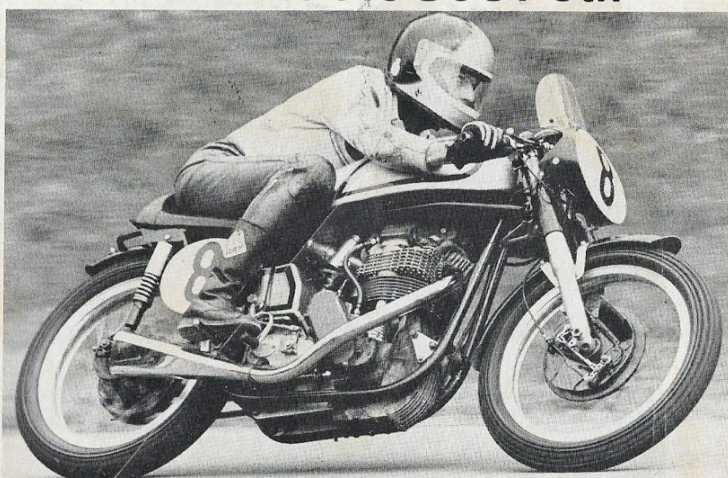




**BP VINTAGE MOTORCYCLE  
ROAD RACING MEETING  
SUNDAY AUGUST 5th**

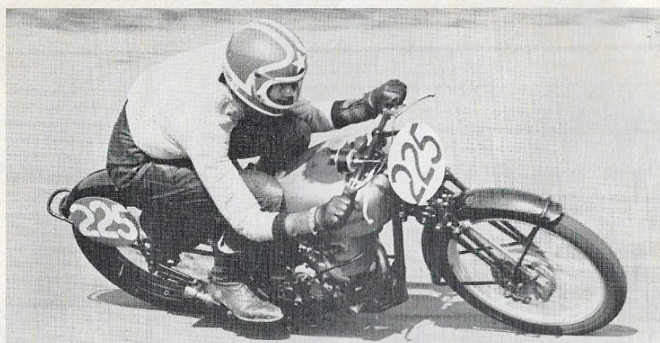


Organised by  
The Pathfinders & Derby Motor Club  
and The Vintage Motor-cycle Club

OFFICIAL PROGRAMME 40p  
For conditions of Admission see inside

1979





### Today's Meeting

Organised by The Pathfinders & Derby Motor Club Ltd. (Affiliated to the Auto Cycle Union through the East Midland Centre), and the Vintage Motor-cycle Club.  
Held under the General Competition Rules and the Standing Regulations of the Auto-Cycle Union and the Supplementary and Final Regulations issued by the Clubs.  
Permit No. ACU Q987 Permanent Course Licence No. 16

### Timetable

09.30 - Noon Official Practice		
12.30	Parade of Brough Superior Club Members	
Race 1	(Event 1) Solo Motorcycles, Post Vintage & Post War up to 1953; not exceeding 250 cc	6 laps, 11.74 miles
Race 2	(Event 2) Solo Motorcycles, Post Vintage & Post War up to 1953; from 275-350 cc; Heat 1	6 laps, 11.74 miles
Race 3	(Event 2) Solo Motorcycles, Post Vintage & Post War up to 1953; from 275-350 cc; Heat 2	6 laps, 11.74 miles
Race 4	(Event 3) Solo Motorcycles, Post Vintage (1944) unlimited capacity. Club Championship Race; Heat 1	6 laps, 11.74 miles
Race 5	(Event 3) Solo Motorcycles, Post Vintage (1944) unlimited capacity. Club Championship Race; Heat 2	6 laps, 11.74 miles
Race 6	(Event 3) Solo Motorcycles, Post Vintage (1944) unlimited capacity. Club Championship Race; Heat 3	6 laps, 11.74 miles
	Parade by Celebrities including Max Deibel - 20 minutes	
Race 7	(Event 4) Solo Motorcycles Vintage Racing up to 1930; unlimited capacity	6 laps, 11.74 miles
Race 8	(Event 5) Solo Motorcycles Post War up to 1953; unlimited capacity. Club Championship Race; Heat 1	6 laps, 11.47 miles
Race 9	(Event 5) Solo Motorcycles Post War up to 1953; unlimited capacity. Club Championship Race; Heat 2	6 laps, 11.74 miles
Race 10	(Event 6) Threewheelers up to 1953; Sidecars and Morgans; unlimited capacity. Heat 1	6 laps, 11.74 miles
Race 11	(Event 6) Threewheelers up to 1953; Sidecars and Morgans; unlimited capacity. Heat 2	6 laps, 11.74 miles
	Parade of Velocettes Through the Years - 30 minutes	
Race 12	(Event 7) Donington Joint Championship Final; unlimited capacity, 36 riders (First 18 overall from Races 3, 4, 5, and first 18 overall from Races 8 and 9)	10 laps, 19.57 miles
Race 13	(Event 8) (Time Permitting) Invitation Race for Threewheelers up to 1953; unlimited capacity	6 laps, 11.74 miles
In Events 2, 3, 5 and 6 where heats are run, the overall results are determined by Heat times as no finals will be run.		
Hon. Secretary of the Meeting: P. J. Exton 10 Hyde Close, Oadby, Leicester.		

#### Front cover caption:

Roger Munsey, despite his quite recent introduction to the racing game, displays fine style and ability. Seen here on a 1953 500 cc Norton Manx. Photograph by Ian Buckden

### Officials of the Meeting

#### STEWARDS:

Appointed by the ACU  
Appointed by the E.M.C. ACU  
W. Barrand  
Appointed by the P. & D.M.C.  
A. Towie, Esq. MSc.  
Appointed by V.M.C.  
R. H. Murney  
Mrs Rene Rhodes

#### TIMEKEEPERS:

A. Faulkner (in charge)

#### COMMENTATOR:

A. Robinson

#### CHIEF SCRUTINEER:

A. C. Briggs

#### SPECIFICATION SCRUTINEER:

I. Rhodes

#### COMPETITORS' STEWARDS:

Mrs J. Salt

#### Paddock Announcer:

H. Kirk

#### CHIEF MARSHAL:

T. J. Pratley

#### MARSHALS:

Members of the East Midland Centre Clubs

#### TRAVELLING MARSHALS:

D. Heath

#### STARTERS:

J. Andrews

J. Brown

#### DRIVERS' LIAISON OFFICER:

J. H. Cooper

#### RACE CONTROL:

L. Tuxford

Mrs B. Heath

Mrs D. McDonald

Mrs P. Rodgers

C. Ross

#### ASSISTANT SECRETARY and

#### ASSISTANT CLERK OF THE COURSE

B. Tuxford

#### CLERK OF THE COURSE:

A. Taylor

#### HON. SECRETARY OF THE MEETING:

P. J. Exton

10 Hyde Close, Oadby, Leicester

#### MEDICAL OFFICERS:

Mr. J. Clegg

Dr H. Triveldi, assisted by

The Derbyshire Royal Infirmary and

St John Ambulance Brigade under the

direction of Area Superintendent

M. Mardon

#### AMBULANCES:

Peugeot 504, kindly loaned by Pilkington Motors

Chesterfield and Derby

#### COURSE CARS:

Triumph TR7 and Austin Princess kindly loaned by Leyland Cars

Saab turbo incident vehicle supplied by Saab (Midlands) Ltd.

#### BREAKDOWN VEHICLES & COURSE MOTORCYCLES:

Supplied by Bob Minion Ltd and Barrie Rodgers, both of

London Road, Derby

### Promoters of the Meeting

#### DONINGTON PARK RACING LTD.

Chairman: Tom Wheatcroft

Managing Director: Peter Gaydon

General Manager: Bryan Feltham

Public Relations Manager: Robert Fearnall

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.

#### DOGS ARE NOT PERMITTED TO 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.

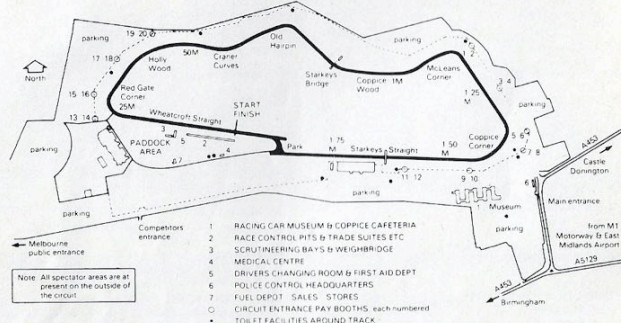
### Car Park Conditions

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.





**Lap Distance: 1.957 miles  
3.149 kilometres**



### Quick Reference Lap Speed Table

1 m 05 s	108.40 mph	1 m 19 s	89.19 mph	1 m 33 s	75.77 mph
1 m 06 s	106.76 mph	1 m 20 s	88.08 mph	1 m 34 s	74.96 mph
1 m 07 s	105.17 mph	1 m 21 s	86.99 mph	1 m 35 s	74.17 mph
1 m 08 s	103.62 mph	1 m 22 s	85.93 mph	1 m 36 s	73.40 mph
1 m 09 s	102.12 mph	1 m 23 s	84.89 mph	1 m 37 s	72.64 mph
1 m 10 s	100.66 mph	1 m 24 s	83.88 mph	1 m 38 s	71.90 mph
1 m 11 s	99.24 mph	1 m 25 s	82.90 mph	1 m 39 s	71.17 mph
1 m 12 s	97.86 mph	1 m 26 s	81.93 mph	1 m 40 s	70.46 mph
1 m 13 s	96.52 mph	1 m 27 s	80.99 mph	1 m 41 s	69.77 mph
1 m 14 s	95.22 mph	1 m 28 s	80.07 mph	1 m 42 s	69.08 mph
1 m 15 s	93.95 mph	1 m 29 s	79.17 mph	1 m 43 s	68.41 mph
1 m 16 s	92.71 mph	1 m 30 s	78.29 mph	1 m 44 s	67.75 mph
1 m 17 s	91.51 mph	1 m 31 s	77.43 mph	1 m 45 s	67.11 mph
1 m 18 s	90.34 mph	1 m 32 s	76.59 mph		

### CATERING FACILITIES

Breakfast bar and snacks in paddock (adjacent petrol station): Open 08.00 — 18.00.  
Mobile sales at Redgate Corner, Starkey's Bridge, McLeans Corner and Coppice Corner: open 10.30 — 18.00.  
Museum cafeteria, adjacent the main entrance car park. Full catering facilities (including restaurant): open from 10a.m.  
Tobacconists/confectionery: Kiosks in the Paddock (adjacent to the scrutineering bay) and at the Old Hairpin.

### LICENSED BARS

Paddock (adjacent petrol station): open 11.00 — 18.00  
Starkey's Bridge and Coppice Corner: open Noon — 18.00  
Museum, adjacent to main entrance car park  
Opening times: Lunch, noon — 14.30. Evening, 17.30 — 22.30

## TODAY'S PROGRAMME

by Val Ward

Welcome to Donington Park for the third annual BP-sponsored vintage motorcycle meeting, a high spot of the season for all who like to turn back the clock to a time when the British motorcycle industry reigned supreme. Our programme has races for 250 cc, 350 cc, 500 cc and unlimited capacity solos, sidecars and Morgan three wheelers. An excellent entry of more than 160 solos and over 20 chariots for the thirteen races promises to produce plenty of thrills.

Here today you can, with a little imagination, recapture something of the epic Grand Prix duels involving Norton, Velocette, AJS and other famous marques as a new generation of riders strives for honours on the modernised 1.957-mile circuit.

The oldest machine competing dates from the mid-1920s and the youngest from the early 1950s, for there are now three categories for the 'bikes of yesteryear: vintage, up to 1930; Post-vintage, 1931 to 1939; and Post-war, 1945 to the end of 1953.

The organisers of the meeting are delighted to welcome back to Donington, among many famous racing personalities of the past, TT winner Maurice Cann, who has written the programme Introduction.

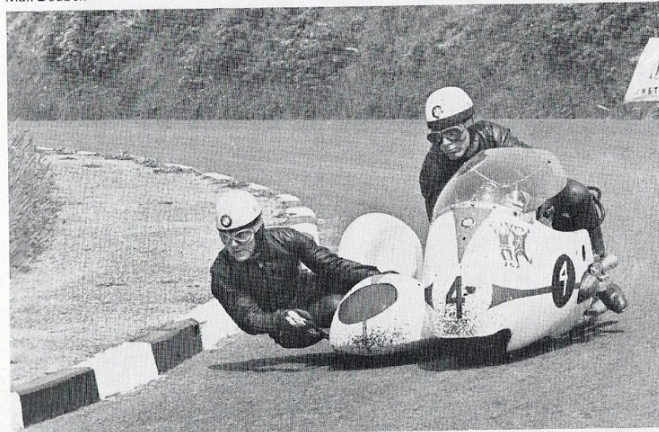
During today's programme former world sidecar champion Max Deubel will again be seen in action when he makes a demonstration run in his record-breaking BMW outfit, which an English enthusiast has completely restored.

Sandwiched between other events will be a cavalcade of twenty-four Brough Superior motorcycles and a Brough Superior car, in which Mrs Brough will be a passenger, to mark the twenty-first birthday of the Brough Superior Club; and a parade of Velocettes, among them many famous racing models and various roadsters supplied by members of the Velocette Club. Ten times TT winner Stanley Woods, over from Ireland, and Peter and Bertie Goodman, representing the Velocette dynasty, hope to join other distinguished riders in the parade.

The finale of the day's racing is the Donington Joint Championship event for the thirty-six fastest solos and, to judge by past form, it should provide a memorable battle.

Max Deubel.

Picture courtesy of Motorcycle Sport





## MY DONINGTON DAYS

by Maurice Cann

(Note: during his racing career Maurice, from Countesthorpe, Leicestershire, became one of the sport's all-time great rider-tuners, repeatedly beating works riders with his shoestring efforts. Look out for him today with his wife Mary. Both still take a keen interest in the sport and Maurice hopes to parade his 250 cc single-cylinder Parilla during a break in today's racing).

My first motorcycle, a 300 cc shaft-drive FN, took me to and from school when I was 14. I blew it up with great regularity, trying to keep up with the club boys. My father got a little peeved at footing the bills and in response to my pleading bought me a Velocette. I considered it suitable for racing and in 1928 I entered my first race at Syston Park.

Donington Park was first used for racing in 1931. At the opening meeting I was leading the 350 cc race on the Velo from Cyril "Squib" Burton on one of the O'Donovan Raleighs. As we entered a left hand bend at the Archway, Squib made a full-lock slide on the wet road. I thought, "We're in for a right mix-up" but Squib just put a foot down, kept the power on and gained yards over me with a controlled broadside all the way round the bend.

I managed to improve a little on the dry parts of the track but Squib continued to slide that particular bend on every lap and won.

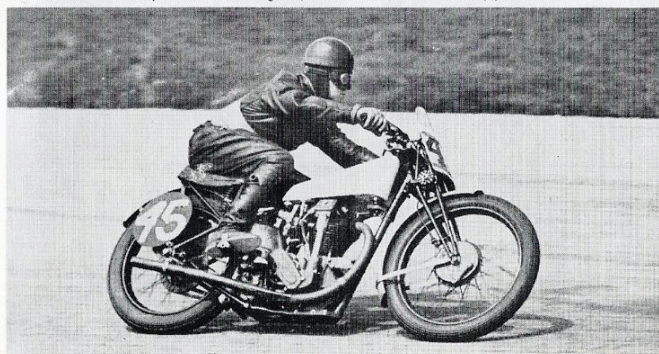
In those days and throughout the whole of my racing career I always owned my machines and did all the tuning and carried out my own ideas from the drawing board on.

Back to Donington. Riding the Velo I never

missed a meeting and began to collect the silverware. For 1932 I bought a new International Norton (paternal help for the first machine only) and then I began to have success in the 500 cc class. After the Easter meeting, where I got a second place, RD1 alcohol fuel was banned and all motors used petrol benzol. The August meeting was the first with the new fuel. I think I got a sixth place with the Velo in the 350 cc race and in the 500 cc race I rode a Norton. I had an absolutely great ding-dong battle with Harold Daniell (Norton), who was not then a works rider, and managed to win. As my record speed for that race was not beaten throughout the season, I also won the Fred Craner Bowl for the fastest race of the year. One thing proved at that time was that either dope fuel was not the best for road racing or that the engines of the time were not properly tuned to accept dope.

During the 1933 season I sold the Velo and purchased from Norton Motors a secondhand 350 cc racing machine, which was very good. Later I fitted a new all-alloy engine and the Norton proved almost unbeatable at Donington and at many other circuits. Four years later the same machine made fastest time of the year in

Maurice Cann lines up his 350 cc Norton for Donington's Redgate Corner in a race before the war. Look out for him today on a 250 cc single-cylinder Parilla in the celebrity parades.



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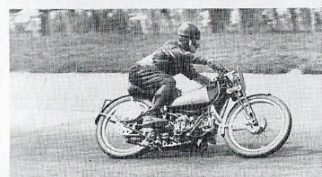


Proud moment: Maurice Cann, just right of centre, looking happy in the Donington paddock after winning on his home-tuned 250 cc Guzzi, No. 25, from Tyrell Smith, works four-valve Excelsior No. 28. Behind, Jack Booker.

the Donington 350 cc class.

When I sold the 500 cc International, I bought a 500 cc ex-racing machine from Nortons. It went like the wind but vibrated like the devil. I was second in the Donington 100-mile Grand Prix on my 350 Norton behind Stanley Woods, who was on the works Velo, and I had a similar experience later in the day on the 500 Norton. I finished with very sore knees through having had to hold the petrol tank in place when both mountings broke.

Living with the vibration of the Norton was not pleasant and a small modification I made helped quite a bit and I again won the Craner Bowl. In 1937 I obtained one of the new sprung-



The re-worked 250 cc Guzzi that shook the Italian factory. Maurice Cann sweeps into Redgate Corner at the pre-war Donington on the machine he developed and rode to beat the works Excelsiors of the 1930s. The picture was taken during a record-breaking ride.

frame 500 cc alloy machines which, while it did not win against the works Nortons and Velocettes at Donington, enabled me to win the 1937 Senior Manx Grand Prix, and the 350 Norton won the Junior.

From a Sheffield builder's yard in 1936 I had bought a 250 cc Moto Guzzi which was in a sorry state. It was the machine Paddy Johnston had raced in the 1931 Lightweight TT. I completely rebuilt it and after many trials and tribulations coaxed another 1,000 revs from it for a maximum speed of about 94 mph. Jimmy Simpson persuaded me to race it as he reckoned it was faster than the four-valve Rudge. I was dubious because the Guzzi had only a three-speed gearbox. But despite the opposition of the works four-valve overhead camshaft Excelsiors of Tyrell Smith and Charlie Manders and Les Archer's TT-winning New Imperial, the Guzzi won at record speed and gained the 250 cc Trophy.

I was very pleased with the old warrior for beating the best two-fifties around and it led me to resume racing after the war.

Some of my happiest memories from Donington include being 250 cc and 350 cc record holder and twice heading the 500 cc class. To have Donington back in its new form (thanks to the undying efforts of Tom Wheatcroft) is marvellous. May his shadow never grow less. Thanks for the memories.

Maurice Cann

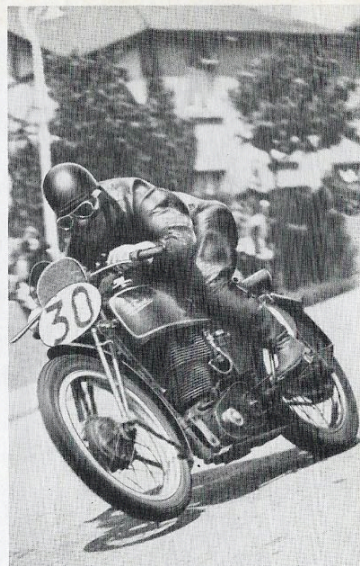
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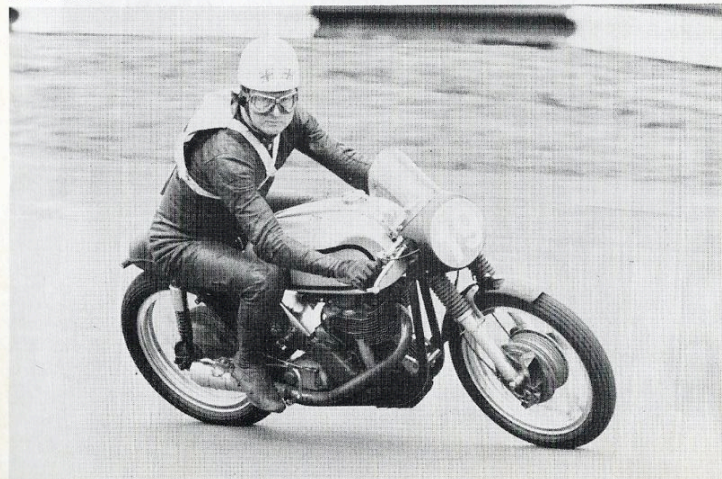


Arthur Wheeler and Dennis Jones about to parade a couple of Rhodes Velocettes. ▲

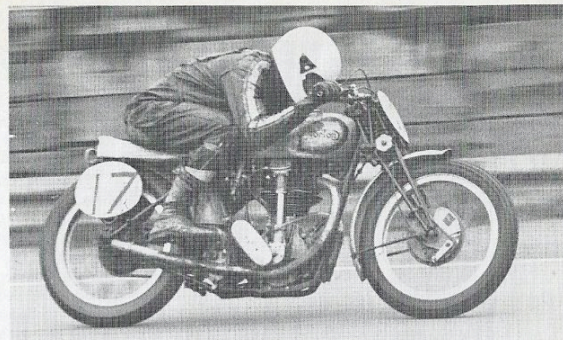
Stanley Woods — 500 Velo. ►



Once a racer always a racer! Ron Langston on a Manx Norton. ▼



John Wilkinson in full flight on his 1937 OHC Norton.



This action study of Roger Moss captures some of his distinctive and forceful riding style, on the highly developed 1930 650 cc Scott Special.



## VINTAGE ACTION

PICTURES BY COURTESY  
OF IAN BUCKDEN  
AND IVAN RHODES



## VELOCETTE CAVALCADE

by IVAN RHODES

Following the successful Millenium lap of honour staged in the Isle of Man during TT week, to which the VMCC contributed to a fair extent, the Donington Park organisation were anxious to extend the interest by using some of those machines and adding to them to form a cavalcade of one make bicycles, in this instance they chose the famous Velocette marque produced in Birmingham from around 1910 to 1971.

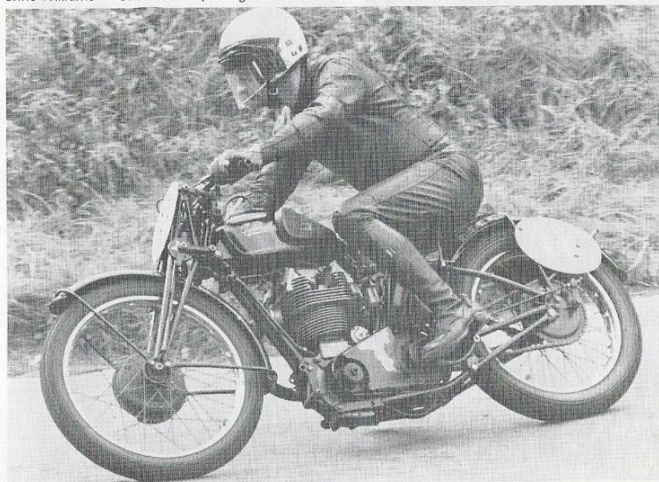
Within the very limited time available, the VMCC Racing Committee have endeavoured to locate a representative selection of mainly racing or sporting machines produced through the years and expect to commence the proceedings by introducing the only known examples of the 2½ hp inlet/over exhaust, with construction 2-speed belt driven "Veloce" of 1911 and the first in a long line of 2 strokes the 1913 single speed belt driven model A of 206 cc called for the first time "The Velocette."

Both machines are of the advanced original thinking of genius, the late Percy Goodman, father of Bertie who we hope will be taking part in our cavalcade today.

Previous production to those models, Veloce had produced a conventional 500 side valve in addition to Richshaws, and I believe roller skates, amongst other things.

We had hoped to have here too, a ladies model Velocette but so far have been unable to locate one in suitable order, these were very popular with the Clergy at one time. Vintage Club Secretary Eric Thompson has kindly brought along his 1925 350 Overhead Camshaft model, the earliest example extant, complete with druid forks and following this we shall have a 1927 model K from the Ivan Rhodes stable, ridden by Ex-Veloce director Peter Goodman, who was himself a very formid-

Chris Williams — Cadwell Park, riding the 250 KTT Velocette from the Rhodes stable.



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able competitor at Donington before the war as well as a force to be reckoned with following these hostilities — this machine incidentally closely resembles the bike with which the late Alec Bennett won the 1926 Junior TT with about 10 minutes to spare — Bennett said it went like a bomb and ran as sweetly as a sewing machine!

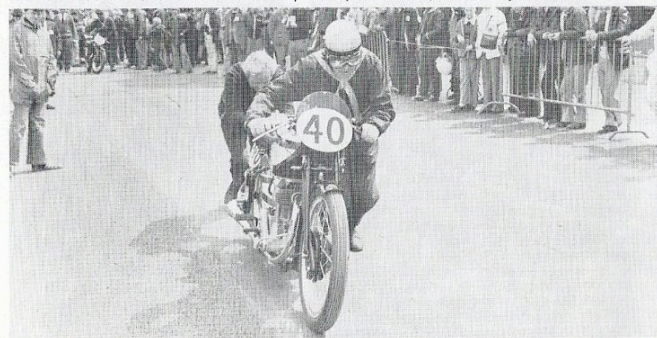
Another pre-war Donington Competitor is Ron Russell who today brings out the unique "spring heeled Jack" so called by the late Harold Willis, Veloce development Chief at the time, because it has fitted an experimental sprung back end made by Bentley and Draper the fork people — take a good look at it, it's the first time it's been seen for many a long year.

Alec Bennett again won the Junior TT in 1928 after which Veloce Ltd produced a Replica of the winning machine for sale to the private owner. This was the beginning of a long line of KTT models (Kamshaft Tourist Trophy) introduced for 1929, a fine example supplied and ridden by David Ward of Rugby.

Chris Williams campaigns the Rhodes Velocettes in Vintage events these days and this machine you may spot somewhere amongst the pack, usually with a No.11 on its plates.

Various marks of KTT will be in

Freddie Frith, assisted by Ex-works Norton mechanic, Charlie Edwards — pushing off to open the Donington Circuit, prior to racing recommencing in 1977. Freddie was followed by Arthur Wellstead and Peter Goodman (Norton & Velocette respectively). Goodman, No.41 can just be seen.



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evidence, a 1932 Mk IV ridden by Cyril Julian who was 3rd in the 1950 Junior MGP and 4th in the 1951 event. George Oliver from London riding his old Mk V KTT, he's had it over 30 years, a regular habitue of Cadwell, before and after the war, as well as the other regular circuits and the MGP of 1948.

You will not mistake the riding style of the famous Stanley Woods riding his old works 500 Camshaft Velocette, the same machine he recently used for his 'Isle of Man lap of honour,' winner of 10 TTs and countless other events before the war. Arthur Wheeler is another of those who has innumerable wins to his credit, racing Excelsiors, Velocettes and Moto Guzzi machines. Today he is galloping a 250 Velocette, another with number 11 on its plates.

KTT hybrid No. 41, built and ridden in the races by Grahame Rhodes we expect to be cavalcaded by Arthur Wellstead from Nottingham, who made his name riding a similar machine here at Donington in the 1930s. Arthur finished second to Freddie Frith in the last race here before the war, both were on 500 Nortons at the time and Peter Goodman was third on the works Velocette.



We complete the line up of KTTs by producing a pair of what must be the prettiest racing motor bicycles of all time, a couple of Mk VIII models, today we hope to have Bill Lomas and Freddie Frith. Lomas rode Royal Enfield, AJS, MV Agusta, Velocette and finally took world championship honours for Moto Guzzi. Freddie Frith from Grimsby, commenced his competition career on a Wedge tank K model around 1929, followed by successful rides on early KTTs, in MGPs, then works Nortons for the TT, he was the first to lap the Island in excess of 90 mph — in 1937, and after the war he won everything that was worth winning on Velocettes culminating in a World Championship win with 100% points in 1949 and an OBE for his efforts — Freddie was — is a true gentleman of the sport; we hope he can make it today.

KTT Velocette production ceased in 1950, though odd works machines were used until 1952.

From the 1950s until the demise of the Company in 1971, a new range of models were produced, based with certain exceptions on basic 1930s designs but all with rear springing, and today these models are represented by five examples, owned and ridden by members of the Velocette Owners' Club. We have for instance, MAC, Viper Clubman, Venom, Thruxton, the 24 hour record breaking Venom, a record that still stands, today ridden by one of the team of riders, none other than Bertie Goodman himself. Accompanied by Stephen Griffith, eldest son of the late

J.G., on the Thruxton that won the 1969 500 Class of the Production TT in the Isle of Man. Finally, Vernon Wallis is mounted on the beautiful Seymour Mettisse, a much worked Venon engined machine, produced by Ralph Seymour, and regularly ridden in the Manx Grand Prix to this day.

And if you happen to catch a glimpse of a policeman on a nobby bike, the famous silent LE, well it means that we have been successful in finding one of these fine little machines too.

We were hopeful of having the pleasure of the company of Mr and Mrs George Denley, late directors of the old Veloce company and aunt and uncle to Peter and Bertie Goodman, but regret it is too much for them to venture out this far, both being well into their eighties. However, they send their very best wishes to all "Velocetters" and wish you all, whatever you ride, a very good day's sport.

We would like to take this opportunity of thanking the spectators for their support, for all the competitors for putting on such a fine show, for members of the VMCC organising Committee, the Pathfinders & Derby Motor Club Ltd and for those hard working members of the East Midland Centre, in fact everyone who has made this event possible, without whom we could have no such events — not forgetting of course Tom Wheatcroft, Peter Gaydon and their team who allow us to use the superb Donington Park Circuit.

#### GUEST RIDERS FOR VELOCETTE CAVALCADE

##### Jackets numbered in machine age order

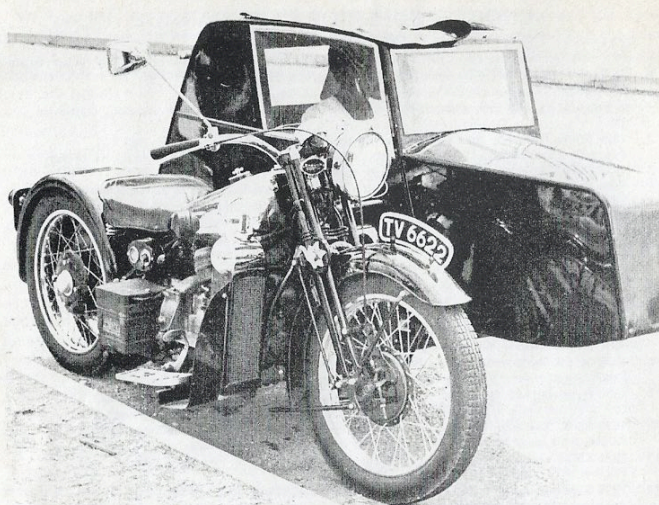
Jacket No.	Machine	Rider	Jacket No.	Machine	Rider
2	1911 Velocette 2 1/2 hp	D. Bailey	23	1938 KTT 250 OHC Special	Arthur Wheeler
3	1913 Velocette 206 cc	A. J. Rhodes	25	1949 KTT 350 OHC Mk VIII	Bill Lomas
8	1925 K 350 OHC	Eric Thompson	27	1949 KTT 350 OHC Mk VIII	Freddie Frith
10	1927 K 350 OHC	Peter Goodman	28	1960 Venom 499 OHV	Phil Goude
14	1928 K 'Spring Heeled Jack' 350 OHC	Ron Russell	29	1963 Viper Clubman 349 OHV	Gerry Gibbins
15	1929 KTT 350 OHC	David Ward	30	1966 Venom Thruxton 499 OHV	Ron Bullen
16	1930 KTT 350 OHC 4 speed works	Ivan Rhodes	33	24 Hour Record holding 499 Venon	Bertie Goodman
17	1932 KTT 350 OHC Mk IV	Cyril Julian	34	Clubman TT Winning Thruxton 499 OHV	Stephen Griffith
19	1935 KTT 350 OHC Mk V	George Oliver	36	Seymour Mettisse 499 OHV	Vernon Wallis
21	1937 KTT 495 OHC works	Stanley Woods			
22	1938 KTT 350 OHC Special	Arthur Wellstead			

#### BROUGH SUPERIOR CLUB PARADE

In front — Brough Superior car. Owned and driven by Dr Beynon. All purpose saloon. 3.6 litre Hudson engine 21.6 HP 6 cylinder. Hopefully Mrs Bough will be riding in this car.

- 1924 SS-80. Owned and ridden by Ted Fry. JAP 980 cc. Reg. No. AU 9675. Appeared at the BMF Rally and the Banbury Run in which it has won the Brough Superior Trophy since 1976.
- 1924 SS-80. Owned by John Wallis, ridden by John English. JAP 980 cc. Reg. No. MR 403. Appeared at the Founders Day and the Banbury Run. Ridden this year by the owner to the Isle of Man TT.
- 1928 SS-100 Special. Owned by Dick Knight. JAP 980 cc. Previously holder of the British National Flying Mile. A Sprint Special capable of 128 mph over a flying kilo.
- 1929 SS-100. Owned and ridden by Richard Gulvin. JAP 980 cc. Reg. No. EY 3601. Appeared at many hill climbs and sprints when owned by Reg Barton and Dick Knight.
- 1932 Austin Straight 4. Owned and ridden by John Wallis. Austin 7 800 cc. Reg. No. TV 6622. Appeared at many VMCC events and has twice been at Holland and broken the crankshaft. 10 originally built, nine of which still exist. Reverse gear.
- 1935 SS-80. Owned by Peter Wilkinson. Matchless 1030 cc. Reg. No. BTO 279. Has been raced at VMCC meetings by both Peter and Rosemary Wilkinson, this is the first production Matchless SS-80.
- 1935 SS-80. Owned and ridden by Reeves Williams. Matchless 990 cc. Reg. No. CHY 885. A family heirloom now in the third generation.
- 1935 SS-80. Owned and ridden by Bob Gibbins. Matchless 990 cc. Reg. No. CGH 666. Has appeared at many VMCC events. Fitted with Watsonian sidcar.
- 1935 Overhead 680. Owned and ridden by Fred Staughton. JAP 680 cc. Reg. No. BJO 933. One of the last 680's to be made and the youngest in existence. Ridden to Holland last year.
- 1936 SS-80. Owned by Peter Staughton, ridden by Ron Mills. Matchless 990 cc. Reg. No. DPF 322. Ridden to the Isle of Man TT this year. Originally supplied to Eric Fernihough.
- 1936 SS-80. Owned and ridden by Gerald Grimes. Matchless 990 cc. Reg. No. CXU 40. Featured in *On Two Wheels*. Owned for 14 years.
- 1936 SS-80. Owned and ridden by Paul Dexter. Matchless 990 cc. Reg. No. WS 8888. Appeared at the Founders Day.
- 1937 SS-80. Owned and ridden by B. S. Field. Matchless 990 cc. Reg. No. ACR 237. B and Q sprung frame.
- 1937 SS-80 De Luxe. Owned and ridden by Mike Trent. Matchless 990 cc. Reg. No. ATP 876. Appeared at Founder Day and South-West Coast Run. One owner until 1977 and restored by present owner. Over 6,000 miles ridden last year.
- 1937 SS-80. Owned and ridden by Bob Withers. Matchless 990 cc. Reg. No. DTV 141. Until last year used as everyday transport since 1973 averaging over 7,000 miles per year. Brough Superior sidcar.
- 1937 SS-80. Owned and ridden by Arthur Thompson. Matchless 990 cc. Reg. No. FUA 211.
- 1937 Transverse Twin. Owned and ridden by Albert Wallis. Matchless 990 cc. Reg. No. FAU 85. A prototype which didn't reach the production line. When bought as a wreck it was badly worn and well used. Reverse gear.
- 1937 11-50. Owned and ridden by Mike Edwards. JAP 1100 cc. Reg. No. DAU 672. A well used machine by our Chairman.
- 1938 SS-80. Owned and ridden by Jerry Catt. Matchless 990 cc. Reg. No. ETV 331. A newly restored machine ridden to the Isle of Man TT this year.
- 1938 SS-80. Owned and ridden by Mike Leatherdale. Matchless 990 cc. Reg. No. EYR 31. A rigid frame model with Druid forks. The last mechanical rebuild was at the Brough works in 1947.
- 1938 SS-100. Owned and ridden by Philip Toler. Matchless 990 cc. Reg. No. ETV 951. Appeared at the VMCC Rally at Harrogate this year. Fitted with a Blacknell Bullet sidcar.
- 1939 SS-100. Owned and ridden by Idris Williams. Matchless 990 cc. Reg. No. GWB 984. Owned by present owner for 18 years but previously owned by the Sheffield Police for patrol work.
- 1939 SS-80. Owned and ridden by Steve Ruffle. Matchless 990 cc. Reg. No. AFX 825. A recently restored machine which the owner will be taking to the USA for a marathon tour of 15,000 miles. Taking in 28 states from New York to California to Texas and Florida not forgetting excursions to Canada and Mexico. This marathon is to take place next year with the help of sponsors and it is hoped that if enough sponsorship is forthcoming to link this with a charity.
- 1936 SS-80. Owned and ridden by Norman Hawstock. 990 cc Matchless. Reg. No. CJO 455. Machine first registered on the day present owner was born.
- 1934 Overhead 680. Owned and ridden by Tim Day. JAP 680 cc. Reg. No. AXV 31.





Fewer than ten survive of the 4-cylinder Austin Seven car-engined Brough Superiors. Albert Wallis has this beautiful 1932 example though the sidecar is not original. Shaft drive in between the twin rear wheels.

## A Display of MIKE HAILWOOD'S WORLD-CHAMPIONSHIP WINNING HONDAS

Today in The Donington Museum

Plus The World's Largest Collection of  
GRAND PRIX RACING CARS &  
LEYLAND HISTORIC TRANSPORT VEHICLES

Over 200 exhibits Cafeteria & Shops  
Situated at the main entrance, next to Coppice Corner  
Admission: Adults £1.65, Children 50p.

## Today's Competitors Solos



5 Tony Harris	73 Algernon James	152 Fred Tindle	213 Victor McLachlan
7 Roger Allen	77 Geoffrey Hearn	153 Bill Morris	214 Derrick Whittle
8 Roger Munsey	78 Derek Kitcherside	156 Harry Bacon	215 Raymond Staveley
10 Peter Wilkinson	79 Ernest Braine	157 Fred Ellis	216 Rob Sewell
11 Chris Williams	81 Keith Lyndsell	159 Brian Lewis	218 Martin Longfoot
12 Mike Coombes	82 Peter Marriott	160 Geoffrey Nantes	220 Edwin Killips
18 Keith Wakelin	83 Hugo Russell	161 Roy Harrison	221 Colin Heath
19 John Harvey	84 Barry Blythe	162 Anthony Edwards	222 Dave Whiteside
20 Geoff Pollard	85 Geoff Wilderspin	166 Julian Bishop	223 David Lecoq
22 John Armstrong	86 Willie Wilshire	167 Ian Pearce	225 Don Darke
23 Norman Francis	87 Len Barnes	168 Bill Percival	226 Terry Robinson
25 David Frost	90 Duncan Hosie	170 Richard Adams	229 Graham Rudd
26 Don Murray	92 Jim Lidgate	171 Walter Angles	230 Douglas Stafford
27 Don Ellis	93 Bruce Hosie	173 John Crighton	233 Alan Walker
29 Lloyd Watson	95 Cyril Luton	174 Peter Doughty	234 Gary Doggett
32 Robin Gough	98 Gareth Owen	176 Philip Barton	235 Andrew Oliver
33 Bob Edwards	99 Emilio Toone	177 Mike Ward	236 Kenneth Waller
34 Kenneth Ramsden	101 Noel Allman	178 Douglas Jones	237 John Boggis
35 Anthony Jones	104 Trevor Shakespeare	179 David Swain	239 Robert Brown
36 Chris Griffiths	105 Steven Linsdell	180 Keith Prime	243 Paul Barber
37 Peter John	110 Geoffrey Eyre	181 Stephen Stott	247 Graham Dodd
39 Peter Miles	112 Peter Alcock	183 John Shaw	248 Chris Williams
41 Graham Rhodes	114 Roy Coyle	184 David Iszard	250 Shane Lockley
43 Tony Willmott	115 Roger Moss	185 Philip Stephens	252 Patrick Jeal
46 Paul Sturgess	116 Laurence Langridge	190 Neville Miller	254 Alfred Bacon
48 Alan Lewis	121 Don Daly	191 David Evershed	255 Paul Moorcroft
49 Ronald Balnaves	122 John Roberts	192 Peter Dean	258 Ian Turner
51 Kenneth Buchanan	123 Reginald Bolton	193 Roy Castle	259 Frank Turner
53 Mike Daly	124 Jeffrey Savage	194 Geoff Bain	263 Kenneth Rowling
54 Michael Savage	125 Ron Cornfoot	195 David Whitehouse	264 Kenneth Kynman
56 David Fox	130 Derek Older	197 Jeremy Burton	265 Stephen De'ath
57 Mick Roe	133 Roy Shearwood	201 Frank West-Oram	269 Derek Hampson
58 Chris Pereira	134 Brian Pashley	203 Simon Mulcuck	270 Howard Worrall
63 Robin Boalch	135 John Ziemba	204 Barry Bowley	271 Kenneth Harris
65 Christopher Moorcroft	136 Brian Denehy	205 Roger Lyons	272 Peter Fisher
66 Eddie Greaves	140 John Abbott	206 Peter Hodgkinson	273 Leslie Dawson
68 John Ruth	142 Richard Kettle	207 Harry Long	274 Allan Smith
69 Barrie Baxter	146 Peter Welch	208 Simon Hill	275 Geoff Little
71 Roger White	149 John Siddons	211 George Ewer	
72 Christopher Holt	151 Chris Jerromes	212 Julian White	

## Threewheelers

2 Titch Allen/Stephen Allen	22 Graham Alcock
5 Simon Walton/Peter John	26 Chris Williams/Trevor Shakespeare
7 Roger Allen/Tony Harris	31 Clifford Deardon/Mike Nottingham
8 Barbara Coombes/Adrian Western	33 Gary Caroline/Nigel Allen
9 Owen Greenwood/Alan Widdowson	34 Bill Tuer/Margaret Tuer
10 Peter Wilkinson/Stephen Woodward	35 Harold Pass/Mavis Kettle
11 Leonard Ore/David Fox	39 Charles Pilbeam/Rosaline Perfitt
15 John Lidgate/George Rose	40 Stuart Harper/Johnathon Garside
16 Rosemary Wilkinson/Stuart Travis	41 Dave Hodgson/Steph Wilkinson
17 Geoff Hearn/Terry Robinson	49 Terence Armson/Robert Holmes
21 Andrew Rynie/Paul Rynie	50 Stephen Stott/Nigel Buckingham





## Race 1

(Event 1)

6 laps  
11.74 milesSOLO MOTORCYCLES VINTAGE, POST VINTAGE  
& POST WAR up to 1953  
not exceeding 250 cc

No.	RIDER	TOWN	MACHINE	cc	YEAR
5	Tony Harris	Hinckley	Triumph	249	1939
7	Roger Allen	Ibstock	Moto Guzzi	250	1951
11	Chris Williams	Chepstow	Velocette	250	1937
18	Keith Wakelin	Derby	Velocette	250	1935
19	John Harvey	Huddersfield	Velocette	250	1938
26	Don Murray	Sutton Coldfield	Velocette	248	1936
36	Chris Griffiths	Oswestry	NSU	250	1953
37	Peter John	Bristol	Rudge-Pike	249	1949
56	David Fox	Cheltenham	Triumph	250	1937
57	Mick Roe	Brentwood	Velocette	250	1939
65	Chris Moorcroft	Ormskirk	Norton	250	1953
68	John Ruth	Chelmsford	Rudge	249	1938
69	Barrie Baxter	Liverpool	Rudge	249	1935
82	Peter Marriott	Kettering	CTS	249	1934
83	Hugo Russell	Malvern	Velocette	248	1951
92	Jim Lidgate	Knowle	Velocette	248	1950
110	Geoff Eyre	Scunthorpe	Velocette	249	1937
112	Peter Alcock	Oxford	Triumph	247	1937
121	Don Daly	Brentwood	Velocette	248	1939
125	Ron Cornfoot	Sapcote	NSU	247	1952
133	Roy Smearwood	Westoning	BSA	250	1953
134	Brian Pashley	Oadby	Rudge	247	1938
146	Peter Welch	Borrowash	Rudge	249	1935
149	John Siddons	Worksop	New Imperial	246	1936
153	Bill Morris	Thurmaston	Velocette	248	1937
171	Walter Angliss	Coundon	Rudge	250	1936
174	Peter Doughty	Hucknall	Rudge	247	1936
191	David Evershed	Chippenham	Triumph	249	1935
203	Simon Mulcuck	Ilkley	Velocette	249	1939
211	George Ewer	Denham	Rudge	250	1938
225	Don Darke	Peterborough	Triumph	250	1939
236	Kenneth Waller	Barton-on-Humber	Velocette	250	1937
243	Paul Barber	Leeds	Triumph	249	1939
269	Derek Hampson	Ormskirk	Triumph	249	1939

## RESULTS

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph



## Race 2

(Event 2)

6 laps  
11.74 milesSOLO MOTORCYCLES VINTAGE, POST VINTAGE  
& POST WAR up to 1953  
from 275-350 cc — Heat 1

No.	RIDER	TOWN	MACHINE	cc	YEAR
8	Roger Munsey	Groby	AJS	348	1951
20	(Entrant Harry Whitehouse Racing) Geoff Pollard	Sheffield	Norton	348	1933
23	Norman Francis	Lincoln	Norton	348	1938
32	Robin Gough	Hackney	Norton	348	1951
39	Peter Miles	Towcester	Velocette	348	1939
43	Tony Willmott	Knowle	Smith Velocette	348	1939
49	Ronald Balnaves	South Yardley	Smith Velocette	349	1936
66	Eddie Greaves	Towcester	Velocette	348	1936
84	Barry Blythe	Scunthorpe	Velocette	350	1931
85	Geoff Wilderspin	Old Warden	Omega-Jap	344	1925
98	Gareth Owen	Llangollen	Norton	350	1946
101	Noel Alliman	Kingswinford	Norton	348	1947
116	Laurence Langridge	Evesham	Velocette	348	1938
142	Richard Kettle	Stoke-on-Trent	Ariel	350	1948
160	Geoff Nantes	Portland	Velocette	348	1951
183	John Shaw	Halesowen	Velocette	348	1939
195	David Whitehouse	Kingswinford	Velocette	348	1939
213	(Entrant Harry Whitehouse Racing) Victor McLachlan	Wolverhampton	Velocette	350	1939
234	Gary Doggett	Milton Keynes	Cotton Blackburn	348	1927
239	Robert Brown	Stafford	Velocette	350	1938
252	Patrick Jeal	Coventry	BSA	350	1950
265	Stephen De'ath	Colchester	Velocette	350	1936

## RESULTS — Heat 1

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph





## Race 3

(Event 2)

6 laps  
11.74 milesSOLO MOTORCYCLES VINTAGE, POST VINTAGE  
& POST WAR up to 1953  
from 275-350 cc — Heat 2

No.	RIDER	TOWN	MACHINE	cc	YEAR
12	Mike Coombes	Marcham	Triumph	350	1938
18	Keith Wakelin	Derby	Velocette	350	1938
29	Lloyd Watson	Redruth	Velocette	350	1934
37	Peter John	Bristol	Triumph	343	1939
41	Grahame Rhodes	Borrowash	Velocette	348	1936
46	Paul Sturgess	Andover	Zenith	340	1929
58	Chris Pereira	Bracknell	Velocette	348	1948
72	Christopher Holt	Gnosall	Triumph	343	1938
83	Hugo Russell	Malvern	Velocette	348	1949
87	Len Barnes	West Tilbury	Triumph	348	1939
92	Jim Lidgate	Knowle	Velocette	348	1950
105	Steven Linsdell	Westoning	Royal Enfield	346	1950
133	Roy Shearwood	Westoning	BSA	350	1950
153	Bill Morris	Thurmaston	Velocette	348	1937
181	Stephen Stott	Kidderminster	Norton	348	1952
192	Peter Dean	Congleton	Velocette	349	1939
206	Peter Hodgkinson	Hastings	BSA	348	1952
233	Alan Walker	Duffield	Velocette	349	1935
235	Andrew Oliver	Ickenham	Velocette	348	1935
247	Graham Dodd	Halesowen	Velocette	350	1950
255	Paul Moorcroft	Ormskirk	AJS	350	1950
275	Geoff Little	Owldthistle	Velocette	350	1934

## RESULTS — Heat 2

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

## OVERALL RESULTS

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph



## Race 4

(Event 3)

6 laps  
11.74 milesSOLO MOTORCYCLES VINTAGE, POST VINTAGE (1944)  
unlimited capacity. Club Championship Race — Heat 1

No.	RIDER	TOWN	MACHINE	cc	YEAR
10	Peter Wilkinson	Chilwell	Velocette	498	1939
19	John Harvey	Huddersfield	Velocette	250	1938
23	Norman Francis	Lincoln	Norton	630	1939
27	Don Ellis	Aylesbury	Rudge	500	1937
39	Peter Miles	Towcester	Velocette	348	1939
48	Alan Lewis	Blisworth	Triumph	498	1939
51	Kenneth Buchanan	Colchester	BMW	530	1938
57	Mick Roe	Brentwood	Velocette	250	1939
69	Barrie Baxter	Liverpool	Rudge	249	1935
79	Ernest Braine	Eastcote	AJW	500	1935
84	Barry Blythe	Scunthorpe	Rudge	495	1936
98	Gareth Owen	Llangollen	Excelsior	500	1937
112	Peter Alcock	Oxford	Triumph	247	1937
121	Don Daly	Brentwood	Velocette	475	1937
134	Brian Pashley	Oadby	Sunbeam	493	1934
152	Fred Tindle	Christchurch	Norton	490	1936
157	Fred Ellis	Hemel Hempstead	BSA	496	1938
162	Anthony Edwards	Walsall	Norton	490	1930
170	Richard Adams	Alcester	Velocette	495	1938
176	Philip Barton	Congleton	Ariel	500	1937
180	Keith Prime	Nottingham	Rudge	499	1935
185	Philip Stephens	Woodford Green	Ariel	540	1938
190	Neville Miller	Chelmsford	Velocette	495	1938
203	Simon Mulcuck	Ilkley	Velocette	249	1939
213	Victor McLachlan	Wolverhampton	Velocette	350	1939
221	Colin Heath	Copthorne	Scott	596	1935
225	Don Darke	Peterborough	Triumph	250	1939
230	Douglas Stafford	Birstall	Vincent HRD	499	1937
236	Kenneth Waller	Barton on Humber	Velocette	250	1937
243	Paul Barber	Leeds	Triumph	250	1939
264	Kenneth Kynman	Hull	Norton	498	1938

## RESULTS — Heat 1

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph





# Race 5

(Event 3)

6 laps  
11.74 miles

## SOLO MOTORCYCLES VINTAGE, POST VINTAGE (1944) unlimited capacity. Club Championship Race — Heat 2

No.	RIDER	TOWN	MACHINE	cc	YEAR
11	Chris Williams	Llanishen	Velocette	500	1939
18	Keith Wakelin	Derby	Velocette	350	1938
25	David Frost	Benfleet	Velocette	495	1936
34	Kenneth Ramsden	Bradford	Norton	490	1939
41	Grahame Rhodes	Borrowash	Velocette	348	1936
46	Paul Sturgess	Andover	Zenith	340	1929
53	Mike Daly	Stafford	Velocette	470	1938
58	Chris Peretra	Bracknell	Velocette	500	1937
71	Roger White	Chorley	Triumph	500	1939
81	Keith Lyndsell	Harrow Barrow	Panther	600	1928
85	Geoff Wilderspin	Old Warden	Rudge	499	1937
92	Jim Lidgate	Knowle	Velocette	348	1939
115	Roger Moss	South Croxton	Scott	650	1930
122	John Roberts	Berkeley	Triumph	500	1939
136	Brian Denehy	Wisbech	Norton	499	1937
153	Bill Morris	Thurmaston	Velocette	348	1937
159	Brian Lewis	Chepstow	Sunbeam	492	1926
167	Ian Pearce	Bridgnorth	Scott	600	1935
171	Walter Angliss	Coventry	Rudge	250	1936
177	Mike Ward	Newark	Ariel	500	1939
183	John Shaw	Halesowen	Velocette	348	1939
192	Peter Dean	Congleton	Velocette	349	1939
193	Roy Castle	Rugby	Ariel	500	1939
208	Simon Hill	East Grinstead	Triumph	498	1938
214	Derrick Whittle	Whitworth	Scott	600	1930
222	Dave Whiteside	Dunstable	Scott	498	1929
226	Terry Robinson	Woodborough	Ariel	500	1938
233	Alan Walker	Duffield	Velocette	349	1935
235	Andrew Oliver	Ickenham	Velocette	348	1935
248	Chris Williams	Dudley	Panther	500	1927
265	Stephen De'ath	Colchester	Velocette	350	1936

### RESULTS — Heat 2

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

# Race 6

(Event 3)

6 laps  
11.74 miles

## SOLO MOTORCYCLES VINTAGE, POST VINTAGE (1944) unlimited capacity. Club Championship Race — Heat 3

No.	RIDER	TOWN	MACHINE	cc	YEAR
12	Mike Coombes	Marcham	Triumph	350	1938
20	Geoff Pollard	Sheffield	Norton	596	1938
(Entrant MZ Motorcycles (UK) Ltd)					
26	Don Murray	Sutton Coldfield	Velocette	405	1929
37	Peter John	Bristol	Triumph	343	1939
43	Tony Willmott	Knowle	Smith Velocette	348	1939
49	Ronald Balnaves	Birmingham	Ariel	497	1939
54	Michael Saville	Newent	Ariel	520	1939
66	Eddie Greaves	Towcester	Velocette	348	1936
72	Christopher Holt	Gnosall	Triumph	343	1938
82	Peter Marriott	Kettering	CTS	249	1934
87	Len Barnes	West Tilbury	Triumph	349	1939
110	Geoffrey Eyre	Scunthorpe	Velocette	249	1937
116	Laurence Langridge	Evesham	Velocette	348	1938
125	Ron Cornfoot	Sapcote	Norton	499	1934
146	Peter Welch	Borrowash	Rudge	578	1934
156	Harry Bacon	Edwinstowe	Triumph	498	1939
161	Roy Harrison	Skelmersdale	Ariel	500	1937
168	George Percival	Coventry	Rudge	499	1930
174	Peter Doughty	Hucknall	Rudge	500	1933
179	David Swain	Long Clawson	P&M Panther	498	1926
184	David Iszard	Witham	Ariel	527	1938
191	David Evershed	Chippenham	Triumph	249	1935
194	Geoff Bain	Widnes	Norton	550	1928
211	George Ewer	Uxbridge	Rudge	250	1938
220	Edwin Killips	Oakham	Triumph	498	1935
223	David Lecoq	Luton	Scott	600	1929
229	Graham Rudd	Stamford	Triumph	498	1938
234	Gary Doggett	Milton Keynes	Cotton Blackburn	348	1927
239	Robert Brown	Stafford	Velocette	350	1938
259	Frank Turner	Eccleston	Velocette	495	1938
271	Kenneth Harris	Coleorton	Norton CSI	490	1929
275	Geoff Little	Oswaldtwistle	Triumph	500	1938

### RESULTS — Heat 3

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

### OVERALL RESULT:

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_ 6th \_\_\_\_\_  
 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ m.p.h.  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ m.p.h.





## Race 7

(Event 4)

6 laps  
11.74 milesSOLO MOTORCYCLES VINTAGE RACING  
Up to 1930  
unlimited capacity

No.	RIDER	TOWN	MACHINE	cc	YEAR
11	Chris Williams	Llanishen	Velocette	350	1930
20	Geoff Pollard	Sheffield	Norton	490	1929
26	Don Murray	Sutton Coldfield	Velocette	405	1929
46	Paul Sturgess	Andover	Norton	490	1929
48	Alan Lewis	Blisworth	Norton	499	1929
77	Geoff Hearn	Burton Joyce	Ariel	500	1929
81	Keith Lyndsell	Harrow Barrow	Panther	600	1928
85	Geoff Wilderspin	Old Warden	Omega-Jap	344	1925
86	Willie Wilshere	Watford	Rudge	500	1929
95	Cyril Luton	Yate	Sunbeam	490	1926
101	Noel Allman	Kingswinford	Scott	596	1929
115	Roger Moss	South Croxton	Scott	650	1930
159	Brian Lewis	Chepstow	Sunbeam	492	1926
(Entrant Percy Evans)					
162	Anthony Edwards	Walsall	Norton	490	1930
167	Ian Pearce	Bridgnorth	Scott	600	1929
168	George Percival	Coventry	Rudge	499	1930
179	David Swain	Long Clawson	P&M Panther	498	1926
194	Geoff Bain	Widnes	Norton	550	1928
214	Derrick Whittle	Whitworth	Scott	600	1930
221	Colin Heath	Copthorne	Scott	596	1929
222	Dave Whiteside	Dunstable	Scott	498	1929
223	David Lecoq	Caddington	Scott	600	1929
234	Gary Doggett	Milton Keynes	Cotton Blackburn	348	1927
248	Chris Williams	Dudley	Rantmer	600	1927
263	Kenneth Rawling	Swinton	Sunbeam	498	1928
271	Kenneth Harris	Coleorton	Norton	490	1929
272	Peter Fisher	Penn	Raleigh	350	1929

## RESULTS

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph



## Race 8

(Event 5)

6 laps  
11.74 milesSOLO MOTORCYCLES POST WAR up to 1953  
unlimited capacity. Club Championship Race — Heat 1

No.	RIDER	TOWN	MACHINE	cc	YEAR
7	Roger Allen	Ibstock	Triumph	650	1953
20	Geoff Pollard	Sheffield	Cotton	497	1948
(Entrant MZ Motorcycles (UK) Ltd)					
23	Norman Francis	Lincoln	Norton	500	1951
25	David Frost	Benfleet	Velocette	497	1945
33	Bob Edwards	Oswestry	Triumph	649	1953
36	Chris Griffiths	Oswestry	Triumph	650	1952
46	Paul Sturgess	Andover	Triumph	498	1949
57	Mick Roe	Brentwood	Norton	650	1947
65	Christopher Moorcroft	Ormskirk	BSA	500	1952
73	Algernon James	Kenilworth	Triumph	648	1952
78	Derek Kitcherside	Ibstock	Norton	490	1949
83	Hugo Russell	Malvern	Velocette	348	1949
93	Bruce Hosie	Bristol	Triumph	498	1951
99	Emilio Toone	Goole	Triumph	649	1952
105	Steven Linsdell	Westoning	Royal Enfield	700	1953
123	Reginald Bolton	Shepton Mallet	Vincent	998	1952
125	Ron Cornfoot	Sapcote	NSU	247	1952
133	Roy Shearwood	Westoning	BSA Gold Star	350	1950
142	Richard Kettle	Stoke-on-Trent	Ariel	350	1948
156	Harry Bacon	Edwinstowe	Triumph	648	1952
160	Geoffrey Nantes	Portland	Velocette	348	1951
173	John Crighton	Keighley	Norton	500	1950
178	Douglas Jones	Walsall	Triumph	650	1952
195	David Whitehouse	Kingswinford	Fan Special	499	1953
(Entrant Harry Whitehouse Racing)					
201	Frank West-Oram	Northwich	Triumph	498	1952
205	Roger Lyons	Colwyn Bay	Triumph	650	1951
207	Harry Long	Godalming	BSA	499	1952
212	Julian White	Harrow	BSA	499	1950
216	Rob Sewell	Loughborough	Norton	500	1953
237	John Boggis	Tackley	Triumph	500	1951
252	Patrick Jeal	Coventry	BSA	540	1950
258	Ian Turner	Nuneaton	Triumph	500	1952
274	Allan Smith	Chorley	Triumph	650	1950

## RESULTS — Heat 1

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph



## Race 9

(Event 5)

6 laps  
11.74 miles**SOLO MOTORCYCLES POST WAR up to 1953**  
unlimited capacity. Club Championship Race — Heat 2

No.	RIDER	TOWN	MACHINE	cc	YEAR
5	Tony Harris	Hinckley	Triumph	648	1951
8	Roger Munsey	Groby	Norton	499	1953
(Entrant Harry Whitehouse Racing)					
22	John Armstrong	Hullavington	Triumph	649	1950
32	Robin Gough	Hackney	Norton	348	1951
35	Anthony Jones	Market Drayton	Triumph	650	1953
43	Tony Willmott	Knowle	Triumph	498	1945
48	Alan Lewis	Blisworth	Norton	499	1953
63	Robin Boalch	Peterborough	Triumph	500	1947
68	John Ruth	Chelmsford	Norton	499	1948
77	Geoff Hearn	Burton Joyce	Triumph	650	1952
79	Ernest Braine	Eastcote	Triumph	650	1953
90	Duncan Mosie	Bristol	Norton	550	1953
98	Gareth Owen	Llangollen	Norton	350	1946
104	Trevor Shakespeare	Walsall Wood	Triumph	500	1949
114	Roy Coyle	London Colney	Triumph	648	1949
124	Jeffrey Savage	Bath	Triumph	650	1950
130	Derek Older	Claygate	Vincent	499	1951
135	John Ziemba	Darwen	Triumph	650	1953
140	John Abbott	Todmorden	Vincent	499	1951
151	Chris Jerromes	Nuneaton	Triumph	500	1952
157	Fred Ellis	Hemel Hempstead	Triumph	498	1951
166	Julian Bishop	Coleford	Vincent	499	1949
181	Stephen Stott	Kidderminster	Norton	348	1952
197	Jeremy Burton	Bristol	Triumph	498	1950
204	Barry Bowley	Ilstock	Triumph	650	1950
206	Peter Hodgkinson	Hastings	BSA	499	1953
211	George Ewer	Denham	Triumph	498	1948
215	Raymond Staveley	Doncaster	Triumph	650	1951
218	Martin Longfoot	Peterborough	Triumph	500	1947
250	Shane Lockley	Waddington	Norton	600	1946
254	Alfred Bacon	Sutton in Ashfield	Triumph	498	1952
270	Howard Worrall	Kidsgrove	Triumph	500	1951
273	Leslie Dawson	Pontefract	Triumph	650	1952

## RESULTS — Heat 2

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

## OVERALL RESULTS

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph



## Race 10

(Event 6)

6 laps  
11.74 miles**THREEWHEELERS up to 1953**  
unlimited capacity. Heat 1

No.	RIDER & PASSENGER	TOWN	MACHINE	cc	YEAR
7	Roger Allen	Ilstock	Triumph	650	1953
	Tony Harris				
9	Owen Greenwood	Thurmaston	Triumph	650	1951
	Alan Widdowson				
15	John Lidgate	Knowle	Triumph	650	1950
	George Rose				
22	Graham Alcock	Beeston	Triumph	649	1952
	Barry Voss				
31	Cliff Dearden	Doncaster	Morgan	1172	1934
	Mike Nottingham				
33	Gary Caroline	Ripley	Morgan	1096	1928
	Nigel Allen				
34	Bill Tuer	Halewood	Morgan	995	1932
	Margaret Tuer				
35	Harold Pass	Congleton	Morgan	1097	1936
	Mavis Kettle				
39	Charles Pilbeam	Halifax	Morgan	1172	1938
	Rosaline Perfitt				
40	Stuart Harper	Brixworth	Morgan	1100	1922
	Jonathan Garside				
41	Dave Hodgson	Bradford	Morgan	1172	1935
	Steph Wilkinson				

## RESULTS — Heat 1

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_  
 Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph





# Race 11

(Event 6)

6 laps  
11.74 miles

## THREEWHEELERS up to 1953 unlimited capacity. Heat 2

No.	RIDER & PASSENGER	TOWN	MACHINE	cc	YEAR
2	Titch Allen	Burton Joyce	Triumph	648	1953
5	Simon Walton	Noke	Rudge	500	1932
8	Barbara Coombes	Marcham	Triumph	650	1950
10	Peter Wilkinson	Chilwell	Velocette	560	1939
11	Len Ore	Cinderford	Ariel	530	1938
16	Rosemary Wilkinson	Chilwell	Velocette	498	1939
17	Geoff Hearn	Burton Joyce	Ariel	638	1938
21	Andrew Ryrie	London	Panther	600	1952
26	Chris Williams	Dudley	Panther	600	1953
49	Terence Armson	Mansfield	BSA	650	1951
50	Stephen Stott	Kidderminster	Triumph	648	1953
	Nigel Buckingham				

### RESULTS - Heat 2

1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th
Winner's Time	Speed			mph
Fastest Lap: No.	Time	Speed		mph

### OVERALL RESULTS

1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th
Winner's Time	Speed			mph
Fastest Lap: No.	Time	Speed		mph

# Race 12

(Event 7)

10 laps  
19.57 miles

## DONINGTON JOINT CHAMPIONSHIP FINAL unlimited capacity

36 riders (First 18 overall from Races 3, 4, 5 and first 18 overall from Races 8 and 9)

### RESULTS

1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th
Winner's Time	Speed			mph
Fastest Lap: No.	Time	Speed		mph

# Race 13

(Event 8)

6 laps  
11.74 miles

## INVITATION RACE FOR THREEWHEELERS up to 1952 - unlimited capacity 18 Riders

### RESULTS

1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th
Winner's Time	Speed			mph
Fastest Lap: No.	Time	Speed		mph

## DONINGTON PARK

### VINTAGE MOTOR CYCLE LAP RECORDS

Vintage solos (up to December 31, 1930) unlimited			
John Wilkinson (580 cc Norton - 1930)	1m 36.4s	73.09 mph	18/6/78
Vintage and post-vintage solos (up to December 31, 1945) unlimited			
Jonathan Parkes (498 cc Triumph - 1938)	1m 35.3s	73.93 mph	18/6/78
Vintage, post-vintage and post-war (up to December 31, 1952) solos up to 250 cc			
Mervyn Stratford (249 cc Rudge - 1936)	1m 42.6s	68.67 mph	18/6/78
Vintage, post-vintage and post-war (up to December 31, 1952) solos 275-350 cc			
Steven Linsdell (346 cc Royal Enfield - 1950)	1m 35.2s	74.01 mph	18/6/78
Post-war (up to December 31, 1952) solos unlimited			
Mick Broom (649 cc Triumph - 1950)	1m 31.8s	76.75 mph	18/6/78
Threewheelers/sidecars (up to December 31, 1952) unlimited			
Roger Allen/Christine Gagg (650 cc Triumph - 1951)	1m 49.3s	64.46 mph	18/6/78
John Litgate/George Rose (650 cc Triumph - 1950)	1m 49.3s	64.45 mph	18/6/78
Threewheelers/Morgans (up to December 31, 1952) unlimited			
Bill Tuer/Bill Winstanley (995 cc Morgan-JAP - 1932)	1m 42.8s	68.54 mph	18/6/78

### VINTAGE MOTOR-CYCLE RACE RECORDS

Vintage solos (up to December 31, 1930) unlimited			
John Wilkinson (580 cc Norton - 1930)	70.11 mph		18/6/78
Vintage and post-vintage solos (up to December 31, 1945) unlimited			
Jonathan Parkes (498 cc Triumph - 1938)	72.10 mph		18/6/78
Vintage, post-vintage and post-war (up to December 31, 1952) solos up to 250 cc			
Peter Doughty (247 cc Rudge - 1936)	67.29 mph		18/6/78
Vintage, post-vintage and post-war (up to December 31, 1952) solos 275-350 cc			
Steven Linsdell (346 cc Royal Enfield - 1950)	71.92 mph		18/6/78
Post-war (up to December 31, 1952) solos unlimited			
Mick Broom (649 cc Triumph - 1950)	74.69 mph		18/6/78
Threewheelers/sidecars (up to December 31, 1952) unlimited			
Roger Allen/Christine Gagg (650 cc Triumph - 1951)	63.48 mph		18/6/78
Threewheelers/Morgans (up to December 31, 1952) unlimited			
Bill Tuer/Bill Winstanley (995 cc Morgan-JAP - 1932)	66.51 mph		18/6/78





## 1979 FIXTURES

**SATURDAY/SUNDAY AUGUST 18/19**

### **LIONS CLUBS EUROPEAN FORMULA 2 TROPHY MEETING**

The European Formula 2 Championship over 70 laps.

*Plus:* Tricentrol British Saloon Car Championship, Esso Historic Single Seater Championship, Esso Formula Ford 1600 Championship, Chequered Flag Sports 2000 Championship

**Sunday August 26**

### **ACU BRITISH MOTOR CYCLE CHAMPIONSHIPS**

**SUNDAY SEPTEMBER 9**

### **SUPER STAR CAMARO RACE**

First appearance in UK of Swedish Camaro Challenge

**Sunday September 16**

### **Championship Motor Racing**

**SATURDAY/SUNDAY SEPTEMBER 22/23**

### **AGV NATIONS CUP WORLD MOTOR CYCLE MATCH RACES**

Team Event between USA, Britain, France, Italy and Rest of World starring World's Top Riders

**Sunday October 7 6 Hour Car Relay Race**

**Sunday October 14 National Motorcycle Races**

**Saturday October 20 INTERNATIONAL TV RALLYSPRINT**

**SUNDAY OCTOBER 28**

### **INTERNATIONAL FORMULA FORD 2000 and INTERNATIONAL FORMULA FORD 1600 CHALLENGE RACES**

The organisers/promoters reserve the right to alter or cancel a programme without notice.