

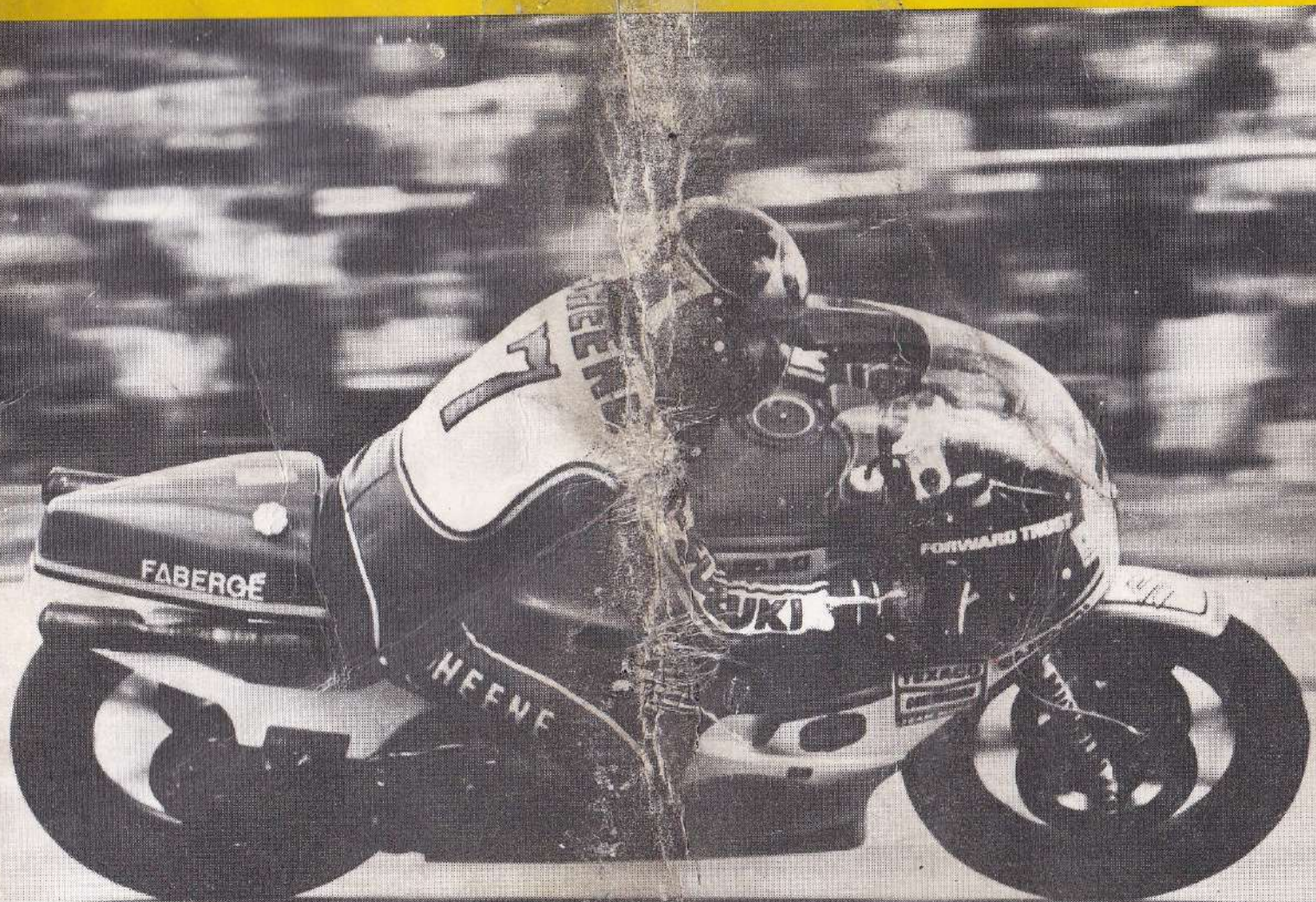


THE DONINGTON ROAD RACE

SUNDAY 25th SEPT. 1977



Racing Organised by
The Pathfinders and Derby Motor Club



DONINGTON PARK

Official
Programme

40p

For conditions of admission see inside.

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The Pathfinders and Derby Motor Club Ltd.
(Affiliated to the Auto-Cycle Union through the
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DONINGTON PARK

The Donington Road Race and other Motor Cycle Races

Sunday, 25th September 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 Club.

Permit No. ACU 1180

Permanent Course Licence No. 16

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Cover Photograph

Barry Sheene in action on his Suzuki 500.

Officials of the Meeting

STEWARDS:

Appointed by the ACU
D. Bailey, Esq.
Appointed by the E.M.C. ACU
G. E. Padley
Appointed by the Club
A. Towle, Esq. M.Sc.

TIMEKEEPERS:

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M. Berry
R. S. Corfe
J. L. Gilbert
Dr. W. E. Pyecraft

LAP SCORER:

Mrs. J. Dobbs

COMMENTATOR:

F. Clarke

CHIEF SCRUTINEER:

K. Riley

COMPETITORS STEWARDS:

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W. Salt
A. E. Loydall
J. Loydall

PADOCK ANNOUNCER:

N. Suthers

CHIEF MARSHAL:

T. J. Pratley

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Retford Clubs

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J. Styles

STARTER:

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 AND HON. SECRETARY OF THE MEETING:

A. Taylor
76, Belper Road, Derby.

MEDICAL SERVICES:

Dr. J. Craig 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

COURSE MOTORCYCLES:

Supplied by Silk Engineering (Derby) Ltd.

BREAKDOWN VEHICLES:

Supplied by Bob Minion Limited and Barrie Rodgers both of
London Road, Derby.

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

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.

Programme of Events

- 1—The Donington Road Race for solo machines 251 to 1000 c.c.
- 2—Restricted to those drivers of solo machines within the same capacity limits not accepted for event 1.
- 3—Solo motor cycles 351 to 500 cc
- 4—Suzuki Single-Cylinder solo motor cycles 250 cc
- 5—Sidecar motor cycles 351 to 1000 cc

Order of Racing

RACE 1—EVENT 1 The Donington Road Race	First Leg 32 laps	100.74 kms.	62.63 miles	1.00 pm
RACE 2—EVENT 2 Consolation Race	15 laps		29.36 miles	
RACE 3—EVENT 3 Senior Race	15 laps		29.36 miles	
RACE 4—EVENT 4 Suzuki Lightweight Race	10 laps		19.57 miles	
RACE 5—EVENT 1 The Donington Road Race	Second Leg 32 laps	100.74 kms	62.63 miles	
RACE 6—EVENT 5 Sidecar Race	Heat 1 10 laps		19.57 miles	
RACE 7—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.

Notices

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

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.

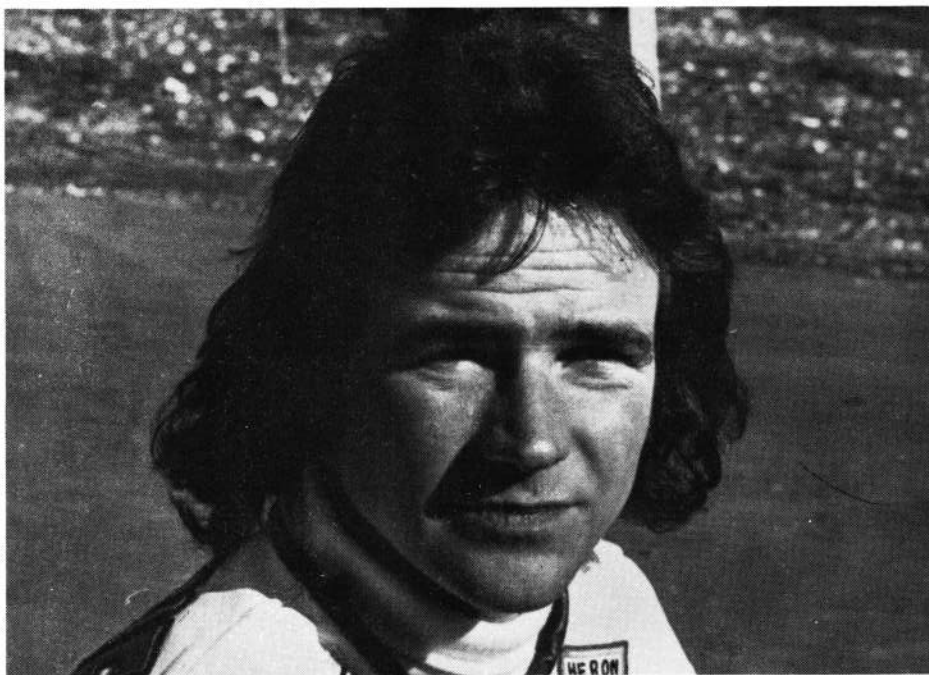
Programme copyright: All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted. The Club accepts entries and driver's nominations in good faith. Every effort is made to adhere to 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.



Showman Extraordinary ...

by Norrie Whyte

"POPULARITY means a lot. That's why I like to think I am a crowd pleaser. Sure, I play to the gallery when I'm out there on the track. You're there to entertain the people who have paid good money to see you and they deserve to get every penny worth."

The sporting superstar behind that statement was Barry Sheene, who, at 27, has brought the all-important world 500cc road race championship to Britain and Suzuki for the past two momentous seasons.

Today, Super Sheene makes his first appearance on the 1.957-mile Donington Park circuit. The presence of this likeable likely lad who made it to the top ensures the presence of many of his fans and admirers.

For Sheene is more than a world champion motor cyclist. He is a cult figure with his own fan club flourishing throughout Europe; a Fleet Street journalist's dream, a good looking Londoner at the top

of his sporting platform at a time when Britain hasn't many of that ilk; a showman extraordinary, a sportsman who can communicate with the hardened moguls of the media, with the trackside fans and with the race organisers and promoters.

He's also a much sought-after young businessman. After all, many "named" sportsmen not in the Sheene league endorse an assortment of products, so why not him, too? Fabergé and Ingersoll are among the non-bike interests he — and his girl friend Stephanie McLean, the model — have scooped.

The side to Sheene which few people

appreciate is that he is, in addition to showing enough potential to join the all-time greats, already one of the best riders ever at setting up a racing motorbike.

The family spannerwork background has stood Sheene in good stead. Now, he is the supreme tester of a machine, a gifted rider and engineer.

So when he first sets his sights on the downhill Craner sweeps and the left-hander round the famous old bridge, Sheene's first Donington task will be to set up his four cylinder Suzuki two-stroke.

Then comes the Big Job — winning the two-part Donington Road Race ... and entertaining the public.

Determined to ensure that Sheene doesn't have things all his own way will be a small army of Britain's best racers. Men like Dave Potter, John Newbold, Stan Wright, Steve Manship, Bill Simpson, Alan Stewart and Joey Dunlop head the national stars.

But the two men most likely to trouble Sheene will be his own Suzuki GB teammate Steve Parrish and Mal Carter's "runner" Ron Haslam.

Fast becoming the new "character" of the racetrack paddocks, Parrish has been the find of the grand prix season. Reigning British champion, he finished fifth in the world 500cc championship behind Sheene, Steve Baker, Pat Hennen and Johnny Cecotto. And this was Steve's first attack on the tough grands prix scene.

Age 23 from Steeple Morden, Cambridgeshire, Parrish — like his hero Sheene — travels to race meetings in his grey Rolls-Royce.

For Haslam, though, things are done in somewhat less style. The long-haired youngest of a family of nine from Langley Mill, Nottinghamshire, he is sponsored by Halifax garageman Mal Carter, who certainly is one of the great characters on the British racing scene of the Seventies.

Haslam will ride a 500 Suzuki 4 and a 750 Yamaha 4, the two machines of which he has become the hero of the previous Donington meetings this year. During his last success at "The Park", Haslam was determined to do a wheelie all the way from the chicane past the pits. And he nearly did

just that — changing gear twice as he speeded up to over 80 mph with the front wheel pawing the air. The manoeuvre may not have pleased too many died-in-the-wool racing traditionalists, but it sure set the fans buzzing with excitement.

Just who pulls the biggest wheelie — Sheene or Haslam — could be a feature of today's meeting.

Haslam has been the hero of past Donington meetings and also holds the solo outright lap record. A bookie — and have you ever known one of that breed give any favours — would not give many odds that Sheene will hold the record tonight.

If Haslam has been the solo hero, then Mick Boddice is his sidcar counterpart at Donington. He and passenger Charles Birks of Birmingham have been unbeaten on their 750cc Yamaha 4 — sponsored by Roboserve and Mrs Julie Simmonds (Mick's sister and widow of Dave Simmonds). They also hold the lap record.

This time out, though, the opposition includes British champion Dick Greasley and his main rival for the '77 series, Jeff Gawley. Also in the line-up are Brian Webb, the flying Yorkshire coal merchant, local ace Bill Cooper, Holbeach, Lincs., brothers Mick and Graham Horspole, Steve Sinnott, John Ring and Graham Milton and Tony Wakefield, the latter two on their fast British Magnum outfits.

Milton and Wakefield, two quiet veterans of the British sidcar scene, from Spaldwick, Hunts, actually had their pipe-dream come true. They planned their own four cylinder two-stroke engine, drew it, built it ... and now race them. That has been an aim in many minds over a long number of years. But few ever achieve such a target. That's where Milton and Wakefield have been different — they actually got their machines to the meetings.

Achieving targets, of course, is well-remembered at Donington today. Sheene achieved his world crown aim, Wakefield and Milton made their own racing sidcars complete with engines, and Tom Wheatcroft brought Donington Park racing back to life. All four deserve a great deal of credit for their achievements.

Today's Competitors

1 Steve Parrish
2 Ron Haslam
3 John G. Williams
4 Dave Potter
5 John Newbold
6 Steven Wright
7 Barry Sheene
8 Alan Stewart
9 Steve Manship
10 Joe Dunlop
11 Derek Chatterton
12 John Weeton
14 Graham Wood
15 Andy Smith
16 Austin Hockley
17 Bernard Murray
18 Bill Simpson
19 Rod Scivyer
20 Phil Bosco
21 Clive Offer
22 Eric Hayes
23 Tony Nash
24 Rob Brown
25 Roy Kemp
26 Mick Grice
27 Stephen Tonkin
28 Grahame Hobbs
29 Mick Spivey
30 Clive Horton
31 Derek Huxley
32 Peter Howarth
33 Dave Camier
34 John Heselwood
35 Dave Hickman
36 Michael Capper
37 Stuart Jones
38 Brian Peters
39 Bob Tait
40 Alexander Taylor
41 John McEntee
42 Tony Head
43 Roger Christmas
44 John Williams
45 Keith Sanderson
46 John Stoddart
47 Douglas Jones
48 Derek Loan
49 Christopher Foxley
50 Roger D. Wilson
51 Robert Griffiths

Royston
Langley Mill
Heswall
Orpington
South Normanton
Barnsley
Wisbech
Guisborough
Leicester
Armo N.I.
Boston
Ibstock
Scunthorpe
Leigh
Long Eaton
Stockport
Dabettie
Banbury
Birmingham
Coulson
Habrough
London
Barnsley
Doncaster
Ormskirk
Ibstock
Shepperton
Batley
Derby
Ellesmere Port
Derby
Ashford
Heywood
Burton-on-Trent
Chapel-en-le-Frith
Sandbach
Melling
Burton-on-Trent
Drayton
Birkenhead
Coventry
St. Albans
Birkenhead
Leicester
Oban
Walsall
Willesden
Stone
Rochester
Derby

52 Richard Swallow
53 Gordon Toon
54 Derek Akerman
55 Geoffrey Barstard
56 Melvyn Hodgkins
57 Alan Cathcart
58 John Dieterman
59 Roy Toyne
60 Dave Kerby
61 Geoffrey Peace
62 Robert James
63 Anthony Myers
64 Terry Brook
65 Chris McGahan
66 Tim Hall
67 Raymond Haynes
68 Gary Lingham
69 Steve Galpin
70 John Sanders
71 Tom Mair
72 Stephen Griffith
73 John Kearsley
74 Alex Campbell
75 Phil Hobbs
76 John Trickett
77 Graham Gilbert
78 Richard Cannon
79 John Palmer
80 Ian Willcox
81 Roger Lee
82 Andrew Dixon
83 Douglas Stewart
84 Derek Roberts
85 Denis Hall
86 Brian Harvey
87 Greg Bailey
88 John Flanagan
89 Raymond Gale
90 Geoffrey Gates
91 Kevin Theobald
92 Alan Burman
93 Gary Orrin
94 Peter Bear
95 John Walker
96 Charles Blay
97 Reg Vincent
98 Clayton Parker
99 Vernon Glashier
100 Malcolm Palfreman
101 Nigel Barrett
102 Barry Neal
103 Dennis Batchelor
104 Martin Brown

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Immingham
Caistor

Sidecars

1 Dick Greasley/Mick Skeels
2 Jeff Gawley/Kenneth Birch
3 Mick Boddice/Chas Birks
4 Bill Cooper/David Gross
5 Brian Webb/Brian Hoyle
6 Steve Sinnott/Jim Williamson
7 Malcolm Aldrick/Paul Beasley
8 Michael Horspole/John Horspole
9 John Ring/Kenneth Beere
10 Roy Hanks/Don Williams
11 Graham Milton/John Brushwood
12 Alan Bale/David Powell
14 John Barker/Nick Cutmore
15 Frank Illingworth
16 Dennis Keen
17 David Cantrill/Laurie Dalton
18 Alan May/Micky Gray
19 Pete Coney/Brian Leigh
20 Anthony Wakefield/Eddie Kiff
21 Brian Mee/Alan Widdowson
22 Bill Hall/Peter Minion

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Scunthorpe
Stourbridge
Derby
Doncaster
Holbeach
Ipswich
Holbeach
Portsmouth
Birmingham
Spaldwick
Cardiff
Hornchurch
Ossett
Marlborough
Tupton
Romford
Saltburn
Spaldwick
Shepshed
Derby

23 Dick Hawes/Alan Barclay
24 Keith Galtress
25 John F. Phillips/Brian Glover
26 John Hartell/Robert Hartell
27 Tim Eade/Geoff Woodcock
28 Dave Houghton/Ashley Wooller
29 Dave Hallam/John Havercroft
30 Ted Milner/Tony Wilde
31 Gerald Daniel/Mark Tanner
32 Allen Steele/Tony Barrow
33 Keith Sylvester/Alan Sylvester
34 Terry Haslam/Bonner Freeman
35 Dennis Bingham/Julia Bingham
36 Malcolm White/Philip Spendlove
37 Glyn Jacobs/Phil Bolton
38 Gordon Nottingham/Steven Johnson
39 Keith Lacey/John Jones
40 Bernard O'Neill/Howard Smith
41 Les Cross/Malc Hollis
42 Paul Rogers/Fred Walker
43 Neil Miles/Vivien Miles

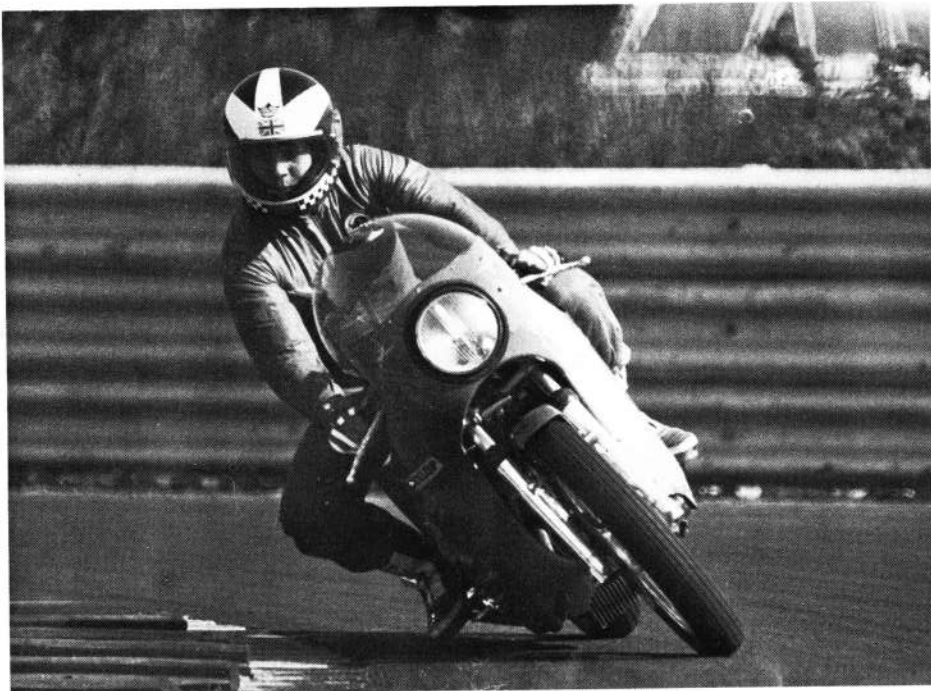
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Another Superstar — Phil Read — at Donington earlier this year.

Psst wanna be a racing superstar?

by John McDermott

One day you'll thank me for writing this. When you've just sewn up your second world championship, made your exit from the champagne party and, as you glide your Camargue back towards Mayfair, find you have a blue-eyed, blonde stowaway intent on wall-to-walling herself all over your shirt-front, this weekend at Donington and these very words will come flooding back like the Ghost of Christmas Past. Well, maybe not exactly then at that very moment, but certainly before you get to turning the stereo off and mixing a double Horlicks. It's guaranteed. Even before the sports correspondent of *Motor Cycle* and your dear old mum have telephoned their congratulations, your mind will wander back to this moment in time, right now, when you made up your mind to become the biggest thing that ever hit the racetrack.

Sure, one or two people like Hailwood, Agostini and Sheene made it alright without my help, but they were just plain lucky. They either got there before I started writing, couldn't read English or thought I had nothing to contribute. Flukes, all of

them who just happened to get it together somehow and keep it for a while. But between us, you and I, we're going to make sure you make it. Right to the top of the pile — er, sorry, list — where none of them could ever hope to reach. Where only eagles

dare, where only the brave etc., etc.

Firstly, a small questionnaire has to be filled out to make sure you have the basics and that neither of us is wasting our time. After all, silk purses cannot be made from sow's ears right? Wrong. Just think of Jimmy Tarbuck, Magnus Pyke and Brian Clough and you'll get my drift. Answer all the questions honestly. If not, cheat a mite. That's lesson one — always take advantage whenever possible. The killer instinct rates high in sportsmanship and anyone with money enough to put in a protest has to be totally sure of their facts or a spendthrift. Few exist, so you're on an odds-on cert by just brass-necking it out.

he's dropped the 'S' and made the tail of the 'y' and neck of the 'h' into one almighty scrawl. And if I told you Phil Read was born Philip de Courcey Chomondley-Read Ferrograntiwaffle-Leasemuller would you believe me? See what I mean? Brevity is all.

As for the last question - that was a trick one. Your mind immediately said "No, Tom owns Donington, it was Harry that grew roses." Didn't it? That's lesson number two in a world champion's education, never think around a problem — think through it. Tom does grow roses. In a window box maybe, but roses he does grow.

Right, where do you go from here? Assuming you're young enough, smart

1. Can you ride a motorcycle
2. Are you marketable?
3. Did you ever see Derek Minter race?
4. Is your name short?
5. Do you like unsalted butter?
6. Tom Wheatcroft grows roses

YES/NO
YES/NO
YES/NO
YES/NO
YES/NO
YES/NO

OK, taking the questions in order, it helps a little if you can ride a motorcycle. If not, there's always the RAC/ACU training scheme and the admirable STEP tuition course, so get cracking. Today at the latest.

If question two flummoxed you for a while, don't worry. If some of those guys out there can make it, so can you. No names, no pack drill, but just take a look at some of them — you wouldn't inflict them on your little sister, right? But here's the cruncher: if you ever saw Derek Minter race (or even heard of him) you're over the top. This game is for people half your age. People who never heard of pounds, shillings and pence, Perry Como or Dan Dare. And unsalted butter? Like Elsan loos, beer served by the half-litre and cigarettes made from black tobacco, it's all part of the continental circus lifestyle. Like one, like 'em all — or forget the whole thing. As for your name, if you're not prepared to stand outside your caravan for hours on end scrawling it on programmes, on arms and legs and a few other places, don't bother. The shorter it is, the better. Agostini spent years with wrist-cramp before changing to simply 'Ago.' Check Barry's autograph and you'll find

enough and cock-sure enough to have passed the written exam, you go to racing school.

Jeff Crookbain runs the Vic Camp Racing School at Brands Hatch and for £18 you can get the A-Z pre-ride tuition and 20 laps of the Kent circuit. Leathers, boots, gloves, helmet and so forth are included in the price so all you need arrive in is a pair of underpants. The machines are race-kitted Honda 400-4s and 20 laps will tell you one of two things — you are too cautious or actually have that nutter instinct that allows you to abuse other people's property ad-lib. You fail on either count. What's needed if you're going to make the grade is the ability to treat other people's bikes with a modicum of respect (after all, when you're a superstar you won't be riding your own, will you?) and a capacity to show that caution is more vice than virtue. But the balance between these differences is fine and needs a sensitive mind to attain. Fastest past the pits counts for nothing — a better ploy is to scratch like hell where nobody's looking and cruise almost upright past the pit. When they check their stopwatches against your apparently effortless style you'll be halfway

to a works contract.

At this stage some in-class tuition is required. People who are going somewhere need to know just what to say any time a microphone is shoved in their face. No good saying "Er, well, umm..." because there's no magic there. Just as World War Two fighter pilots had silhouettes of enemy aircraft pasted on the mess hut wall, you'll need silhouettes of Murray Walker, Fred Clarke, Allan Robinson and Eddie Dow on your bedroom. That, plus a full knowledge of who writes for what, and you'll score every time. You'll make the news every week. A few snappy one-liners such as "Well, I guess I was lucky" (to show a home-grown modesty) or "When I saw Steve and Barry eat straw I knew I was home and dry" (to show you care too much to use the word "crash" — nice and sensitive, see?) and you're almost ready to be launched upon the Club scene, from whence you will graduate to international status.

Now comes the question of fitness. Or lack of it. Few top-line riders do too much physical stuff, that just wears you out. No, just take it easy. Barry gets through a couple of packs of those nasty smelling French fags a day and has been known to enjoy a large gin and tonic on occasion. Steve Parrish limits his efforts to the odd game of squash (handy when asked what his hobby is), Mick Grant does a bit of trials riding with a fellow called Rathmell who, Mick reports, shows a certain amount of promise off-road, and Tom Herron does little more than smoke and imbibe large glasses of black liquid strangely endowed with a thick, white top.

Only one rider has tried the keep fit thing seriously, even going to the extent of employing an Olympic coach to make him ache and sweat — but then Phil Read always was controversial.

It might sound nice, but keep clear of all that health nonsense. What's needed more is the ability to smoke and drink well into the early hours, even on a Grand Prix day.

One thing we haven't touched on is riding ability — and for a very good reason. It's easy. All you need these days is a fast



Ron Haslam

machine, well-scuffed tyres (at least three dozen different tread patterns), a gold St. Christopher round your neck and a knee that sticks out on corners. If you don't believe me, just take a look at the action this afternoon. It's a piece of cake. And between you and me, all the winning and losing is done before the race, in the paddock.

Not that all the riders get together and draw straws for final placings, no. It's a psychological game played by each man against the other, like paddock poker. You show a few cards then hold the rest close to your chest. For example — during practice, you get your three-fifty and put green number plates on it before going out into the 250 *melée*. Then, after a couple of 250 class record laps, you pull into the pits and complain in a loud voice that the jetting's all wrong, the gearing's too high for the corners and the tyre's are knackered. That's put paid to at least six people's hopes for a start. Then, a quick walk through the paddock, stopping every so often to snigger a bit when you see the opposition's mechanics selecting their sprockets or jet sizes works wonders. Don't overdo it though, be subtle. And when you get out on the start line, in the silence between Stop

Engines and the falling flag, a quick sideward glance both ways and a comment like "Here Phil, is your caliper supposed to be like that" or "Where's that oil coming from, Charlie?" knocks out another two. The rest is just riding. Tag along on the tail of the local ace, rub fairings here and there, use your kneeds and elbows on the tight turns and rather than dive inside, go round him on the last bend of the last lap. That way you can lean down hard on your adversary and keep him there, slowing him just enough to reach the linen first.

Of course, there will be tough races on occasion and you won't be doing very well. The thing to do then is kill the ignition as you pass the main grandstand, let the gasses build up in the exhaust system and switch on again — the resultant banging and coughing will let everyone know you have machine trouble and stir up a certain amount of sympathy. Don't forget to look down at the jumble beneath the fairing at

this juncture, just to ram the point home. Do another two or three laps in this fashion before pulling out and you'll win a few fans just for your sheer determination under what will appear to be adverse conditions. The weekly press will at least report your performance as 'gutsy' or 'brave'. Under no circumstances finish a race in less than fourth place and if you're out of the top three, fire your mechanic. Your reinstating him the following week might be viewed as an act of kindness.

So there you have it. Couldn't be easier could it? The world is waiting for you. You'll learn a few tricks of your own along the way but with these basic, elementary tips, you're more than halfway there. And if you don't believe me, you'll see in time. Two of my protégés are almost finished their private classes and it won't be long before the world echoes to the names of Harvey Rump and Jeremy Riddle.

You see if I'm not right



Charles Williams



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**Consolation Prizes—5 tickets giving free admission to the 1978 motor cycle meetings at this circuit;
—25 tickets giving free admission to the DONINGTON COLLECTION.**

Select those competitors who you consider will fill the first 6 places in the SENIOR RACE (500 cc) today. Points awarded as in the BP Donington Park Championship (16,11,7,4,2,1). In the event of a tie the winner will be the entrant who has most nearly forecast the average speed of the winner of the DONINGTON ROAD RACE over the 2 legs.

Complete your forecast on the entry form below and hand it in at the collection points at Redgate Lodge, McLean's Corner, Coppice Corner, the kiosk at the Old Hairpin or the paddock BP filling station kiosk, PRIOR TO THE START OF THE SENIOR RACE.

No person engaged in the organisation of today's meeting, whether circuit or club personnel, is eligible to compete. No responsibility for mislaid entries can be accepted.

It is hoped to announce the result in the technical press.

COPY OF YOUR FORECAST

	No.	Name
1		
2		
3		
4		
5		
6		

D.R.R. average speed

_____ m.p.h.

Tear off and hand in

	No.	Name	Points
1			16
2			11
3			7
4			4
5			2
6			1

My name is

Mr.
Mrs.
Miss

Address

The Donington Road Race will be won at an average speed of

_____ mph

Use Ball point Pen or Ink

DONINGTON PARK 1977 Fixture List

DATE	EVENT	ORGANISER	MAIN RACES
October 2	Championship car races	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

November 6 Nottingham Sports Car Club Sprint meeting

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. 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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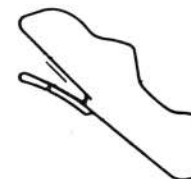
AT

DONINGTON PARK

HOME OF THE DONINGTON COLLECTION &
LEYLAND HISTORIC CARS

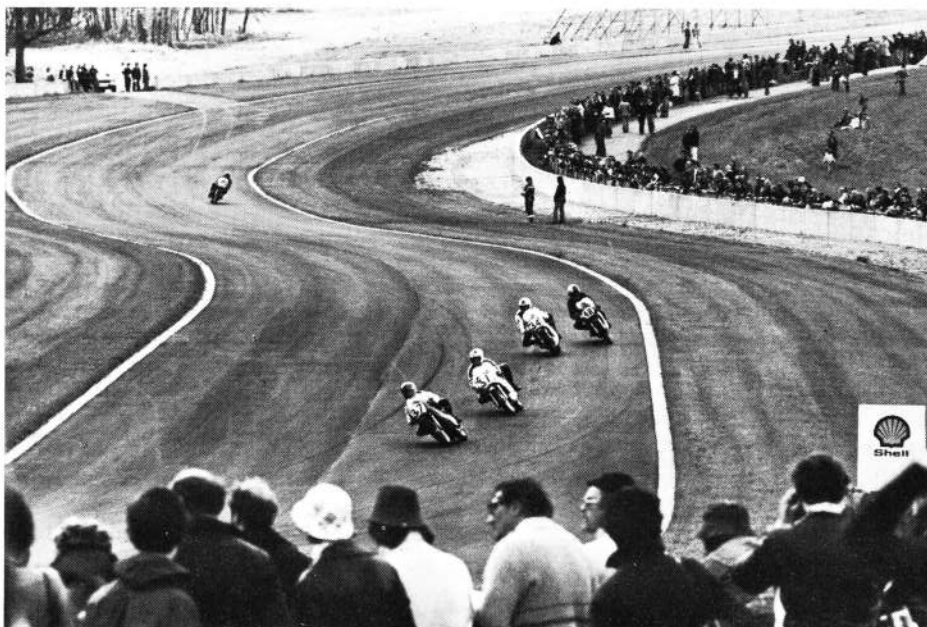


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Close racing at an early Donington meeting

Review of the Year

by Chris Carter

With not just one world champion for Britain this season, but two, Barry Sheene and George O'Dell many fans might look back on 1977 as a successful year for this country.

But the year did not start so well. At Easter in the John Player Transatlantic Trophy Series the American visitors spearheaded by Kenny Roberts and Steve Baker beat the British squad for only the second time in the history of the competition.

Britain had, on paper, her strongest team out, while America drafted one or two unknowns in as last minute replacements for Randy Cleek and Pat Evans so tragically killed in Italy the week earlier.

The question to be asked now is can Britain produce a team strong enough to beat the ever improving Americans in the foreseeable future.

But thanks to Barry Sheene Britain's reputation in the 500cc class, the most difficult of all in the road racing calendar, is still high. The Wisbech ace made a mockery of the opposition to win the title in Finland, and so saved himself an expensive and uncomfortable trip to

Czechoslovakia.

Only Steve Parrish, the 1976 British champion was able to command any respect among the other British competitors in the big class. Despite his lack of GP experience Steve rode well, and with luck could go on to even better things.

In the smaller classes though, British success fell only on his private Yamaha, and Mick Grant, Barry Ditchburn and Ulsterman Tom Herron on the works Kawasakis. Tom's record of consistency in the 250cc class speaks volumes for the work of his mechanics, and Tom's intelligent riding.

Italian Mario Lega, on the factory Morbidelli

won the 250cc class in a dramatic contest, with Walter Villa and Franco Uncini making late runs for glory on their works Harley Davidsons. But the strong French showing of men like Christian Sarron, Michel Rougerie, Patrick Fernandez and Vic Soussan shows how well the men from that country are now riding. Spectacular, too, were the three South Africans Kork Ballington, Jon Ekerold and Alan North.

For a while it looked as though one of these might win the 350cc title, but the determination and skill of Japanese ace Takazumi Katayama, coupled to the performance of the new three cylinder 350cc Yamaha proved unstoppable.

Mick Grant was a late starter in the 250cc world championships, but he made a big impression when he was finally let loose, winning the 250cc races at the Dutch TT and the Swedish TT, and scored a good second after a thrilling race with Walter Villa in Finland.

Grant's team mate Barry Ditchburn had some cruel luck to spoil his chances of a top world championship placing, but he was third in the West German GP at Hockenheim.

Where are the young men to take over in the world championships? Names like Kevin Wretton, Kevin Stowe, Clive Padgett and Steve Wright show promise for the future in the solo class, and maby Scotsman Jock Taylor can follow in George O'Dell's footsteps in the sidcar class.

Taylor has been in sensational form on the British international and national scene. With the right backing and guidance he could make it to the very top. But if O'Dell's career is any guide, the road to a world sidcar title is a tough one.

Determination and singleness of mind were the qualities that did most to give George and Britain a world title we last held 25 years ago, in the days of Eric Oliver and his Nortons.

But George, with passengers Kenny Arthur at the start of the year, and Cliff Holland for the second part, were not the only British sidcar men to figure well. Dick Greasley, with Mick Skeels, and Geordie Mac Hobson, passengered by Stu Collins were always in the picture in Europe.

British success in the new Formula 750cc world championship was a very different story. Without the backing of Suzuki there was no chance of Sheene and Parrish working any wonders, but as the championship stumbled on from race to race our successes were very thin on the ground.

Thank goodness for young Ron Haslam and John Newbold at the British round at Brands Hatch. Haslam on the Pharaoh Yamaha, and Newbold on the old three cylinder Suzuki brought out of mothballs for the meeting looked good, but everyone else, including the Kawasaki duo of Mick Grant and Barry Ditchburn promised

much, and delivered little.

Little American Steve Baker galloped off to win that round, and eventually the title. But despite great races like the Imola 200 and the Champion Spark Plug Classic at Assen the series left a lot to be desired, and it's small wonder the FIM are thinking about combining it with the regular GPs. The cynics would say that that is the only way to keep the big bike championship alive.

In Britain the domestic scene has had its share of ups and downs. At the very top level the Formula 750 round at Brands Hatch left something to be desired, but the British GP at Silverstone, and the new style Isle of Man TT races had much to commend them.

Phil Read made a surprise return to the TT, and silenced his critics with two excellent wins. It might have been a hat-trick if Phil hadn't crashed during a spot of evening practice on the Mountain section, breaking his collarbone.

American Steve Baker has been to look for himself what the TT circuit is all about, and Mike Hailwood is talking of a comeback in the June races next year. Because of, or maybe despite the new style Formula races the TT is alive and well. Thanks to the FIM, Britain now has two super world championship events.

Endurance racing has never really gripped the imagination of the British fans, but with Honda Britain fielding two strong teams using the talents of Charlie Williams, Stan Woods, Tony Rutter, Roger Marshall, Phil Read and Neil Tuxworth they have figured prominently in the Coupe d'Endurance all season.

Young Ron Haslam was drafted into the Honda factory line up for a couple of Formula 1 outings to the delight of his countless fans. A likeable lad from Langley Mill, Ron is sponsored by Halifax garage owner Mal Carter. His reputation, in the opinion of fellow competitors and fans in Europe and America, is very high. Can Ron find the machinery to give him a fair chance of taking on the best in the World is the only question?

Roger Marshall clinched the British championship for the second time in three years, but the title means precious little, sadly, because the championship does not attract the very best of British talent.

That is not to snub men like Alan Stewart, Tony Rutter and Stan Woods who had ridden with skill and daring in the rounds this year, but surely the British champion ought to be the best man in the country?

It's another example of how the sport in this country tends to drag its heels. With our circuits, organisation, volume of competitors and tradition we should be still the biggest single major force in the sport. But sadly we are not!

EVENT 1

The Donington Road Race

1st LEG

Solo Motor Cycles 251 cc to 1000 cc

No.	DRIVER/ENTRANT	Cluth Start		Grid
		cc	MACHINE	
1	Steve Parrish Entrant — Suzuki (GB) Ltd	700	Suzuki	2
2	Ron Haslam Entrant — Mal Carter, Halifax	750	Pharaoh Yamaha	3
3	John G. Williams Entrant — Team Appleby Glade	746	Yamaha	4
4	Dave Potter Entrant — Team BP—Broad Motors	750	Broad Yamaha	5
5	John Newbold Entrant — J.M. Newbold, Jacksdale	748	Yamaha	6
6	Steven Wright Entrant — Len Manchester M/Cs. Harold Coppock Team Castrol	497	Coppock Suzuki	7
7	Barry Sheene Entrant — Texaco Heron Suzuki	750	Suzuki	1
8	Alan Stewart Entrant — Armstrongs M/Cs. Team Castrol	750	Yamaha	8
9	Steve Manship Entrant — G. Grosvenor, Wolverhampton	750	Maxton Yamaha	9
10	Joe Dunlop Entrant — Rea Racing. Temple Patrick	750	Yamaha	10
11	Derek Chatterton Entrant — Chatterton's Motors, Boston	748	Chat Yamaha	11
12	John Weedon Entrant — Wide Range Motors. Barwell	496	Suzuki	12
14	Graham Wood Entrant — Handue Construction Ltd., Scunthorpe	500	Sparton	14
15	Andy Smith	351	Yamaha	15
16	Austin Hockley Entrant — Granby Motors. Team Castrol	348	Granby Yamaha	17
17	Bernard Murray Entrants — D. Johnson and White City M/C, Manchester	748	Johnson Maxton	18
18	Bill Simpson Entrant — R.D. McCutcheon (Motors), Wigtown	500	Suzuki	19
19	Rod Scivyer Entrant — Hartford M/Cs, Oxford	352	Hartford Yamaha	20
20	Phil Bosco	700	Yamaha	21
21	Clive Offer Entrant — Gordon Pantal M/C. Team Castrol	746	Yamaha	22
22	Eric Hayes Entrant — Kass Construction Co., Scunthorpe	746	Kass Yamaha	16
23	Tony Nash Entrant — Sanders & Lewis, London	747	Sanders & Lewis Yamaha	23
24	Rob Brown Entrant — Brighthouse Cycles, Brighthouse	354	Sponson Yamaha	24
25	Roy Kemp	347	Yamaha	25
26	Mick Grice Entrant — Vladivar Vodka Warrington	351	Maxton	26
27	Stephen Tonkin Entrant — Manchester-Beale, Ibstock	377	Beale Yamaha	27
28	Grahame Hobbs Entrant — Team Castrol	748	Fowler Yamaha	28
29	Mick Spivey Entrant — Revoc Engineers Ltd.	750	Yamaha	29

Race 1 continued

30	Clive Horton Entrant — Faddiley Garage, Nantwich	347	Yamaha	30
31	Derek Huxley Entrant — Bill Smith Motors, Chester	750	Yamaha	31
32	Peter Howarth	694	Yamaha	32
33	Dave Camier	748	Yamaha	33
34	John Heselwood	747	Yamaha	34
35	Dave Hickman Entrant — Brian Crighton, Brownhills	747	Yamaha	35

Reserves in order given below:

36	Michael Cooper Entrant — Jack Warburton Racing, Cheadle	351	Yamaha
37	Stuart Jones	351	Yamaha
38	Brian Peters	352	Yamaha
39	Bob Tait Entrant — M. Adams, Swadlincote.	352	Yamaha
40	Alex Taylor	347	Yamaha

Lap Record Holder: Steven Wright 1.18.6 89.65 mph 28.8.77

Additional Prize Money:**Half distance:** (16 laps)1st £50 2nd £30 3rd £20 4th £10 5th £5
£3 to all others.

Results: 1st £200 2nd £100 3rd £50 4th £30 5th £20 6th £10 7th £10
8th £10 9th £10 10th £10
£10 to all other finishers

RESULTS:

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

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

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

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

EVENT 2

1000 cc Consolation Race

Solo Motor Cycles 251 cc to 1000 cc

No.	DRIVER/ENTRANT	Clutch Start	
		cc MACHINE	Grid Position
43	Roger Christmas	351 Yamaha	1
44	John Williams	394 Yamaha	2
45	Keith Sanderson	351 Yamaha	3
Entrant — George Beale M/Cs, Burton-on-Trent			
46	John Stoddart	350 Yamaha	4
Entrant — Stoddart M/Cs, Oban			
47	Douglas Jones	351 Yamaha	5
48	Derek Loan	498 Suzuki	6
Entrant: Bardsley-Loan Racing, Caernarfon			
49	Christopher Foxley	350 Yamaha	7
50	Roger D. Wilson	347 Yamaha	8
51	Robert Griffiths	347 Yamaha	9
52	Richard Swallow	347 Yamaha	10
53	Gordon Toon	350 Yamaha	11
Entrant — R.A.F.M.S.A.			
54	Derek Akerman	351 Yamaha	12
55	Geoffrey Barstard	351 Yamaha	14
56	Melvyn Hodgkins	500 Loan Suzuki	15
57	Alan Cathcart	938 B.S.A.3	16
58	John Dieterman	738 Suzuki	17
59	Roy Toyne	746 Yamaha	18
60	Dave Kerby	830 Kerby Norton	19
61	Geoffrey Peace	350 Yamaha	20
62	Robert James	347 Yamaha	21
Entrant — Sidney James (Motors) Ltd, Leicester			
63	Anthony Myers	347 Yamaha	22
Entrant — Waddington Leathers, Hull			
64	Terry Brook	347 Yamaha	23
65	Chris McGahan	354 Crow Yamaha	24
66	Tim Hall	347 Yamaha	25
Entrant — Damart Thermawear, Halifax			
67	Raymond Haynes	348 Yamaha	26
Entrant — A. Haynes, Birmingham			
68	Gary Lingham	358 Harris Yamaha	27
69	Steve Galpin	750 Yamaha	28
Entrant — Action M/Cs, Coalville			
70	John Sanders	750 Yamaha	29
Entrant — Action M/Cs, Coalville			
71	Tony Mair	850 Seeley	30
72	Stephen Griffith	350 Yamaha	31
73	John Kearsley	347 Yamaha	32
74	Alex Campbell	350 Yamaha	33
Entrant — Page Motors, Edinburgh			
75	Phil Hobbs	347 Ongar Yamaha	34
Entrant — Team Castrol			
76	John Trickett	500 Suzuki	35

Race 2 continued

Reserves in order given below:

77	Graham Gilbert	500 Hi Tac Suzuki
Entrant — Speedwell Waste Disposal, Tipton		
78	Richard Cannon	500 Suzuki
79	John Palmer	497 Kawasaki
80	Ian Willcox	750 Triumph

Lap Record Holder: Steven Wright 1.18.6 89.65 mph 28.8.77

Results: 1st £100 2nd £50 3rd £30 4th £20 5th £10 6th £5 7th £5 8th £5
9th £5 10th £5.
£5 to all other finishers.

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 cc				
David Hunter (Maico)	1 lap	1.30	78.29 mph	26.6.77
David Hunter (Maico)	8 laps	12.23.8	75.78 mph	26.6.77
250 cc				
Alan Stewart (Yamaha)				26.6.77
Tony Rutter (Yamaha)	1 lap	1.22.8	85.10 mph	28.8.77
Kevin Wretton (Yamaha)				28.8.77
Charlie Williams (Yamaha)	6 laps	8.34.6	82.18 mph	26.6.77
Tony Rutter (Yamaha)	12 laps	16.56.4	83.19 mph	28.8.77
350 cc				
Charlie Williams (Yamaha)	1 lap	1.20.2	87.86 mph	15.5.77
Steve Manship (Maxton)	15 laps	20.38.4	85.34 mph	15.5.77
500 cc				
Ron Haslam (Suzuki)	1 lap	1.19.4	88.74 mph	26.6.77
Stanley Woods (Suzuki)	15 laps	20.20.6	86.59 mph	26.6.77
1000 cc				
Steve Wright (Suzuki)	1 lap	1.18.6	89.65 mph*	28.8.77
Steve Wright (Suzuki)	10 laps	13.38.6	86.07 mph	28.8.77
Roger Marshall (Yamaha)	20 laps	26.48.8	87.59 mph	28.8.77
Sidecar				
Mick Boddice (Yamaha)	1 lap	1.23.8	84.10 mph	26.6.77
Mick Boddice (Yamaha)	10 laps	14.4.4	81.80 mph	26.6.77

*This is the present qualifying time for the BP £100 award for the fastest lap of the year.

RACE 3

15 LAPS

29.36 miles

EVENT 3

Senior Race

Solo Motor Cycles 351 cc to 500 cc
Yellow plates with black numbers

No.	DRIVER/ENTRANT	cc MACHINE	Clutch Start Position	Grid
1	Steve Parrish Entrant — Suzuki (GB) Ltd., Croydon	500 Suzuki		2
2	Ron Haslam Entrant — Mal Carter, Halifax	500 Pharaoh Suzuki		3
3	John G. Williams Entrant — Team Appleby, Glade	496 Suzuki		4
4	Dave Potter Entrant — Team BP — Broad Motors, Ilford	500 Brand Suzuki		5
5	John Newbold Entrant — J.M. Newbold, Jacksdale	497 Suzuki		6
6	Steven Wright Entrants — Len Manchester M/Cs, Harold Coppock. Team Castrol	497 Coppock Suzuki		7
7	Barry Sheene Entrant — Texaco Heron Suzuki	500 Suzuki		1
8	Alan Stewart Entrant — Armstrongs M/Cs — Team Castrol	351 Yamaha		8
9	Steve Manship Entrant — G. Grosvenor, Wolverhampton	352 Yamaha		9
10	Joe Dunlop Entrant — Rea Racing, Temple Patrick			10
11	Derek Chatterton Entrant — Chatterton's Motors, Boston	498 Suzuki		11
12	John Weedon Entrant — Wide Range Motors, Barwell	496 Suzuki		12
14	Graham Wood Entrant — Handue Construction Ltd., Scunthorpe	500 Sparton		14
15	Andy Smith	351 Yamaha		15
17	Bernard Murray Entrants — D. Johnson and White City M/Cs, Manchester	351 Johnson Maxton		16
18	Bill Simpson Entrant: R.D. McCutcheon (Motors), Wigtown	500 Suzuki		17
19	Rod Scivyer Entrant — Hartford M/Cs, Oxford	352 Hartford Yamaha		18
20	Phil Bosco	351 Yamaha		19
21	Clive Offer Entrant — Mech Spray — Team Castrol	351 Yamaha		20
24	Rob Brown Entrant — Brigmore Cycles, Brighouse	354 Spondon Yamaha		21
25	Roy Kemp	354 Yamaha		22
26	Mick Grice Entrant — Vladivar Vodka, Warrington	351 Maxton		23
28	Grahame Hobbs Entrant — Team Castrol	498 Fowler Yamaha		24
33	Dave Camier	354 Yamaha		25
36	Michael Capper Entrant — Jack Warburton Racing, Cheadle	351 Yamaha		29
37	Stuart Jones	351 Yamaha		30
38	Brian Peters	352 Yamaha		31
39	Bob Tait Entrant — M. Adams, Swadlincote	352 Yamaha		32
40	Alexander Taylor Entrant — Team Castrol	500 Fowler Yamaha		28
41	John McEntee Entrant — Team Castrol	351 Fowler Yamaha		26

Race 3 continued

42	Tony Head	354 Yamaha	27
43	Roger Christmas	351 Yamaha	33
44	John Williams	394 Yamaha	34
45	Keith Sanderson	351 Yamaha	35
Entrant — George Beale M/Cs, Burton-on-Trent			

Reserves in order given below:

35	David Hickman	498 Honda
Entrant — Brian Crighton, Brownhills		
46	John Stoddart	351 Yamaha
Entrant — Stoddart M/Cs, Oban		
47	Douglas Jones	351 Yamaha
48	Derek Loan	498 Suzuki
Entrant — Barsdley-Loan Racing, N. Wales		

Lap Record Holder: Ron Haslam 1.19.4 88.74 mph 26.6.77
Race Record Holder: Stan Woods 20.20.6 86.59 mph 26.6.77
Results: 1st £100 2nd £50 3rd £30 4th £20 5th £10 6th £5 7th £5 8th £5
 9th £5 10th £5.
 £5 to all other finishers.

RESULTS:

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

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 at today's meeting receive £500; the runner-up £300 and the third-placed driver £200.

In addition, BP will donate £20 to the driver recording the fastest lap today and will donate £100 to the driver recording the fastest lap of the year.

Points awarded to date:

1	Tony Rutter	63 points	7	Stan Woods	32 points
2	Alan Stewart	62	8	Bill Cooper	29
3	Mick Boddice	48	9	Austin Hockley	26
4	Ron Haslam	43	10	Graham Wood	19
5	Steve Manship	37	11	Charlie Williams	18
6	Clive Horton	33	12	David Hunter,	
				Roger Marshall	16

34 others with points between 1 and 15

Prior to the start of the last meeting the Club announced that the Horton/Seales Trophy (to be held for 1 year) would be given to the Sidecar driver gaining most points in this Championship. The Club donated £100 to the Championship funds and £60 will be awarded to the Trophy winner, £30 to the next best sidecar driver and £10 to the third best. Mick Boddice cannot now be beaten.

Autographs.

RACE 4

10 LAPS

19.57 miles

EVENT 4

Suzuki Lightweight Race

Solo Suzuki Single-Cylinder Motor Cycles 250 cc
Green plates with white numbers

No. DRIVER/ENTRANT

Grid Position

57	Alan Cathcart	1
81	Roger Lee	2
82	Andrew Dixon	3
83	Douglas Stewart	4
84	Derek Roberts	5
85	Denis Halil	6
86	Brian Harvey	7
87	Greg Bailey	8
88	John Flanagan	9
89	Raymond Gale	10
90	Geoffrey Gates	11
91	Kevin Theobald	12
92	Alan Burman	14
93	Gary Orrin	15
94	Peter Bear	16
95	John Walker	17
96	Charles Blay	18
97	Reg. Vincent	19
Entrant — Ad Make Up Ltd., London		
98	Clayton Parker	20
99	Vernon Glashier	21
100	Malcolm Palfreman	22
101	Nigel Barrett	23
102	Barry Neal	24
103	Dennis Batchelor	25
104	Martin Brown	26

Lap Record Holders:	Alan Stewart		26.6.77
	Tony Rutter	1.22.8	28.8.77
	Kevin Wretton	85.10 mph	28.8.77

Additional Prize Money

Fastest Lap £10.

Half distance (5 laps) Leader — (£40)

Numerous additional awards have been donated and details of these will be given over the public address equipment.

Results: 1st £100 2nd £50 3rd £30 4th £20 5th £10 6th £5 7th £4 8th £3
9th £2 10th £1.

RESULTS:

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
7th _____ 8th _____ 9th _____ 10th _____

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

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

RACE 5

32 LAPS

62.63 miles

EVENT 1

The Donington Road Race

2nd LEG

Solo Motor Cycles 251 cc to 1000 cc

No.	DRIVER/ENTRANT	Clutch Start	
		cc MACHINE	Grid Position
1	Steve Parrish Entrant — Suzuki (GB) Ltd.	700 Suzuki	2
2	Ron Haslam Entrant — Mal Carter, Halifax	750 Pharaoh Yamaha	3
3	John G. Williams Entrant — Team Appleby Glade	746 Yamaha	4
4	Dave Potter Entrant — Team BP — Broad Motors	750 Broad Yamaha	5
5	John Newbold Entrant — J.M. Newbold, Jacksdale	748 Yamaha	6
6	Steven Wright Entrant: Len Manchester M/Cs. Harold Coppock. Team Castrol	497 Coppock Suzuki	7
7	Barry Sheene Entrant — Texaco Heron Suzuki	750 Suzuki	1
8	Alan Stewart Entrant: Armstrongs M/Cs. Team Castrol	750 Yamaha	8
9	Steve Manship Entrant — G. Grosvenor, Wolverhampton	750 Maxton Yamaha	9
10	Joe Dunlop Entrant — Rea Racing, Temple Patrick	750 Yamaha	10
11	Derek Chatterton Entrant — Chatterton's Motors, Boston	748 Chat Yamaha	11
12	John Weedon Entrant: Wide Range Motors, Barwell	496 Suzuki	12
14	Graham Wood Entrant — Handlie Construction Ltd., Scunthorpe	500 Sparton	14
15	Andy Smith	351 Yamaha	15
16	Austin Hockley Entrant — Granby Motors, Team Castrol	348 Granby Yamaha	17
17	Berand Murray Entrants — D. Johnson and White City M/Cs, Manchester	748 Johnson Haxton	18
18	Bill Simpson Entrant — R.D. McCutcheon (Motors), Wigtown	500 Suzuki	19
19	Rod Scivyer Entrant — Hartford M/Cs, Oxford	352 Hartford Yamaha	20
20	Phil Bosco	700 Yamaha	21
21	Clive Offer Entrant — Gordon Pantal M/C, Team Castrol	746 Yamaha	22
22	Eric Hayes Entrant — Kass Construction Co., Scunthorpe	746 Kass Yamaha	16
23	Tony Nash Entrant — Sanders & Lewis, London	747 Sanders & Lewis Yamaha	23
24	Rob Brown Entrant — Brighthouse Cycles, Brighthouse	354 Spondon Yamaha	24
25	Roy Kemp	347 Yamaha	25
26	Mick Grice Entrant — Vladivar Vodka Warrington	351 Maxton	26
27	Stephen Tonkin Entrant — Manchester-Beale, Ibstock	377 Beale Yamaha	27
28	Grahame Hobbs Entrant — Team Castrol	748 Fowler Yamaha	28
29	Mick Spivey Entrant — Revoc Engineers Ltd., Leeds	750 Yamaha	29

Race 5 continued

30	Clive Horton Entrant — Faddiley Garage, Nantwich	347 Yamaha	30
31	Derek Huxley Entrant — Bill Smith Motors, Chester	750 Yamaha	31
32	Peter Howarth	694 Yamaha	32
33	Dave Camier	748 Yamaha	33
34	John Heselwood	747 Yamaha	34
35	Dave Hickman Entrant — Brian Crighton, Brownhills	748 Yamaha	35

Reserves: Based on performance in Race 2 — Consolation Race i.e.: Winner is 1st Reserve;
2nd — 2nd Reserve, etc.

Lap Record Holder: Steven Wright 1.18.6 89.65 mph 28.8.77

Additional Prize Money: Half Distance (16 laps)
1st £50 2nd £30 3rd £20 4th £10 5th £5.
£3 to all others.

Results: 1st £200 2nd £10 3rd £50 4th £30 5th £20 6th £10 7th £10 8th £10
9th £10 10th £10.
£10 to all other finishers.

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.

OVERALL RESULTS (from Races 1 and 5):

1st £300 2nd £200 3rd £100 4th £50 5th £30 6th £20.
£15 to all other overall finishers.

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

RACE 6

10 LAPS

19.57 MILES

EVENT 5

Sidecar Race — Heat 1

Machines 351 cc to 1000 cc
Black plates with white numbers

No.	DRIVER/ENTRANT/PASSENGER	cc MACHINE	Grid Position
1	Dick Greasley/Mick Skeels Entrant — C.G. Chell, Stafford	700 Chell Yamaha	1
2	Jeff Gawley/Kenneth Birch Entrant — Mike Connor, Runcorn	750 Castrol Yamaha	2
3	Mick Boddice/Chas Birks Entrant — Roboserve	746 Woodhouse Roboserve Yamaha	3
4	Bill Cooper/David Cross Entrant — Robinson's of Derby	700 Cooper Yamaha	4
5	Brian Webb/Brian Hoyle Entrant — R. H. Rooke, Rossington	750 Yamaha	5
6	Steve Sinnott/Jim Williamson Entrant — Industrial Services Ltd, Stockton-on-Tees	700 MSW Yamaha	6
7	Malcolm Aldrick/Paul Beasley Entrant — Revetts, Ipswich	750 Yamaha	7
8	Michael Horspole/John Horspole Entrant: John Bingham, Skegness	750 Yamaha	8
9	John Ring/Kenneth Beere Entrant — G.L. Head, Horndean	700 MRH Yamaha	9
10	Roy Hanks/Don Williams Entrant: Fred Hanks M/Cs, Birmingham	750 Suzuki	10
11	Graham Milton/John Brushwood	815 British Magnum	11
12	Alan Bale/David Powell	700 Yamaha	12
14	John Barker/Nick Cutmore	700 Yamaha	14
15	Frank Illingworth/Brian Hoyle Entrant — P. Padgett, Batley	700 Padgett Yamaha	15
16	Dennis Keen/T.B.N.	1000 Konig	16
17	David Cantrill/Laurie Dalton	998 Imp	17
18	Alan May/Micky Gray	750 Overhill Yamaha	18
19	Pete Coney/Brian Leigh Entrant A.P.T. Group "Racing", Skelton-in-Cleveland	700 APT Yamaha	19
Reserves given in order below:			
38	Gordon Nottingham/Steven Johnson	700 Yamaha	
39	Keith Lacey/John Jones	750 Beckett Suzuki	
40	Bernard O'Neill/Howard Smith	998 Green Imp	
41	Les Cross/Malc Hollis	680 Cooper Konig	
42	Paul Rogers/Fred Walker	998 Imp	
43	Neil Miles/Vivien Miles	840 Tri Shark	

Lap Record Holder: Mick Boddice 1.23.8 84.10 mph 26.6.77
Race Record Holder: Mick Boddice 14.04.4 81.80 mph 26.6.77

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

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.

RACE 7

10 LAPS

19.57 MILES

EVENT 5

Sidecar Race — Heat 2

Machines 351 cc to 1000 cc
Black plates with white numbers

No.	DRIVER/PASSENGER/ENTRANT	cc MACHINE	Grid Position
20	Anthony Wakefield/Eddie Kiff	815 British Magnum	1
21	Brian Mee/Alan Eiddowson Entrant — Team Steer SRS, Coalville	980 Kawasaki	2
22	Bill Hall/Peter Minion Entrant — Russel's Loughborough	980 Russel's Kawasaki	3
23	Dick Hawes/Alan Barclay Entrant — R.H. Coleman, London	998 Imp	4
24	Keith Galtrees — T.B.N. Entrant — Demon Tweaks, Tattenhall	998 Imp	5
25	John F. Phillips/Brian Glover Entrant — Jackson's M/Cs Ltd, Burton-on-Trent	998 Imp	6
26	John Hartell/Robert Hartell	738 Suzuki	7
27	Tim Eade/Geoff Woodcock	750 Yamaha	8
28	Dave Houghton/Ashley Wooler Entrant — Roboserve Ltd	750 Roboserve Yamaha	9
29	Dave Hallam/John Havercroft	750 Konig	10
30	Ted Milner/Tony Wilde	700 M.Y.S.	11
31	Gerald Daniel/Mark Tanner Entrant — Fred Hanks M/Cs, Birmingham	1000 Imp	12
32	Allen Steele/Tony Barrow Entrant — Bob White, Chester	738 Suzuki	14
33	Keith Sylvester/Alan Sylvester Entrant — Cheltenham Motor Club	738 Lewin Suzuki	15
34	Terry Haslam/Bonner Freeman Entrant — M. Syson, Eastwood	998 Kawasaki	16
35	Dennis Bingham/Julia Bingham	900 Honda	17
36	Malcolm White/Philip Spendlove	750 Yamaha	18
37	Glyn Jacobs/Phil Bolton Entrant — Hull Motor Cycle School, Hull	973 Triumph 3	19

Lap Record Holder: Mick Boddice 1.23.8 84.10 mph 26.6.77
Race Record Holder: Mick Boddice 14.04.4 81.80 mph 26.6.77

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

RESULTS:

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

Overall Result (fastest 10 from Races 6 and 7)

1st £300 2nd £200 3rd £100 4th £50 5th £30 6th £20 7th £10 8th £5
9th £5 10th £5.
£5 to all other finishers.

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.

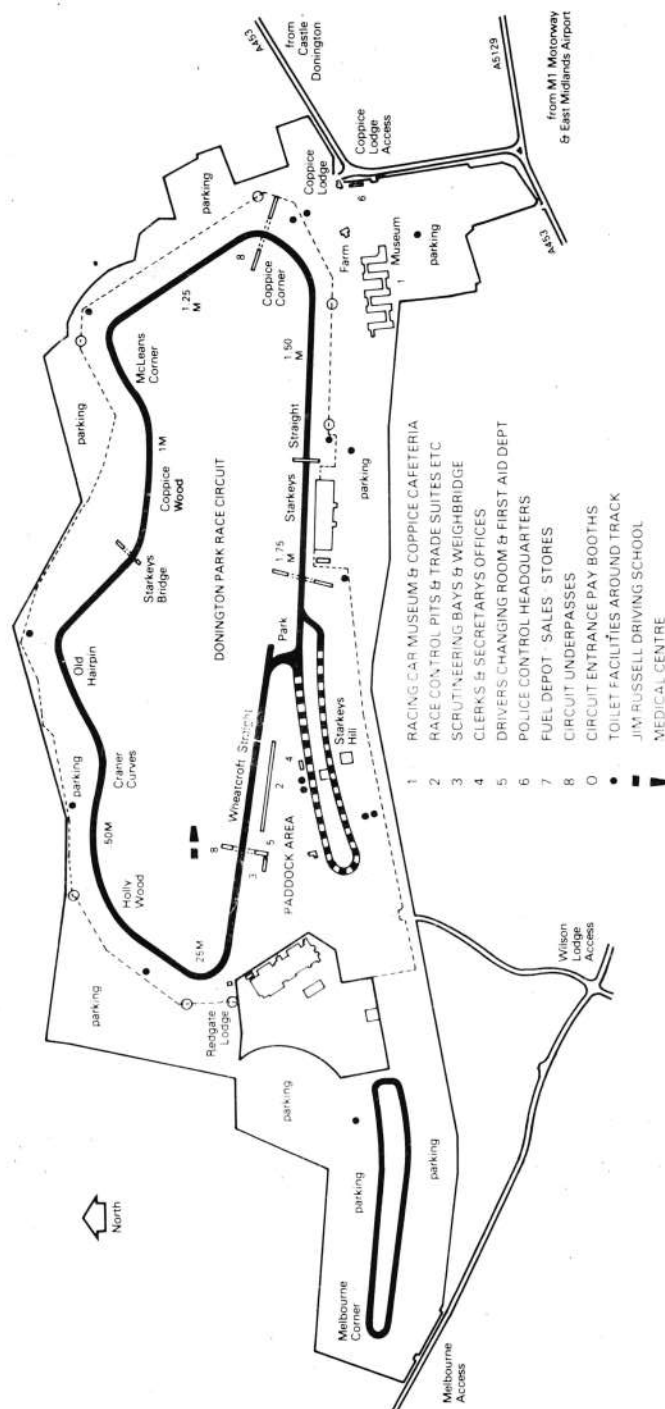
Lap Speed Table

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	116.86	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	

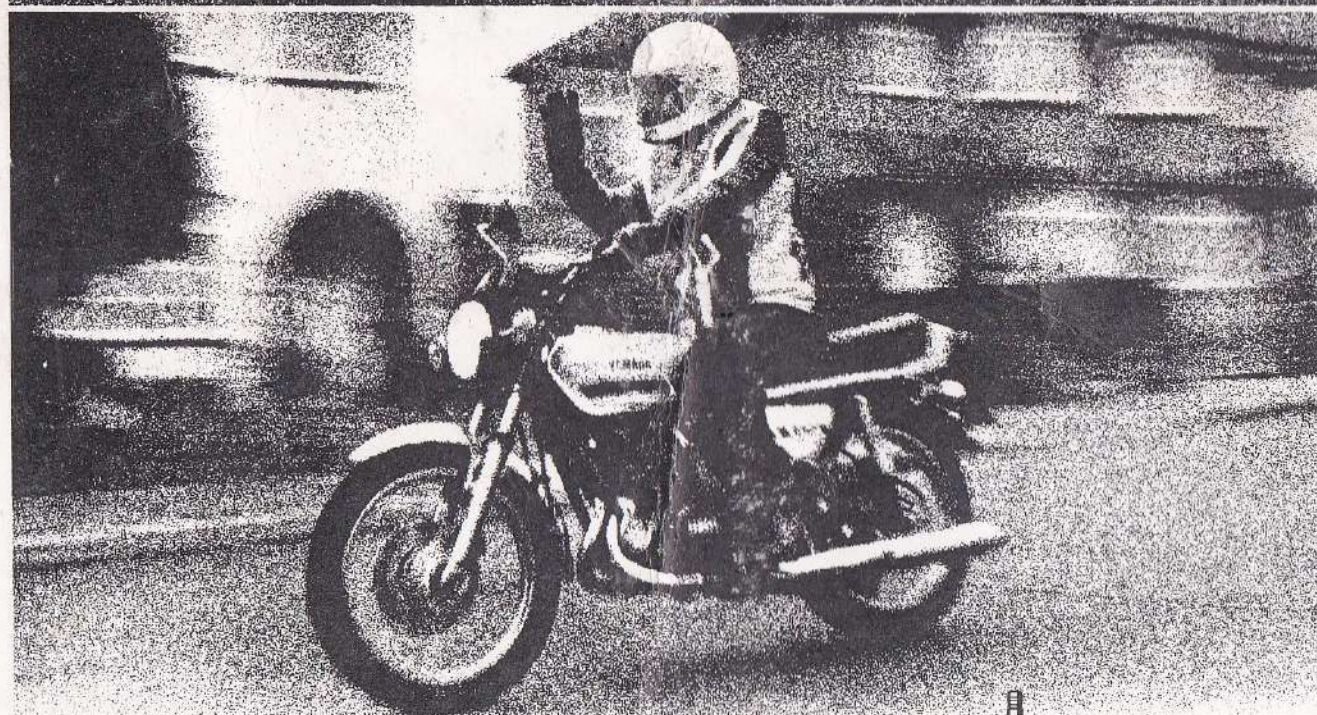
MAP OF DONINGTON PARK RACE CIRCUIT

Lap Distance 1.9573 Miles



TRY
A. GAGG and SONS
 (EST 1900)
 of
NOTTINGHAM
 IF ITS SPARES YOU REQUIRE TO SUIT
 ALL BRITISH MACHINES OLD AND
 NEW FOR YOUR
TRIUMPH NORTON
 and **BSA**
 also
HONDA YAMAHA
 and
SUZUKI
 SPARES AVAILABLE ALL AT
 106 ALFRETON ROAD
 NOTTINGHAM TEL 76288

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