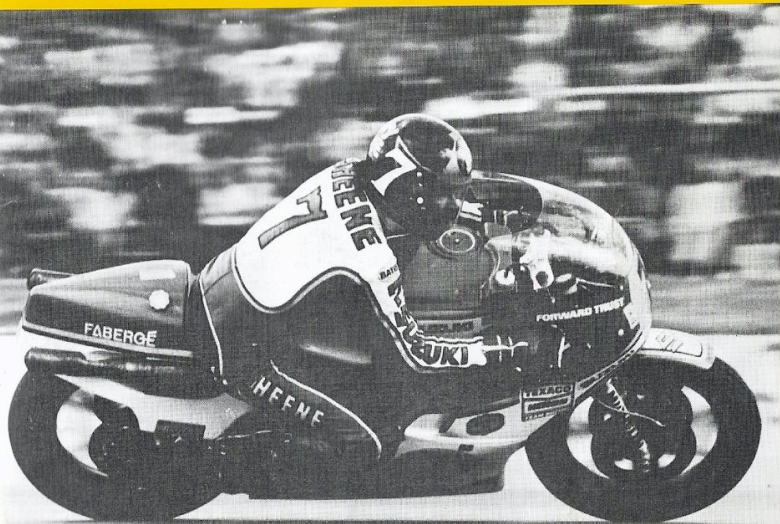


THE DONINGTON ROAD RACE

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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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:

S. A. Nicholls
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

PADDOCK ANNOUNCER:

N. Suthers

CHIEF MARSHAL:

T. J. Pratley

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Retford Clubs

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STARTER:

J. Brown

DRIVERS' LIAISON OFFICER:

J. H. Cooper

RACE CONTROL:

L. Tuxford

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 G9 and equipped by Chubb Fire

Equipment

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.

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.

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 teammates 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 sidecar 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 sidecar 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 sidecars 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	52 Richard Swallow	Huddersfield
2 Ron Haslam	53 Gordon Toon	Louth
3 John G. Williams	54 Derek Akerman	Stow-on-the-Wold
4 Dave Potter	55 Geoffrey Barstard	Rayleigh
5 John Newbold	56 Melvyn Hodgkins	Brownhills
6 Steven Wright	57 Alan Cathcart	London
7 Barry Sheene	58 John Dieterman	Preston
8 Alan Stewart	59 Roy Toyne	Barton-on-Humber
9 Steve Manship	60 Dave Kerby	Coventry
10 Joe Dunlop	61 Geoffrey Peace	Sharnbrook
11 Derek Chatterton	62 Robert James	Woodhouse Eaves
12 John Weadon	63 Anthony Myers	Hull
14 Graham Wood	64 Terry Brook	Redditch
15 Andy Smith	65 Chris McGahan	Sidcup
16 Austin Hockley	66 Tim Hall	Halifax
17 Bernard Murray	67 Raymond Haynes	Bartley Green
18 Bill Simpson	68 Gary Lingham	London
19 Rod Scivver	69 Steve Galpin	Leicester
20 Phil Bosco	70 John Sanders	Hinckley
21 Clive Offer	71 Tom Mair	Worthing
22 Eric Hayes	72 Stephen Griffith	Lutterworth
23 Tony Nash	73 John Kearsley	Scunthorpe
24 Rob Brown	74 Alex Campbell	Edinburgh
25 Roy Kemp	75 Phil Hobbs	Rainham
26 Mick Grice	76 John Trickett	Chapel-en-Frith
27 Stephen Tonkin	77 Graham Gilbert	Walsall
28 Grahame Hobbs	78 Richard Cannon	Southampton
29 Mick Spivey	79 John Palmer	Oadby
30 Clive Horton	80 Ian Willcox	Wokingham
31 Derek Huxley	81 Roger Lee	Alvechurch
32 Peter Howarth	82 Andrew Dixon	Larkfield
33 Dave Camier	83 Douglas Stewart	Montrose
34 John Heslewood	84 Derek Roberts	Tarporley
35 Dave Hickman	85 Denis Hall	London
36 Michael Capper	86 Brian Harvey	Watford
37 Stuart Jones	87 Greg Bailey	London
38 Brian Peters	88 John Flanagan	London
39 Bob Tait	89 Raymond Gale	Stockbridge
40 Alexander Taylor	90 Geoffrey Gates	Shoreham
41 John McEntee	91 Kevin Theobald	Canterbury
42 Tony Head	92 Alan Burman	London
43 Roger Christnas	93 Gary Orrin	Northampton
44 John Williams	94 Peter Bear	Ripley
45 Keith Sanderson	95 John Walker	Bromley
46 John Stoddart	96 Charles Blay	London
47 Douglas Jones	97 Reg Vincent	Bromley
48 Derek Loan	98 Clayton Parker	Harlow
49 Christopher Foxley	99 Vernon Gladier	London
50 Roger D. Wilson	100 Malcolm Paffreman	Eastcote
51 Robert Griffiths	101 Nigel Barrett	Brighton
	102 Barry Neal	Immingham
	103 Dennis Batchelor	Caistor
	104 Martin Brown	

Sidecars

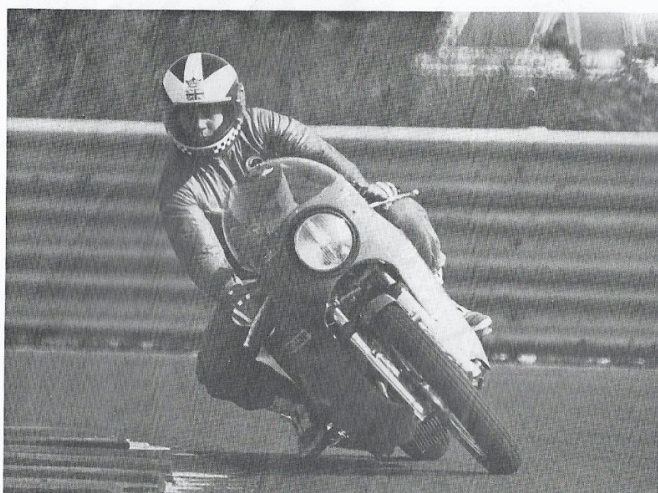
1 Dick Greasley/Mick Skeels	Stafford	23 Dick Hawes/Alan Barclay	Purfleet
2 Jeff Gawley/Kenneth Birch	Scunthorpe	24 Keith Galtres	Buckley
3 Mick Bodice/Chas Birks	Stourbridge	25 John F. Phillips/Brian Glover	Derby
4 Bill Cooper/David Gross	Derby	26 John Hartell/Robert Harrell	Pudsey
5 Brian Webb/Brian Hoyle	Doncaster	27 Tim Eade/Geoff Woodcock	Ringmer
6 Steve Sinnott/Jim Williamson	Holbeach	28 Dave Houghton/Ashley Wooller	Didcot
7 Malcolm Aldrick/Paul Beasley	Ipswich	29 Dave Hallam/John Havercroft	Newbold Verdon
8 Michael Horspole/John Horspole	Holbeach	30 Ted Milner/Tony Wilde	Dukinfield
9 John Ring/Kenneth Beere	Pontsmouth	31 Gerald Daniel/Mark Tanner	Birmingham
10 Roy Hanks/Don Williams	Birmingham	32 Allen Steele/Tony Barrow	Barrow
11 Graham Milton/John Brushwood	Spaldwick	33 Keith Sylvester/Alan Sylvester	Cheltenham
12 Alan Bale/David Powell	Cardiff	34 Terry Haslam/Bonner Freeman	Langley Mill
14 John Barker/Nick Cutmore	Hornchurch	35 Dennis Bingham/Julia Bingham	Clowne
15 Frank Illingworth	Ossett	36 Malcolm White/Philip Spendlove	Harrogate
16 Dennis Keen	Marlborough	37 Glym Jacobs/Phil Bolton	Hull
17 David Centrill/Laurie Dalton	Tupton	38 Gordon Nottingham/Steven Johnson	Brigg
18 Alan May/Micky Gray	Romford	39 Keith Lacey/John Jones	High Wycombe
19 Pete Coney/Brian Leigh	Saltburn	40 Bernard O'Neill/Howard Smith	Merthyr Tydfil
20 Anthony Wakefield/Eddie Kiff	Spaldwick	41 Les Cross/Malc Hollis	Belper
21 Brian Mee/Alan Widowson	Shepherd	42 Paul Rogers/Fred Walker	Netherfield
22 Bill Hall/Peter Minion	Derby	43 Neil Miles/Vivien Miles	Long Eaton



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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	YES/NO
2. Are you marketable?	YES/NO
3. Did you ever see Derek Minter race?	YES/NO
4. Is your name short?	YES/NO
5. Do you like unsalted butter?	YES/NO
6. Tom Wheatcroft grows roses	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

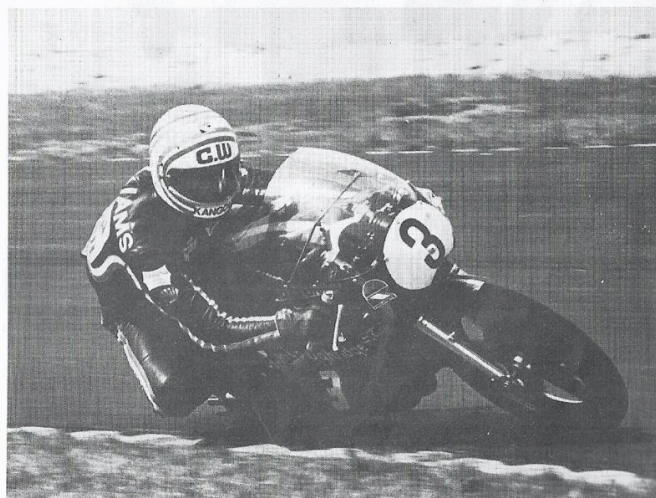
Engines and the falling flag, a quick sideward glance both ways and a comment like "Here Phil, is your caliper supposed to be like that?" or "Where's that oil coming from, Charlie?" knocks out another two. The rest is just riding. Tag along on the tail of the local ace, rub fairings here and there, use your knees 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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After the race.....

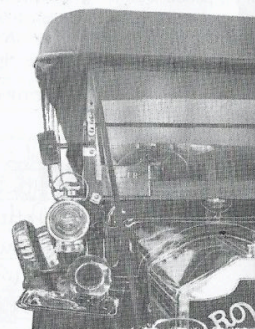
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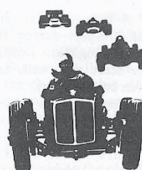
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Forecast the Winners and win £50

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	Sheene
2	Haslam
3	Potter
4	Panish
5	Newbold
6	Stewart

D.R.R. average speed

89.83 m.p.h.
64.95

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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:

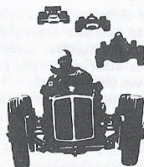
SS, Special Saloons. FF, Formula Ford 1600. G8, Unlimited single-seaters. MS, Modsport. C, Clubmans sports cars. H, Historic. FF2, Formula Ford 2000. PS, Production saloons. G1, RAC Touring Car Championship. F3, Formula 3. S2, Sports 2000. TS, Thoroughbred sports. F2, Formula 2. M, Mini Challenge. E,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

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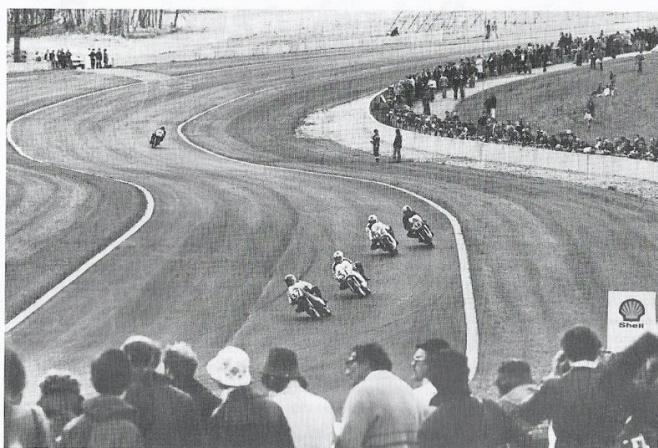


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Close racing at an early Donington meeting

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 sidecar 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 sidecar 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 sidecar 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!

RACE 1 32 LAPS 62.63 miles

EVENT 1 **The Donington Road Race** 1st LEG
Solo Motor Cycles 251 cc to 1000 cc

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

Race 1 continued

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

Reserves in order given below:

36	Michael Cooper	351 Yamaha
	Entrant — Jack Warburton Racing, Cheadle	
37	Stuart Jones	351 Yamaha
38	Brian Peters	352 Yamaha
39	Bob Tait	352 Yamaha
	Entrant — M. Adams, Swadlincote.	
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 7 2nd 2 3rd 4 4th 5 5th 3 6th 8
7th 16 8th 9 9th 11 10th 19 11th 35 12th 17
Winner's Time 42.32.4 Speed 83.34 m.p.h. 21
Fastest Lap: Car No. 7 Time 1.17.8 Speed 90.57 m.p.h. 33
15.28

RACE 2

15 LAPS

29.36 miles

EVENT 2

1000 cc Consolation Race

Solo Motor Cycles 251 cc to 1000 cc

No.	DRIVER/ENTRANT	cc MACHINE	Clutch Start Position	Grid Position
43	Roger Christmas	351 Yamaha	1	1
44	John Williams	394 Yamaha	2	2
45	Keith Sanderson	351 Yamaha	3	3
46	Entrant — George Beale M/Cs, Burton-on-Trent	350 Yamaha	4	4
47	John Stoddart	351 Yamaha	5	5
48	Entrant — Stoddart M/Cs, Oban	498 Suzuki	6	6
49	Douglas Jones	350 Yamaha	7	7
50	Derek Loan	347 Yamaha	8	8
51	Entrant: Bardsley-Loan Racing, Caernarfon	347 Yamaha	9	9
52	Christopher Foxley	347 Yamaha	10	10
53	Roger D. Wilson	350 Yamaha	11	11
54	Robert Griffiths	351 Yamaha	12	12
55	Richard Swallow	364 Yamaha	14	14
56	Gordon Toon	500 Loan Suzuki Norton	15	15
57	Entrant — R.A.F.M.S.A.	938 B.S.A.3	16	16
58	Derek Akerman	738 Suzuki	17	17
59	Geoffrey Barstard	748 Yamaha	18	18
60	Melvyn Hodgkins	830 Kerby Norton	19	19
61	Alan Cathcart	350 Yamaha	20	20
62	John Dieterman	347 Yamaha	21	21
63	Roy Toyne	347 Yamaha	22	22
64	Dave Kerby	347 Yamaha	23	23
65	Geoffrey Peace	354 Crow Yamaha	24	24
66	Robert James	347 Yamaha	25	25
67	Entrant — Sidney James (Motors) Ltd, Leicester	348 Yamaha	26	26
68	Anthony Myers	358 Harris Yamaha	27	27
69	Entrant — Waddington Leathers, Hull	750 Yamaha	28	28
70	Terry Brook	750 Yamaha	29	29
71	Chris McGahan	850 Seeley	30	30
72	Tim Hall	350 Yamaha	31	31
73	Entrant — Damart Thermawear, Halifax	347 Yamaha	32	32
74	Raymond Haynes	350 Yamaha	33	33
75	Gary Lingham	347 Ongar Yamaha	34	34
76	Steve Galpin	500 Suzuki	35	35
77	Entrant — Action M/Cs, Coalville			
78	John Sanders			
79	Entrant — Action M/Cs, Coalville			
80	Tony Mair			
81	Stephen Griffith			
82	John Kearsley			
83	Alex Campbell			
84	Entrant — Page Motors, Edinburgh			
85	Phil Hobbs			
86	Entrant — Team Castrol			
87	John Trickett			

Race 2 continued

Reserves in order given below:

77	Graham Gilbert	500 Hi Tac Suzuki
78	Entrant — Speedwell Waste Disposal, Tipton	
79	Richard Cannon	500 Suzuki
80	John Palmer	497 Kawasaki
	Ian Wilcox	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	59	2nd	46	3rd	44	4th	47	5th	48	6th	52
		7th	45	8th	15	9th	58	10th	72	11th	12, 60
Winner's Time	24.53.2	Speed	70.78	m.p.h.	13.76						
Fastest Lap: No.	44	Time	1.35.6	Speed	73.71	m.p.h.	14.66				

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 Vrettom (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	
Sidcar					
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	500 Suzuki		2
	Entrant — Suzuki (GB) Ltd., Croydon			
2	Ron Haslam	500 Pharaoh Suzuki		3
	Entrant — Mal Carter, Halifax			
3	John G. Williams	496 Suzuki		4
	Entrant — Team Appleby, Glade			
4	Dave Potter	500 Brand Suzuki		5
	Entrant — Team BP — Broad Motors, Ilford			
5	John Newbold	497 Suzuki		6
	Entrant — J. M. Newbold, Jacksdale			
6	Steven Wright	497 Coppock Suzuki		7
	Entrants — Len Manchester M/Cs, Harold Coppock. Team Castrol			
7	Barry Sheene	500 Suzuki		1
	Entrant — Texaco Heron Suzuki			
8	Alan Stewart	351 Yamaha		8
	Entrant — Armstrongs M/Cs — Team Castrol			
9	Steve Manship	352 Yamaha		9
	Entrant — G. Grosvenor, Wolverhampton			
10	Joe Dunlop			10
	Entrant — Rea Racing. Temple Patrick			
11	Derek Chatterton	498 Suzuki		11
	Entrant — Chatterton's Motors, Boston			
12	John Weedon	496 Suzuki		12
	Entrant — Wide Range Motors, Barwell			
14	Graham Wood	500 Sparton		14
	Entrant — Handue Construction Ltd., Scunthorpe			
15	Andy Smith	351 Yamaha		15
17	Bernard Murray	351 Johnson Maxton		16
	Entrants — D. Johnson and White City M/Cs, Manchester			
18	Bill Simpson	500 Suzuki		17
	Entrant: R.D. McCutcheon (Motors), Wigtown			
19	Rod Scivyer	352 Hartford Yamaha		18
	Entrant — Hartford M/Cs, Oxford			
20	Phil Bosco	351 Yamaha		19
21	Clive Offer	351 Yamaha		20
	Entrant — Mech Spray — Team Castrol			
24	Rob Brown	354 Spondon Yamaha		21
	Entrant — Brimmore Cycles, Brighouse			
25	Roy Kemp	354 Yamaha		22
26	Mick Grice	351 Maxton		23
	Entrant — Vladivar Vodka, Warrington			
28	Grahame Hobbs	498 Fowler Yamaha		24
	Entrant — Team Castrol			
33	Dave Camier	354 Yamaha		25
36	Michael Capper	351 Yamaha		29
	Entrant — Jack Warburton Racing, Cheadle			
37	Stuart Jones	351 Yamaha		30
38	Brian Peters	352 Yamaha		31
39	Bob Tait	352 Yamaha		32
	Entrant — M. Adams, Swadlincote			
40	Alexander Taylor	500 Fowler Yamaha		28
	Entrant — Team Castrol			
41	John McEntee	351 Fowler Yamaha		26
	Entrant — Team Castrol			

Race 3 continued

42	Tony Head	354 Yamaha	27
43	Roger Christmas	351 Yamaha	33
44	John Williams	394 Yamaha	34
46	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	1	2nd	8	3rd	5	4th	21	5th	14	6th	6
			29		41		19		28.11		46.12.35.40
Winner's Time	23.35.2	Speed	77.99	m.p.h.	447						
Fastest Lap: Car No.	1	Time	1.27.2	Speed	80.81	m.p.h.					

The B.P. Donington Park Championship

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

The points to be awarded will be:-

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

Ties will be decided by:

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

The Champion will 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 Hall	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	13
93	Gary Orrin	14
94	Peter Bear	15
95	John Walker	16
96	Charles Blay	17
97	Reg. Vincent	18
	Entrant — Ad Make Up Ltd., London	19
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	28.8.77
	Kevin Wretton	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 96 2nd 95 3rd 83 4th 103 5th 100 6th 99
7th 90 8th 91 9th 98 10th 97 11, 84, 82, 94
Winner's Time 19.5.4 Speed 64.91 m.p.h.
Fastest Lap: Car No. 92 Time 1.44.2 Speed 67.62 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	cc MACHINE	Clutch Start	Grid Position
1	Steve Parrish	700 Suzuki		2
	Entrant — Suzuki (GB) Ltd.			
2	Ron Haslam	750 Pharaoh Yamaha		3
	Entrant — Mal Carter, Halifax			
3	John G. Williams	746 Yamaha		4
	Entrant — Team Appleby Glade			
4	Dave Potter	750 Broad Yamaha		5
	Entrant — Team BP—Broad Motors			
5	John Newbold	748 Yamaha		6
	Entrant — J.M. Newbold, Jacksdale			
6	Steven Wright	497 Coppock Suzuki		7
	Entrant: Len Manchester M/Cs. Harold Coppock. Team Castrol			
7	Barry Sheene	750 Suzuki		1
	Entrant — Texaco Heron Suzuki			
8	Alan Stewart	351 750 Yamaha		8
	Entrant: Armstrongs M/Cs. Team Castrol			
9	Steve Manship	750 Maxton Yamaha		9
	Entrant — G. Grosvenor, Wolverhampton			
10	Joe Dunlop	750 Yamaha		10
	Entrant — Rea Racing, Temple Patrick			
11	Derek Chatterton	748 Chat Yamaha		11
	Entrant — Chatterton's Motors, Boston			
12	John Weedon	496 Suzuki		12
	Entrant: Wide Range Motors, Barwell			
14	Graham Wood	750 500 Spartan Honda		14
	Entrant — Handlie Construction Ltd., Scunthorpe			
15	Andy Smith	351 Yamaha		15
16	Austin Hockley	351 348 Granby Yamaha		17
	Entrant — Granby Motors, Team Castrol			
17	Berand Murray	351 748 Johnson Haxton		18
	Entrants — D. Johnson and White City M/Cs, Manchester			
18	Bill Simpson	500 Suzuki		19
	Entrant — R.D. McCutcheon (Motors), Wigtown			
19	Rod Schwyer	352 Hartford Yamaha		20
	Entrant — Hartford M/Cs, Oxford			
20	Phil Bosco	700 Yamaha		21
21	Clive Offer	746 Yamaha		22
	Entrant — Gordon Pantall M/C, Team Castrol			
22	Eric Hayes	746 Kass Yamaha		16
	Entrant — Kass Construction Co., Scunthorpe			
23	Tony Nash	747 Sanders & Lewis		23
	Entrant — Sanders & Lewis, London			
24	Rob Brown	354 Spondon Yamaha		24
	Entrant — Brighthouse Cycles, Brighthouse			
25	Roy Kemp	347 Yamaha		25
26	Mick Grice	351 Maxton		26
	Entrant — Vladivar Vodka Warrington			
27	Stephen Tonkin	377 Beale Yamaha		27
	Entrant — Manchester-Beale, Ibstock			
28	Graham Hobbs	748 Fowler Yamaha		28
	Entrant — Team Castrol			
29	Mick Spivey	750 Yamaha		29
	Entrant — Revoc Engineers Ltd., Leeds			

Race 5 continued

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

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 7 2nd 4 3rd 2 4th 1 5th 3 6th 8
7th 5 8th 11 9th 9 10th 18 16, 12, 27
Winner's Time 45.50.2 Speed 81.98 m.p.h. 35
Fastest Lap: No. 2-7 Time 1.24 Speed 83.88 m.p.h. 19
15.17

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 7 2nd 4 3rd 2 4th 5th 6th
7th 8th 9th 10th
Winner's Time 1.28.22.6 Speed 84.98 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 COLIN BOOKER Entrant — R. H. Rooke, Rossington	750 Yamaha	5
6	Steve Sinnott/Jim Williamson CLIVE HOLLINGTON Entrant — Industrial Services Ltd, Stockton-on-Tees	700 MSW Yamaha	6
7	Malcolm Aldrick/Paul Beasley DES BOUDES 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/Dan Williams GERALD DANIEL Entrant: Fred Hanks M/Cs, Birmingham	750 Suzuki	10
11	Graham Milton/John Brushwood COLIN NEWBOLD	815 British Magnum	11
12	Alan Bale/David Powell	700 Yamaha	12
13	John Barker/Nick Cutmore	700 Yamaha	13
14	Frank Illingworth/Brian Hoyle	700 Padgett Yamaha	14
15	Entrant — P. Padgett, Batley		
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
39 Keith Lacey/John Jones
40 Bernard O'Neill/Howard Smith TOM BEVAN
41 Les Cross/Malc Hollis
42 Paul Rogers/Fred Walker
43 Neil Miles/Vivien Miles

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 3 2nd 5 3rd 15 4th 9 5th 38 6th 18
7th 10 8th 11 9th 19 10th 6 11th 7
Winner's Time 15.41.6 Speed 74.83 m.p.h.
Fastest Lap: No. 3 Time 1.32 Speed 76.59 m.p.h.

28

12.4.12 14.4.
13.4.40 15.4.

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 Minton JOHN PHILLIPS/PAUL APPLEBY 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

39 KEITH LACEY.
41 LES CROSS.
43 NEIL MILES

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 20 2nd 33 3rd 28 4th 21 5th 32 6th 31
7th 8th 9th 10th

Winner's Time Speed m.p.h.
Fastest Lap: Car No. 20 Time 1.34.2 Speed 74.80 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 3 2nd 5 3rd 15 4th 9 5th 38 6th 18
7th 10 8th 11 9th 19 10th 6

Winner's Time Speed m.p.h.
Fastest Lap: No. 20 Time 1.34.2 Speed 74.80 m.p.h.

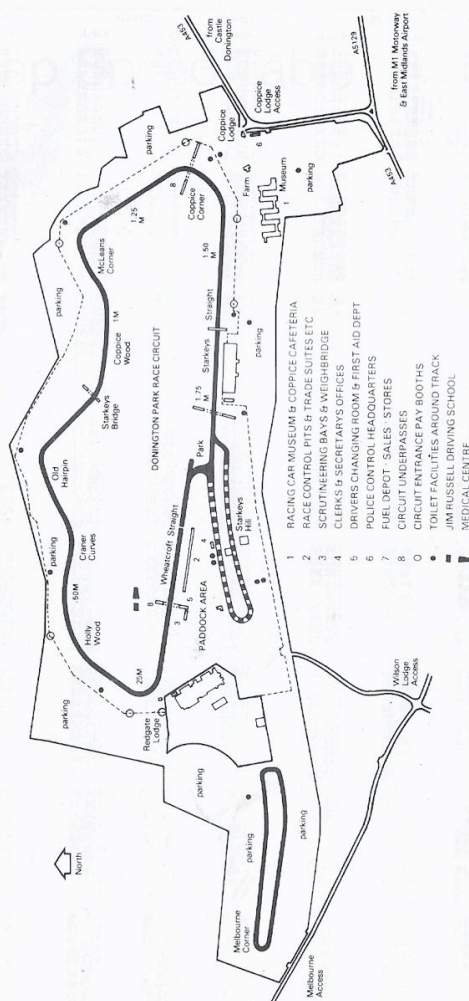
29

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.
56.0	125.83	202.50	1.03.0	111.85	180.00
56.1	126.60	202.14	1.03.1	111.67	179.71
56.2	126.38	201.78	1.03.2	111.49	179.43
56.3	126.16	201.42	1.03.3	111.32	179.14
56.4	124.93	201.06	1.03.4	111.14	178.86
56.5	124.71	200.71	1.03.5	110.97	178.58
56.6	124.49	200.35	1.03.6	110.79	178.30
56.7	124.27	200.00	1.03.7	110.62	178.02
56.8	124.05	199.65	1.03.8	110.44	177.74
56.9	123.84	199.29	1.03.9	110.27	177.46
57.0	123.62	198.94	1.04.0	110.10	177.18
57.1	123.40	198.60	1.04.1	109.93	176.91
57.2	123.19	198.25	1.04.2	109.76	176.63
57.3	122.97	197.90	1.04.3	109.58	176.36
57.4	122.76	197.56	1.04.4	109.41	176.08
57.5	122.54	197.21	1.04.5	109.24	175.81
57.6	122.33	196.87	1.04.6	109.08	175.54
57.7	122.12	196.53	1.04.7	108.91	175.27
57.8	121.91	196.19	1.04.8	108.74	175.00
57.9	121.70	195.85	1.04.9	108.57	174.73
58.0	121.49	195.51	1.05.0	108.40	174.46
58.1	121.28	195.18	1.05.1	108.24	174.19
58.2	121.07	194.84	1.05.2	108.07	173.92
58.3	120.86	194.51	1.05.3	107.91	173.66
58.4	120.65	194.18	1.05.4	107.74	173.39
58.5	120.45	193.84	1.05.5	107.58	173.13
58.6	120.24	193.51	1.05.6	107.41	172.86
58.7	120.04	193.18	1.05.7	107.25	172.60
58.8	119.83	192.85	1.05.8	107.09	172.34
58.9	119.63	192.53	1.05.9	106.92	172.07
59.0	119.43	192.20	1.06.0	106.76	171.82
59.1	119.23	191.88	1.06.1	106.60	171.56
59.2	119.03	191.55	1.06.2	106.44	171.30
59.3	118.82	191.23	1.06.3	106.28	171.04
59.4	118.62	190.91	1.06.4	106.12	170.78
59.5	118.42	190.59	1.06.5	105.96	170.52
59.6	118.23	190.27	1.06.6	105.80	170.27
59.7	118.03	189.95	1.06.7	105.64	170.01
59.8	117.83	189.63	1.06.8	105.48	169.76
59.9	117.63	189.31	1.06.9	105.33	169.50
1.00.0	117.44	189.00	1.07.0	105.17	169.25
1.00.1	117.24	188.68	1.07.1	105.01	169.00
1.00.2	117.05	188.37	1.07.2	104.86	168.75
1.00.3	116.85	188.06	1.07.3	104.70	168.50
1.00.4	116.66	187.75	1.07.4	104.54	168.25
1.00.5	116.47	187.44	1.07.5	104.39	168.00
1.00.6	116.28	187.13	1.07.6	104.23	167.75
1.00.7	116.08	186.82	1.07.7	104.08	167.50
1.00.8	115.89	186.51	1.07.8	103.93	167.25
1.00.9	115.70	186.20	1.07.9	103.77	167.01
1.01.0	115.51	185.90	1.08.0	103.62	166.76
1.01.1	115.32	185.60	1.08.1	103.47	166.52
1.01.2	115.14	185.29	1.08.2	103.32	166.27
1.01.3	114.95	184.99	1.08.3	103.17	166.03
1.01.4	114.76	184.69	1.08.4	103.02	165.79
1.01.5	114.57	184.39	1.08.5	102.87	165.55
1.01.6	114.39	184.09	1.08.6	102.72	165.30
1.01.7	114.20	183.79	1.08.7	102.57	165.06
1.01.8	114.02	183.49	1.08.8	102.42	164.82
1.01.9	113.83	183.20	1.08.9	102.27	164.58
1.02.0	113.65	182.90	1.09.0	102.12	164.35
1.02.1	113.47	182.61	1.09.1	101.97	164.11
1.02.2	113.28	182.31	1.09.2	101.82	163.87
1.02.3	113.10	182.02	1.09.3	101.68	163.63
1.02.4	112.92	181.73	1.09.4	101.53	163.40
1.02.5	112.74	181.43	1.09.5	101.39	163.16
1.02.6	112.56	181.15	1.09.6	101.24	162.93
1.02.7	112.38	180.86	1.09.7	101.09	162.70
1.02.8	112.20	180.57	1.09.8	100.95	162.46
1.02.9	112.02	180.28	1.09.9	100.81	162.23

TIME	SPEED		TIME	SPEED		TIME	SPEED	
	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	73.70	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	73.56	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	73.01	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	71.76	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	71.47	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	84.19	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

Lap Distance 1.9573 Miles



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of

**IF ITS SPARES YOU REQUIRE TO SUIT
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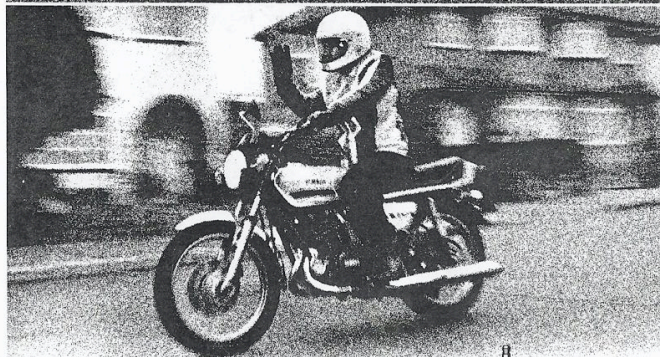
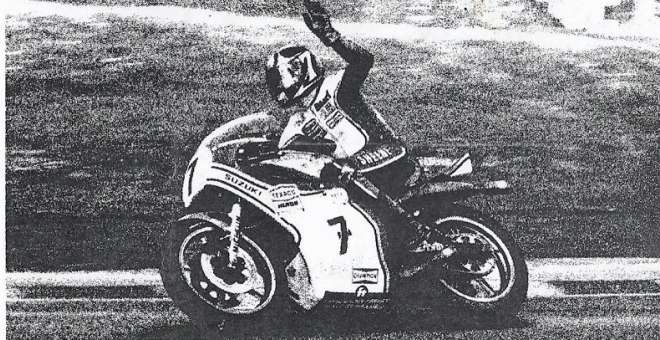
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