

THE 1994

 **Wickes**

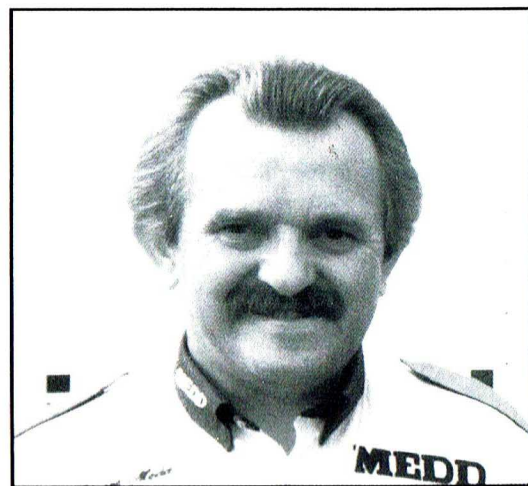
RACE of the YEAR



SUNDAY 18th SEPTEMBER

OFFICIAL PROGRAMME £2.00

For Conditions of Admission see inside



Stuart Medd - Managing Director of Medd (Holdings) Limited

An Introduction

Medd Holdings Limited in association with Medd Racing, Wickes Building Supplies and Wickes Properties Limited look forward along with you, the fans of motorcycle racing, to a very exciting day's racing.

Medd Builders and Wickes group of companies have been involved in the development of new Wickes stores throughout the country for over 8 years and during that time Medd Racing have been proud to use the household name of Wickes as part of their high profile private racing team. Today's 'Wickes Race of the Year' has given Medd Racing another opportunity to promote one of their sponsors.

Mallory Park and Medd Holdings would like to welcome Paul Jones, Managing Director of Wickes Properties, and all his guests and wish them an enjoyable days racing. Medd Racing's riders will be trying to give Wickes the victory in the superbike race.

As most of you are familiar with the Wickes name, the Wickes group of companies operate over 130 stores in the United Kingdom and on the continent. In addition to the Wickes stores the group operate the successful Malden Timber and Hunter Timber trade outlets, selling to the trade, professionals and small builders. Wickes plan to develop and open a further 23 new stores by the end of 1995.

Stuart, Sam and John Medd with over 21 years experience in the building trade can highly recommend you visit your nearest Wickes store to check out the vast range of building and home improvement products. We know you will be impressed.

Back to today's 'Wickes Race of the Year'. Look out for our Team Co-Ordinator, Roger Marshall, 12 times British Champion. Roger will be out there in the Past Masters, I am sure you will find him whipping up the Triumph Triple in his old style. We are not sure if the gear lever on the left will suit him as he last rode in 1987 when the lever was on the right hand side. We think that the 'Emperor Reggie' will sort it out somehow!!

Reg would like to thank Scott Leathers for supplying him with what must be undoubtedly his most fashionable leathers to date. They look a lot better than the old black ones you used in your side-car days Reg!!

Have a great day's racing and don't forget to visit your nearest Wickes store in the near future, tell them you were at 'Wickes Race of the Year' at Mallory Park, just to prove that word gets around. You just might find that bargain kitchen, bathroom suite or conservatory you have been looking for.

Yours in Motorcycle Sport.

Stuart, Sam and John Medd - Medd (Holdings) Limited
Paul Jones and Colleagues - Wickes

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Wickes



The Wickes Race of the Year Sunday 18th September 1994

A National Motor Cycle Race Meeting incorporating a Closed to Club Competition organised by the New Era Motor Cycle Club which will be held under the National Sporting Code, Standing Regulations, Supplementary Regulations and Final Instructions issued by the Auto Cycle Union.

Permit No. A.C.U. 974

PCL No.2

TIMETABLE

PRACTICE

09.30 - 09.45	125 Grand Prix	Timed Practice
09.50 - 10.05	Wickes Race of the Year	Untimed Practice
10.10 - 10.30	Battle of the Twins/Harleys	Untimed Practice
10.35 - 10.50	250 Grand Prix	Timed Practice
10.55 - 11.10	Past Masters	Untimed Practice
11.15 - 11.30	Wickes Race of the Year	Timed Practice
11.35 - 11.50	Supermono	Untimed Practice
11.55 - 12.10	Formula Two Sidecars	Timed Practice

LUNCH INTERVAL - "The Lunchbreak of the Year" to include spectators' parade, EUROCAR display on oval circuit, Past Masters and Race of the Year Competitors Parade and Barry Sheene - Triumph on track display.

RACING

13.30	Race 1	Triumph - MCN Past Masters of Mallory - Leg 1	8 Laps
13.55	Race 2	New Era Battle of the Twins Series Race	12 Laps
14.20	Race 3	125 c.c Grand Prix	12 Laps
14.45	Race 4	250c.c Grand Prix	15 Laps
15.10	Race 5	Harley Davidson 883 Sportster Series - Final	10 Laps
15.35	Race 6	Triumph - MCN Past Masters of Mallory - Leg 2	8 Laps
16.00	Race 7	THE WICKES RACE OF THE YEAR	30 Laps
16.45	Race 8	Formula Two Sidecar Race	12 Laps
17.10	Race 9	New Era Supermono Championship Race	12 Laps

Conditions of Admission

WARNING - MOTOR SPORT IS DANGEROUS AND ALL PERSONS ATTENDING THIS MEETING DO SO 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 to damage to property and/or personal injury to spectators and pass and ticket holders. DOGS ARE NOT PERMITTED TO THE CIRCUIT

Car Park Conditions

Vehicles are taken into the car park on condition that the Club and Circuit Company 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.

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.

Postponement of the Meeting

The Club reserve the right to cancel or postpone all or part of the meeting

Welcome



Welcome to Mallory Park, the Friendly Circuit, for today's Wickes Race of the Year and the Past Masters of Mallory. For the Wickes Race of the Year we have riders like James Whitham, Ray Stringer, Matt Llewellyn, Chris Haldane and Paul Brown, which should prove in it's self to be a very exciting race.

Then of course down memory lane for the Past Masters of Mallory with eight times World Champion Phil Read, local hero John "Moon Eyes" Cooper, Roger Marshall, Griff Roberts, (who, incidentally, has won over 350 races at Mallory Park during his career) and many more. So all in all this should prove to be a very exciting and entertaining meeting, with the added excitement of a demonstration of both bikes and cars by Barry Sheene - Britain's last solo World Champion - during the lunch interval along with the EUROCAR display.

We would like to give many thanks to Jeff Smith of The American Historic Racing Motorcycle Association for his assistance with the entries of David Aldana and Gary Nixon, and also to Frank Taylor, the local Suzuki dealers, who are supplying three winners vehicles.

Our thanks go out to all our good friends at the New Era Motor Cycle Club for all their efforts in organising today's event, together with Marshals, Officials and Medical personnel, without whom no racing could take place. Thanks are also due to all the Mallory Park staff who work so hard at the circuit both on race days and away from the public gaze.

I wish you all a good day's sport, I thank you for your continued support and I look forward to seeing you at Mallory Park many more times in the future.

Edwina Overend
 Managing Director
 Mallory Park
 (Motorsport) Limited

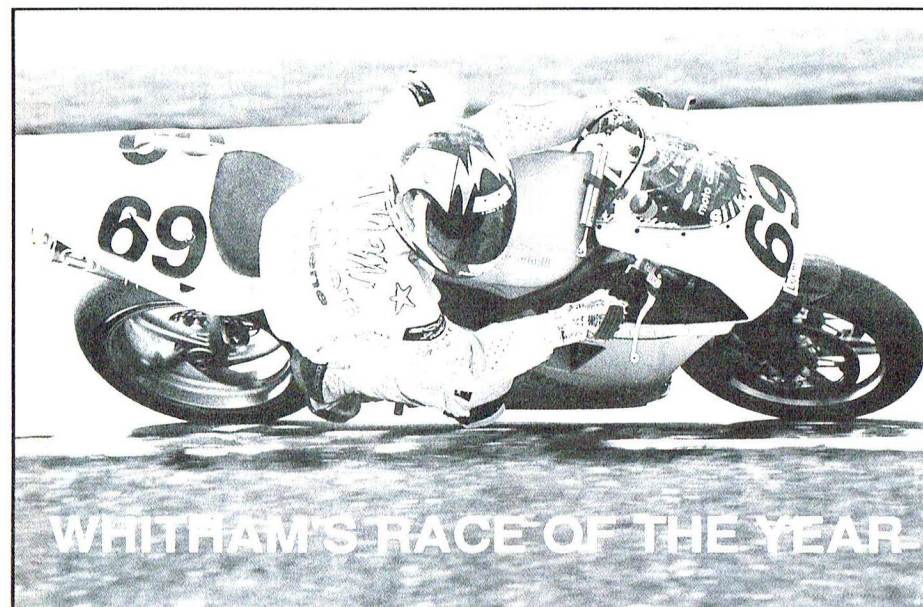
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Jamie Whitham Ducati

Photo by Clive Challinor

James Whitham's home circuit outings are restricted these days because of his full blown commitment to the Italian Ducati factory at World Superbike level so the highly talented Yorkshireman with the distinctive hang-off riding style has firm intentions to leave Mallory Park with the Race of the Year winner's laurels - and the cash that goes with it.

Story by John Brown...

"I must admit that although I like racing in Britain whenever it's possible there really does have to be a cash incentive because these days we have to finance these sort of meetings ourselves," explained Whitham who won both the Superbike Supercup and British Superbike championships last season when he teamed with Rob McElnea in the Fast Orange Team.

"With such a good prize fund for this race of the year it's obviously an attractive proposition for me. I'm not being money grabbing but I have to be practical when I'm running an expensive factory machine," he added.

Whitham, who celebrated his 28th birthday on the 6th of this month, took the Race of the Year title in 1988 during his fifth season of racing and while a Suzuki team rider. "It was tough then, I'm sure it's going to be that way again," he said.

Whitham had a major setback right at the start of this season when he set out on his first onslaught for World Superbike honours. A crash during practice at the opening round at Donington Park left him with a broken

wrist which resulted in him missing not only that confrontation but also the two that followed.

"Once I got going things went quite well, and I reckon I'm in with a chance of finishing fifth in the championship," said the rider from Huddersfield who's first victory in the series came in the first of two races in Indonesia. "Getting higher than that in the overall ratings would be a struggle, but I'm reasonably satisfied because after all it's a learning year for me, with 90% of the circuits being new for me."

There was a second place for Whitham at Abercette in Spain whilst another rostrum finish was looming in Austria until the Ducati dropped a valve.

Although there is no money as such from Ducati, the British rider does get the full treatment from the Italian factory as far as his 916cc V-twin is concerned. "They supply mechanics who come to each round with two new or rebuilt engines," he explained. "Although the engines are not unreliable they wear out quickly and we are recommended to replace them after only

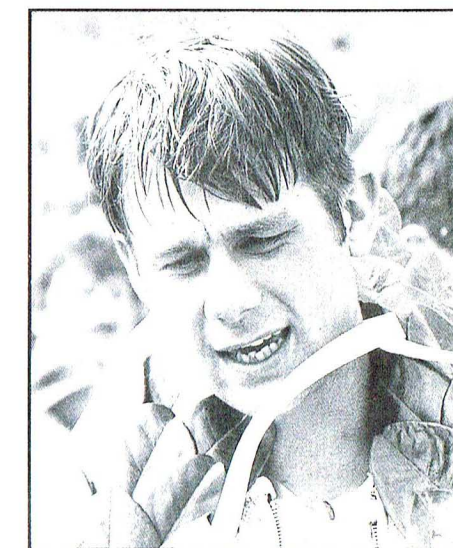
600 Km. (just under 400 miles)."

That means that Whitham with 200 Km. of racing at each round, plus the practice and qualifying sessions, is using around one and a half engines at each world event.

He hopes to have an un-raced engine for this weekend's important Mallory outing which is set to be the most prestigious of all this seasons non-title feature races.

"What I mustn't do is blow the engine apart, so I will have to be a little restrained," he said with his characteristic cheeky grin.

There is no denying that Whitham is one of Britain's best riders with a winning potential and the skill needed to succeed. His presence in Grand Prix racing would provide the British rider boost so desperately needed, but although he proved he is capable of mixing it with the best by producing a stunning ninth place on a private Yamaha in a one-off outing in the 1992 French Grand Prix at Magny Cours, he is not prepared to be a regular on those kind of machine terms.



Jamie Whitham

Photo by Koith Martin

"I'd like nothing better than to have a real crack at the Grand Prix, but not unless I have a fully competitive bike that is capable of being first across the line," he said. "As things are I would rather stay with the superbikes because I have a machine which is certainly as good as anything in the series, and is capable of being a winner."

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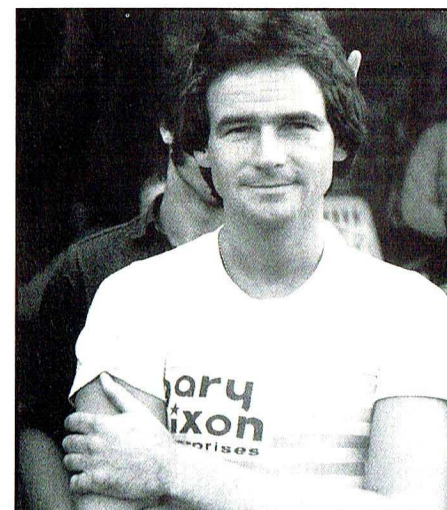
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WELCOME BACK BARRY

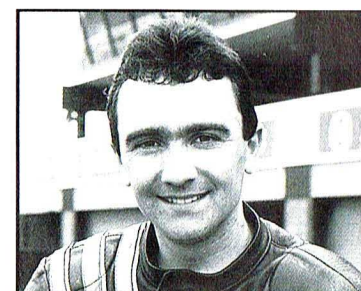


Unquestionably Britain's most popular and best known motorcycle racer ever, we are delighted that Barry is able to return to Mallory Park today - the scene of many of his greatest triumphs.

Ten years or so may have elapsed since he announced his retirement, but he is still deeply involved in the sport - albeit from his new home in Australia - and his popularity with the British fans has never faded.

Reminiscing about Mallory, Barry says "I have very fond memories of the circuit. I won my first ever International race here in 1970 when I was 19. If I came away from a Mallory meeting with less than 11 Trophies I was really browned off."

BEST WISHES TO ROBERT DUNLOP



Medd Team favourite Robert Dunlop has been out of action since the T.T. where he crashed as a result of his rear wheel collapsing. It's good to know that he's getting better and we send him our best regards.

Barry's father, Frank was always deeply involved in racing and so it was natural that Barry should take up the sport. He did so in 1968 with one of dad's Spanish built Bultacos at Brands Hatch. It turned out that he was truly a natural and the rest as they say, is history.

In 1970 he won his first British Championship - the 125cc - with a Bultaco and later an ex-works Suzuki. With the Suzuki he contested the World Championships in 1971 and came close to taking the title at his first attempt, eventually finishing second to the great Angel Nieto.

His open criticism of the T.T. course, which he decided was far too dangerous for modern day racing gave rise to a great deal of controversy as well as publicity, but it was his survival of two absolutely horrific accidents that made the biggest headlines around the world.

At Daytona, in 1975, the rear tyre lost its tread and, in a heart stopping instant, the rear wheel of his 750cc Suzuki locked solid at 175mph. In the ensuing crash, Barry suffered a broken thigh, wrist, collar bone and various ribs. His fight for recovery won the heart of the nation and just three months later he won his first 500 Classic at the Dutch T.T.

He went on to win the 500cc World Championship in 1976 and again in 1977. Kenny Roberts with a Yamaha beat him in 1978 and so began the tradition of the

many thrilling battles between them that so mesmerized the crowds during this period.

Sheene himself turned to Yamaha machines in 1980 and then, in 1982, came the second of the spectacular crashes that were to be such a noteworthy part of his career. It was whilst flat out in practice for the British Grand Prix at Silverstone that he collided with a machine lying in the track. The appalling injuries to his legs and his fight back to racing fitness made news far beyond the bounds of motorcycle sport, and won him a host of new fans. Less than a year later he was back in the saddle - this time with a Suzuki.

He fought hard and in 1984 was sixth in the Championship on a Suzuki which was far from competitive. And so he decided to call it a day. And there can be no higher tribute to him than the fact that ever since, the cry has been "Where on earth can we find a new Barry Sheene?"

Memorable Moments

Whenever I see him, I can't help recalling that horrible wet Grand Prix at Silverstone where all the controversy occurred over the results. At one point during the race Barry came into the pits and, on being informed that the Clerk of the Course was not likely to stop the race no matter how bad the conditions, he went out again and put on the finest display of riding in the wet that I have ever seen.

And I've seen quite a lot over the years.

Jim Parker

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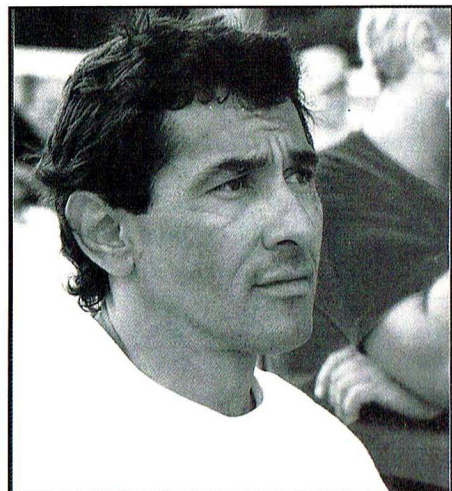
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PREVIOUS RACE OF THE YEAR WINNERS

1958	John Surtees	500 MV Agusta	1975	Barry Sheene	750 Suzuki
1959	Bob McIntyre	500 Norton	1976	Steve Baker	750 Yamaha
1960	Mike Hailwood	500 Norton	1977	Pat Hennen	653 Suzuki
1961	Gary Hocking	500 MV Agusta	1978	Barry Sheene	500 Suzuki
1962	Derek Minter	500 Norton	1979	Kenny Roberts	500 Yamaha
1963	Mike Hailwood	500 MV Agusta		(Oulton Park)	
1964	Mike Hailwood	500 MV Agusta	1980	Randy Mamola	500 Suzuki
1965	John Cooper	500 Norton	1981	Graeme Crosby	500 Suzuki
1966	Giacomo Agostini	500 MV	1986	Roger Marshall	500 Honda
1967	Mike Hailwood	297 Honda	1987	Roger Marshall	1100 Suzuki
1968	Mike Hailwood	297 Honda	1988	Jamie Witham	750 Suzuki
1969	Giacomo Agostini	500 MV	1989	Terry Rymer	750 Yamaha
1970	John Cooper	350 Yamsel	1990	Terry Rymer	750 Yamaha
1971	John Cooper	750 BSA	1991	Rob McElnea	750 Yamaha
1972	Jarno Saarinen	350 Yamaha	1992	John Reynolds	750 Kawasaki
1973	Phil Read	500 MV	1993	Race was not held	
1974	Barry Sheene	750 Suzuki			

The PAST MASTERS OF MALLORY



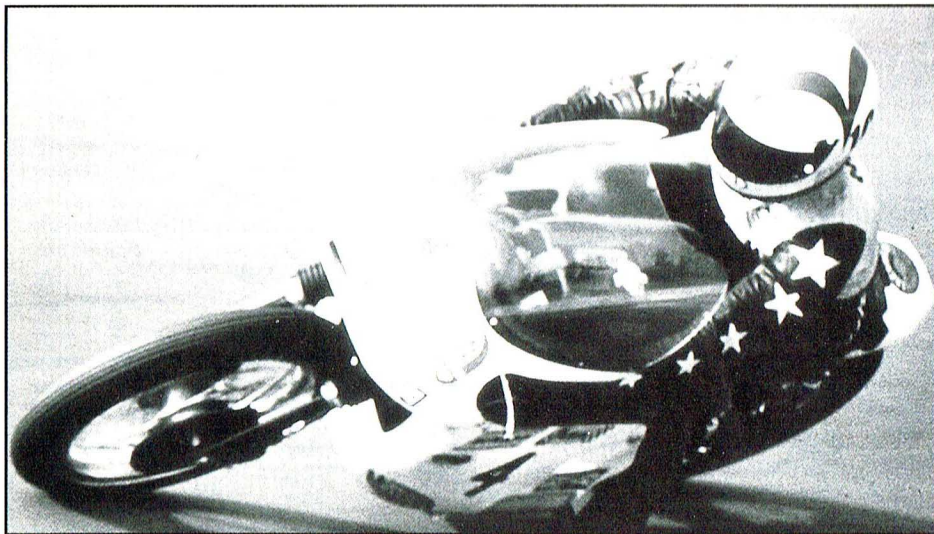
Dave Aldana

David Aldana

David Aldana is one of the most successful and versatile American riders ever. A moto crosser, dirt tracker and road racer, he has ridden for Honda, Suzuki, Kawasaki and John Player Norton factory teams. The Californian has been a regular visitor to Europe and captained America to victory in the Anglo-American Match Races in England in 1975. A colourful character, at times at odds with American authorities, he won the Racing Legends series in the US last year, and combines a small racing programme with riding instructor and stunt man. The 42 year old is married to a British girl.

Tony Rutter

Seriously injured in an accident at Montjuich Park, Barcelona in July, 1985, Tony Rutter's career was cut short. Tony won four world titles, eight TTs and one British championship, the 350cc title in 1972. Despite the terrible injuries sustained in that crash, Tony was back on the race tracks as soon as he was fit, racing in the Battle of Twins events around Europe. His last race was at Snetterton in September last year, and he is thinking about racing again in 1995. His Mallory successes often came in those season openers each year in March. Tony's talented son Michael will be riding in today's Race of the Year.



Gary Nixon

Photo: D.J. Cotton

Gary Nixon

Gary is known as the hard man of motorcycle sport. He has come through smiling, and successful after crashes and injuries that have forced lesser men into retirement. He started racing in 1956 and has ridden factory machines for Triumph, Kawasaki and Suzuki. He was AMA champion, in those days a combined dirt track and road racing competition, in 1967 and 68. The 54 year old from Cockeysville, Maryland still races in US Vintage events, including the highly successful BMW Racing Legends series. Nixon returns to Mallory after a lengthy absence.

Stan Woods

Stan Woods was a member of the British Transatlantic team in 1974, 75 and 76, but he is best known for some splendid rides as a member of the Suzuki GB team. He was British champion in 1975 and had his last race in 1988 at Brands Hatch. The 49 year old's best Race of the Year race was in 1978.

Bill Smith

The Chester motorcycle dealer is probably better known as an Isle of Man TT expert, and with a record forty nine replicas and four TT victories to his credit, that is understandable. But Bill Smith was an accomplished short circuit rider, too, finishing fourth in the 1961 Race of the Year at Mallory Park. He first raced here in 1957 on a works 250cc Velocette, and the following year he won the 250cc British championship on a NSU. The 58 year old has been a sponsor, racer and official over the years and still retains incredible enthusiasm for the sport.

Ron Haslam

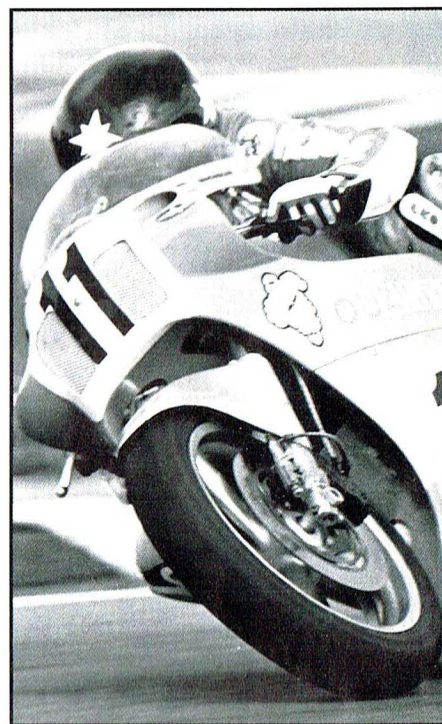
Ron Haslam has been one of the most successful racers at Mallory Park, but has never won the Race of the Year. He started racing back in 1971, illegally at the age of 15, and since then has notched two world titles, a TT victory and many top ten finishes in the 500cc world championship. Now Ron still fits in the occasional race as part of the technical work within Triton Team Great Britain for which he is team boss. The 38 year old from Smalley, Derbyshire looks as though he could carry on forever, but maybe the career of his 11 year old moto crosser son, Leon, might put an end to that.

Steve Spray

Local boy Steve Spray from Gedling, Nottinghamshire hit the motorcycling headlines with a sensational debut victory on the JPS Norton at the Powerbike International at Brands Hatch in 1988. The following year he went on to win both the Formula One and Shell Supercup British championships on the Norton. Sensationally dropped by the Norton team at the end of 1990, the 31 year old raced in just a few meetings at the start of 1991 before calling it a day.

Roger Marshall

Now team co-ordinator for today's sponsors Medd Racing Team, Roger Marshall has been one of the best and most popular competitors over the years. Twelve times British champion at 500cc and 750cc level, he actually started racing in 1971 on a 750 Triumph sidecar before switching to solos a year later. Two times winner of the Race of the Year, Roger, now living back in his home village of Waltham, near Grimsby, last raced in 1988 on a Cosworth, winning at Daytona, Spa and Assen.



Roger Marshall in Cosworth mode

John Cooper

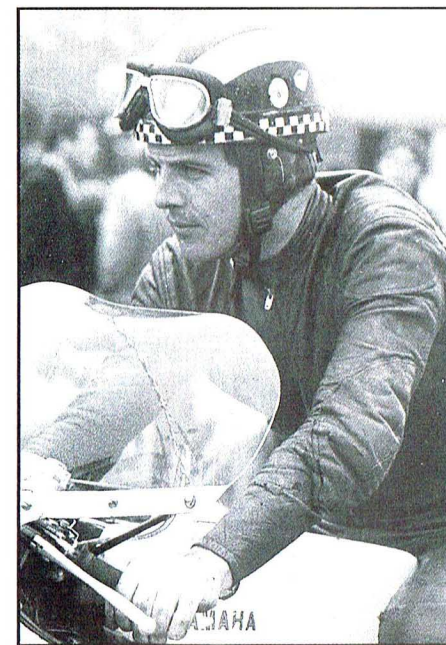
Derby garage owner John Cooper returns from holiday to make his first racing appearance since retiring from the sport in 1973. Many times a winner at Mallory Park, the 57 year old also raced with success abroad, including victory in the big money race at Ontario, California, but for mysterious reasons John was never able to land a full factory ride.

Bill Marks

Runner up in the 1981 British championship, Bill Marks had a great fifteen years career in the sport. The Bridgewater, Somerset man started racing in 1967 and was a regular top four finisher at Mallory. The 45 year old racer finally quit in 1982, and now watches, and helps his 20 year old son Jeremy compete in both the ACU Superteen series and the Harley Davidson championship.

Phil Read

Phil Read started his racing career at Mallory Park on the 13th of May, 1956. Whether today's race will be his final race track outing is not sure, but the 56 year old was one of the sports big names invited to Daytona this year to take on Aldana, Nixon and Co in the Florida Racing Legends event. One to the worlds great riders, Phil was a factory Yamaha, and MV Augusta rider, notching eight world titles in a sparkling career. He won the 1973 Race of the Year, and he has not one son in the sport, but three, Phil Jnr, Rokki and locally based Graham, like his dad, better known as Speedy.

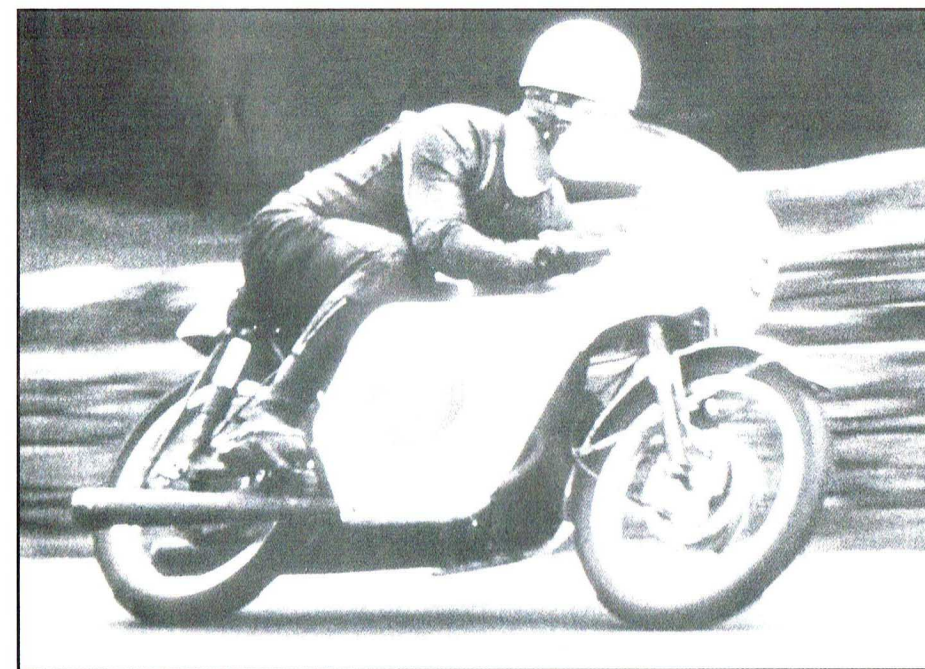


Phil Read - The Maestro

Photo: D.J. Cotton

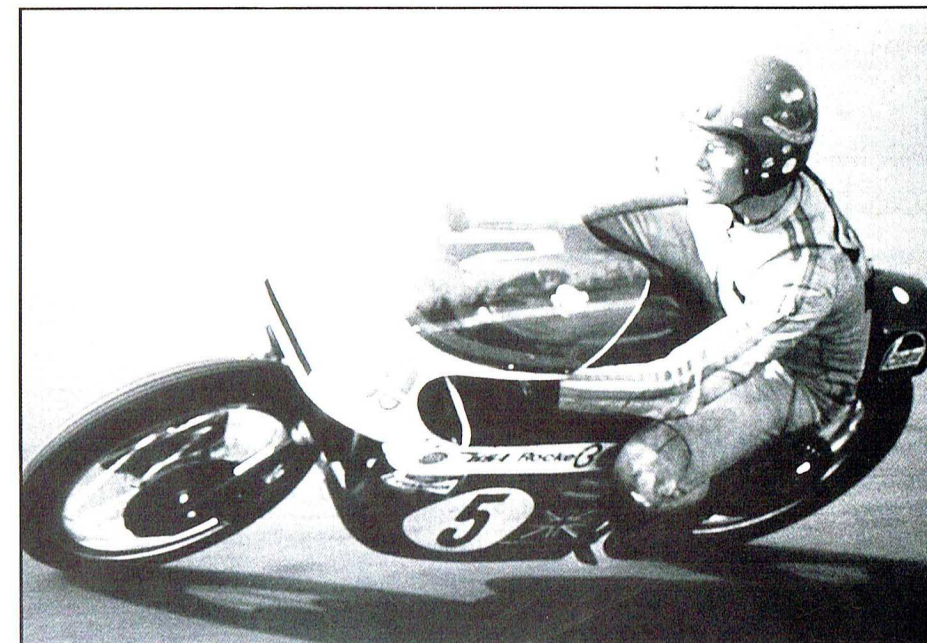
Griff Roberts

Griff Roberts, another local rider, won more than 350 races here at Mallory in a long and successful career. The 34 year old Tamworth rider started racing in 1976 and is a former Mallory Trophy winner.



Bill Smith - Chester Dealer - T.T. shot from 1966 on a Honda

Photo: D.J. Cotton



Everybodys favourite - John 'Moon Eyes' Cooper - from the 1971 Race of the Year

Photo: D.J. Cotton

Terry Shepherd

One of Britain's finest ever racers, Terry Shepherd rode both factory Norton and MV Augusta machines in a very distinguished career. The 63 year old is now better known as a tuner rather than racer, but his son Richard carries on the family tradition. Terry finished runner up to Mike Hailwood in the 1960 Race of the Year after leading Mike the Bike for many laps before the damp track dried out. Sheppherd quit the sport in 1965.

John Hackett

John Hackett was a well known figure at Mallory park long before he actually raced. The sight of him hurtling round the paddock as a schoolboy on a mini bike built by his dad was common place. From nearby Corley, near Coventry, John started racing in 1965 at the age of 16. He has been racing, and winning at Mallory since then. But now

the 45 year old home renovator normally campaigns a Ducati in the Superbike class, both in the UK and in Europe, but very soon schoolboy son Richard may take over dad's spare time activities when he starts schoolboy road racing.

Charlie Williams

Now a successful motorcycle dealer in Chester, and commentator and broadcaster, actually started his racing career at Mallory park in a National Restricted meeting when he thinks he beat John Weeden in the 250cc event. A winner of nine TTs, Charlie last raced on the Island in 1984, but his last short circuit race was at Brands Hatch in 1981. Several times a 250cc lap record holder at Mallory, Charlie last raced here in 1981 when, surprisingly, his last memory is of spectating at Devil's Elbow because he and several other top riders were on strike over poor start money.

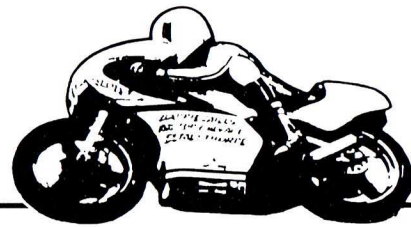
Tommy Robb

Tommy Robb was a factory Honda and Bridgestone rider in the golden days of the 1960s world championships. With a 125cc TT victory to his credit in 1973, and a Grand Prix victory in Finland in 1962. Robb, who retired in 1984, will best be remembered for his world championship exploits on 125cc and 50cc machines. But the 59 year old motorcycle dealer from Warrington, but originally from Belfast, has a place in history for being involved in the closest ever finish in the Isle of Man. Bill Smith, his friend and rival, beat fellow Bultaco mounted Robb by just one fifth of a second in the 1967 three lap 250cc Production TT.

SPECTATOR'S LUNCHTIME PARADE

Spectators on Motor Cycles are invited to take part in the 3 Lap Parade which will commence from the Hairpin Gate

Everyone is welcome - just be in the queue at the Hairpin at 12 noon



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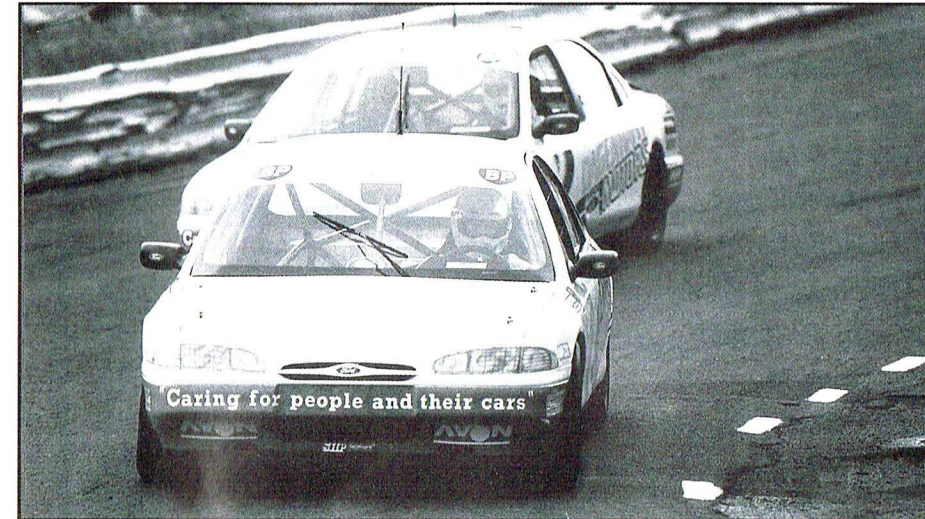
BARRY AND RON ON FOUR WHEELS....

Andy Welch previews Mallory's version of Days of Thunder

Four-wheeled action today is provided by the sensational new EUROCAR Super Saloons - a spectacular formula enjoying a successful debut season and ideally suited to the high-speed one mile Mallory oval.

The cars, which are designed to combine the excitement of Touring Cars with the cut and thrust of American style NASCAR oval racing, have already appeared twice at Mallory Park

The EUROCAR championship will visit Mallory again in a fortnights time on Sunday October 2nd. Today, three of the carbon-fibre bodied Ford Mondeos will put on a demonstration event.



Barry Lee - leader of the 1994 EUROCAR Championship

British Motorcycling legends Barry Sheene and Ron Haslam will challenge series leader Barry Lee - a four times World Hot Rod Champion at his own game. Lee, in the number 1 car, has led the championship since deposing his Dagenham Motors teammate Alf Boarer early in the season.

Don't for one minute expect Lee to have his own way, race fans may remember Barry Sheene drove for the works Toyota team in the British Touring Car Championship in 1985, and along with Ron Haslam has competed in several Truck Grands Prix.

The number 3 car already been driven by an illustrious band of motor sport competitors, including reigning World Touring Car Cup holder Paul Radisich, BBC Top Gear's Tiff Needell and Rally stars Roger Clark and Bertie Fisher. These guest drivers have added an extra dimension to a series which has attracted tremendous interest among fans of both oval and road racing.

If you enjoy the roar of V6 Mondeos today, be sure to come back to see a full grid of up to twenty on October 2nd.

The championship finale is at Pembrey, South Wales on October 16, and the following week the EUROCARs make an extra appearance at Brands Hatch on October 23, supporting the Formula Ford Festival.

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We are delighted to have Bill Smith riding our Speed Triple as we have some care assistants for the elderly on hand for the end of the race to escort Bill around the Paddock!

Best wishes to you the people who by coming, support the riders and the organisers.

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RACE 1

THE TRIUMPH - Motor Cycle News PAST MASTERS OF MALLORY

LEG ONE

8 LAPS
Clutch
Start

No.	Rider	Entrant	Home Town	Machine	cc
5	Griff Roberts	Streetbike	Tamworth	Triumph	900
7	David Aldana	Streetbike	California	Triumph	885
8	Tommy Robb	Tommy Robb Motorcycles	Warrington	Triumph	900
9	Gary Nixon	Boyer Racing	Phoenix	Triumph	885
10	Tony Rutter	Market Garage Motors Ltd	Brierley Hill	Triumph	900
11	Roger Marshall	Windy Corner	Grimsby	Triumph	885
12	Stan Woods	Fowlers of Bristol	Warrington	Triumph	885
14	Bill Smith	Woods Motorcycles	Chester	Triumph	885
15	Terry Shepherd	Tommy Robb Ltd	Ormskirk	Triumph	885
16	John Cooper	Len Manchester Motorcycles	Derby	Triumph	885
17	Charlie Williams	Robinsons Rochdale	Alvanley	Triumph	885
19	Ron Haslam	P.F.K. Ling Ltd	Smalley	Triumph	885
20	Steve Spray	Mallory Park (Motorsport)	Hoveringham	Triumph	885
21	John Hackett	Riders of Bridgwater	Corley	Triumph	885
22	Bill Marks	Riders of Bridgwater	Bridgwater	Triumph	885
23	Phil Read	Ongar Motorcycles	Byfleet	Triumph	885

Results: 1st 19 2nd 7 3rd _____ 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's Time: _____ Speed: _____ mph
 Fastest Lap: No. _____ Time: _____ Speed: _____ mph

RACE 2

THE NEW ERA M.C.C.

BATTLE OF THE TWINS

Awards: As per Championship conditions

12 LAPS
Clutch
Start

No.	Rider	Entrant	Home Town	Machine	cc
1	Martin Smith		Spalding	Triumph	900
2	Keith Masters		Linslade	Ducati	904
5	John Hackett	Birmingham Motorcycles	Corley	Ducati	955
6	Ian Cobby		Hatfield Garden	Ducati	900
9	Gary Cotterell		Downham Market	Tigcraft	640
10	Roger Wilkerson		Royston	Ducati	904
11	Ray Dye		Ruddington	Ducati	900
12	Francis Williamson	Miss O. Williamson	Liss	Moto Guzzi	1000
14	Adrian Orrom		Belvedere	Ducati	904
15	Peter Graves	Team Atlantic 252 with Cadbury's Boost	Teddington	Ducati	888
19	John Raybould		Brierley Hill	Ducati	906
30	Edward Hurst		Swaffham Prior	Ducati	888
47	Graham Biggs		Laleham	Ducati	900
56	Roy Armstrong		Bury	Ducati	888
77	Angus Raynard		Sheffield	Davidson	883

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

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BATTLE OF THE TWINS 1994

Results after Round Eight - Pembrey 11.9.94

SUPERTWINS

PRO-TWINS

1.	Graeme Ritichie	43 points	1.	Martin Smith	76 points
2.	Tom Knights	42 points	2.	Ray Dye	69 points
3.	Peter Graves	36 points	3.	Ian Cobby	48 points
4.	Ed Hurst	27 points	4.	Jon Tollit	36 points
5.	Kevin Liddle	25 points	5.	Roger Banks	30 points
6.	Roy Armstrong	21 points	6.	Keith Masters	14 points

Final round will be at Brands Hatch 16th October 1994

**RACE
3**

125cc GRAND PRIX

**12 LAPS
Clutch
Start**

Awards: £200 £150 £100 £75 £50 £50 £50 £50 £50

No.	Rider	Entrant	Home Town	Machine	cc
15	Gavan Morris	G B Plastics	Rugeley	Honda	125
20	Lee Dickinson	Galemain Ltd	Chesterfield	Yamaha	125
29	Nigel Hunter		Hexham	Honda	125
30	Andy Walker		Wimborne	Honda	125
31	Scott Summerfield	Clay Cross Powersport	Matlock	Honda	125
43	Nigel John	Motorcycle World	Swansea	Honda	125
44	Rob Frost		Lincoln	Honda	125
45	Chris Mintoft	McCready Racing	Sutton Coldfield	Honda	125
51	Dave Dawson		Manlea	Honda	125
52	Shaun Hawkes		Nuneaton	Honda	125
54	Andrew Tipton		North Leigh	Honda	125
64	Les Wood	Sherwood Motorcycles	Birmingham	Honda	125
65	Phil Giles	Spondon Engineering	Beeston	Honda	125
66	Tony Hill		Smethwick	Honda	125
76	Jason Absalom	Pinnacle Oil	Buckland	Honda	125
77	Damion Taylor	Chalcrest Lubricants Ltd	Chesterfield	Honda	125
78	Shaun Lane	Paul Chandler Racing	Chesham	Honda	125
79	Tim Wilson	Ray Chapman	London	Honda	125
80	Darren Lane	Paul Chandler Racing	Chesham	Honda	125

Results: 1st 45 2nd 44 3rd 15 4th 66 5th 31
 6th 51 7th 20 8th 76 9th 65 10th 52
 Winner's Time: _____ Speed: _____ mph
 Fastest Lap: No. _____ Time: _____ Speed: _____ mph

**RACE
4**

250cc GRAND PRIX

**15 LAPS
Clutch
Start**

Awards: £300 £200 £150 £100 £75 £50 £50 £50 £50

No.	Rider	Entrant	Home Town	Machine	cc
2	Nigel Bosworth		Stoke Golding	Honda	250
12	Jason Vincent	A & P Windows Ltd	Earl Shilton	Yamaha	250
13	Max Vincent	Keppel Racing	Earl Shilton	Yamaha	250
16	Roki Read		West Byfleet	Yamaha	250
19	Paul Booter	Top UK Racing	Market Harborough	Yamaha	250
20	Mike Pomfret		Newcastle	Yamaha	250
23	Adrian Clarke	VHE Construction	Langley Mill	Yamaha	250
26	Iain Challinor	Team Pelsall Racing	Stafford	Yamaha	250
29	Gary Haslam	B & W Pressings Ltd	Brinsley	Yamaha	250
30	Phil Meldrum		Warrington	Yamaha	250
43	Chris Walker	Team Open Systems	Mapperley	Honda	250
44	David Irons		Nettleham	Honda	250
52	Winsor Jones		Shrewsbury	Yamaha	250
54	Shaun Balls	Roy Jervis Motorcycles	Ambergate	Yamaha	250
58	Neil Higgs	Swansea Microfilm	Chippenham	Yamaha	250
72	Gerrard Swanson		Chaddesden	Yamaha	250
76	Robert Frear	Pip Frear Cars	Scunthorpe	Yamaha	250
79	Paul Shook		Blackwood	Yamaha	250
82	Mike Hedges	Phil Stone Racing	Warley	Yamaha	250

Results: 1st 12 2nd 13 3rd 76 4th 16 5th 20
 6th 23 7th 19 8th 58 9th 4 10th _____
 Winner's Time: _____ Speed: _____ mph
 Fastest Lap: No. _____ Time: _____ Speed: _____ mph

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RACE 5

SPORTSTER 883 SERIES



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Awards: As per Championship conditions

10 LAPS Clutch Start

No.	Rider	Entrant	Home Town	Machine	cc
2	Robin Kendall	The Foundry	Faversham	Davidson	883
3	Jason Grimwood		Herne Bay	Davidson	883
4	Scott Monaghan	Safe & Sound Alarms	London	Davidson	883
5	Steve Campbell	Alvin's of Edinburgh	Braunstone	Davidson	883
14	Gratham Atha		Doncaster	Davidson	883
15	Shaun Cooper	Wylde's Motorcycles	Leeds	Davidson	883
18	Jeremy Marks	Redkir Redskins	Bridgwater	Davison	883
23	Tony Brumby		Sittingbourne	Davidson	883
27	Dave Arthur		Addlestone	Davidson	883
38	Tim Lee	Team Porcine	Coventry	Davidson	883
39	Chris Boakes		Ashford	Davidson	883
55	Bernie Thornton		London	Davidson	883
74	Grahame Jardine		Blackburn	Davidson	883
77	Angus Raynard	66 DAVE LEACH	Sheffield	Davidson	883

Results: 1st 2 2nd 5 3rd 66 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's Time: _____ Speed: _____ mph
 Fastest Lap: No. _____ Time: _____ Speed: _____ mph

Robin Kendall has already sewn up the Sportster 883 Series, but wants to confirm his superior ity with a win in the final clash of the stock Harleys battle. But local charger Steve Campbell has been looking for a win all season, TT veteran Dave Leach has been getting faster every time out and Manx GP winner Colin Gable wants to put a problem season to bed with a victory to show who's the hot tip for the 1995 championships.

All the bikes are standard 883 Sportsters with very little work allowed, these are stockmotors, not even gas flowed, and checked rigorously to see there's no fiddling. The winner in this race gets there through riding ability and careful preparation.

LEADERBOARD AT THIS TIME:

1.	Robin Kendall	(The Foundry)	140 points
2.	Steve Campbell	(Alvin's of Edinburgh)	81 points
3.	Tim Lee	((Privateer)	70 points
4.	Jason Grimwood	(Privateer)	63 points
5.	Dave Leach	(Privateer)	61 points
6.	Gratham Atha	(Privateer)	53 points
7.	Tony Brumby	(Privateer)	52 points
8.	Dave Arthur	(Stokvis Privateer)	50 points
9=	Les Wylde	(Privateer)	44 points
9=	Jeremy Marks	(Team Motex Redkir)	44 points

RACE 6

THE TRIUMPH - Motor Cycle News
PAST MASTERS OF MALLORY

LEG TWO

8 LAPS Clutch Start

No.	Rider	Entrant	Home Town	Machine	cc
5	Griff Roberts	Streetbike	Tamworth	Triumph	900
7	David Aldana	Streetbike	California	Triumph	885
8	Tommy Robb	Tommy Robb Motorcycles	Warrington	Triumph	900
9	Gary Nixon	Boyer Racing	Phoenix	Triumph	885
10	Tony Rutter	Market Garage Motors Ltd	Brierley Hill	Triumph	900
11	Roger Marshall	Windy Corner	Grimsby	Triumph	885
12	Stan Woods	Fowlers of Bristol	Warrington	Triumph	885
14	Bill Smith	Woods Motorcycles	Chester	Triumph	885
15	Terry Shepherd	Tommy Robb Ltd	Ormskirk	Triumph	885
16	John Cooper	Len Manchester Motorcycles	Derby	Triumph	885
17	Charlie Williams	Robinsons Rochdale	Alvanley	Triumph	885
19	Ron Haslam	P.F.K. Ling Ltd	Smalley	Triumph	885
20	Steve Spray	Mallory Park (Motorsport)	Hoveringham	Triumph	885
21	John Hackett	Riders of Bridgwater	Corley	Triumph	885
22	Bill Marks	Riders of Bridgwater	Bridgwater	Triumph	885
23	Phil Read	Ongar Motorcycles	Byfleet	Triumph	885

Results: 1st 19 2nd 5 3rd 7 4th _____ 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's Time: _____ Speed: _____ mph
 Fastest Lap: No. _____ Time: _____ Speed: _____ mph

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RACE 7

THE WICKES RACE OF THE YEAR

Solos 175 - 1300cc

Awards: £5,000 £2,500 £1,000 £550 £350 £200 £150 £100 £80 £70

30 LAPS
Clutch
Start

No.	Rider	Entrant	Home Town	Machine	cc
1	James Whitham	<i>Moto Cinelli</i>	Huddersfield	Ducati	955
2	Nigel Bosworth		Stoke Golding	Yamaha	250
5	Ray Stringer	<i>Devimead Motorcycles/ Wagon Finance</i>	Stoke Golding	Ducati	926
6	Matt Llewellyn	<i>Meakin Building Supplies</i>	Glenfield	Ducati	926
8	Michael Rutter	<i>Team McCulloch</i>	Brierley Hill	Ducati	888
10	Peter Graves	<i>Team Atlantic 252 with Cadbury's Boost</i>	Teddington	Ducati	888
11	Alan Carter	<i>Top Gun Motorcycles</i>	Brighouse	Ducati	550
12	Chris Haldane	<i>Medd Racing</i>	New Zealand	Honda	750
20	Mike Pomfret		Newcastle	Yamaha	250
23	Adrian Clarke	<i>VHE Construction</i>	Langley Mill	Yamaha	250
25	Brett Sampson		Plymouth	Kawasaki	750
26	Iain Challinor	<i>Team Pelsall Racing</i>	Stafford	Yamaha	250
30	Edward Hurst		Swaffham Prior	Ducati	888
31	Danny Darroux		London	Yamaha	750
32	Johnny Bennett		Neath	Kawasaki	750
34	David Rawlins	<i>Harris Performance</i>	Walsall	Yamaha	750
35	Alex Kvintas		Alvaston	Kawasaki	750
39	John Burgess	<i>R & B Electronics</i>	West Croydon	Suzuki	500
40	Neil Cray		Kempston	Kawasaki	750
42	Andrew Ward		Beal	Kawasaki	750
43	Chris Walker	<i>Team Open Systems</i>	Mapperley	Honda	250
44	David Irons		Nettleham	Honda	250
49	Gary Skellett		Grantham	Yamaha	999
50	Graham Ward	<i>Sheet Metal Services</i>	Goole	Kawasaki	750
51	Gary Weston	<i>Bromley Haulage</i>	Ashford	Yamaha	750
52	John Roach	<i>Colchester Motorcycles</i>	Chigwell	Kawasaki	750
53	Tim Poole	<i>Stockport Engineering Training Asscoiation</i>	Northwich	Honda	600
54	Shaun Balls	<i>Roy Jervis Motorcycles</i>	Ambergate	Yamaha	250
55	Richard Shepherd	<i>Terry Shepherd Tuning</i>	Ormskirk	Suzuki	800
56	Roy Armstrong		Bury	Ducati	888
57	Winsor Jones		Shrewsbury	Yamaha	250
59	Gary Haslam	<i>B & W Pressings Ltd</i>	Brinsley	Yamaha	250
60	Dom Connor		Boreham Wood	Yamaha	1000
99	Paul Brown	<i>Medd Racing</i>	Scunthorpe	Honda	750

Results: 1st 6 2nd 8 3rd 12 4th 30 5th _____
 6th _____ 7th _____ 8th _____ 9th _____ 10th _____
 Winner's Time: _____ Speed: _____ mph
 Fastest Lap: No. _____ Time: _____ Speed: _____ mph

RACE 8

FORMULA TWO SIDECARS

Awards: £200 £150 £100 £75 £50 £50 £50 £50 £50

12 LAPS
Clutch
Start

No.	Rider/Passenger	Entrant	Home Town	Machine	cc
1	Mick Boddice/Dave Wells		Kidderminster	Honda	600
		<i>Honda Castrol</i>			
3	Roy Hanks/Tom Hanks		Birmingham	Ireson	600
		<i>McIntyre & Hawes</i>			
4	Gary Smith/Tony Balazs		Coulsdon	Honda	600
		<i>Central Despatch</i>			
6	Vince Biggs/Jamie Biggs		Chester	D.E.C.	350
8	Martin Whittington/Steve Birkett		Doncaster	Regiarni	350
		<i>D. Skelton</i>			
10	Mick Boddice (Jnr)/Chris Hollis		Kidderminster	Honda	600
		<i>S.S. Engineering</i>			
16	Gary Horspole/Kevin Leigh		Sleaford	Honda	600
19	Steve Noble/Mark Bingham		Newark	Yamaha	600
		<i>Noble Contract Hire Ltd</i>			
21	Phil Dongworth/Stu Castles		Worcester	Yu-Nique	350
24	Howard Baker/Philip Biggs		Lincoln	Shelbourne	350
25	Mick Haith/Shawn Stenson		Doncaster	Yamaha	350
27	David Kimberley/TBA		Leamington Spa	Kawasaki	600
28	Stephen Norbury/Guy Scott		Castleford	Lockyam	600
		<i>Lockside Engineering</i>			
32	Mike Cookson/TBA		Welshpool	Yamaha	600
36	Andre Witherington/John Jackson		Retford	Honda	350
41	Dave Calvert/Bernard Armitage		Darwen	Yamaha	600
42	Roger Dixon/Mark Camp		Derby	Yamaha	600

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

**RACE
9**

**THE NEW ERA
SUPERMONO CHAMPIONSHIP**

Awards: As per Championship conditions

**12 LAPS
Clutch
Start**

No.	Rider	Entrant	Home Town	Machine	cc
3	David Habel		Aylesbury	Mezrotax	600
4	Steve Marlow	N.W.S.	Peterborough	Yamaha	660
8	Roger Banks		Tamworth	Tigcraft	636
9	Gary Cotterell		Downham Market	Tigcraft	640
10	Ian Cobby	Chris Clarke Motorcycles	Hatfield Garden	Ducati	550
11	Alan Carter	Top Gun Motorcycles	Brighouse	Ducati	550
17	Mark Wilson		Bexhill on Sea	Rotax	600
19	Barry Rudd	Stan Stephens Tuning	Spalding	Yamaha	660
20	Steve Campbell	Norman Hyde	Braunstone	Hornet	636
22	Torquil Ross-Martin		Bristol	Tigcraft	670
23	Francis Williamson	Bill Smith Motors Ltd	Liss Shepherd	Suzuki	800
24	Paul Harrison	National Car Auctions	Littlethorpe	Rotax	636
26	Carl James		Downham Market	BMW	650
45	John Littlewood		Tamworth	Rotax	609
46	Andy Stevenson		Hucknall	Rotax	600
55	Richard Shepherd	Bill Smith Motors Ltd	Ormskirk Shepherd	Suzuki	800
56	Phil Giles	Spondon Engineering	Beeston	Yamaha	680
64	John Neate	Wheelpower	Barton le Clay	Spondon	660
99	Scott Richardson		Totterhoe	Tigcraft	640

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

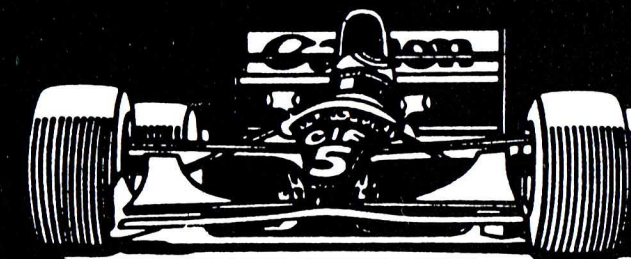
Scoreboard after Round Seven - Snetterton 31st July 1994

NEW ERA SUPERMONO SERIES

1. Roger Banks	98 points	6. Scott Richardson	45points
2. Steve Ruth	81 points	7. John Neate	39 points
3. Stephen Marlow	80 points	8. Marc Wilson	37 points
4. Barry Rudd	50 points	9. Torquil Ross-Martin	35 points
5. Gary Cotterell	48 points	10. Ian Longstaff	30 points

Final round will be at Brands Hatch on 16th October

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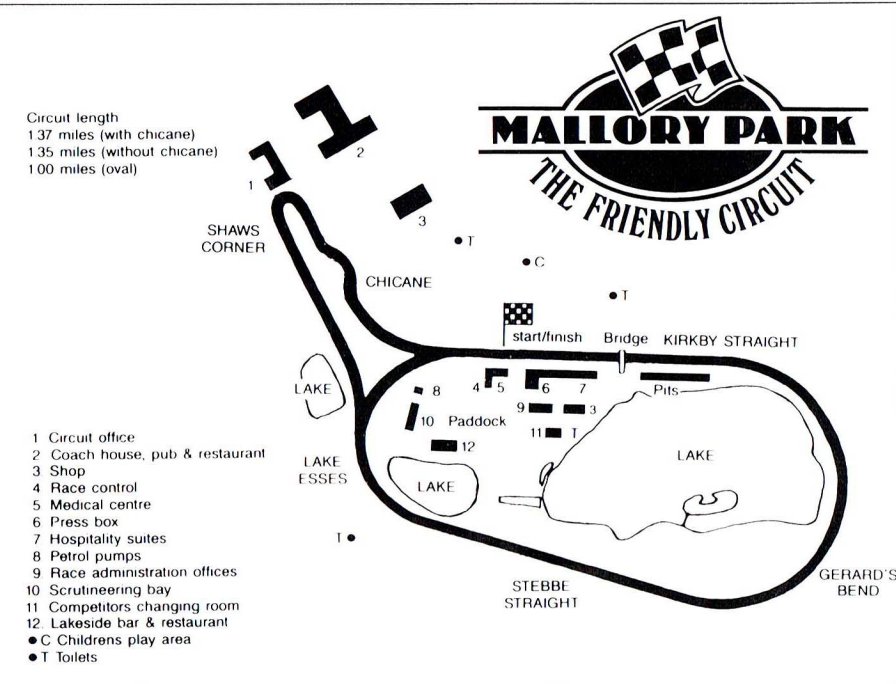


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Red: When shown at Marshal's Posts around the circuit all riders must immediately cease racing and return with extreme caution to the Start/Finish line.

Yellow (waved): Great danger in section of track ahead, slow down, proceed with caution.

Yellow (motionless): Danger in section of track ahead: take care, no overtaking, maintain positions until clear of section displaying yellow flag.

Green: Course clear. Used on Marshals' posts to indicate their position to riders on first lap of all practice sessions. Also shown immediately after the post where a yellow flag has been shown to indicate circuit now clear ahead.

Black: Accompanied by rider's number on separate board. That rider to stop in pits next time round. Always shown at start/finish line on special instructions from the Clerk of the Course.

Yellow with Red Stripes: Deterioration of adhesion of the track surface. Displayed when oil has been dropped on the circuit in that section & displayed until the hazard has been dealt with.

White: Ambulance or Course Car on circuit.

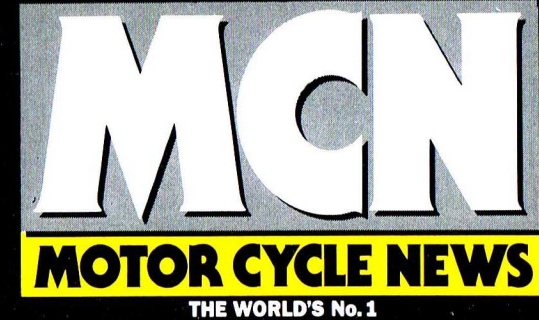
Yellow with Black cross: Denotes start of last lap.

Black/White chequered: Denotes finish of race.

MALLORY PARK LAP SPEED TABLE — 1.37 MILES (MOTORCYCLES)

M SECS	0	1	2	3	4	5	6	7	8	9
0.48	102.25	102.53	102.32	102.11	101.90	101.69	101.48	101.27	101.06	100.85
0.49	100.65	100.44	100.24	100.04	99.83	99.63	99.43	99.23	99.03	98.83
0.50	98.64	98.44	98.24	98.05	97.85	97.66	97.47	97.27	97.08	96.89
0.51	96.20	96.53	96.32	96.14	95.95	95.76	95.58	95.39	95.21	95.02
0.52	94.84	94.66	94.48	94.30	94.12	93.94	93.76	93.58	93.40	93.22
0.53	93.05	92.88	92.70	92.50	92.35	92.18	92.01	91.84	91.67	91.50
0.54	91.33	91.16	90.99	90.82	90.66	90.49	90.32	90.16	90.00	89.83
0.55	89.67	89.50	89.34	89.18	89.02	88.86	88.70	88.54	88.38	88.22
0.56	88.07	87.91	87.75	87.60	87.44	87.29	87.13	86.98	86.83	86.67
0.57	86.52	86.37	86.22	86.07	85.92	85.77	85.62	85.47	85.32	85.18
0.58	85.04	84.89	84.74	84.59	84.45	84.30	84.16	84.02	83.87	83.73
0.59	83.59	83.45	83.31	83.17	83.03	82.89	82.75	82.61	82.47	82.33
1.00	82.20	82.06	81.92	81.79	81.65	81.52	81.38	81.25	81.11	80.98
1.01	80.85	80.72	80.58	80.45	80.32	80.19	80.06	79.93	79.80	79.67
1.02	79.54	79.42	79.29	79.16	79.03	78.91	78.78	78.66	78.53	78.41
1.03	78.28	78.16	78.03	77.91	77.79	77.66	77.54	77.42	77.30	77.18
1.04	77.06	76.94	76.82	76.70	76.58	76.46	76.34	76.22	76.11	75.99
1.05	75.87	75.76	75.64	75.52	75.41	75.29	75.18	75.06	74.95	74.84
1.06	74.72	74.61	74.50	74.38	74.27	74.16	74.05	73.94	73.83	73.72
1.07	73.61	73.50	73.39	73.28	73.17	73.06	72.95	72.85	72.74	72.63
1.08	72.52	72.42	72.31	72.21	72.10	72.00	71.89	71.79	71.68	71.58
1.09	71.47	71.37	71.27	71.16	71.06	70.96	70.86	70.76	70.65	70.55
1.10	70.45	70.35	70.25	70.15	70.05	69.95	69.85	69.75	69.66	69.56
1.11	69.46	69.36	69.26	69.17	69.07	68.97	68.88	68.78	68.69	68.59
1.12	68.50	68.40	68.31	68.21	68.12	68.02	67.93	67.84	67.74	67.65
1.13	67.56	67.46	67.37	67.28	67.19	67.10	67.01	66.92	66.82	66.73
1.14	66.64	66.55	66.46	66.37	66.29	66.20	66.11	66.02	65.93	65.84
1.15	65.76	65.67	65.58	65.49	65.41	65.32	65.23	65.15	65.06	64.98
1.16	64.89	64.80	64.72	64.63	64.55	64.47	64.38	64.30	64.21	64.13
1.17	64.05	63.96	63.88	63.80	63.72	63.63	63.55	63.47	63.39	63.31
1.18	63.25	63.14	63.06	62.98	62.90	62.82	62.74	62.66	62.58	62.50
1.19	62.41	62.30	62.22	62.14	62.06	61.98	61.90	61.82	61.74	61.66
1.20	61.55	61.47	61.39	61.31	61.24	61.16	61.09	61.01	60.93	60.86
1.21	60.84	60.81	60.73	60.66	60.58	60.51	60.44	60.36	60.29	60.21
1.22	60.14	60.07	60.00	59.92	59.85	59.78	59.70	59.63	59.56	59.49
1.23	59.42	59.35	59.27	59.20	59.13	59.06	58.99	58.92	58.85	58.78
1.24	58.71	58.64	58.57	58.50	58.43	58.36	58.29	58.22	58.16	58.09
1.25	58.02	57.95	57.88	57.81	57.75	57.68	57.61	57.54	57.48	57.41
1.26	57.34	57.28	57.21	57.14	57.08	57.01	56.95	56.88	56.82	56.75
1.27	56.68	56.62	56.55	56.49	56.43	56.36	56.30	56.24	56.17	56.11
1.28	56.04	55.98	55.91	55.85	55.79	55.72	55.66	55.60	55.54	55.47
1.29	55.41	55.35	55.29	55.22	55.16	55.10	55.04	54.98	54.92	54.86

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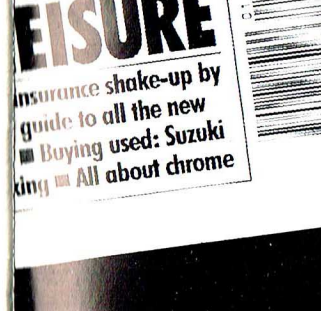
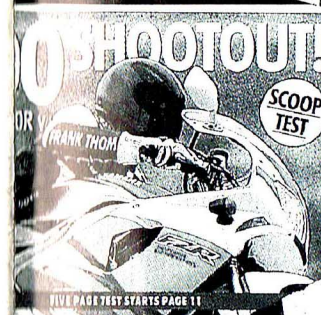
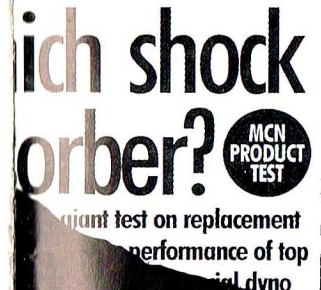
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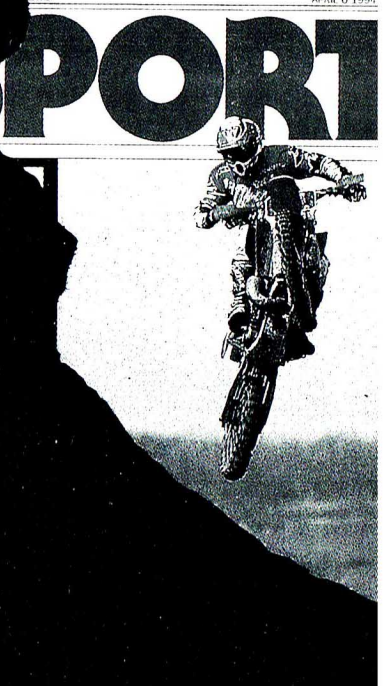
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