

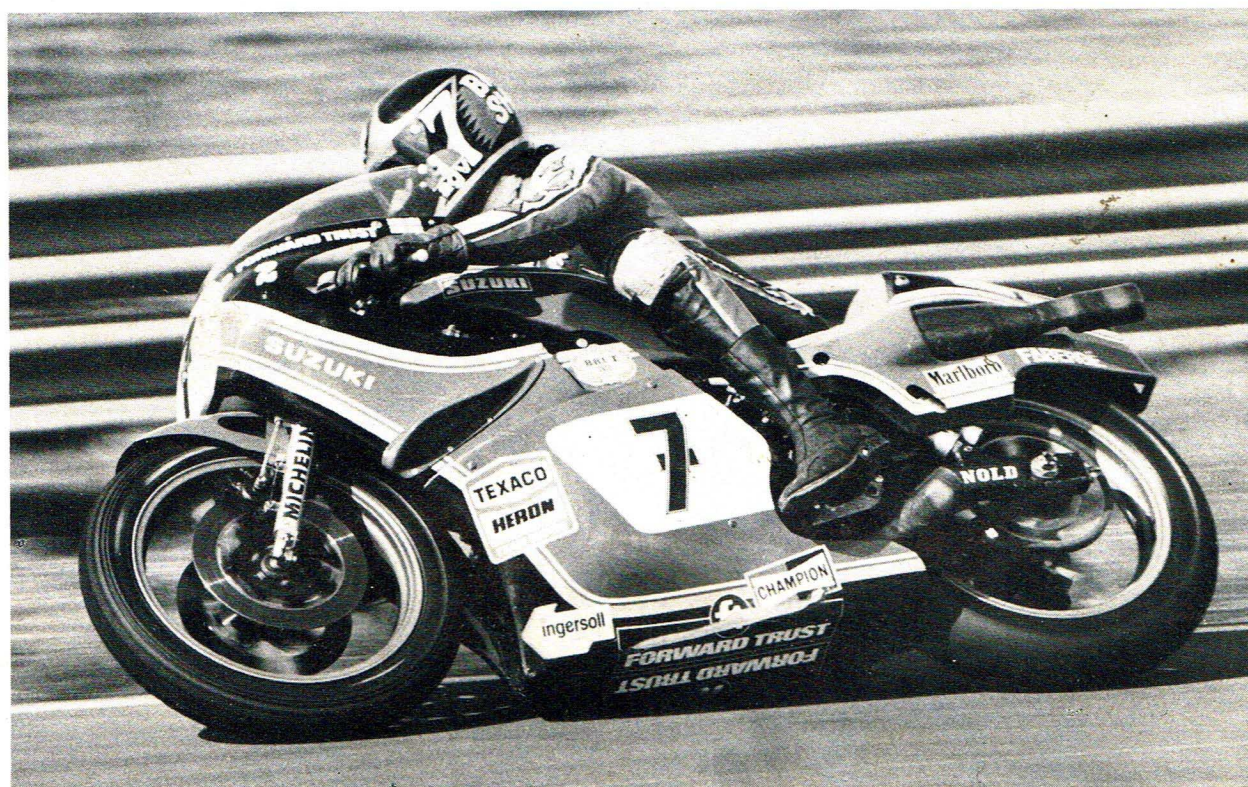


DONINGTON

THE HEART OF BRITISH MOTOR SPORT

FIRST INTERNATIONAL MOTOR-CYCLE ROAD RACE MEETING SUNDAY JULY 9th

(Qualifying, July 8)



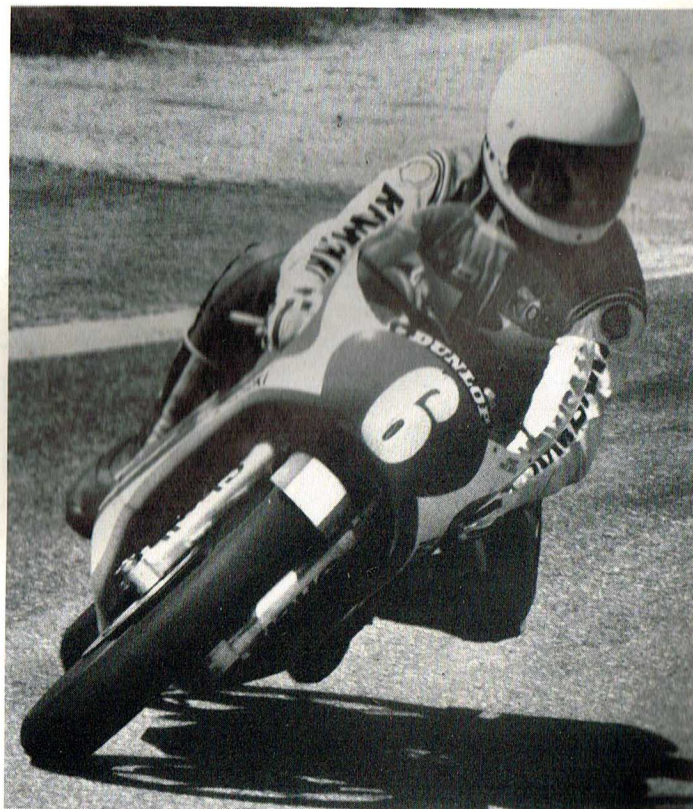
Organised by
The Pathfinders
& Derby Motor
Club

Official
Programme 4Op

For conditions of admission see inside



Some of the stars at Donington: Mike Hailwood (above); Kork Ballington (below); Dave Potter leads Barry Sheene (right); Mick Grant leads the Superbike field (below, right).



Welcome to Donington, The Heart of British Motor Sport

Today's event marks another first in the history of the new Donington circuit — it is our first Full International motorcycle meeting since pre-war days. We are really thrilled to welcome a fantastic line-up of world class riders, not only for the MCN/Brut Superbike Championship Race but also for all the other events on our programme.

We have tried to make sure that each race has riders of the very highest calibre and our policy at future Internationals will be always to have the best possible quality field. We feel that it is most important to attract riders for not only the large capacity classes but also the smaller capacity classes to give encouragement to young riders in this country at international events and also to make sure that our programme contains a representative entry for every race.

We have here today some of the great names of British motor cycle racing and I am sure that we shall all have a really exciting day's sport.

Peter Gaydon,
Managing Director,
Donington Park Racing Ltd.

Donington International Motor Cycle Meeting

JULY 8/9 1978

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 Motocycliste, and the Supplementary and Final Regulations of the Auto Cycle Union and the Supplementary and Final Regulations issued by the Club.
Permit No. ACU 132 Permanent Course Licence No. 16

TIMETABLE

SATURDAY JULY 8: OFFICIAL PRACTICE

Untimed sessions

09.30 — 09.40	250 cc
09.45 — 09.55	500 cc
10.00 — 10.10	350 cc
10.15 — 10.25	1000 cc/MCN Superbike
10.30 — 10.40	TT Formula 1
10.45 — 10.55	Sidcars
11.00 — 11.10	250 cc
11.10 — 11.20	500 cc
11.20 — 11.30	350 cc
11.30 — 11.40	1000 cc/MCN Superbike
11.40 — 11.50	TT Formula 1
11.50 — 12.00	Sidcars

Timed sessions

13.30 — 13.50	250 cc
13.55 — 14.15	MCN Superbike
14.20 — 14.40	Sidcars (even numbers)
14.45 — 15.05	500 cc
15.10 — 15.30	Sidcars (odd numbers)
15.35 — 15.55	TT Formula 1
16.00 — 16.20	350 cc
16.25 — 16.45	1000 cc (even numbers)
16.50 — 17.10	1000 cc (odd numbers)

SUNDAY JULY 9

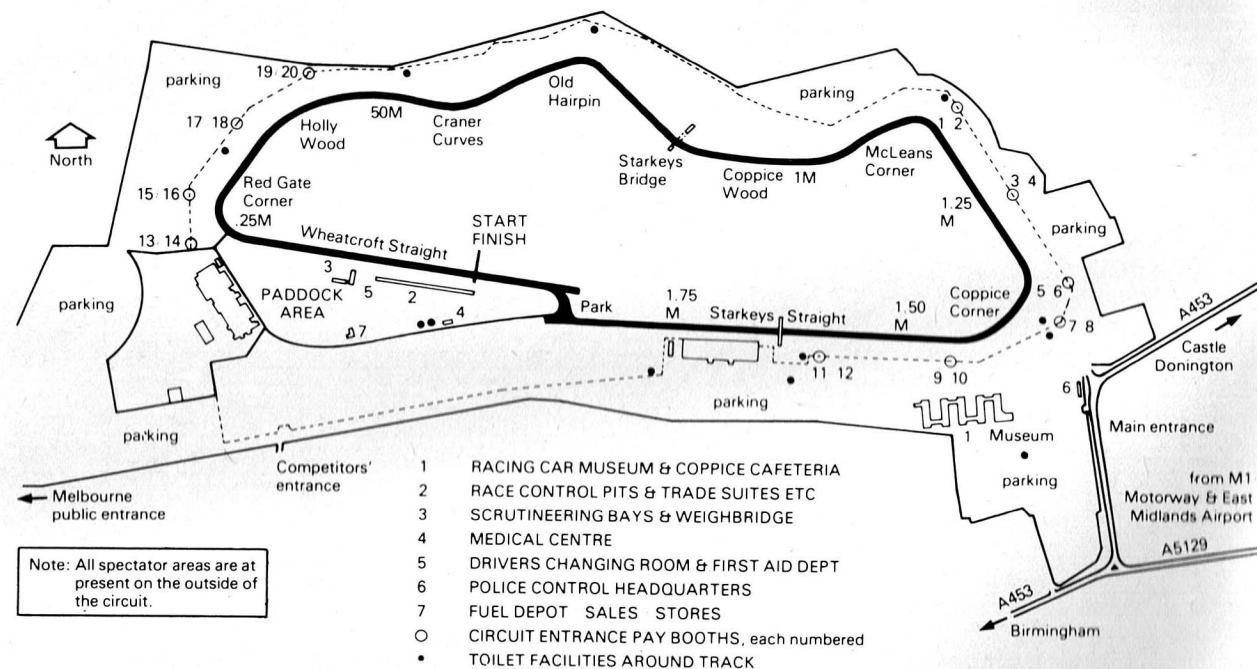
RACE PROGRAMME: 1st race 12.30 pm

Race 1	12 laps, 23.49 miles	International 250 cc Lightweight
Race 2	18 laps, 35.23 miles	Motor Cycle News/Brut Superbike Championship
Race 3	6 laps, 11.74 miles	International Sidcars, heat 1
Race 4	15 laps, 29.36 miles	International 500 cc Senior
Race 5	6 laps, 11.74 miles	International Sidcars, heat 2
Race 6	20 laps, 39.15 miles	ACU TT Formula 1 Championship
Race 7	6 laps, 11.74 miles	International 1000 cc Superbike, heat 1
Race 8	6 laps, 11.74 miles	International 1000 cc Superbike, heat 2
Race 9	12 laps, 23.49 miles	International 350 cc Junior
Race 10	15 laps, 29.36 miles	International 1000 cc Superbike, final
Race 11	12 laps, 23.49 miles	International Sidcars, final



Grandstand seating is available on outside of Redgate and Coppice Corners; price £1.50
Paddock transfer: £1.50

Lap Distance: 1.957 miles
3.149 kilometres



Donington Souvenirs and general accessories (including films) are on sale in the shop, in the centre of the paddock.

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	61.77 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

These apply on July 9th only.

TODAY'S COMPETITORS

Solos

No.	DRIVER'S NAME	TOWN/COUNTRY
1	ROGER MARSHALL	Binbrook
2	RON HASLAM	Langley Mill
3	to be advised	
4	MIKE HAILWOOD	New Zealand
5	JOHN NEWBOLD	South Normanton
6	STEVE PARRISH	Royston
7	BARRY SHEENE	Charlwood
8	DAVE POTTER	Orpington
9	CHAS MORTIMER	London
10	MICK GRANT	Huddersfield
11	KORK BALLINGTON	South Africa
12	BARRY DITCHBURN	Sevenoaks
14	PHIL READ	Oxshott
15	JOHN G. WILLIAMS	Wirral
16	TONY RUTTER	Brierley Hill
17	KEVIN STOWE	Grimsby
18	DEREK CHATTERTON	Boston
19	STEVE MANSHIP	Leicester
20	ROD SCIVYER	Banbury
21	AUSTIN HOCKLEY	Long Eaton
22	STEVE WRIGHT	Barnsley
23	GRAHAM WOOD	Scunthorpe
24	CLIVE HORTON	Derby
25	CLIVE PADGETT	Batley
26	ALAN STEWART	Guisborough
27	BARRY WOODLAND	Northwood
28	PETER LABUSCHAGNE	South Africa
29	DEREK HUXLEY	Ellesmere Port
30	GEORGE FOGARTY	Blackburn
31	GRAHAME HOBBS	Walton-on-Thames
32	PHIL HENDERSON	Wakefield
33	BERNARD FAU	France
34	DUDLEY CRAMOND	South Africa
35	DAVE HICKMAN	Burton-on-Trent
36	CLIVE OFFER	Coulsdon
37	GRAHAM YOUNG	N. Ireland
38	GRAHAM WARING	St. Helens
39	ANDY SMITH	Leigh
40	BILL SIMPSON	Dalbeattie
41	NEIL TUXWORTH	Louth
42	STEVE KIBBLE	Cheadle Hulme
43	DENNIS IRELAND	New Zealand
44	BERNARD MURRAY	Stockport
45	ROGER NICHOLLS	Upper Cwmbran
46	ERIC HAYES	Habrough
47	MICHAEL POXON	Derby
48	BOB TAIT	Burton-on-Trent
49	TONY HEAD	Coventry
50	BILL MARKS	Bridgwater
51	ASA MOYCE	Waltham Cross
52	KEN NEMOTO	Japan
53	ROB MARKS	Bridgwater
54	MICK KENT	Market Rasen
55	IAN RICHARDS	Essington
56	ANTHONY MYERS	Hull
57	LUC PALACIOS	France
58	HUBERTUS WEBER	Germany
59	LEIGH NOTMAN	Stapleford
60	ROY KEMP	Doncaster
61	MICHEL RASTEL	France
62	KENNY BLAKE	Australia
63	TIMO POHJOLA	Finland
64	PER ZACHRISSON	Sweden
65	LARS JOHANSSON	Sweden
66	SEPPO ROSSI	Finland
67	STEVE ANDREW	Bardney
68	JOHN McENTEE	Birkenhead
69	DEREK LOAN	Willesden
70	ALEXANDER TAYLOR	Abingdon
71	ROGER CHRISTMAS	Stevenage
72	JAMES WELLS	London
73	MICHAEL HUNT	Leicester
74	DAVID HOUSELEY	Clay Cross
75	BARRY NEEDLE	Port Talbot
76	STUART JONES	Sandbach
77	MICK GRICE	Ormskirk
78	PETER ELLIS	Bebington
79	ROGER BOWLER	Crawley
80	KEITH HANFORD	Port Talbot
81	IAN RATCLIFFE	Banstead
82	ROY TOYNE	Barton-on-Humber

83	PETE BANKS	Morpeth	102	IAN BELL	Blyth
84	BOB SMITH	St. Helens	103	BARRY HOMEWOOD	East Malling
85	ADRIAN GODDEN	Braintree	104	MARTIN RUSSELL	Birmingham
86	EDDIE ROBERTS	Birkenhead	105	PETER BROOKS	Warrington
87	PETER TAYLOR	London	106	RICHARD PECKETT	Woldingham
88	PHIL LANDEG	Port Talbot	107	JOHN WEBB	Marton
89	GERRY JENKINS	Telford	108	TONY HOLLAND	Andover
90	NEIL MASON	Shildon	109	ROGER J. WILSON	Lancaster
91	TONY ROGERS	Doncaster	110	ROGER TAYLOR	Rochdale
92	PHIL NICHOLLS	Leyland	111	DENNIS McMILLAN	London
93	GLYN MARRIOTT	Birkenhead	112	TONY OSBORNE	Stanford-Leehope
94	MICK HIGGINS	Leigh	113	RICHARD GAMBLE	Burton-on-Trent
95	JOHN CHAPPELL	Ponther	114	KEVIN WRETTOM	Luton
96	PETER PINION	New Zealand	115	WALLY DAWSON	Hull
97	DEREK AKERMAN	Stow-on-the-Wold	116	PHILIP ODIN	Louth
98	GORDON TOON	Louth	117	STEVEN GRIFFITH	Leicester
99	KEITH SANDERSON	Groby	118	WILLIAM INGHAM	Leyland
100	JACK HIGHAM	Billinge	119	DENNIS TROLLOPE	Bristol
101	KENNY HARRISON	Ramsey, IOM			



Phil Read's Formula 1 Honda

Sidecars

No.	DRIVER / PASSENGER	TOWN
1	GEORGE O'DELL — CLIFF HOLLAND	Hemel Hempstead
2	BILL HODGKINS — JOHN PARKINS	Bromley
3	MICK BODDICE — CHAS BIRKS	Kidderminster
4	BRIAN WEBB — COLIN BOOKER	Doncaster
5	JOCK TAYLOR — JAMES NEIL	Pencaitland
6	ROY HANKS — DON WILLIAMS	Birmingham
7	ALAN BALE — DAVE POWELL	Cardiff
8	DEREK JONES — BRIAN AYRES	Greenford
9	TOM WHITE — JOHN WHITE	Doncaster
10	WILLIAM COOPER — DAVID MILLER	Derby
11	KEITH GALTRESS — NEIL SHELTON	Buckley
12	STEVE SINNOTT — JOHN HORSPOLE	Peterborough
14	BRYAN RUST — ALAN BEDFORD	Alford
15	TREVOR IRESON — MICHAEL ALLSWORTH	Swindon
16	KEITH LACEY — JOHN JONES	High Wycombe
17	ALLEN STEELE — TONY BARROW	Chester
18	ANTHONY WAKEFIELD — EDDIE KIFF	Spaldwick
19	GRAHAM MILTON — JOHN BRUSHWOOD	Spaldwick
20	KEITH SYEVESTER — ALAN SYLVESTER	Cheltenham
21	GERRY LEWIS — BRIAN MILLSON	Swansea
22	MAL WHITE — PHILIP SPENDLOVE	Harrogate
23	GORDON NOTTINGHAM — STEVE JOHNSON	Brigg
24	GERALD DANIEL — MARK TANNER	Birmingham
25	DENNIS KEEN — PETER RENDLE	Marlborough
26	DICK HAWES — ALLEN BARCLAY	Purfleet
27	TERRY HASLAM — BONNER FREEMAN	Langley Mill
28	JOHN F. PHILLIPS — BRIAN GLOVER	Derby
29	NIGEL ROLLASON — MICHAEL COOMBER	Solihull
30	ROGER DAVIES — LESLIE GEORGE	Llanelli
31	TED MILNER — DAVID LAWSON	Dukinfield
32	DAVID HOUGHTON — ASHLEY WOOLLER	Didcot
33	DAVE LAWRENCE — KEN BEERE	Swindon
34	TIM EADE — GEOFF WOODCOCK	Ringmer
35	BARRY PHETHEAN — STEVEN WOLFENDEN	Oldham
36	STEWART PEARSON — GRAHAME ROSE	Huddersfield
37	GLYN JACOBS — PHILLIP BOLTON	Hull
38	BRIAN KELSEY — MAURICE SCOTT	Gainsborough
39	DAVID DICKINSON — MALCOLM BRETT	Tintern
40	BRIAN MEE — ANDREW DAVENPORT	Shepshed
41	PETE TYACK — GEOFF MORRIS	Iver
42	BRIAN REEVES — KEITH CROUCHER	Biddenden
43	PETER BUSHELL — ERIC AMMANN	Chester

Officials of the Meeting

STEWARDS: (International Jury)
Appointed by the ACU
E. A. Woods, Esq. (President)
Appointed by the EMCACU
D. Ryder, Esq.
Appointed by the Club
Messrs J. S. Coulson and
R. T. Morris

TIMEKEEPERS:
R. C. Allcock
M. Berry
R. Corfe
D. H. Evans
A. F. Faulkner
J. Gilbert
F. J. Hanley
R. Summerfield
J. Ward

LAP SCORER:
Mrs J. Dabba

MEASURER:
R. C. Allcock

COMMENTATORS:
F. Clarke
E. Dow
A. Marriott

SCRUTINEERS:
A. G. Briggs
J. Painter
K. Riley

COMPETITORS' STEWARDS:
Mrs J. Salt
W. Salt
H. Kirk

PADOCK ANNOUNCERS:
D. Collins
N. Southern

CHIEF MARSHAL:
T. J. Bratley

MARSHALS:
Members of EMC Clubs

NOISE METER OPERATOR:
V. Odell

TRAVELLING MARSHALS:
D. Heath
J. Styles

STARTERS:
J. Brown
F. Richardson

DRIVERS' LIAISON OFFICER:
J. H. Cooper

RACE CONTROL:
L. Tuxford
Mrs B. Heath
Mrs D. McDonald
Mrs P. Rodgers

ASSISTANT SECRETARY AND ASSISTANT CLERK OF THE COURSE:
B. Tuxford

CLERK OF THE COURSE and HON. SECRETARY OF THE MEETING:
A. Taylor
76 Belper Road, Derby

MEDICAL SERVICES:
Dr J. Craig, Dr H. Trivedi and Dr J. Gunn, 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

COURSE MOTOR-CYCLES:
Supplied by Bob Minion Ltd

CIRCUIT EMERGENCY VEHICLES:
Three fire tender Land Rovers donated by Leyland and Ferodo. The BMW 633 fire vehicle supplied by Sytner of Nottingham. Two Peugeot 504 Ambulances donated by Pilkington Motors Chesterfield and Derby. The Saab turbo incident control vehicle supplied by Saab (Midlands) Ltd.

Donington Award

Overall winner of each race receives a Donington Award which includes a Donington Race Winner's Hat and a signed Moet & Chandon bottle. The winners of the MCN Superbike and Formula TT 1 Championships will also receive a specially designed trophy.

IMPORTANT NOTES

- In the interests of your own safety, spectators MUST NOT climb the barriers at any time. Anyone who does so may be asked to leave the grounds.
- The Donington Club is strictly liable for any damage or injury caused by its staff or members.
- No dogs are allowed on the circuit.
- No alcohol consumption is permitted on the premises.
- All vehicles must be parked in designated areas.

Notes of the Meeting

The following notes provide details of the races and results from the recent meeting at Donington Park.

Conditions of Admission

MOTOR RACING IS DANGEROUS AND ALL VISITORS TO THIS MEETING DO SO ENTIRELY AT THEIR OWN RISK. It is a condition of admission that visitors accept full responsibility for their own safety and the safety of others. The organizers accept no liability for any accident or injury arising out of attendance at the meeting, including the negligence or otherwise resulting damage to property and persons of visitors, spectators, and pass and ticket holders.

Postponement of the Meeting

The Donington Club reserves the right to postpone or cancel all or any part of the Meeting if conditions are deemed unsuitable.

Programme Copyright

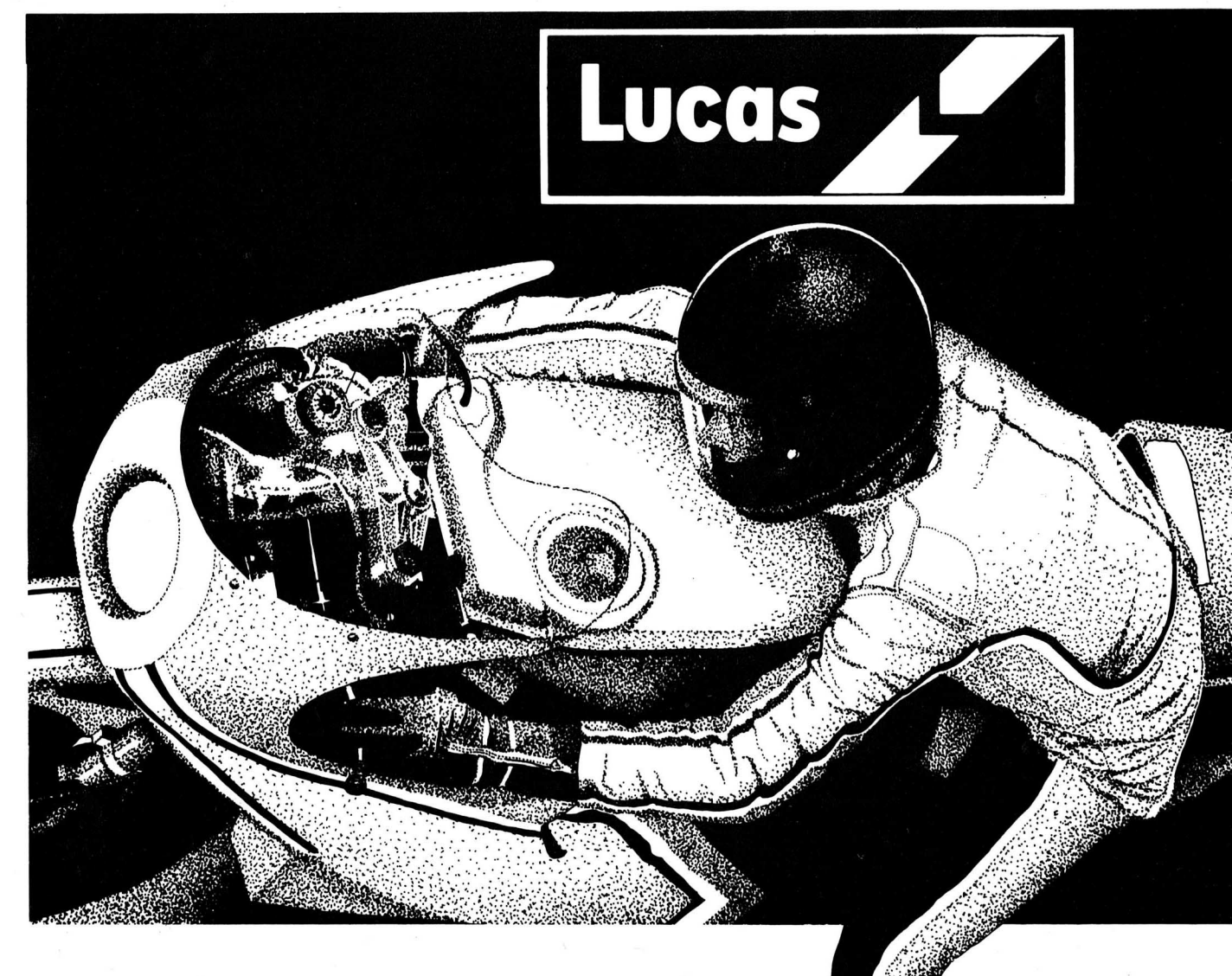
All literary matter contained herein, including the list of competitors and their racing numbers, is Copyright and any person found making illegal use thereof will be prosecuted. Entries and driver's nominations are accepted in good faith. Every effort is made to ensure the printed programme, but the promoters cannot accept 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 held responsible for loss or damage to the vehicle, or to any part or accessory thereof, or to anything left in or about it with any vehicle whatsoever, or by whatever means such loss or damage may be caused.

Track Signals

- GREEN LIGHT** — Starting signal.
- RED LIGHT / FLAG** — Stop.
- YELLOW LIGHT / FLAG** — Ambulance or Course car on circuit.
- WHITE LIGHT / FLAG (waved)** — Great danger, be prepared to stop.
- BLACK LIGHT / FLAG** — Take care, danger.
- BLUE LIGHT / FLAG** — Clear.
- YELLOW STRIPES FLAG** — Oil on course (slippery track surface).
- BLACK/WHITE CHEQUERED FLAG** — Finish.
- BLACK FLAG WITH DRIVER'S NUMBER** — That competitor to stop.



DONINGTON INTERNATIONAL

Two page pictorial guide to some of the leading competitors taking part in this meeting



Steve Parrish and Kevin Stowe side-by-side.



Ron Haslam (Formula 1 Honda)



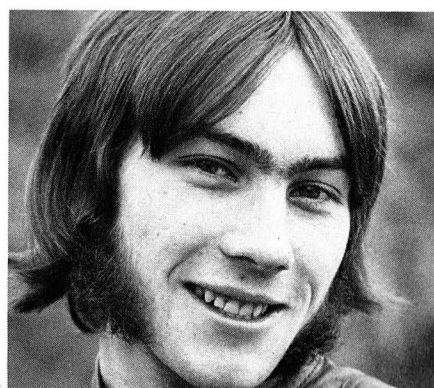
Sidecar exponents Brian Webb/Colin Booker



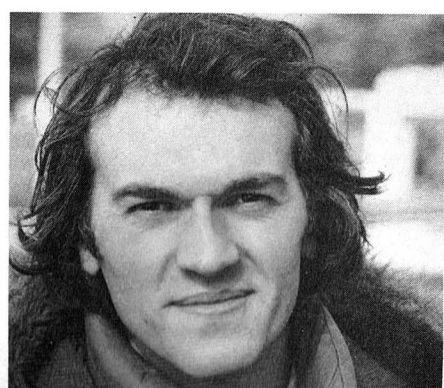
George O'Dell



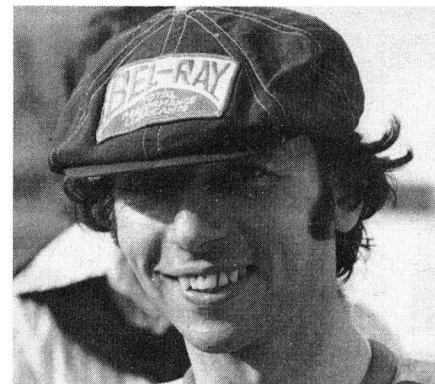
Phil Read



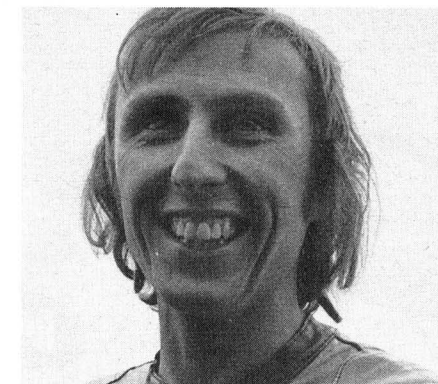
Ron Haslam



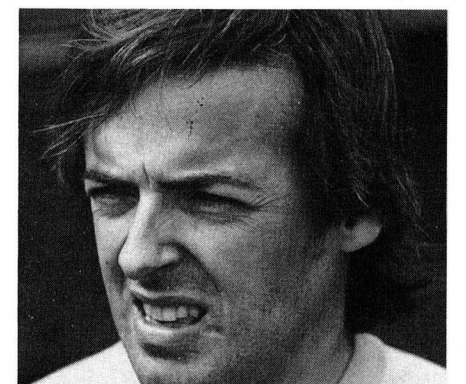
Bernard Fau



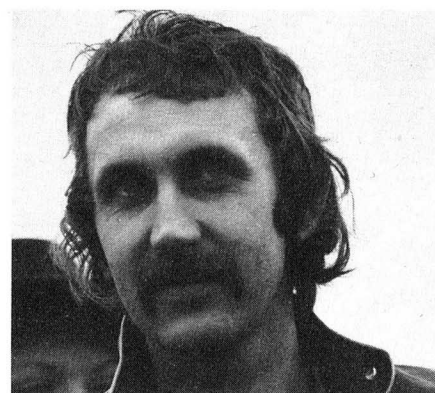
John Williams



Dave Potter



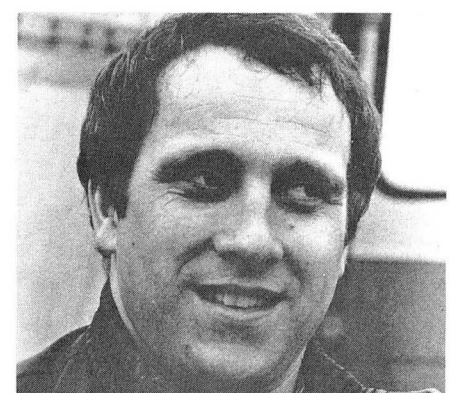
Charles Mortimer



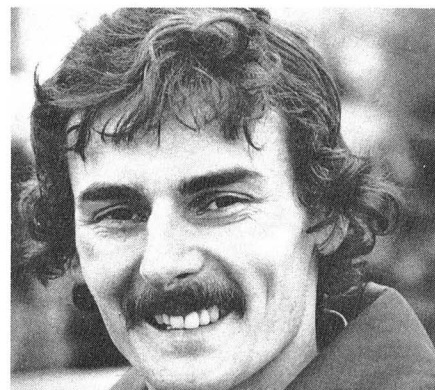
Roger Marshall



John Newbold



Barry Ditchburn



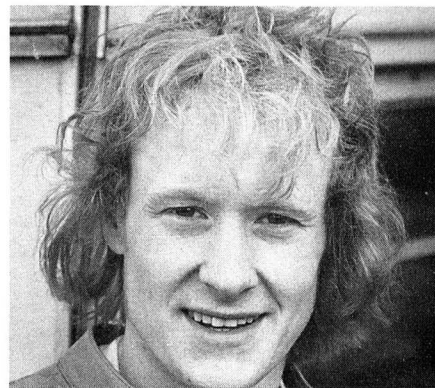
Clive Horton



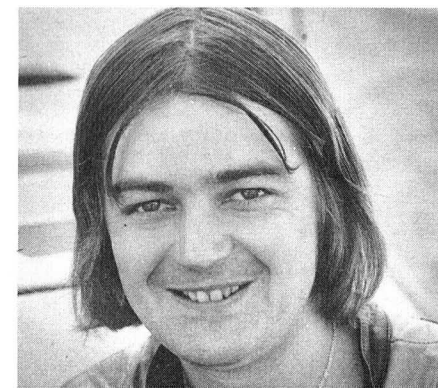
Kevin Stowe



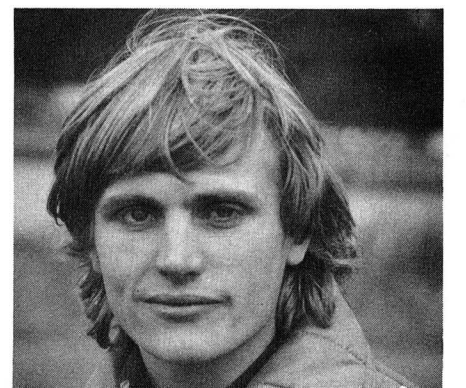
Derek Chatterton



Clive Padgett



Alan Stewart



Neil Tuxworth



a **SUPER chain**



- 25% Extra strength
- Thicker, heat-treated sideplates with exclusive Renold keyed bushes
- Renold quality — race proved by today's top riders
- International standard $\frac{5}{8}$ " pitch chain

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maximum
performance!**

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Donington Motorcycle Lap Records

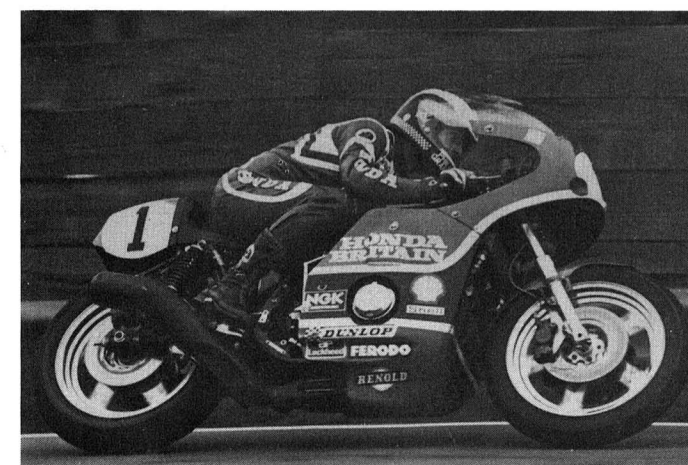
OUTRIGHT CIRCUIT RECORD

Barry Sheene (650 cc Suzuki)	1m 17.8s	90.57 mph	25/9/77
125 cc			
David Hunter (Maico)	1m 30.0s	78.29 mph	26/6/77
250 cc			
Alan Stewart (Yamaha)	1m 22.8s	85.10 mph	26/6/77
Tony Rutter (Yamaha)	1m 22.8s	85.10 mph	28/8/77
Kevin Wretton (Yamaha)	1m 22.8s	85.10 mph	28/8/77
350 cc			
Charlie Williams (Yamaha)	1m 20.2s	87.86 mph	15/5/77
500 cc			
Ron Haslam (Suzuki)	1m 19.4s	88.74 mph	26/6/77
1000 cc			
Barry Sheene (650 Suzuki)	1m 17.8s	90.57 mph	25/9/77
1000 cc Sidecars			
Mick Boddice/Chas Birks (750 Yamaha)	1m 23.8s	84.08 mph	26/6/77

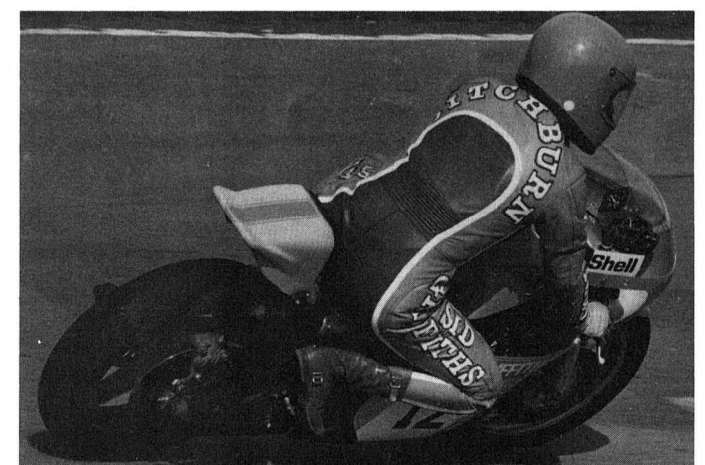
Donington Motorcycle Race Records

OUTRIGHT RACE RECORD

Barry Sheene (650 Suzuki)	88.34 mph	25/9/77
125 cc		
David Hunter (Maico)	75.79 mph	26/6/77
250 cc		
Tony Rutter (Yamaha)	83.19 mph	28/8/77
350 cc		
Steve Manship (Yamaha)	85.34 mph	15/5/77
500 cc		
Stan Woods (Suzuki)	86.59 mph	26/6/77
1000 cc		
Barry Sheene (650 Suzuki)	88.34 mph	25/9/77
1000 cc Sidecars		
Mick Boddice/Chas Birks (750 Yamaha)	82.45 mph	28/8/77



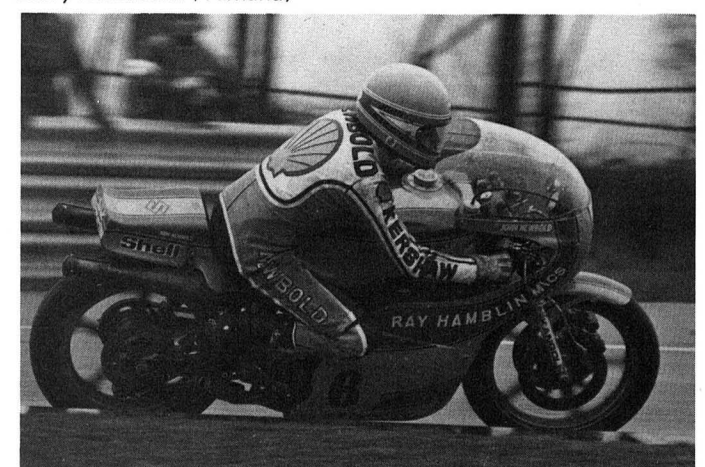
Phil Read (Honda)



Barry Ditchburn (Yamaha)



Jock Taylor (Yamaha)



John Newbold (Suzuki)

Hailwood's Return

by Motorcycle Racing's John Brown

Mike Hailwood's return to the Isle of Man after an absence of 11 years was pure magic. He won the opening TT Formula One event in effortless style on a Sports Motorcycles prepared Ducati twin and was robbed of possible further victories or certain leader board placings by machine troubles that seemed determined to plague the factory Yamahas that were taken to the Island specially for him.

Perhaps even more impressive than his TT performance was Hailwood's mastery of the 1.24 mile Mallory Park circuit two days after he left the Isle of Man. It was his first visit to Mallory since 1969 when he finished fifth on a 500 Seeley in the Race of the Year and despite a limited morning practice period when he managed about a dozen laps he beat the circuit regulars, including Honda works rider Phil Read, in convincing style in the Mr Topps Formula One race, the only one he agreed to contest on his return visit.

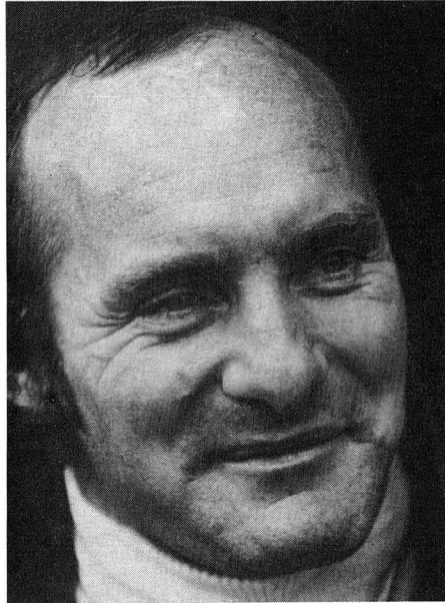
With the guidance of long standing friend, Daily Mirror journalist Ted Macauley, and with the financial support of Martini who entered motor cycle racing for the first time, Mike took his TT comeback seriously. For three weeks before official practice started he toured the Mountain Circuit in a car and on a roadster motor cycle to reacquaint himself with the terrain and check on the many alterations that have been made since he raced there in 1966 and set a lap record during a winning Senior TT ride on a 500 Honda.

Mike's first TT was in 1958 when he finished 12th in the Junior and 13th in the Senior on Nortons and was third in the 250 and seventh in the 125 races, run over the Clympse Circuit, on NSU and Paton machines respectively.

Possibly the best year for Mike was 1961 when he came up with three wins from four rides. Success came on a Norton in the Senior and on Hondas in the 250 and 125 races and he was heading for a clean sweep until his 7R AJS struck trouble in the Junior.

This year's racing return had its great moments and its disappointing moments as far as Mike the Bike is concerned.

He was bitterly disappointed about breaking down in the Classic and striking machine trouble in the Senior. "In fact when the 750 Yamaha struck what appeared to be a piston fault on the first lap of the Classic it was a worse moment for me than losing the world championship back in 1967," said Mike. "I know I couldn't have beaten Mick Grant because I was not



Mike Hailwood

prepared to stick my neck out, but I was certainly intending to make a race of it."

Mike's first concern when he struck trouble was the fans who flocked to the Isle of Man in record numbers this year. "There were a lot of people in the Island to see me race and I feel that I let them down," he explained. "Things were beyond my control of course but never the less I felt I owed the spectators something and I failed to come up with the goods. I suppose it

was especially disappointing on Friday because a lot of people round the course had come over just for the day and I was hoping to make amends for the trouble on Monday and the rather lowly 12th place in Wednesday's Junior race."

When he looks back on the TT, Mike thinks that possibly his best chance of success was in the Senior race. The practice times had showed that he was in contention for victory and after his win on Saturday and claiming his tenth world championship, Mike was quite naturally in top fettle.

He set off in the Senior with new tyres and brakes fitted to the ex-Giacomo Agostini Yamaha-4 and at the end of the first lap was 20 seconds down on the race leader. By Ballacrairie on the second he was picking up time but then in the Handley's corner area the steering damper broke. This had been fitted by Mike and he took full responsibility for the failure. "The machine was completely unrideable," he said. "It only had to look at a bump to go in to a wobble."

He cruised round to the pits, carried out repairs and got back in the race but there was more trouble in store. The Yamaha ran out of fuel and he broke the regulations by taking some on out on the course.

Hailwood's great comeback at the TT



Doing that played on Mike's mind for the rest of the day and when he was presented with a finisher's replica at the evening prize giving he decided to give it back.

"No one protested but I had a long think about it after the race. Someone might have taken a picture and the whole thing could have come to light at a later date," he said. "It would have been a bad thing not only for me but for all concerned with the effort, after all we had gone to the Island to make a good impression."

Mike was not too happy with the 250 Yamaha and things were made worse by the fact that it rained on Wednesday morning to make the roads wet for the Junior.

"It had been about ten years or so since I raced in the wet and although tyres have improved a lot since then it took me some time to get used to what was happening," said Mike, who had virtually no practice on his smallest capacity machine of the week.

The one thing that did please him was that on the fifth lap he put in the second fastest lap time of the race.

Mike was impressed and pleased with the assistance given to him by others in the Isle. "Mick Grant spent a couple of days showing me the way round and guys like John Williams, Tom Herron and Phil Read could not have been more helpful or sporting about the whole thing," he said.

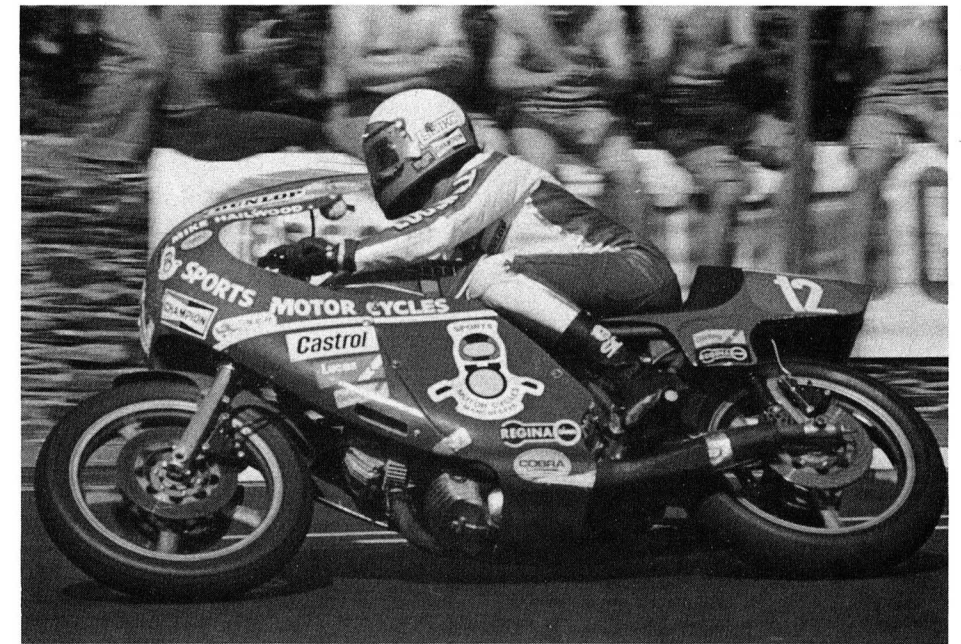
The Mallory outing showed that 38-year-old Hailwood had lost none of his short circuit skill. On a Ducati that was not as fast as the main opposition and in the words of its owners John Sear and Steve Wynn of Sports Motorcycles was "not really a winner at Mallory", he notched a fine and professional victory. There were no knees or arms out as he swept through the Esses and on several occasions he had to back off as he came up with Phil Read and John Cowie who were leading him on Honda and Kawasaki machines respectively.

Mike thought Cowie was going to be the race winner. "He was fastest in practice although I did manage to get the second best time after altering the gearing and taking two inches off the footrests which were digging in all the time," he said.

Mike finally got in to the lead when he outbraked Cowie at the Esses. The fact that he had really been trying was born out by the fact that his right little toe was worn down to the bone during some high speed action on the sweeping right handed Gerrards bend.

"In some ways I was more pleased to have won at Mallory than in the Isle of Man," said Mike.

Boredom, a sense of adventure and



The master at work

the feeling that he could still race a motor cycle brought Mike back in to the action and away from his new home in New Zealand. He made the trip with his wife Pauline and his children Michelle and Dave but they did not make the final stage of the trip to the Island with him. "I thought there would not be any time to give any attention to them and that was the way it turned out," said Mike who reckoned all the interviews and attention that went with his comeback was more tiring than the actual racing.

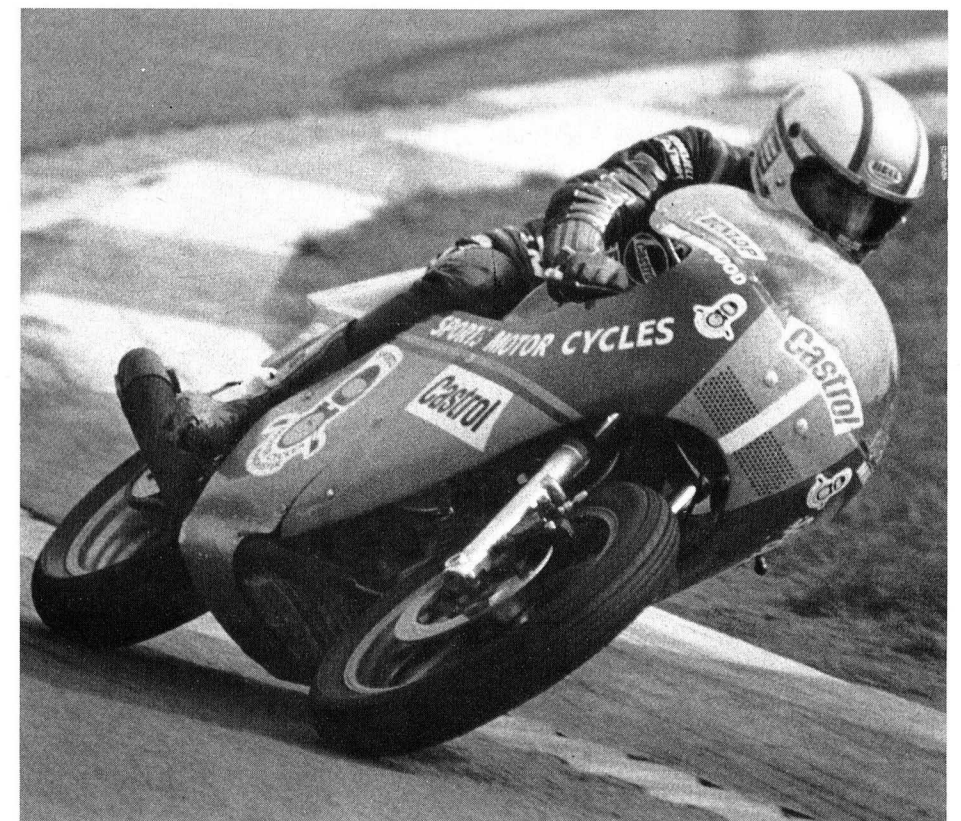
After his success many thought Mike would consider a full time racing comeback but he rules that out completely.

"Suggesting I would go Grand Prix racing again is nonsense," he declares.

After his outing on the Ducati at Donington today Mike plans to take in the Formula One race in the British grand prix programme at Silverstone next month.

"Then it's back home," said Mike, "and I doubt if I will be back to race in the Isle of Man again next year."

Hailwood testing the Ducati at Donington in preparation for this weekend.



Kork Ballington — The Grand Prix Star from South Africa

by Motor Cycle's Chris Carter

South African Kork Ballington, poised on the brink of one or possibly even two world championships is at last beginning to have the years of dedication and hardship pay off.

At the start of this season he was signed by Kawasaki to contest the 250 and 350 cc world championships, and though he had never ridden the water cooled, in-line twins before he tried them at Snetterton, just before jetting off with team mate Mick Grant to contest the Venezuelan Grand Prix, the opening round in the 1978 series, he has settled down well, and has notched up some impressive performances.

With a sizeable signing-on fee and lucrative sponsorship deals, Kork is beginning to make his racing pay, but it was not that long ago that the South African and his pretty fiancé Bronwyn, as she was then, were all ready to go back home and forget their dreams of being a top line racer.

Kork came over to Britain in 1972 after a highly successful racing season back home. He'd started racing in 1967, and not even the intervention of the army, who dragged him away for his military service could put a stop to his racing activities!

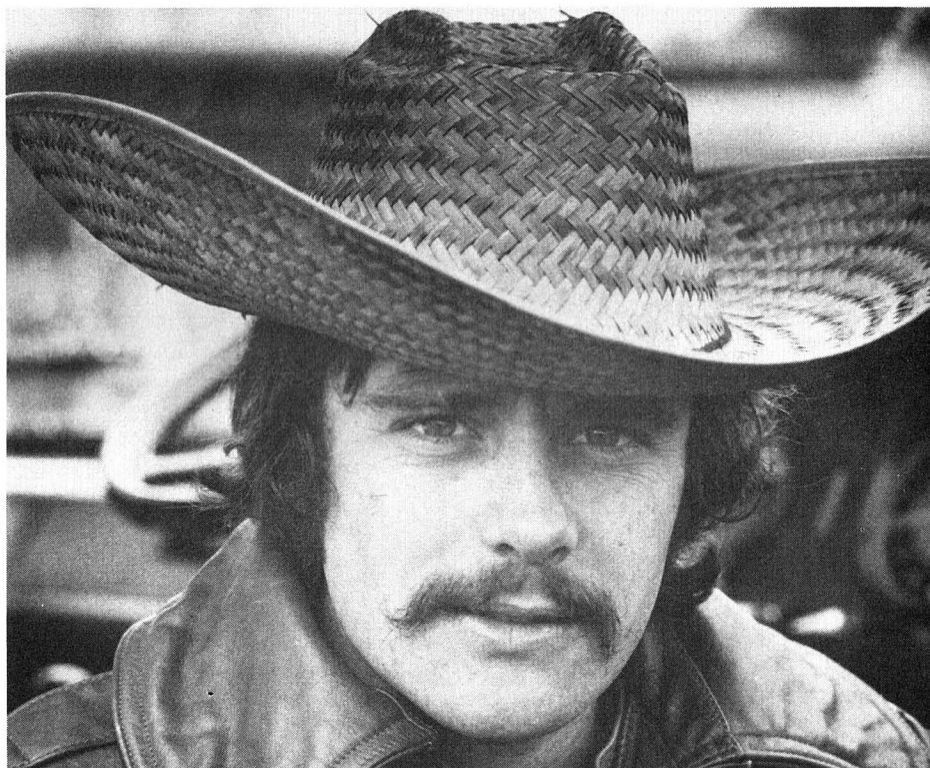
Every weekend he would creep away through a hole in the fence to a waiting car, drive hundreds of miles to race, and then drive back to be in camp for reveillé on Monday. He didn't get a lot of sleep, but that was a small price to pay for the greatest love of his life — motor cycle racing.

Kork raced a variety of machines, from 50 cc to 750 cc 'bikes, but it was a 500 Kawasaki "three" that earned him one of his best successes in South Africa, victory in the Castrol 2 Hour race. He was just 18-years-old when he grabbed that win, in 1970.

Kork won another big race, two years later, at the Roy Hesketh circuit that earned him a free passage to Europe, but those early days were tough.

He lived in a van much of the time, and raced, with considerable success his own 750 cc Seeley framed Kawasaki. It was his form on the big Kwacker that caught the eye of Stan Shenton, the boss of the Kawasaki UK racing team. He asked Kork to share a machine with Barry Ditchburn in the 1974 Thruxton 500 mile race, and they won!

For the 1975 season Kork was loaned an old 750 Kawasaki that had been raced by Yvon du Hamel, and it



Above: 250 cc and 350 cc World Championship leader Kork Ballington. Below: Ballington at speed in the Spanish GP.



showed! The bike had seen better days, and Kork was becoming sadly disillusioned about racing, until a lucky 'phone call from Midlands businessman Sid Griffiths changed all that.

Sid had been looking for someone to ride his 250 Yamaha in the TT. He had contacted "Motor Cycle" Editor Mick Woollett and he recommended Kork. The suggestion came just a little too late to arrange the Isle of Man entry, but Sid let Kork ride the little Yamaha at Cadwell.

He crashed the big Kawasaki, though, and Sid was astonished when Kork limped up, soon after to take his ride on the 250. Kork's dedication and enthusiasm impressed Sid, and he agreed to carry on with the sponsorship.

Kork raced in Europe in 1976 and '77 with considerable success, on 250, 350 and 750 Yamahas. He won the 350 cc class at the Spanish Grand Prix at Montjuich Park in a thrilling scrap with Spaniard Victor Palomo and Italian Franco Uncini.

That result, alongside his sixth place at the Italian Grand Prix earned him twelfth place in the 350 cc world championship table, and he was thirteenth in the 250 cc with a second in the West German and an eighth in the Spanish.

Backed by Sid Griffiths Kork returned to Europe and started the 1977 season in sensational style by winning the supporting 250 cc race at the Imola 200 meeting in Italy.

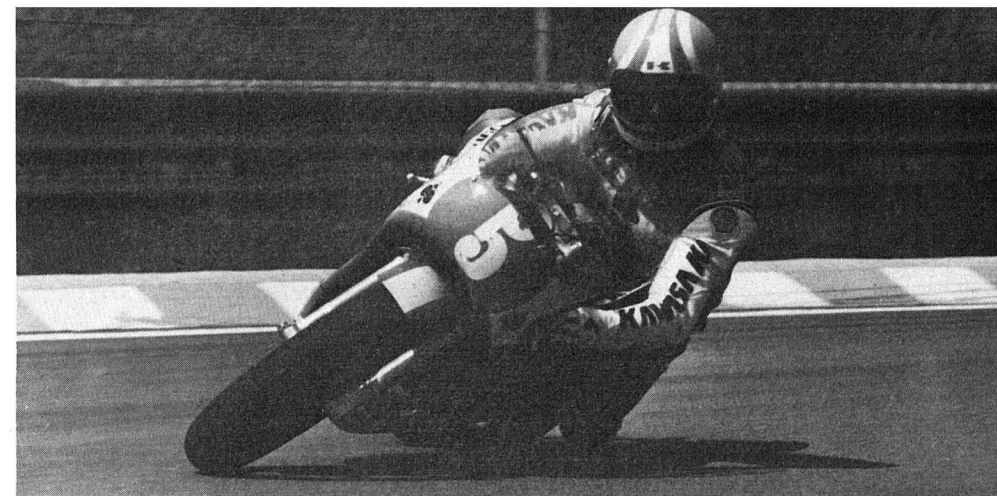
Kork collected six points in the Venezuelan Grand Prix that year, finishing in fifth spot. He was sixth at the West German and the Belgian Grands Prix, and had a fine run-in with a third at Imatra in the Finnish Grand Prix, a fourth at the Czech, and won the 250 cc race at the British Grand Prix at Silverstone.

The meeting in Northamptonshire was Kork's first outing in this country for many months, but he celebrated his return in fine style by winning the 350 cc race at Silverstone, too!

That superb double gave Kork sixth place in the 250 cc world championship table, and joint fifth spot with Frenchman Michel Rougerie in the 350 cc class.

And Kork's fine end to the season was not over. Many fans remember his electrifying ride at Mallory Park in the Race of the Year meeting when he came from the back to win the 350 cc class.

Kork Ballington had arrived in a big way. Kawasaki factory personnel spoke to him about whether he would be interested in a place in the works



Ballington's 350 cc Kawasaki dominating the World Championship.

team to ride 250 and 350 cc machines in the '78 season. Kork was over the moon, but it was not until Mick Grant, his team-mate finally agreed terms that the news was made officially and Kork received the telegram he had been waiting patiently for back home in South Africa.

His first official duties were not on a road racing machine, though. Kork and Mick Grant were two of the celebrities invited to the Life Helmet Winter Sports Trophy meeting in the Italian Dolomites.

Kork entertained the locals in a floodlit gymkhana, and then entertained everyone else with his antics on the ski slopes where he learnt, not too gracefully, to use the skis!

But soon after the fun and games Kork was back in more serious action at the Venezuelan Grand Prix. In a neck-and-neck sprint to the line he was beaten into fifth place by Frenchman Olivier Chevallier in the 250 cc class, and then grabbed fourth spot in the 350 cc class to make a promising start to the year on the new Kawasakis.

From then on Kork's 350 cc form has been little short of breathtaking. He won the second round, in Austria, was pipped by Australian Gregg Hansford in the French, but then bounded back to win the next two rounds in Italy and Holland.

He leads the 350 cc title chase by 30 points from his nearest challenger Takazumi Katayama, and on present form it doesn't really look likely that anyone will stop him winning his first world title, at the age of 26.

The 250 cc class could go his way, too. He, Hansford and that brilliant American rider Kenny Roberts are battling furiously for supremacy, and though Kork might sew up his 350 cc title soon, the lightweight class is almost certainly going to go the full distance.

Kork took the lead of the 250 cc World Championship in the Belgian Grand Prix at Spa last Sunday with 59 points to Roberts' 54. Ballington finished fifth.

The works contract has its advantages, but it also has its drawbacks. For example Kork has had to abandon his 750 cc racing plans, and anyone who has watched him in action on the four cylinder Yamaha will know, Kork is just as talented on the Superbikes as he is on the smaller classes.

But the world championships come first, and if Kawasaki should decide to bolt a couple of those 250s together some time to contest the 500 cc class, then Kork Ballington could be the man they will need to ride the Green Meanies against the Sheenes and Roberts of this world.

South Africa has produced many good riders in the past like Jim Redman, Tom Phillis and Gary Hocking, but there are many experts who predict that Kork Ballington could yet prove to be the greatest of them all.

That could well be true, but Kork would be the first to point out that his success has been very much a Ballington family effort. Without the backing of his parents in his early days nothing would have been possible.

But now it is with the mechanical skill and careful preparation by his brother Derek, known affectionately as Dozy, that Kork is hitting the headlines. Derek works, with young Stuart Shenton, on Kork's Grand Prix bikes and their speed and reliability are superb.

But so too were the Yamahas of the past few seasons, and Derek worked many, many hours preparing them.

Kork acknowledges that help, and the employment was one of the few conditions that he asked for before signing the contract.

Finally there's the help, encouragement and occasional verbal chiding of the beautiful Bronwyn who has been at the side of the quiet, modest and unassuming Kork since he came to Europe.

Together the Ballingtons make quite a team!

BARRY SHEENE

THE SEE-SAW SEASON SO FAR

by Andrew Marriott

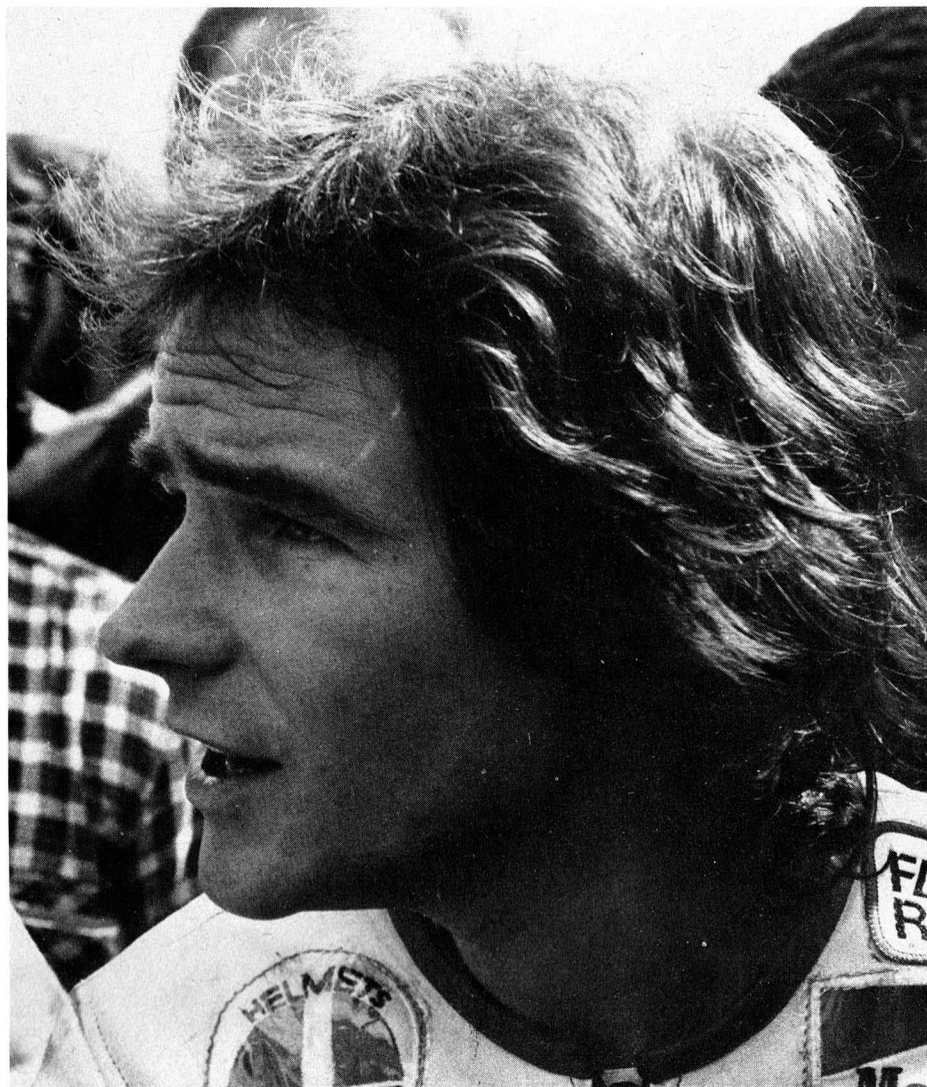
Barry Sheene sat in his caravan two weeks ago after the Dutch Grand Prix at Assen and smiled. The result sheet looked much the same as it had earlier in the season, spelling out for the fifth consecutive World Championship race the unfamiliar message "Sheene beaten". But this time there was no despondency, just plain re-assurance. Sure Sheene had been beaten by the two works Yamahas of Johnny Cecotto and Kenny Roberts, but only after a tremendous scrap which had seen "Bazza" have the upper hand for most of the race. But a wild slide had put Sheene behind the two Yamahas in the closing stages. Even so Barry was a happier man than he has been ever since stepping off the British Caledonian flight that brought him back from Caracas, Venezuela. He returned with a handful of trophies, 15 points for a win, and a strange blood disease which has left him low and drained for the past three months.

But after the race at Assen he had this to say, "I know a lot of people have been putting me down, saying I have lost my touch, my will to win, that Kenny Roberts is much faster than I am. Well now I think they will believe that I have been ill. I know I haven't been riding at my best and that's a disappointment for my fans. Now I think you will find that Roberts has got to watch out".

There is no doubt about it, Sheene's performance in the European World Championship races this season have been lacking lustre, at least by his own championship standards. After leading the World Championship following the Venezuelan race he went to the Jarama track in Spain feeling tired and what he described as "permanently jet lagged. It was nothing I could put my finger on, but it certainly affected my racing."

Add to this a very hectic business schedule before the European season, and a major house move which is enough to take it out of even a World Champion. Barry's move was completed the day before he left for Spain! It was no simple move either to his newly acquired 15th century mansion house in the heart of Surrey, near Gatwick airport. Parents Frank and Iris moved out from Wisbech while Barry and Stephanie de-camped from Putney and all converged on the new house. But even as the packing cases were being filled at Putney a film crew arrived to film a sequence for a Makaha skateboard safety film. Trophies had to be unpacked and arranged so that it looked, as if the Sheene home wasn't ten minutes away from being moved for ever!

So with those kind of memories Sheene raced at Jarama, a circuit he had only previously seen back in the 125 cc days. He never looked a winner. Kenny Roberts roared off into the distance on the Yamaha only to falter with a sticking throttle, leaving Pat Hennen to win the third Grand Prix of his career. The often wild Japanese Takazumi Katayama on his works



Yamaha finished a good third and Barry was left to scrap over fourth place with Cecotto — and Johnny got the verdict.

After the disappointment of Jarama, Barry motored off to the little Spanish seaside villa, parents Frank and Iris had bought several years ago for their retirement. But even some quiet days in the sun didn't help put Barry back on form. Indeed Barry was so depressed by his lack of improvement that he decided, with the insistence of personal sponsor Fabergé, to fly back to Britain for another check up with a specialist. A rare blood virus

was diagnosed. Barry was assured that it would cause no permanent harm, but that it would linger and slowly go away. Meanwhile he couldn't expect to feel on top form. Not much good when you need to be at peak fitness for the Grand Prix season. Still the Austrian races were only days away and Barry was determined to continue to chase the points.

Things were a little better on the superfast Salzburgring circuit. Here, at least, Barry was the best Suzuki finisher as Pat Hennen's 'bike blew up. But the Yamahas of Roberts and Cecotto just disappeared into the

distance. This left the World Championship in a very interesting position. Sheene by dint of his three finishes re-took the lead of the title chase he had lost to Hennen. It was now Sheene with 31 points and Hennen and Roberts with 27 points each.

But a week later in France at the somewhat inadequate Nogaro track Sheene was again well beaten into third place this time by Roberts and Hennen. Barry was still feeling below par and suddenly the World Championship was starting to inch away from him. Now Roberts had 42 points, Sheene was on 41 and Hennen on 39. But by no stretch of the imagination could anyone call it a walk away for Roberts. If the bug had reduced Barry's speed and concentration, then it certainly hadn't impaired his uncanny knack of nursing his machine, being kind to it and making sure that it crossed the finish line.

On then to Italy and the Mugello track which sweeps around the glorious green Tuscany countryside. Roberts had the legs on everyone while even Pat Hennen, riding at his hardest couldn't stay in touch. Local boy Marco Lucchinelli riding at his best claimed third place. Barry battled for fourth spot with Steve Baker's Suzuki and appeared to have the upper hand. But in the closing stages Barry made a mistake, and very nearly dropped it. All he could do was recover to finish fifth. Afterwards he was despondent and beaten, "I just lost my concentration, I couldn't ride any faster" he said. Sheene twice World Champion, couldn't even keep up with, let alone beat, junior team mate Pat Hennen. There had to be an explanation.

But at least now there was a slight period of relaxation, a series of non-championship meetings, five weeks before the next World Championship contest. But even that was fraught with dramas for Barry. Two wins at Chimay in Belgium were tinged with the sadness of the pit road carnage — an incident in which Frank Sheene was lucky to escape with only a broken leg. Back at Brands Hatch the following day Barry was beaten by Pat Hennen again, this time in front of the Thames TV cameras.

It was time for the holiday that Barry so desperately needed. He flew off to Sardinia for a week of fun and relaxation on Heron boss Gerald Ronson's yacht. It was just the tonic Barry needed. Meanwhile Pat Hennen had been seriously injured in the Isle of man.

At the Mallory Park Post TT races, without Hennen to worry about,



Barry Sheene clipping the Mallory hairpin.

Sheene won the two main races in the old style, coming through from a slow start and demoralising everyone in the process. Perhaps on that day Sheene was overshadowed by another brilliant come-back by Mike Hailwood, but even so Barry was already starting to feel happier.

And it was so evident in Holland that Sheene was enjoying his racing again, he looked fitter, healthier, he was full of fun again. Even if he didn't win at Assen there was no doubt that he was back on form.

By the end of the day the World Championship saw Roberts in the lead with 69 points, Sheene was on 57 and the sadly incapacitated Pat Hennen on 51. Johnny Cecotto, having just won his first Grand Prix of the season, had moved up fourth spot with 35.

Six Grands Prix down, five still to go. The rest of the season is going to be a big battle to get back on terms with Roberts. The preparations are already being made. Suzuki have produced a new lighter version of the RG500, and it was that 'bike that Barry used for the first time at Assen.

Personally Barry says that while he has now recovered from the bug he still isn't as physically fit as he normally is at this time of year. "Usually by this stage in the season" he says "the racing keeps me fit. But now I have had to go back on my full pre-season training schedule to make up for lost time. After the Assen race I stood on the victory rostrum and felt it had been a tough race. I was really tired. Then I looked at Johnny and Kenny and they were just the same. It was that kind of race. But normally I expect to finish a

race and feel fitter than any of my fellow racers. So I'm working on that."

Sheene motored off from Holland in a borrowed Rolls Royce (his was being repaired following a dent put in the door while it was parked outside a Madrid hotel) hot foot for the Nurburgring. This year's West German Grand Prix is to be held there and Sheene is no expert on the tortuous 14 mile track. Indeed he has never raced a 500 cc around the Eifel circuit. "It is a circuit you have to know off by heart" commented Sheene. "I intend to fit in lap after lap until I know the place. Hardly any of the top riders know it well, so perhaps I can gain an advantage, the German could be such a vital race."

In the Belgian Grand Prix at Spa last Sunday, Sheene finished third after disputing the lead vigorously. Hennen's replacement in the Suzuki team, Dutch rider Wil Hartog won from Kenny Roberts. Sheene still holds second place in the World Championship, now 14 points behind Roberts.

This weekend it is Donington's first International. Of course Barry has already raced and won on the track. "I like it a lot, I think Tom Wheatcroft has done a great job. Everything is well planned and the pits are superb. When I raced at Donington before, we had a lot of fun because unbeknown to me George Harrison had come to cheer me along and was there at the end of the race. I want to win at Donington to show the British fans that I am back on form, that's important to me."

MICK GRANT

A true competitor and a crowd favourite

by John Brown, Motorcycle Racing

Mick Grant, fastest man in the Isle of Man with a record lap in June at 114.33 mph during his winning ride in the Schweppes sponsored Classic TT, does not really think he can emulate the 37.75 mile TT Mountain circuit domination with his 750 Kawasaki on the British short circuits.



Mick Grant



Grant's Kawasaki cornering hard.

"Our three cylinder machine is getting a bit long in the tooth when compared to the Suzukis and Yamahas while racing at Superbike level," said Mick. "I don't think it is a real match for them on circuits like Donington or Mallory but it is still an ideal machine for the Isle of Man."

But even if the triple is down on power over the fours from the rival Japanese camps it can be taken for granted — no pun intended — that Mick, as always, will be out to win whatever the odds.

It is this determined approach and the always amicable attitude that has made the 34-year-old Yorkshireman a crowd favourite.

A lover of pure road racing on circuits like the Isle of Man, Dundrod in Northern Ireland, and the North West 200's home in the same country at Portrush, Mick gets almost as much enjoyment from a short circuit battle.

"If you don't enjoy racing, you might as well pack up and do something else," he quips with an over riding feeling of sincerity.

Mick's fan appeal is born out by his second and third places in the Motor Cycle News Man of the Year contest in 1976 and 1977.

With the backing of his wife Carol,

Mick has become as shrewd in business as he is on the track and is building up a successful parts, goodies and clothing business which is based in Northamptonshire.

Possibly his biggest disappointment in racing came in the 1977 season. After racing the 250 works Kawasaki in Grands Prix during 1976, he was looking to the following season as one where he could have a real crack at the championship.

But it was not to be, as he was held back while team mate Barry Ditchburn was sent in to bat first in what was planned to be a two part season for the Kawasaki team.

Mick was given his first chance at the Dutch TT last season, halfway through the series, and he promptly clocked his first Grand Prix win outside the Isle of Man. Two weeks later he repeated the performance in the Swedish TT at Anderstorp. He finished the season in joint eighth place with Jon Ekerold after adding a second place in the Finnish Grand Prix.

Mick said that he considered Kawasaki's decision not to let him have a full season was disastrous for them. "The fact that I did not go in from the start was a bone of contention then and always will be," he said.

This year, despite offers from other sources, Mick was determined to stay with Kawasaki as they brought a 350 in to the fray for the first time. He stayed, but with the agreement he would do a full Grand Prix season.

Mick began racing well after his 20th birthday on a Velocette. After some relatively successful outings at a local sprint venue, he went to Croft for his road race baptism. With the lights and silencer taken off the road-going machine, he finished 17th out of 40.

As with most things he is involved with, the effort is cool and concentrated. That first entry was deliberately timed to coincide with the end of the season so he could make a decision through the winter whether he wanted to continue with the sport.

He felt the urge to continue and the tale of the long uphill struggle out of obscurity unfolded. Earlier, Mick had spent three years at Batley Arts College training to be a teacher before working in a hospital as a photographer-cum-clerk.

As all young hopefuls know, racing takes a lot of brass and so he switched to manual work which paid good money. He would toil away in the scorching heat of the furnaces that drive the foundries which seem to

surround every town in that part of the north. Often after a gruelling night shift, he would motor straight down to somewhere like Cadwell for a day's racing.

One of his earliest breaks was the association of master frame builder Jim Lee whose initials are the familiar Grant motif adorning his helmet. The Lee frames made a noticeable difference but Mick recalls his first Isle of Man trip. In the Senior Manx Grand Prix, he finished last of 48 finishers!

Then the Padgett concern at Batley provided some help for a time in the Grant cause. He was also employed by them as a mechanic. Later he had the chance to ride a works Norton and notched the bike's first Motor Cycle News Superbike win at Scarborough.

Mick had a lot to thank Derby's John Cooper for when he let him have a brace of Yamahas and was told: "Pay me when you can". His uncertainty about the arrangement was rapidly forgotten as the prize money rolled in and the Cooper debt paid off.

With a new sponsor in Brian Davidson, the man who still backs his Mick Grant Racing business venture, he decided he needed Grand Prix experience. "If I could do them and still break even, it would make me prepared if a factory ride came my way," he recalled. The Grand Prix style was so different. I could see that from the way the Grand Prix boys rode in this country. On the fast corners, they were fantastic; on the slow bends, I was a lot better."

So he did a selection of Grands Prix through 1972 and 1973 and although he reckoned he came home from the big meetings with his "tail between his legs", he managed to win the South African TT and was seventh in Daytona in 1973 on a Yamaha.

"When I first went abroad, I found my bikes to be so slow by comparison to other people's. Even run-of-the-mill riders were zooming past me," he said.

His first taste of life aboard the 750 cc Kawasaki "Green Meanie" came at the big Ontario meeting in 1973 through US Team Kawasaki manager Bob Hansen. But the thing seized after four laps.

The turning point of his career came before the 1974 TT where he had two second placings on Gerald Brown's Yamahas — loaned out because regular rider John Williams crashed in practice — and a first on "Slippery Sam", the eternal Triumph-3.

Boyer boss, and then Kawasaki team manager in Britain, Stan Shenton offered Mick a chance to ride a works air-cooled 750 Kawasaki which was available to run for the rest of the year.



Grant getting well crossed-up.

"At the time, it seemed a silly decision for me to make because I was going to have to sell my race-proven 700 Yamaha on which I was making money," he said. "Call it intuition or what you like, but I had the feeling that the Kawasaki might be the best long-term bet. Racing it in practice at the TT, I got round at 105 mph which I was quite pleased about as it was a mile an hour faster than the 350 Yamahas."

But in the actual Formula 750 TT, a broken right wrist prevented him from knocking the power off quickly in the wet conditions so he toured round to finish 17th.

Gradually the Kawasaki with Grant aboard began to spell danger for the rival Suzuki camp, and it really came good in 1975.

Yet it was the developing 250 cc Kawasaki that Mick was enthusiastic over. "I felt the 250, with a bit more work on it, would be competitive in Grands Prix. How right I was" he said.

Of his tremendous 1975 achievements, he dismissed the performances fairly lightly. He had a job to do — and he did it. A TT lap record at 109.82 mph, popular winner of the North-West 200 in Ulster and comfortable winner in the MCN Superbike Championship. Certainly a good season's work for a good season's pay.

"I don't like to make predictions as to which races I am going to win and I don't think I am going to win every race. Although I'm not a defeatist, I never like to set my sights too high and I always look at races logically. Wherever I ride this season, I have as good a chance as anyone of winning," he remarked.

He certainly had a good chance of winning in last month's 350 Dutch TT. He set the fastest lap in practice to gain

pole position but then the in-line Kawasaki twin refused to fire and he was third from last away. Through rain that made conditions worse lap by lap, he came up the field to take seventh place. His best moment was no doubt taking over his final position from Kawasaki Australia rival Gregg Hansford, in front of the pits.

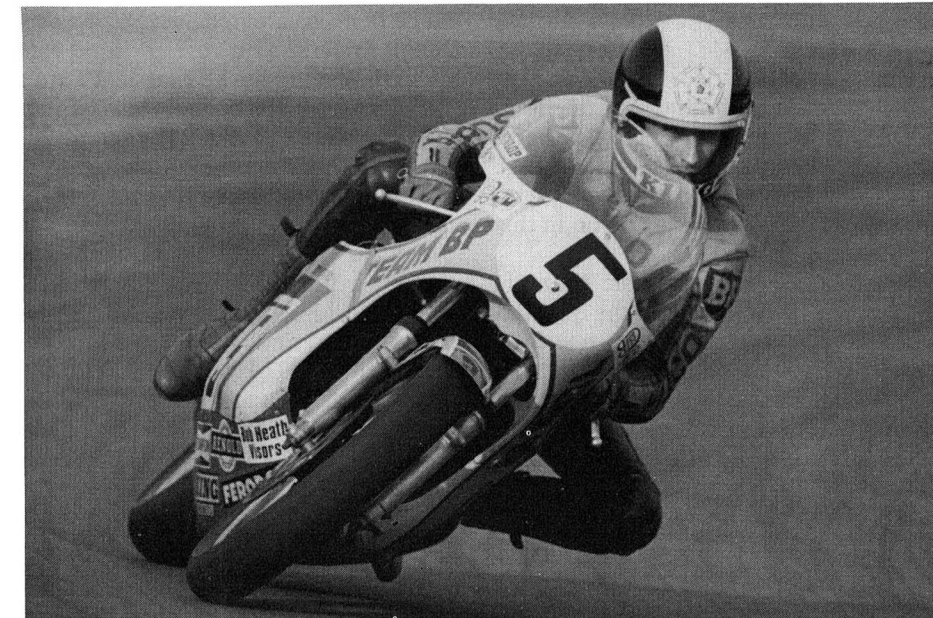
It is that sort of bad luck that seems to have dogged Mick this year as he has made a deep down attempt to prove that he is made of world champion material. "I was, and still am for that matter, looking for a high placing in either the 250 or 350 World Championships," he said.

This year his season started off with more than a fair share of crashes that would have dampened the enthusiasm of a lesser rider. He was joined in the team by South African Kork Ballington who was out to make the best impression possible in his first year as a works rider. Because of his misfortune Mick was soon overhauled in both the 250 and 350 contests by the "new boy" but as the Dutch interlude proved he has not given up trying to win.

A further overshadowing threat came from Hansford who took the scene by storm in his first full European season and most of the Kawasaki spotlight switched in his direction.

Away from the Grands Prix Mick is out for a high place in the MCN/Brut Superbike championship, a series in which he has been runner-up to Sheene over the past two years.

"Apart from the TT and the like, it is all there is left for the 750," he said. "It simply is not competitive enough for me to get involved in the Formula 750 world championship."



Dave Potter holds second place in the MCN/Brut Championship (above). The Frenchman Bernard Fau hopes for a good result at Donington.

SuperStars on SuperBikes

Motor Cycle News' ANDREW McKINNON looks at the prospects for the MCN/Brut Superbike Championship Race

Barry Sheene comes to Donington Park as the favourite to increase his lead in the fourth round of the MCN/Brut Superbike series and after his return to form on the Grand Prix scene it's going to take a good man to stop him this weekend.

The current Superbike champion Barry attaches a tremendous amount of importance to the series which ranks as the most prestigious non-world championship event on the road racing calendar.

The meeting marks a very important first for our publication — the extension of the series, by dropping one of the Brands Hatch rounds, to Donington Park. The interesting 1.9 mile track will prove a demanding obstacle for Europe's top 750 exponents in search of further points.

Already, with just three rounds down, very much the same pattern as last year is emerging. Sheene leads the ever consistent Dave Potter by six points and he in turn holds a slender three point lead over the injured Pat Hennen, who unfortunately is still recovering from his Isle of Man crash.

Barry Ditchburn, in his first season on 750 Yamaha under the Sid Griffiths banner, is fourth at present but his current form proves that his 28 points are sure to be increased today.

Anything can happen in the rankings behind Sheene for just six points separate his four pursuers. Tucked in behind Ditchburn on 26 points is Kawasaki star and former Superbike title holder Mick Grant, whose Classic TT win in June has really brought back his confidence and you can expect his ageing KR750, expertly prepared by

mechanic Nigel Everett to be among the leaders.

From here, there's a gap before we come to Appleby Glade runner John Williams on 12 points and behind him comes British champion Roger Marshall, this season campaigning successfully on George Beale's 750 Yamahas.

But this list of Superbike contenders is nothing new to the enthusiast — a fairly predictable selection of men. What follows in the present table is a refreshing group of new talent and it's here that this weekend's surprises could come from.

In joint eighth place, although still fighting for fitness is Grimsby's fine

The view Sheene hopes most of his rivals will have of him.



prospect Kevin Stowe. He has five points (the same as John Newbold), but suffered a setback in his rise to fame with a heavy tumble in the Post TT round of the series at Mallory Park.

Kevin was lying fifth and set for his best ride of his career to date when he fell at the Esses and broke two bones in his right ankle.

He has subsequently visited the Belgian bone specialist Dr Joan Derweduwen in the hope of getting the offending bones plated to speed his recovery. But it was discovered that plating would not aid his cause and so it was back to the waiting game in the hope of getting ready for this meeting.

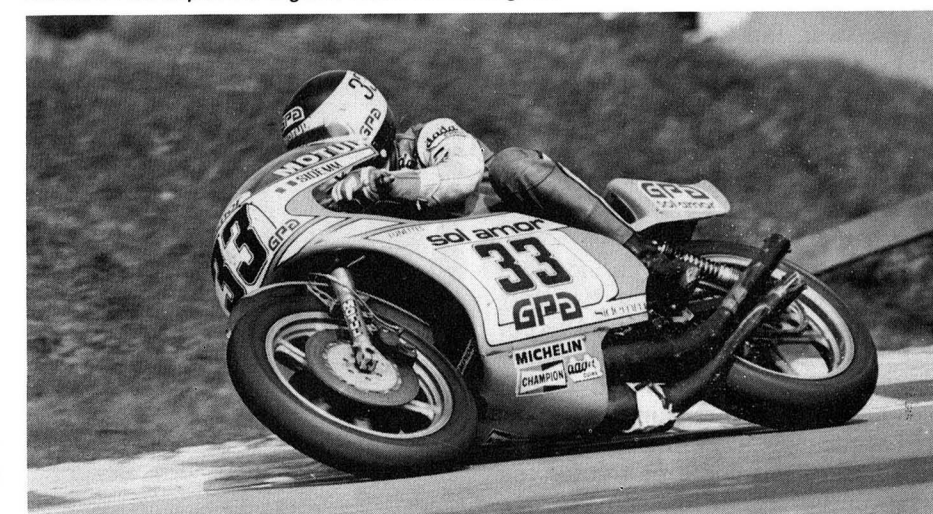
If he does return he'll probably appear subdued but he's certainly a man to watch in the current series.

Down in 10th place come Steve Parrish, the former Suzuki works rider, now riding a 750 Yamaha for the Makaha Skateboard Racing Team, with help from former Beatles member George Harrison, a personal friend of the Hertfordshire runner.

Steve is certainly not showing the form we have come to expect of him at the moment but if he gets it right on the day he'll be a candidate for a healthy helping of the points.

Tying at present with Steve on four points are two relatively new names in the Superbike stakes — Bob Smith and Dave Hickman both of whom are developing into great big bike prospects.

Dave has been around the racing scene for some time but Bob is experiencing a meteoric rise to fame. Until this year he had restricted his efforts to 250 and 350 racing but with the help of Scottish businessman Ronnie McCutcheon he now enjoys



British Champion Roger Marshall on George Beale's 750 cc Yamaha.



being in the blue riband of British competition.

But so much for the current pacemakers. The bounds of talent in the series by no means finish here. Through different circumstances there is a whole host of top class men who have yet to make any impression in this year's series.

Ron Haslam is the classic example with not a point to his name yet and who could say that is justified. Then there's Stan Woods of the Albion Street Motors team, whose solitary three points came from his eighth place in the second round at Cadwell Park in May.

Steve Wright, the Barnsley star who has not captured the sort of form expected from him this year, is another rider who on his day should score points. He has just three so far from the opening Brands Hatch round after performing admirably to secure a place as reserve in the British team for the Trans-Atlantic Trophy races.

But by far the most interesting newcomer to the competition is Frenchman Bernard Fau who pledged to do the whole series this season with his works Kawasaki 750 provided by French importers Sidemm.

His impact on the series has not been all it might and to date he has only scored two points from the most recent race at Mallory Park. The Parisien has never been to Donington and so just how he adapts will remain to be seen. He has the machinery and the back up crew and so this could be the turning point for the likeable Frenchman.

Steve Manship's career has taken an upward turn since he joined the Leicester-based Wide Range team although not a points scorer, yet he proved his worth as a Superbike rider by upsetting the form table and getting into the Easter match race team.

And Derek Chatterton's 108 mph lap of the Isle of Man this year on his 750 Yamaha is ample proof of his capabilities in this class. He suffered a knock during a Post TT tumble but is now fully fit again and will be out there for points in this round.

Another of our rising stars Clive Padgett has been out of the 750 scene for some time but makes a comeback here.

Clive has concentrated on the 250 and 350 classes this year and has suffered many frustrations on the Grand Prix scene trying to get starts. At the beginning of the year he finished the Moto Journal 200 miler at Paul Ricard and so he knows all about long races. This weekend's 35 mile dash should prove no problem to him.

One rider who makes his Superbike

debut here is talented New Zealander Dennis Ireland who rose to fame with his sixth placing in the Classic TT on a 500 Suzuki. Here he rides Derry Locke's 750 Yamaha. He's a quick learner and has masses of talent and so he could become one of the men of the meeting.

Yet to be mentioned, and still without a point in the series, is eight times world champion Phil Read, campaigning, many feel, against the odds with the 997 Honda four stroke in virtually the same trim as the endurance machine Honda Britain use in the European Coupe d'Endurance series.



Mick Grant and Barry Ditchburn in close company at the latest round.

Local ace Ron Haslam warrants a good result after his excellent wins in national events at Donington this year.



So far Phil has been plagued with problems and hasn't had a decent run. What the machine lacks in acceleration and suitability for the short circuit scene Phil can make up in sheer riding skill. A few points are long overdue and they may well come here.

So the scene is set for a classic round in the most exciting series outside the world championship. I'll go for Barry Sheene to increase his lead in the series but ask him whether his task is an easy one and he'll assure you that there is too much talent in this one to feel complacent about the outcome.

ACU TT FORMULA 1 CHAMPIONSHIP 1978 RESULTS

RACE	ROUND 1 1.5.78 Oulton Park 10 laps, 28 miles	ROUND 2 21.5.78 Cadwell Park 8 laps, 18 miles	ROUND 3 29.5.78 Brands Hatch 12 laps, 15 miles	ROUND 4 11.6.78 Mallory Park 20 laps, 27 miles
FIRST	P. Read Honda 94.62 mph	R. Haslam Honda 79.84 mph	S. Woods Honda 82.40 mph	M. Hailwood Ducati 93.18 mph
SECOND	T. Rutter Honda	T. Rutter Honda	T. Rutter Honda	J. Cowie Kawasaki
THIRD	J. Cowie Kawasaki	P. Read Honda	R. Haslam Honda	P. Read Honda
FOURTH	A. Moyce Kawasaki	J. Cowie Kawasaki	J. Cowie Kawasaki	J. Williams Honda
FIFTH	R. Peckett Kawasaki	A. Moyce Kawasaki	A. Moyce Kawasaki	B. Ditchburn Honda
SIXTH	C. Mortimer Suzuki	R. Peckett Kawasaki	S. Manship Honda	S. Manship Honda
FASTEST LAP	Not given	Haslam 82.31 mph	Woods 84.29 mph	Hailwood 94.76 mph

ACU TT Formula 1 Championship

	Pts
1 John Cowie	38
2 Tony Rutter	36
3 Phil Read	35
4 Ron Haslam	27
5 Asa Moyce	24
6 Mike Hailwood	15
Stan Woods	15

MCN/BRUT SUPERBIKE CHAMPIONSHIP 1978 RESULTS

RACE	ROUND 1 24.3.78 Brands Hatch 10 laps, 26 miles	ROUND 2 21.5.78 Cadwell Park 20 laps, 45 miles	ROUND 3 11.6.78 Mallory Park 20 laps, 27 miles
FIRST	P. Hennen Suzuki 87.93 mph	B. Sheene Suzuki 85.30 mph	B. Sheene Suzuki 97.27 mph
SECOND	D. Potter Yamaha	P. Hennen Suzuki	D. Potter Yamaha
THIRD	B. Ditchburn Yamaha	M. Grant Kawasaki	B. Ditchburn Yamaha
FOURTH	M. Grant Kawasaki	B. Ditchburn Yamaha	M. Grant Kawasaki
FIFTH	J. Williams Yamaha	D. Potter Yamaha	J. Williams Yamaha
SIXTH	R. Marshall Yamaha	R. Marshall Yamaha	J. Newbold Yamaha
SEVENTH	B. Sheene Suzuki	K. Stowe Yamaha	D. Hickman Yamaha
EIGHTH	S. Wright Yamaha	S. Woods Yamaha	R. Smith Yamaha
NINTH	S. Parrish Yamaha	S. Parrish Yamaha	B. Fau Kawasaki
TENTH	K. Stowe Yamaha	R. Smith Yamaha	P. Soulas Yamaha
FASTEST LAP	Hennen 98.62 mph	Sheene 86.35 mph	Sheene & Potter 98.28 mph

MCN/Brut Superbike Championship

	Pts
1 Barry Sheene	38
2 Dave Potter	32
3 Pat Hennen	29
4 Barry Ditchburn	28
5 Mick Grant	26
6 John Williams	12
7 Roger Marshall	10
8 Kevin Stowe	5
John Newbold	5
10 Steve Parrish	4
Bob Smith	4
Dave Hickman	4

B. P. DONINGTON PARK CHAMPIONSHIP

B. P. Motorsport sponsor a season-long series covering all five promoted motorcycle meetings at Donington in 1978. A total cash prize fund of £1,300 is awarded and the championship is decided on the final results of every race (not heats or parts) for solo and sidecar machines.

The points are awarded on a 16-11-7-4-2-1 basis to the first six finishers. Ties will be decided by (a) the greatest number of first, second etc. places; (b) the greatest number of points won at any one meeting.

The Champion receives £500, with £300 and £200 being awarded to second and third respectively. The highest placed sidecar crew win £250.

Leaders to date Austin Hockley, Ron Haslam 32 pts; Derek Chatterton, Stan Woods, Brian Webb (sidecars) 27 pts.

In addition B. P. will donate £20 to the driver recording fastest lap today, and £100 is awarded to the competitor recording the fastest lap of the year.

FRED CRANER CHALLENGE TROPHY

This trophy came into being in 1949 after the untimely death of Fred Craner, a prominent figure of motor cycling and motor racing 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 the present holder (and also winner in 1976) 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.

Fred Craner Trophy

	Pts
1 Barry Sheene	18
2 Tony Rutter	14
3 Pat Hennen	13
4 Dave Potter	12
Brian Webb	12
6 Barry Ditchburn	8
7 John Cowie	7



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

Race 1

12 laps
23.49 miles

INTERNATIONAL LIGHTWEIGHT RACE Solo Motorcycles 176 c.c. to 250 c.c.

(Green plates with White numbers)

Clutch start

No.	Driver	Entrant	c.c.	Machine
9	CHAS MORTIMER	Sid Griffiths Racing Team, Stourbridge	250	Maxton Yamaha
10	MICK GRANT	Team Kawasaki Life, Bromley	250	Kawasaki
11	KORK BALLINGTON	Kawasaki UK, Bromley	250	Kawasaki
18	DEREK CHATTERTON	Chatterton's Motors, Boston	248	Chat Yamaha
21	AUSTIN HOCKLEY	Granby Motors/Team Castrol	247	Granby Yamaha
24	CLIVE HORTON	Robin Mayne Racing, Nantwich	247	Yamaha
25	CLIVE PADGETT	Padgett's (Batley) Ltd.	247	Padgett Yamaha
26	ALAN STEWART	Armstrongs M/Cs, Middlesbrough	247	PA Maxton Yamaha
27	BARRY WOODLAND	Anderson Plant Hire, Gravesend	247	Yamaha
28	PETER LABUSCHAGNE	Cyclomoto, Brackley	250	Yamaha
29	DEREK HUXLEY	Bill Smith Motors, Chester	250	Spondon Yamaha
31	GRAHAME HOBBS	Team Castrol, Bristol	247	Fowler Yamaha
32	PHIL HENDERSON	J. M. L. Henderson Transport, Wakefield	247	Maxton
34	DUDLEY CRAMOND	Harold Coppock	247	Harris Yamaha
35	DAVE HICKMAN	B. J. Crighton	247	Maxton Yamaha
36	CLIVE OFFER	—	246	Kawasaki
37	GRAHAM YOUNG	Irish Racing Motor Cycles, Belfast	247	Yamaha
38	GRAHAM WARING	Marmac Racing, Warrington	247	Yamaha
40	BILL SIMPSON	R. D. McCutcheon Motors, Wigtown	247	Yamaha
41	NEIL TUXWORTH	Granby Motors (UK) Ltd, Ilkeston	248	Granby Yamaha
42	STEVE KIBBLE	Johnson of Hollingwood M/Cs	247	Johnson Yamaha
52	KEN NEMOTO	—	247	Yamaha
55	IAN RICHARDS	Dorothy Whitehouse, Walsall	247	Yamaha
57	LUC PALACIOS	—	247	Yamaha
59	LEIGH NOTMAN	—	247	Yamaha
60	ROY KEMP	—	247	Yamaha
61	MICHEL RASTEL	—	247	Yamaha
64	PER ZACHRISSON	—	247	Yamaha
65	LARS JOHANSSON	—	247	Yamaha
66	SEPPO ROSSI	—	247	Yamaha
67	STEVE ANDREW	Webbs Yamaha Centre, Lincoln	247	Webb Yamaha
74	DAVID HOUSELEY	—	247	Yamaha
77	MICK GRICE	Pass Transport, Southport	250	Yamaha
78	PETER ELLIS	Geoff Grosvenor (Smokeless Fuels), Wolverhampton	247	Maxton
80	KEITH HANFORD	—	250	Yamaha
86	EDDIE ROBERTS	—	250	Jawa

Reserves (in order of practice times)

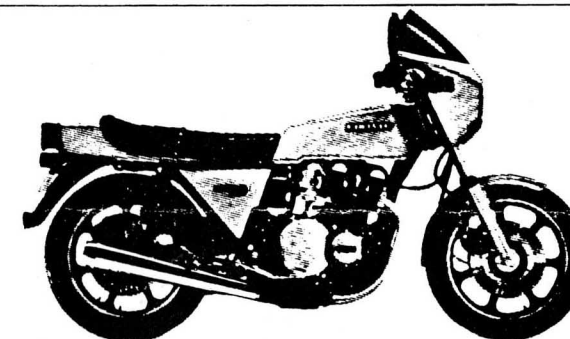
83	PETE BANKS	North East M/Cs, Chester-le-Street	247	Yamaha
84	BOB SMITH	R. D. McCutcheon Motors, Wigtown	250	Yamaha
85	ADRIAN GODDEN	—	247	Yamaha
114	KEVIN WRETTOM	Gordon Pantall M/Cs, Gorseinon	247	Harris Yamaha

RESULTS:

1st (£100)	11	2nd (£75)	9	3rd (£50)	34	4th (£30)	24
5th (£20)		6th (£10)		7th (£7)		8th (£5)	
		9th (£3)		10th (£2)			
Winner's Time	15.21	Speed		m.p.h.			
Fastest Lap	1.19.8	Time	88 mph	Speed		m.p.h.	

Additional Prize Money:

Three-quarter distance (9 laps): 1st (£20) 2nd (£10) 3rd (£5)



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1, 2, 3

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MCN/BRUT 33 SUPERBIKE CHAMPIONSHIP RACE

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ALL YOU HAVE TO DO – Forecast the first three places in today's round of the Motor Cycle News/Brut 33 Superbike Championship. The winning entry will be the one nearest to the actual result. You don't necessarily have to get all three right – but an entrant who correctly lists the 2nd and 3rd places will not be judged as skilful as one who names the winner.

Rules: No entries will be accepted after the start of the race. Employees of Motor Cycle News and Brut 33 are not allowed to enter. In event of a tie the prize will be equally divided. The judges decision will be final and legally binding.

PLACE	NAME
1	
2	
3	

No correspondence may be entered into. All entries in ink or ball point pen. Each competitor may make only one entry. All entries will be checked but no responsibility can be accepted for entries lost or mislaid. Keep the panel on the left as a check on your entry.

PLACE	NAME
1	
2	
3	

Tear here and hand to MCN supergirls or into any of the MCN Sales Points around the Circuit before the start of the race.

Name

Address

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Race 2

18 laps
35.23 miles

MCN/BRUT SUPERBIKE CHAMPIONSHIP RACE

White plates with Black numbers (750 c.c.)
Red plates with White numbers (1000 c.c.)

Clutch start

No.	Driver	Entrant	c.c.	Machine
1	ROGER MARSHALL	George Beale M/ Cs, Woodville	747	Beale Yamaha
2	RON HASLAM	Mal Carter, Halifax	750	Pharaoh Yamaha
3	To be advised	Suzuki Great Britain	653	Suzuki
5	JOHN NEWBOLD	J. M. Newbold/Ray Hamblin	746	Yamaha
6	STEVE PARRISH	Team Castrol/Makaha Skateboards & Harrisongs Ltd	750	Yamaha
7	BARRY SHEENE	Texaco Heron/Team Suzuki	650	Suzuki
8	DAVE POTTER	Team BP, Broad Motors	750	Broad Yamaha
10	MICK GRANT	Team Kawasaki Life, Bromley	750	Kawasaki
12	BARRY DITCHBURN	Sid Griffiths, Lye	750	Yamaha
14	PHIL READ	Honda Britain Racing Team, Chiswick	998	Honda
15	JOHN G. WILLIAMS	Appleby Glade Team, Burton-on-Trent	746	Yamaha
17	KEVIN STOWE	Harold Coppock/Team Castrol	747	Coppock Yamaha
18	DEREK CHATTERTON	Chatterton's Motors, Boston	748	Chat Yamaha
19	STEVE MANSHIP	Wide Range Honda Centre, Narborough	750	Maxton
22	STEVE WRIGHT	Len Manchester M/ Cs/Team Castrol	750	Manchester Yamaha
23	GRAHAM WOOD	Barton Engineering, Carnarvon	750	Phoenix 4
25	CLIVE PADGETT	Padgett's (Batley) Ltd	750	Padgett Yamaha
30	GEORGE FOGARTY	Team Castrol Sports M/ Cs	746	Yamaha
33	BERNARD FAU	Sidemm, France	747	Kawasaki
35	DAVE HICKMAN	Rob Henderson	746	Yamaha
36	CLIVE OFFER	—	746	Yamaha
40	BILL SIMPSON	R. D. McCutcheon Motors, Wigtown	747	Yamaha
43	DENNIS IRELAND	Derry's Racing	750	Yamaha
46	ERIC HAYES	Kass Construction Co Ltd, Scunthorpe	748	Kass Yamaha
47	MICHAEL POXON	Robinsons of Derby Sales Ltd	746	Yamaha
50	BILL MARKS	Fran Ridewood & Co, Wells	747	Ridewood Yamaha
82	ROY TOYNE	S.S. Photo's, Goxhill	746	Yamaha
84	BOB SMITH	R. D. McCutcheon Motors, Wigtown	750	Yamaha
88	PHIL LANDEG	A.P.S. M/ Cs, Bristol	820	A.P.S. Honda
95	JOHN CHAPPELL	—	750	Yamaha
100	JACK HIGHAM	Tom Hall M/ Cs Ltd, Wigan	810	Honda
102	IAN BELL	—	746	Yamaha
103	BARRY HOMEWOOD	—	998	Kawasaki
105	PETER BROOKS	Marmac Ltd, Warrington	746	Yamaha
106	RICHARD PECKETT	Peckett & McNab, Twickenham	984	Kawasaki
107	JOHN WEBB	Frank Godfrey TV Aerials, Worksop	994	Kawasaki
Reserves (in order of practice times)				
72	JAMES WELLS	—	750	Yamaha
104	MARTIN RUSSELL	—	830	Rustler BSA 3
114	KEVIN WRETTOM	Gordon Pantall M/ Cs, Gorseinon	750	Pantall Yamaha
116	PHILIP ODLIN	R. F. Luke (SS) Ltd, Chesterfield	598	Honda

RESULTS:

1st (£200)	2nd (£125)	3rd (£100)	4th (£75)
5th (£50)	6th (£40)	7th (£35)	8th (£30)
	9th (£20)	10th (£15)	

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

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

Additional Prize Money:

One-third distance (6 laps): 1st (£100)	2nd (£50)	3rd (£35)	4th (£25)	5th (£15)	6th (£10)
Two-thirds distance (12 laps): 1st (£100)	2nd (£50)	3rd (£35)	4th (£25)	5th (£15)	6th (£10)

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Race 3

6 laps
11.74 miles

INTERNATIONAL SIDECAR RACE — Heat 1
Machines 351 c.c. to 1000 c.c.

(Black plates with White numbers)
The First Nine in each Heat qualify for the Final

No.	Driver/Passenger — Entrant	c.c.	Machine
1	GEORGE O'DELL — CLIFF HOLLAND Entrant: Team O'Dell, Würth, Hemel Hempstead	750	Yamaha
3	MICK BODDICE — CHAS BIRKS Entrant: Roboserve Ltd	750	Woodhouse Yamaha
5	JOCK TAYLOR — JAMES NEIL Entrant: Team Castrol, Swindon	750	Yamaha
7	ALAN BALE — DAVE POWELL Entrant: J.W. Car Radio, Cardiff	750	Yamaha
9	TOM WHITE — JOHN WHITE Entrant: R. H. Rooke, Rossington	700	Rooke Yamaha
11	KEITH GALTRESS — NEIL SHELTON Entrant: Demon Tweaks 4 Shocks, Tattenhall	700	Yamaha
15	TREVOR IRESON — MICHAEL ALLSWORTH Entrant: Joe Henderson, Didcot	649	Yamaha
17	ALLEN STEELE — TONY BARROW	700	Yamaha
19	GRAHAM MILTON — JOHN BRUSHWOOD	815	British Magnum
21	GERRY LEWIS — BRIAN MILLSON Entrant: Gordon Millson, Thatcham	700	Yamaha
23	GORDON NOTTINGHAM — STEVE JOHNSON Entrant: Brian Lee M/Cs, Scunthorpe	750	Lee Yamaha
25	DENNIS KEEN — PETER RENDLE	1000	Konig
27	TERRY HASLAM — BONNER FREEMAN Entrant: M. Syson, Eastwood	750	Yamaha
29	NIGEL ROLLASON — MICHAEL COOMBER Entrant: T. I. Racing, Nottingham	750	T.I. Special
31	TED MILNER — DAVID LAWSON	700	Yamaha
33	DAVE LAWRENCE — KEN BEERE	700	Yamaha
35	BARRY PHETHEAN — STEVEN WOLFENDEN Entrant: H. & S. Miller & Co Ltd, Bacup	747	MCS Yamaha
37	GLYN JACOBS — PHILLIP BOLTON	973	Triumph 3

Reserves (in order of practice times)

38	BRIAN KELSEY — MAURICE SCOTT	750	Yamaha
39	DAVID DICKINSON — MALCOLM BRETT	492	BMW
40	BRIAN MEE — ANDREW DAVENPORT Entrant: Russell's of Loughborough	998	Kawasaki
41	PETE TYACK — GEOFF MORRIS Entrant: Road & Track, Hownslow	900	Kawasaki
42	BRIAN REEVES — KEITH CROUCHER Entrant: Jim Sharp M/Cs, Sevenoaks	750	Yamaha
43	PETER BUSHELL — ERIC AMMANN	750	Yamaha

RESULTS:

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

Lucas

The Rita electronic ignition system by Lucas means that timing adjustment problems are a thing of the past. Rita gives greater reliability, more economy.

Race 4

15 laps
29.36 miles

INTERNATIONAL SENIOR RACE Solo Motorcycles 351 c.c. to 500 c.c.

(Yellow plates with Black numbers)

Clutch start

No.	Driver	Entrant	c.c.	Machine
1	ROGER MARSHALL	George Beale M/Cs, Woodville	494	Beale Maxton Yamaha
2	RON HASLAM	Mal Carter, Halifax	500	Pharaoh Yamaha
3	To be advised	Suzuki Great Britain	500	Suzuki
5	JOHN NEWBOLD	J. M. Newbold/Ray Hamblin	496	Suzuki
6	STEVE PARRISH	Team Castrol/Makaha Skateboards & Harrisongs Ltd	500	Suzuki
7	BARRY SHEENE	Texaco Heron/Team Suzuki	500	Suzuki
8	DAVE POTTER	Team BP/Broad Motors	499	Broad Suzuki
9	CHAS MORTIMER	Sid Griffiths Racing Team, Stourbridge	354	Maxton Yamaha
15	JOHN G. WILLIAMS	Appleby Glade Team, Burton-on-Trent	496	Suzuki
17	KEVIN STOWE	Harold Coppock/Team Castrol	500	Coppock Suzuki
19	STEVE MANSHIP	Wide Range Honda Centre, Narborough	500	Suzuki
20	ROD SCIVYER	Hartford Motorcycles, Oxford	351	Yamaha
22	STEVE WRIGHT	Len Manchester M/Cs/Team Castrol	500	Manchester Yamaha
23	GRAHAM WOOD	Handue Construction Ltd, Scunthorpe	490	Sparton
25	CLIVE PADGETT	Padgett's (Batley) Ltd	500	Padgett Suzuki
26	ALAN STEWART	Armstrongs Motorcycles, Middlesborough	351	Maxton Yamaha
30	GEORGE FOGARTY	Team Castrol/Sports M/Cs, Manchester	498	Suzuki
32	PHIL HENDERSON	J. M. L. Henderson Transport, Wakefield	497	Suzuki
37	GRAHAM YOUNG	Irish Racing M/Cs, Belfast	351	Yamaha
39	ANDY SMITH	John Arnold, Noggin Racing, Risley	497	Suzuki
43	DENNIS IRELAND	Derry's Racing	497	Suzuki
45	ROGER NICHOLLS	George Beale M/Cs, Woodville	352	Beale Yamaha
48	BOB TAIT	S. Adams & Son (Haulage), Swadlincote	500	Phoenix Four
50	BILL MARKS	Fran Ridewood & Co, Wells	351	Ridewood Yamaha
54	MICK KENT	—	475	Scitsu 3
63	TIMO POHJOLA	—	351	Yamaha
67	STEVE ANDREW	Webbs Yamaha Centre, Lincoln	354	Webb Yamaha
68	JOHN McENTEE	Team Castrol, Bristol	351	Yamaha
69	DEREK LOAN	Bardsley-Loan Racing, Caernarfon	497	Loan Suzuki
70	ALEXANDER TAYLOR	Team Castrol, Bristol	373	Fowler Yamaha
71	ROGER CHRISTMAS	—	490	Sparton
75	BARRY NEEDLE	Eric Jenkins M/Cs, Abergavenny	351	Yamaha
81	IAN RATCLIFFE	—	410	Yamaha
88	PHIL LANDEG	A.P.S. Motorcycles, Bristol	500	A.P.S. Suzuki
89	GERRY JENKINS	Bevelectric Ltd, Telford	460	Sparton
90	NEIL MASON	John Wade Group of Companies, Chilton	460	Sparton

Reserves (in order of practice times)

86	EDDIE ROBERTS	—	500	Suzuki
91	TONY ROGERS	—	351	Yamaha
92	PHIL NICHOLLS	Creyndar Construction Ltd, Preston	351	Maxton Yamaha
93	GLYN MARRIOTT	—	351	Yamaha
96	PETER PINION	—	351	Yamaha
98	GORDON TOON	R. A. F. M. S. A.	351	Yamaha

RESULTS:

1st (£150)	2nd (£120)	3rd (£80)	4th (£60)
5th (£40)	6th (£30)	7th (£20)	8th (£10)
	9th (£7)	10th (£5)	

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

Additional Prize Money:

Two-thirds distance (10 laps). 1st (£50) _____ 2nd (£35) _____ 3rd (£20) _____ 4th (£10) _____ 5th (£5) _____

Lucas

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

Race 5

6 laps
11.74 miles

INTERNATIONAL SIDECAR RACE — Heat 2 Machines 351 c.c. to 1000 c.c.

(Black plates with White numbers)
The First Nine in each Heat qualify for the Final

No.	Driver/Passenger — Entrant	c.c.	Machine
2	BILL HODGKINS — JOHN PARKINS Entrant: Joe Francis Motors, London	750	Yamaha
4	BRIAN WEBB — COLIN BOOKER Entrant: R. H. Rooke, Rossington	750	Rooke Yamaha
6	ROY HANKS — DON WILLIAMS Entrant: Fred Hanks, M/Cs, Birmingham	750	Suzuki
8	DEREK JONES — BRIAN AYRES Entrant: Daytona M/Cs, Ruislip Manor	750	Daytona Yamaha
10	WILLIAM COOPER — DAVID MILLER Entrant: Robinson's of Derby (Sales) Ltd	750	Yamaha
12	STEVE SINNOTT — JOHN HORSPOLE	696	Marskin Yamaha
14	BRYAN RUST — ALAN BEDFORD Entrant: Bingham Racing, Arnold	748	Bingham Yamaha
16	KEITH LACEY — JOHN JONES	700	Beckett Yamaha
18	ANTHONY WAKEFIELD — EDDIE KIFF	815	British Magnum
20	KEITH SYLVESTER — ALAN SYLVESTER Entrant: Cheltenham Motor Club	738	Lewin 3
22	MAL WHITE — PHILIP SPENDLOVE	750	Rumbold Yamaha
24	GERALD DANIEL — MARK TANNER Entrant: Fred Hanks, M/Cs, Birmingham	996	Imp
26	DICK HAWES — ALLEN BARCLAY Entrant: R. H. Coleman, London	750	Anderson Yamaha
28	JOHN F. PHILLIPS — BRIAN GLOVER Entrant: Jackson's M/Cs, Burton-on-Trent	738	Cooper Suzuki
30	ROGER DAVIES — LESLIE GEORGE Entrant: Ray Williams M/Cs, Llanelli	700	Yamaha
32	DAVID HOUGHTON — ASHLEY WOOLLER Entrant: Roboserve Ltd	750	Roboserve Yamaha
34	TIM EADE — GEOFF WOODCOCK Entrant: RUF Computers (UK) Ltd, Burgess Hill	700	Yamaha
36	STEWART PEARSON — GRAHAME ROSE	700	Yamaha

RESULTS:

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

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

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During race day it is planned to include a demonstration on the circuit of the 500 cc Hondas,
ridden by Mike Hailwood and John Cooper



Lucas

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

Race 6

20 laps
39.15 miles

ACU INTERNATIONAL T.T. FORMULA 1 RACE

Clutch start

No.	Driver	Entrant	c.c.	Machine
2	RON HASLAM	Honda UK Ltd	888	Honda
4	MIKE HAILWOOD	Team Castrol/Sports M/Cs	864	Ducati
14	PHIL READ	Honda Britain Racing Team, Chiswick	888	Honda
15	JOHN WILLIAMS	Mocheck Racing, London	942	Mocheck Honda
16	TONY RUTTER	Mocheck Racing, London	942	Mocheck Honda
19	STEVE MANSHIP	Wide Range Honda Centre, Narborough	888	Honda
30	GEORGE FOGARTY	Team Castrol/Sports M/Cs, Manchester	960	Ducati
47	MICHAEL POXON	Robinsons of Derby Sales Ltd	850	Trident
49	TONY HEAD	Devimead Ltd, Tamworth	810	Devimead Honda
51	ASA MOYCE	Mead Speed, Newport Pagnell	984	Mead Speed Kawasaki
72	JAMES WELLS	—	984	P&M Kawasaki
73	MICHAEL HUNT	Team Castrol/Sports M/Cs, Manchester	980	Laverda
79	ROGER BOWLER	Hadleigh Custom (Southend)	888	Honda
87	PETER TAYLOR	—	984	P.M.S. Kawasaki
88	PHIL LANDEG	A.P.S. Motorcycles, Bristol	820	A.P.S. Honda
100	JACK HIGHAM	Tom Hall M/Cs Ltd, Wigan	810	Honda
103	BARRY HOMEWOOD	—	998	Kawasaki
104	MARTIN RUSSELL	—	830	Rustler BSA III
106	RICHARD PECKETT	Peckett & McNab, Twickenham	984	P.M.S. Kawasaki
107	JOHN WEBB	Frank Godfrey TV Aerials, Worksop	994	Kawasaki
108	TONY HOLLAND	R.D.H. Motors, Newton Abbott	998	Rickman Kawasaki
109	ROGER WILSON	John Clucas, Garstang	399	Yamaha
110	ROGER TAYLOR	Sports Motorcycles, Manchester	981	Egli Laverda
111	DENNIS McMILLAN	Mercury Challenger	984	Ongar P&M Kawasaki
112	TONY OSBORNE	—	984	Kawasaki
113	RICHARD GAMBLE	—	950	Suzuki
114	KEVIN WRETTON	Gordon Pantell Motorcycles	998	Pantell Kawasaki
119	DENNIS TROLLOPE	—	430	Fowler Yamaha

RESULTS:

1st (£150)	16	2nd (£100)	2	3rd (£75)	19	4th (£50)	19
5th (£40)	70	6th (£30)	30	7th (£20)	19	8th (£15)	19
		9th (£12)	19	10th (£10)	19		

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

Additional Prize Money:

Quarter distance (5 laps): 1st (£20)	2nd (£10)	3rd (£5)		
Half distance (10 laps): 1st (£35)	2nd (£20)	3rd (£10)	4th (£5)	
Three-quarter distance (15 laps): 1st (£50)	2nd (£35)	3rd (£20)	4th (£10)	5th (£5)



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.

Race 7

6 laps
11.74 miles

INTERNATIONAL SUPERBIKE RACE — Heat 1 Solo Motorcycles 351 c.c. to 1000 c.c.

Yellow plates with Black numbers (500 c.c.)
White plates with Black numbers (750 c.c.)
Red plates with White numbers (1000 c.c.)

First Eighteen finishers qualify for the Final.

Clutch start

No.	Driver	Entrant	c.c.	Machine
1	ROGER MARSHALL	George Beale M/Cs, Woodville	747	Beale Yamaha
3	To be advised	Suzuki Great Britain	653	Suzuki
6	STEVE PARRISH	Team Castrol/Makaha Skateboards & Harrisongs Ltd	750	Yamaha
10	MICK GRANT	Team Kawasaki Life, Bromley	750	Kawasaki
12	BARRY DITCHBURN	Sid Griffiths, Lye	750	Yamaha
17	KEVIN STOWE	Harold Coppock/Team Castrol	747	Coppock Yamaha
18	DEREK CHATTERTON	Chatterton's Motors, Boston	748	Chat Yamaha
20	ROD SCIVYER	Hartford M/Cs, Oxford	351	Yamaha
25	CLIVE PADGETT	Padgett's (Batley) Ltd	750	Padgett Yamaha
26	ALAN STEWART	Armstrongs M/Cs, Middlesbrough	351	PA Maxton Yamaha
32	PHIL HENDERSON	J. M. L. Henderson Transport, Wakefield	497	Suzuki
34	DUDLEY CRAMOND	Harold Coppock	750	Kawasaki
36	CLIVE OFFER	—	746	Yamaha
39	ANDY SMITH	John Arnold, Noggin Racing, Risley	497	Suzuki
40	BILL SIMPSON	R. D. McCutcheon Motors, Wigtown	747	Yamaha
43	DENNIS IRELAND	Derry's Racing	747	Yamaha
50	BILL MARKS	Fran Ridewood & Co, Wells	747	Ridewood Yamaha
53	ROB MARKS	Fran Ridewood & Co, Wells	351	Ridewood Yamaha
63	TIMO POHJOLA	—	351	Yamaha
68	JOHN McENTEE	Team Castrol	351	Yamaha
70	ALEXANDER TAYLOR	Team Castrol	373	Fowler Yamaha
81	IAN RATCLIFFE	—	410	Yamaha
84	BOB SMITH	R. D. McCutcheon Motors, Wigtown	750	Yamaha
89	GERRY JENKINS	Bevelectric Ltd, Telford	460	Sparton
91	TONY ROGERS	—	351	Yamaha
93	GLYN MARRIOTT	—	351	Yamaha
95	JOHN CHAPPELL	—	750	Yamaha
97	DEREK AKERMAN	—	351	Yamaha
99	KEITH SANDERSON	George Beale M/Cs, Burton-on-Trent	351	Yamaha
101	KENNY HARRISON	—	351	Craig Yamaha
102	IAN BELL	—	746	Yamaha
105	PETER BROOKS	Marmac Ltd, Warrington	746	Yamaha
117	STEPHEN GRIFFITH	—	352	Maxton Yamaha

RESULTS

1st (£25)	2nd (£20)	3rd (£15)	4th (£10)
5th (£5)	6th (£3)	7th	8th
9th	10th	11th	12th
13th	14th	15th	16th
	17th	18th	
Winner's Time		Speed	m.p.h.
Fastest Lap	Time	Speed	m.p.h.



Lucas Rita electronic ignition needs no maintenance. Following the wiring diagram and fitting instructions you simply fit and forget. That is, until you open the throttle.

Race 8

6 laps
11.74 miles

INTERNATIONAL SUPERBIKE RACE — Heat 2 Solo Motorcycles 351 c.c. to 1000 c.c.

Yellow plates with Black numbers (500 c.c.)
White plates with Black numbers (750 c.c.)
Red plates with White numbers (1000 c.c.)

First Eighteen finishers qualify for the Final.

Clutch start

No.	Driver	Entrant	c.c.	Machine
2	RON HASLAM	Mal Carter, Halifax	750	Pharaoh Yamaha
5	JOHN NEWBOLD	J. M. Newbold/Ray Hamblin	746	Yamaha
7	BARRY SHEENE	Texaco Heron/Team Suzuki	650	Suzuki
8	DAVE POTTER	Team BP/Broad Motors	750	Broad Yamaha
15	JOHN G. WILLIAMS	Appleby Glade Team, Burton-on-Trent	746	Yamaha
19	STEVE MANSHIP	Wide Range Honda Centre, Narborough	750	Maxton
23	GRAHAM WOOD	Barton-Spondon, Barton Motors (Caernarfon) Ltd	749	Phoenix
30	GEORGE FOGARTY	Team Castrol/Sports Motorcycles	746	Yamaha
33	BERNARD FAU	Sidemmm, France	747	Kawasaki
35	DAVE HICKMAN	Rob Henderson	746	Yamaha
46	ERIC HAYES	Kass Construction Co Ltd, Scunthorpe	748	Kass Yamaha
47	MICHAEL POXON	Robinson's of Derby Sales Ltd	746	Yamaha
48	BOB TAIT	S. Adams & Son (Haulage)	500	Phoenix 4
54	MICK KENT	—	475	Scitsu 3
67	STEVE ANDREW	Webbs Yamaha Centre, Lincoln	354	Webb Yamaha
69	DEREK LOAN	Bardsley-Loan Racing, Caernarfon	497	Loan Suzuki
71	ROGER CHRISTMAS	—	490	Sparton
72	JAMES WELLS	—	750	Yamaha
75	BARRY NEEDLE	Eric Jenkins M/Cs, Abergavenny	351	Yamaha
82	ROY TOYNE	S.S. Photo's, Goxhill	746	Yamaha
86	EDDIE ROBERTS	—	500	Suzuki
88	PHIL LANDEG	A.P.S. M/Cs, Bristol	820	A.P.S. Honda
90	NEIL MASON	John Wade Group of Companies, Chilton	460	Sparton
92	PHIL NICHOLLS	Creyndar Construction Ltd, Preston	351	Maxton Yamaha
94	MICK HIGGINS	Parker Bros Racing	354	Maxton
96	PETER PINION	—	351	Yamaha
98	GORDON TOON	RAF MSA	351	Yamaha
100	JACK HIGHAM	Tom Hall, M/Cs Ltd, Wigan	810	Honda
103	BARRY HOMEWOOD	—	998	Kawasaki
104	MARTIN RUSSELL	—	880	Rustler BSA 3
106	RICHARD PECKETT	Peckett & McNab, Twickenham	984	P.M.S. Kawasaki
107	JOHN WEBB	Frank Godfrey TV Aerials, Worksop	994	Kawasaki
114	KEVIN WRETTOM	Gordon Pantall M/Cs, Gorseinon	750	Pantall Yamaha
115	WALLY DAWSON	—	351	Yamaha
116	PHILIP ODLIN	R. F. Luke (SS) Ltd, Chesterfield	492	Honda

RESULTS

1st (£25)	2nd (£20)	3rd (£15)	4th (£10)
5th (£5)	6th (£3)	7th	8th
9th	10th	11th	12th
13th	14th	15th	16th
	17th	18th	
Winner's Time		Speed	m.p.h.
Fastest Lap	Time	Speed	m.p.h.



A Lucas Rita electronic ignition kit is available for a:- Norton Commando, Triumph Twin and Trident, Suzuki 380, 550 and 750, Ducati 750, BMW series 5, 6 and R90/S, Honda CB400, 500 and 750, Kawasaki 900.

Race 9

12 laps
23.49 miles

INTERNATIONAL JUNIOR RACE Solo Motorcycles 251 c.c. to 350 c.c.

(Blue plates with white numbers)

Clutch start

No.	Driver	Entrant	c.c.	Machine
9	CHAS MORTIMER	Sid Griffiths Racing Team, Stourbridge	350	Maxton Yamaha
10	MICK GRANT	Team Kawasaki Life, Bromley	350	Kawasaki
11	KORK BALLINGTON	Kawasaki UK, Bromley	350	Kawasaki
17	KEVIN STOWE	Harold Coppock/Team Castrol, Carterton	347	Coppock Yamaha
18	DEREK CHATTERTON	Chatterton's Motors, Sibsey	348	Chat Yamaha
20	ROD SCIVYER	Hartford M/Cs, Oxford	347	Yamaha
21	AUSTIN HOCKLEY	Granby Motors/Team Castrol	348	Granby Yamaha
22	STEVE WRIGHT	Len Manchester M/Cs/Team Castrol	350	Manchester Yamaha
24	CLIVE HORTON	Robin Mayne Racing, Nantwich	347	Yamaha
25	CLIVE PADGETT	Padgett's (Batley) Ltd	347	Padgett Yamaha
27	BARRY WOODLAND	Anderson Plant Hire, Gravesend	347	Yamaha
29	DEREK HUXLEY	Bill Smith Motors, Chester	350	Yamaha
31	BUTCH HOBBS	Team Castrol	347	Fowler Yamaha
34	DUDLEY CRAMOND	Harold Coppock	350	Yamaha
37	GRAHAM YOUNG	Irish Racing M/Cs	347	Yamaha
38	GRAHAM WARING	Marmac Racing, Warrington	347	Yamaha
39	ANDY SMITH	John Arnold-Noggin Racing	347	Yamaha
40	BILL SIMPSON	Jack Gow Motors, Dundee	347	Yamaha
41	NEIL TUXWORTH	Granby Motors (UK) Ltd	348	Granby Yamaha
42	STEVE KIBBLE	Johnson of Hollingwood M/Cs	348	Johnson Yamaha
43	DENNIS IRELAND	Derry's Racing, Heston	350	Yamaha
49	TONY HEAD	Devimead Ltd, Tamworth	347	Pinfold Yamaha
51	ASA MOYCE	Mead Speed, Newport Pagnell	347	Mead Speed Yamaha
52	KEN NEMOTO	—	347	Yamaha
53	ROB MARKS	Fran Ridewood & Co, Wells	347	Ridewood Yamaha
55	IAN RICHARDS	Dorothy Whitehouse, Walsall	347	Yamaha
56	ANTHONY MYERS	—	347	Yamaha
57	LUC PALACIOS	—	347	Yamaha
58	HUBERTUS WEBER	—	348	Yamaha
61	MICHEL RASTEL	—	348	Yamaha
62	KENNY BLAKE	Chas Mortimer Imports, London	348	Yamaha
63	TIMO POHJOLA	—	347	Yamaha
66	SEPPO ROSSI	—	347	Yamaha
76	STUART JONES	—	350	Yamaha
77	MICK GRICE	Rogersons of Wigan	350	Yamaha
78	PETER ELLIS	Geoff Grosvenor (Smokeless Fuels)	347	Yamaha

Reserves (in order of practice times)

32	PHIL HENDERSON	J. M. L. Henderson Transport, Wakefield	347	Maxton
44	BERNARD MURRAY	D. Johnson, Manchester	348	Johnson Maxton
45	ROGER NICHOLLS	George Beale M/Cs, Woodville	347	Beale Yamaha
60	ROY KEMP	—	347	Yamaha
64	PER ZACHRISSON	—	347	Yamaha
65	LARS JOHANSSON	—	347	Yamaha
74	DAVID HOUSELEY	—	347	Yamaha

RESULTS:

1st (£125)	2nd (£90)	3rd (£75)	4th (£50)
5th (£30)	6th (£20)	7th (£10)	8th (£7)

9th (£5)	10th (£3)	Speed	m.p.h.
Winner's Time	Time	Speed	m.p.h.

Additional Prize Money:

9 laps: 1st (£35) 2nd (£20) 3rd (£10) 4th (£5)

Lucas Rita electronic ignition kits available from Mistral Engineering, 63A Turner Road, London E17 3JG. Tel. 01-521 1180.



Race 10

15 laps
29.36 miles

INTERNATIONAL SUPERBIKE RACE — Final Solo Motorcycles 351 c.c. to 1000 c.c.

Clutch start

The Final comprises the first Eighteen finishers from Races 7 and 8.

A quick reference list for all 1000 c.c. entries is given below.

No.	Driver	c.c.	Machine	No.	Driver	c.c.	Machine
1	ROGER MARSHALL	747	Beale Yamaha	68	JOHN McENTEE	351	Yamaha
2	RON HASLAM	750	Pharoah Yamaha	69	DEREK LOAN	497	Loan Suzuki
3	To be advised	653	Suzuki	70	ALEXANDER TAYLOR	373	Fowler Yamaha
5	JOHN NEWBOLD	746	Yamaha	71	ROGER CHRISTMAS	490	Sparton
6	STEVE PARRISH	750	Yamaha	72	JAMES WELLS	750	Yamaha
7	BARRY SHEENE	650	Suzuki	75	BARRY NEEDLE	351	Yamaha
8	DAVE POTTER	750	Broad Yamaha	81	IAN RATCLIFFE	410	Yamaha
10	MICK GRANT	750	Kawasaki	82	ROY TOYNE	746	Yamaha
12	BARRY DITCHBURN	750	Yamaha	84	BOB SMITH	750	Yamaha
15	JOHN G. WILLIAMS	746	Yamaha	86	EDDIE ROBERTS	500	Suzuki
17	KEVIN STOWE	747	Coppock Yamaha	88	PHIL LANDEG	820	APS Honda
18	DEREK CHATTERTON	748	Chat Yamaha	89	GERRY JENKINS	460	Sparton
19	STEVE MANSHIP	750	Maxton	90	NEIL MASON	460	Sparton
20	ROD SCIVYER	351	Yamaha	91	TONY ROGERS	351	Yamaha
23	GRAHAM WOOD	749	Phoenix	92	PHIL NICHOLLS	351	Maxton Yamaha
25	CLIVE PADGETT	750	Padgett Yamaha	93	GLYN MARRIOTT	351	Yamaha
26	ALAN STEWART	351	P. A. Maxton Yamaha	94	MICK HIGGINS	354	Maxton
30	GEORGE FOGARTY	746	Yamaha	95	JOHN CHAPPELL	750	Yamaha
32	PHIL HENDERSON	497	Suzuki	96	PETER PINION	351	Yamaha
33	BERNARD FAU	747	Kawasaki	97	DEREK AKERMAN	351	Yamaha
34	DUDLEY CRAMOND	750	Kawasaki	98	GORDON TOON	351	Yamaha
35	DAVE HICKMAN	746	Yamaha	99	KEITH SANDERSON	351	Yamaha
36	CLIVE OFFER	746	Yamaha	100	JACK HIGHAM	810	Honda
39	ANDY SMITH	497	Suzuki	101	KENNY HARRISON	351	Craig Yamaha
40	BILL SIMPSON	747	Yamaha	102	IAN BELL	746	Yamaha
43	DENNIS IRELAND	747	Yamaha	103	BARRY HOMEWOOD	998	Kawasaki
46	ERIC HAYES	748	Kass Yamaha	104	MARTIN RUSSELL	880	Rustler BSA 3
47	MICHAEL POXON	746	Yamaha	105	PETER BROOKS	746	Yamaha
48	BOB TAIT	500	Phoenix 4	106	RICHARD PECKETT	984	PMS Kawasaki
50	BILL MARKS	747	Ridewood Yamaha	107	JOHN WEBB	994	Kawasaki
53	ROB MARKS	351	Ridewood Yamaha	114	KEVIN WRETTOM	750	Pantall Yamaha
54	MICK KENT	475	Scitsu 3	115	WALLY DAWSON	351	Yamaha
63	TIMO POHJOLA	351	Yamaha	116	PHILIP ODLIN	492	Honda
67	STEVE ANDREW	354	Webb Yamaha	117	STEPHEN GRIFFITH	352	Maxton Yamaha

RESULTS:

1st (£150)	2nd (£120)	3rd (£80)	4th (£60)
5th (£40)	6th (£30)	7th (£20)	8th (£10)
	9th (£7)	10th (£5)	

Winner's Time	Time	Speed	m.p.h.
Fastest Lap	Time	Speed	m.p.h.

Additional Prize Money:

Two-thirds distance (10 laps):

1st (£50) 2nd (£35) 3rd (£20) 4th (£10) 5th (£5)

Lucas

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

Race 11

12 laps
23.49 miles

INTERNATIONAL SIDECAR RACE — Final Machines 351 c.c. to 1000 c.c.

The Final comprises the first Nine finishers from Races 3 and 5.
A quick reference list for all sidecar entries is given below.

No.	Driver/Passenger	c.c.	Machine
1	GEORGE O'DELL — CLIFF HOLLAND	750	Yamaha
2	BILL HODGKINS — JOHN PARKINS	750	Yamaha
3	MICK BODDICE — CHAS BIRKS	750	Woodhouse Yamaha
4	BRIAN WEBB — COLIN BOOKER	750	Rooke Yamaha
5	JOCK TAYLOR — JAMES NEIL	750	Yamaha
6	ROY HANKS — DON WILLIAMS	750	Suzuki
7	ALAN BALE — DAVE POWELL	750	Yamaha
8	DEREK JONES — BRIAN AYRES	750	Daytona Yamaha
9	TOM WHITE — JOHN WHITE	700	Rooke Yamaha
10	WILLIAM COOPER — DAVID MILLER	750	Yamaha
11	KEITH GALTRESS — NEIL SHELTON	700	Yamaha
12	STEVE SINNETT — JOHN HORSPOLE	696	Marskin Yamaha
14	BRYAN RUST — ALAN BEDFORD	748	Bingham Yamaha
15	TREVOR IRESON — MICHAEL ALLSWORTH	649	Yamaha
16	KEITH LACEY — JOHN JONES	700	Beckett Yamaha
17	ALLEN STEELE — TONY BARROW	700	Yamaha
18	ANTHONY WAKEFIELD — EDDIE KIFF	815	British Magnum
19	GRAHAM MILTON — JOHN BRUSHWOOD	815	British Magnum
20	KEITH SYLVESTER — ALAN SYLVESTER	738	Lewin 3
21	GERRY LEWIS — BRIAN MILLSON	700	Yamaha
22	MAL WHITE — PHILIP SPENDLOVE	750	Rumbold Yamaha
23	GORDON NOTTINGHAM — STEVE JOHNSON	750	Lee Yamaha
24	GERALD DANIEL — MARK TANNER	996	Imp
25	DENNIS KEEN — PETER RENDLE	1000	Konig
26	DICK HAWES — ALLEN BARCLAY	750	Anderson Yamaha
27	TERRY HASLAM — BONNER FREEMAN	750	Yamaha
28	JOHN F. PHILLIPS — BRIAN GLOVER	738	Cooper Suzuki
29	NIGEL ROLLASON — MICHAEL COOMBER	750	T. I. Special
30	ROGER DAVIES — LESLIE GEORGE	700	Yamaha
31	TED MILNER — DAVID LAWSON	700	Yamaha
32	DAVID HAUGHTON — ASHLEY WOOLLER	750	Roboserve Yamaha
33	DAVE LAWRENCE — KEN BEERE	700	Yamaha
34	TIM EADE — GEOFF WOODCOCK	700	Yamaha
35	BARRY PHETHEAN — STEVEN WOLFENDEN	747	MCS Yamaha
36	STEWART PEARSON — GRAHAME ROSE	700	Yamaha
37	GLYN JACOBS — PHILLIP BOLTON	973	Triumph 3
38	BRIAN KELSEY — MAURICE SCOTT	750	Yamaha
39	DAVID DICKINSON — MALCOLM BRETT	492	BMW
40	BRIAN MEE — ANDREW DAVENPORT	980	Kawasaki
41	PETE TYACK — GEOFF MORRIS	900	Kawasaki
42	BRIAN REEVES — KEITH CROUCHER	750	Yamaha
43	PETER BUSHELL — ERIC AMMANN	750	Yamaha

RESULTS:

1st (£150) _____ 2nd (£120) _____ 3rd (£80) _____ 4th (£60) _____
5th (£40) _____ 6th (£30) _____ 7th (£20) _____ 8th (£10) _____
9th (£7) _____ 10th (£5) _____

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

Additional Prize Money:

Three-quarter distance (9 laps): 1st (£50) _____ 2nd (£35) _____ 3rd (£20) _____ 4th (£10) _____ 5th (£5) _____ 6th (£3) _____

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**SUNDAY SEPTEMBER 24
THE DONINGTON
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ROAD RACE**

**featuring the Stars of the
1978 World Championships**