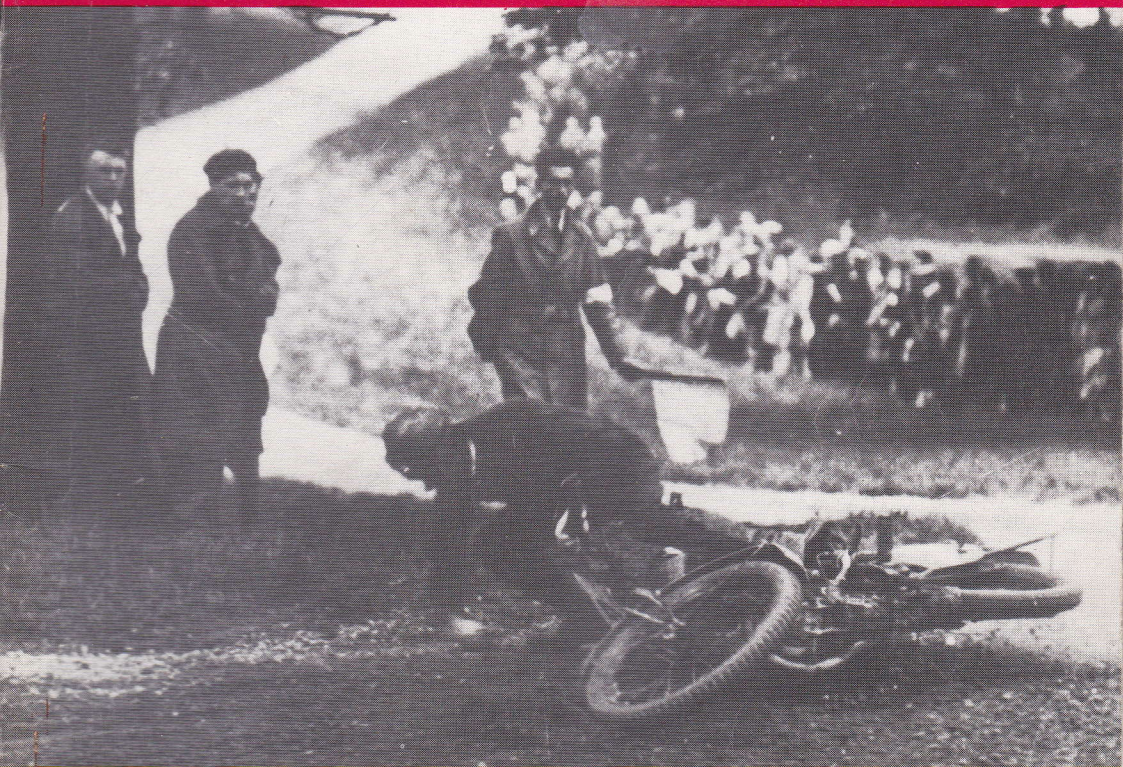


NATIONAL MOTOR CYCLE RACING SUNDAY 15th MAY 1977



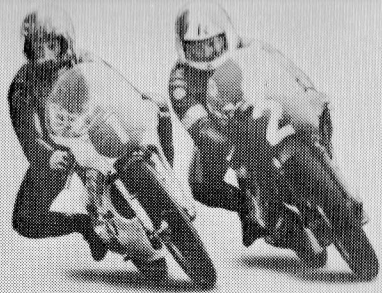
Racing Organised by
The Pathfinders and Derby Motor Club



DONINGTON PARK

Official
Programme **35p**

For conditions of admission see inside.



*You and Dunlop TT 100
lean hard into the bend.
The gear snicks home. The
power surges in. This is where
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work-a-day world is gone.*

No other tyre can turn a Monday morning into the Isle of Man.

The legendary Dunlop TT 100. The tyre that time after
time laps the Isle of Man at 100 plus on standard production machines.

The tyre so superior that Laverda chose it for the
1000cc Jota.

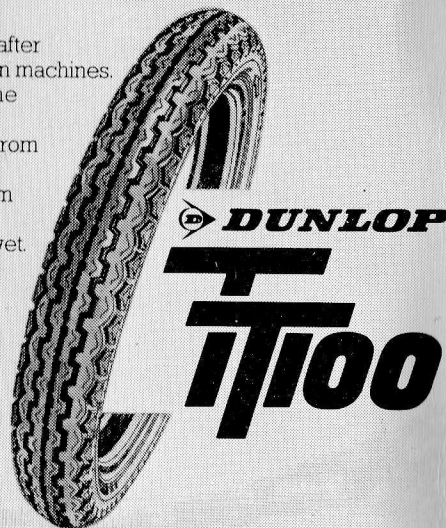
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Yours is the massive grip of Dunlop TT 100 in the wet.
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The Pathfinders and Derby Motor Club Ltd.
(Affiliated to the Auto-Cycle Union through the
East Midland Centre)



DONINGTON PARK

National Motor Cycle Road Races

Sunday, 15th May 1977
1.30 p.m.

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

Permit No. ACU 1170

Permanent Course Licence No. 16

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Cover Photograph

1st fall-1st meeting-March 25 1931, the hairpin was soon by passed.

Officials of the Meeting

STEWARDS:

Appointed by the ACU

V. Cooper, Esq.

Appointed by the E.M.C. ACU

F. Wallis, Esq.

Appointed by the Club

A. Towle, Esq. M.Sc.

TIMEKEEPERS:

R. C. Allcock

R. Corfe

A. F. Faulkner

J. L. Gilbert

R. Summerfield

J. A. Ward

LAP SCORER:

Mrs. J. Dobbs

COMMENTATORS:

F. Clarke

E. Dow

SCRUTINEERS:

A. G. Briggs

J. Paynter

K. Riley

COMPETITORS STEWARDS:

Mrs. J. Salt

W. Salt

A. E. Loydall

J. Loydall

PADDOCK ANNOUNCER:

N. Suthers

CHIEF MARSHAL:

T. J. Pratley

MARSHALS:

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

TRAVELLING MARSHALS:

D. Heath

J. Styles

STARTER:

J. Brown

DRIVERS' LIAISON OFFICER:

J. H. Cooper

RACE CONTROL:

L. Tuxford

Mrs. D. McDonald

ASSISTANT SECRETARY:

B. Tuxford

ASSISTANT CLERK OF THE COURSE:

R. W. Smith

CLERK OF THE COURSE AND HON. SECRETARY OF THE MEETING:

A. Taylor

76, Belper Road, Derby.

MEDICAL OFFICERS:

J. Clegg, F.R.C.S. and Dr J. H. Rees, assisted by
St John Ambulance under the direction of
Area Superintendent M. Mardon

Course Motorcycles supplied by: Silk Engineering (Derby) Ltd.

Breakdown Vehicles supplied by: Bob Minion Limited and Barrie Rodgers, both of London Road, Derby.

Programme of Events

RACE 1	EVENT 3—SENIOR RACE	15 laps	29.36 miles	1.30 p.m.
RACE 2	EVENT 1—LIGHTWEIGHT RACE	12 laps	23.49 miles	
RACE 3	EVENT 2—JUNIOR RACE Heat 1	15 laps	29.36 miles	
RACE 4	EVENT 2—JUNIOR RACE Heat 2	15 laps	29.36 miles	
RACE 5	EVENT 4—SUPERBIKE RACE Heat 1	20 laps	39.15 miles	
RACE 6	EVENT 4—SUPERBIKE RACE Heat 2	20 laps	39.15 miles	
RACE 7	EVENT 5—SIDECAR RACE Heat 1	10 laps	19.57 miles	
RACE 8	EVENT 5—SIDECAR RACE Heat 2	10 laps	19.57 miles	

Acknowledgements

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

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

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

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

'Tom' Wheatcroft



It's difficult to say how happy it makes me to see racing returning to Donington Park after a gap of thirty-eight years. The very last race meeting held in the Park was on August 26, 1939, just a week before War was declared and Donington was eventually taken over by the Army to become a military transport depot. That last meeting was the International Grand Prix for motor-cycles, and Nortons won every race they ran in, leaving a supercharged DKW to walk away with the 250s.

It's very different now with names like Yamaha and Suzuki ruling the roost, but back before the war I first came to the Park I rode here on the pillion of AJS. motor-bike owned by a pal of mine. That was to one of the Bank Holiday 'bike meetings of 1935 and from then on you couldn't keep me away from the place.

I watched most of the 'bike and car meetings that followed until the War apparently put a full-stop to racing here. Names like Stanley Woods, 'Ginger' Wood, Harold Daniell, Maurice Cann, Les Archer and Freddie Frith were the stars then, riding Nortons — of course — and Velocettes and New Imperials, with foreign makes like Moto Guzzi and DKW getting a look in towards the end.

When the land changed hands in September 1971 it was like a dream come true. When I first revisited the place it was amazing just how much I could remember despite the devastation left by the Army and the various small companies who had squatted here in surplus workshops and nissen huts.

Now that our new 2-mile circuit is completed and about to be used in anger for the first time it gives me great pleasure to welcome the motor-cycling fraternity to the Donington Park of the 'seventies and 'eighties. Racing began at the Park with 'bikes back in 1931 and it's only right that our new circuit should be given its launching by the two-wheelers in '77. We still have some way to go before the new Donington Park is fully-developed as we would like it, but let's hope that the traditional old "Donington Weather" is good to us again and let's see some close and exciting racing in the best traditions of the Park.

To all the spectators at this first postwar race meeting at Donington Park, no matter how old or young you are, I say welcome back.

Conditions of Admission

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

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused whether by negligence or otherwise resulting in damage to property and/or personal injury to spectators, and pass and ticket holders.

DOGS ARE NOT ADMITTED TO THE CIRCUIT OR CAR PARKS

Postponement of the Meeting

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

Flag Signals

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

Notices

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

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

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

Organisers of the meeting: Pathfinders and Derby Motor Club.

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

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

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

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

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

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

Anti litter: Please help to keep Donington Park tidy.



The new Peugeot 104 ZS Coupe takes up where the Mini-Cooper left off. It's the raciest car in town. Test drive it with us.



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1931 — 1939

It is remarkable that although Donington Park as a motor racing venue was in existence for 8 ¼ years only between Whit Monday 1931 and August 1939, thousands look back nostalgically to pre-War days.

Fred Craner the Secretary of the Derby and District Motor Club was responsible for putting the venue on the map so that in a few short years the English public was able to see Grand Prix motor racing. Unlike present day circuits where the works motor cycle teams are usually seen once during the year, it was not until the 1938 Dunlop Jubilee meeting that works motor cycle teams made their first appearances.

It is unlikely that many of today's spectators were present at the first meeting. Three of today's officials were. Alf Briggs, the Chief Scrutineer today, is known to every enthusiast as "Mr. Honda". That Peter Pan figure, Fred Wallis, one of today's Stewards, tells me that he assisted his father when flag signalling in Holly Wood near to Red Gate Lodge. Why the Lord Lieutenant of Nottinghamshire has overlooked his contribution to the sport baffles me! I remember the loose gravel surfaces and the blinding dust of the first meeting. There was no fencing of spectators so that a competitor dived into a tunnel, which opened up as he approached and which closed after he had passed. The local newspaper had a photograph of a Derby Club member throwing the admission monies at the Hall entrance into a tin bath!

The late Len Higgins rode at the 1939 August Bank Holiday meeting and in his book "Private Owner" published by G. T. Foulis & Co. Ltd. in 1948 devotes Chapter XIII to reporting the meeting. He concluded his report "and, although we did not know, when the last competitor was flagged off, Bank Holiday racing at Donington had come to an end for many a long year". Nearly 38 years later, it still has!

The last meeting ever held at Donington was on Saturday 26th August, 1939, 8 days before the outbreak of World War II. I remember a request over the P.A. system "Will Flight Lieutenant.... report to his Squadron at Hucknall immediately?". A year previously Dunlops to celebrate its Golden Jubilee sponsored an International meeting at Donington which was a resounding success, the "Works" Nortons with their new telescopic forks appearing. Harold Daniell also made an unsuccessful attempt on equalling the record lap of 85.62 set up jointly the previous year by Bernd Rosemeyer and Manfred von Brauchitsch in their Teutonic super-charged 6 litre alcohol consuming masterpieces. Harold also used dope fuel and created a motor cycle absolute record of 77.48 m.p.h.

At the International meeting held on 26th August, 1939 a 4 race programme was staged. The last race of the day and, of course, the last race ever staged at Donington Park was a 20 lap race for 500 c.c. machines. Possibly the most interesting machine was the 4 cylinder blown "Works" A. J. S. ridden by Bob Foster. Len Higgins reported that "Foster appeared to have his hands full, the front and rear wheels seemingly following separate paths". The results of that final race were:-

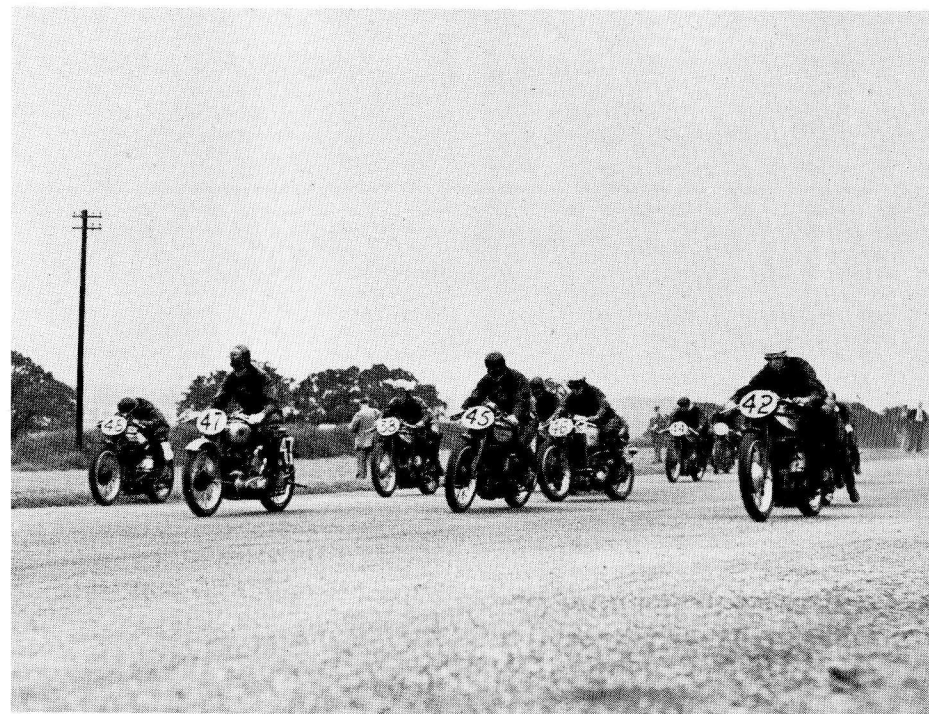
1. Freddie Frith (Norton)
2. Arthur Wellsted (Norton)
3. Peter Goodman (Velocette)

Freddie averaging a speed of 73.69 m.p.h. with a time of 50 minutes 53.4 seconds for the 62 ½ mile course. Not only do we hope to have these three prominent gentlemen covering a lap or two of today's course on machines similar to those ridden by them, which are being loaned by members of the Vintage Club; but C. F. ('Squibb') Burton, the father of ex-scambler John Burton and the pre-War captain of the English speedway team, who won the first race ever held at Donington 46 years ago, has promised to ride a similar machine to his 1931 mount, a 348 c.c. Raleigh, owned and lovingly prepared by Alf Briggs.

Reams could be written of the efforts to revive motor racing at Donington; but far better to forget the set-backs and give praise to the monumental efforts of Tom Wheatcroft who is now achieving his and our ambition, after overcoming, one by one, innumerable obstacles which would have daunted men of lesser character. We can look forward to the future, when the circuit, in his hands, will undoubtedly be the venue for important and memorable meetings.

A.T.

The Last Race Starts — 1939



Photograph — "The Motor Cycle"

48 A. J. Wellsted (Norton), 47 A. J. Mazengarb (BSA), 38 J. A. Worswick (Norton), 45 H. L. Daniell (Norton), 46 A. R. Foster (AJS), 44 "Ginger" Wood (Norton) and 42 J. Lockett (Norton).

Today's Competitors

NAME	TOWN
2 Stan Woods	Elton
3 Charles Williams	Warrington
4 Tony Rutter	Brierley Hill
5 Ron Haslam	Halifax
6 Derek Chatterton	Boston
7 Clive Horton	Derby
8 Bob Heath	Walsall
9 Roger Nicholls	Ilstock
10 Steve Manship	Leicester
11 Geoff Barry	Derby
12 Eddie Roberts	Ilstock
14 Bernard Murray	Stockport
15 Steve Tonkin	Ilstock
16 Austin Hockley	Long Eaton
17 Rod Scivyer	Banbury
18 Alan Stewart	Guisborough
19 Clive Padgett	Batley
20 Peter Labuschagne	Banbury
21 Alan Pacey	Langley Mill
22 Bernard Toleman	London
23 John Weedon	Ilstock
24 Kevin Stowe	Grimsby
25 Steven Wright	Barnsley
26 Roger Nott	Liverpool
27 Rob Marks	Bridgwater
28 Michael Spivey	Batley
29 Peter Howarth	Derby
30 Christopher Foxley	Stone
31 Kevin Wretton	Luton
32 Stuart Jones	Sandbach
33 Tony Holland	Andover
34 Mick Grice	Ormskirk
35 Bill Marks	Bridgwater
36 Bob Tait	Burton-on-Trent
37 Derek Huxley	Ellesmere Port
38 Brendan McKenna	Coventry
39 Tony Smith	Brize Norton
40 John Cowie	Worcester Park
41 Mell Farrar	Sheffield
42 John Haselwood	Heywood
43 Lew Balty	Castleford
44 Bill Swales	Scarborough
45 Keith Trubshaw	Widnes
46 Phillip Henderson	Barnsley
47 Greg Barsdorf	Biggleswade
48 Richard Dowland	London
49 Charles Cooper	Basildon
50 Dave Seidel	Spilsby
51 Martin Ames	Leeds
52 Bill Rae	Wakefield
53 Steve Parker	Walton-on-Thames
54 John Hackett	Coventry
55 Neville Frost	West Wickham
56 Chris Hart	Dursley
57 Neil Edwards	Prescot
58 Gerry Jenkins	Telford
59 Keith Sanderson	Leicester
60 John Woodhead	Leicester
61 David Hickman	Burton-on-Trent
62 Michael Poxon	Derby
63 Lyle Govan	Harrogate

NAME	TOWN
64 Stuart Hicken	Coalville
65 Phillip Marston	Derby
66 Roger D Wilson	Rochester
67 Alan Jackson	Kendal
68 William Swallow	Huddersfield
69 Vaughan Young	Edgware
70 Dave Kerby	Coventry
71 Ian Ratcliffe	Banstead
72 Mick Kent	Market Rasen
73 Gary Carter	Pinner
74 John Green	Leicester
75 Andy Smith	Leigh
76 Geoff Johnson	Richmond
77 Dave Camier	Ashford
78 Tony Jarvis	Sidcup
79 Eric Hayes	Habrough
80 Peter Lovell	Birmingham
81 Andrew Mackay	Derby
82 Dennis Trollope	Bristol
83 Frank Rutter	Wirral
84 Graham Wood	Scunthorpe
85 Eugene Armson	Sutton in Ashfield
86 Derek Akerman	Stow on the Wold
87 William Deacon	Beeby
88 Roy Swanwick	Cheadle
89 Roger Winterburn	Leicester
90 Chris Hopes	Stockton-on-Tees
91 Anthony Barr	Leicester
92 Peter Taylor	London
93 Melvyn Hodgkins	Brownhills
94 Martin Bulle	Brentwood
95 Ian Willcox	Wokingham
96 Glenn Roberts	Reading
97 Brian Peters	Liverpool
98 Paul Travis	Ripley
99 John Caffrey	Haverfordwest
100 Michael Ford	Stoke-on-Trent
101 Roger Leech	Barnsley
102 Michael Capper	Chapel-en-le-Frith
103 Steve Tomkins	Monmouth
104 Bryan Robson	Malton
105 Alexander Taylor	Abingdon
106 John Stone	Sutton Coldfield
107 Roger Wilson	Lancaster
108 Alan Lee	Bishops Cleeve
109 Rob Brown	Barnsley
110 John Webb	Middlesbrough
111 Anthony Myers	Hull
112 Adrian Godden	Braintree
113 Ron Rowlands	Cirencester
114 Bob Jackson	Kendal
115 Roger Christmas	St. Albans
116 Robert Griffiths	Derby
117 Jamie Milne	Stockport
118 Pete Ellis	Wirral
119 Norman White	Andover
120 Graham Waring	St. Helens
121 Steve Kibble	Cheadle Hulme
122 William Golding	St. Helens
123 Asa Moyce	Waltham Cross
124 Ivor Morgan	Margate

NAME	TOWN
125 John Williams	Birkenhead
126 Gordon Toon	Louth
127 Douglas Jones	Walsall
128 Steven Henshaw	Jacksdale
129 Peter Banks	Morpeth

NAME	TOWN
130 Graham Godward	Royston
131 Leigh Notman	Stapleford
132 Thomas Robinson	Warrington
133 Andrew Cooper	Derby
134 Ian Palmer	Derby

Sidecars

DRIVER/PASSENGER	TOWN
2 Trevor Ireson — Bill Boldison	Swindon
3 Mick Boddice — Charles Birks	Stourbridge
4 Roy Hanks — Don Williams	Birmingham
5 Keith Galtress — Patrick Wynne	Buckley
6 Steve Sinnott — Jim Williamson	Holbeach
7 William Cooper — David Cross	Derby
8 Alan Bale — David Powell	Cardiff
9 Mick Horspole — John Horspole	Skegness
10 John Ring — Kenneth Beere	Copnor
11 John Hartell — Robert Hartell	Pudsey
12 Malcolm Aldrick — Alan Gosling	Ipswich
14 Andy Jackson — Tim Court	Gloucester
15 Dennis Keen —	Swindon
16 Ted Milner — David Lawson	Dukinfield
17 Dick Tapken — Peter Williams	Newcastle-u-
	Lyme
18 Pete Coney — Paul Craig	Saltburn
19 David Houghton — Asley Woller	Didcot
20 David Lawrence — Gary Townley	Swindon
21 Dave Hawkins — Roy Hawkins	Derby
22 Bill Hall — Peter Minion	Derby

DRIVER/PASSENGER	TOWN
23 John M. Phillips — Paul Appleby	Derby
24 Stephen Grainger — Graham Bettison	Mansfield
25 Keith Lacey — John Jones	High Wycombe
26 John F. Phillips — Brian Glover	Derby
27 Brian Mee — Alan Widdowson	Shepshed
28 Gerald Daniel — Mark Tanner	Birmingham
29 Jon Swindlehurst — Phil Young	Wirral
30 Paul Rogers — Fred Walker	Netherfield
31 John Willmore — Bob Whiting	Hemel Hempstead
32 Ian Ward — Martin Nicholas	York
33 Gordon Nottingham — Steve Johnson	Brigg
34 Geoff Gregg — John Ellis	Oakham
35 Les Cross — Malcolm Hollis	Belper
36 Ivan Mormechea — John Hickton	Derby
37 Goronwy Davies — Efred Davies	Abergele
38 Jim Norbury — Roy Norbury	Castleford
39 Rod Vardy — Wayne Vardy	Chesterfield
40 Terry Haslam — Bonner Freeman	Langley Mill
41 Christopher Isbell — Mike Yetty	Romford
42 George Wilshaw — Paul Thorpe	Nottingham

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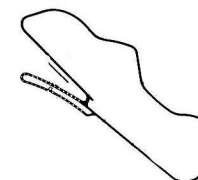
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Ian Phillips

Circuit Manager



On behalf of the management of Donington Park I would like to extend a warm welcome to all spectators on this historic and unique occasion.

I am sure that a large number of those attending today's meeting will remember those great days of motorcycle racing at the Park before the war; I'm sure none of them expected to have to wait nearly forty years before they saw racing here again. Times have changed considerably since 1939 but I hope we can recreate the magic of those days in an atmosphere that is right up to date. Motorcycle racing has been one of the fastest growing sports in Britain during the seventies and I sincerely hope that today will see the start of a long association between Donington Park and the sport that will see the two grow to great heights during the coming years.

Of course both the Park and the circuit itself have changed a great deal since the last meeting in 1939. One of the penalties of modern racing circuits is that nature's creations such as trees and lakes can no longer play a part in road racing circuits; also man made creations like the famous Starkey's Bridge here at Donington can no longer be an integral part of the course.

However when you have walked around the new circuit, which incidentally follows line of the pre-war circuit in the main. I think you will agree that Tom Wheatcroft has managed to create a superb balance between retaining a Park and having one of the finest road racing circuits in existence. Just stand between the Old Hairpin bend and Starkey's Bridge and I think you will realize what I mean.

Although the Park opens to the public for the first time today its development is by no means complete. Plans are in hand for permanent grandstands with their own bars and restaurants and more toilet facilities to name just a few things.

Our aim here at Donington Park is to take the 'aggro' out of motor sport for the competitor, official and spectator and now that the circuit is open and complete all our energies will be devoted towards the spectators. In short we want to make it the 'public's circuit'.

I would like to urge all spectators to make the effort to walk round as much of the circuit as possible on this occasion as there are some truly superb viewing areas. For your own enjoyment please take advantage of these and also don't forget that the Donington Collection racing car museum is situated near the main gate, adjacent to Coppice Corner, and among the 170 plus exhibits are three of Mike Hailwood's championship winning Honda motorcycles.

In closing I would like to wish everyone a very pleasant day's viewing and I look forward to seeing all of you back in the Park again during the year.

After the race.....

Don't forget to visit the **DONINGTON COLLECTION**

(Near the main entrance)

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'Single-Seater Racing Cars'

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RACE 1

15 Laps 29.36 Miles

EVENT 3 — SENIOR RACE

Solo Motorcycles 351 cc to 500 cc

Yellow Plates with Black Numbers Clutch Start

No.	DRIVER — ENTRANT	cc	MACHINE	GRID POSITION
2	Stan Woods	500	Suzuki	1
3	Charlie Williams	500	Yamaha	2
	Entrant — Gerald Brown Pelsall			
5	Ron Haslam	500	Pharaoh Suzuki	3
	Entrant — Mal Carter Halifax			
6	Derek Chatterton	498	Suzuki	4
	Entrant — Chatterton's Motors Boston			
11	Geoff Barry	500	Suzuki	5
	Entrant — Sid Griffiths Racing/ Team Castrol			
14	Bernard Murray	351	D. Johnson Maxton	6
	Entrant — D. Johnson & White City Motorcycles. Manchester			
16	Austin Hockley	352	Granby Yamaha	7
	Entrant — Granby Motors (UK) Ltd. Ilkeston			
19	Clive Padgett	351	Padgett Yamaha	8
	Entrant — Padgett's (Batley) Ltd. Batley			
21	Alan Pacey	351	Yamaha	9
	Entrant — Alan Haynes. Birmingham			
22	Bernard Toleman	498	Suzuki	10
	Entrant — G. Colquhoun. Catford. London			
23	John Weedon	500	Yamaha	11
	Entrant — George Beale Motorcycles Ltd. Burton-on-Trent			
26	Roger Nott	352	Yamaha	12
	Entrant — G. E. Leigh. Southport			
27	Rob Marks	351	Ridewood Yamaha	14
	Entrant — Fran Ridewood & Co. Wells			
29	Peter Howarth	498	Manchester Yamaha	15
	Entrant — Len Manchester M/cs. Melton Mowbray			
36	Bob Tait	352	Yamaha	16
38	Brendan McKenna	352	Yamaha	17
43	Lew Batty	351	TV Yamaha	18
	Entrant — Frank Godfrey TV Worksop			
53	Steve Parker	352	Yamaha	19
57	Neil Edwards	354	Yamaha	20
58	Gerry Jenkins	460	Sparton	21
	Entrant — Bevelectric Ltd. Telford			
59	Keith Sanderson	351	Beale Yamaha	22
	Entrant — George Beale Motorcycles Ltd. Burton-on-Trent			
60	John Woodhead	500	Kawasaki	23
61	David Hickman	460	Honda	24
64	Stuart Hicken	498	Kawasaki	25
	Entrant — P & S Competition M/cs. Coalville			
65	Philip Marston	492	Suzuki	26
66	Roger Wilson	402	Aermacchi	27
68	William Swallow	499	Velocette	28
72	Mick Kent	354	Yamaha	29
82	Dennis Trollope	498	Fowley-Yamaha	30
	Entrant — Team Castrol			
83	Frank Rutter	385	Yamaha	31
	Entrant — C. G. Chell. Stafford			
84	Graham Wood	500	Sparton	32
	Entrant — Handue Construction Ltd. Scunthorpe			
85	Eugene Armson	351	Yamaha	33
102	Michael Capper	351	Yamaha	34
	Entrant — Jack Warburton Racing. Cheadle			
109	Rob Brown	354	Yamaha	35
	Entrant — Brighthouse Cycles. Brighthouse			

RACE 1 continued

Reserves (in order given below)

81	Andrew Mackay	460	Sparton
52	Bill Rae	354	Yamaha
56	Chris Hart	354	Yamaha

RESULTS:

1st (£75)	<u>2</u>	2nd (£50)	<u>16</u>	3rd (£35)	<u>84</u>	4th (£25)	<u>19</u>
5th (£15)	<u>53</u>	6th (£10)	<u>59</u>	7th (£8)	<u>23</u>	8th (£5)	<u>22</u>
9th (£3)	<u>102</u>	10th (£2)	<u>72</u>				
Winner's Time		Speed					m.p.h.
Fastest Lap		Time		Speed			m.p.h.

The B.P. Donington Park Championship

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

The points to be awarded will be:-

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

Ties will be decided by:-

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

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

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

RACE 2

12 Laps 23.49 Miles

EVENT 1 — LIGHTWEIGHT RACE

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

No.	DRIVER — ENTRANT	cc	MACHINE	GRID POSITION
3	Charlie Williams Entrant — Gerald Brown, Pelsall	246	Yamaha	1
4	Tony Rutter Entrant — Bob Priest, Stourbridge	246	Yamaha	2
5	Ron Haslam Entrant — Mal Carter, Halifax	247	Pharaoh Yamaha	3
7	Clive Horton Entrant — Faddiley Garage, Nantwich	247	Yamaha	4
10	Steve Manship Entrant — Geoff Grosvenor, Wolverhampton	256	Smokelessmaxton	5
12	Eddie Roberts Entrant — George Beale Motorcycles Ltd, Burton-on-Trent	250	Yamaha	6
14	Bernard Murray Entrant — D. Johnson & White City Motorcycles, Manchester	247	D. Johnson Yamaha	7
15	Steve Tonkin Entrant — George Beale Motorcycles Ltd, Burton-on-Trent	250	Yamaha	8
16	Austin Hockley Entrant — Granby Motors (UK) Ltd, Ilkeston	248	Granby Yamaha	9
18	Alan Stewart Entrant — Armstrongs Motorcycles, Middlesbrough	246	P. A. Yamaha	10
19	Clive Padgett Entrant — Padgetts (Batley) Ltd, Batley	247	Padgett-Yamaha	11
23	John Weedon Entrant — George Beale M/cs Ltd, Burton-on-Trent	250	Yamaha	12
25	Steven Wright	247	Yamaha	14
31	Kevin Wretton	247	Yamaha	15
34	Mick Grice Entrant — Vladivar Vodka, Burscough	250	Maxton	16
37	Derek Huxley Entrant — John Shacklady, Prescott	250	Yamaha	17
43	Lew Batty Entrant — Frank Godfrey TV, Worksop	247	TV Yamaha	18
46	Phillip Henderson Entrant — J. M. L. Henderson	247	Yamaha	19
48	Richard Dowland Entrant — Bert Collins, Bickley	246	Yamaha	20
61	David Hickman	247	Yamaha	21
63	Lyle Govan	250	Yamaha	22
104	Bryan Robson Entrant — R. D. McCutcheon, Wigtown	247	Yamaha	23
106	John Stone	247	Yamaha	24
107	Roger Wilson Entrant — John Lucas, Garstang	250	Yamaha	25
110	John Webb	246	Yamaha	26
112	Adrian Godden	247	Searing Yamaha	27
114	Bob Jackson Entrant — Lambert Racing Lancaster	246	Lambert Yamaha	28
120	Graham Waring Entrant — Shepherd (Racing Developments) Ormskirk	247	Yamaha	29
129	Peter Banks Entrant — Roy Tennent, Alnwick	247	Yamaha	30
130	Graham Godward Entrant — Willmott Building Group, Henlow	247	Willmott Yamaha	31
131	Leigh Notman	247	Lojo Mono Yamaha	32
132	Thomas Robinson	246	Yamaha	33
133	Andrew Cooper	247	Yamaha	34
134	Ian Palmer	247	Yamaha	35

RACE 2 continued

Reserves (in order given below)

50	Dave Seidel Entrant — Tom Stoner, Fakenham	248	Yamaha
72	Mick Kent	247	Yamaha
52	Bill Rae	247	Maxton Yamaha

RESULTS:

1st (£60)	<u>7</u>	2nd (£40)	<u>3</u>	3rd (£30)	<u>18</u>	4th (£20)	<u>16</u>
5th (£15)	<u>10</u>	6th (£10)	<u>31</u>	7th (£8)	<u>5</u>	8th (£5)	<u>15</u>
9th (£3)	<u>25</u>	10th (£2)	<u>14</u>				
Winner's Time		Speed					m.p.h.
Fastest Lap		Time		Speed			m.p.h.

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RACE 3

15 Laps 29.36 Miles

EVENT 2—JUNIOR RACE—Heat 1

Solo Motorcycles 251 cc to 350 cc. Blue Plates with White Numbers.

No.	DRIVER—ENTRANT	cc	MACHINE	GRID POSITION
51	Martin Ames Entrant—Lockside Motorcycles. Castleford	350	Lockyam	1
52	Bill Rae	347	Maxton Yamaha	2
53	Steve Parker	347	Yamaha	3
54	John Hackett Entrant—A. W. Barnes. Coventry	346	Yamaha	4
55	Neville Frost Entrant—Premier Motors. London	350	Premier Yamaha	5
56	Chris Hart	347	Yamaha	6
61	David Hickman	347	Yamaha	7
63	Lyle Govan	350	Yamaha	8
67	Alan Jackson Entrant—Firmanite International	346	Yamaha	9
75	Andy Smith	347	Yamaha	10
102	Michael Capper Entrant—Jack Warburton Racing. Cheshire	347	Yamaha	11
103	Steve Tomkins	350	Yamaha	12
104	Bryan Robson Entrant—R. D. McCutcheon. Scotland	347	Yamaha	14
105	Alexander Taylor	347	Yamaha	15
106	John Stone	346	Yamaha	16
107	Roger Wilson Entrant—John Clucas. Garstanc	349	Yamaha	17
108	Alan Lee Entrant—K Clark Visnews Racing. London	347	Visnews Yamaha	18
109	Rob Brown Entrant—Brighouse Cycles. West York	347	Yamaha	19
110	John Webb	347	Yamaha	20
111	Anthony Myers Entrant—Waddington Leathers. Hull	347	Yamaha	21
112	Adrian Godden	347	Searing Yamaha	22
113	Ron Rowlands Entrant—Ardeans of Swindon	347	Yamaha	23
114	Bob Jackson Entrant—Lambert Racing. Lancaster	346	Lambert Yamaha	24
115	Roger Christmas	350	Yamaha	25
116	Robert Griffiths	347	T. Z. Yamaha	26
117	Jamie Milne	350	Maxton Yamaha	27
118	Pete Ellis	347	Maxton	28
119	Norman White	347	Arter Harley Davidson	29
120	Graham Waring Entrant—Shepherd (Racing Developments). Ormskirk	348	Yamaha	30
121	Steve Kibble Entrant—Johnson of Hollinwood Motorcycles. Oldham	347	Johnson Yamaha	31
122	William Golding	350	Yamaha	32
123	Asa Moyce	347	Yamaha	33
124	Ivor Morgan Entrant—Geoff Daryn Motorcycles (Sandwich) Kent	347	Daryn Yamaha	34
125	John Williams	348	Spondon Yamaha	35
Reserves (in order given below)				
126	Gordon Toon	350	Yamaha T. Z.	
127	Douglas Jones	350	Yamaha	
76	Geoff Johnson	347	Yamaha	
77	Dave Camier	347	Yamaha	
128	Steven Henshaw	350	Yamaha	
78	Tony Jarvis	347	Altec Yamaha	

RACE 3 continued

RESULTS:

1st (£25)	107	2nd (£20)	104	3rd (£15)	108	4th (£10)	118
5th (£5)	126	6th	76	7th	105	8th	102
9th	75	10th	109				
Winner's Time				Speed			
Fastest Lap				Time			
				Speed			

RACE 4 continued

RESULTS:

1st (£25)	10	2nd (£20)	18	3rd (£15)	24	4th (£10)	31
5th (£5)	4	6th	25	7th	17	8th	16
9th	2	10th	34	20	37	23	40
Winner's Time				Speed			
Fastest Lap				Time			
				Speed			

OVERALL RESULT (Fastest 10 from Races 3 and 4)

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

RACE 5 continued

RESULTS:

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

RACE 6 continued

RESULTS:

1st (£25)	5	2nd (£20)	10	3rd (£15)	4	4th (£10)	
5th (£5)	21	6th	40	7th	18	8th	35
9th	28	10th	32				
Winner's Time				Speed			
Fastest Lap				Time			
				Speed			

OVERALL RESULT (Fastest 10 from Races 5 and 6)

1st (£100)		2nd (£65)		3rd (£50)		4th (£30)	
5th (£15)		6th (£10)		7th (£8)		8th (£5)	
9th (£3)		10th (£2)					

RACE 4

15 Laps 29.36 Miles

EVENT 2 – JUNIOR RACE – Heat 2

Solo Motorcycles 251 cc to 350 cc. Blue Plates with White Numbers

No.	DRIVER – ENTRANT	cc	MACHINE	GRID POSITION
2	Stan Woods	348	Yamaha	1
3	Charlie Williams Entrant – Gerald Brown. Pelsall	347	Yamaha	2
4	Tony Rutter Entrant – Bob Priest. Stourbridge	348	Yamaha	3
8	Bob Heath	347	Yamaha	4
9	Roger Nicholls Entrant – George Beale Motorcycles Ltd. Burton-on-Trent	350	Yamaha	5
10	Steve Manship Entrant – Geoff Grosvenor. Wolverhampton	350	Smokeless Maxton	6
12	Eddie Roberts Entrant – George Beale Motorcycles Ltd. Burton-on-Trent	350	Yamaha	7
14	Bernard Murray Entrant – White City Motorcycles. Manchester	347	White City Maxton	8
15	Steve Tonkin Entrant – George Beale Motorcycles Ltd. Burton-on-Trent	350	Yamaha	9
16	Austin Hockley Entrant – Granby Motors (UK) Ltd. Ilkeston	347	Granby Yamaha	10
17	Rod Scivyer	347	Yamaha	11
18	Alan Stewart Entrant – Armstrongs Motorcycles. Middlesbrough	347	Yamaha	12
19	Clive Padgett Entrant – Padgett's (Batley) Ltd. Batley	347	Padgett Yamaha	14
20	Peter Labuschagne	347	Yamaha	15
21	Alan Pacey Entrant – Alan Haynes. Birmingham	350	Yamaha	16
22	Bernard Toleman Entrant – G. Colquhoun. Catford London	348	Yamaha	17
23	John Weedon Entrant – George Beale Motorcycles Ltd. Burton-on-Trent	350	Yamaha	18
24	Kevin Stowe Entrant – Chatterton's Motors Grimsby	347	Chat Yamaha	19
25	Steven Wright	347	Yamaha	20
29	Peter Howarth Entrant – Len Manchester M/cs. Melton Mowbray	347	Manchester Yamaha	21
30	Christopher Foxley	350	Yamaha	22
31	Kevin Wretton	350	Yamaha	23
34	Mick Grice Entrant – Vladivar Vodka. Ormskirk	350	Maxton	24
37	Derek Huxley Entrant – John Shacklady. Prescott	350	Yamaha	25
38	Brendan McKenna	347	Yamaha	26
40	John Cowie Entrant – Premier Motors. London	347	Premier Yamaha	27
42	John Heselwood	349	Yamaha	28
43	Lew Batty Entrant – Frank Godfrey TV	347	TV Yamaha	29
45	Keith Trubshaw Entrant – Tom Hall (Motorcycles) Ltd. Wigan	347	Yamaha	30
46	Phillip Henderson Entrant – J. M. L. Henderson. Barnsley	347	Yamaha	31
47	Greg Barsdorf Entrant – Antons Automotive	347	Yamaha	32
48	Richard Dowland Entrant – Bert Collins. Bickley	350	Yamaha	33
49	Charles Cooper	347	Yamaha	34
50	Dave Seidel Entrant – Tom Stoner. Fakenham	348	Yamaha	35

For results see page 17

RACE 5

20 Laps 39.15 Miles

EVENT 4 – SUPERBIKE RACE – Heat 1

Solo Motorcycles 351 cc to 1000 cc

351 – 500 cc Yellow Plates with Black Numbers

501 – 1000 cc White Plates with Black Numbers Clutch Start

No.	DRIVER – ENTRANT	cc	MACHINE	GRID POSITION
58	Gerry Jenkins Entrant – Bevelectric Ltd. Telford	745	Yamaha	1
59	Keith Sanderson Entrant – George Beale. Ibstock	351	Beale Yamaha	2
60	John Woodhead	500	Kawasaki	3
62	Michael Poxon Entrant – Robinsons of Derby (Sales) Ltd.	850	Robinson Trident	4
63	Lyle Govan	750	Yamaha	5
64	Stuart Hicken Entrant – P. S. Competition M/c. Coalville	498	Kawasaki	6
65	Philip Marston	492	Suzuki	7
67	Alan Jackson Entrant – Firmanite International	660	Silkracer	8
69	Vaughan Young	694	Yamaha	9
70	Dave Kerby	830	Kerby Norton	10
71	Ian Ratcliffe	750	Yamaha	11
73	Gary Carter	746	Yamaha	12
74	John Green	745	Triumph	14
75	Andy Smith	750	Yamaha	15
76	Geoff Johnson	352	Yamaha	16
77	Dave Camier	354	Yamaha	17
78	Tony Jarvis	351	Altec Yamaha	18
79	Eric Hayes Entrant – Kass Construction Co Ltd. Scunthorpe	746	Kass Yamaha	19
80	Peter Lovell	830	Norton	20
81	Andrew Mackay	460	Sparton	21
82	Dennis Trollope Entrant – Team Castrol. Bristol	525	Fowler Yamaha	22
83	Frank Rutter Entrant – C. G. Chell. Stafford	385	Yamaha	23
84	Graham Wood Entrant – Hande Construction Ltd. Scunthorpe	500	Sparton	24
85	Eugene Armon	351	Yamaha	25
86	Derek Akerman	351	Yamaha	26
87	William Deacon	750	Seeley Triumph	27
88	Roy Swarwick	850	Seeley Norton	28
89	Roger Witherburn Entrant – Trinity Motorcycles Ltd. Leicesters	980	Laverda	29
90	Chris Hopes	680	Konig	30
91	Anthony Barr	750	Rob-North-Trident	31
92	Peter Taylor Entrant – London Motorcycles Centre. Wandsworth	864	LMC Ducat	32
93	Melvin Modkins	750	BSA	33
95	Ian Wilcock	750	Triumph-3	34
96	Glenn Roberts	900	Triumph Trident	35

Reserves (in order given below)

97	Brian Peters	700	Yamaha
94	Martin Bull	499	Ryan Crescent
98	Paul Travis	494	Suzuki
99	John Caffrey	849	Vendetta Weslake
100	Michael Telford	900	Honda
101	Roger Luck	750	Honda

For results see page 17

EVENT 4 — SUPERBIKE RACE — Heat 2

Solo Motorcycles 351 cc to 1000 cc

351 — 500 cc Yellow Plates with Black Numbers

501 — 1000 cc White Plates with Black Numbers Clutch Start

No.	DRIVER—ENTRANT	cc	MACHINE	GRID POSITION
2	Stan Woods	738	Yamaha	1
4	Tony Rutter	748	Yamaha	2
	Entrant—Bob Priest. Stourbridge			
5	Ron Haslam	750	Pharaoh Yamaha	3
	Entrant—Mal Carter. Halifax			
6	Derek Chatterton	748	Chat Yamaha	4
	Entrant—Chatterton's Motors. Boston			
9	Roger Nicholls	750	Yamaha	5
	Entrant—George Beale Motorcycles Ltd. Burton-on-Trent			
10	Steve Manship	750	Yamaha	6
	Entrant—Geoff Grosvenor. Wolverhampton			
11	Geoff Barry	750	Yamaha	7
	Entrant—Sid Griffiths Racing/Team Castrol			
14	Bernard Murray	748	Johnson Yamaha	8
	Entrant—D. Johnson. Manchester			
18	Alan Stewart	750	Yamaha	9
	Entrant—Armstrongs Motorcycles. Middlesbrough			
19	Clive Padgett	351	Padgett Yamaha	10
	Entrant—Padgetts (Batley) Ltd. Batley			
21	Alan Pacey	750	Yamaha	11
	Entrant—Alan Haynes. Birmingham			
22	Bernard Toleman	352	Yamaha	12
	Entrant—G. Colquhoun. Catford London			
23	John Weedon	750	Yamaha	14
	Entrant—George Beale Motorcycles Ltd. Burton-on-Trent			
27	Rob Marks	351	Ridewood Yamaha	15
28	Michael Spivey	750	Yamaha	16
	Entrant—Revoc England Ltd. Leeds			
29	Peter Howarth	498	Manchester Yamaha	17
	Entrant—Len Manchester M/cs. Melton Mowbray			
32	Stuart Jones	700	Yamaha	18
33	Tony Holland	998	Rickman Kawasaki	19
35	Bill Marks	750	Ridewood Yamaha	20
36	Bob Tait	352	Yamaha	21
39	Tony Smith	748	Yamaha	22
40	John Cowie	694	Premier Yamaha	23
	Entrant—Premier Motors. London			
41	Mel Farrar	748	Yamaha	24
42	John Heselwood	700	Albion Yamaha	25
43	Lew Batty	750	TV Suzuki	26
	Entrant—Frank Godfrey TV. Worksop			
44	Bill Swales	750	Yamaha	27
	Entrant—Gareth Thomas. Scarborough			
46	Phillip Henderson	694	Yamaha	28
	Entrant—J. M. L. Henderson. Barnsley			
47	Greg Barsdorf	351	Yamaha	29
	Entrant—Anton's Automotive			
51	Martin Ames	700	Lockyam	30
	Entrant—Lockside Motorcycles. Castleford			
52	Bill Rae	750	Yamaha	31
53	Steve Parker	750	Yamaha	32
54	John Hackett	746	Yamaha	33
	Entrant—W. Barnes. Coventry			
56	Chris Hart	354	Yamaha	34
57	Neil Edwards	700	Yamaha	35

For results see page 17

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RACE 7

10 Laps 19.57 Miles

EVENT 5 — SIDECAR RACE — No. 1

Machines 351 cc to 1000 cc. Black Plates with White Numbers

No.	DRIVER — ENTRANT	cc	MACHINE	GRID POSITION
2	Trevor Ireson Passenger — Bill Boldison. Entrant — Joe Henderson, Didcot	750	Konig	1
3	Mick Boddice Passenger — Charles Birks. Entrant — Roboserve, Middlesex	750	Simmonds Woodhouse Yamaha	2
4	Roy Hanks Passenger — Don Williams. Entrant — Fred Hanks Motorcycles. Birmingham	750	Suzuki	3
5	Keith Galtress Passenger — Patrick Wynne. Entrant — Demon Tweaks 4 Shocks. Chester	998	Imp	4
6	Steve Sinnott Passenger — Jim Williamson. Entrant — Industrial Services Ltd. Stockton-on-Tees	700	M.S.W. Yamaha	5
7	William Cooper Passenger — David Cross	700	Cooper Yamaha	6
8	Alan Bale Passenger — David Powell	700	Yamaha	7
9	Mick Horspole Passenger — John Horspole. Entrant — Bingham Racing. Wainfleet	748	Bingham Yamaha	8
10	John Ring Passenger — Kenneth Beere. Entrant — G. L. Head. Hordean	695	M.R.H. Yamaha	9
11	John Hartnell Passenger — Robert Hartnell	862	Suzuki	10
12	Malcolm Aldrick Passenger — Alan Gosling. Entrant — Revetts. Ipswich	750	Revett Yamaha	11
14	Andy Jackson Passenger — Tim Court	700	Yamaha	12
15	Dennis Keen	1000	Konig	14
16	Ted Milner Passenger — David Lawson	998	M.R.S.	15
17	Dick Tapken Passenger — Peter Williams. Entrant — The Honda Shop. Brownhills	1000	Crichton Honda	16
18	Pete Coney Passenger — Paul Craig. Entrant — APT Group (Racing). Skelton	700	APT Yamaha	17
19	David Houghton Passenger — Asley Woller. Entrant — Roboserve Ltd.	700	Roboserve Konig	18

Reserves (in order given below)

37	Goronwy Davies Passenger — Elfed Davies	850	Rea Weslake
38	Jim Norbury Passenger — Roy Norbury. Entrant — Lockside Motorcycles Ltd. Castleford	750	Windle Suzuki
39	Rod Vardy Passenger — Wayne Vardy. Entrant — Mick Bridge Motorcycles. Chesterfield	680	Marston Konig
40	Terry Haslam Passenger — Bonner Freeman. Entrant — M. Syson. Eastwood	1000	Kawasaki
41	Christopher Isbell Passenger — Mike Yetty	750	Suzuki
42	George Wilshaw Passenger — Paul Thorpe	900	ABMC Honda

RESULTS:

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

RACE 8

10 Laps 19.57 Miles

EVENT 5 — Sidecar race — Heat 2

Machines 351 cc to 1000 cc. Black Plates with White Numbers

No.	DRIVER — ENTRANT	cc	MACHINE	GRID POSITION
20	David Lawrence Passenger — Gary Townley	998	Hartwell Imp	1
21	Dave Hawkins Passenger — Roy Hawkins. Entrant — Pegasus Repairs. Derby	984	Pegasus Repairs Kawasaki	2
22	Bill Hall Passenger — Peter Minion. Entrant — Russell's. Loughborough	980	Russell's Kawasaki	3
23	John M. Phillips Passenger — Paul Appleby	850	Weslake	4
24	Stephen Grainger Passenger — Graham Bettison	900	Windle/Honda	5
25	Keith Lacey Passenger — John Jones	750	Beckett Suzuki	6
26	John F Phillips Passenger Brian Glover. Entrant — Jackson's Motorcycles Ltd.	998	Cooper-Imp	7
27	Brian Mee Passenger — Alan Widdowson. Entrant — David Armes Construction Ltd.	980	Kawasaki	8
28	Gerald Daniel Passenger — Mark Tanner. Entrant — Fred Hanks. Birmingham	998	Imp	9
29	Jon Swindlehurst Passenger — Phil Young	700	Yamaha	10
30	Paul Rogers Passenger — Fred Walker	1000	Imprint	11
31	John Willmore Passenger — Bob Whiting	680	Konig	12
32	Ian Ward Passenger — Martin Nicholas	750	Fenwick SPL	14
38	Gordon Nottingham Passenger — Steve Johnson	700	Yamaha	15
34	Geoff Gregg Passenger — John Ellis. Entrant — "Lee Hire". Oakham Leicester	875	Lee Hire Imp	16
35	Les Cross Passenger — Malcolm Hollis	680	Cooper Konig	17
36	Ivan Mormecha Passenger — John Hickton	750	Suzuki	18

RESULTS:

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

OVERALL RESULT (Fastest 10 from Races 7 and 8)

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



The man in the chair hasn't really changed since pre-war days.

DONINGTON PARK

by Denis Jenkinson

The return of racing to Donington Park is something we have all been waiting for, some of us for 38 years! When the war put a stop to it all in September 1939 the racing at Donington Park had reached a very high standard as regards quality of entry, and the factory teams of Norton, Velocette and AJS were regarding any race meeting run in the Park as pretty serious stuff. For the amateur racing rider it was the best place (next to the Isle of Man), providing fast challenging corners and a real 'road-racing' atmosphere. As it was through wooded parkland it lacked the lure of the TT, or some of the Irish road-races, but no-one complained about the Donington Park circuit for it had its own attraction.

Unfortunately I never got the chance to race at Donington Park, for as the war started I was just at the point of being able to think about taking part in motorcycle racing, and the German and British governments decided they had more important things for the enthusiast to become involved in. I had different ideas, as had many others, and the next six years I spent more time thinking about starting racing than anything else. As I was living not far from Brooklands and the Crystal Palace, my plans obviously circulated round those two venues for "starters", but Donington Park was to be a very early target for me. I lived on pictures of Harold Daniell rounding Red Gate Corner, or "Ginger" Wood literally flying over Starkey's Hill, but H.M. Gov. thought otherwise and the Army was reluctant to release Donington Park when the war was over. Like so many others, I could not wait forever, and turned my attention to other circuits such as Cadwell Park, Scarborough and Blandford, but they did not have the same fascination for me as Donington Park. With no hope of it returning I turned my attention to Belgium, Switzerland, Germany and other European countries where you could race on circuits using the ordinary everyday roads, specially closed for the occasion.

In 1948 I got taken on by Eric Oliver as his permanent sidecar passenger, and he presented me with a grass-track sidecar covered in poles, hoops and bungy rubber, which was very out of place in road-racing. I recalled reading pre-war about Arthur Horton and his Norton racing sidecar outfit, on which the passenger lay prone, head foremost, and then slid out head-first on the left-handers, and I had

seen photos of Horton racing at Donington Park. He did not think up this revolutionary (for England) idea, but had found out about it when he first went to the Swiss GP at Berne. The whole set-up looked so right for road-racing, compared to the "monkey-on-a-stick" antics of the grass-track type of sidecar riding. Apart from the passenger presenting less frontal area to the wind, his centre of gravity was much lower and when I produced some photographs of Horton's outfit and a few sketches, it did not take long to persuade Eric Oliver about the type of sidecar we needed for European road racing. It took him even less time to persuade Ron Watson to build us the prototype Watsonian racing sidecar. In 1949 Eric Oliver became the first World Champion sidecar rider with his Norton/Watsonian. When we first turned out with this sleek new outfit, we were in good company, for the Belgians, Swiss, Germans, and Italians had all been using a similar layout for a long time. When Arthur Horton first turned up at Donington Park with his outfit with the passenger travelling head-first, instead of the more familiar feet-first grass-track style, there was a lot of clucking among the ACU heirarchy, who considered the style very dangerous and tried hard to find a way of forbidding it!

When you watch the sidecar outfits cornering today, with the passenger an inch or two off the ground, head and shoulders sticking out of the side of the "chair" on left-handers, it is difficult to imagine anything else for road-racing, but it was not always like that.

As I mentioned earlier, I was unfortunately prevented from taking part in any racing at Donington Park up to 1939, or indeed to see any motorcycle racing in the Park, as I lived 130 miles to the south, and that was a long way on a pushbike! However, I did manage to cadge a lift to the Grand Prix car race in 1938. No doubt there are many people watching today who were spectators in 1939, or even competitors, and while the circuit is somewhat changed from those days, and much of the woodland has gone, to be replaced by grassland with better viewing, I feel sure they will not be disappointed with the 1977 Donington Park circuit. While it no longer has the original character of a 'track through the woods' it is still undisputably a Park circuit, and anyone who saw the Park when the Army finally moved out, cannot help being filled with admiration for Tom Wheatcroft and the way he has transformed a rubbish dump into a pleasant parkland. Yet there are still those who are in opposition to the whole concept, who talk about the 'desecration of the countryside by this racing track'. If they had seen Donington Park in 1970, and I feel sure they must have done, I find it hard to understand what they are talking about. The whole area of the circuit was an untidy scrap heap of derelict buildings and rubbish. Even if there is a racing circuit running through it now, at least Donington Park looks like a Park and the grass is green and tidy. In 1970 there wasn't much grass to be green or tidy!



Donington Park two-wheelers were always fast, though cornering styles have changed somewhat.

2 Wheelers to the fore

by Norrie Whyte

IT IS appropriate that in these 1977 days of nostalgia that one of Britain's best-known, best loved and most important motor cycle racetracks rises again in jubilee year.

The Queen's jubilee, the War Papers, steam trains, real ale and old films and newsreels. The year has that old fashioned coating.

Leicester builder Bernard "Tom" Wheatcroft today unveils his lifetime's ambition — the opening of his own purpose-built racetrack for both bikes and cars — in the climax to a fairytale story and the end of years of legal hassle which would have "killed off" lesser mortals.

The resurrection of Donington Park which was a household name in the Thirties and which now offers a new alternative to the established British circuits has been heralded as the greatest single event in British road racing since the opening of Brands Hatch in 1950.

The circuit is mainly welcomed as an alternative to the powerful Motor Circuit Development tracks. The chances are that it will house a full-scale international next year and one of Britain's world championship rounds a year or two thereafter.

It is welcome, too, because the jovial Mr Wheatcroft carries a refreshing approach to the project — it's not all profit and glory!

Using his obvious building and public works contracting expertise, he has planned the venture with meticulous mechanical care. Underground drainage and telephone and television cables, adequate toilets, a first-class track surface were the first essentials. And nary an inch of the dreaded guardrail barrier in the 300-acre site!

Fed-up with the inadequate pit and paddock facilities he has experienced throughout the world in his motor racing sponsorship ventures, Mr W. built a well thought out and manageable pit area at Donington. Additional details even include a telephone link between the signallers in their little concrete squares in front of the pits and their own managers and timekeepers in the pits.

Donington was the first permanent road racing course to be opened on the British mainland. In 1931, Fred Craner, secretary of the Derby and District Motor Club, was given the go-ahead by the then owner John Gillies Shields to set up a racetrack on the estate.

And that same year, the first meeting was held. A winner that day, "Squibb" Burton hopes to give a demonstration run today on a 350 cc Raleigh, similar to the one he rode to victory 46 years ago.

Tom Wheatcroft became involved with the Donington atmosphere in 1935 when he cycled to watch a bike meeting. From then, he hardly missed a meeting.

And in 1971, he bought the venue. In 1973, he opened the Donington Collection of single seater racing cars. Now, comes The Big One, the opening of the track itself.

The Pathfinders and Derby Motor Club, which followed the defunct Derby & DMC, is organising today's national meeting in the same style as the old days. There will be no heats, all the straight races being races within their own rights, but there will be extra prizemoney paid to the fastest finishers in the 350, 1000 cc and sidecar classes where there is more than one race.

Today's eight-race programme will be preceded by a nostalgic trip into the Thirties when the first three riders in the very last Donington race, a 500 cc event on August 26 1939, will ride round the new 1.9573-mile circuit. Freddie Frith, Arthur Welsted and Peter Goodman will be making today's rides on Vintage MCC machines similar to those they rode 38 years ago.

It'll be a nostalgic day, too, for some of the leading officials. Secretary of the meeting and clerk of the course Arthur Taylor was a flag and paddock marshal in the Thirties. East Midland Centre steward Freddie Wallis was in the timekeeping box then. (He must be one of the few who were involved in the sport as officials, then took up sidecar racing, and is now back in the officials' list).

And chief scrutineer Alf Briggs, a pre-war Donington competitor, was also the captain of the Derby & DMC when they ran the meetings.

It's all a far cry, though, from the Donington of pre-war.

Harold Daniell, the bespectacled Londoner who was one of the great riders whose career was disrupted by the war, was one of the Donington stars. Mr Daniell, who died a few years ago, took delight in recalling a double attraction August Bank Holiday in 1932.

He said: "I used my 1931 Norton in the Manx Grand Prix and I also used it for grass tracking. The Grantham & DMCC ran a meeting at Syston Park and the big attraction was the 'Manx race' with a prize of £20 towards entry and expenses for the next Manx GP in the Isle of Man.

I had a field day, winning three events including the one with the Manx money. Donington Park was now becoming popular and there was a two-day meeting on August Bank Holiday, with another £20 'Manx race'.

If I could win this race, it meant that I could afford to ride in the Junior MGP as well as the Senior. So my programme was: Syston on Monday, Donington on Tuesday.

What a weekend it was! The old Norton and sidecar float which I was using at the time was weighed down with tins of dope and oil, spare plugs, sprockets and chains, and tools and leathers and crash hats. I collected the 500 race at Syston and was second in the 1100 cc event.

The float was loaded up again and off we went to Donington, where I had fixed up for the nights at the famous Hall. We had to get up early to practice, select a suitable sprocket and generally prepare the machine. The results were first in the 'Manx race' and the unlimited and second in the 500.

We plodded home the same evening, tired but very satisfied with the weekend's work".

Daniell raced regularly at Donington. It was also the venue where he met with tuner Steve Lancefield to start a famous partnership.

And in 1939, Daniell took the works Nortons to Donington and won all three races.

All the stars of the day competed at Donington on the 3½ miles track, riding under the arch of the famous stone bridge which still stands though it is now bypassed.

One man who remembers racing on the old Donington is Bill Boddice, former British sidecar champion and now a Birmingham garage owner and leading ACU official and father of Mick, one of today's sidecar stars. When he and his Midlands contemporary Fred Hanks returned to "the park" last month for a preview and track inspection, Mr Boddice could hardly relate the old and new.

He said: "The road from the entrance to the paddock was part of the old circuit. It seemed to be quite wide in those days but it looks very narrow now. But the new track is just great".

In actual fact, quite a bit of the circuit is the same as in the Thirties.

From the new pits complex and the start-finish line, riders head for the Red Gate Lodge right-hander which leads on to the old course downhill through where the holly wood used to be. Out of Holly Wood, the winding downhill section into the blind valley containing Donington Hall is little changed but at the bottom of the hill minor changes have been made to avoid the Stone Bridge.

Away from the Stone Bridge, the circuit climbs through some very fast curves out of the woods to the tight right-hander at what used to be called McLean's Corner, and then a gently rising straight heads competitors directly towards the stone lodge at the park's main gate.

The track then turns right downhill heading towards the chicane before the finish.

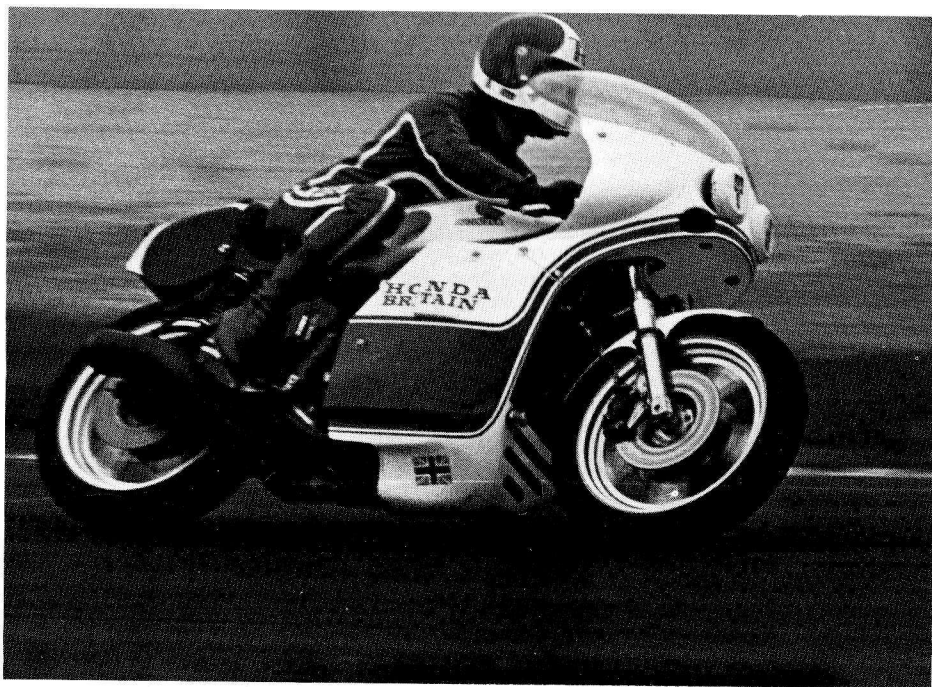
Times change in racing. Witness the different approach of today's competitors. Machinery is much more sophisticated within the passage of time. Inflation gone mad has made Harold Daniell's hope of two £20 awards to "enter and defray" the cost of competing in the amateur Manx GP a near-unbelievable remnant of the past.

If the times change, maybe the winners won't. For a famous pre-war Donington winner was an Irishman called Stanley Woods, and in today's first race — a straight 500 cc event — one of the favourites will be a Cheshire rider called... Stanley Woods.

Woods the Younger (they're not related) will ride a 500 cc four cylinder Suzuki two-stroke against a classy national entry which includes Charlie Williams, Tony Rutter, Ron Haslem, Geoff Barry and Derek Chatterton.

So the Donington saga could have turned full circle.

But for most of the fans, competitors, officials and Pressmen who turn up for Tom Wheatcroft's re-birth, the toast will be: "Cheers to Donington"!



Tony Rutter

Photo by Peter Horton

Autographs.

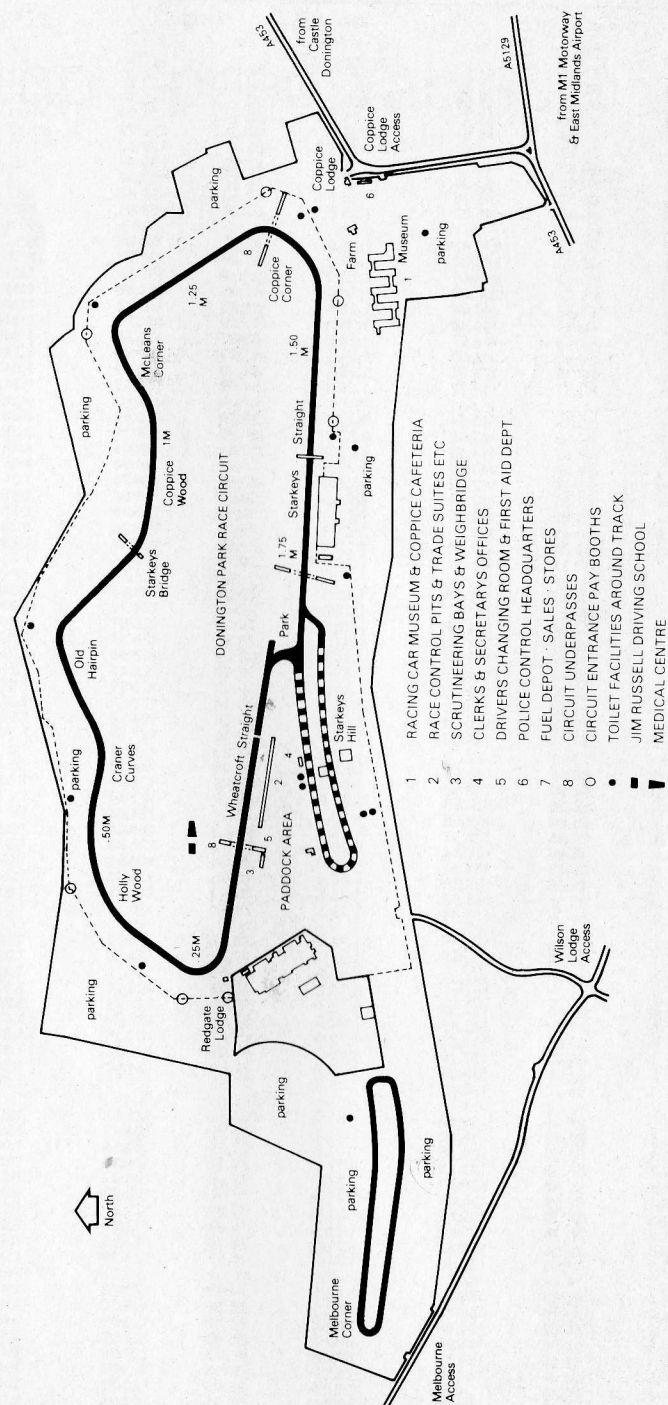
Lap Speed Table

TIME	SPEED		TIME	SPEED		TIME	SPEED	
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1.56.0	125.83	202.50	1.03.0	111.85	180.00	1.10.0	100.66	162.00
1.56.1	125.60	202.14	1.03.1	111.67	179.71	1.10.1	100.52	161.77
1.56.2	125.38	201.78	1.03.2	111.49	179.43	1.10.2	100.37	161.54
1.56.3	125.16	201.42	1.03.3	111.32	179.14	1.10.3	100.23	161.31
1.56.4	124.93	201.06	1.03.4	111.14	178.86	1.10.4	100.09	161.08
1.56.5	124.71	200.71	1.03.5	110.97	178.58	1.10.5	99.95	160.85
1.56.6	124.49	200.35	1.03.6	110.79	178.30	1.10.6	99.81	160.62
1.56.7	124.27	200.00	1.03.7	110.62	178.02	1.10.7	99.66	160.39
1.56.8	124.05	199.65	1.03.8	110.44	177.74	1.10.8	99.52	160.17
1.56.9	123.84	199.29	1.03.9	110.27	177.46	1.10.9	99.38	159.94
1.57.0	123.62	198.94	1.04.0	110.10	177.18	1.11.0	99.24	159.72
1.57.1	123.40	198.60	1.04.1	109.93	176.91	1.11.1	99.10	159.49
1.57.2	123.19	198.25	1.04.2	109.76	176.63	1.11.2	98.96	159.27
1.57.3	122.97	197.90	1.04.3	109.58	176.36	1.11.3	98.83	159.04
1.57.4	122.76	197.56	1.04.4	109.41	176.08	1.11.4	98.69	158.82
1.57.5	122.54	197.21	1.04.5	109.24	175.81	1.11.5	98.55	158.60
1.56.6	122.33	196.87	1.04.6	109.08	175.54	1.11.6	98.41	158.38
1.56.7	122.12	196.53	1.04.7	108.91	175.27	1.11.7	98.27	158.16
1.56.8	121.91	196.19	1.04.8	108.74	175.00	1.11.8	98.14	157.94
1.56.9	121.70	195.85	1.04.9	108.57	174.73	1.11.9	98.00	157.72
1.58.0	121.49	195.51	1.05.0	108.40	174.46	1.12.0	97.86	157.50
1.58.1	121.28	195.18	1.05.1	108.24	174.19	1.12.1	97.73	157.28
1.58.2	121.07	194.84	1.05.2	108.07	173.92	1.12.2	97.59	157.06
1.58.3	120.86	194.51	1.05.3	107.91	173.66	1.12.3	97.46	156.84
1.58.4	120.66	194.18	1.05.4	107.74	173.39	1.12.4	97.32	156.63
1.58.5	120.45	193.84	1.05.5	107.58	173.13	1.12.5	97.19	156.41
1.58.6	120.24	193.51	1.05.6	107.41	172.86	1.12.6	97.06	156.20
1.58.7	120.04	193.18	1.05.7	107.25	172.60	1.12.7	96.92	155.98
1.58.8	119.83	192.85	1.05.8	107.09	172.34	1.12.8	96.79	155.77
1.58.9	119.63	192.53	1.05.9	106.92	172.07	1.12.9	96.66	155.55
1.59.0	119.43	192.20	1.06.0	106.76	171.82	1.13.0	96.52	155.34
1.59.1	119.23	191.88	1.06.1	106.60	171.56	1.13.1	96.39	155.13
1.59.2	119.03	191.55	1.06.2	106.44	171.30	1.13.2	96.26	154.92
1.59.3	118.82	191.23	1.06.3	106.28	171.04	1.13.3	96.12	154.70
1.59.4	118.62	190.91	1.06.4	106.12	170.78	1.13.4	96.00	154.49
1.59.5	118.42	190.59	1.06.5	105.96	170.52	1.13.5	95.87	154.28
1.59.6	118.23	190.27	1.06.6	105.80	170.27	1.13.6	95.74	154.07
1.59.7	118.03	189.95	1.06.7	105.64	170.01	1.13.7	95.61	153.87
1.59.8	117.83	189.63	1.06.8	105.48	169.76	1.13.8	95.48	153.66
1.59.9	117.63	189.31	1.06.9	105.33	169.50	1.13.9	95.33	153.45
1.00.0	117.44	189.00	1.07.0	105.17	169.25	1.14.0	95.22	153.24
1.00.1	117.24	188.68	1.07.1	105.01	169.00	1.14.1	95.09	153.03
1.00.2	117.05	188.37	1.07.2	104.86	168.75	1.14.2	94.96	152.83
1.00.3	116.85	188.06	1.07.3	104.70	168.50	1.14.3	94.84	152.62
1.00.4	116.66	187.75	1.07.4	104.54	168.25	1.14.4	94.71	152.42
1.00.5	116.47	187.44	1.07.5	104.39	168.00	1.14.5	94.58	152.21
1.00.6	116.28	187.13	1.07.6	104.23	167.75	1.14.6	94.45	152.01
1.00.7	116.08	186.82	1.07.7	104.08	167.50	1.14.7	94.33	151.81
1.00.8	115.89	186.51	1.07.8	103.93	167.25	1.14.8	94.20	151.60
1.00.9	115.70	186.20	1.07.9	103.77	167.01	1.14.9	94.08	151.40
1.01.0	115.51	185.90	1.08.0	103.62	166.76	1.15.0	93.95	151.20
1.01.1	115.32	185.60	1.08.1	103.47	166.52	1.15.1	93.83	151.00
1.01.2	115.14	185.29	1.08.2	103.32	166.27	1.15.2	93.70	150.80
1.01.3	114.95	184.99	1.08.3	103.17	166.03	1.15.3	93.58	150.60
1.01.4	114.76	184.69	1.08.4	103.02	165.79	1.15.4	93.45	150.40
1.01.5	114.57	184.39	1.08.5	102.87	165.55	1.15.5	93.33	150.20
1.01.6	114.39	184.09	1.08.6	102.72	165.30	1.15.6	93.20	150.00
1.01.7	114.20	183.79	1.08.7	102.57	165.06	1.15.7	93.08	149.80
1.01.8	114.02	183.49	1.08.8	102.42	164.82	1.15.8	92.96	149.60
1.01.9	113.83	183.20	1.08.9	102.27	164.58	1.15.9	92.84	149.41
1.02.0	113.65	182.90	1.09.0	102.12	164.35	1.16.0	92.71	149.21
1.02.1	113.47	182.61	1.09.1	101.97	164.11	1.16.1	92.59	149.01
1.02.2	113.28	182.31	1.09.2	101.82	163.87	1.16.2	92.47	148.82
1.02.3	113.10	182.02	1.09.3	101.68	163.63	1.16.3	92.35	148.62
1.02.4	112.92	181.73	1.09.4	101.53	163.40	1.16.4	92.23	148.43
1.02.5	112.74	181.43	1.09.5	101.39	163.16	1.16.5	92.11	148.23
1.02.6	112.56	181.15	1.09.6	101.24	162.93	1.16.6	91.99	148.04
1.02.7	112.38	180.86	1.09.7	101.09	162.70	1.16.7	91.87	147.85
1.02.8	112.20	180.57	1.09.8	100.95	162.46	1.16.8	91.75	147.65
1.02.9	112.02	180.28	1.09.9	100.81	162.23	1.16.9	91.63	147.46

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

MAP OF DONINGTON PARK RACE CIRCUIT

Lap Distance 1.9573 Miles



DONINGTON PARK 1977 Fixture List

DATE	EVENT	ORGANISER	MAIN RACES
May 15	National Motorcycle meeting	Pathfinders & Derby	
May 28	Else Motor Group car race meeting	NSCC	SS, FF, G8, MS, C, H.
June 7	Jubilee Championship car races	BARC	F3, FF2, FF, SS, PS, MS.
June 26	National Motorcycle meeting	Pathfinders & Derby	125 & 250 cc ACU Star
July 8	Mid-Summer Evening car race meeting	BRSCC	G1, tba.
July 23/24	Vintage Motorcycle weekend	Pathfinders & Vintage	
July 30/31	Championship car races	BARC	G8, F3, FF, S2, SS, PS.
August 6/7	British Empire Trophy car race meeting	BRDC	H, G1, FV, CS, SS, FF, C,
August 26/27	European Formula 3 Championship race day	BRDC	F3, FF2, FSV, SS, C.
August 28	National Motorcycle meeting	Pathfinders & Derby	British Championship Round
September 3/4	Leyland Historic Vehicles Anniversary weekend and Rally		
September 11	Championship car races	BRDC	FF, SS, PS, F4.
September 25	National Motorcycle meeting	Pathfinders & Derby	
October 2	Grand Prix Anniversary meeting	BRSCC	F3, M, E, R, MP, FF, SS.
October 16	Championship car races	BARC	F3, S2, C, SS, MS, TS.
October 29/30	European Formula 2 Championship meeting	BRSCC	F2, MS, FF.

Non-promoted circuit meetings

June 4/5	Porsche Owners Club
June 18	Ferrari Owners Club
July 2	British Motor Racing Marshals Club
July 9	Jaguar Drivers Club
September 18	Nottingham Sports Car Club Sprint meeting
November 6	Nottingham Sports Car Club Sprint meeting

Other events in the Park

June 12	National Marcos Rally, Melbourne Loop
June 18/19	National Wolsley Rally
July 3	Alvis Owners Club Rally, Melbourne Loop
July 10	National E-Type Rally
July 16/17	National Austin 10 Rally
August 13/14	Fox Rally, Fosse Riders Motorcycle club
August 21	TR Register day, Melbourne Loop
September 17	Scooter Association races, Melbourne Loop
September 18	Lea Francis Owners Club Rally, Melbourne Loop.

Key to races:

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



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1976 500cc World Champion

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Motorcycle road-racing is perhaps the most potentially hazardous of all motor sports. It's a blend of skill, strength and psychology, depending on split-second decisions at whirlwind speeds that often surpass 125mph. The winning road-racer develops a kind of sixth sense that tells him the precise moment to move, to cut in or out, to angle body and machine, to steal ahead or hang back, to psych out his opponents. But even with perfect precision thinking and physical control, a single mechanical flaw can reduce his chances to zero.

That's why so many winning 'cycle-racers insist on Champion spark plugs. They know Champions provide the power they need—at every instant of every race, through every manoeuvre and at all speeds. The confidence of riding on Champions leaves his mind free to concentrate on more important things... like winning.



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