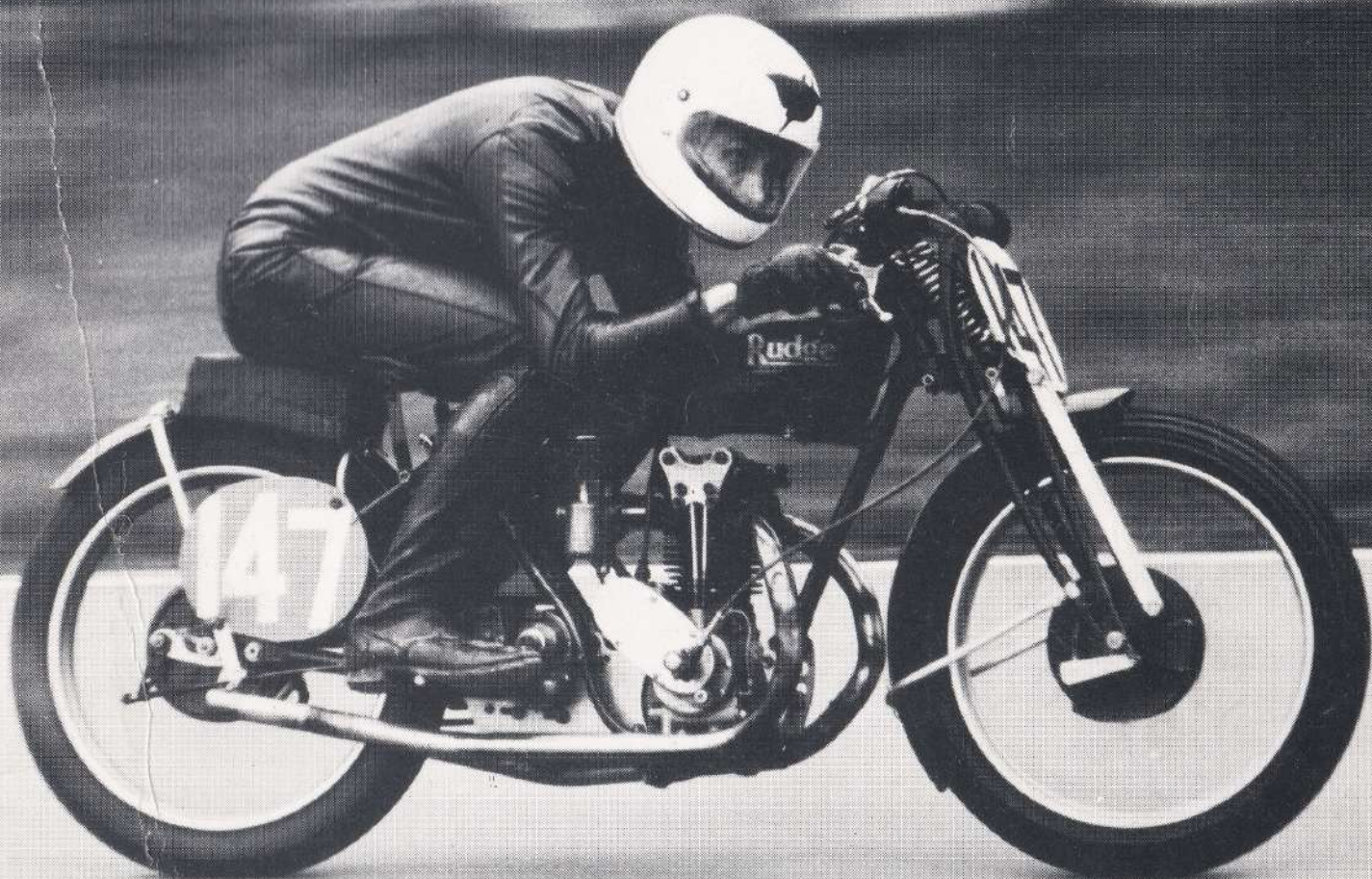




BP VINTAGE MOTOR CYCLE RACING

SUNDAY 24th JULY 1977

Organised by The Vintage Motor Cycle Club & The Pathfinders & Derby Motor Club Ltd.



DONINGTON PARK

**Official
Programme**

50p

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
TT 100 is king. And the
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.

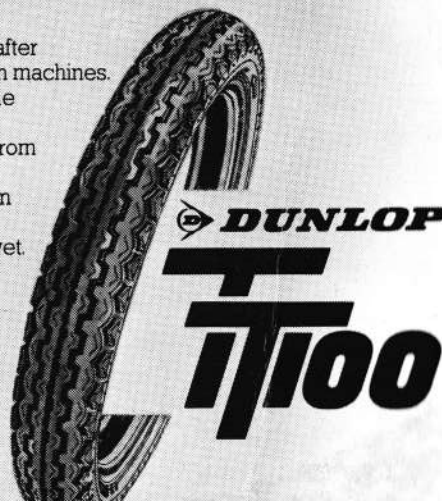
Dunlop TT 100 is now made for all power classes from 125cc upwards.

Yours is the famous trigonic 'V' profile for maximum grip through the bends.

Yours is the massive grip of Dunlop TT 100 in the wet. Ride Dunlop TT 100.

Monday and every day will never feel the same.

The living legend



The Vintage Motor Cycle Club
and
The Pathfinders and Derby Motor Club Ltd.

DONINGTON PARK

BP Vintage Motor Cycle Road Races

Sunday, 24th July 1977
1.00 p.m.

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

Permit No. ACU Q305

Permanent Course Licence No. 16

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Cover Photograph

Mervyn Stratford, 1936 249 cc Rudge.

Officials of the Meeting

STEWARDS:

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H. J. Gilson
Appointed by the E.M.C. ACU
G. H. Morris, Esq.
Appointed by the PDMC
A. Towle, M.Sc.
Appointed by Vintage Club
R. H. Murney
Mrs. Rene Rhodes

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D. Barker
J. L. Gilbert
R. Summerfield

COMMENTATORS:

A. Robinson

SCRUTINEERS:

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J. Painter
K. Riley

SPECIFICATION SCRUTINEER:

S. Johnson

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W. Salt
A. E. Loydall
J. Loydall

Paddock Announcer:

N. Suthers

Chief Marshall:

T. J. Pratley

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Leicester, Lincoln, Loughborough,
Mansfield, Newark and
Retford Clubs

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J. Brown

DRIVERS' LIAISON OFFICER:

J. H. Cooper

RACE CONTROL:

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

ASSISTANT SECRETARY:

B. Tuxford

ASSISTANT CLERK OF THE COURSE:

R. W. Smith

CLERK OF THE COURSE:

A. Taylor

HON. SECRETARY OF THE MEETING:

B. Rayne
2 Steyning Crescent, Glenfield, Leicester.

MEDICAL SERVICES:

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

AMBULANCES:

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

COURSE CARS:

Triumph TR7 and Austin Princess kindly loaned by
Leyland Cars

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

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

- 12.30** CAVALCADE OF CLASSIC MACHINES.
- EVENT 1.** RACING VINTAGE, POST VINTAGE & POST WAR — up to 250cc up to 31.12.51. 8 laps.
- EVENT 2.** RACING VINTAGE, POST VINTAGE & POST WAR — up to 350cc up to 31.12.51 (2 Heats). 8 laps.
- EVENT 3.** RACING VINTAGE UNLIMITED — up to 31.12.30. 8 laps.
- PARADE OF CHAMPIONS**
- EVENT 4.** RACING POST VINTAGE & POST WAR — 375cc and above, up to 31.12.52 (2 Heats). 8 laps.
- EVENT 5.** THREE WHEELERS — B1, B2 & B3 up to 31.12.51 (2 Heats). 8 laps.
- EVENT 6.** "CHAMPIONSHIP" INVITATION EVENT — (34 Riders). 15 laps.
- EVENT 7.** THREEWHEELER INVITATION (Time Permitting). 8 laps.

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 Vintage Motor Cycle Club & The Pathfinders and Derby Motor Club; Members of the St. John Ambulance Brigade; The Auto Cycle Union.

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: The Vintage Motor Cycle Club & The Pathfinders and Derby Motor Club.

Secretary of the meeting: Mr. B. Rayne, 2 Steyning Crescent, Glenfield, Leicester.

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.

Great Days Recalled

What was it like to race at Donington in the Thirties? The first three riders to finish in the last race at the last meeting — on August 26, 1939, eight days before war broke out — were 1, Freddie Frith, works Norton; 2, Arthur Wellstead, Norton; 3, Peter Goodman, Velocette, and here they look back at the Early Days of Donington.



40 — Frith '39 Norton. 41 — Goodman '37 Velocette. 48 — Wellstead '32 Norton.

Freddie Frith

"I always held the opinion that the pre-war Donington was the finest road racing circuit we've ever had in England: a great, testing three miles or so which included a bit of everything. The track had high-speed bends, a second-gear section, a bottom-gear right-angle corner and, of course, the breathtaking drop down to Melbourne Hairpin. Not to mention rushing through Holly Wood and emerging at high velocity

through the gateway and swooping down to the climbing right-hander.

There were some marvellous exhibitions of low flying as the riders hurtled over the end of the mile straight to begin braking frantically for Melbourne.

Donington was my first real attempt at road racing. Rather different from today's methods. Slap a fish-tail on the end of the Norton's straight-through pipe, ride the eighty miles from Grimsby to Donington, remove the fish-tail, put in hard plug,

change the jet and get to the starting line. Try not to fall off or you had no transport home.

My old team mate Harold Daniell was a real Donington ace. In 1935, riding a works Norton fitted with a dope motor, he made a successful attempt on the lap record.

The boss of Donington was Fred Craner who ruled us with an iron hand. Some of today's temperamental stars would have been rudely shocked by his tough line. Another Donington 'king' was Arthur Tyler riding very rapid Raleighs from the local Nottingham factory; a neat, stylish rider always looked after by enthusiast Arthur Prince.

I could go on and on but I'm running out of space. So many memories — such as 19-year-old Peter Goodman out-riding Stanley Woods, both on 500 cc Velocettes, and not forgetting the magnificent sight of eight German G.P. cars (four Mercedes and four Auto-Unions) charging down the straight towards Melbourne at 150 plus. Quite quick in those days.

May I wish all the competitors and the new circuit every success. In the early days we had great fun. I'm sure you will have, too. Good luck."

Arthur Wellsted

"At the old Donington, a machine had to be very fast, handle well and have exceptionally good brakes, the rider being able to use all these qualities to the full because it was a very fast track.

Riders who made the front rank at Donington could give a good account of themselves in the Island. I'm thinking here of Harold Daniell, Freddie Frith, Les Graham, Maurice Cann, Les Archer, Johnny Lockett, Ted Mellors, Ginger Wood, Tyrell Smith, and my old friend Albert Moule, who gave much valuable help when I crashed at Coppice Corner in practice.

He straightened my handlebars and footrests and so enabled me to ride in the 350 cc eight-lap event and set a new record of 70.62 mph. It still stands.

The last meeting at Donington was a very exciting one because I rode Harold

Daniell's Norton, which Steve Lancefield had tuned and prepared; a great honour.

This machine had a new frame and was reputed to be the lightest 500 cc Norton up to that time. It was my first ride on a Norton: the handling was beautiful and the power extremely smooth. I was given two instructions — 'There is no rev-counter so change gear when the tank rattles' and 'Ride to finish.' This I did, being second to Fred on the works Norton, followed by young Peter Goodman, 500 cc Velo.

A fourth place in the 10-lap event on my 350 cc Velo. — behind Fred, Harold Daniell and Peter Goodman — gave me great satisfaction but no 'reward', the prize money being £30, £15 and £10 for third man.

At the meeting we little knew that war was only a few days away, but all suspected that it would be some time before we raced at Donington again.

There was a great feeling of comradeship at all the meetings. I do hope that competitors on the new track enjoy themselves as much as we did."

Peter Goodman

"To me, Donington was all that a short circuit should be. It was attractive to riders because most of the well-known names in motor cycle racing were usually present and it was unequalled for beauty of setting and spectator vantage points.

The grading of races by Fred Craner enabled novices to race against one another to gain experience. Only when Fred judged them good enough were they allowed in open events. I hope that attention can be given to this aspect in the future.

We were very sad when hostilities curtailed racing at Donington. During the six years of war, we waited for the track to re-open. Well, it took a long time but now here it is. To everyone concerned in the new organisation, I wish the very best of luck because I can appreciate all the difficulties they must have faced.

I also wish present-day competitors good luck and good racing. May they enjoy many years of fine sport here as we did in the Thirties."

Today's Competitors

Solos

2	Titch Allen	40	John Abbott	81	Carl Waters	127	Jill Bee
4	Mick Broom	41	Jeremy Burton	82	John Allen	128	Allan Smith
7	Roger White	42	Barrie Baxter	83	Douglas Jones	130	Nigel Vine
8	Christian Olivaux	43	Tony Willmott	84	Barry Blythe	131	Anthony Fair
9	Michael Adams	44	Tony Pickering	85	Geoff Wilderspin	133	Alan Walker
10	Peter Wilkinson	46	Paul Sturges	86	William Wilshire	134	Brian Pashley
11	Christopher Williams	48	Alan Lewis	87	Len Barnes	136	M. Hunt
12	Michael Coombes	49	Ronald Balnaves	88	Richard Cornish	137	Kenneth Rawling
14	Barrie Rodgers	50	Trevor Shakespeare	89	Kenneth Garden	138	Michael Vangucci
15	Robert Gedge	51	John Ziemba	90	Stephen Stott	141	Stephen Woodward
16	John Harvey	52	Colin Barnes	91	Patrick Bell	143	Victor Farnhill
17	John Wilkinson	53	Mike Daly	92	Graham P. Griffiths	144	Stephen Harrison
18	David Griffith	54	Michael Saville	93	Peter Welch	145	Michael Fassett
19	Dave Gladwin	56	David Fox	94	Robert Harvey	147	Mervyn Stratford
20	Geoff Pollard	57	Kieth Wakelin	95	George Leigh	148	John Carter
21	Geoffrey Bain	58	Paul Ennis	96	Donald Grant	150	Reg Betteridge
22	Roger Munsey	59	Anthony Richardson	97	Cyril Luton	152	Fred Tindale
23	Norman Francis	60	Tony Harris	98	Gary Wyatt	153	William Morris
24	Tony Regan	61	Ernest Braine	100	Paul Whitehead	154	Michael Roe
26	Don Murray	62	David Evershed	101	Noel Allman	155	Alfred Bacon
27	Don Ellis	63	John Armstrong	102	John Proudlove	156	Harry Bacon
28	Alan Durrant	64	Ralph Whitehouse	105	Stephen Linsdell	160	Frank Turner
29	Barry Copley	65	David Frost	106	John Bennett	161	David Duxbury
30	Patrick Jeal	66	Eddie Greaves	108	John Roberts	162	Jim Lidgate
31	Peter John	67	Jonathan Parkes	109	William Dodge	166	Andrew Oliver
32	David Rimmer	69	Graham Griffiths	111	Don Daly	167	Ian Pearce
33	John Craven	70	John Ruth	112	Peter Alcock	168	David Jackson
34	Robin Gough	72	Chris Holt	115	Roger Moss	174	Peter Doughty
35	John Talboys	75	James Baxter	116	Laurence Langridge	175	David Griffiths
36	Brian Denehy	76	Jeffrey Savage	118	John Brown	177	Mike Ward
37	Derick Lond	77	Michael Anthony	119	Ken Lee	180	Keith Prime
38	Duncan Mosie	79	David Swain	121	Ted Fergus	183	Anthony Jones
39	Peter Miles	80	Brian Lewis	125	Ron Cornfoot	184	Mike Wickstead
				126	Michael Bee	120	David Whitehouse

Threewheelers

2	Titch Allen/Christine Gagg	28	Clifford Dearden/Michael Nottingham
6	Andrew Stewart/—	29	Stuart Harper/Jonathan Garside
8	Terence Armson/Stephen Woodward	30	Gary Caroline/Nigel Allen
10	Peter Wilkinson/Brian Jacklin	31	Martyn Baylis/Malcolm Bull
11	Peter Enticknap/Caroline Andrews	32	Robert Angell/Malcolm Birch
12	Barbara Coombes/Michael Coombes	33	Greg Bibby/Howard Chivral
15	John Lidgate/George Rose	34	Tim Green/Keith Lyndsell
16	Rosemary Wilkinson/Wendy Machin	35	Charles Reynolds/Stephen Hughes
18	Ron East/Rob Henderson	37	Geoffrey Belcher/Jill Belcher
20	John Rowland/John Snell	39	Charles Pilbeam/Brian Jones
22	Dennis Rogers/George Gould	40	Bill Wallbank/Malcolm Greene
23	John Joiner/John Armstrong	41	David Hodgson/Susan Hodgson
24	William Tuer/William Winstanley	44	Christopher Western/Colin Wilson
26	Adrian Murray Leslie/Patricia Murray Leslie	74	Harold Pass/Peter Campbell
27	Nicholas Edwards/Alistair Parkes		

Vintage Motor Cycle Racing: A sport for all ages.

By 'Titch' Allen
FOUNDER, VINTAGE MOTORCYCLE CLUB

Some people seem surprised to find a grandad racing motorcycles. "Racing motorbikes at your age?" they say with such an air of disapproval I am sure they think I should switch to fishing or bird watching. I do not see anything surprising about it at all.

I am just doing the things I wanted to do when I was young but did not get the chance to. Sure I wanted to race at Donington in the old days but though I watched nearly every meeting there before the War I never had the money for a racing bike. Nearest I got to the real thing was a sneaky ride round the circuit on my road bike after a meeting ... till dear old Fred Craner, bless him for dreaming up Donington, chased me off. Though petrol was only a "bob" or so a gallon (10p in this new fangled stuff) an ordinary chap only earned about £3 a week and a racing bike cost around £75. Racing was expensive then and still is unless you are a vintage enthusiast. It would be expensive too if you had to go out and buy a ready to ride vintage racer but the vintage man is a real D.I.Y. fellow. He may start with little more than a heap of scrap but by skill and patience will rebuild it into the type of machine you see racing today. Its the personal involvement of this D.I.Y. rebuilding that makes the vintage game so rewarding. When you have built a bike up from the ground its really yours, every nut and bolt of it. There are no

sponsors or advertising kick backs of course. Nor prize money either.

"But isnt it dangerous?" people ask. "Not as dangerous as trying to go fast on the road" I say. "Everyone is going in the same direction ... more or less, the surface is perfect, there are no X roads and if you do fall off there are ambulance men at hand. Its the only place where I can let off steam in safety and afterwards I am a better motorist because my frustrations have been released and my judgement sharpened"

What is surprising is that vintage racing is very much a family scene. Both my sons went vintage racing as soon as they were old enough and all three of us have on occasion started in the same race. You can guess who was last! The only generation gap we have noticed is in the finishing order.

"Why does my eldest son Roger go vintage racing?" For mostly the same reasons that I do. "I like the friendly atmosphere among enthusiasts who are doing it for fun rather than fame & fortune." he says and sums it up neatly by adding "Vintage racing is sport: modern racing is a business".

EVENT 1

8 LAPS

Racing Vintage, Post Vintage & Post War

Up to 250cc — Up to 31.12.51

No.	RIDER	TOWN	MACHINE	c.c.	YEAR
154	Michael Roe	Brentwood	Velocette	250	1946
162	Jim Lidgate	Knowle	Velocette	250	1950
147	Mervyn Stratford	Chesham	Rudge	248	1936
112	Peter Alcock	Oxford	Triumph	248	1937
26	Don Murray	Streetly	Velocette	248	1936
130	Nigel Vine	Lutterworth	Triumph	248	1937
148	John Carter	Telford	Velocette	248	1939
93	Peter Welch	Borrowash	Rudge	249	1935
180	Keith Prime	Hucknall	Velocette	248	1937
125	Ron Cornfoot	Sapcote	N.S.U.	250	1951
41	Jeremy Burton	Bristol	Matchless	250	1937
11	Chris Williams	Chepstow	Velocette	250	1937
16	John Harvey	Huddersfield	Velocette	250	1938
62	David Evershed	Chippenham	Triumph	249	1937
42	Barrie Baxter	Liverpool	Moto Guzzi	250	1951
64	Ralph Whitehouse	Luton	Rudge	250	1938
79	David Swain	Melton Mowbray	Velocette	248	1937
53	Mike Daly	Stafford	Velocette	250	1938
174	Peter Doughty	Hucknall	Rudge	247	1936
89	Kenneth Garden	Leicester	Rudge	249	1938
119	Ken Lee	Cheltenham	Excelsior	248	1937
56	David Fox	Cheltenham	Triumph	248	1937
37	Derick Lond	Grimsby	Excelsior	248	1937
127	Jill Bee	Barnetby	Triumph	250	1937
57	Keith Wakelin	Derby	Velocette	250	1934
31	Peter John	Bristol	Rudge	249	1948
95	George Leigh	Southport	N.S.U.	247	1951

RESULTS:

1st 14 2nd 11 3rd 154 4th 93 5th 180
 7th 16 8th 42 9th 112 10th 57
 Winner's Time 14 19 Speed 65.62 m.p.h.
 Fastest Lap: Cgr No. 147 174 Time 1.44.8 Speed 67.23 m.p.h.

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EVENT 2

8 LAPS

Racing Vintage, Post Vintage & Post War

Up to 350cc — Up to 31.12.51

HEAT 1

No.	RIDER	TOWN	MACHINE	c.c.	YEAR
111	Don Daly	Brentwood	Velocette	348	1939
22	Roger Munsey	Leicester	AJS	348	1951
46	Paul Sturgess	Andover	Zenith JAP	340	1929
138	Michael Vangucci	Kings Langley	Velocette	348	1929
162	Jim Lidgate	Knowle	Velocette	348	1938
131	Anthony Fair	Stanmore	Velocette	348	1930
26	Don Murray	Streety	Velocette	348	1939
2	Titch Allen	Burton Joyce	Velocette	348	1934
43	Tony Willmott	Knowle	Velocette	348	1946
148	John Carter	Telford	Velocette	349	1937
100	Paul Whitehead	Birmingham	Velocette	348	1949
94	Robert Harvey	Brighouse	Velocette	350	1939
65	David Frost	Benfleet	Velocette	349	1936
18	David Griffith	Lutterworth	Velocette	350	1930
166	Andrew Oliver	Ickenham	Velocette	348	1935
190	David Whitehouse	Kingswinford	Velocette	348	1949
15	Robert Gedge	Attleborough	Norton	348	1938
141	Stephen Woodward	Mansfield	Douglas	348	1951
12	Michael Coombes	Abingdon	Triumph	350	1938
105	Steven Linsdell	Westoning	Royal Enfield	346	1950
133	Alan Walker	Duffield	Velocette	348	1935
66	Eddie Greaves	Towcester	Velocette	348	1936
84	Barry Blythe	Scunthorpe	Velocette	348	1931
14	Barrie Rodgers	Spondon	Velocette	347	1937
87	Len Barnes	West Tilbury	Triumph	349	1939
23	Norman Francis	Lincoln	Norton	348	1934
137	Kenneth Rawling	Manchester	Velocette	350	1936
42	Barrie Baxter	Liverpool	Velocette	350	1933
72	Chris Holt	Gnosshall	Triumph	342	1938
116	Laurence Langridge	Evesham	Velocette	348	1938
76	Jeffrey Savage	Bath	Norton	348	1934
29	Barry Copley	Sowerby Bridge	Velocette	348	1938
101	Noel Allman	Kingswinford	Norton	348	1947
102	John Proudlove	Darwen	Velocette	350	1937

(Entrant — R. Marsh)

HEAT 2

51	John Ziemba (Entrant — R. Marsh)	Darwen	Velocette	350	1935
175	David Griffiths	Kings Norton	Excelsior	350	1936
153	William Morris	Christchurch	Norton	350	1949
90	Stephen Stott	Kidderminster	Norton	348	1951
109	William Dodge	Birmingham	Norton	348	1936
93	Peter Welch	Borrowash	Rudge	350	1937
152	William Morris	Leicester	Velocette	348	1937
44	Tony Pickering	Ratby	Velocette	348	1939
34	Robin Gough	Stafford	Norton	350	1951
126	Michael Bee	Barnetby	Velocette	350	1937
39	Peter Miles	Towcester	Velocette	348	1949
57	Keith Wakelin	Derby	Velocette	350	1938
147	Mervyn Stratford	Amersham	Rudge	249	1936
130	Nigel Vine	Lutterworth	Triumph	250	1937
125	Ron Cornfoot	Sapcote	N.S.U.	250	1951
41	Jeremy Burton	Bristol	Matchless	250	1937
16	John Harvey	Fixby	Velocette	250	1938
75	James Baxter	Liverpool	Moto-Guzzi	250	1951
64	Roger Whitehouse	Caddington	Rudge	250	1938
174	Peter Doughty	Hucknall	Rudge	247	1936
89	Kenneth Garden	Leicester	Rudge	249	1938
119	Ken Lee	Cheltenham	Excelsior	248	1937
56	David Fox	Cheltenham	Triumph	248	1937
106	John Bennett	Halesowen	AJS	348	1951

31

37. DOLICK ROAD

GAINSBY. EXCC. 250

1937

HEAT RESULTS:

HEAT 1

1st	100	2nd	105	3rd	148	4th	22	5th	43	6th	138
Winner's Time	13	29				Speed	69	67			m.p.h.
Fastest Lap: No.	100					Time	1:38	Speed	71.90		m.p.h.
	133	40	66			29					

HEAT 2

1st		2nd		3rd		4th		5th		6th	
Winner's Time						Speed					m.p.h.
Fastest Lap: No.						Time		Speed			m.p.h.

OVERALL RESULT:

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



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Racing Vintage Unlimited

Up to 31.12.30

No.	RIDER	TOWN	MACHINE	c.c.	YEAR
21	Geoffrey Bain	Widnes	Norton	490	1928
48	Alan Lewis	Blisworth	Norton	490	1929
46	Paul Sturgess	Andover	Norton	490	1929
138	Michael Vangucci	Kings Langley	Velocette	348	1929
131	Anthony Fair	Stanmore	Velocette	348	1930
18	David Griffith	Lutterworth	Rudge	500	1930
17	John Wilkinson	Milton Keynes	Norton	580	1930
84	Barry Blythe	Scunthorpe	Velocette	348	1929
20	Geoff Pollard	Sheffield	Norton	490	1929
	(Entrant—MZ Motorcycles, Sheffield)				
11	Chris Williams	Chepstow	Velocette	350	1930
82	John Allen	Chatteris	Rudge	499	1929
167	Ian Pearce	Bridgnorth	Scott	596	1929
137	Kenneth Rawling	Manchester	Sunbeam	500	1927
75	James Baxter	Liverpool	Scott	500	1929
86	William Wilshire	Watford	Rudge	500	1929
177	Mike Ward	Newark	Scott	600	1929
80	Brian Lewis	Chepstow	Sunbeam	432	1924
91	Patrick Bell	Bristol	Norton	490	1929
38	Duncan Hosie	Whitchurch	Rudge	499	1930
69	Graham Griffith	Hillingdon	Scott	596	1928
59	Anthony Richardson	Ickenham	Rudge	500	1929
118	John Brown	Yiewsley	Sunbeam	500	1925
145	Michael Fassett	Ickenham	Ariel	498	1930
97	Cyril Luton	Yate	Sunbeam	490	1926
136	M. Hunt	Bristol	Rudge	500	1930

RESULTS:

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____

7th _____ 8th _____ 9th _____ 10th _____

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

Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

Racing Post Vintage & Post War

375cc and above — Up to 31.12.51

HEAT 1

No.	RIDER	TOWN	MACHINE	c.c.	YEAR
4	Mick Broom	Leicester	Triumph	498	1950
33	John Craven	Gosport	Triumph	498	1946
48	Alan Lewis	Blisworth	Triumph	498	1939
154	Michael Roe	Brentwood	Norton	596	1947
27	Don Ellis	Buckingham	Rudge	500	1937
50	Trevor Shakespeare	Walsall	Triumph	498	1949
43	Tony Willmott	Knowle	Triumph	498	1947
115	Roger Moss	South Croxton	Triumph	498	1939
11	Chris Williams	Chepstow	Triumph	500	1938
93	Peter Welch	Borrowash	Rudge	580	1931
65	David Frost	Benfleet	Velocette	495	1936
10	Peter Wilkinson	Chilwell	Velocette	500	1939
9	Michael Adams	Coventry	Triumph	650	1950
156	Harry Bacon	Sutton in Ashfield	Triumph	498	1951
15	Robert Gedge	Attleborough	Triumph	500	1948
161	David Duxbury	Houslow	Norton	490	1939
58	Paul Ennis	Sutton Coldfield	Vincent HRD	498	1936
54	Michael Saville	Newent	Ariel	498	1939
160	Frank Turner	Chorley	Velocette	500	1938
20	Geoff Pollard	Sheffield	Cotton	498	1948
	(Entrant—MZ Motorcycles Sheffield)				
167	Ian Pearce	Bridgnorth	Scott	596	1935
184	Mike Wicksteed	Hempstead	Ariel	497	1936
70	John Ruth	Chelmsford	Norton	499	1949
23	Norman Francis	Lincoln	Norton	530	1939
24	Tony Regan	Warwick	Ariel	500	1949
121	Ted Fergus	High Wycombe	Scott	632	1935
76	Jeffrey Savage	Bath	Norton	499	1939
168	David Jackson	Towcester	Velocette	495	1936
77	Michael Anthony	Eccles	Norton	490	1951
152	Fred Tindle	Christchurch	Norton	490	1935
183	Anthony Jones	Stafford	Triumph	650	1961
91	Patrick Bell	Bristol	Triumph	500	1948
143	Victor Farnhill	Dunstable	Triumph	650	1950
98	Gary Wyatt	Birmingham	Ariel	498	1938

HEAT 2

19	Dave Gladwin	Bristol	Triumph	498	1950
8	Christian Olivaux	France	Norton	490	1937
46	Paul Sturgess	Andover	Triumph	498	1951
49	Ronald Balnaves	South Yardley	Ariel	497	1939
35	John Talboys	Dursley	Vincent HRD	998	1949
36	Brian Denehy	Wisbech	Norton	490	1937
134	Brian Pashley	Oadby	Sunbeam	493	1934
7	Roger White	Chorley	Triumph	498	1939
61	Ernest Braine	Paulerspury	A.J.W.	500	1935
28	Alan Durrant	Robertsbridge	Vincent HRD	500	1936
17	John Wilkinson	Milton Keynes	Norton	596	1937
190	David Whitehouse	Kingswinford	Norton	499	1951
155	Alfred Bacon	Sutton in Ashfield	Triumph	498	1947
40	John Abbott	Todmorden	Vincent	499	1950
30	Patrick Jeal	Coventry	B.S.A.	500	1951
133	Alan Walker	Duffield	Rudge	500	1938
180	Keith Prime	Hucknall	Rudge	495	1935
85	Geoff Wilderspin	Old Warden	Matchless	499	1936
32	David Rimmer	Leyland	Triumph	650	1950
144	Stephen Harrison	Skelmersdale	Triumph	500	1950
60	Tony Harris	Hinckley	Triumph	650	1951
88	Richard Cornish	High Wycombe	Norton	490	1948
67	Jonathon Parkes	Kidderminster	Triumph	498	1938
128	Allan Smith	Eccleston	Triumph	650	1950
150	Reg Betteridge	Warwick	Triumph	650	1950
72	Chris Holt	Gnosshall	Triumph	449	1951
108	John Roberts	Berkeley	Triumph	500	1939
53	Mike Daly	Stafford	Velocette	500	1938
177	Mike Ward	Newark	Ariel	500	1939
174	Peter Doughty	Hucknall	Rudge	499	1933
63	John Armstrong	Hullavington	Triumph	498	1948
83	Douglas Jones	Walsall	Triumph	650	1950
96	Donald Grant	Bristol	Triumph	498	1948
52	Colin Barnes	Underwood	B.S.A.	498	1938

Reserves in order

92	Graham P. Griffiths	Hillingdon	Scott	596	1934
118	John Brown	Yiewsley	Scott	600	1934
81	Carl Waters	Coppull	Triumph	650	1951
31	Peter John	Bristol	Excelsior J.A.P.	497	1931
106	John Bennett	Halesowen	Norton	490	1950
177	Mike Ward	Newark	Scott	600	1930
136	M. Hunt	Bristol	Rudge	500	1930

HEAT RESULTS:

HEAT 1

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

HEAT 2

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

OVERALL RESULT:

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

EVENT 5

8 LAPS

Threewheelers

B1, B2 & B3 — Up to 31.12.51

HEAT 1

No.	RIDER	TOWN	MACHINE	c.c.	YEAR
39	Charles Pilbeam Brian Jones	Halifax	Morgan	1172	1948
28	Clifford Dearden Michael Nottingham	Doncaster	Morgan	1172	1935
15	John Lidgate George Rose	Knowle	Triumph	650	1950
10	Peter Wilkinson Brian Jacklin	Chilwell	Velocette	500	1939
23	John Joiner John Armstrong	Hullavington	BMW	494	1938
18	Ron East Rob Henderson	Lincoln	Norton	600	1938
41	David Hodgson Susan Hodgson	Bradford	Morgan	1172	1935
8	Terence Armson Stephen Woodward	Mansfield	B.S.A.	649	1951
2	Titch Allen Christine Gagg	Burton Joyce	Norton	520	1939
16	Rosemary Wilkinson Wendy Machin	Chilwell	Velocette	499	1939
12	Barbara Coombes Michael Coombes	Abingdon	Triumph	650	1951
20	John Rowland John Snell	Heage	Morgan	990	1934
44	Christopher Western Colin Wilson	Rainham	Morgan	1172	1935

HEAT 2

35	Charles Reynolds Stephen Hughes	Macclesfield	Morgan	1096	1932
32	Robert Angell Malcolm Birch	Ewloe	Morgan	1098	1930
29	Stuart Harper Johnathan Garside	Brixworth	Morgan	1000	1922
24	William Tuer William Winstanley	Halewood	Morgan	1100	1932
34	Tim Green Keith Lyndsell	Sale	Morgan	990	1929
30	Gary Caroline Nigel Allen	Ripley	Morgan	1096	1928
11	Peter Enticknap Caroline Andrews	Northampton	Morgan	996	1927
37	Geoffrey Belcher Jill Belcher	Blackheath	Morgan	990	1932
74	Harold Pass Peter Campbell	Concleton	Morgan	1097	1936
31	Martyn Baylis Malcolm Bull	Coventry	Morgan	1100	1930
6	Andrew Stewart	Jordans	Morgan	1100	1932
22	Dennis Rogers George Gould	Nottingham	Morgan	990	1934
33	Greg Bibby Howard Chivral	Kibworth	Morgan	990	1934
27	Nicholas Edwards Alistair Parkes	Halesowen	Morgan	1000	1935
40	Bill Wallbank Malcolm Greene	Cheadle	Morgan	996	1932
26	Adrian Murray Leslie Patricia Murray Leslie	Sheffield	Morgan	990	1934

HEAT RESULTS:**HEAT 1**

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

HEAT 2

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 Winner's Time _____ Speed _____ m.p.h.
 Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

OVERALL RESULT:

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



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[illegible]

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____

7th _____ 8th _____ 9th _____ 10th _____

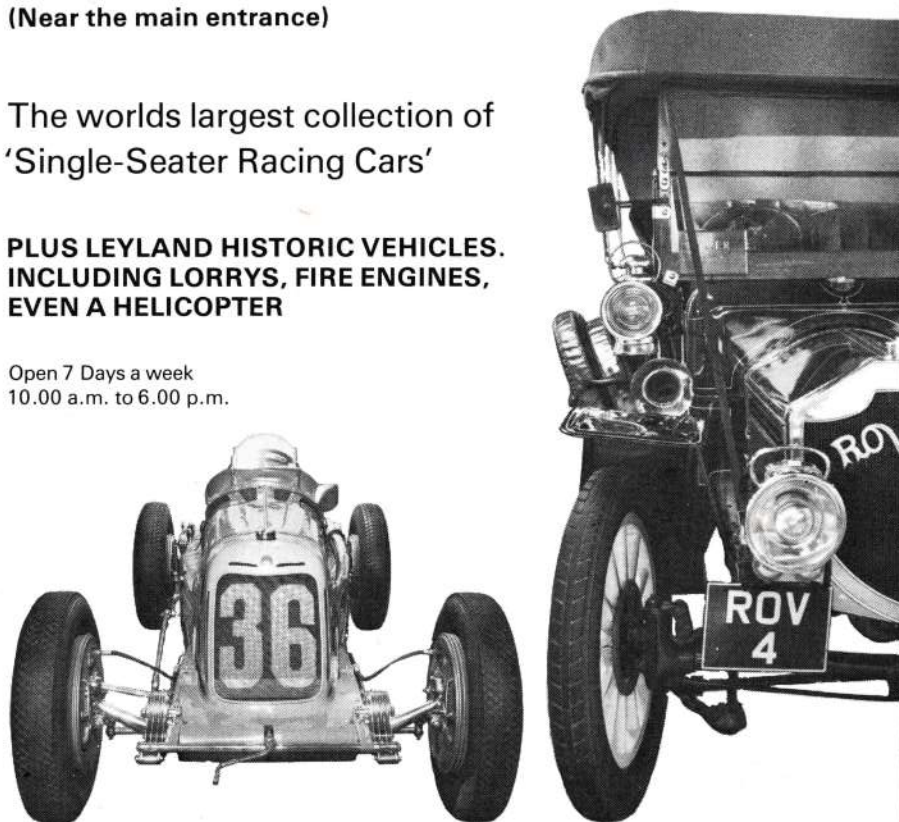
Winner's Time _____ Speed _____ m.p.h.

Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

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3 Wheeler Invitation Race

RESULTS:

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____

7th _____ 8th _____ 9th _____ 10th _____

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

Fastest Lap: No. _____ Time _____ Speed _____ m.p.h.

RECORDS

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

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

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on September 4th

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

DONINGTON PARK 1977 Fixture List

DATE	EVENT	ORGANISER	MAIN RACES
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

September 18	Nottingham Sports Car Club Sprint meeting
November 6	Nottingham Sports Car Club Sprint meeting

Other events in the Park

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, Historic. FF2, Formula Ford 2000. PS, Production saloons. G1, RAC Touring Car Championship. F3, Formula 3. S2, Sports 2000. TS, Thoroughbred sports. F2, Formula 2. M, Mini Challenge. E, Escort Mexico. R, Renault 5. MP, Monoposto. FV, Formula Vee. CS, Classic Sports. FSV, Formula SuperVee. F4, Formula 4.

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Lap Speed Table

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

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

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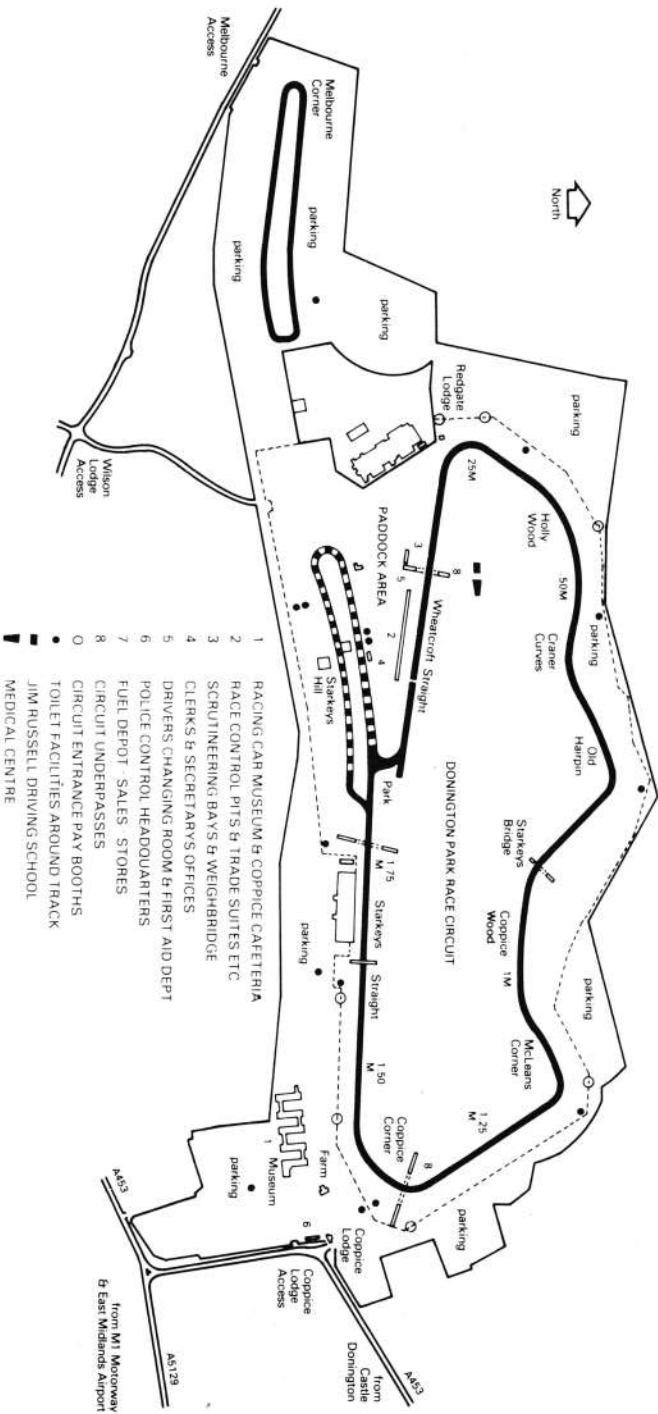
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Motorcycle road-racing is perhaps the most potentially hazardous of all motor sports. It's a blend of skill, strength and psychology, depending on split-second decisions at whirlwind speeds that often surpass 125mph. The winning road-racer develops 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.

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