



DONINGTON

THE HEART OF BRITISH MOTOR SPORT

Supported by

**DAILY
Mirror**



INTERNATIONAL ROAD RACE MEETING SAT/SUN AUGUST 30/31

Organised by Pathfinders & Derby Motor Club

Official Programme £1

For conditions of admission see inside



Have we got a shock for the competition.

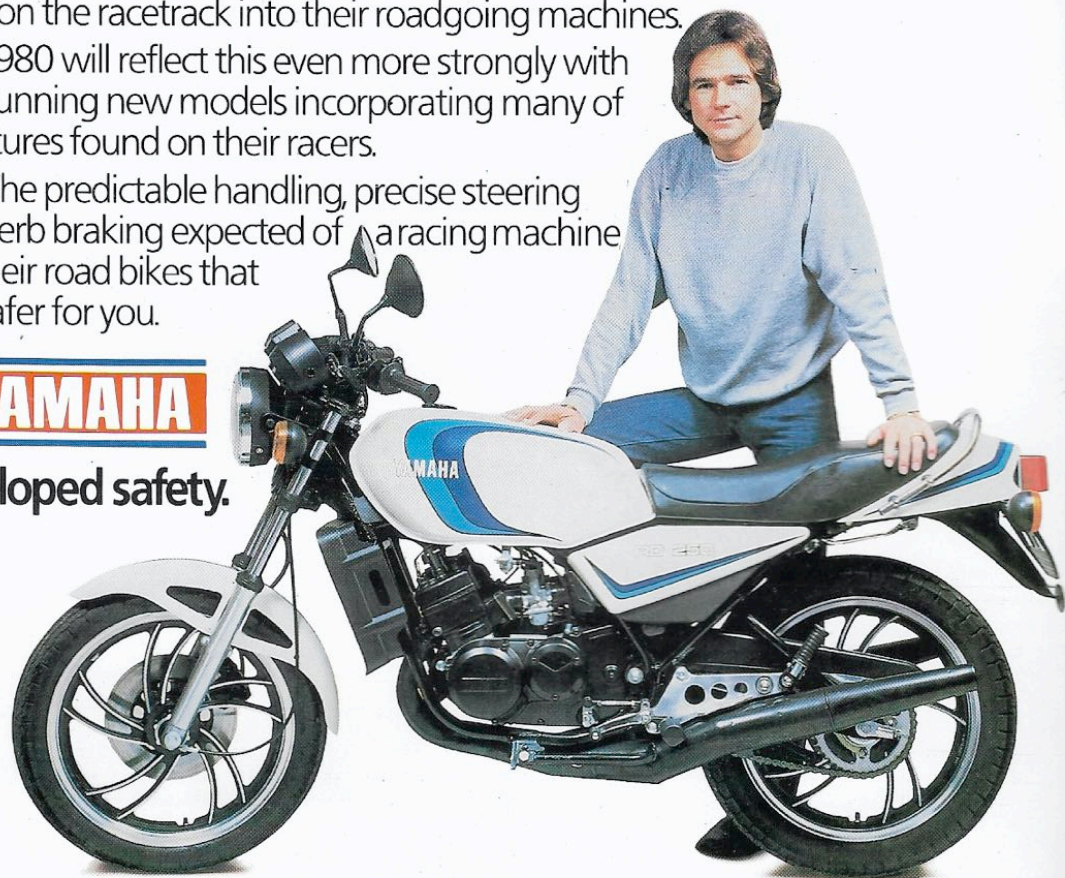
As always Yamaha stick to their policy of putting the lessons learned on the racetrack into their roadgoing machines.

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.



For race developed safety.



DONINGTON INTERNATIONAL ROAD RACE MEETING

SATURDAY 30th/SUNDAY 31st AUGUST 1980

Organised by The Pathfinders & Derby Motor Club Ltd. Affiliated to the Auto Cycle Union through the East Midland Centre. Held under the Sporting Code of the Federation Internationale Motorcycliste, the General Competition Rules of the Auto Cycle Union and the Supplementary Regulations and Final Instructions issued by the Club.

Permit No. ACU 038

Permanent Course Licence No. 16

TIMETABLE

SATURDAY 30th AUGUST

Practice

1000 cc Superbikes	09.30 — 09.55	(Untimed)
250 cc	10.00 — 10.25	(Untimed)
500 cc	10.30 — 10.55	(Untimed)
350 cc	11.00 — 11.25	(Untimed)
TT Formula 1	11.30 — 11.55	(Untimed)
1000 cc Superbikes	12.00 — 12.25	(Timed)
250 cc	13.45 — 14.10	(Timed)
TT Formula 1	14.15 — 14.40	(Timed)

RACE 1 15.15 18 laps 35.23 miles

Practice

350 cc	15.50 — 16.15	(Timed)
500 cc	16.20 — 16.45	(Timed)

WORLD OF SPORT SUPERBIKE CHALLENGE (3rd and Final Round)

SUNDAY, 31st AUGUST

Practice

125 cc	09.30 — 09.55	(Untimed)
Sidecars	10.00 — 10.25	(Untimed)
125 cc	10.30 — 10.55	(Timed)
Sidecars	11.00 — 11.25	(Timed)
Solos (at discretion of Secretary)	11.30 — 11.50	(Untimed)
Sidecars (at discretion of Secretary)	11.55 — 12.15	(Untimed)

DEMONSTRATION and RACES (starting at 13.30)

RACE 2	250 cc INTERNATIONAL LIGHTWEIGHT RACE	12 laps 23.49 miles
RACE 3	APPLEBY GLADE TROPHY INTERNATIONAL 500 cc SENIOR RACE	18 laps 35.23 miles
RACE 4	HONDA 125 cc CHAMPIONSHIP RACE	10 laps 19.57 miles
RACE 5	FORWARD TRUST/MOTOR-CYCLE WEEKLY FORMULA 1 CHAMPIONSHIP RACE	20 laps 39.15 miles
RACE 6	INTERNATIONAL SIDECAR RACE	12 laps 23.49 miles
RACE 7	DAILY MIRROR TROPHY INTERNATIONAL SUPERBIKE RACE	18 laps 35.23 miles
RACE 8	INTERNATIONAL 350 cc JUNIOR RACE	15 laps 29.36 miles

Officials of the Meeting

STEWARDS: (International Jury)

Appointed by the ACU
C. Armes, Esq (President)
Appointed by the
East Midland Centre, ACU
D. Ryder, Esq
Appointed by the Club
Messrs. A. Towle, MSc and R. Turner Morris

TIMEKEEPERS:

R. C. Allcock
D. Barker
R. Corfe
A. F. Faulkner
J. Gilbert
R. Summerfield
J. Ward

RACE RECORDER:

Miss L. Shepherd

COMMENTATORS:

F. Clarke
E. Dow

SCRUTINEERS:

A. G. Briggs
J. Painter
K. Riley

PRESS OFFICERS:

G. Herrington
D. Fern

COMPETITORS' STEWARDS:

Mrs J. Salt
W. Salt

SAFETY OFFICER:

A. Beardmore

PADOCK ANNOUNCERS:

D. Collins
N. Suthers

CHIEF MARSHAL:

T. J. Pratley

MARSHALS:

Members of East Midland Centre Clubs

NOISE METER OPERATORS:

G. Ablott, V. Odell

TRAVELLING MARSHALS:

D. Heath
J. Styles

STARTERS:

J. Andrews
J. Brown

RACE CONTROL:

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

CLERK OF THE COURSE:

A. Taylor

ASSISTANT CLERK OF THE COURSE

AND HON SECRETARY OF THE MEETING:

B. Tuxford 26 Hoylake Drive Mickleover, Derby

MEDICAL OFFICERS:

Dr H. Trivedi (Chief),
Mr R. Gunn and Dr D. Allen
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:

Two fire tender Land Rovers donated
by Leyland
Two Peugeot 504 ambulances
donated by Pilkington Motors,
Chesterfield and Derby.
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)

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:
Colour: Richard Adams, Paul Boland, Ian Catt, John Colley, Brian Kelly. Black & White: Chris Hill, Keith Hill, Brian Kelly, Dave Rigley, Rowland White, Motor Cycle News.

FRED CRANER CHALLENGE TROPHY

This trophy came into being in 1949 after the untimely death of Fred Craner, a prominent figure of motor cycling in pre-war days. Fred was the Secretary of the Derby and District Motor Club, a member of the RAC and ACU Competitions Committees, and the organiser of the pre-war Donington car and motor cycle races.

His great friend, Cyril Topping, then East Midland Centre Secretary, launched a fund and two magnificent trophies were purchased. The motor car trophy is awarded to the best British driver of a British car in the British Grand Prix.

The motor cycle trophy, second only in size to the Mellano Trophy has been won by every prominent competitor from Geoff Duke to Barry Sheene.

It was awarded annually for the best British (including Commonwealth) driver of a British machine in every round of the World Championship series. The restriction on the country of manufacture was lifted later.

Now the winner of the trophy is the competitor putting up the best performance in the International Motor Cycle Events held on the road race circuits of the East Midland Centre.

The circuit owners have all agreed to donate £100 each, so that the winner will receive an additional cash award of £300 with the trophy.

1979 winner — Ron Haslam.

Current Points Positions

1 Roger Marshall	35 pts	4 Ron Haslam	25
2 Jock Taylor	33	5 Dick Greasley	24
3 Charlie Williams	29	6 Dave Potter	21

PIERS FORESTER TROPHY



One of motor sports greatest characters, Piers Forester, will be remembered at Donington Park today. A handsome trophy will be presented to the highest placed non-works rider in the Daily Mirror Superbike Championship Race.

Piers, who competed at International level in car racing, bob sleighing and motorcycle racing, lost his life at Brands Hatch in October 1977 when his Yamaha crashed accelerating out of Clearways Corner.

Said the Hon. Brian Alexander in announcing the award, which will be made annually, "The money for the award has been put together by Piers' friends. It was a voluntary, total unpressured affair, there hasn't been a fund raising committee or anything. But a lot of people wanted to remember Piers, a great character who simply loved his racing."

A unique trophy has been produced by Geoff Aspa Fine Arts. It depicts Icarus, the figure from Greek Mythology who escaped from imprisonment by making wax wings. But Icarus flew too close to the sun and the wings melted with disastrous results. Smaller replicas have been produced for the annual winners to retain.

The winner of the first Piers Forester Trophy, awarded in the 1978 September International, was Dave Potter. Last year, at the July International it was won by Ron Haslam.

Today's Competitors

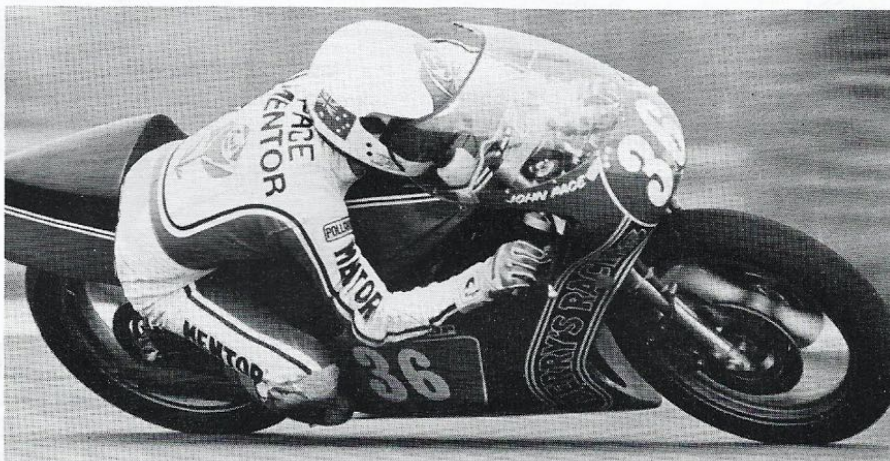
Solos

No.	DRIVER/	TOWN/COUNTRY
2	RON HASLAM	Langley Mill
3	RANDY MAMOLA	USA
4	GRAEME CROSBY	London
5	JOHN NEWBOLD	South Normanton
7	To be advised	
8	DAVE POTTER	Royston
9	ALEX GEORGE	London
10	MICK GRANT	Lepton Grange
11	ROGER MARSHALL	Wragby
12	CHARLIE WILLIAMS	Alvanley
13	CHRIS GUY	Kingsbridge
14	JEFFREY SAYLE	Melbourne
15	STEVE MANSHIP	Leicester
16	KEITH HUEWEN	Wollaston
17	GRAEME MCGREGOR	Melbourne
18	GRAHAM WOOD	Scunthorpe
19	CLIVE HORTON	Derby
20	To be advised	
21	ALAN STEWART	Guisborough
22	DAVE DEAN	Wigan
23	STEVEN WRIGHT	Barnsley
24	MURRAY SAYLE	Melbourne
25	DONNY ROBINSON	Halifax
26	TONY RUTTER	Brierley Hill
27	STEVE HENSHAW	Jacksdale
28	PHIL MELLOR	Huddersfield
29	GRAHAM YOUNG	Belfast
30	JOHN PACE	Heston
31	BERNARD MURRAY	Stockport
32	DEREK CHATTERTON	Sibsey
33	KEVIN WRETTOM	Luton
34	ROD SCIVYER	Banbury
35	TONY HEAD	Coventry
36	PHIL HENDERSON	Wakefield
37	NEIL TUXWORTH	Louth
38	WILLIAM INGHAM	Preston
39	STEVE THOMPSON	Moirs
41	JACQUES BOLLE	France
42	JEAN TOURNADRE	France
43	ANDRE GOUIN	France
44	PATRICK DE RADIGUES	France
45	GUSTAV REINER	Germany
46	ADRIAN MARSH	Winterton
47	BUTCH HOBBS	Tunbridge
48	PETE WILD	Newbold
49	MARTIN BARR	Broughshane
50	DONNIE MCLEOD	Perth
51	PHIL RILEY	Preston
52	BILL MARKS	Bridgwater
53	ALAN PACEY	Langley Mill
54	BRIAN PETERS	Liverpool
55	ROGER KLIMCKE	Leigh-on-Sea
56	TREVOR WISE	Uppingham
57	JOHN HESELWOOD	Heywood
58	TREVOR NATION	Stockbridge
59	ASA MOYCE	Waltham Cross
60	JIM WELLS	London
61	ROBIN DRURY	Haywards Heath
62	NORMAN WHITE	Bury
63	MICHAEL JAMES	Downham Market
64	KEITH BUCKLEY	London
65	PETER CLIFFORD	Epsom
66	PAUL WILLIS	Newbury
67	MICHAEL HUNT	Leicester
68	LES BURGAN	Pailton
69	BERT HARTLEY	Alcester
70	MICK POXON	Derby
71	KEITH HANFORD	Port Talbot
72	KEITH FERRELL	Port Talbot
73	COLIN ALDRIDGE	London
74	JOHN GETTY	Burnley
75	DEREK AKERMAN	Stow-on-the-Wold
76	PETER HUBBARD	Lincoln
77	STEVE TONKIN	Carnforth
78	MARTIN TAYLOR	Coventry
79	ROB McELNEA	Brigg
80	DAVID VALE	Stanford Bridge
81	RAY SWANN	Kensworth
82	PETE BANKS	Morpeth
83	STAN WRIGHT	Barnsley
84	CHRIS THORNE	Batley
85	LEIGH NOTMAN	Stapleford
86	DAVE SALTWELL	Billerica
87	MICK CHATTERTON	Barnsley
88	PAUL BARKER	Lincoln
89	KEN ROADS	Swanwick
90	GRIFF ROBERTS	Castle Bromwich
91	RICHARD PEERS-JONES	New Malden
92	CHRIS KINGSLANDS	Market Rasen
93	CRAIG THOMSON	Kinross
94	DAVE CONNELL	Castelford
95	MIKE BOOYS	London
96	KEVIN ROBB	Newark
97	STEVE CLARKE	Ilkeston
98	BRENDAN MCKENNA	Coventry
99	PETER HOWARTH	Derby
100	DAVE MASON	Tanworth

Sidecars

No.	DRIVER/PASSENGER	TOWN
2	TREVOR IRESON/CLIVE POLLINGTON	Swindon
3	CLIVE STIRRAT/ROGER KINGSMILL	Worthing
4	KEITH GALTRESS/NEIL SHELTON	Buckley
5	NIGEL ROLLASON/DAVE HOMER	Soihull
6	FRANK ILLINGWORTH/GUY MILLER	Batley
7	JOCK TAYLOR/BENGA JOHANSSON	Retford
8	STEVE SINNOTT/DAVE HALL	Peterborough
9	BRUCE FORD-DUNN/ALISTAIR PIRIE	Steyning
10	ALAN MAY/MICKY GRAY	Romford
11	ROGER DIXON/PAUL APPLEBY	Weston-on-Trent
14	PETER CAMPBELL/RICHARD GOODWIN	Australia
15	TERRY HASLAM/RON HASLAM	Langley Mill
16	BRIAN GRAY/ALAN CLARKE	High Wycombe
17	ROY HANKS/VINCE BIGGS	Birmingham
18	BRIAN OFFEN/IAN WATSON	Claygate
19	JOHN BOSWELL/GRAHAM WELLINGTON	Penn
20	DAVID HALLAM/JOHN HAVERCROFT	Leicester
21	BRIAN MEE/COLIN SUFFOLK	Shepshed
22	BILL HALL/PETE MINION	Derby
23	DAVE HAWKINS/ROY HAWKINS	Derby

John Pace



Lap Records and Race Records

OUTRIGHT CIRCUIT RECORD			
Randy Mamola (500 Suzuki)	1m 14.5s	94.68 mph	22/6/80
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			
Randy Mamola (500 Suzuki)	1m 14.5s	94.68 mph	22/6/80
1000 cc			
Barry Sheene (700 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/Benga-Goran Johansson (700 Fowler Yamaha)	1m 17.6s	90.80 mph	22/6/80
OUTRIGHT RACE RECORD			
Randy Mamola (750 Yamaha)		92.93 mph	23/9/79
125 cc			
Benga 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

Quick Reference Lap Speed Table

1 m 05 s	108.40 mph	1 m 16 s	92.71 mph	1 m 27 s	80.99 mph	1 m 37 s	72.64 mph
1 m 06 s	106.76 mph	1 m 17 s	91.51 mph	1 m 28 s	80.07 mph	1 m 38 s	71.90 mph
1 m 07 s	105.17 mph	1 m 18 s	90.34 mph	1 m 29 s	79.17 mph	1 m 39 s	71.17 mph
1 m 08 s	103.62 mph	1 m 19 s	89.19 mph	1 m 30 s	78.29 mph	1 m 40 s	70.46 mph
1 m 09 s	102.12 mph	1 m 20 s	88.08 mph	1 m 31 s	77.43 mph	1 m 41 s	69.77 mph
1 m 10 s	100.66 mph	1 m 21 s	86.99 mph	1 m 32 s	76.59 mph	1 m 42 s	69.08 mph
1 m 11 s	99.24 mph	1 m 22 s	85.93 mph	1 m 33 s	75.77 mph	1 m 43 s	68.41 mph
1 m 12 s	97.86 mph	1 m 23 s	84.98 mph	1 m 34 s	74.96 mph	1 m 44 s	67.75 mph
1 m 13 s	96.52 mph	1 m 24 s	83.88 mph	1 m 35 s	74.17 mph	1 m 45 s	67.11 mph
1 m 14 s	95.22 mph	1 m 25 s	82.90 mph	1 m 36 s	73.40 mph	1 m 46 s	66.47 mph
1 m 15 s	93.95 mph	1 m 26 s	81.93 mph				

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 TT100 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 TT100 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 TT100-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 TT100-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.

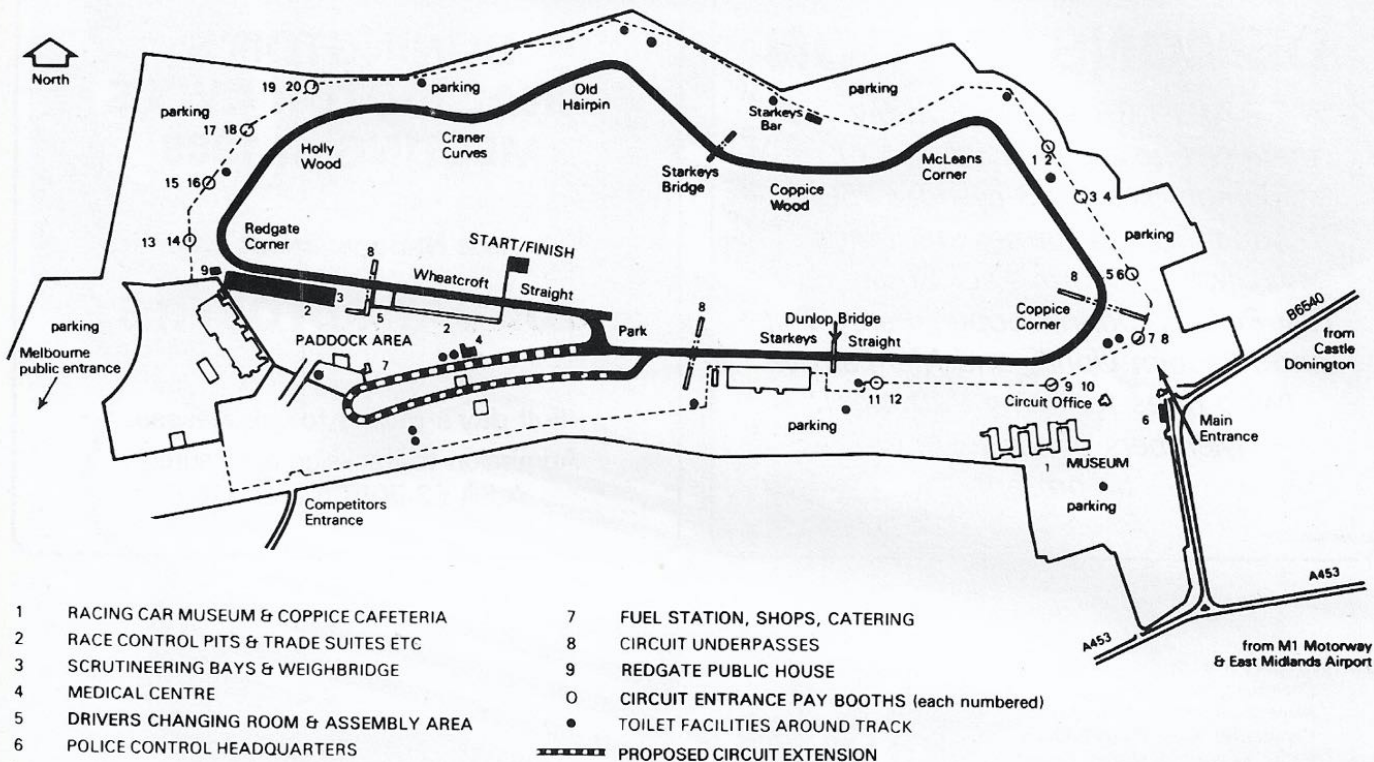


The new TT 100-K181



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'S GRAND PRIX BIKES IN THE DONINGTON COLLECTION

Barry Sheene has four of his famous Grand Prix Motorcycles in The Donington Collection.

The Sheene display encompasses the 125 cc Suzuki, on which he finished second in the 1968 125 World Championship, the 500 cc Suzukis 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.

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 Seymaz Yamaha Sidecar, and the Honda RCB Endurance machine as raced by Charlie Williams and Stan Woods. The Collection is open to the public and is free of charge.

The Collection is open every day from 10 am-6 pm; admission is £1.65 for adults and 50p for children.

TRIUMPH DEMONSTRATION

*At 13.30 hrs on Sunday
there will be a demonstration of the
Triumph team of 3-cylinder 750's
ridden by the former star riders
Dave Croxford, Paul Smart,
Ray Pickrell, John Cooper, Percy Tait
and Malcolm Uphill, and Mel Farrow
(who rides for Tony Jefferies).
Members of the team will
be present.*



DONINGTON'S FINAL MOTOR CYCLE MEETING of 1980

is a National Event on
SUNDAY OCTOBER 5

Full day's racing for all classes.
Admission to trackside enclosures—
Adult £2.70; Children FREE

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

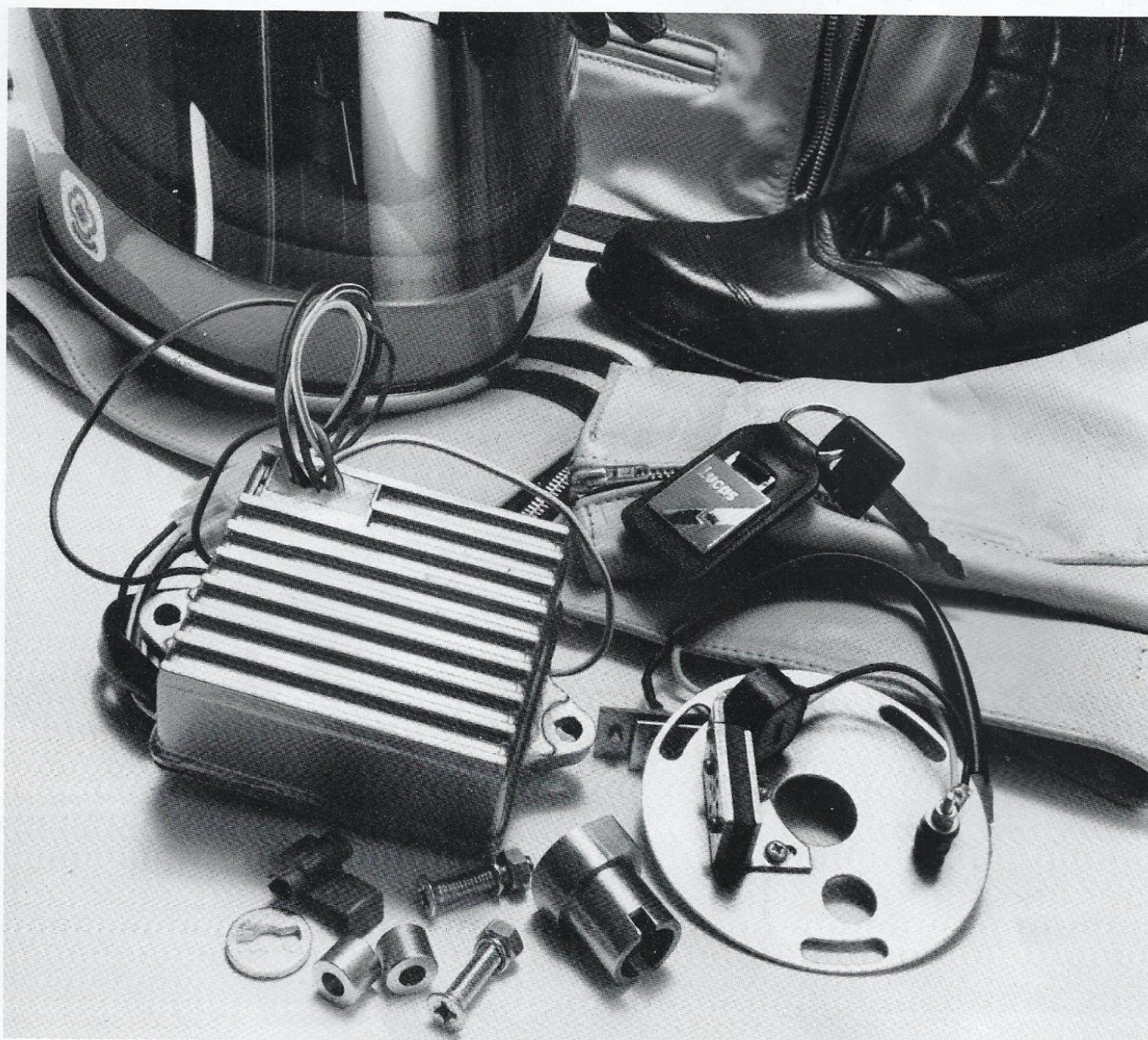
Any driver who during practising or racing is judged to have taken unfair advantage whilst the yellow flag is displayed will be guilty of unfair and dangerous driving and may be excluded.

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.
SPECTATOR VIEWING FROM THE DONINGTON PERIMETER WALL IS STRICTLY FORBIDDEN.

LOST PERSONS

Spectators who lose contact with their family/friends are asked to rendezvous at Starkey's Bar (the permanent bar building adjacent to the Starkey's Bridge/Old Hairpin spectator banking). It will not be possible to make public address announcements for "lost persons".



The little extra no motorcyclist should be without

Custom built, simple to fit kits, Lucas Rita electronic ignition transforms your bike. Increased acceleration, improved fuel consumption, easier starting, and smoother running at idling speeds are all a result of Rita's long racing pedigree. Since the early 1960's Rita has been producing up to 60,000 sparks per minute for a variety of two and four stroke competition engines and takes the demands of normal road use in its stride.

Reliability is also important—to us as it is to you. With Rita there are no contact breakers to bounce, arc, or wear out. Instead, a magnetic pick-up and reluctor trigger the onset of the spark while a transistorised unit switches the ignition coil primary circuit. With the contact breakers replaced there is no gap to alter and there is no contact between the pick up and reluctor to cause wear.

Available from

Mistral Engineering

63a Turner Road, London E17 3JG

Telephone: 01-521 1180

Solid state switching of the ignition coil primary current ensures that arcing does not occur and coil output is constant at the lowest engine speeds.

Auto advance is provided electronically by an amplifier or in some cases by mechanical advance methods.

Lucas Rita electronic ignition is as essential to the thinking motorcyclist as his riding gear.

Triumph obviously believe so. They specified second generation Rita for their 1979 T140 Bonneville.

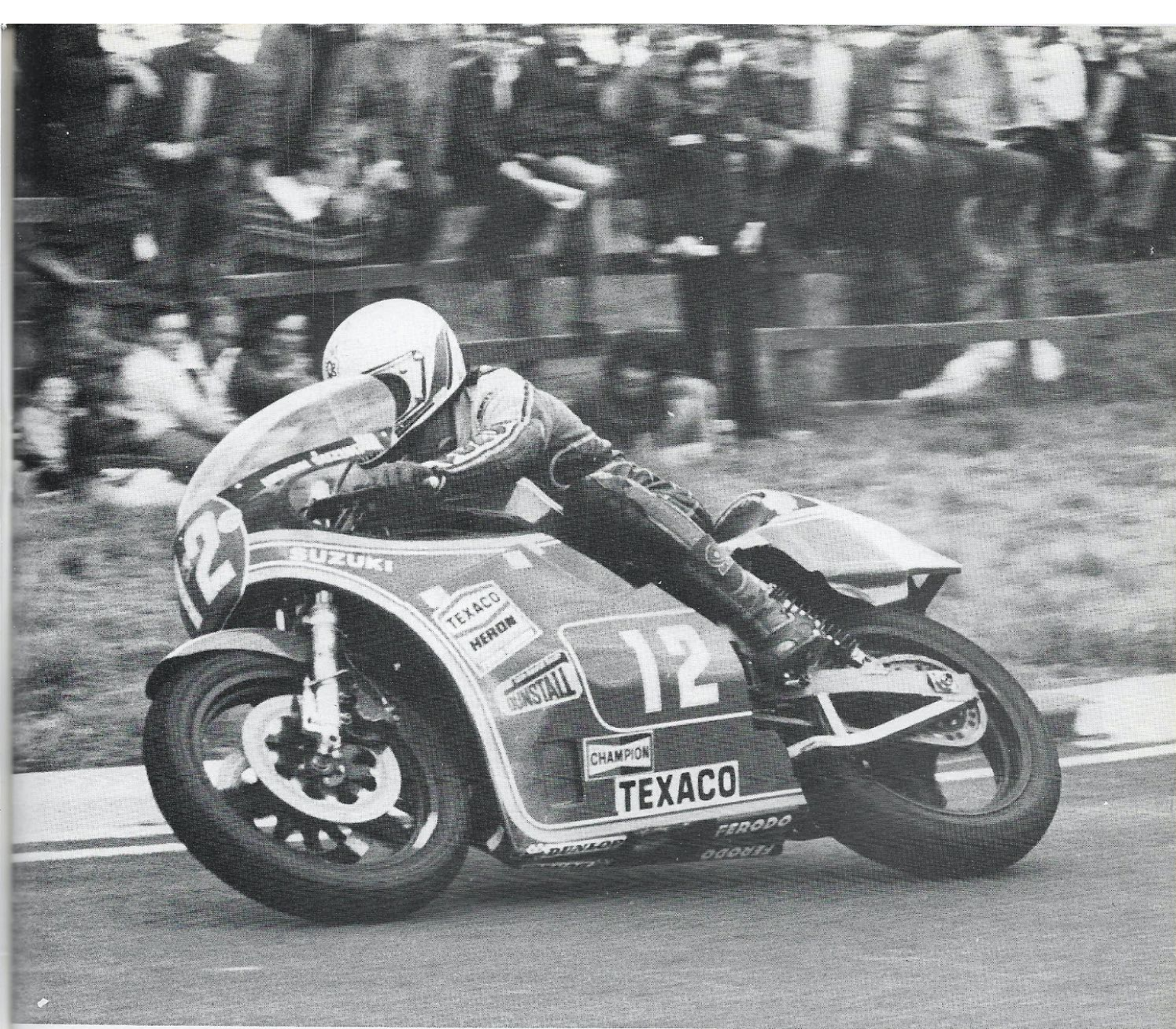
Lucas



RUN YOUR BIKE ON GOLD.



THE No.1 PLUG FOR MOTORCYCLES.



Graeme Crosby's F1 Suzuki in the Ulster GP.

Honda v Suzuki in Forward Trust/Motor Cycle Weekly Formula 1 Championship

by Nick Harris, Sports Editor, Motor Cycle Weekly

That irrepressible New Zealander Graeme Crosby bounces back into Donington Park this afternoon determined to knock the mighty Honda team off the Forward Trust/Motor Cycle Weekly Formula One championship throne, having achieved just that feat in the F1 world championship at Dundrod a fortnight ago.

When the flag drops, the Donington faithful are certain to witness a magnificent battle between Crosby on the works Suzuki and the formidable Honda trio of Mick Grant, Ron Haslam and Alex George in a race that brings a mighty confrontation between all the mechanical might and money that the two top Japanese teams can throw into the arena.

The championship could not be in a more interesting position with Crosby throwing a real spanner into the Honda works by winning the two previous rounds at Snetterton and Silverstone, and then taking the world title in Ulster.

However that old war horse Mick Grant still leads the championship by 14 points from in-form Roger

Marshall, riding the immaculately prepared Granby Motors Honda, with current champion Ron Haslam, struggling a little, in third spot another nine points adrift.

Crosby moved into fourth place following his two recent victories after missing the early rounds because of injury and Grand Prix commitments. Only the rider's best eight scores in the

ten championship rounds count in the final championship tally and so the battle is far from lost for the Suzuki camp.

Without a doubt 25 year old 'Crosby' is the number one four stroke rider in the world at the moment, after winning both the early season Daytona Superbike race in America and last month the Japanese Suzuka eight hour classic.

His cheeky grin and down to earth approach has made him a tremendous favourite with British fans, although his popularity started last year when he arrived in Britain armed with a Moriwaki Kawasaki with high bars and no full fairing.

His knee out style and giant wheelies did nothing to hide his massive talent and after many an epic battle he finished second in the Forward Trust/Motor Cycle Weekly Formula One championship.

He took over in the Suzuki GB team from the absconding Barry Sheene at the beginning of this year and almost straight away he gave the team a massive boost by winning the Superbike race at Daytona.

"Come hell or high water I was determined to get to Daytona," he explained: "I just had to have a go at those Yanks on their home ground. They always seem to have the biggest and best of everything."

An injury after crashing in the Transatlantic Trophy round at Mallory Park at Easter did not help his progress in the tough and new arena of Grand Prix racing. With typical determination he got his head down, with a few jokes thrown in, and now is among the elite of 500cc Grand Prix stars.

He won the Senior TT on the 500 Suzuki and finished second in the very controversial Formula One race behind Mick Grant. Accusations that Honda were using an oversized tank, although an official protest was thrown out by the ACU, and some last minute swapping of positions of the start line caused plenty of bitterness between the two works teams.

Croz may have left it just a little bit late to win the FT/MCW championship this year but his presence is certain to add tremendous spice to an already good championship series which the ever popular Mick Grant is determined to win.

Grant is one of the most successful British riders in the last decade and while many so called fans have been ready to write him off this season he has quietly gone about the job of capturing the championship for Honda.

The year could not have started worse when he broke his foot testing the Honda NR 500 four stroke machine in Japan just a week before the TransAtlantic Trophy series.

With typical Yorkshire grit and determination, the former Kawasaki star has fought his way back into the reckoning, starting with a TT win at his beloved Isle of Man and his consistency at every round has paid dividends.

He is sure to receive massive backing from team-mate and current champion Ron Haslam who always reserves his very best form for his local fans.

The shy 24 year old lives just up the road at Langley Mill and although he has had a rather mixed season, by comparison to last year's successes, he is certain to be in the hunt.

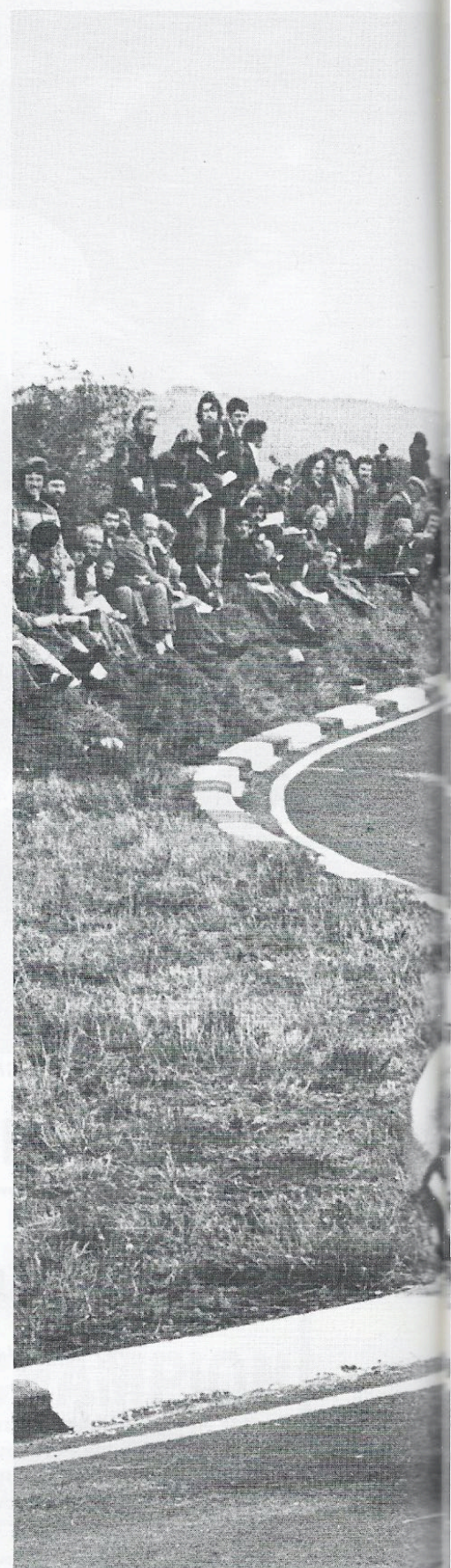
Last year 'Rocket Ron' captured the World TT Formula One championship in addition to the Forward Trust/Motor Cycle Weekly crown. This year he has suffered mixed fortunes although he displayed all the old form when he won the first leg of the Duckhams/Motor Cycle News Superbike Championship at the opening meeting of the season at Donington.

At the moment he is 25 points adrift of leader Grant but Ron never knows when he is beaten and will not hand over his championship crown, even to a team-mate, without a tremendous fight.

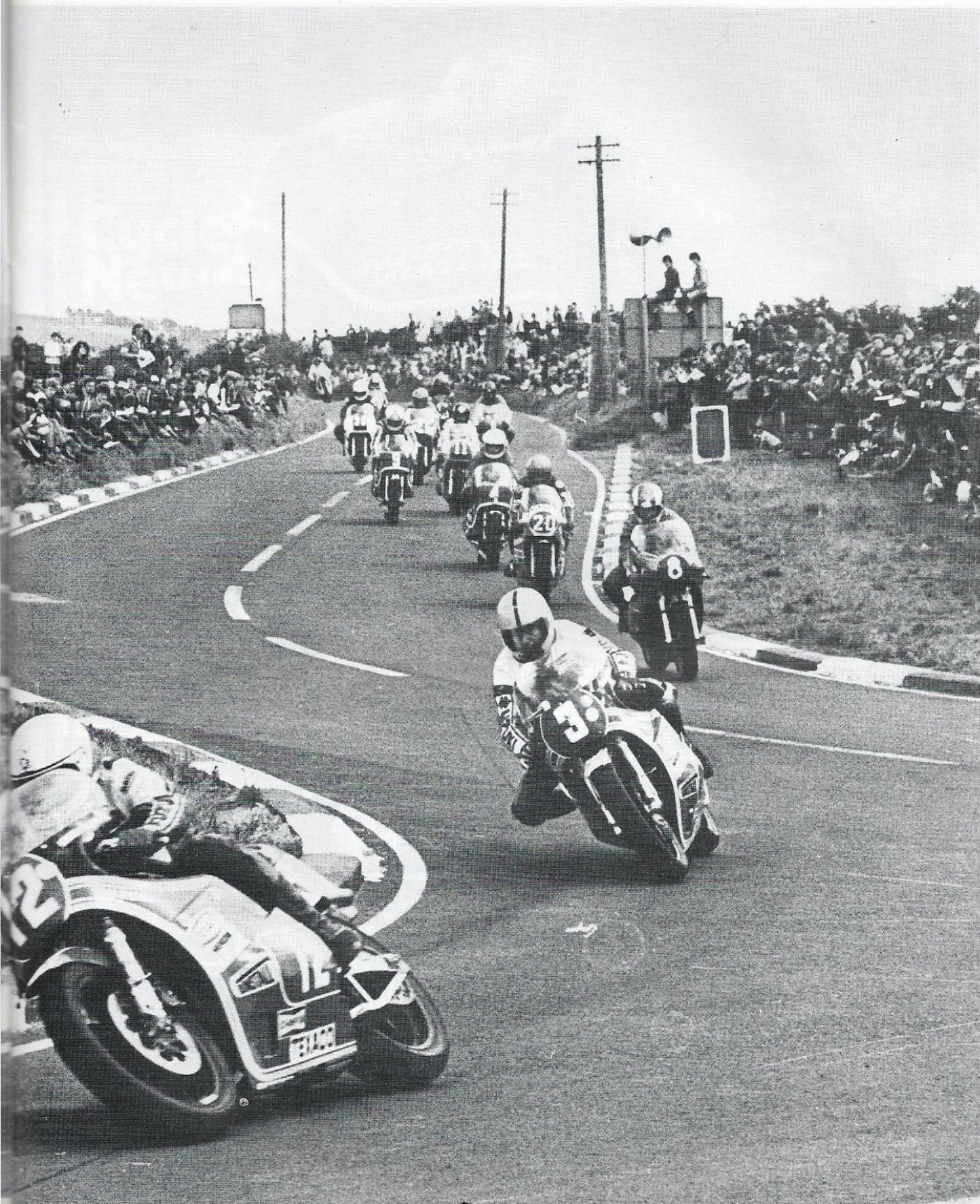
The third member of the Honda team, Alex George, typifies the guts and courage of racing motor cycle riders. He has made a brilliant comeback following a critical injury sustained in practice for the TT in the Isle of Man.

The tough Scotsman crashed at Ginger Hall in practice suffering serious chest injuries and was on the danger list for nearly a month. Amazingly less than two months after the fearsome accident he was back in the saddle of the works Honda. He showed everybody he was back in serious business by finishing fifth in the previous round at Silverstone — a quite remarkable achievement and one that required a lot of courage and complete dedication to fight his way back to fitness after in such a short space of time.

Last year he was the toast of the Honda team when he won both the Formula One and Classic TT races and this year despite his accident he still holds fifth place in the championship. It hasn't been all bad news for the likeable Scotman this year because his wife Diane is expecting their first child in December.



While we push through the members of the works teams it's easy to forget that privateer Roger Marshall holds second place in the championship and is still in with a great chance of the championship crown.



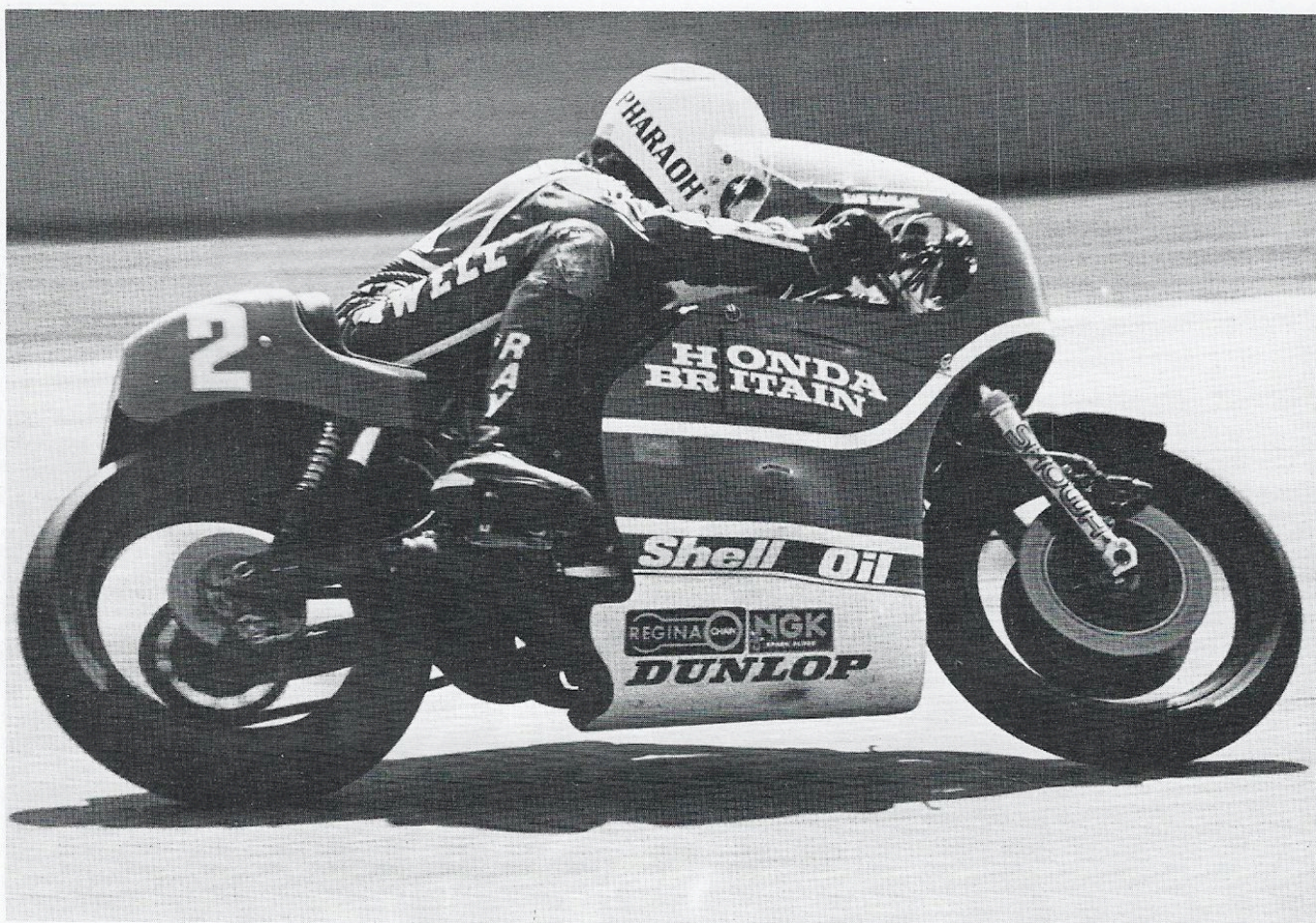
The former British champion from Grimsby is having a marvellous season under the George Beale banner both in Formula One and Superbike races.

He sent a shudder down the spine of the works teams when he won the

opening round of the championship at a gale-lashed Scarborough.

Many people regard the likeable 29 year old as the best non-works rider on British circuits and few would argue. He is the longest serving team member

Crosby and Dunlop (Suzukis) lead the F1 field through the twists and turns of Dundrod in the Ulster GP.



of the professional George Beale camp having ridden in the yellow based livery for the past three years.

His team-mate Australian Graeme McGregor shot to prominence last season by winning the Motor Cycle Racing/Vladivar Vodka 250 championship. He was also second in the 250 TT behind Charlie Williams and then lapped the TT circuit at 111mph in the 350 race which is the fastest lap ever recorded by a newcomer.

This year he would be the first to admit that he has not really lived up to last year's promise but on his day he is quite capable of beating the best and a little change of luck would put him back on the right track.

The real appeal of the Formula One class is shown by the number of the privately entered teams and riders. The use of engines that are heavily based to their road going counter-parts with appropriate race chassis has proved the ideal formula for close and exciting racing.

Experienced midlander John Newbold is typical of the established stars keen have a crack and his performance on the Harris framed Suzuki at Silverstone, where he finished third behind the works Suzukis, is bound to stand him in good stead.

Typical of the private teams is the Oxford Fairings outfit which field Mick Hunt, Asa Moyce and Les Burgan on their Peckett and McNab framed Kawasakis. Moyce and Hunt hold joint tenth place in the table behind Londoner Jim Wells, who might ride one of the works Suzukis following a useful debut in the rain at Snetterton where he finished eighth.

Watch out also for Trevor Nation on the Pantall prepared Moriwaki Kawasaki, the experienced Tony Rutter on the Mockeck Honda, former British champion Steve Manship, Mick James on the ex-works Suzuki and young Chris Guy who gained a place in the British Transatlantic team earlier in the season.

Finally check the progress of Motor Cycle Weekly's Technical Editor Peter Clifford on his Harris framed Honda and read his story from the saddle every Wednesday.

Ron Haslam pushing the works Honda to the full (above). Roger Marshall waits for the off (below).



Forward Trust/Motor Cycle Weekly Formula One Championship positions

	points
1 M. Grant (Honda)	73
2 R. Marshall (Honda)	59
3 R. Haslam (Honda)	48
4 G. Crosby (Suzuki)	42
5 A. George (Honda)	32
6 G. McGregor (Honda)	24
7 T. Nation (Kawasaki)	16
J. Wells (Suzuki)	16
9 A. Moyce (Kawasaki)	13
M. Hunt (Kawasaki)	13

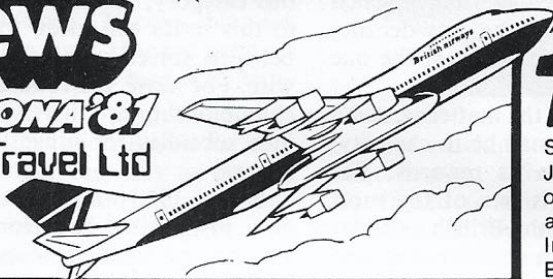
DAYTONA'81

**Motor
Cycle
News**

DAYTONA'81
Planet Travel Ltd

NOW WITH SEVEN GREAT OPTIONS!

- ★ SCHEDULED BRITISH AIRWAYS/BRANIFF/LAKER FLIGHTS
- ★ EXCELLENT ACCOMMODATION ★ VARIABLE LENGTH HOLIDAYS
- ★ PRICES FROM ONLY £359 ★ BIG DISCOUNTS FOR CHILDREN!!



1 DAYTONA BEACH LUXURY TOUR

Scheduled British Airways Jumbo Jet to Miami, then on to Daytona/Orlando and the Hawaiian Inn on Daytona Beach.

From £389



2 DAYTONA BEACH BUDGET TOUR

Scheduled Laker Jet to Miami, then your own pre-paid rental car for you to drive to Daytona Beach's Plaza Hotel.

From £359



3 FLORIDA MOTOR HOMES

Scheduled British Airways Jumbo Jet to Miami, then your own Winnebago motor-home to drive to Daytona and tour Florida.

From £385



4 ACAPULCO & DAYTONA BEACH

Scheduled Braniff Jumbo Jet to Dallas/Ft. Worth, then on to the Ritz Hotel, Acapulco for 9-nights. Transfer flight to Daytona/Orlando and the Hawaiian Inn, Daytona Beach.

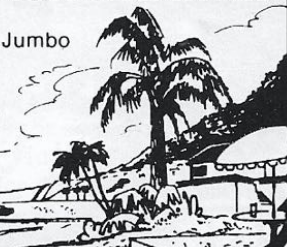
From £675



5 DAYTONA BEACH & HAWAII

Scheduled British Airways Jumbo Jet to Miami, then direct to Daytona Beach and the Hawaiian Inn. A Braniff flight takes you on to Honolulu and the Waikiki Beach Holiday Inn.

From £749



6 ACAPULCO, DAYTONA BEACH & HAWAII

Scheduled Braniff Jumbo Jet to Dallas/Ft. Worth, then to the Ritz Hotel, Acapulco for 9-nights. Fly to Daytona/Orlando and stay in the Hawaiian Inn, Daytona Beach for 7-nights. Off to Honolulu and 9-nights in the Holiday Inn, Waikiki Beach.

From £985



7 FREE WHEEL USA

Scheduled Braniff Jumbo Jet to Dallas/Ft. Worth. You then pick your own Holiday Inn from the voucher book provided — and you can go anywhere in the USA flying Braniff FREE!

FOR ONLY £50 EXTRA YOU CAN FLY BRANIFF FIRST CLASS ON DOMESTIC US FLIGHTS — ANY NUMBER, ANYWHERE IN THE USA!!

From £535



NB: All prices quoted are per person sharing.

**FREE
CAR HIRE
WHEN YOU
BOOK
EARLY!**

**POST THIS COUPON
NOW FOR YOUR
SUPERB FREE
COLOUR BROCHURE
& BOOKING FORM
HURRY!!**

Name _____

Address _____

Telephone No. (Day) _____ (Evening) _____

**Motor
Cycle
News**
DAYTONA'81

Planet Travel Ltd

108 KILBURN SQUARE
LONDON NW6 6PS
01-328 8501/8581

The ultra-competitive Honda 125 Championship

by Andrew McKinnon, *Motor Cycle News*

The fact that the Honda 125 championship is now enjoying its fourth year of existence is a strong testimony to its popularity and usefulness on the home international racing calendar.

Introduced primarily as a clever promotional exercise for the Japanese factory's sales in the UK, the highly entertaining series has stood the test of time and become recognised as one of the most effective breeding grounds for new talent in this country.

This year is no exception with names like series-leader Pete Hubbard and Phil Mellor glowing examples of how the evenly matched bikes bring the best out of the hard-riding exponents.

But not all Honda 125 personalities are up and coming stars. Indeed some, like twice champion Rod Scivyer, are the envy of scores of veterans, still

displaying the drive and vitality which made them stars of the last decade, and, if you'll excuse me Rod, the one before that!

The plain fact of the matter is, small the championship may be in capacity, it certainly isn't in its rewards. The Honda 125 series is one of the most lucrative events on the British calendar with £300 for a win at any round and then, of course, contingency bonuses bump up the cheques quite considerably.

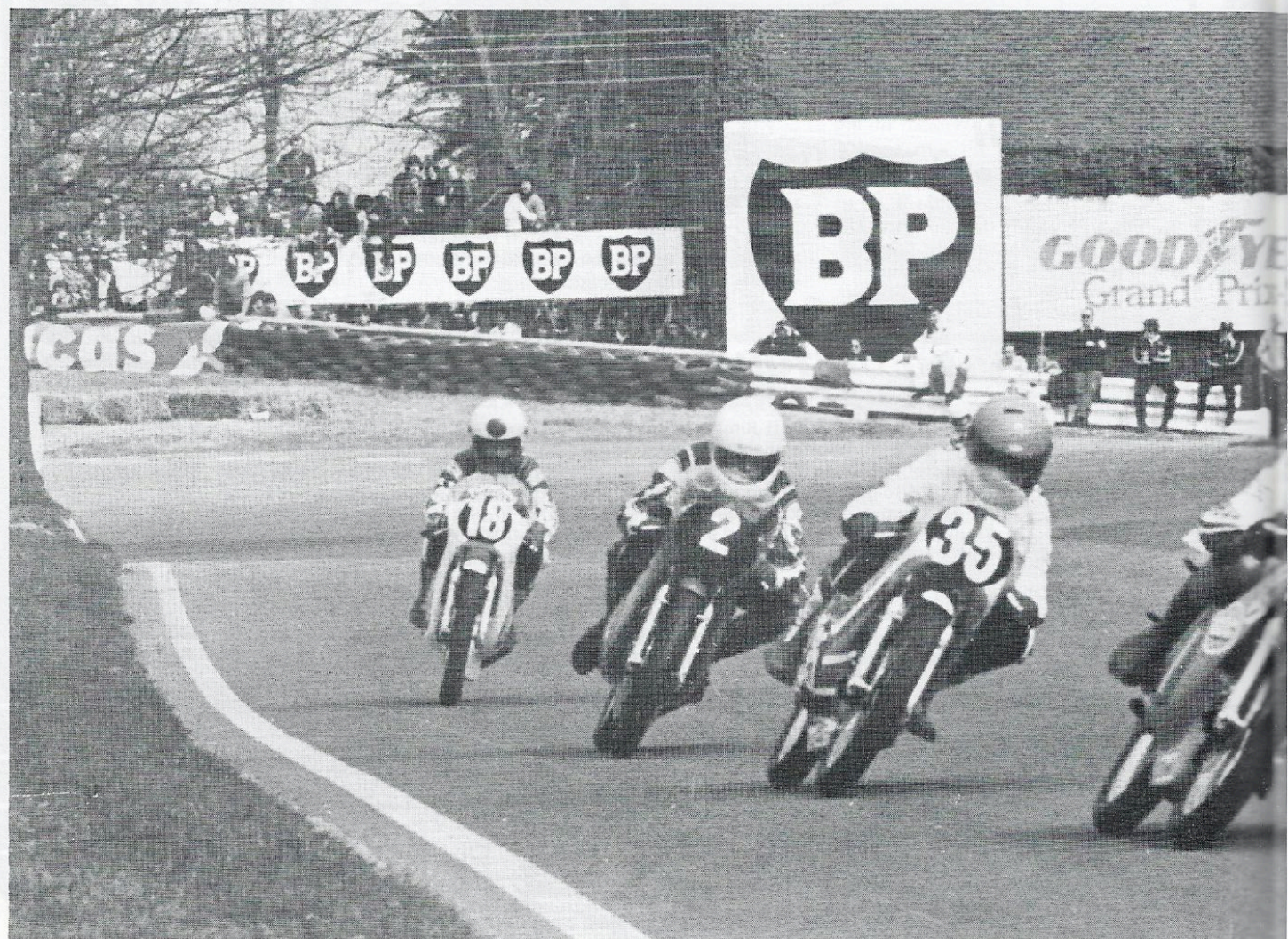
For those men who don't benefit from big start money hand-outs and almost all of the 125 runners come into

this category, getting hold of an entry to this series can mean the difference between solvency in racing or otherwise. For most, the rewards of the 125 championship are merely transformed into subsidies for other less lucrative classes.

It was 1977 when Gerald Davison, now responsible for Honda's Grand Prix racing team, announced that the new breed of tiddlers would be hitting the British scene.

The essence of the series would be an equality of machinery designed to determine who really was the best rider in the class. To carry this condition

Action from the first round of the 1980 Honda 125 championship as Clive Horton (1) leads Phil Hubbard (35), Alex Bedford (23), Chris Thorne (2) and Steve Tonkin (18).



through to the bitter end stringent scrutineering conditions were imposed on competitors and of course the story is the same today.

If anyone is caught cheating they are immediately disqualified.

The machines used are based on Honda's highly successful 125cc motocross machines. The first bikes to be used for the championship were simple air-cooled, single cylinder, six speed devices but for the first time this season the riders have water cooled engines to power them with its increased performance. Some open 125 races this year have shown the latest Hondas to be on a par with some of the race-bred Morbidelli machines.

Entry to the competition is very selective. A rider can only be entered by a Honda dealer and Honda stipulate that only current machines can be used in the championship.

For instance a rider cannot buy an MT125 from a fellow competitor and take that as his passport to the series the following year. He can use it in open races but not the series proper.

Honda UK import a limited batch of



TONY HEAD

updated machines at the beginning of each season. The bikes are then distributed to the selected dealers in time for the first round of the series. There is no great preparation programme involved, for tuning is strictly forbidden but routine stripping down and checking have to be undertaken before the first race. However this year Honda suffered the embarrassment of the late arrival of the machines. Only



PETE HUBBARD

three days before the opening round of the 1980 championship, 30 chosen riders were frantically uncrating their bikes at Mallory Park in readiness for a last minute test ride.

Honda had to hire the circuit in order to let their competitors get used to their new machines and set them up as well as possible for the vital opening clash.

All went off well in the first round staged on the support programme for the Transatlantic Trophy series. Clive Horton, winner of the very first Honda 125 championship in 1977 drew first blood on his ABC Motorcycles machine. For Clive, who unlike many British riders suffers the expense of Grand Prix racing, the handsome cheque was a welcome boost to his budget.

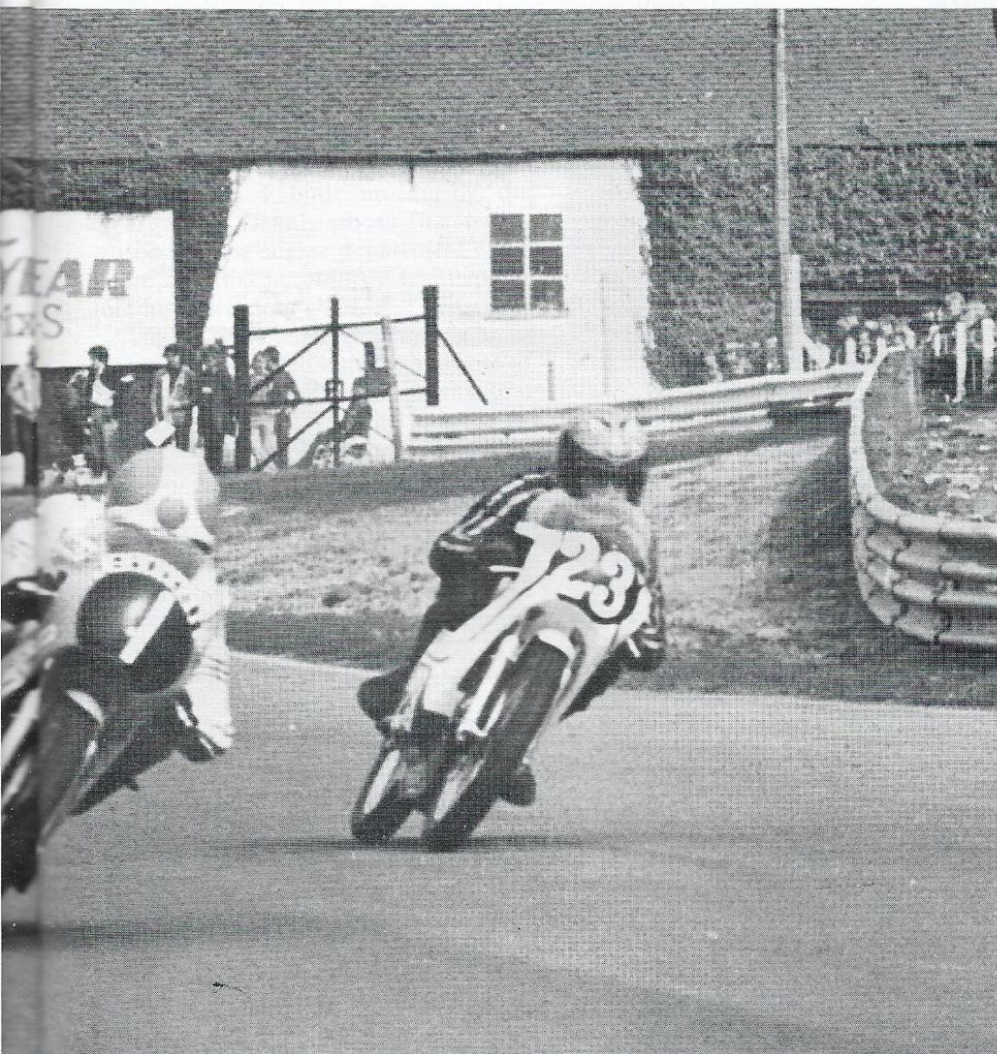
It was at Mallory that the name of Pete Hubbard, the Lincoln rider with the most unusual sponsor in the land, came into the limelight. Backed by the Minster Motor Cycle Road Racing Committee, a body devoted to raising funds for Lincoln Cathedral, he finished second in his first ever Honda race.

Indeed this is Pete's first international season. His form in the Honda class speaks for itself as he leads Horton by 12 points after four rounds on 43 points. But he's also a demon on a 250 Yamaha and lies fifth in the prestigious Motor Cycle Racing/Vladivar Vodka championship.

Third in the series opener was another new name to the scene, Chris Thorne. He currently lies fifth overall and has one of the most popular figures in the sport, Mick Grant, as his backer.

The following day the second round of the championship took place at Oulton Park, again under the shadow of the Britain versus America clash, and this time Pete Hubbard recorded his first international win, within only a few weeks of making his debut on the scene.

This time Clive Horton suffered the



frustration of a broken gear linkage which ruled out any chance of consolidating his Mallory Park success but Hubbard's performance was not diluted by the Derby driver's misfortune.

It was Hubbard and Steve Kibble who provided the action at the head of the field at Oulton Park. Hubbard came out tops, taking the lead in the championship and third place went to Alex Bedford who unfortunately broke his leg at the British Grand Prix earlier this month and who will lose valuable places until his leg mends.

Rod Scivyer began to show some signs of his mastery in the series with fourth and behind him came Tony Head on the Devimead Honda, Chris Thorne, Hubbard's fellow Lincoln rider Paul Barker, Derek Chatterton, Phil Mellor and Mick Chatterton.

Round three took place at the King of Brands meeting at the Kent circuit. Here Clive Horton again showed his skill on the smaller machines. After a season on the Grand Prix season on a Morbidelli he decided to cut his losses and concentrated his 125 efforts on the British based series.

Yorkshire's very promising Phil Mellor finished second and Paul Barker third. For Mellor, Brands was the height of frustration.

Not the kind of rider to rely on excuses to explain away poor positions he had to use a Goodyear slick because Dunlop ran out of tyres.

As the race began he had to run in a tyre which he had never used before and finished the day joint fifth with Dave Saltwell and Tony Head who had to sacrifice a start at the French Grand Prix for his Brands Hatch commitment.

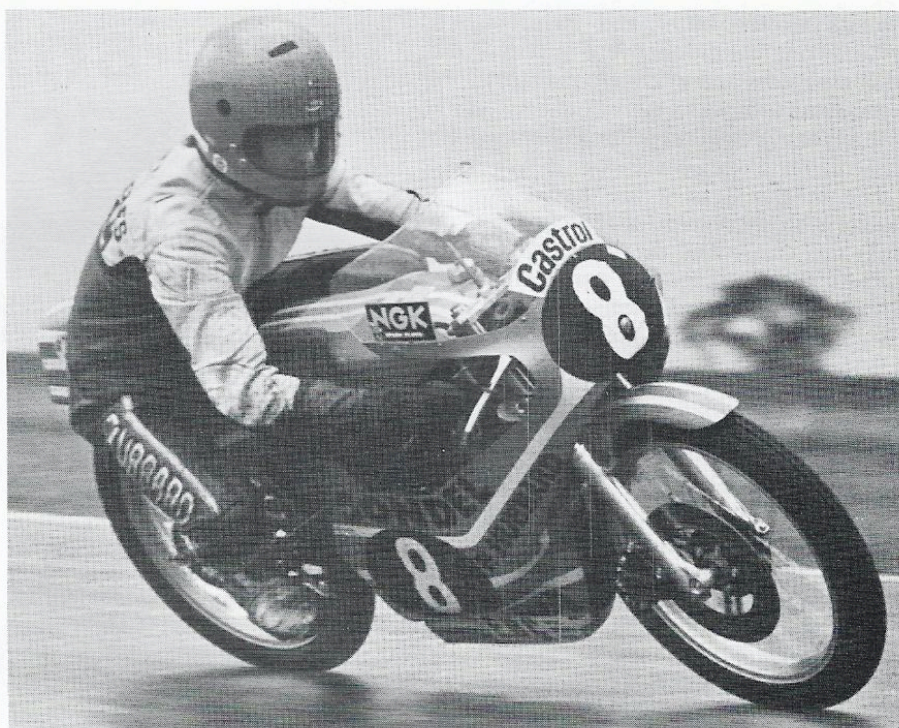
Behind the three tying fifth place men came super consistent veteran Derek Chatterton, Ray Swann and reigning champion Rod Scivyer, still failing to find any sort of form in the series which he had dominated for the previous two years.

Round four took place in the torrential rain at Snetterton where Mellor emerged as the hero.

For the first half of the race Hubbard gave Mellor a great race but then knocked it off, not wanting to squander points by falling off. He and Mellor were fighting tooth and nail until Mellor proved to the Lincoln rider that he was confident of his actions in the streams of water.

Hubbard knocked it off and in the final laps was caught and passed by Alex Bedford who was to suffer that unfortunate accident at Silverstone and write off his chances of the Honda 125 title.

Behind Mellor, Bedford and



Current series leader Phil Hubbard on the Sondel Honda at Snetterton last month.

Hubbard came Derek Chatterton, Tony Head, Rod Scivyer, Ray Swann, Dave Saltwell, Dave Connell and Clive Horton who slipped well behind Hubbard with his lowly tenth place.

But these early championship positions should be watched carefully for the championship is barely halfway through. With five rounds gone there are still four left and anything can happen in this ultra close series.

Hubbard's 12 point lead gives him plenty of breathing space but in this series nothing can be taken for granted. Still to come are the races at

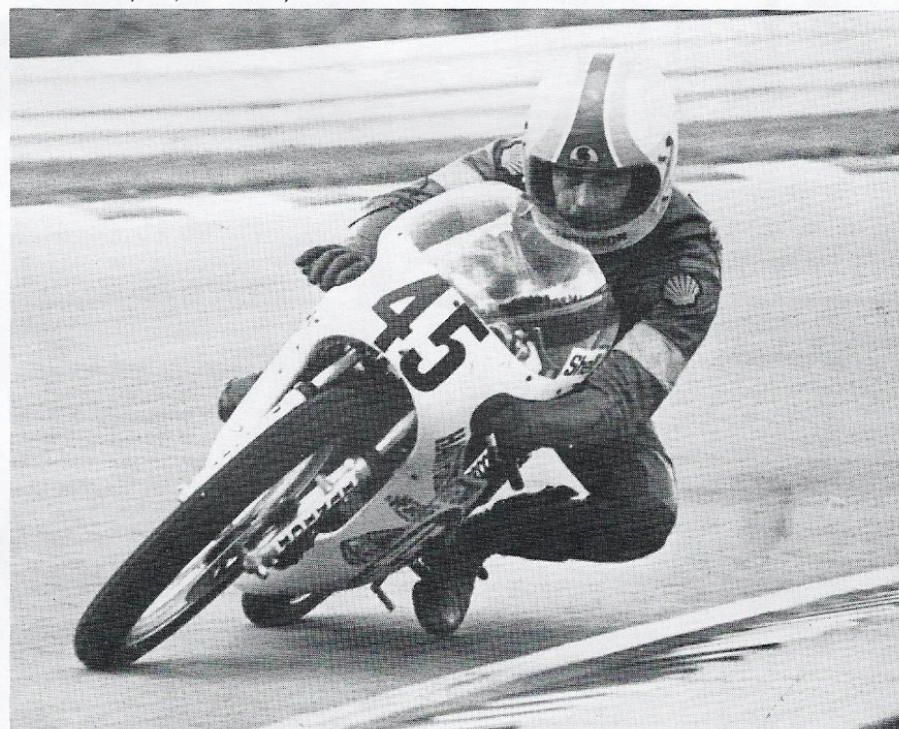
Donington (today), Cadwell Park Mallory Park at the Race of the Year meeting, and Brands Hatch.

Honda 125 championship, positions after four rounds. (Not including Oulton Park Bank Holiday meeting).

	Points
1 P. Hubbard	43
2 C. Horton	31
3 A. Bedford	30
4 P. Mellor	29
5 C. Thorne	23
6 T. Head	19
7 S. Kibble	17
8 D. Chatterton	16
9 P. Barker	14
R. Scivyers	14

The round at Oulton last Monday was won by Phil Mellor.

Twice champion, Rod Scivyer in action at Brands Hatch.



A Review of the Season

By John Brown, Motorcycle Racing Magazine

Without the sidcar teams this year's world championships would have been just about the biggest no go since the title battles began in 1949 as far as British participation is concerned.

Because while the solo riders virtually turned their backs on the world titles, the three wheeler brigade took up the challenge with vengeance and in fact came out on top with Scotsman Jock Taylor and his Swedish passenger (of just over a year) Benga Johansson scoring five victories in the series and winning the crown by a clear margin.

The pair beat the once considered invincible Swiss Rolf Biland and his multi Swiss Franc Seymaz outfit and Frenchman Alain Michel who had a similar high price outfit for his title challenge.

So tough was the battle for the three wheeler championship this year, run without centre hub and sidcar car wheel steering, that former world champion, West German Rolf Steinhausen pulled out of the contest with two rounds still to be run.

Much of Taylor's success must be attributed to Dennis Trollope who did much of the preparation work on the Scotman's outfit that was entered under the Fowler's of Bristol banner.

"In all Jock had the use of 15 engines that I built up during the year," said Dennis whose first major success in the engine department came from one that he built up from spares off his storeroom shelf.

Taylor's challenge on a much more conventional styled outfit than those of Biland and Michel started in the first round French GP when he finished second to Biland but was lucky that Michel, who was much faster, struck machine trouble.

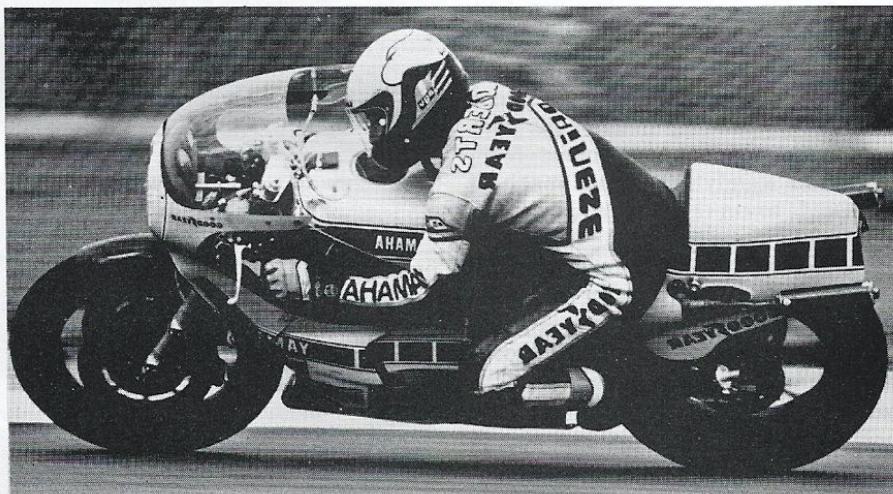
A third place in the second round Yugoslavian GP at Rejeka proved that the Scotsman was in need of more speed if he was going to take the championship he so dearly wanted to bring back to Britain for the seventh time and, in particular to Scotland, for the first time.

After working day and night on a 750 cc Yamaha engine that brought Jock and Benga overall victory in the Isle of Man TT for a second time, Dennis returned to Bristol to start burning the midnight oil on the Grand Prix 500 cc engines to try to find that much needed power and reliability.

And succeed he did because when the Grands Prix got started again with the Dutch TT at Assen, Jock was able



British highlight of the 1980 World Championships: Jock Taylor



500 cc World Champion for the third year in succession: Kenny Roberts

to score his first victory. This was followed by two more in Belgian and Finland and with Biland and Michel striking all sorts of bothers and dropping to some 20 points in arrears, the scene was set for Jock to clinch the title in front of a home crowd at Silverstone in the Marlboro British GP.

Biland seized on the warm-up lap, Michel went out on the first lap with a clutch failure and Jock just had to finish to be the champion.

It seemed easy but there was to be a drama to the end. With six laps to go the rear tyre of Taylor's outfit punctured and he was lucky to struggle home in second place to receive a deserved ovation.

The winner of that Silverstone race was Derek Jones with Brian Ayres in the chair. This most unlikely Grand Prix team from London could well go

down as the surprise men of the year.

With a basic Yamaha powered outfit that Jones claimed was going a bit faster because he had altered the exhausts and fitted Lectron carburettors, he came to notice when he topped the practice leader board at the Dutch TT.

A bad start which left him last away seemed to have ruined what could have been a fairy tale performance but not to be deterred he proved his practice time was no fluke by coming through to third place behind Taylor and Michel to take his first world championship points.

He was still on form the following week at Zolder and despite a spin he finished fourth. In Finland he admits that he lost concentration and went down an Imatra roadside ditch but even that failed to stop the amazing pair.

Off came the tattered fairing and back on the track went the naked outfit. After finishing in eighth place they drove back to the scene of the mishap and Ayres carried the remains of the fairing back to the paddock.

After the Silverstone triumph there was to be no more points for the lads who had just about enough money to see the season out but now they hope they have proved enough to get some sponsorship for next season.

But it was not just these two teams who grabbed the spotlight that were out there representing Britain.

Former champion George O'Dell with Kenny Williams, Trevor Ireson and Clive Pollington, Mick Boddice and Charlie Birks, John Barker and Neil Cutmore all were out there giving their best. The only pity was that last year's joint championship runner-up Dick Greasley was unable to raise the cash for another go this year.

It was certainly a stirring sight in the Belgian GP when five British sidecar crews were in the first ten places on a day when there was not a single British rider in the 500 cc race. On this count however it must be stressed that Dave Potter and Steve Parrish would have been in the running if the FIM Jury had not agreed to a request from American Randy Mamola's manager Jim Doyle to cut the number of starters from 40 to 30 on grounds of safety.

When champion of the previous two years Kenny Roberts won the first three rounds of the 500 cc series it looked as though the Yamaha works rider from California was in for an easy time.

The expected immediate challenge from the works Suzukis of Randy Mamola and New Zealander Graeme Crosby did not materialise and in fact the Italian operated RGs in the Team Nava Oio Fiat team of Graziano Rossi and Marco Lucchinelli were a bigger threat.

As expected there was no real challenge from Barry Sheene who had switched from the works Suzuki GB team to private TZ over the counter Yamahas sponsored by Akai, Texaco and Marlboro, and Johnny Cecotto was also well below par with his private Yamahas.

Then in Holland — now the fourth round of the championship because the scheduled first round in Venezuela had been called off through lack of money and the second round Austrian GP at Salzburg had been buried under many feet of snow — things started to go wrong for Roberts.

He failed to finish the race but there was a certain amount of luck on his side because Mamola who had started



Mamola prepares for his great ride in the British GP

to get things together and coming up as a threat, failed to capitalise, by finishing in a disappointing fifth place.

An added bonus piece of luck for Roberts was that the race winner was Dutchman Jack Middelburg who was not in the title hunt with his Yamaha.

Mamola nipped in for his first win in the next round in Belgium with the much back on-form, but still not so lucky, Italian Marco Lucchinelli in second place ahead of the struggling Roberts.

But still fortune seemed to be on Roberts side because in Finland he was able to maintain a championship lead with second place to Wil Hartog as Mamola went to another disappointing fourth place. Lucchinelli who was set to

win this one struck clutch trouble and when his team mate Rossi took over he also went out with engine trouble.

Silverstone, and Mamola bounced back with a superb victory over Roberts who was again lucky to have a clear finish after being harried all the way by Lucchinelli until the latter's rear tyre split round its full circumference, and he struggled home third a fraction ahead of Rossi who was also having tyre trouble.

Sheene made a spirited return to the scene at Silverstone but after holding a good seventh place he went out with a slowing engine.

"Beats me just what we have got to do," commented Sheene who had acquired the use of a works engine from

Yamaha in Holland to slot in to his specially designed Harris frame.

Silverstone will go down as a landmark in GP racing for Honda because for the first time their much criticised NR, which made its debut at the circuit a year before, finished a full race for the first time.

Last but not one off the line Takazumi Katayama plugged gamely on to finish in 15th position and give new heart to the Honda race department.

Mamola's win put him in with an outside chance of taking the title in the final West German round but it meant almost a miracle to stop King Kenny making it three in a row.

There was drama too in the 250 cc class where defending champion South African Kork Ballington, now based in Northamptonshire, looked set to make his total three in this class while he quit the 350 cc class he had dominated for two years to concentrate his efforts on the new 500 cc Kawasaki that was in its debut year.

After crashing in the first round Italian GP at Misano, and letting in his main rival for the title Anton Mang who was running his works specification Kawasaki under the Krauser banner, Ballington bounced back with wins in the next two rounds in Spain and France and was then only 9 points behind the West German.

Then Ballington was stuck with a serious stomach complaint that led to emergency hospital treatment — after he had been moved from one hospital to another in an ambulance borrowed from the Donington Park circuit and driven by road racer John Newbold — and he was forced to miss the next three rounds in Yugoslavia, Holland and Belgium. He came back to win in Finland — and take fifth place on the new 500 as a matter of interest — and he added a further 15 points at Silverstone but the battle was over and Mang was the champion.

The determined Ballington was destined for second place but he was well clear of all the opposition in a year when the Kawasaki power far outshone that of the Yamaha.

Spaniard Angel Nieto's hopes of retaining the 125 cc championship with his Minarelli and becoming a world champion for the ninth time failed to materialise in a hotly contested class despite wins in France, Holland, Belgium and Finland.

No score outings in Britain and Czechoslovakia put the lid on the hopes and it was set for Italian Paolo Bianchi to regain the title he won in 1976 and 1977 for Morbidelli. This time he raced an MBA to the title ahead of the Motobecane of Fren-

chman Guy Bertin.

Enthusiastic little Italian Eugenio Iazzarini, who decided to build his own machines after losing works support and much of his sponsorship, retained the 50 cc title after a season long tussle for points with Swiss Stephan Dorflinger.

Lazzarini, who used Kreidler power, and Dorflinger, on a top prepared Kreidler, were out on their own for most of the season in a class which, like the 125, does not attract a single British contestant.

Despite pretty determined efforts to get the much heralded World Series off the ground the 40 riders which it would have comprised have tackled all the normal FIM world championship events. But they did manage one thing in their efforts to boycott the official championship and run their own for 250 cc and 500 cc machines, in that the FIM are now going ahead with plans to run their own championship on World Series lines.

"Some of the circuits we have to race on like Imatra and Nurburgring are simply not good enough for title events," said Roberts who was one of the leading lights in the World Series movement.

"Circuits should come up to high safety levels and it is simply not possible to make some of the tracks we have to use safe. Then of course organisers should be in a position to pay riders properly if they want to run a Grand Prix. There should be no racing on a shoestring anymore."

If that attitude would help to get some much needed talent from Britain back on the world championship title trail, then it would have to be a good thing.

The season ended with Roberts cruising to his third title at Nurburgring where the luckless 20-year-old Mamola was troubled with oil on the rear tyre of his Suzuki.

At last Lucchinelli had just rewards with his first world championship round victory and Crosby proved he will still be a threat next time with second place, his best placing so far.

Rossi blacked his copy book by pulling out in protest at having to race on the circuit riders were told two years ago, that they would never have to race on again.

The 350 cc championship came to resounding finale with South African Jon Ekerold winning the title and becoming the first privateer to do so, in a straight race with Mang. Ekerold on his Yamaha and Mang with the Kawasaki started on equal points and battled it out side by side throughout the race.

A sad note was that Tony Head who campaigns the GPs as a privateer crashed and broke his leg in practice and that Tony Rogers another British privateer having a go, was involved in a start line tangle.

A bright note was that top hope Keith Huewen was in the 350 cc points again, and that Jock Taylor threatened more to come by superbly winning the sidecar race.

The Home Scene

British short circuit racing is going through a lean time both rider wise and spectator wise.

On the rider front one would like to see the emergence of a new Barry Sheene, because even if he does succeed in getting the right machines to put him back on the top next year, there must be ideas of retirement forming in Bazza's mind now that he has reached the ripe old age of 30 and has a fair bank balance to his credit.

The big thing about finding a Sheene replacement is that he must not just be a superb rider with the ability to win races, but he must also be capable of selling himself and the sport of motor cycle racing to a wider spectrum than the converted souls who attend race meetings and read the specialised weeklies and monthlies.

A few do spring to mind as being on the brink and possibly the best is Keith Huewen, a 23-year-old from Wollaston, Northants, who topped the British team points score in this year's Transatlantic trophy contest.

His consistent performance and ability to mix it with the world's best linked with a likeable, intelligent personality puts him high among the candidates but what really is needed to put the icing on the cake is a works ride. Because of this, it was a great set-back for him that he was not quite ready to take this necessary step at the start of this season when Suzuki GB were taking stock of the rider talent to launch there Barry Sheene-less team.

There are other riders who produce consistent high placed performances on the home circuits but they do seem to lack that little something needed to spread the rider skills to circuits outside this country.

The fact that the home national championships seem to have no importance as far as foreign organisers are concerned, and are certainly not financially beneficial to the riders who contest them, does not really help the cause.

Even Huewen, who won the solo British championship last year never had any intentions of trying to retain

the title with his Len Manchester sponsored Yamahas this year, which shows just what value the home title has for rider and sponsor.

This year he simply used the early season rounds as warming up sessions before the internationals got underway and even second place in the opening round at Cadwell Park and a victory in the third round at Donington did not light enough enthusiasm for him to go for a double.

"It simply isn't worth it," he said. "It costs a lot of money to go racing, so there must be a financial reward incentive to go for and that certainly is not the case in the majority of the British championship rounds."

On the spectator front there is no getting away from the fact that the numbers attending meetings has fallen to a worrying level as far as the organisers are concerned, and already there are planned cut backs in the number of events to be held at many of the major circuits next season.

Varying reasons are put forward for this not too healthy situation. One is that there is too much racing on British circuits which results in the fans picking and choosing their meetings. This leads to a modest number at all meetings instead of a full house situation that could arise if they were starved a little and were tempted by the big occasion on a more limited basis.

One only has to take a look at the thousands who flock to meetings in Holland, for example, because the number of meetings organised each year there is a fraction of the number run in Britain.

Even in Scotland there was a similar situation in June when the go ahead promoters at Knockhill, near Edinburgh, put on a star meeting that attracted riders like Charlie Williams, Dave Potter, Ron Haslam and Mick Grant and even Frenchmen Bernard Fau and Jacques Bolle. Despite wind and rain some 12,000 turned up to the circuit on a mountain side because they knew it was their one and only chance of seeing top riders this year on their own ground.

There is also the fact that money is at a premium at the present time and that many just can't afford to go racing every weekend.

The high cost of petrol for travelling and the cost of admission to circuits that had to be increased to meet money demands from riders at international meetings and ironically, improved facilities expected by the spectators themselves, leads to a more localised support at circuits.

Another possible reason for the drop in spectator support comes back to the

fact that there is no home rider in with much of a chance of winning when the top international contenders arrive on the scene.

So we are back to the question of personalities again because, say what you like, there is no doubt that whether they're to see him win or to be beaten Barry Sheene attracted the record-breaking crowds that have sadly gone missing this year. They were there at first and delighted at his winning debut at Cadwell Park in April, but once they saw that in reality his over the counter TZ Yamahas were no real match for the factory machines, their interest dwindled.

The season started on a rather sour note for the British race goers when the Americans dished out a decisive second victory in a row over a British team lacked just about everything.

The American domination of the Marlboro Transatlantic Trophy series unfortunately showed that what ever success British riders chalked up amongst themselves at home meetings for the rest of the year, there would always be the nag that they wouldn't win if the Americans were around.

This in fact was born out later in the season when American Randy Mamola arrived on the British scene as leader of the Suzuki GB team. A weakness in British rider capabilities was even underlined as early as the Transatlantic when New Zealander Graeme Crosby was drafted into the British squad. A colonial in British team colours for the first time, tut tut, whatever next?

Huewen, top scorer for the British, was pretty critical about the team at the time and was certainly disappointed by the team performance.

"To me my points and positions were good enough for a mid-field team member," continued the team first timer. "Before the start I was determined to get some good scores but it never entered my mind that I would be the top points man. We can't knock Barry Sheene because he was learning Yamahas after years with Suzuki but with all due respect to some of the others in with a chance of doing some winning, they should at least have learnt to stay on their machines."

One rider Huewen feels should have been in the team is Roger Marshall, the George Beale sponsored rider who boycotted the controversial team qualifying races at Mallory Park for financial reasons.

"I am not sure I agree with him about the boycotting," said Huewen who had to run, but I do think that all the team should either qualify or simply be chosen. There should be no seeding of certain riders while others

have to take a chance in an early season race when winter machine modifications may not have been fully tested."

During the season Marshall, who has devoted his efforts entirely to home meetings has certainly proved that he would have been a worthy team member.

He is challenging reigning Motor Cycle News/Duckhams Superbike champion Dave Potter for the title this year and there is every prospect of a repeat final round decider that last year featured Potter and possibly Britain's most popular rider Ron Haslam who this year clinched the TT Formula Two championship when he won the second round in the Ulster GP.

Haslam, as ever with the backing of Halifax based sponsor Mal Carter, is still in the reckoning for the Superbike championship himself with Huewen and Randy Mamola, who entered the contest with three rounds completed as the outsider, to take the championship from Potter and his Ted Broad prepared team Mitsui Yamaha 750 cc machine.

It is the home international championships that do much to hold the sport together in Britain. The financial backing makes them far more attractive to the riders and teams, and a win in one of them is far more prestigious than the British championship and certainly more career-building than the ACU Star championships that turn in to glorified club championships as the season progresses and the top riders get involved in the sponsored championships.

Suzuki GB make it clear in rider contracts that the Superbike championship will be contested, a point proved by the fact that Mamola and Crosby made an overnight dash from the West German GP at Nurburgring to Oulton Park to ride in a Superbike round last weekend.

The Honda team lay down that the Formula One championship, the youngest on the home front, is of foremost importance for their main runners Mick Grant, Haslam and Alex George.

This championship with its four stroke powered machines has taken a long time to get off the ground settling as a Honda benefit in the initial stages.

But this year Suzuki have come along and injected a lot of interest although they did come in possibly too late to take the championship this time.

Suzuki did however upset the Honda applecart by taking the TT Formula One world championship after one of

Continued on Page 29

Ron Haslam



Dave Potter



Forward Trust/Motor Cycle



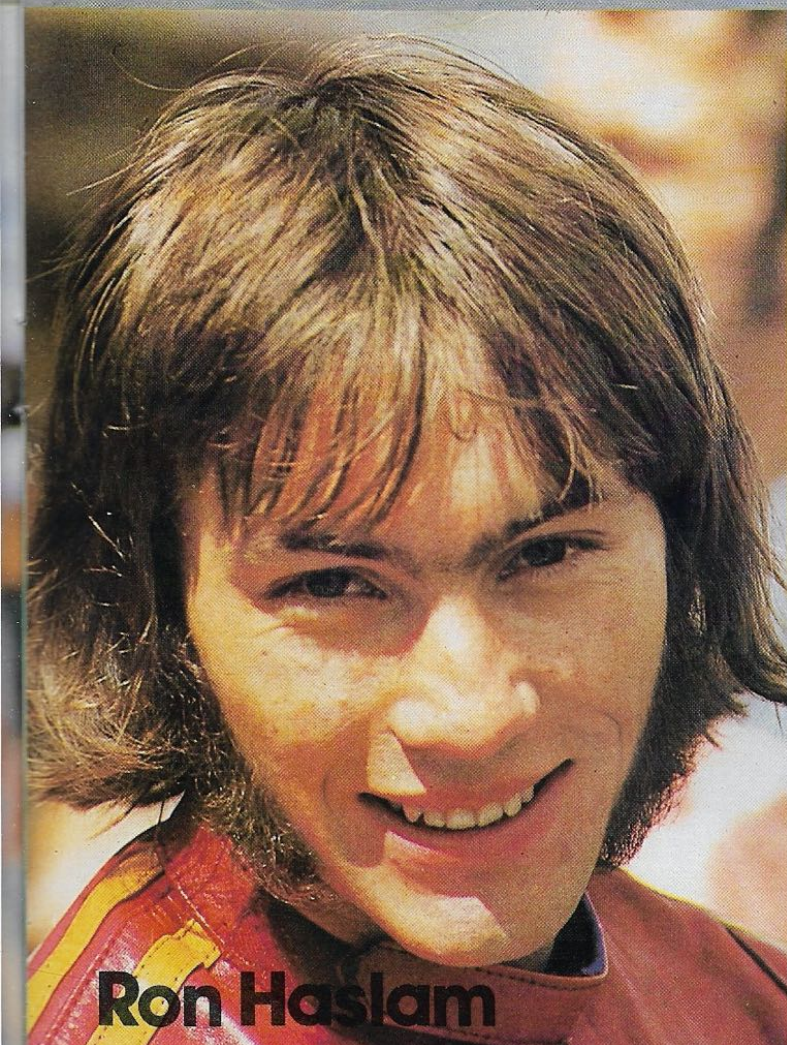
Graeme Crosby: Suzuki



Weekly Formula 1 Championship



Mick Grant and Ron Haslam: Hondas

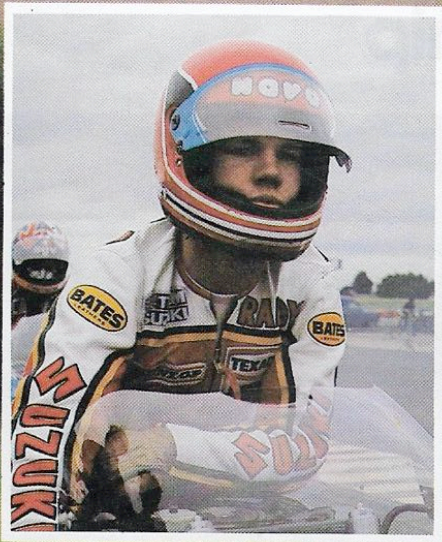


Ron Haslam

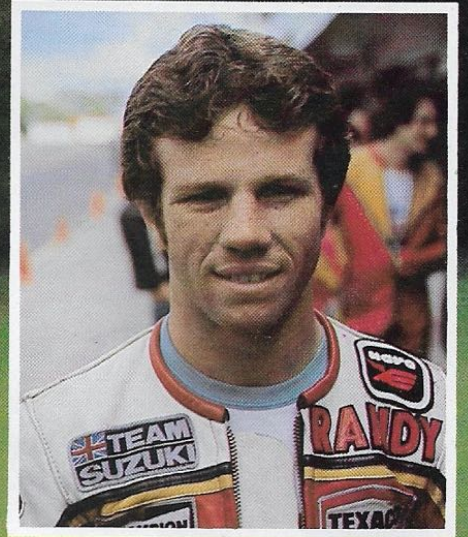


Roger Marshall

Randy



Mamola



1980 World Sidecar Champions: Jock Taylor and Benga Johansson

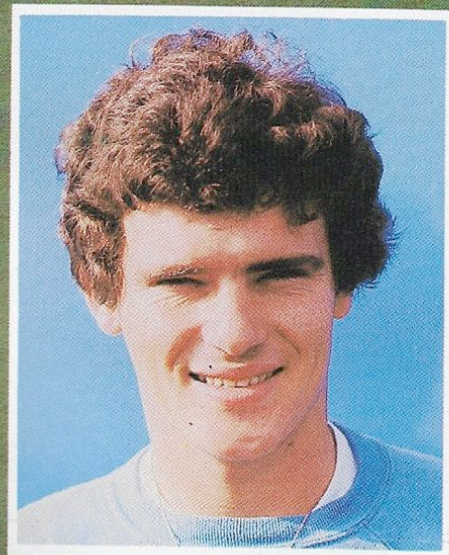
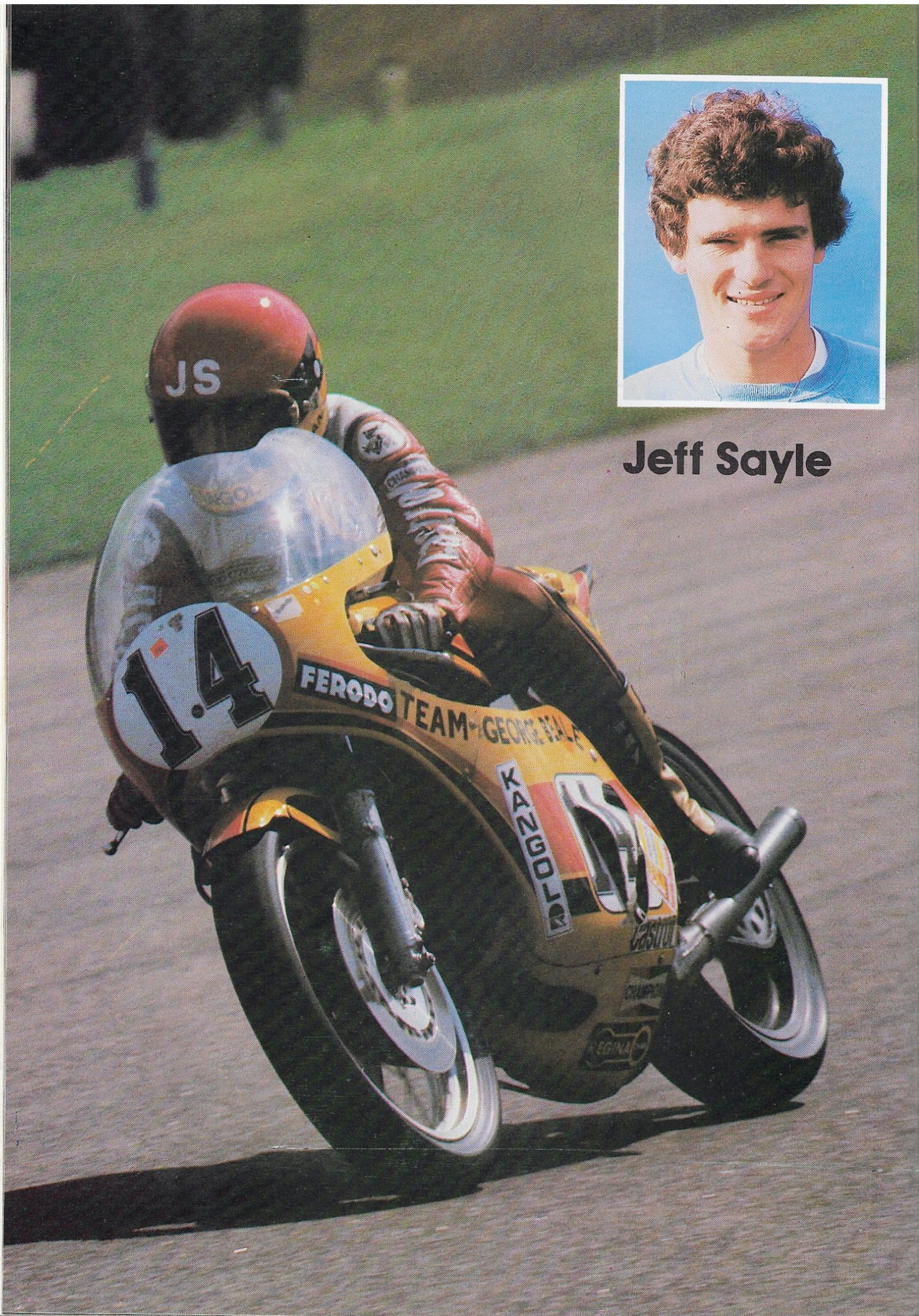




John Newbold

Chris Guy





Jeff Sayle



MARSHALL LEADS HASLAM AND HUEWEN

Continued from Page 20

the most blatant cat and mouse tactical races at the Ulster GP earlier this month.

With Grant winner of the Isle of Man first round in June and Crosby second, the scene was set for a grandstand final in the second and last round on the Dundrod circuit.

Both teams added to their numbers with Sam McClements joining Grant, Haslam and George on the Hondas and with Joey Dunlop coming in to back up Crosby.

Dunlop has proved his ability with second place first time out on the Suzuki F1 machine at Silverstone in the support race at the Marlboro British GP so it was no surprise that he rushed off in to the lead at the start of the race on his homeland circuit.

There was no getting away from the fact that he was down to draw Crosby out front with him and then let the New Zealander go across the line first to take the title.

The trouble was that Haslam managed to get in between them and as Dunlop slowed all three were destined to be caught by Grant who technically only had to finish a close second to Crosby to take the title.

However there was a dramatic change of scene on the last lap when Haslam slid off at the hairpin. Although he had the sense to let Grant go by before he remounted, the Yorkshireman and reigning champion was unable to snatch second place from Dunlop who had already let

Crosby go out in front to clinch the title.

Later in the meeting Dunlop won the Classic race with the same F1 machine, despite being against the full blown racing 750 cc Yamahas, and set a new absolute lap record at nearly 119 mph for the course.

This success coupled with his record breaking Classic TT win in the Isle of Man made Dunlop king of the closed road circuits for 1980 and must surely have made him an obvious choice for Suzuki to sign for next season as their F1 candidate to lift the burden off Crosby who will be able to concentrate more fully on the Grands Prix.

The Motorcycle Racing Vladivar Vodka 250 Series, now in its third season has done much to keep 250 cc racing alive in this country.

It has also proved to be a happy hunting ground for the new British built Cotton machine, Ulsterman Stephen Cull going in to a surprise early lead after winning the North West 200 round in Northern Ireland (when the first four machines home were Cottons).

Reigning champion Graeme McGregor has also switched from Yamaha to Cotton machines this year but because of varying teething troubles is finding it hard work to keep in contention.

Unlike the solo British championship the sidecar championship has been incorporated with the top international series sponsored by Forward Trust and

Motor Cycle Weekly.

Our new world champion Jock Taylor and his Swedish passenger Benga Johansson are fighting out a neck and neck battle with reigning British champ Dick Greasley, with Trevor Ireson and Mick Boddice on hand to step in should the form books go wrong.

The sidecar class in this country is in a pretty healthy condition and there is plenty of enthusiasm amongst the crews to get stuck in to the foreign opposition abroad. But that's another story.

The pity is that world champion Taylor is involved with a branch of the sport that does not grab the British public's imagination in such a strong manner as the solos because there is no doubt the 26-year-old Scot could so easily be groomed in to another Sheene.

To sum up this year on the British circuits I think it has to be said that it has been rather a disappointing one in many ways, due in the main to the old enemy: money.

What has become apparent though is that the 500 cc class with the Shell Super Oil championship as its shop window is ready to take over from the ailing 750 cc class which is beginning to show signs of a run down now that factory interest and the 750 cc world championship has ended.

Now is the time for quite big changes in presentation and class structure if the home scene is going to get the rejuvenation it so obviously needs.



SUPERBIKE CHALLENGE DONINGTON PARK

ROUND 1 SATURDAY APRIL 12

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

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

Championship position after 2 rounds	Pts
1 Roger Marshall	14
2 Jeff Sayle	12
3 Randy Mamola	10
4 Dave Potter	10
5 Ron Haslam	9
6 Wil Hartog	8
7 Graham Wood	8
8 Mick Grant	8
9 Keith Huewen	7
10 David Dean	5
11 Steve Manship	4
12 Barry Sheene	4
13 Steve Henshaw	3
14 Stu Avant	3
15 Barry Ditchburn	2
Chris Guy	2
Steve May	1

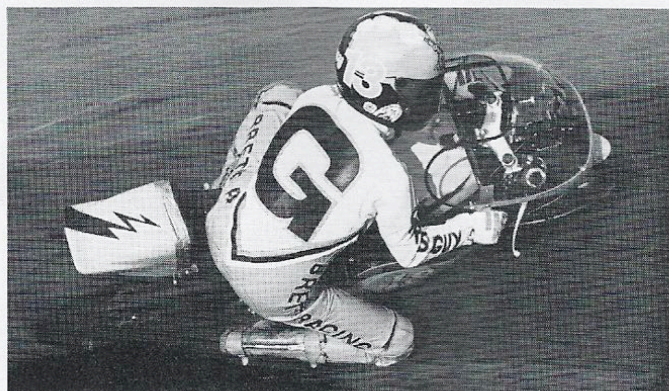
Final Round: Saturday August 30th — Double Points are scored (ie: 20-18-16-14-12-10-8-6-4-2).

Champion receives: ITV World of Sport Superbike Challenge Trophy + £1,000.

ROUND 2 SATURDAY JUNE 21

Results			
1st	DAVE POTTER	23m 10.7s	91.20 mph
2nd	RON HASLAM	23m 15.6s	90.88 mph
3rd	GRAHAM WOOD	23m 19.2s	90.64 mph
4th	KEITH HUEWEN	23m 24.9s	
5th	JEFF SAYLE	23m 26.0s	
6th	ROGER MARSHALL	23m 26.7s	
7th	BARRY SHEENE	23m 31.2s	
8th	STU AVANT	23m 42.1s	
9th	CHRIS GUY	23m 44.7s	
10	MICK GRANT	23m 44.7s	

Fastest lap: Graham Wood 1m 15.9s 92.83 mph

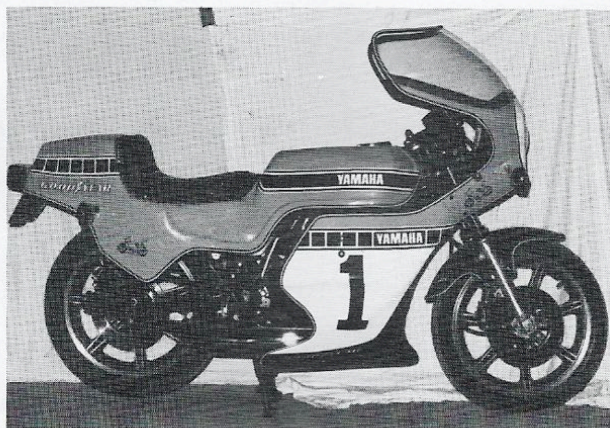


GRANBY

The Number 1 for
HONDA YAMAHA
SUZUKI KAWASAKI

Expansion Chambers £90.00
Rear sets £49.00
Complete RD250E with kit complete
on the road price £1199.00

Grand Prix Race Replicas
Barry Sheene
Ron Haslam
Kenny Roberts
Johnny Cecotto
Steve Baker
All kits to fit Yamaha RD250 complete
with fitting instructions.
£265.00 plus £5.00 post and packing



from:-

**GRANBY
MOTORS**

2 & 4 PELHAM ST.
ILKESTON
Tel. 324961

**YAMAHA
CENTRE**

1 WOLLATON RD.
BEESTON
Tel. 224063



ACCESS &
BARCLEYCARD
WELCOME

Lucas Rita electronic ignition — race bred, race tested, race proved,
road worthy.

Lucas

Race 1

SAT AUG 30

15.15 (approx.)



SUPERBIKE CHALLENGE DONINGTON PARK

18 Laps

35.23 miles

Clutch start

No.	Driver	Entrant	cc Machine
2	RON HASLAM	Mal Carter	750 Pharaoh Yamaha
3	RANDY MAMOLA	Texaco Heron Suzuki	497 Suzuki
4	GRAEME CROSBY	Texaco Heron Suzuki	497 Suzuki
5	JOHN NEWBOLD	Team Appleby Glade	750 Yamaha
7	To be advised		
8	DAVE POTTER	Team Mitsui Yamaha	500 Mitsui Yamaha
9	ALEX GEORGE	Mal Carter	750 Yamaha
10	MICK GRANT	Sid Griffiths Racing	750 Yamaha
11	ROGER MARSHALL	George Beale Team Castrol	747 Yamaha
13	CHRIS GUY	Brett Racing	749 Yamaha
14	JEFFREY SAYLE	George Beale Team Castrol	747 Yamaha
15	STEVE MANSHIP	Robinson Racing Team Castrol	750 Yamaha
16	KEITH HUEWEN	Len Manchester M/Cs	750 Yamaha
18	GRAHAM WOOD	Team Castrol	700 Fowler Yamaha
22	DAVE DEAN	Mitsui Yamaha	750 Yamaha
26	TONY RUTTER	Sid Griffiths	748 Yamaha
27	STEVE HENSHAW	Harold Coppock Team Castrol	747 Yamaha
28	PHIL MELLOR	Granby Motors/Doug Eaton	492 Suzuki RG
33	KEVIN WRETTON	—	750 Yamaha
34	ROB SCIVYER	M.A. Nicholls Coachbuilders	750 Yamaha
36	PHIL HENDERSON	J.M.L. Henderson Transport	497 Suzuki
52	BILL MARKS	Fran Ridewood & Co.	747 Ridewood Yamaha
53	ALAN PACEY	Alan Haynes	750 Yamaha

RESERVES (in order of practice times)

25	DONNY ROBINSON	Mal Carter	500 Pharaoh Suzuki
54	BRIAN PETERS	Lane Ends Eng. Ltd.	497 Howarth Suzuki
55	ROGER KLIMCKE	Colourset Litho	750 Yamaha
78	MARTIN TAYLOR	S.H. Land	750 Yamaha
79	ROB McELNEA	F.J. Gallen & Co. (Scunthorpe) Ltd	750 Yamaha
80	DAVID VALE	Wetterns Builders Merchants	750 Yamaha TZ

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.



RACE LEADERS

Twenty top 3 placings in World Championships including eleven 1st's means that choosing the right machines for the job came right for Mike Hailwood and Rod Gould.

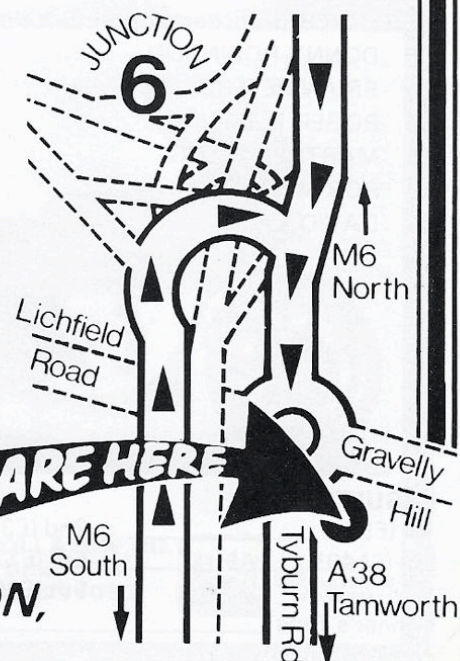
Their experience is available to you when deciding on the make and model for your needs. An ever present range of models from HONDA, SUZUKI, YAMAHA, DUCATI, TRIUMPH and BSA are on display.

Many customised clothing and accessories always available backed up with a comprehensive spares department.

Take a 'CHAMPION's' advice and talk bikes with Mike Hailwood and Rod Gould.

hailwood &gould

**60-98 TYBURN ROAD, ERDINGTON,
BIRMINGHAM B24 8LA TEL: 021 327 0276**



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



Race 2

SUN AUG 31

International 250 cc Lightweight Race

12 Laps

23.49 miles

Clutch start

No.	Driver	Entrant	cc Machine
12	CHARLIE WILLIAMS	Team Mitsui Yamaha	248 Yamaha
17	GRAEME MCGREGOR	George Beale Team Castrol	247 Cotton
19	CLIVE HORTON	Team Appleby Glade	247 Cotton
21	ALAN STEWART	Robin Mortimer Racing	247 Racing
23	STEVEN WRIGHT	Len Manchester Motorcycles	249 Manchester Yamaha
24	MURRAY SAYLE	Randles of Coalville	250 Yamaha
24	DONNY ROBINSON	Mal Carter	247 Yamaha
26	TONY RUTTER	Sid Griffiths	246 Cotton
27	STEVEN HENSHAW	Harold Coppock Team Castrol	249 Coppock Yamaha
29	GRAHAM YOUNG	Irish Racing Motorcycles	250 Yamaha
30	JOHN PACE	Derry's Racing Ltd	250 Bimoto-Dunn Yamaha
31	BERNARD MURRAY	—	—
32	DEREK CHATTERTON	Chattertons Motors	248 Chatterton Yamaha
35	TONY HEAD	—	249 Yamaha
37	NEIL TUXWORTH	Honda Lincs	249 Yamaha T29
39	STEVE THOMPSON	John Davies Cars	249 RDV
41	JACQUES BOLLE	—	250 Yamaha
42	JEAN TOURNADRE	—	250 Yamaha
43	ANDRE GOUIN	—	250 Yamaha
46	ADRIAN MARSH	Team Brian Lee Racing	249 Yamaha
47	BUTCH HOBBS	Quaife Developments	249 Yamaha
48	PETE WILD	Handsworth Motorcycles	249 Handsworth Yamaha
49	MARTIN BARR	—	247 Yamaha
50	DONNIE McLEOD	—	249 Yamaha
51	PHIL RILEY	—	249 Yamaha
76	PETER HUBBARD	—	249 Cotton

RESERVES (in order of practice times)

83	STAN WRIGHT	—	249 Maxton Yamaha
90	GRIFF ROBERTS	Kings of Birmingham	250 Kings Yamaha
91	RICHARD PEERS-JONES	—	249 Yamaha
95	MIKE BOOYS	—	250 Yamaha
97	STEPHEN CLARKE	E. Richardson Haulage Ltd.	249 Yamaha TZ
98	BRENDAN McKENNA	Michrome Electro Plating Ltd	249 Yamaha

RESULTS

1st (£160) _____ 2nd (£135) _____ 3rd (£110) _____ 4th (£60) _____
 5th (£40) _____ 6th (£30) _____ 7th (£20) _____ 8th (£15) _____
 9th _____ 10th _____
 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.



Whatever you ride, Ferodo disc brake pads give you the edge when it comes to stopping power. You'll find them at your local accessory shop and garage. Fit Ferodo and be sure you have the next best thing to your wheels. Ferodo high performance disc brake pads.

FERODO

Ferodo Limited, Chapel-en-le-Frith, Stockport SK12 6JP

**TURNER
& NEWALL
LIMITED**

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.

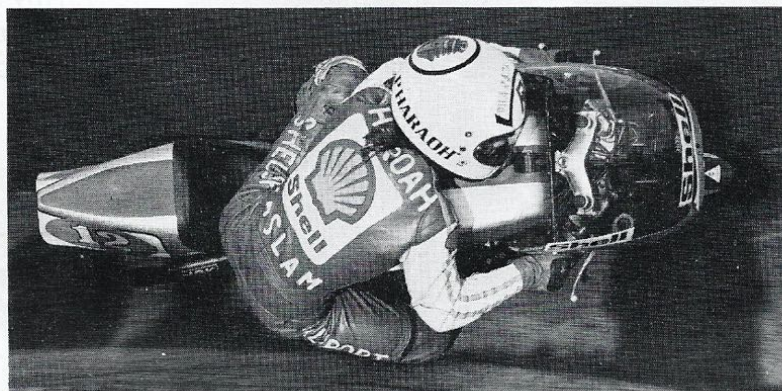


Race 3

Appleby Glade Trophy International 500cc Senior Race

18 Laps
35.23 miles
Clutch start

No.	Driver	Entrant	cc Machine
2	RON HASLAM	Mal Carter	500 Pharaoh Yamaha
3	RANDY MAMOLA	Texaco Heron Team Suzuki	497 Suzuki
4	GRAEME CROSBY	Texaco Heron Team Suzuki	497 Suzuki
5	JOHN NEWBOLD	Team Appleby Glade	500 Suzuki
7	To be advised		
8	DAVE POTTER	Team Mitsui Yamaha	500 Mitsui Yamaha
9	ALEX GEORGE	Mal Carter	500 Cagiva
10	MICK GRANT	Sid Griffiths Racing	500 Suzuki
14	JEFFREY SAYLE	George Beale Team Castrol	500 Yamaha
15	STEVE MANSHIP	Robinson Racing Team Castrol	500 Suzuki
18	GRAHAM WOOD	Team Castrol	500 Fowler/Yamaha
22	DAVE DEAN	Mitsui Yamaha	500 Yamaha
25	DONNY ROBINSON	Mal Carter	500 Pharaoh Suzuki
27	STEVE HENSHAW	Harold Coppock Team Castrol	498 Coppock Suzuki
28	PHIL MELLOR	Granby Motors/Doug Eaton	492 Suzuki
32	DEREK CHATTERTON	Chattertons Motors	498 Chatterton/Yamaha
36	PHIL HENDERSON	J.M.L. Henderson Transport	497 Suzuki
45	GUSTAV REINER	—	500 Suzuki
53	ALAN PACEY	Alan Haynes	500 Yamaha
54	BRIAN PETERS	Lane Ends Eng. Ltd.	497 Suzuki
55	ROGER KLIMCKE	Colourset Litho	500 Suzuki
57	JOHN HESELWOOD	Warwicks Motorcycles	495 Suzuki
98	BRENDAN McKENNA	Michrome Electro Plating Ltd	497 Suzuki



RESULTS

1st (£200) _____ 2nd (£150) _____ 3rd (£125) _____ 4th (£100) _____
 5th (£75) _____ 6th (£60) _____ 7th (£40) _____ 8th (£25) _____
 9th _____ 10th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ m.p.h.

"IT MUST BE THE MOST DESIRABLE BIKE THERE IS."

You might have heard of Mike Hailwood, he's one of our largest Birmingham dealers, and a partner in Hailwood Gould. He's also won quite a few World Championships in his time, most notably the 1966 250cc World Championship, and the 250cc and 350cc World Championships in 1967.

As he won both of these championships on a Honda Six we thought we'd ask him what he

thought of the present Honda Six, the CBX.

"Well it seems to me that the CBX is really just a logical development of the Honda 250 and 297 Sixes, which I found the most enjoyable racing bikes

One of our Dealers talks about the CBX

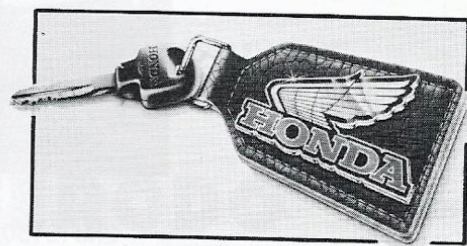
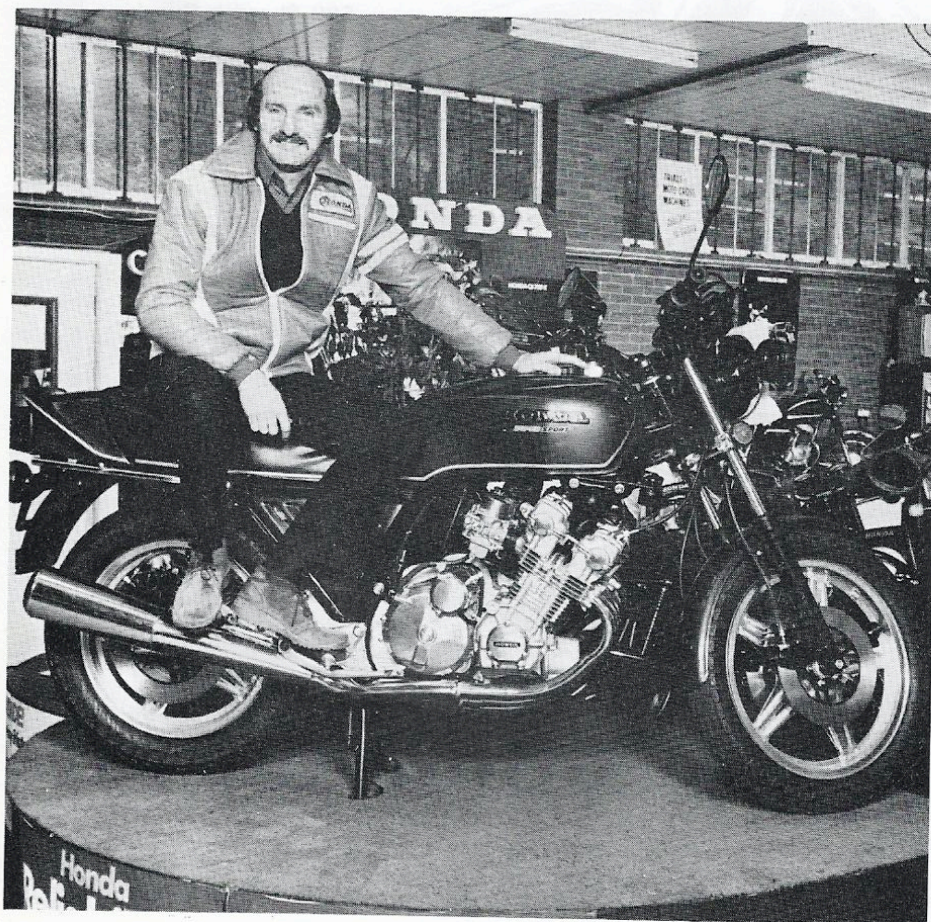
I've ever ridden.

When I first rode the CBX, I was astonished at the speeds I found myself doing. It's such a smooth and quiet bike that it is deceptively fast.

It also handles pretty well. I've watched them in Production Racing in Australia, where handling is at a premium and it's incredible what they will do.

Looking at the CBX, I think it must be about the most desirable bike there is. It's got the ability to become a great tourer, I think it's better than the leading European touring machines, yet it's also got incredible sporting potential. I'd call it a Grand Sports Tourer. The CBX is super reliable too, it never gives trouble, I've got special tools for it in my workshop that have never seen the light of day.

Of all the bikes I can choose from in my dealership, Japanese or European, the CBX is the only bike I use for my personal transport."



Honda. Race bred. Thoroughbred.

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 4

Honda 125cc Championship

10 Laps
19.57 miles

ALL DRIVERS ON 125 cc HONDAS

No.	Driver	Entrant	cc Machine
19	CLIVE HORTON	ABC Motorcycles	
28	PHIL MELLOR	Granby Motors	
31	BERNARD MURPHY	—	
32	DEREK CHATTERTON	Henstocks of Mansfield	
34	ROD SCIVYER	Sports Motorcycles	
35	TONY HEAD	—	
37	NEIL TUXWORTH	Honda Lincs.	
38	WILLIAM INGHAM	Ken Martin Motorcycles Ltd.	
76	PETER HUBBARD	Sondel Sport Ltd.	
77	To be advised		
81	RAY SWANN	Bennett's of Barnsley	
82	PETE BANKS	North East Motorcycles	
83	STAN WRIGHT	—	
84	CHRIS THORNE	Colin Appleyard Motor Cycles	
85	LEIGH NOTMAN	Andy Bone Motorcycles	
86	DAVE SALTWELL	Tony Wilkins Motor Cycle Centre	
87	MICK CHATTERTON	Garners of Barnsley	
88	PAUL BARKER	Ray Hamblin Motorcycles	
89	KEN ROADS	Cyclomoto	
90	GRIFF ROBERTS	Kings of Birmingham	
91	RICHARD PEER JONES	Doble Motor Cycles	
92	CHRIS KINGSLAND	Freddie Frith Ltd.	
93	CRAIG THOMSON	Andrew Hart Motor Cycles (Dundee)	
94	DAVE CONNELL	Lockside Motorcycles	
95	MIKE BOOYS	D&H Motorcycles	
96	KEVIN ROBB	Moto Services	

RESULTS

1st (£325) _____	2nd (£200) _____	3rd (£150) _____	4th (£90) _____
5th (£60) _____	6th (£50) _____	7th (£40) _____	8th (£30) _____
	9th (£25) _____	10th (£20) _____	

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

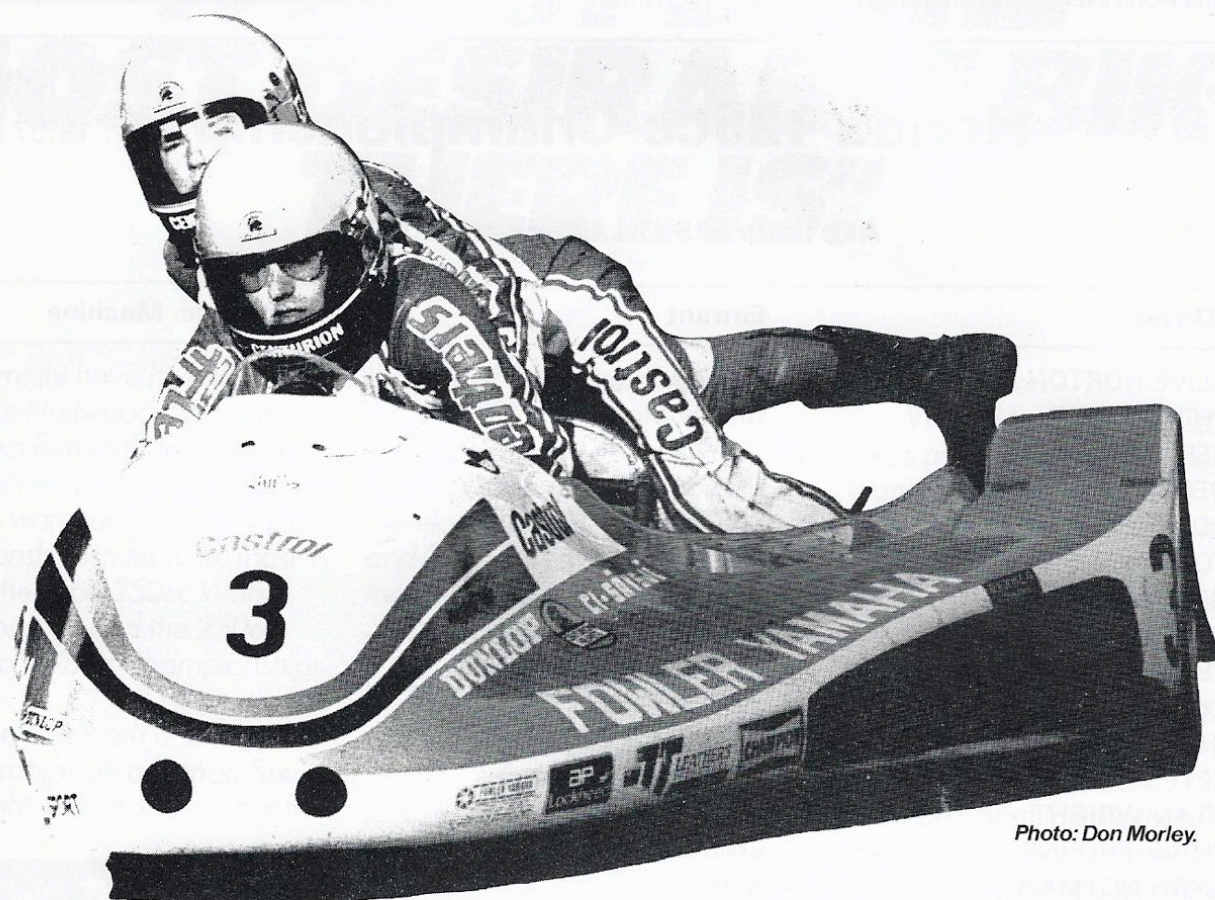


Photo: Don Morley.

Taylor and Johansson on the Fowler's windle-framed 700 Yamaha outfit.

The winning formula.

Congratulations to Jock Taylor and Bengt Johansson and the Dennis Trollope racing team on their World Championship win. A truly winning combination.

You could be on a winning combination too, with Forward Trust.

If you're thinking of buying a new bike or new clothing or accessories we could lend you just the amount of money you need. All we ask is that you're

creditworthy. And, being part of the Midland Bank Group, you'll find our terms are very competitive.

You'll also find we're very understanding when it comes to bikes. After all, if we weren't, we wouldn't be sponsoring championships.

Talk to your dealer if you'd like more information or write to us direct and we'll send you full details of our schemes.

Applicable only to UK residents over 18 years of age.

ft Forward Trust

Your bike, our finance. The winning formula.

Forward Trust Limited. Registered Office: 12 Calthorpe Road,
Edgbaston, Birmingham B15 1QZ. Registered in England No. 229341
A SUBSIDIARY OF MIDLAND BANK LIMITED

Developed over the past ten years to give an increased spark frequency in racing motorcycles, Rita electronic ignition really does give performance plus in production road machines.



Race 5

Forward Trust/Motor Cycle Weekly Formula 1 Championship

20 Laps

39.15 miles

Clutch start

No.	Driver	Entrant	cc Machine
2	RON HASLAM	Honda Britain Racing Team	999 RSC Honda
4	GRAEME CROSBY	Texaco Heron Team Suzuki	997 Suzuki
5	JOHN NEWBOLD	Team Appleby Glade	997 Yoshimura Suzuki
9	ALEX GEORGE	Honda Britain Racing Team	999 RSC Honda
10	MICK GRANT	Honda Britain Racing Team	999 Honda
11	ROGER MARSHALL	Granby Motors Ilkeston	997 Honda
13	CHRIS GUY	Brett Racing	998 Honda
15	STEVE MANSHIP	Robinson Racing Team Castrol	998 Pantall Kawasaki
17	GRAEME MCGREGOR	Granby Motors Ilkeston	997 Honda
20	JOEY DUNLOP	Texaco Heron Team Suzuki	997 Suzuki
56	TREVOR WISE	—	900 Elby Benelli
57	JOHN HESELWOOD	Warwicks Motorcycles	998 Kawasaki
58	TREVOR NATION	—	998 Pantal Moriwaki Kawasaki
59	ASA MOYCE	Oxford Fairings	998 Oxford Fairings Kawasaki
60	JIM WELLS	P.I.P. Services	998 Kawasaki
61	ROBIN DRURY	The Mayhew Group	998 Mayhew Kawasaki
62	NORMAN WHITE	Riley Callow Ltd	999 Honda
63	MICHAEL JAMES	Hands Accessories Ltd	1000 Suzuki
64	KEITH BUCKLEY	Zoetrope Ltd	996 Honda
65	PETER CLIFFORD	Motor Cycle Weekly	996 Honda
66	PAUL WILLIS	—	998 Kawasaki
67	MICHAEL HUNT	Oxford Fairings Ltd	998 Kawasaki
68	LES BURGAN	Oxford Fairings Ltd.	998 Kawasaki
69	BERT HARTLEY	—	998 Kawasaki
70	MICHAEL POXON	Robinson Racing	998 Kawasaki
71	KEITH HANDFORD	—	984 Kawasaki
72	KEITH FERREL	Kawasaki Newport	998 Kawasaki
73	COLIN ALDRIDGE	British Sun Oil Co. Ltd.	998 P.&M. Kawasaki
RESERVES (in order of practice times)			
74	JOHN GETTY	—	997 Muncher
75	DEREK AKERMAN	—	997 Honda
100	DAVE MASON	Devi Mead Ltd.	996 Devimead Honda

RESULTS

1st (£600) _____ 2nd (£300) _____ 3rd (£200) _____ 4th (£150) _____
 5th (£100) _____ 6th (£75) _____ 7th (£60) _____ 8th (£50) _____
 9th (£40) _____ 10th (£25) _____

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

A MOVING PERFORMANCE

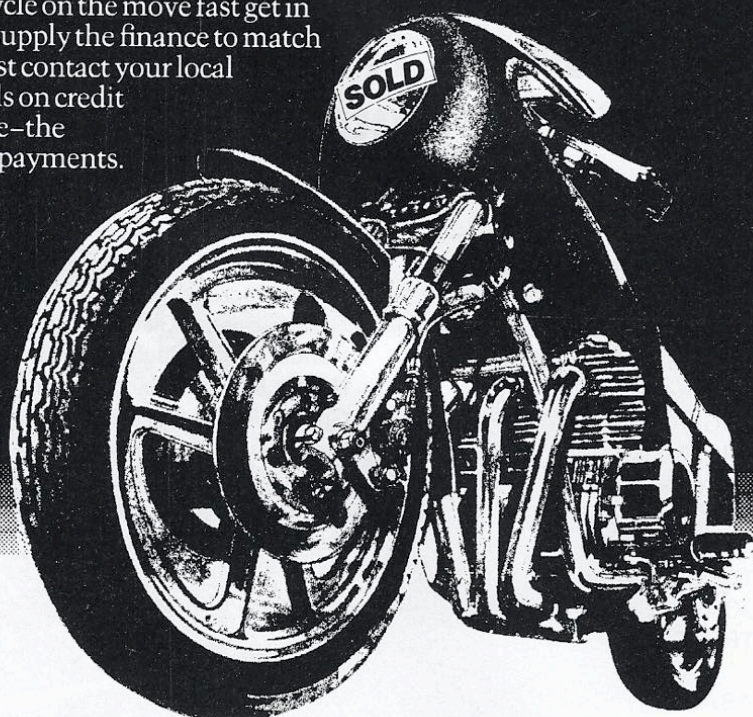


To get your motor cycle on the move fast get in touch with us. We'll supply the finance to match your requirements. Just contact your local dealer for further details on credit purchase and Creditcare—the insurance safeguard for payments.



FINANCE LTD

Head Office 65 Triumph Road, Nottingham NG7 2FY
Telephone (0602) 785016



Geared to the two wheel market

Offices at: Nottingham (0602) 785027, Cheltenham (0242) 41421, London (01) 300 8223, Manchester (061) 969 2621, Dewsbury (0924) 460791, Newcastle (0632) 27822, Newmarket (0638) 67281

TRY

A. GAGG and SONS (EST. 1900)

**OF
NOTTINGHAM**

**If it's spares you require to suit all British
machines old and new for your**

TRIUMPH — NORTON — BSA

ALSO

**HONDA — YAMAHA — SUZUKI
SPARES AVAILABLE**

20% OFF DUNLOP & AVON TYRES

**ALL AT — 106 ALFRETON ROAD, NOTTINGHAM
TEL. 786288**



Race 6

International Sidecar Race

12 Laps
23.49 miles

No. Driver/Passenger	Entrant	cc Machine
2 TREVOR IRESON/CLIVE POLLINGTON	Joe Henderson	750 Yamaha
3 CLIVE STIRRAT/ROGER KINGSHILL	—	750 Yamaha
4 KEITH GALTRESS/NEIL SHELTON	Demon Tweaks 4 Shocks	750 Yamaha
5 NIGEL ROLLASON/DAVE HOMER	Bram Bardsley Spares Ltd	748 Sparton Phoenix 4
6 FRANK ILLINGWORTH/GUY MILLER	Dave Farrance 'Wakefield'	750 Yamaha
7 JOCK TAYLOR/BENGA JOHANSSON	Team Castrol	700 Fowler Yamaha
8 STEVE SINNOT/DAVE HALL	—	700 Yamaha
9 BRUCE FORD-DUNN/ALISTAIR PIRIE	—	750 Yamaha
10 ALAN MAY/MICKY GRAY	Capital Van & Truck Rental	700 Yamaha
11 ROGER DIXON/PAUL APPLEBY	Appleby Glade	750 Yamaha
12 STEVEN ABBOTT/SHAUN SMITH	Hamilton Motorcycles	700 Yamaha
14 PETER CAMPBELL/RICHARD GOODWIN	—	750 Peterbilt
15 TERRY HASLAM/RON HASLAM	Mal Carter	750 Pharaoh Yamaha
16 BRIAN GRAY/ALAN CLARKE	—	750 Yamaha
17 ROY HANKS/VINCE BIGGS	Jalna Racing	700 Jalna Yamaha
18 BRIAN OFFER/IAN WATSON	Peter Bowles	750 Yamaha
19 JOHN BOSWELL/GRAHAM WELLINGTON	—	750 Yamaha
20 DAVID HALLAM/JOHN HAVERCROFT	—	750 Yamaha
RESERVES (in order of practice times)		
21 BRIAN MEE/COLIN SUFFOCK	—	750 Derbyshire Yamaha
22 BILL HALL/PETER MINION	Granby Motors	750 Granby Yamaha
23 DAVE HAWKINS/ROY HAWKINS	—	998 Suzuki

RESULTS

1st (£300) _____	2nd (£200) _____	3rd (£150) _____	4th (£100) _____
5th (£80) _____	6th (£60) _____	7th (£50) _____	8th (£40) _____
	9th (£30) _____	10th (£20) _____	

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

NEW Barbecue Bar in Paddock Area

Half Roast Chicken ★ Sirloin Steak ★ T-Bone Steak

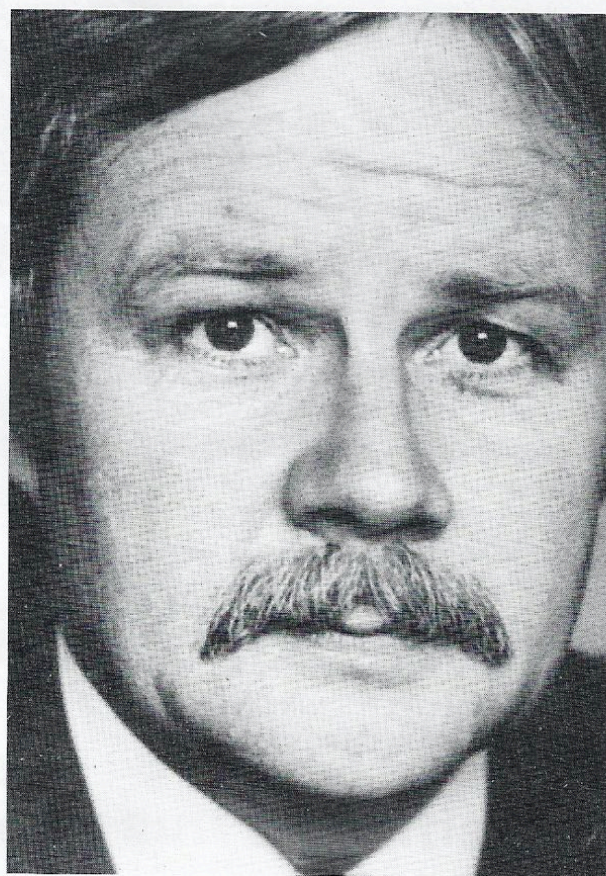
Have as much salad as you like.

Cook yourself or have a chef cook it for you

OPEN EVERY MEETING

DAILY **Mirror**

**STAY OUT
IN FRONT
WITH
TED**



MACAULEY

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

Powerbase — is the advanced, high output, 3 phase alternator from Lucas. It comes in simple-to-fit kit form, with full instructions, and is available for most British bikes.



**DAILY
Mirror**

Race 7

Trophy International Superbike Race (Solos 351 to 1300 cc)

18 Laps
35.23 miles
Clutch start

No.	Driver	Entrant	cc Machine
2	RON HASLAM	Mal Carter	750 Pharaoh Yamaha
3	RANDY MAMOLA	Texaco Heron Suzuki	497 Suzuki
4	GRAEME CROSBY	Texaco Heron Suzuki	497 Suzuki
5	JOHN NEWBOLD	Team Appleby Glade	750 Yamaha
7	To be advised		
8	DAVE POTTER	Team Mitsui Yamaha	500 Mitsui Yamaha
9	ALEX GEORGE	Mal Carter	750 Yamaha
10	MICK GRANT	Sid Griffiths Racing	750 Yamaha
11	ROGER MARSHALL	George Beale Team Castrol	747 Yamaha
13	CHRIS GUY	Brett Racing	749 Yamaha
14	JEFFREY SAYLE	George Beale Team Castrol	747 Yamaha
15	STEVE MANSHIP	Robinson Racing Team Castrol	750 Yamaha
16	KEITH HUEWEN	Len Manchester M/Cs	750 Yamaha
18	GRAHAM WOOD	Team Castrol	700 Fowler Yamaha
22	DAVE DEAN	Mitsui Yamaha	750 Yamaha
26	TONY RUTTER	Sid Griffiths	748 Yamaha
27	STEVE HENSHAW	Harold Coppock Team Castrol	747 Yamaha
28	PHIL MELLOR	Granby Motors/Doug Eaton	492 Suzuki RG
33	KEVIN WRETTOM	—	750 Yamaha
34	ROB SCIVYER	M.A. Nicholls Coachbuilders	750 Yamaha
36	PHIL HENDERSON	J.M.L. Henderson Transport	497 Suzuki
52	BILL MARKS	Fran Ridewood & Co.	747 Ridewood Yamaha
53	ALAN PACEY	Alan Haynes	750 Yamaha

RESERVES (in order of practice times)

25	DONNY ROBINSON	Mal Carter	500 Pharaoh Suzuki
54	BRIAN PETERS	Lane Ends Eng. Ltd.	497 Howarth Suzuki
55	ROGER KLIMCKE	Colourset Litho	750 Yamaha
78	MARTIN TAYLOR	S.H. Land	750 Yamaha
79	ROB McELNEA	F.J. Gallen & Co. (Scunthorpe) Ltd	750 Yamaha
80	DAVID VALE	Wetterns Builders Merchants	750 Yamaha TZ

RESULTS

1st (£200) _____ 2nd (£150) _____ 3rd (£125) _____ 4th (£100) _____
 5th (£75) _____ 6th (£60) _____ 7th (£40) _____ 8th (£25) _____
 Winner's Time _____ Speed _____ mph
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ mph

whats the chain



regina of course



FOR INFORMATION CONTACT REGINA INTERNATIONAL
CASTLE CHAMBERS, WINDSOR, BERKS. TEL: WINDSOR 51521

DISTRIBUTORS:

Partak Limited. Blackburn 661116

Comerfords Limited. Thames Ditton 01-398 5531

Powerbase — the great British alternator from Lucas — packs all the current you're ever likely to need. It's available for most British motorcycles from Mistrel Engineering, 63A Turner Road, London, E17 3JG. Tel: 01-521 1180



Race 8

International 350cc Junior Race

15 Laps

29.36 miles

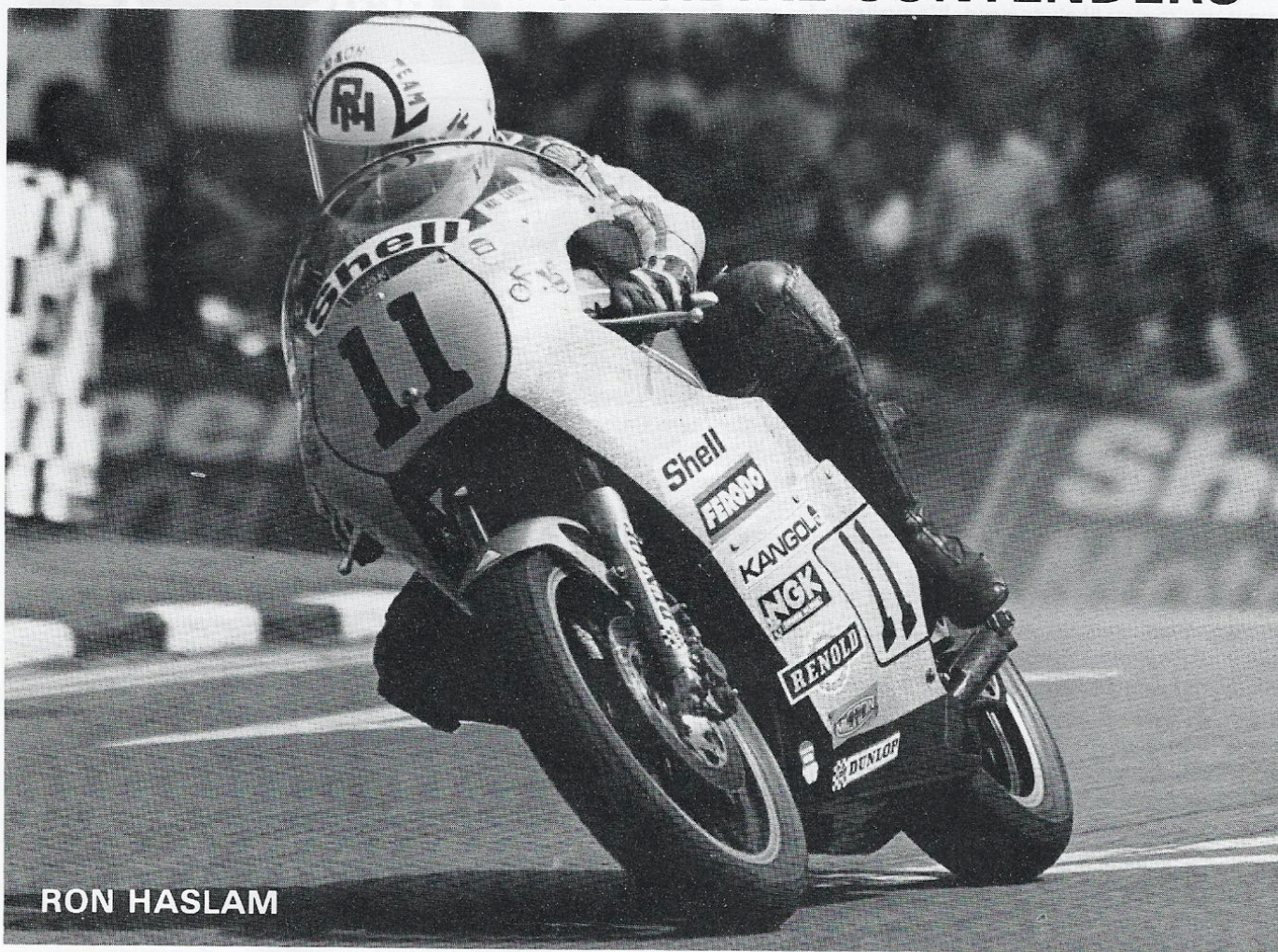
Clutch start

No.	Driver	Entrant	cc Machine
12	CHARLIE WILLIAMS	Team Mitsui Yamaha	347 Yamaha
14	JEFFREY SAYLE	George Beale Team Castrol	347 Yamaha
17	GRAEME MCGREGOR	George Beale Team Castrol	347 Yamaha
19	CLIVE HORTON	Team Appleby Glade	348 Yamaha
21	ALAN STEWART	Robin Mortimer Racing	347 Yamaha
23	STEVEN WRIGHT	Len Manchester Motorcycles	349 Manchester Yamaha
24	MURRAY SAYLE	Randles of Coalville	350 Yamaha
25	DONNY ROBINSON	Mal Carter	347 Yamaha
26	TONY RUTTER	Sid Griffiths	348 Yamaha
29	GRAHAM YOUNG	Irish Racing Motorcycles	350 Yamaha
30	JOHN PACE	Derry's Racing Ltd	350 Bimoto-Dunn Yamaha
31	BERNARD MURRAY	—	348 Maxton Yamaha
35	TONY HEAD	—	349 Yamaha
36	PHIL HENDERSON	J.M.L. Henderson Transport	347 Suzuki
37	NEIL TUXWORTH	Honda Lincs	348 Yamaha TZG
38	WILLIAM INGHAM	Turnell Car Hire	347 Maxton Yamaha
41	JACQUES BOLLE	—	350 Yamaha
42	JEAN TOURNADRE	—	350 Yamaha
44	PATRICK DE RADIGUES	—	350 Yamaha
46	ADRIAN MARSH	Team Brian Lee Racing	347 Yamaha
47	BUTCH HOBBS	Quaife Developments	347 Yamaha
48	PETE WILD	Handsworth Motor Cycles	347 Handsworth Yamaha
49	MARTIN BARR	—	347 Yamaha
50	DONNIE MCLEOD	—	347 Yamaha
51	PHIL RILEY	—	347 Yamaha
94	DAVE CONNELLS	Lockside Motorcycles	347 Lockside Yamaha
RESERVES (in order of practice times)			
52	BILL MARKS	Fran Ridewood & Co.	347 Ridewood Yamaha
56	TREVOR WISE	—	347 Yamaha
58	TREVOR NATION	—	347 Duffield Yamaha
91	RICHARD PEERS-JONES	—	347 Yamaha
96	KEVIN ROBB	—	350 Yamaha
97	STEPHEN CLARKE	E. Richardson Haulage Ltd.	347 Yamaha
99	PETER HOWARTH	—	347 Yamaha

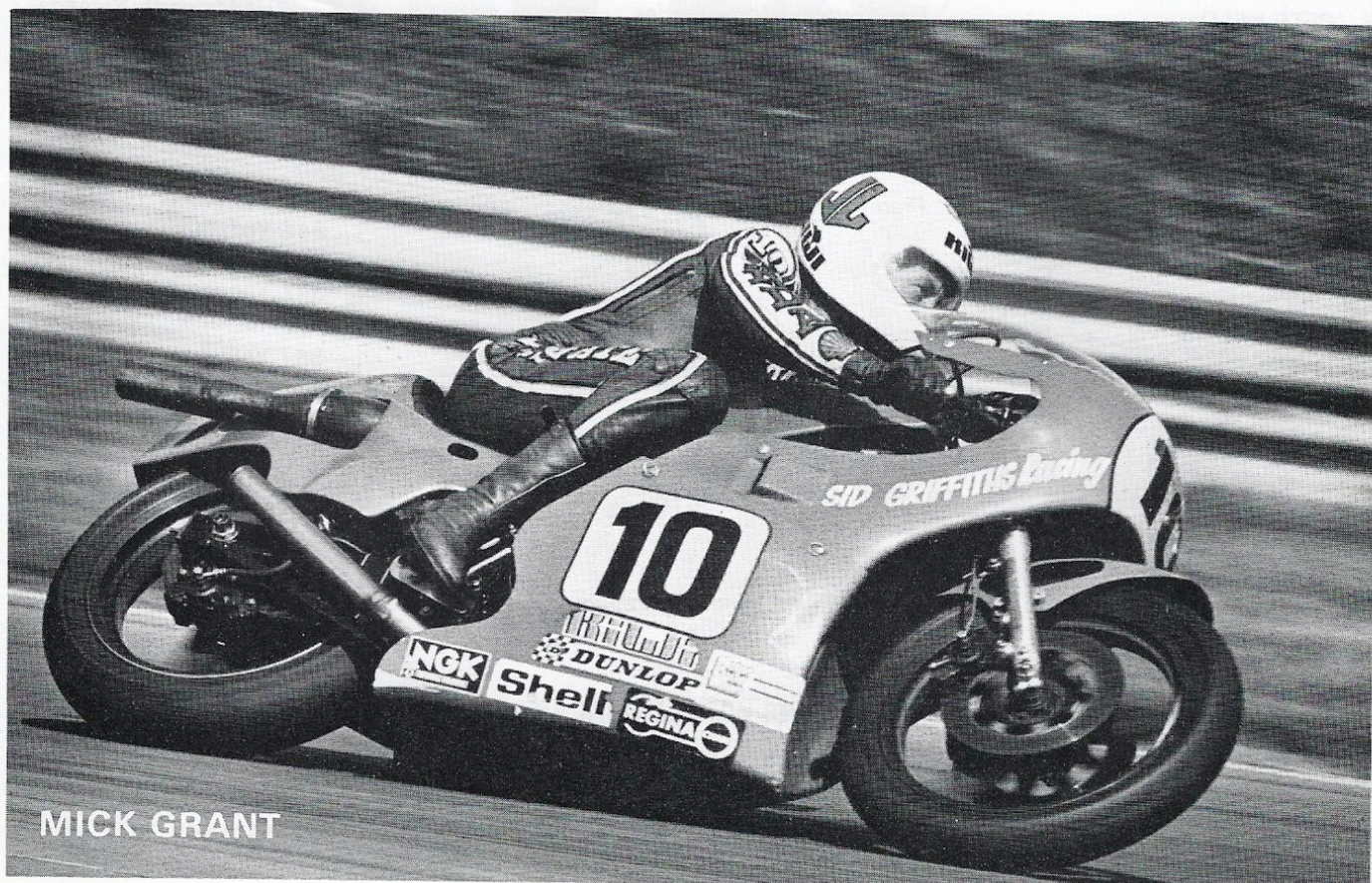
RESULTS

1st (£185) _____ 2nd (£140) _____ 3rd (£120) _____ 4th (£90) _____
 5th (£60) _____ 6th (£40) _____ 7th (£30) _____ 8th (£20) _____
 9th _____ 10th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: Driver's No. _____ Time _____ Speed _____ m.p.h.

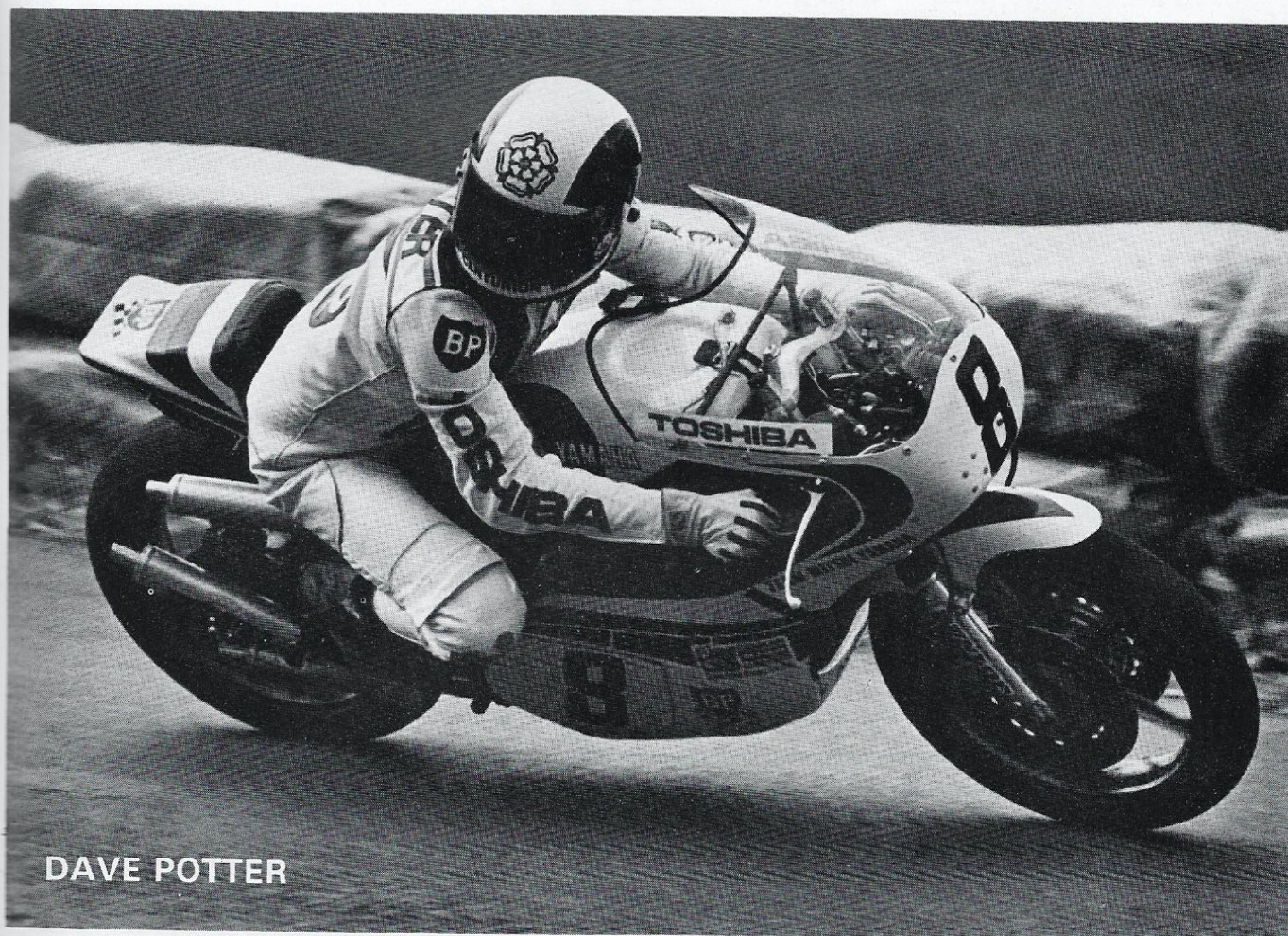
DAILY MIRROR SUPERBIKE CONTENDERS



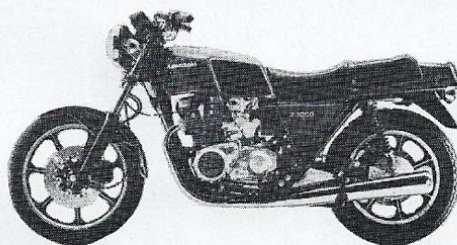
RON HASLAM



MICK GRANT



DAVE POTTER



1980 KAWASAKI models now in stock including
the new **Z1000** fuel injection **Z750E — Z550A1**
— Z400 — Z250G1LTD CHOPPER

East Midlands No 1 Specialist Centre with 11 years experience on solely Kawasaki now offers unbeatable selection of Custom Accessories by Mick Grant, Belstaff, Bell Helmets, Expansion Chambers and JAK Clothing.

Special low insurance rates for Kawasaki owners who have passed their test.

We offer a reboring service to all makes — bring your barrels.

Low deposit finance, plus top part exchange allowances. Come over this weekend and see our 1980 range.

ONE OF THE LARGEST STOCK OF SPARES IN THE COUNTRY

Fast C.O.D. or C.W.O. Service

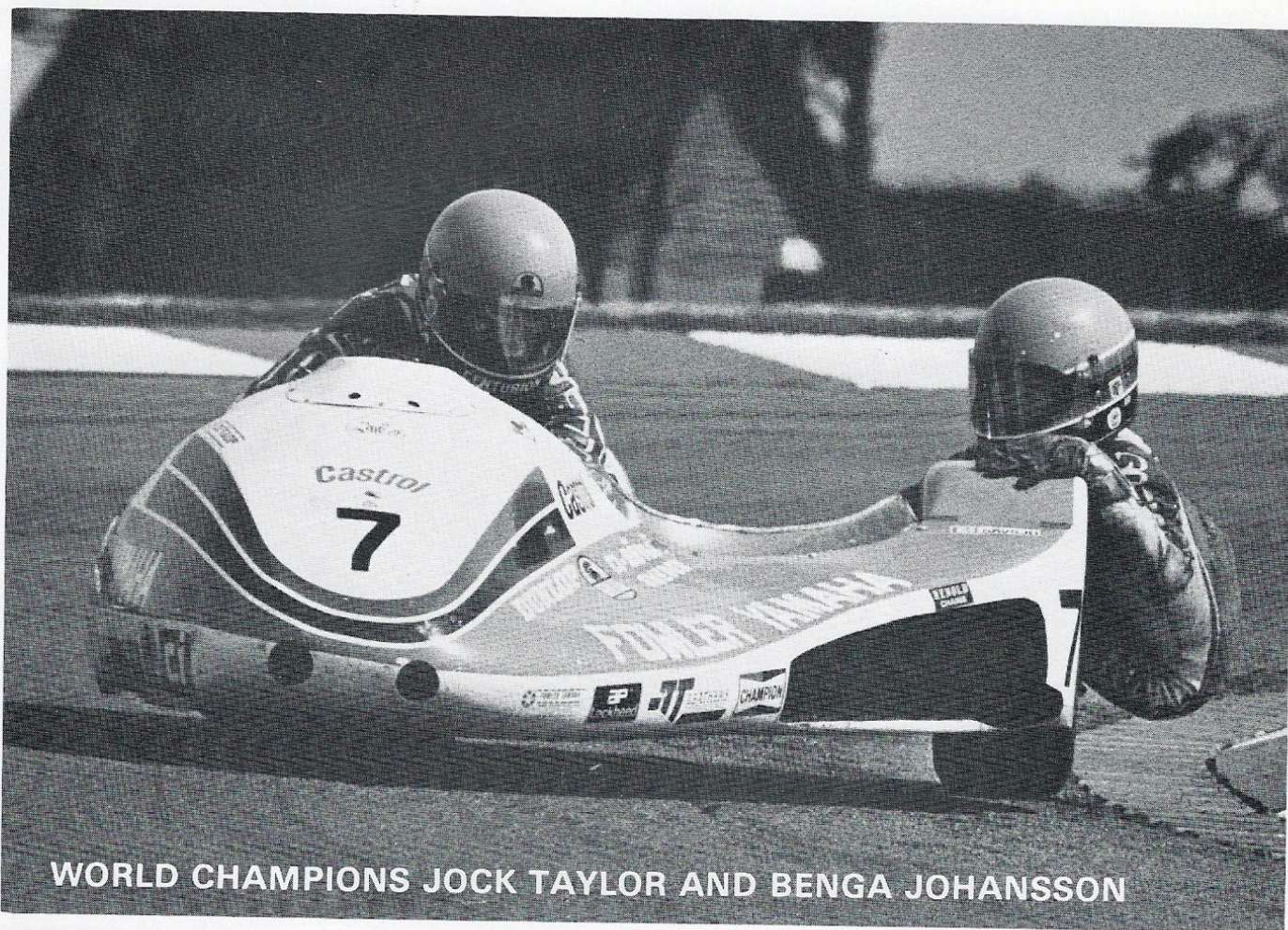
RUSSELL'S KAWASAKI CENTRE LTD.

20 LEICESTER ROAD
LOUGHBOROUGH

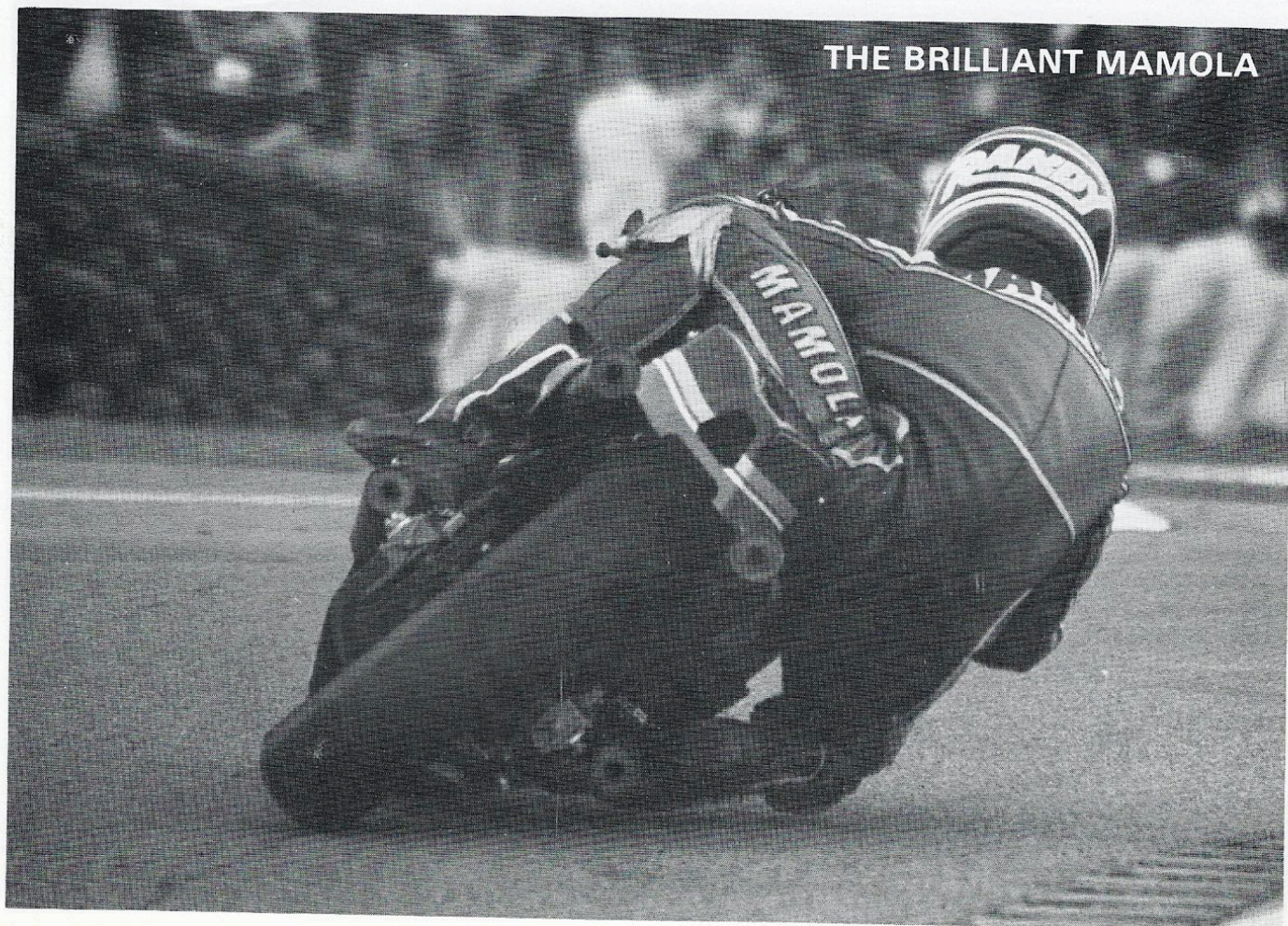
Tel. 0509-63573

Spares Hotline: 0509-61434

Specialists



WORLD CHAMPIONS JOCK TAYLOR AND BENGA JOHANSSON

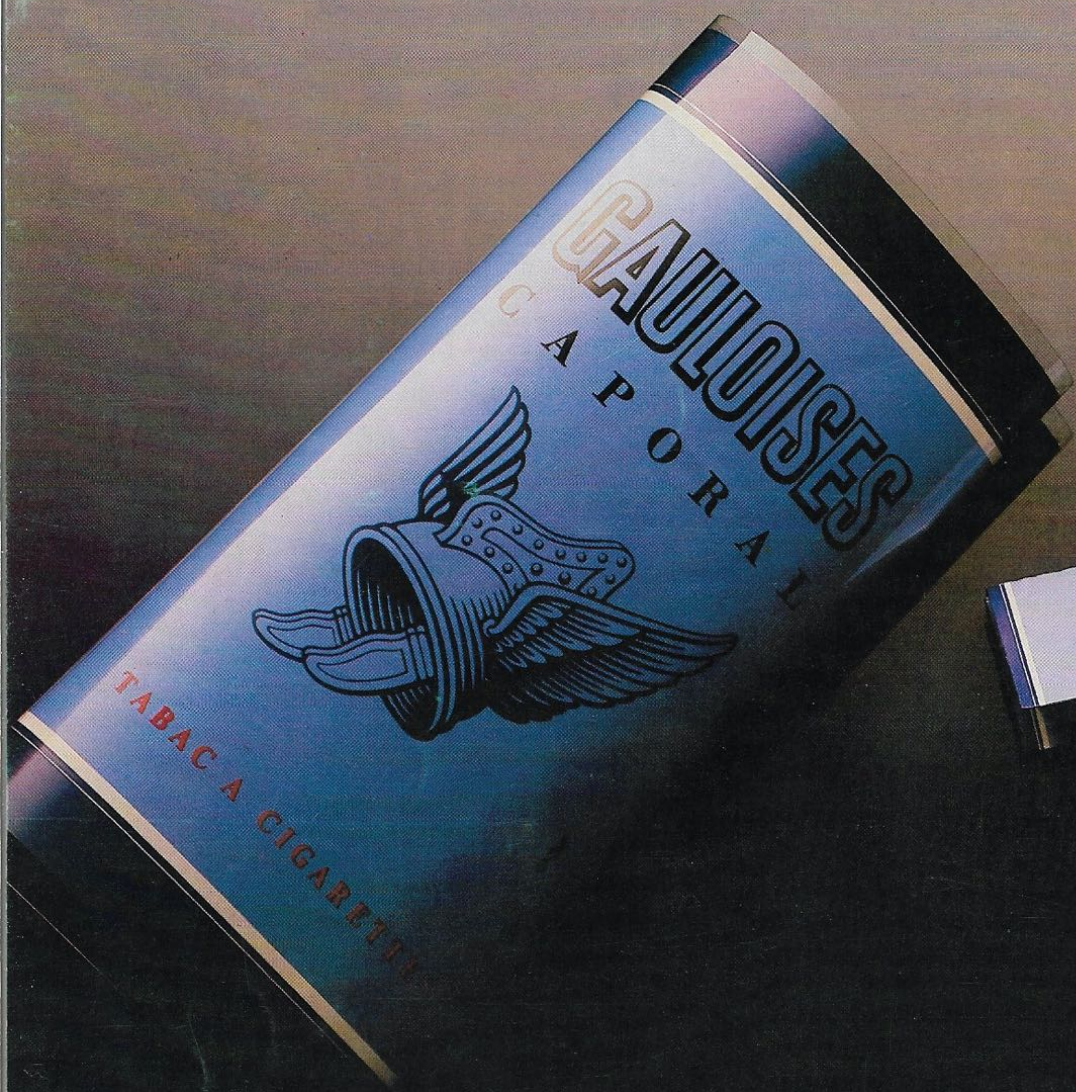


THE BRILLIANT MAMOLA

Roger Marshall

(1997 Granby Honda)





GAULOISES FINE CUT

The new hand-rolling tobacco
with a mellow taste.

H.M. Government Health Departments' WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH