.06.7	105.64	170.01	1.13.7	95.61	153.87
59.8	117.83	189.63	1.06.8	105.48	169.76	1.13.8	95.48	153.66
59.9	117.63	189.31	1.06.9	105.33	169.50	1.13.9	95.33	153.45
1.00.0	117.44	189.00	1.07.0	105.17	169.25	1.14.0	95.22	153.24
1.00.1	117.24	188.68	1.07.1	105.01	169.00	1.14.1	95.09	153.03
1.00.2	117.05	188.37	1.07.2	104.86	168.75	1.14.2	94.96	152.83
1.00.3	116.85	188.06	1.07.3	104.70	168.50	1.14.3	94.84	152.62
1.00.4	116.66	187.75	1.07.4	104.54	168.25	1.14.4	94.71	152.42
1.00.5	116.47	187.44	1.07.5	104.39	168.00	1.14.5	94.58	152.21
1.00.6	116.28	187.13	1.07.6	104.23	167.75	1.14.6	94.45	152.01
1.00.7	116.08	186.82	1.07.7	104.08	167.50	1.14.7	94.33	151.81
1.00.8	115.89	186.51	1.07.8	103.93	167.25	1.14.8	94.20	151.60
1.00.9	115.70	186.20	1.07.9	103.77	167.01	1.14.9	94.08	151.40
1.01.0	115.51	185.90	1.08.0	103.62	166.76	1.15.0	93.95	151.20
1.01.1	115.32	185.60	1.08.1	103.47	166.52	1.15.1	93.83	151.00
1.01.2	115.14	185.29	1.08.2	103.32	166.27	1.15.2	93.70	150.80
1.01.3	114.95	184.99	1.08.3	103.17	166.03	1.15.3	93.58	150.60
1.01.4	114.76	184.69	1.08.4	103.02	165.79	1.15.4	93.45	150.40
1.01.5	114.57	184.39	1.08.5	102.87	165.55	1.15.5	93.33	150.20
1.01.6	114.39	184.09	1.08.6	102.72	165.30	1.15.6	93.20	150.00
1.01.7	114.20	183.79	1.08.7	102.57	165.06	1.15.7	93.08	149.80
1.01.8	114.02	183.49	1.08.8	102.42	164.82	1.15.8	92.96	149.60
1.01.9	113.83	183.20	1.08.9	102.27	164.58	1.15.9	92.84	149.41
1.02.0	113.65	182.90	1.09.0	102.12	164.35	1.16.0	92.71	149.21
1.02.1	113.47	182.61	1.09.1	101.97	164.11	1.16.1	92.59	149.01
1.02.2	113.28	182.31	1.09.2	101.82	163.87	1.16.2	92.47	148.82
1.02.3	113.10	182.02	1.09.3	101.68	163.63	1.16.3	92.35	148.62
1.02.4	112.92	181.73	1.09.4	101.53	163.40	1.16.4	92.23	148.43
1.02.5	112.74	181.43	1.09.5	101.39	163.16	1.16.5	92.11	148.23
1.02.6	112.56	181.15	1.09.6	101.24	162.93	1.16.6	91.99	148.04
1.02.7	112.38	180.86	1.09.7	101.09	162.70	1.16.7	91.87	147.85
1.02.8	112.20	180.57	1.09.8	100.95	162.46	1.16.8	91.75	147.65
1.02.9	112.02	180.28	1.09.9	100.81	162.23	1.16.9	91.63	147.46

TIME	SPEED		TIME	SPEED		TIME	SPEED	
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1.17.0	91.51	147.27	1.25.0	82.90	133.41	1.33.0	75.77	121.93
1.17.1	91.39	147.08	1.25.1	82.80	133.25	1.33.1	75.69	121.80
1.17.2	91.27	146.89	1.25.2	82.70	133.10	1.33.2	75.60	121.67
1.17.3	91.15	146.70	1.25.3	82.61	132.94	1.33.3	75.52	121.54
1.17.4	91.04	146.51	1.25.4	82.51	132.79	1.33.4	75.44	121.41
1.17.5	90.92	146.32	1.25.5	82.41	132.63	1.33.5	75.36	121.28
1.17.6	90.80	146.13	1.25.6	82.32	132.48	1.33.6	75.28	121.15
1.17.7	90.69	145.94	1.25.7	82.22	132.32	1.33.7	75.20	121.02
1.17.8	90.57	145.76	1.25.8	82.12	132.17	1.33.8	75.12	120.89
1.17.9	90.45	145.57	1.25.9	82.03	132.01	1.33.9	75.04	120.77
1.18.0	90.34	145.38	1.26.0	81.93	131.86	1.34.0	74.96	120.64
1.18.1	90.22	145.20	1.26.1	81.84	131.71	1.34.1	74.88	120.51
1.18.2	90.11	145.01	1.26.2	81.74	131.55	1.34.2	74.80	120.38
1.18.3	89.99	144.83	1.26.3	81.65	131.40	1.34.3	74.72	120.25
1.18.4	89.88	144.64	1.26.4	81.55	131.25	1.34.4	74.64	120.13
1.18.5	89.76	144.46	1.26.5	81.46	131.10	1.34.5	74.56	120.00
1.18.6	89.65	144.27	1.26.6	81.37	130.95	1.34.6	74.48	119.87
1.18.7	89.53	144.09	1.26.7	81.27	130.79	1.34.7	74.41	119.75
1.18.8	89.42	143.91	1.26.8	81.18	130.64	1.34.8	74.33	119.62
1.18.9	89.31	143.72	1.26.9	81.08	130.49	1.34.9	74.25	119.49
1.19.0	89.19	143.54	1.27.0	80.99	130.34	1.35.0	74.17	119.37
1.19.1	89.08	143.36	1.27.1	80.90	130.19	1.35.1	74.09	119.24
1.19.2	88.97	143.18	1.27.2	80.81	130.04	1.35.2	74.02	119.12
1.19.3	88.86	143.00	1.27.3	80.71	129.90	1.35.3	73.94	118.99
1.19.4	88.74	142.82	1.27.4	80.62	129.75	1.35.4	73.86	118.87
1.19.5	88.63	142.64	1.27.5	80.53	129.60	1.35.5	73.78	118.74
1.19.6	88.52	142.46	1.27.6	80.44	129.45	1.35.6	73.71	118.62
1.19.7	88.41	142.28	1.27.7	80.35	129.30	1.35.7	73.63	118.49
1.19.8	88.30	142.10	1.27.8	80.25	129.16	1.35.8	73.55	118.37
1.19.9	88.19	141.93	1.27.9	80.16	129.01	1.35.9	73.48	118.25
1.20.0	88.08	141.75	1.28.0	80.07	128.86	1.36.0	73.40	118.12
1.20.1	87.97	141.57	1.28.1	79.98	128.72	1.36.1	73.32	118.00
1.20.2	87.86	141.39	1.28.2	79.89	128.57	1.36.2	73.25	117.88
1.20.3	87.75	141.22	1.28.3	79.80	128.42	1.36.3	73.17	117.76
1.20.4	87.64	141.04	1.28.4	79.71	128.28	1.36.4	73.09	117.63
1.20.5	87.53	140.87	1.28.5	79.62	128.13	1.36.5	73.02	117.51
1.20.6	87.42	140.69	1.28.6	79.53	127.99	1.36.6	72.94	117.39
1.20.7	87.31	140.52	1.28.7	79.44	127.85	1.36.7	72.87	117.27
1.20.8	87.21	140.34	1.28.8	79.35	127.70	1.36.8	72.79	117.15
1.20.9	87.10	140.17	1.28.9	79.26	127.56	1.36.9	72.72	117.03
1.21.0	86.99	140.00	1.29.0	79.17	127.41	1.37.0	72.64	116.91
1.21.1	86.88	139.83	1.29.1	79.08	127.27	1.37.1	72.57	116.79
1.21.2	86.78	139.65	1.29.2	78.99	127.13	1.37.2	72.49	116.67
1.21.3	86.67	139.48	1.29.3	78.91	126.99	1.37.3	72.42	116.55
1.21.4	86.56	139.31	1.29.4	78.82	126.84	1.37.4	72.34	116.43
1.21.5	86.46	139.14	1.29.5	78.73	126.70	1.37.5	72.27	116.31
1.21.6	86.35	138.97	1.29.6	78.64	126.56	1.37.6	72.20	116.19
1.21.7	86.25	138.80	1.29.7	78.55	126.42	1.37.7	72.12	116.07
1.21.8	86.14	138.63	1.29.8	78.47	126.28	1.37.8	72.04	115.95
1.21.9	86.04	138.46	1.29.9	78.38	126.14	1.37.9	71.97	115.83
1.22.0	85.93	138.29	1.30.0	78.29	126.00	1.38.0	71.90	115.71
1.22.1	85.83	138.12	1.30.1	78.20	125.86	1.38.1	71.83	115.59
1.22.2	85.72	137.95	1.30.2	78.12	125.72	1.38.2	71.75	115.48
1.22.3	85.62	137.79	1.30.3	78.03	125.58	1.38.3	71.68	115.36
1.22.4	85.51	137.62	1.30.4	77.95	125.44	1.38.4	71.61	115.24
1.22.5	85.41	137.45	1.30.5	77.86	125.30	1.38.5	71.54	115.13
1.22.6	85.31	137.29	1.30.6	77.77	125.16	1.38.6	71.46	115.01
1.22.7	85.20	137.12	1.30.7	77.69	125.03	1.38.7	71.39	114.89
1.22.8	85.10	136.95	1.30.8	77.60	124.89	1.38.8	71.32	114.78
1.22.9	85.00	136.79	1.30.9	77.52	124.75	1.38.9	71.25	114.66
1.23.0	84.89	136.62	1.31.0	77.43	124.61	1.39.0	71.17	114.54
1.23.1	84.79	136.46	1.31.1	77.35	124.48	1.39.1	71.10	114.43
1.23.2	84.69	136.30	1.31.2	77.26	124.34	1.39.2	71.03	114.31
1.23.3	84.59	136.13	1.31.3	77.17	124.20	1.39.3	70.96	114.20
1.23.4	84.49	135.97	1.31.4	77.09	124.07	1.39.4	70.89	114.08
1.23.5	84.39	135.81	1.31.5	77.01	123.93	1.39.5	70.82	113.97
1.23.6	84.29	135.64	1.31.6	76.92	123.80	1.39.6	70.75	113.85
1.23.7	84.18	135.48	1.31.7	76.84	123.66	1.39.7	70.67	113.74
1.23.8	84.08	135.32	1.31.8	76.76	123.53	1.39.8	70.60	113.63
1.23.9	83.98	135.16	1.31.9	76.67	123.39	1.39.9	70.53	113.51
1.24.0	83.88	135.00	1.32.0	76.59	123.26	1.40.0	70.46	113.40
1.24.1	83.78	134.84	1.32.1	76.51	123.13	1.40.1	70.39	113.29
1.24.2	83.69	134.68	1.32.2	76.42	122.99	1.40.2	70.32	113.17
1.24.3	83.59	134.52	1.32.3	76.34	122.86	1.40.3	70.25	113.06
1.24.4	83.49	134.36	1.32.4	76.26	122.73	1.40.4	70.18	112.95
1.24.5	83.39	134.20	1.32.5	76.18	122.59	1.40.5	70.11	112.83
1.24.6	83.29	134.04	1.32.6	76.09	122.46	1.40.6	70.04	112.72
1.24.7	83.19	133.88	1.32.7	76.01	122.33	1.40.7	69.97	112.61
1.24.8	83.09	133.72	1.32.8	75.93	122.20	1.40.8	69.90	112.50
1.24.9	83.00	133.57	1.32.9	75.85	122.06	1.40.9	69.83	112.39

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