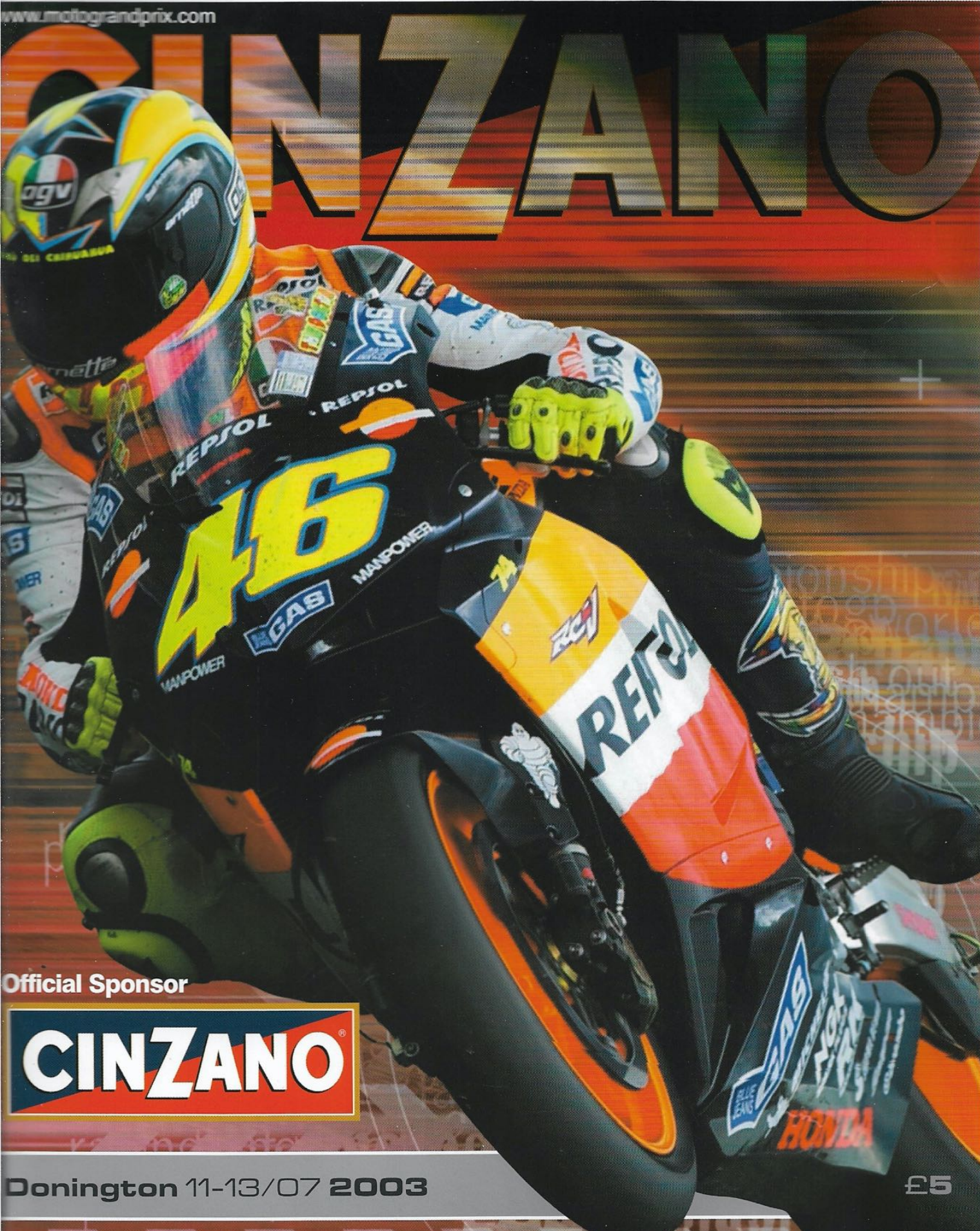


# Cinzano British Grand Prix



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**Circuit name** Donington Park

**Promoter** Donington Park, Leisure Limited, Donington Park, Derby, DE74 2RP - England

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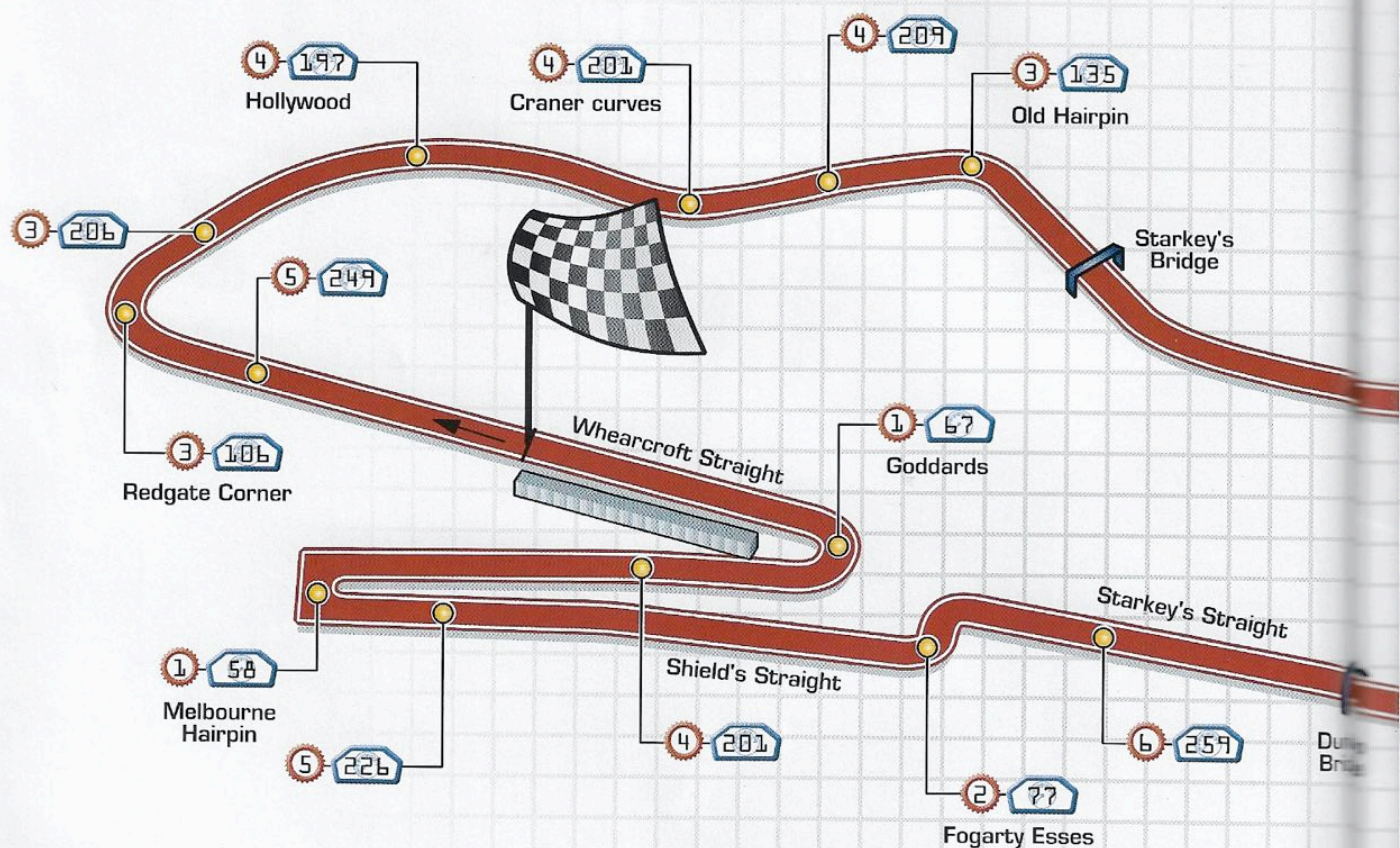






# DONINGTON PARK

LENGTH 4,023 m./2.500 miles | WIDTH 10 m. | POLE Left | RIGHT CORNERS 7 | LEFT CORNERS 4  
LONGEST STRAIGHT 564 m./0.350 miles



## 2002 winners

125cc A.Vincent (FRA), Aprilia  
250cc M.Melandri (ITA), Aprilia  
MotoGP V.Rossi (ITA), Honda

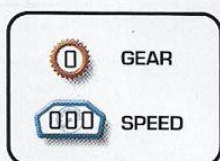
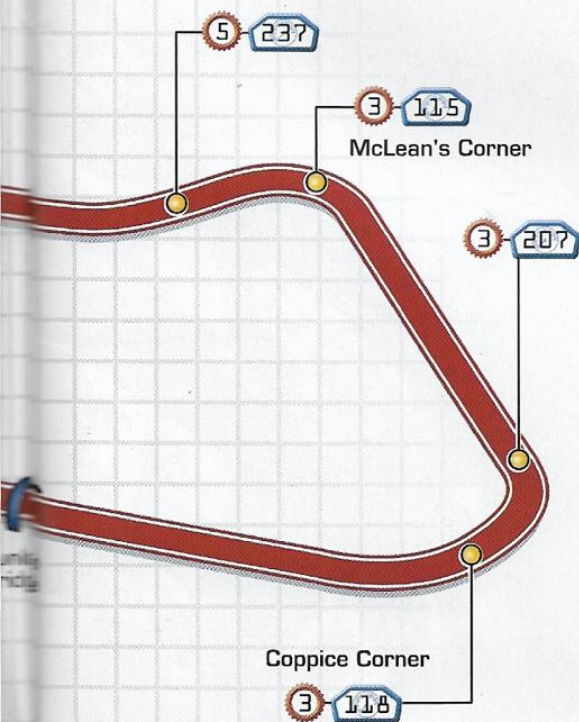
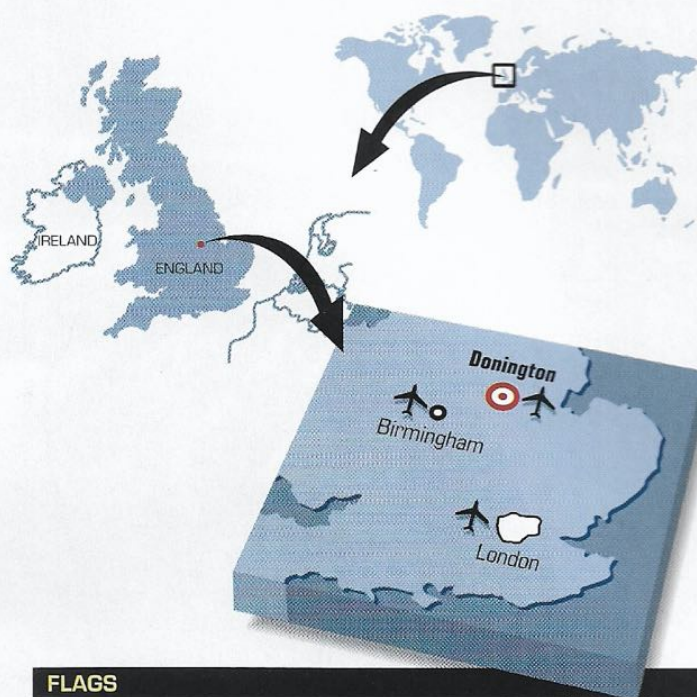
## Records

125cc 1'38.312, L.Cecchinello, '02, Aprilia  
250cc 1'34.096, D.Kato, '01, Honda  
MotoGP 1'32.247, V.Rossi, '02, Honda

## THE CIRCUIT

The rolling hills of the English Midlands and the town of Castle Donington play host to the Cinzano British Grand Prix at Donington Park. Built in 1931 to stage motorcycle events, but closed down during the Second World War, the derelict Donington circuit was bought in 1971 by local businessman and motor sport enthusiast Tom Wheatcroft. It was re-opened in 1977 after huge investment and is regarded as one of the best circuits in Britain. The undulating track is a real technical battle for riders, and it is set in a natural amphitheatre to allow excellent spectating. Its flowing layout is broken up by a slow section of tight corners meaning a combination of smooth racing and good corner speed must be combined with last-gasp braking and hard acceleration.





## FLAGS



**GREEN FLAG**  
Course is clear of hazards



**YELLOW AND RED STRIPED FLAG**  
Oil, water or another substance is affecting  
adhesion on this section of the track



**BLUE FLAG**  
You are about to be overtaken by a faster rider. Give way



**CHEQUERED BLACK & WHITE FLAG**  
Finish of race or practice session



**CHEQUERED BLACK / WHITE FLAG AND BLUE FLAG**  
Shown to a slower rider who is front  
of the leader starting the final lap

## FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS



**YELLOW FLAG**  
Danger on this section of the track. Riders must prepare to slow down



**WHITE FLAG**  
There is a slow moving car, ambulance or similar vehicle on the  
track. It is forbidden for a rider to overtake another rider



**RED FLAG**  
The race or practice is being interrupted.  
Riders must return slowly to the pits



**BLACK FLAG**  
This flag is designed to convey instructions to one rider only and  
is displayed together with the rider's number. The rider must stop  
at the pits at the end of the current lap and cannot restart.



**BLACK FLAG WITH ORANGE DISK**  
The flag is to be displayed with a rider's number  
giving an instruction



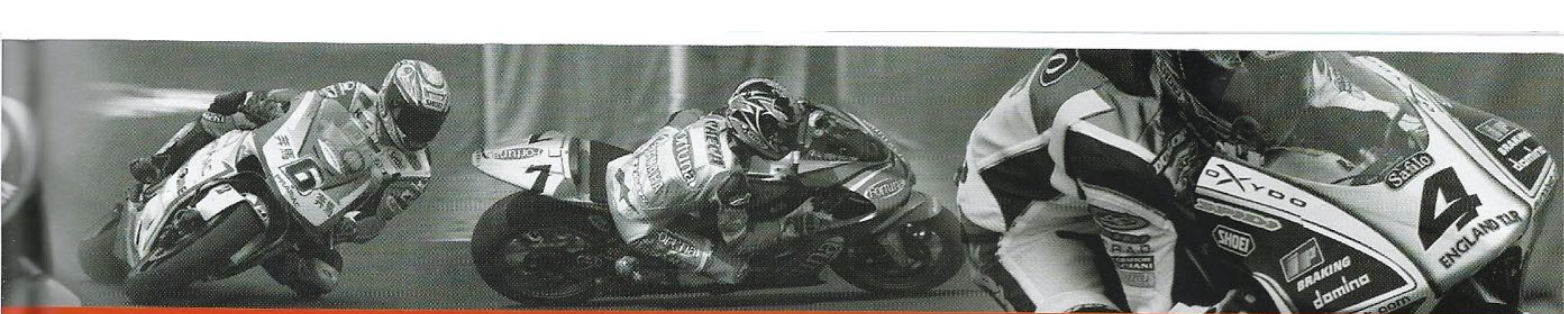
**WHITE FLAG WITH DIAGONAL RED CROSS**  
The race has been neutralized and the safety car gets onto the circuit





**Season So Far**





#### SKYY Vodka Grand Prix of Japan - Suzuka

1	Valentino Rossi	Honda	44:13.182
2	Max Biaggi	Honda	+6.445
3	Loris Capirossi	Ducati	+8.209

#### Africa Grand Prix - Welkom

1	Sete Gibernau	Honda	44:10.398
2	Valentino Rossi	Honda	+0.363
3	Max Biaggi	Honda	+5.073

#### Gran Premio Marlboro de España - Jerez

1	Valentino Rossi	Honda	46:50.345
2	Max Biaggi	Honda	+6.333
3	Troy Bayliss	Ducati	+12.077

#### Grand Prix de France - Le Mans

1	Sete Gibernau	Honda	24:29.665
2	Valentino Rossi	Honda	+0.165
3	Alex Barros	Yamaha	+1.793

#### Gran Premio Cinzano D'Italia - Mugello

1	Valentino Rossi	Honda	43:28.008
2	Loris Capirossi	Ducati	+1.416
3	Max Biaggi	Honda	+4.576

#### Gran Premi Marlboro de Catalunya - Catalunya

1	Loris Capirossi	Ducati	44:21.758
2	Valentino Rossi	Honda	+3.075
3	Sete Gibernau	Honda	+4.344

#### Gauloises Dutch TT - Assen

1	Sete Gibernau	Honda	42:39.006
2	Max Biaggi	Honda	+10.111
3	Valentino Rossi	Honda	+13.875





## Season So Far



## The 2003 MotoGP World Championships....Season so far

The 2003 MotoGP series has so far been a mixture of sound, surprises, sadness and exhilaration.

The all-four-stroke Championship (excluding the brief tenure of the Proton three cylinders) had cranked up the decibel limit of the world's premier motorcycle racing extravaganza so that the noise levels now match the high standard of action on the track.

Valentino Rossi has been proving his World Champion status with arguably the best machinery package in the factory Honda by recording three victories to-date. The Italian may have accumulated 13 consecutive podiums, explaining his impressive lead in the standings, but he faces considerable pressure from several corners. Ducati have been the revelation of the Championship, scoring two podiums and one win in their debut campaign in the hands of Loris Capirossi and Troy Bayliss. Rossi's sworn deadly rival Max Biaggi has also been a model of consistency with five top three results, but Sete Gibernau, also on a Honda, has provided Rossi with most competition taking

three winners trophies, in South Africa, Assen, and Le Mans (after a truly thrilling last lap duel with the reigning number one). The Spaniard's most successful ever career spell was born from tragedy after his Japanese team-mate Daijiro Kato lost his life due to a horrific accident at Suzuka for the season opener. The loss of Kato knocked the sport for a six but the antics of Rossi, Gibernau and Capirossi, with his fearsomely fast blood-red Ducati, have set the Championship back on course.

Casting an eye over the field Rossi holds the upper-hand with the Honda and his phenomenal natural ability but at least this time he is capable of being beaten and that can only mean good news for racing fans.

The 250cc class has seen Manuel Poggiali notch three wins but also various other riders come of age on the quarter-litre machines. Toni Elias' success at his home GP of Jerez was nothing short of spellbinding while Randy de Puniet and Anthony West have also achieved first career victories. Some of the more experienced hands

have been frustrated by the new wave of speed in the 250s but riders like Fonsi Nieto, Roberto Rolfo and Sebastian Porto are still capable of Championship glory in a category where the points table only has 23 points separating the top seven participants.

The 125cc title chase is also tight. Lucio Cecchinello has stood on the top step several times, likewise general favourite Dani Pedrosa, who currently leads the points table but it is the solid performances of Steve Jenkner - finally earning his first ever GP win at Assen two weeks ago - that makes him the Championship dark horse.

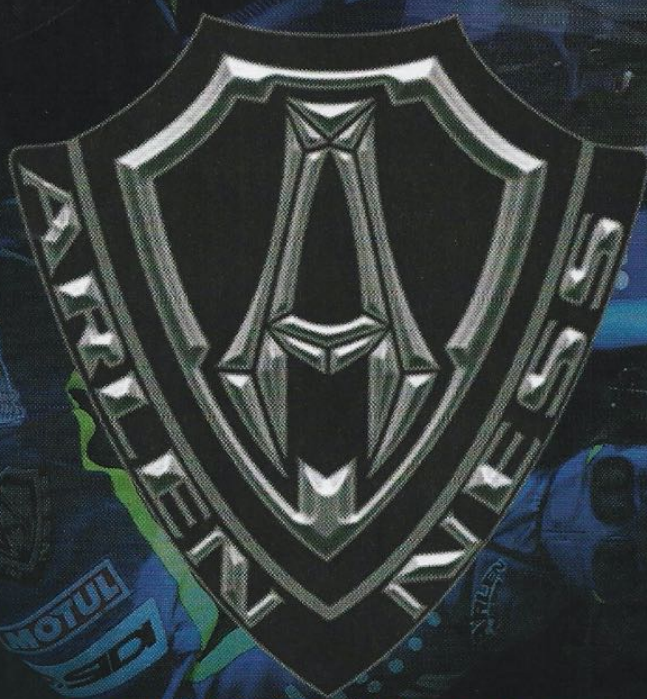
Watch for the new KTMs in action on Sunday as well as a host of new GP talent including Andrea Dovizioso, Casey Stoner, Thomas Luthi and Jorge Lorenzo who have all either appeared on the podium, grabbed pole position or surprised the establishment to announce their arrival.





ALEX BARROS MOTO GP

LIVE ON THE EDGE

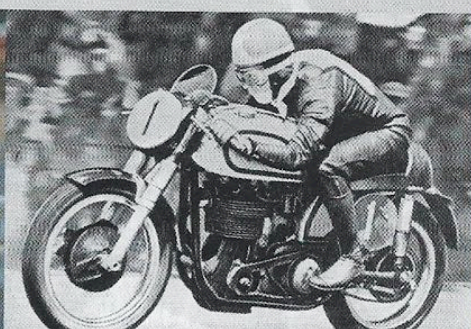


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## The British GP

# Creation of the British GP



The most successful 500cc British rider on home soil was Mike Hailwood who ruled the mountain course five times from 1963 to 1967. John Surtees is a close second with four wins in 1956, and 1958 to 1960.

The British Grand Prix was born from a meeting in London by the FIMC (Federation Internationale des Clubs Motocyclistes), the fore-runner to the current FIM organisation, in 1948. Prior to the suggested plan of a six-race annual series called a World Championship, large meetings and race events had been entitled 'Grand Prix'. The term would now be used to constitute a round of the new Championship.

The six GPs of the first organised World series took place in Britain, Switzerland, Holland (in Assen), Belgium, Northern Ireland and Italy. Most of the regular competitors were either British or Italian riding machinery from Norton, Gilera, AJS, and Moto Guzzi, so it is not surprising to see two GPs located in Great Britain and the curtain closer to the season taking place at the historic and legendary circuit of Monza in Italy.

The 1949 British GP was naturally held at one of the most prestigious venues of that time, the Isle of Man. From 59 starters, 35 riders finished the race contested over 7 laps of the Island with its then 37.7 mile 'track'. The first ever winner of the 500cc British GP (and the first ever World Championship round) was Harold Daniell who guided his Norton to victory by a minute and a half over another Brit, Johnny Lockett, also riding a Norton.

Les Graham, steering an AJS, was the first 500cc World Champion after taking two victories and a second place (as well as three fastest laps which earned him an extra Championship point each). At the TT Graham was leading on the last lap until a mechanical failure left him having to push his heavy machine over the finish line to claim tenth. Graham's success was the only title for AJS in the World Championship and the British GP on the Island would be an event that he would never conquer, taking a 2nd (1952) and a 4th (1950) before he lost his life on the same roads in 1953.

Following the establishment of the series and of course the British GP (giving even further status to the TT week) motorcycle GP racing began to boom. The Championship was expanded to eight races only two years later and ten rounds in 1961. The increasing interest also gave status to new motorcycle superstars such as Geoff Duke, John Surtees and Mike Hailwood.

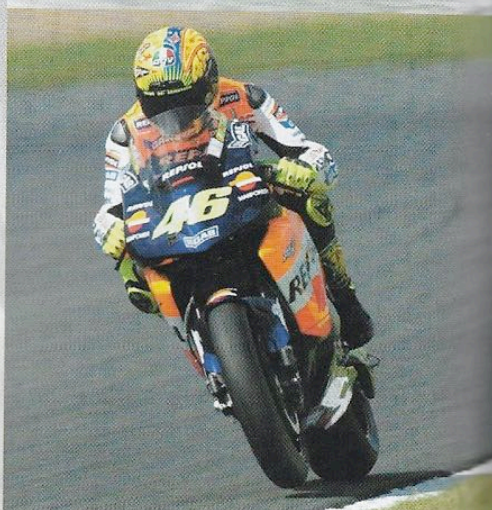
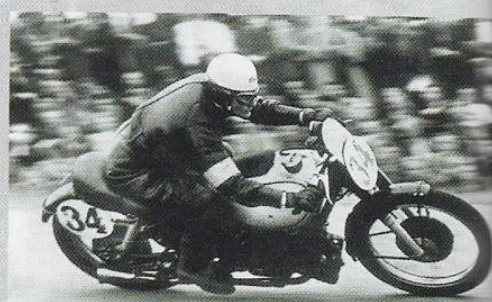
The Grand Prix series exploded into life throughout the following decades in terms of the vast technical developments (and remains so even to this day with perhaps just the high level of two stroke

technology slowing the rate of progress in the 1990s). Tyres, suspension, engine, aerodynamics, the whole motorcycle package has been revolutionised in the GP arena. Comparison of photographs from the 60s and 70s to present day can reveal the vast leap in technological skill and artistry that now goes into the machines that line up once a year for the biggest annual event in the British motorcycle racing calendar.

As the look and the substance of the British GP continues to move and shape-shift there is one area that remains painfully untouched. To find the last British rider to have won their home GP in the 500cc class one has to look back to 1975 when Mick Grant claimed the TT on his Kawasaki. Nobody has achieved the feat since the race moved to the mainland (a missed career accolade that the late Barry Sheene lamented even if he did get the closest by the length of a wheel in 1979) and Silverstone in 1977 before transferring to its current location Donington Park in 1987. The most successful 500cc British rider on home soil was Mike Hailwood who ruled the mountain course five times from 1963 to 1967. John Surtees is a close second with four wins in 1956, and 1958 to 1960.

Of all the riders who have won the race since the move to Silverstone and then Donington, Americans have claimed 13 victories, thanks to Pat Hennen (1977), Kenny Roberts (1978, 79 and 1983), Randy Mamola (1980, 1984), Freddie Spencer (1985), Eddie Lawson (1987), Wayne Rainey (1988) and Kevin Schwantz (1989, 90, 91 and 1994). Australia have five: Wayne Gardner (1986, 1992) and Mick Doohan (1995, 96, 97). Italy also: Franco Uncini (1982), Luca Cadalora (1993) and Valentino Rossi (2000, 01, 02). Holland (Jack Middelburg 1981), Spain (Alex Criville 1999) and New Zealand (Simon Crafar 1998) have all stood on top of the British podium just once.

From this list there are several interesting accomplishments. Wayne Rainey's one and only win on these shores in 1988 was his first ever 500cc victory and led onto three World titles. The same distinction stands for Valentino Rossi in terms of his first 500cc winners' trophy in 2000. Simon Crafar scored his only career GP win at Donington Park in 1998. Freddie Spencer won in 1985 and also secured the 250cc World Championship on the same day with a fourth position.





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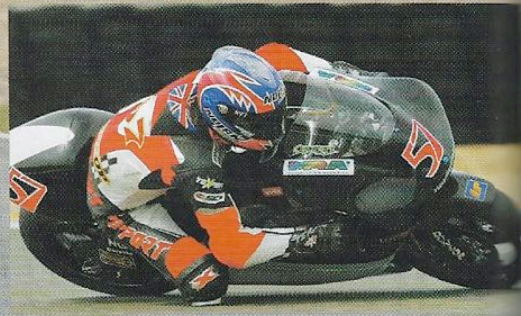




Interview

# Chaz Davies

"Who to follow this weekend...??"



Jeremy McWilliams gave everybody good reason to cheer when he battled all the way with Valentino Rossi and in the 2000 500cc British GP and eventually finished third less than a second behind the charismatic Italian. Aside from this and one brief moment when Carl Fogarty led the world in 1993 the home fans have had little to shout about on the GP scene for many years now.

The young talent of this country are slowly coming through the ranks and while Jeremy heads into the twilight of his career we can quietly look to the progress of riders like Chaz Davies and Leon Camier. This Sunday the likelihood of a British win is as per usual pretty slim — thanks to McWilliams' new challenge with the shiny new Proton V5 — and with Davies having to contend with the swarms of factory bikes.

As the teenagers continue their development in the GP scene Davies offered a few words on his current plight. "Honorary" Brit and factory 125cc Aprilia rider Casey Stoner is a good friend of Davies and is another starlet that could well be worthy of vocal encouragement, particularly since the young Aussie plied his trade in the National Champs here and is very soon intending to move off the continent and back to blighty.

Chaz Davies became the youngest rider ever to score points in the 250cc class with his 15th place at South Africa several months ago at the ripe age of 16 years and 76 days. He jumped up from a difficult (and politically

nightmare-ish) 125cc debut campaign in 2002 and now forms part of the Aprilia Germany set-up.

**Q: One year on Chaz and you are in the 250s, has this rookie year been harder than your debut GP season in the 125s?**

CD: Well, it's been easier to be honest with you, mainly because the bike is much more competitive than my old 125. The team are more co-operative, ambitious and have more experience. They really support my racing. I started off well and then struggled with the engine for the first part of the season but in the last few races it has really come good. The Aprilia is a hard bike to get right and my biggest problem has been the suspension; we've been chasing the right setting everywhere, and have yet to really find something that works. Ant West has been having the same trouble but he managed to sort it out in Suzuka and Catalunya. I definitely prefer riding the 250, there is obviously less corner speed than the 125 but my style is better suited to the bigger bike.

**Q: What do you think about the Donington circuit?**

CD: I really like it a lot and have only crashed there once! With the right bike I would easily be in the top ten and higher. Last year was very disappointing for me because the engine was dead slow on the 125 and it was a bad

weekend due to team politics and other riders getting better equipment than me. The harsh thing is that I was riding really well and should have been further up than 16th.

This year will be a bit harder on the 250 because I am used to heading down Craner with the 125 fully pinned. I love the track from Redgate to Coppice. It's fast and really flows and is a great section to make up time. I am especially strong in McLeans because there are a lot of bumps there and I feel confident hitting it fast. Last year I had the 125 set up well, so I just flew through the corner. I would say to anybody who wants to watch me look out at Craner because I really am going for it in that spot.

**Q: What realistic expectation can the fans have for you this weekend?**

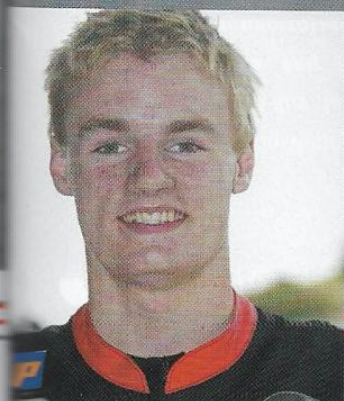
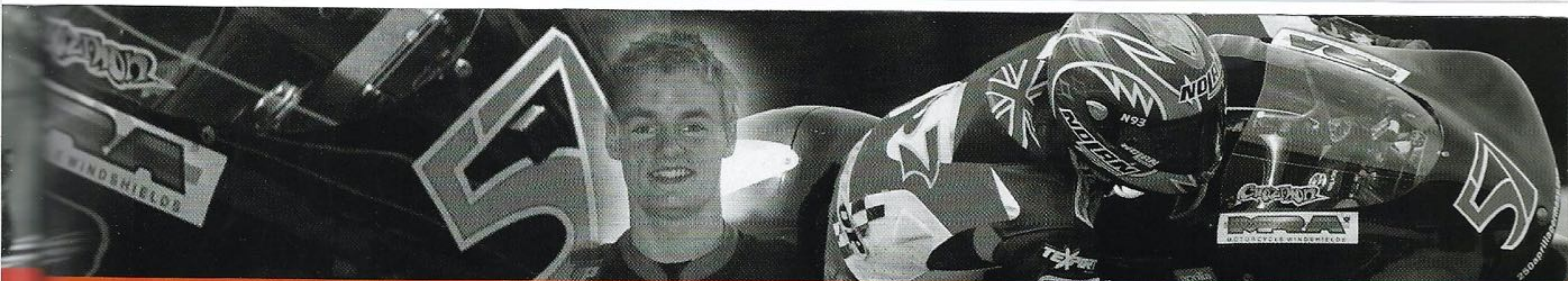
CD: I will be going for the top ten. Hopefully I will make it and that is my goal for the race.

**Q: The silly season more or less starts at this time of year, what do you think 2004 hold in store?**

CD: It is a bit early at this stage and I have no offers on the table yet but I would really like to stay in the 250 class and hopefully with the same team that I have now.

"I will be going for the top ten. Hopefully I will make it and that is my goal for the race."





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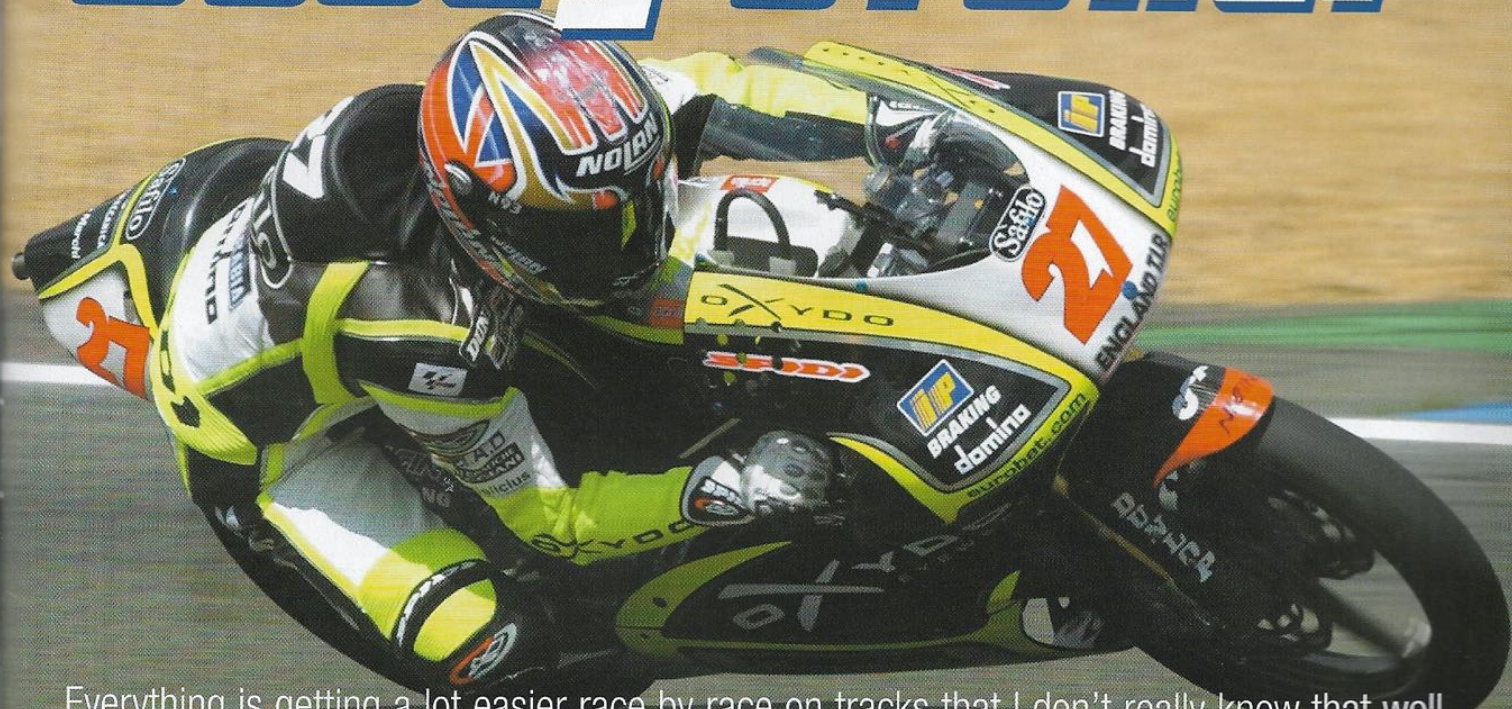
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# Casey Stoner



Everything is getting a lot easier race by race on tracks that I don't really know that well, imagine the speed I can make at Donington!

Casey Stoner started turning heads with some impressive speed in his debut season last year in the 250cc class, taking a best result of 5th in Brno. The 17 year old from Kurri-Kurri then stayed with Lucio Cecchinello's team for 2003 but moved to the 125cc Championship. He showed his potential from the 'off' by setting fastest times during the pre-season IRTA tests and led several GPs in the first half of the season, taking pole position at Mugello for the GP of Italy.

**Q: It turns out that you've swapped classes with your mate Chaz Davies, what are your impressions so far of the 125s?**

CS: Pretty good. I did not see it as a move down but rather sideways. I wanted to stay in the 250 class but the right bike wasn't available and Lucio (Cecchinello, boss and team-mate) gave me what I thought was a good opportunity. The 125s is a lot faster than what I remembered. The corner speeds we carry are quite scary and we are something like 70ks faster than the bigger bikes. For a while, and occasionally now and again, I ride the 125 like a 250 and it takes some getting used to in order to change styles. The 125s is definitely tougher in terms of competition. In the 250 class there is only 5 or 6 guys every week setting the pace while in the 125s there is somebody new at every

GP. It is very hard working out where the threat is coming from sometimes.

**Q: What do you think about the Donington circuit?**

CS: It is the track that I know best of all the GP circuits. This knowledge helps a lot and I'm pretty sure that I will be fast at from the first minute. I had a bit of a bad weekend with the 250 last year and took 10th overall when I was hoping for much better. In my first GP, the 125cc race in 2001, I was second fastest in the wet and 8th quickest in practice, again the race was a bit of a disappointment because I had problems with the front end chattering and could only take 17th.

The track itself is fun to ride. A couple of the corners need re-surfacing. The best part is the chicane and the back end of the circuit. The first part is just flat-out on the 125 and is probably more of a rush on the bigger bike. I enjoy the stretch from McLeans to Coppice, and Fogarty's Esses is a great place to watch some overtaking action.

**Q: What realistic expectation can the fans have for you this weekend?**

CS: It depends really. At Catalunya I was on for the podium until Dovizioso missed a gear and forced me to crash.

Everything is getting a lot easier race by race on tracks that I don't really know that well, imagine the speed I can make at Donington! I am communicating a lot better with my suspension guy now and I am only going to get quicker.

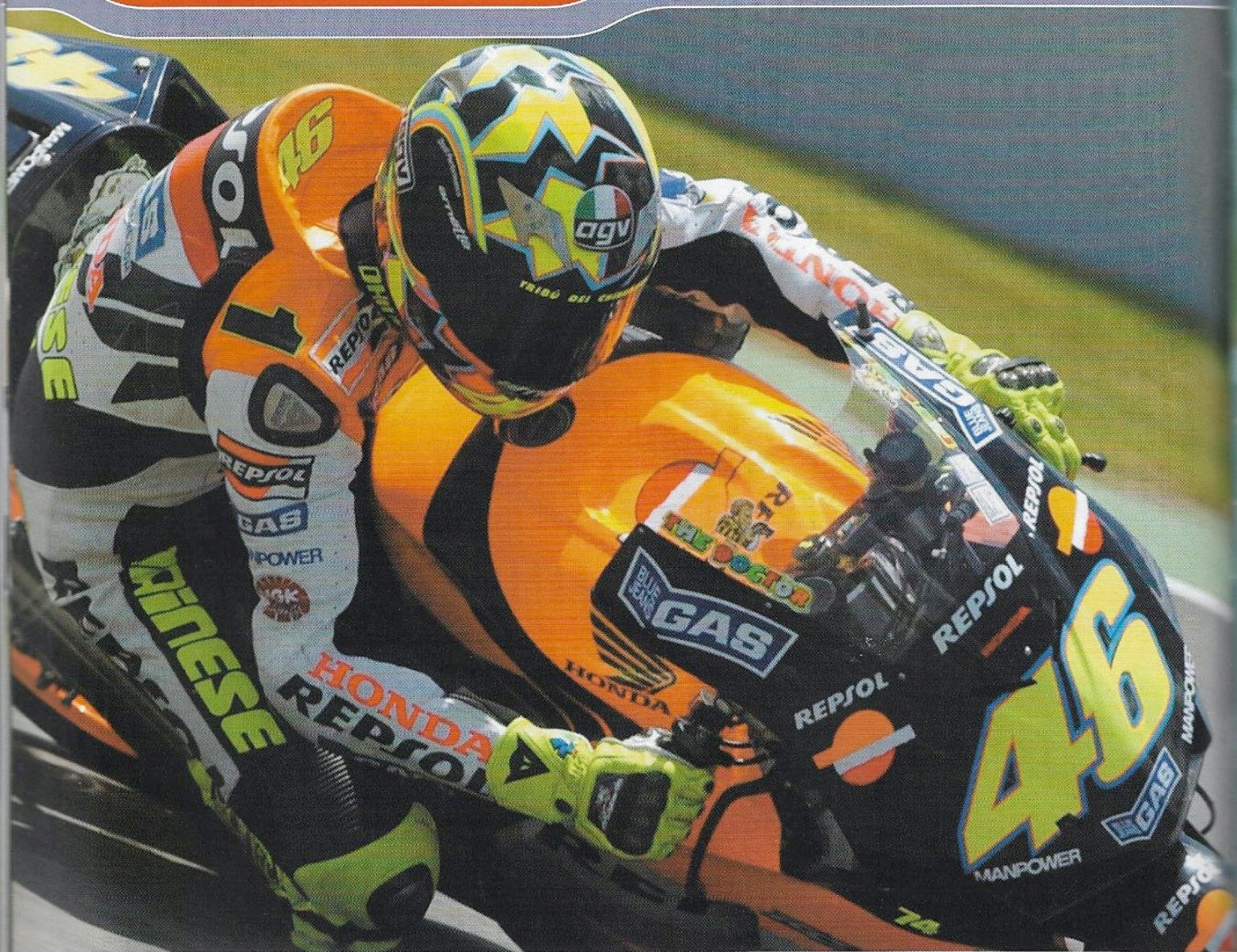
**Q: The silly season more or less starts at this time of year, what do you think 2004 hold in store?**

CS: I want to race a 250cc factory bike. Last year I had a lot of learning to do and had some communication problems with the team in terms of how I wanted the bike. Now I think my progression is on a sharp upward curve and I am getting better all the time.





## MotoGP Profiles



Valentino **Rossi** **Repsol Honda** Honda

ITA Urbino, 16/02/79

**46**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
MAL '96	115	53	81	25	48	4 ('02-MotoGP, '01-500, '99-250, '97-125)

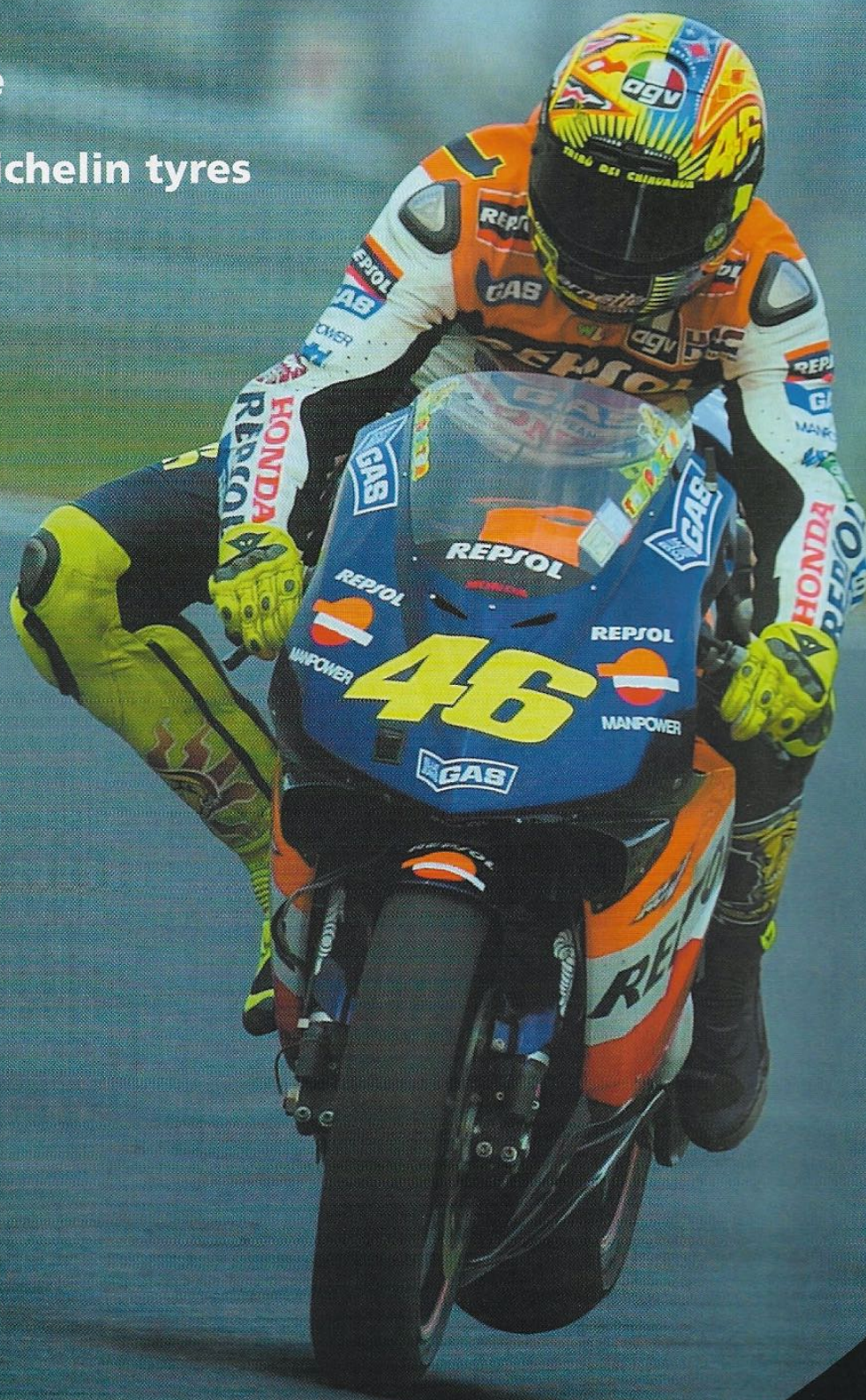
In 2001 Valentino Rossi, conqueror of the 125, 250 and 500 World Championships in his second season in each class, became only the second rider in the history of motorcycling to lift all three titles. Son of Graziano, celebrated rider of the seventies, the charismatic Italian entered Grand Prix with Aprilia in 1996 and is now the darling of the Repsol Honda team with which Mick Doohan enjoyed such outstanding success. Rossi's natural skill and flair has already made him a huge fans' favourite and at just 23 years of age, he is set to become one of the sports true legends. Last year he dominated the first ever MotoGP four-stroke series aboard the RC211V, and will be hoping for a repeat performance against stiffer competition in 2003.





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you need:

- ☐ a parachute
- ☐ a pair of Michelin tyres



Valentino Rossi, 2002 MotoGP World Champion



**MICHELIN**



## MotoGP Profiles



**Max Biaggi** **Camel Pramac Pons** Honda

ITA Roma, 26/06/71



First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
EUR '91	172	39	94	52	37	4 ('97, '96, '95, '94 - 250)

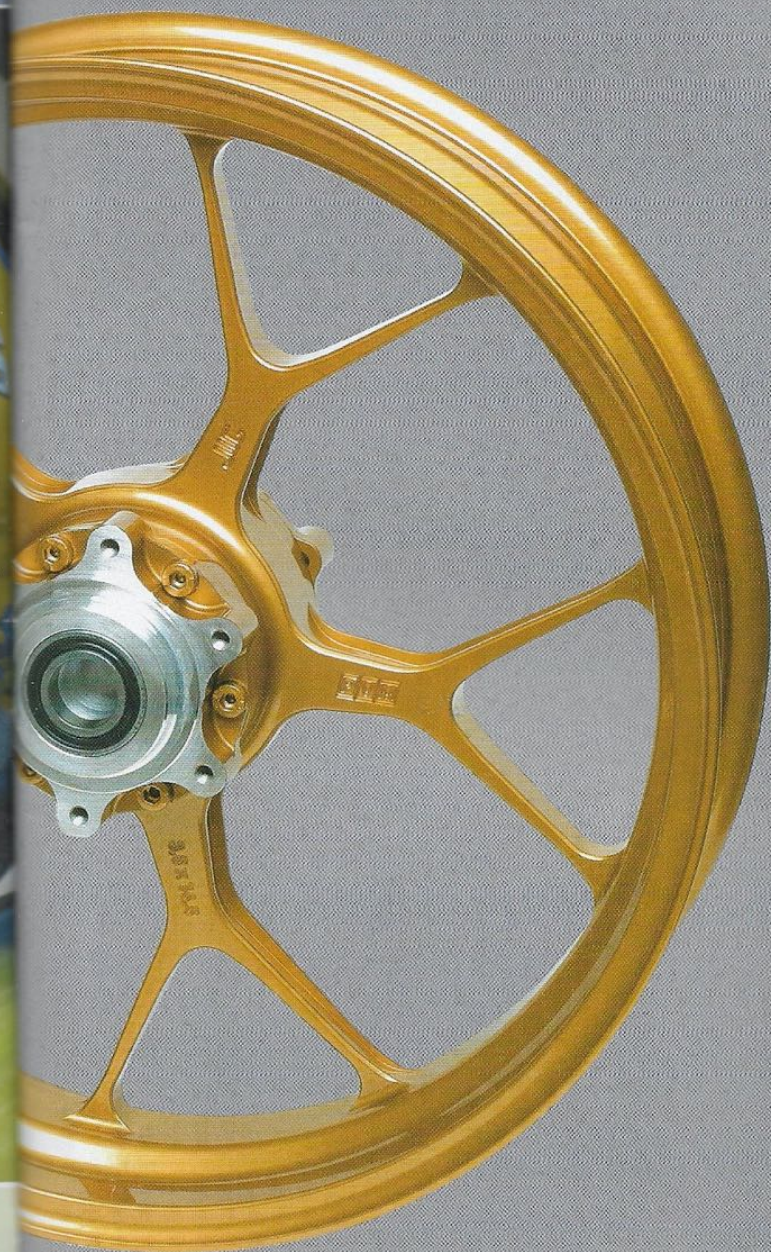
As a youngster, Max Biaggi always dreamed of playing football for AS Roma. However, in 1988 he fell in love with motorcycles when a friend invited him to ride at the local Vallelunga circuit and his natural talent blossomed as he graduated swiftly through the Italian Sport Production Series, the 125 Italian Championship and the European 250 Championship, which he won in 1991. A year later he marked his arrival in 250 Grand Prix with victory in South Africa and 5th place overall. Over the next six seasons Biaggi recorded 33 pole positions, 29 wins and was crowned World Champion 4 times. In 1998 he moved onto a 500 and finished 2nd behind Mick Doohan in his rookie year, a result he has yet to better in the top class. After four seasons with Yamaha, Biaggi returns to Honda for 2003 to challenge Valentino Rossi on the RC211V.



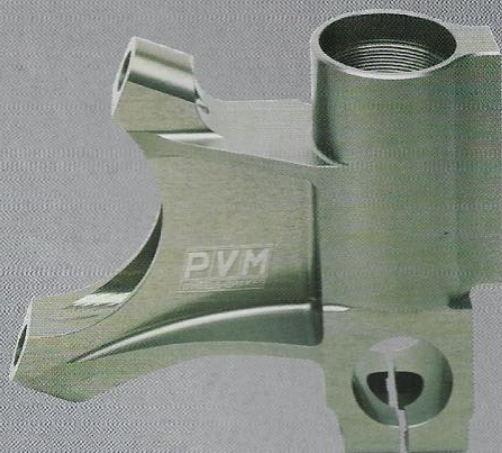


# Parts for Pro's

5-spoke wheel in Y-spoke design



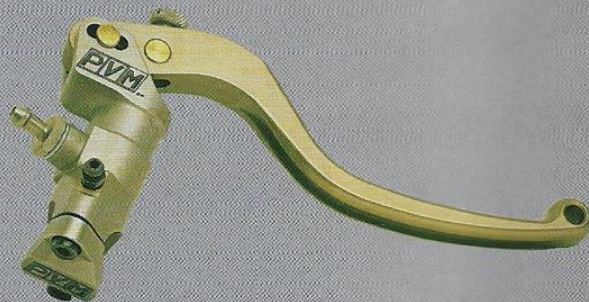
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Radial brake master cylinder



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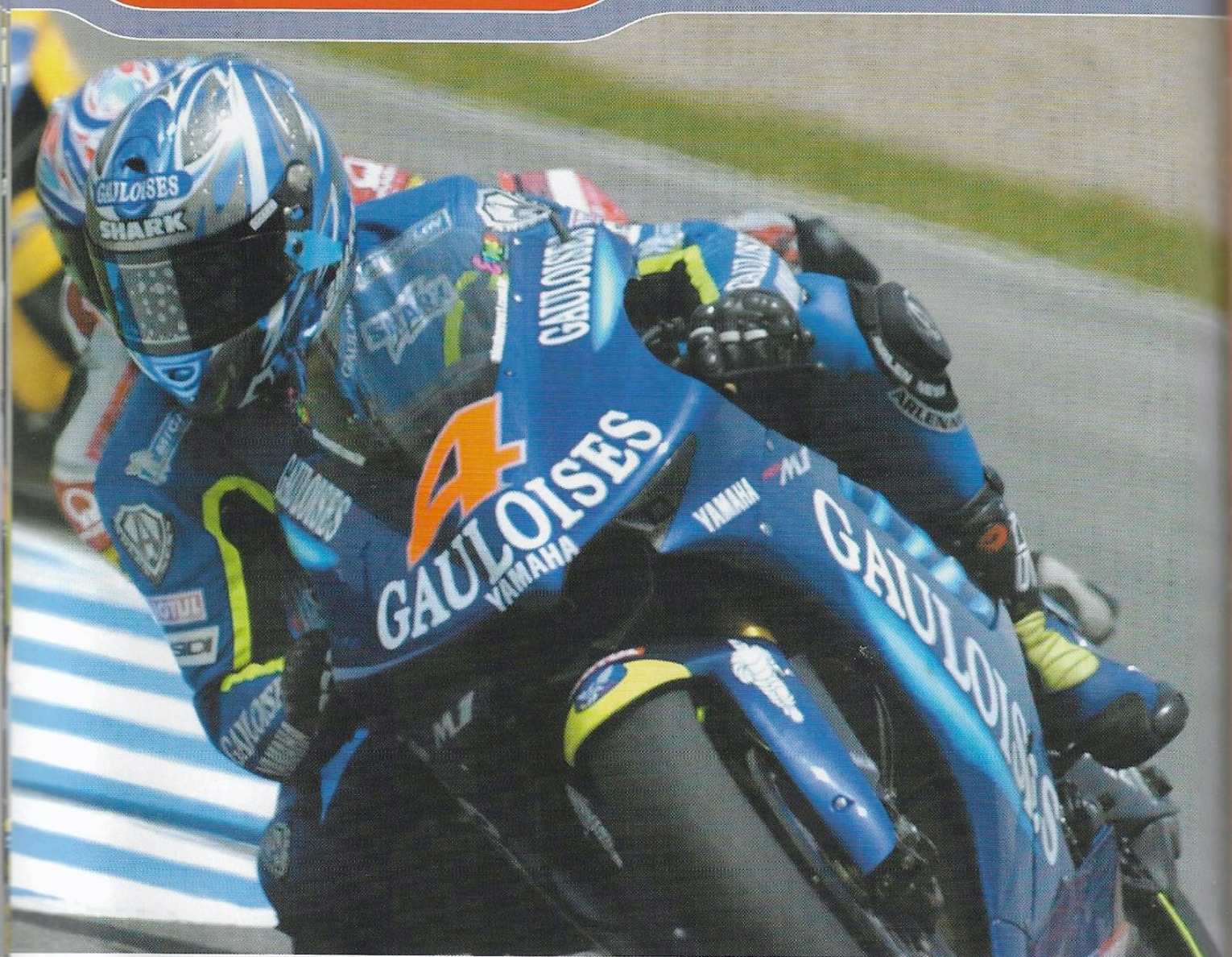
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## MotoGP Profiles



**Alex Barros** **Gauloises Team Yamaha** Yamaha

BRA Sao Paulo, 18/10/70

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
SPA '86	217	6	25	4	10	-

After 12 years in the top class of motorcycle racing, Alex Barros is easily the most experienced rider in MotoGP. Barros began his apprenticeship racing scooters in his home town of Sao Paulo and, after winning the Brazilian 125cc and 250cc Championships, he moved to Spain in 1986 and debuted in the 80cc World Championship at the tender age of 15. In 1988 he returned home to contest the Brazilian 250 Championship before moving back to the world stage the following season. After one campaign in 250 he was recruited by Cagiva to race a 500 and took the first of 4 Grand Prix wins in 1993 with Suzuki. After four seasons with Honda Pons, Barros accepted an offer of a factory ride with Yamaha for 2003, as he looks to turn the YZR-M1 into a championship contender.



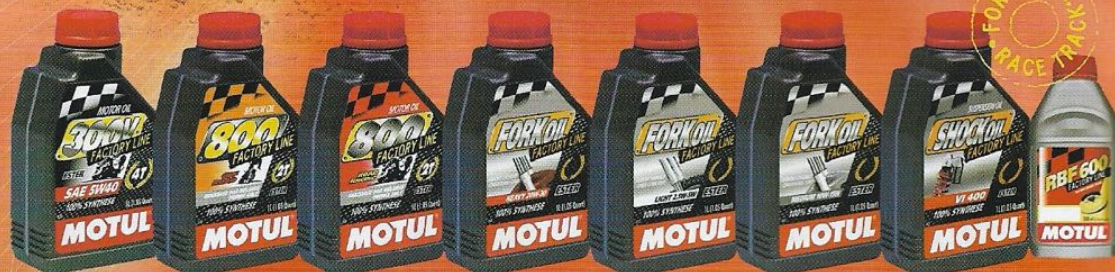


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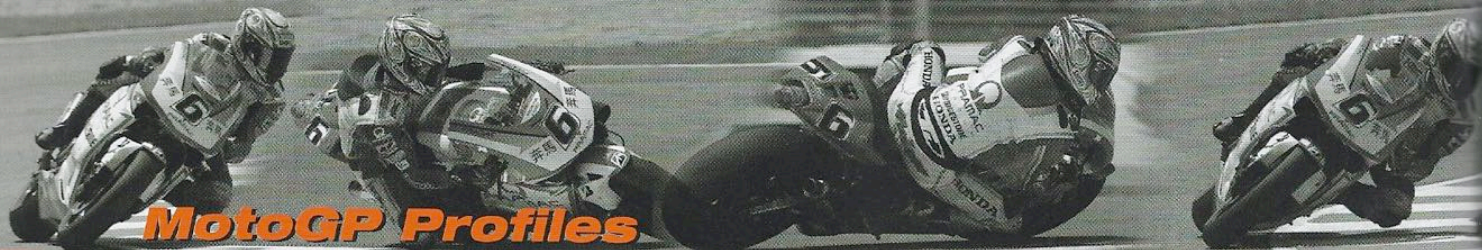


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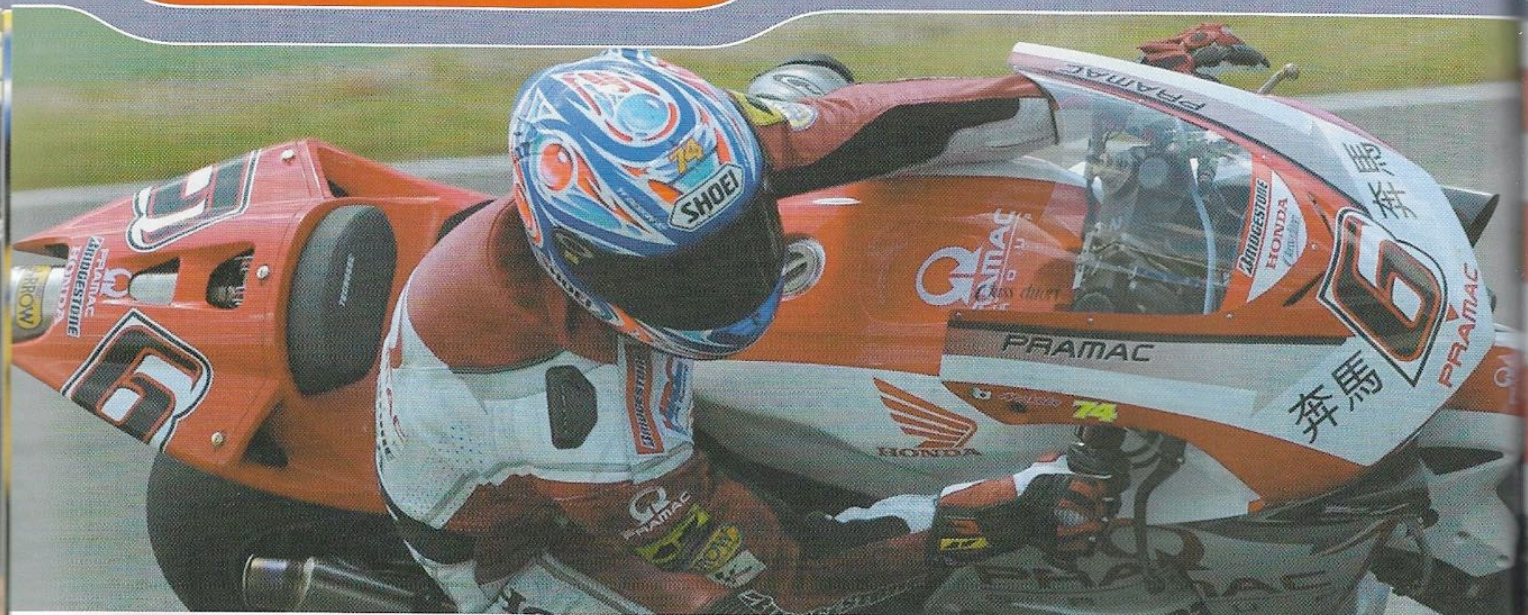
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## MotoGP Profiles



Makoto **Tamada** **Pramac Honda** Honda

● JPN Ehime, 04/11/76

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '98	8	-	-	-	-	-

6



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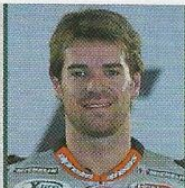
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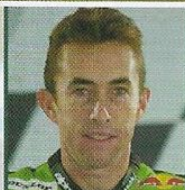


Carlos **Checa** **Fortuna Yamaha Team** Yamaha

SPA Sant Fruits, 15/10/72

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
EUR '93	143	2	21	2	5	-

7



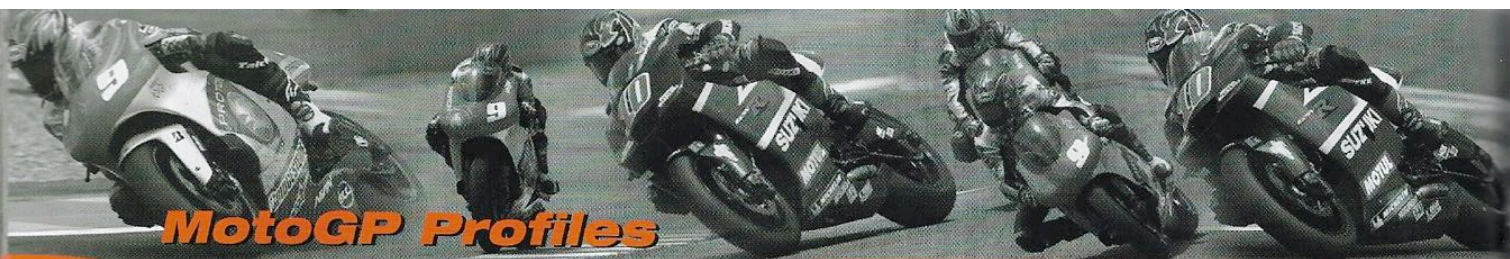
Garry **McCoy** **Kawasaki Racing Team** Kawasaki

AUS Sydney, 18/04/72

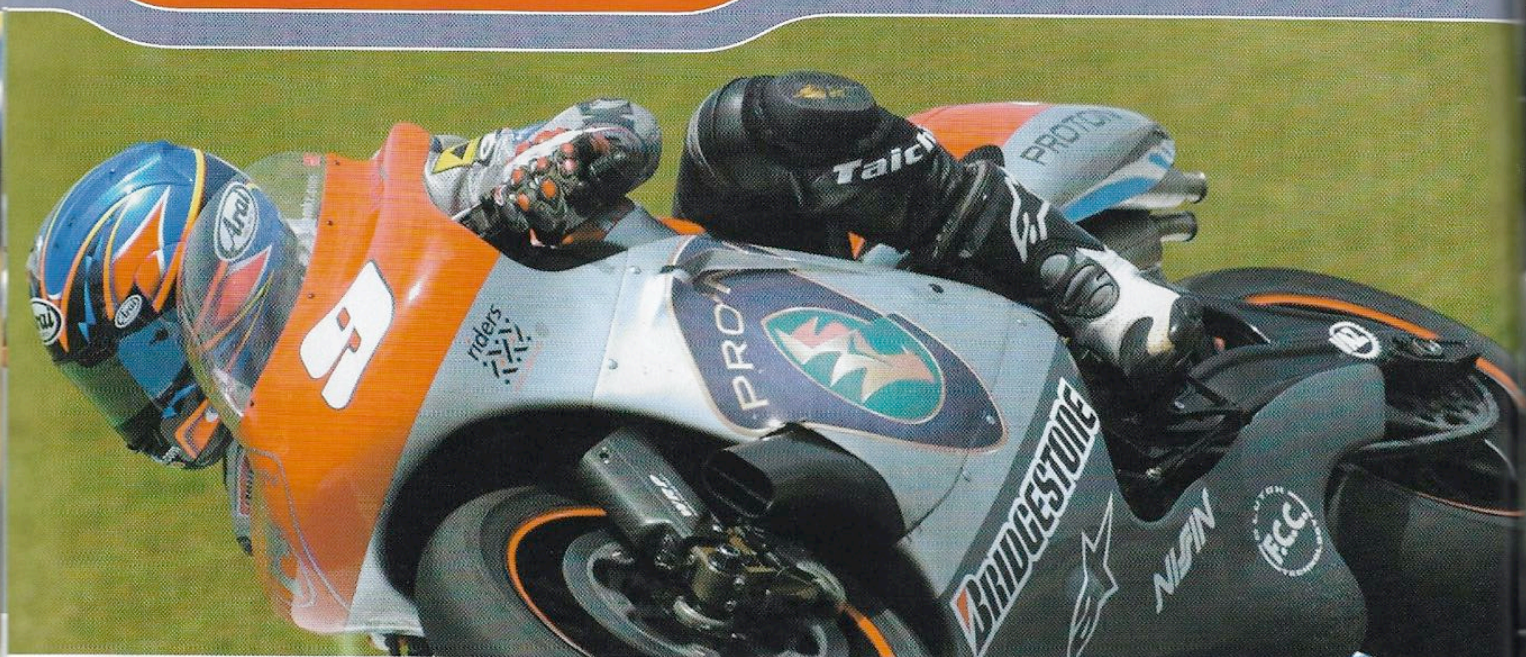
First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
AUS '92	125	5	17	2	1	-

8





## MotoGP Profiles



Nobuatsu **Aoki** **Proton Team KR** *Proton KR*

🇯🇵 JPN Sumaga, 31/08/71

**9**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '90	140	1	7	1	1	-



Kenny **Roberts** **Suzuki Grand Prix Team** *Suzuki*

🇺🇸 USA Mountain View, 25/07/73

**10**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
USA '93	127	8	19	9	8	1 ('00 - 500)

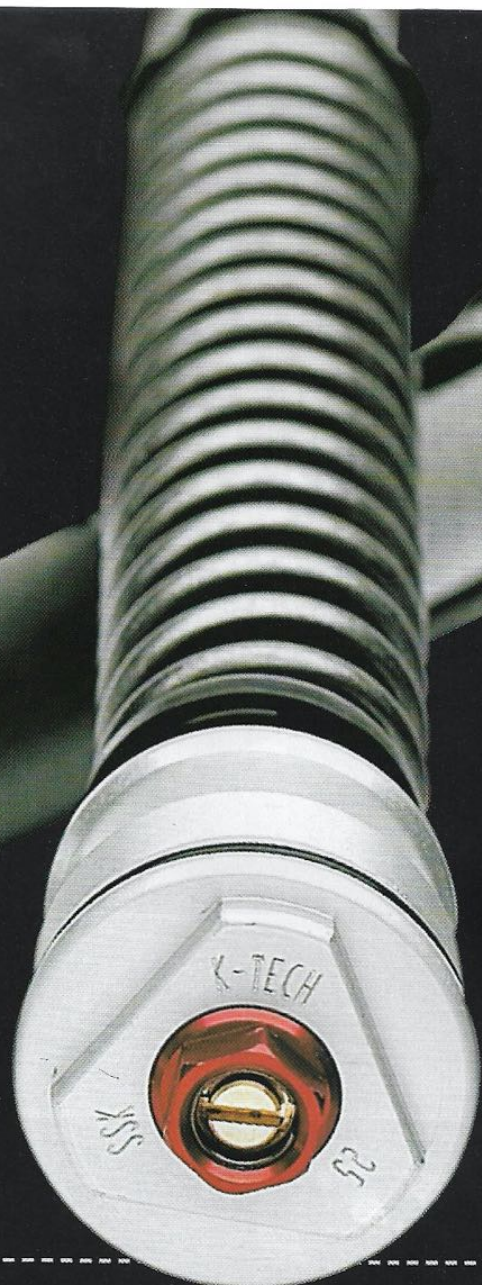




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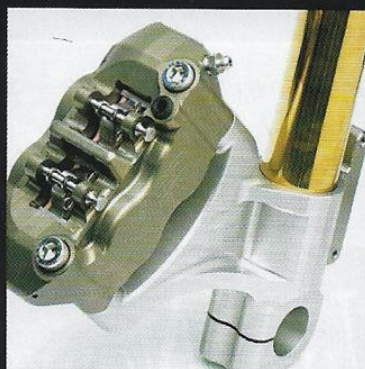
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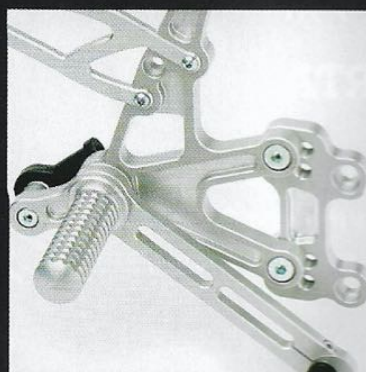
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## MotoGP Profiles



Tohru **Ukawa** **Camel Pramac Pons** Honda

● JPN Chiba 18/05/73

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '94	115	5	39	3	5	-



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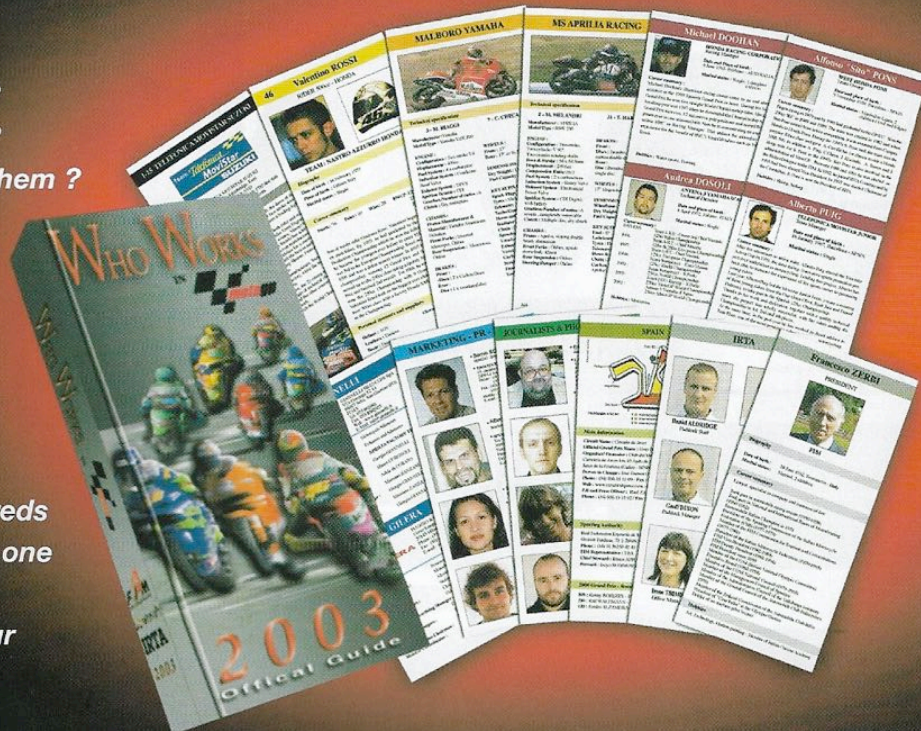
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## Troy Bayliss **Ducati Marlboro Team** *Ducati*

AUS Taree, 30/03/69

# 12

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
AUS '97	8	-	1	-	-	-

Troy Bayliss continues his backpack around the arenas of the motorcycle racing world and at the age of 34 he has finally arrived at the very highest level as part of the new Ducati team. Rarely has a more successful apprenticeship been served before earning a chance at GP glory. Bayliss has raced and won in his native Australia (several top three finishes in the Superbike Championship), Britain (Superbike Champion in 1999), America (setting two pole positions in the AMA contest) and the World Superbike series (Champion in 2001 and runner-up in 2002). A Ducati stalwart since 1998 the friendly and unassuming Aussie makes his MotoGP debut in 2003 as team-mate to Loris Capirossi.





## MotoGP Profiles



Sete **Gibernau** **Telefonica Movistar Honda** Honda

🇪🇸 SPA Barcelona, 15/12/72

15

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
SPA '92	118	4	10	2	5	-

Grandson of the founding father of the Bullaco factory, Don 'Paco' Bulto, Sete Gibernau was born into motorcycles. After starting off in trial and motocross, the budding star was spotted by Wayne Rainey in the Ducados Open in 1996 and was drafted into the former World Champion's 250 Yamaha squad before moving into 500 the following year. In 1998 the Spaniard piloted a Honda NSR500 V2 before taking over the V4 vacated by Mick Doohan after three rounds of the 1999 season. Sete recorded 4 podiums that year but failed to live up to expectations in 2000 and was signed by Suzuki at the end of the season. Gibernau picked up his first ever victory on the RGV500 at Valencia that year but endured a frustrating year of development with the four-stroke GSV-R in 2002 and returned to Honda to partner Daijiri Kato for 2003.





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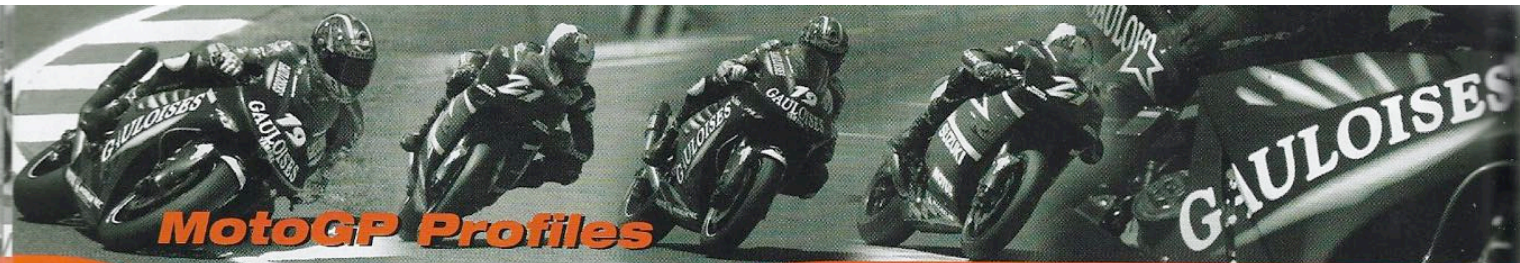
**YAKRAPOVIC**

**AFAM**

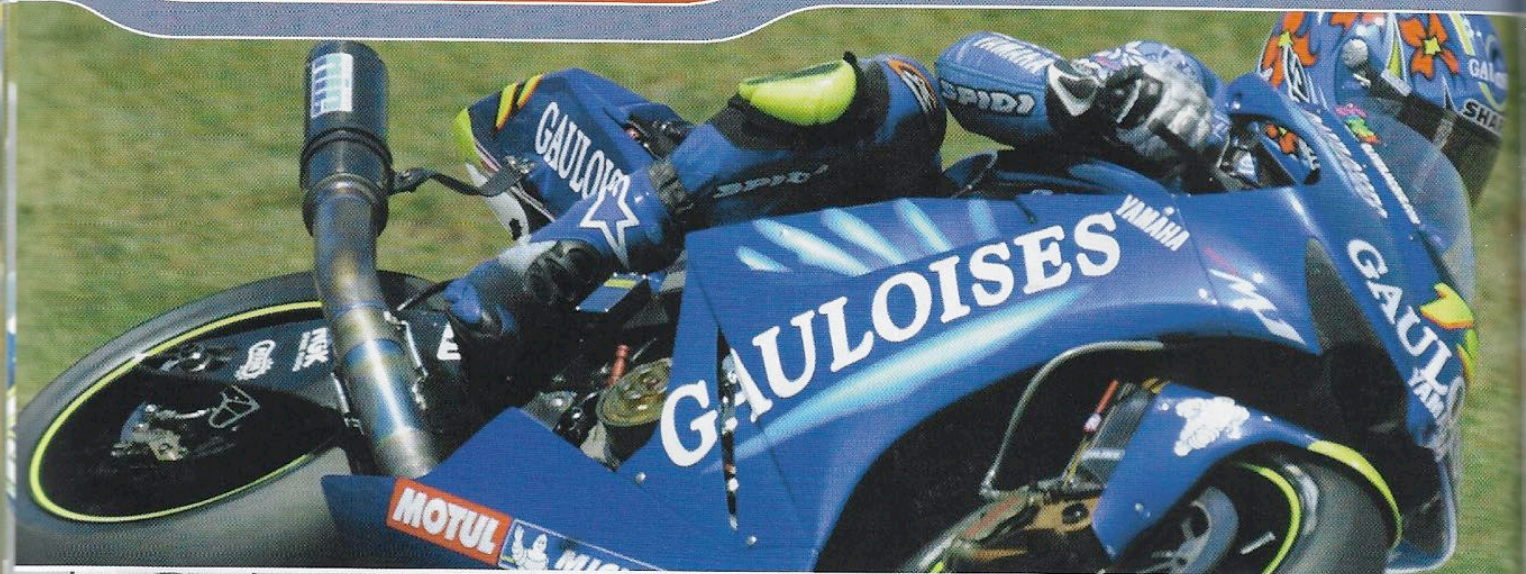
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## MotoGP Profiles

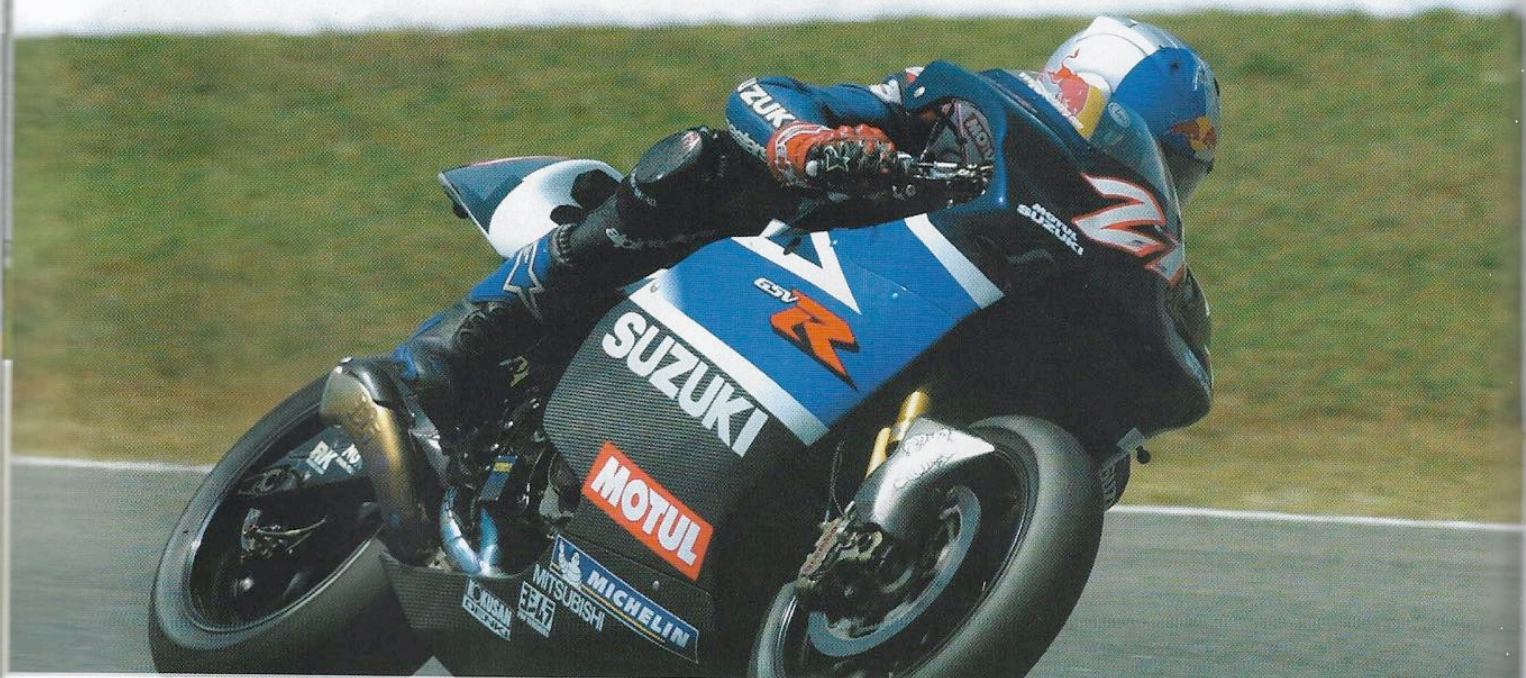


Olivier **Jacques** **Gauloises Yamaha Team** Yamaha

FRA Villers-les-Corbières, 29/08/73

**19**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
AUS '95	116	7	34	17	9	1 ('00-250)



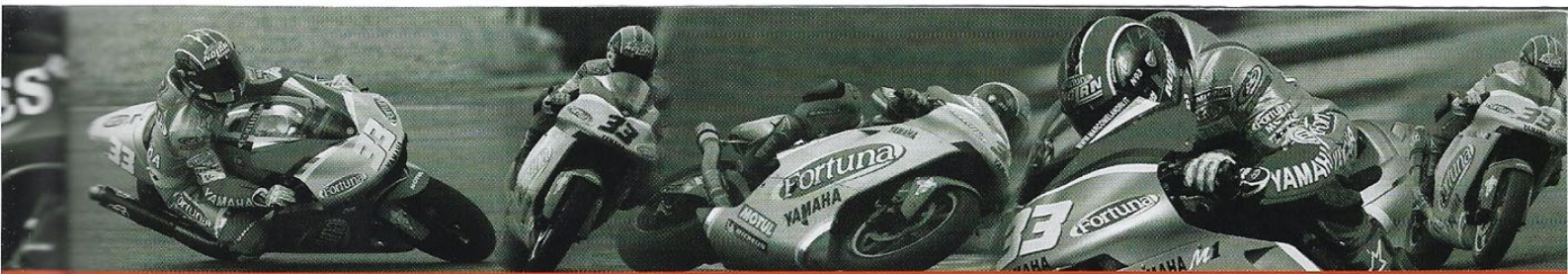
John **Hopkins** **Suzuki Grand Prix Team** Suzuki

USA Ramona, 22/05/83

**21**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '02	22	-	-	-	-	-





Marco **Melandri** **Fortuna Yamaha Team** Yamaha

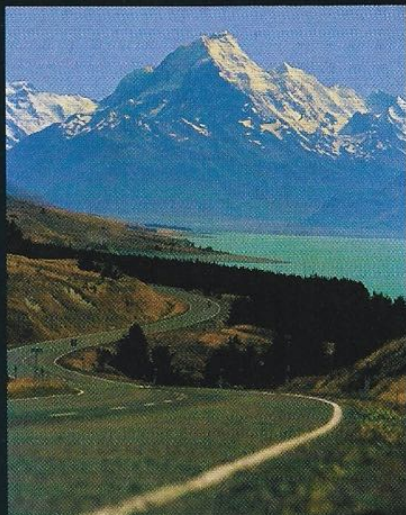
ITA Ravenna, 07/08/82

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
CZE '97	81	17	42	9	13	1 ('02 - 250)

**33**

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## MotoGP Profiles



Chris **Burns** **WCM** Harris WCM

GBR Newcastle, 12/06/80

**35**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
GBR '97	4	-	-	-	-	-



Noriyuki **Haga** **Alice Aprilia Racing** Aprilia

JPN Aichi, 02/03/75

**41**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '98	23	-	1	-	-	-





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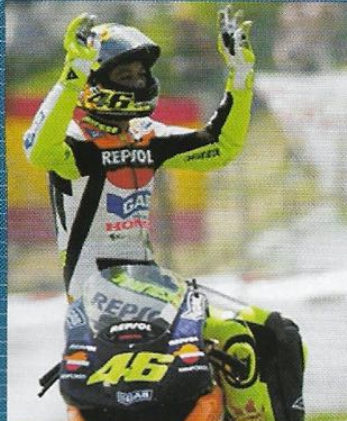
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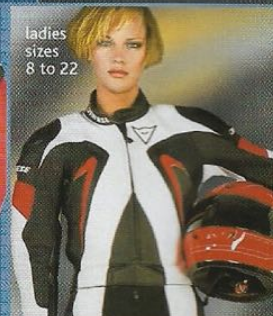
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## MotoGP Profiles



**Colin Edwards** **Alice Aprilia Racing** Aprilia

USA Houston, 27/02/74

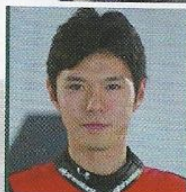
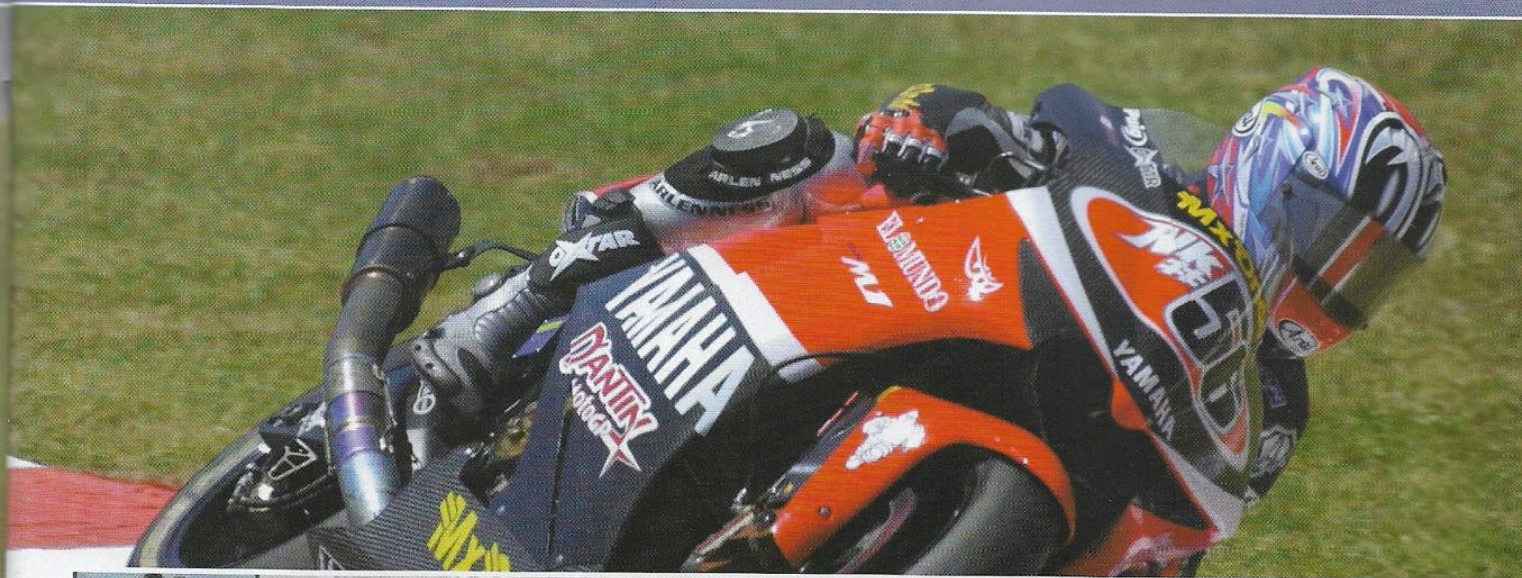
**45**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '03	7	-	-	-	-	-

Like his Aprilia team-mate Nori Haga, Colin Edwards, the 2000 and 2002 World Superbike Champion, graduates from the WSB series to MotoGP for the 2003 season. Edwards will see some familiar faces in the World Championship paddock this year with old Superbike rival Troy Bayliss competing for Ducati and 2002 AMA Champ Nicky Hayden lining up with Valentino Rossi for Honda. Part of the expanding American presence in MotoGP Edwards is a popular character and has been a WSB regular (including two runner-up positions in addition to his title) since his debut season with Yamaha back in 1995. Now at 29 years of age Edwards has the knowledge and sufficient experience to guide the Aprilia towards some overdue success.







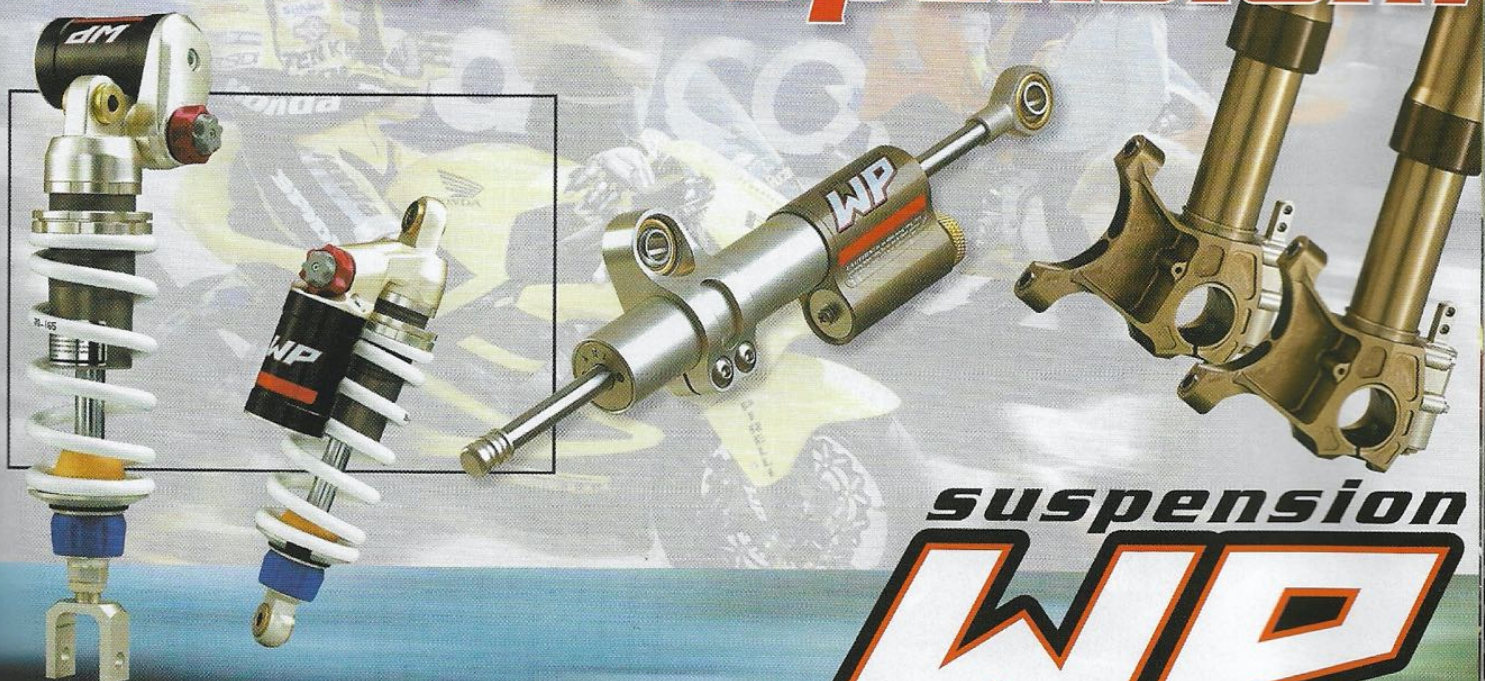
Shinya **Nakano** **D'Antin Yamaha Team** Yamaha

🇯🇵 JPN Chiba, 10/10/77

**56**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '98	72	6	19	5	9	-

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# Marlboro

## MotoGP Profiles



**Loris Capirossi** **Ducati Marlboro Team** *Ducati*

ITA Bologna, 04/04/73

**65**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '90	191	23	78	35	25	3 ('98 - 250 '91, '90 - 125)

Loris Capirossi was 125cc World Champion by the age of 17 and went on to win the title twice more before moving into 250 in '92. The Italian picked up 16 podiums, including 7 wins, and moved up to 500 with Honda in '95, when he was named Rookie Of The Year. Capirossi took his first 500 win on a Yamaha at Eastern Creek in '96 but dropped back to 250 with Aprilia the following year. He was crowned 250cc World Champion in '98 but failed to retain his title in '99 and was signed by Sito Pons to ride a Honda NSR500. Capirossi picked up 15 podiums and 1 race win in three seasons on the two-stroke, before switching to Ducati for 2003 to ride the promising four-stroke Desmosedici.

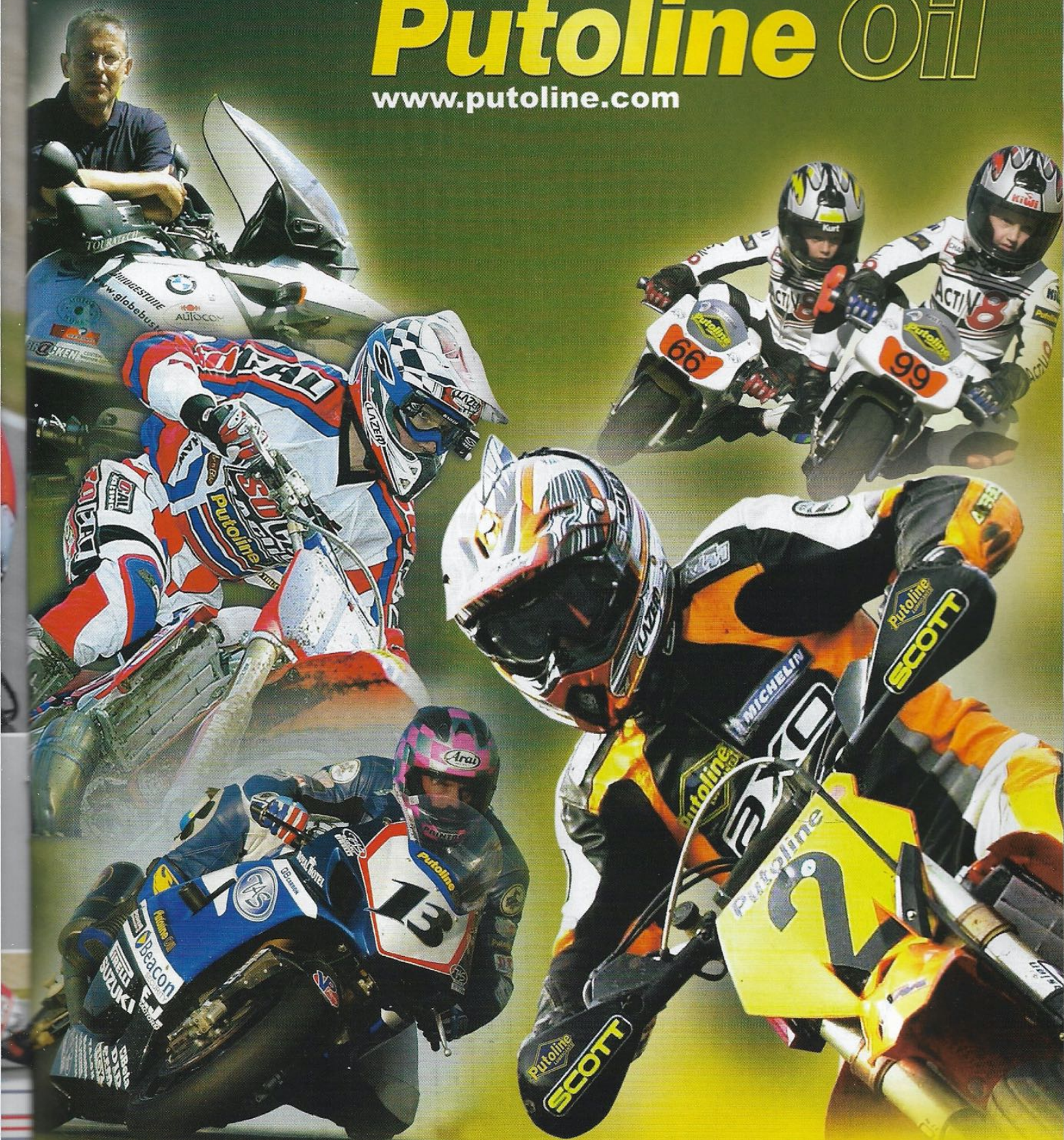




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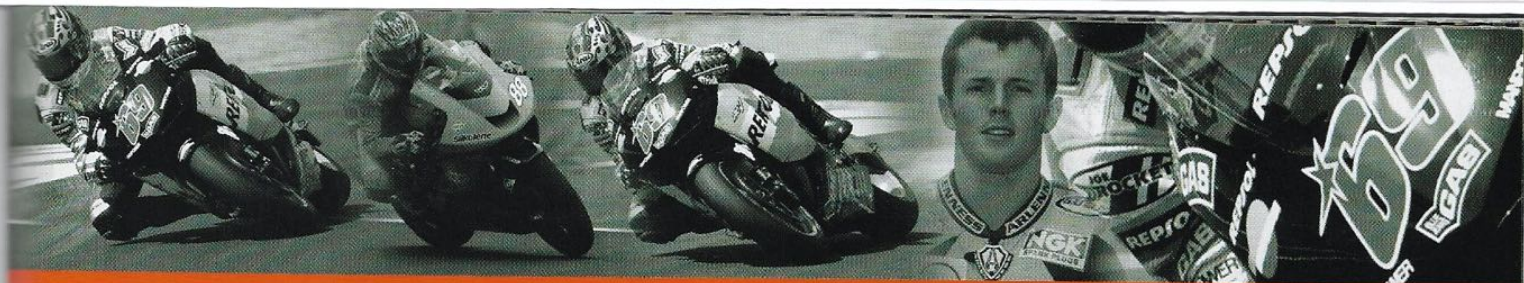
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Nicky **Hayden** **Repsol Honda** Honda

USA Owensboro, 30/07/81

**69**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
JPN '03	7	-	-	-	-	-



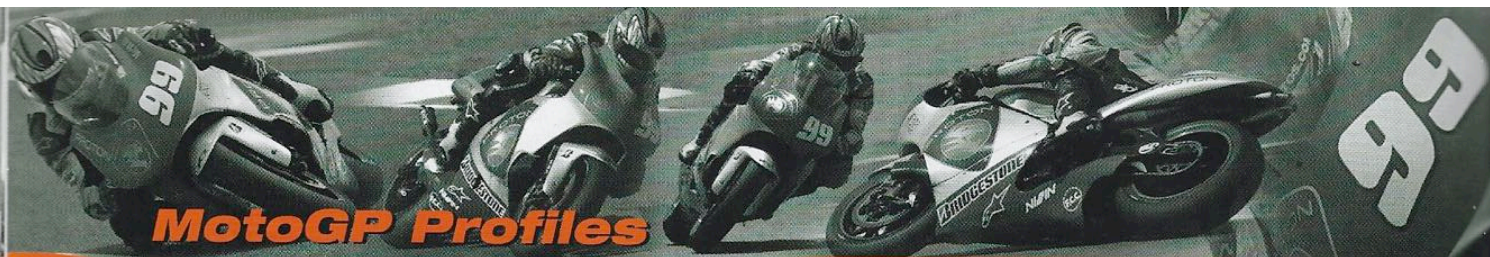
Andrew **Pitt** **Kawasaki Racing Team** Kawasaki

AUS Kempsey, 19/02/76

**88**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
MAL '02	10	-	-	-	-	-





## MotoGP Profiles



### Jeremy **McWilliams** **Proton Team KR** Proton KR

GBR Carmoney, 04/04/64

**99**

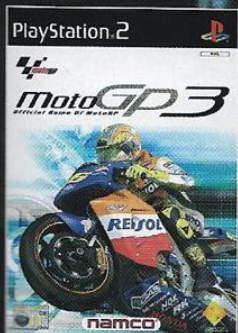
First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World Titles
AUS '93	151	1	6	3		

Jeremy McWilliams came into competitive riding at a relatively late age, beginning racing at 24 and making his Grand Prix debut at 29. After four tough years on a V4 Yamaha, McWilliams decided to try his luck on a Honda RS in 250, where his aggressive style enabled him to compete with the factory riders. In '99 he moved to Aprilia and a year later the Italian factory put him on the 500 V-twin, which he rode to podium finishes in Italy and Great Britain. He returned to the 250 class the following season, when he became the first British rider to win a GP in two decades at the Dutch TT. McWilliams again fought against adversity with the lightweight Proton KR3 in 2002, the highlight being a sensational pole at Phillip Island, and he stays with Kenny Roberts' team in 2003 to ride their new V5 four-stroke.





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Going into the GP expectations were high for a decent result on home turf. Coming into the Esses on the first lap Haslam was punted into the gravel by a flying Kevin Schwantz.

## Carl Fogarty's forays into GP racing?

A crash at McLeans while riding Pier Francesco Chili's garish multi coloured NSR in 1990 ended the hopes of a local win. The then 25 year old was filling in on a temporary basis for the injured Italian and scored an impressive 6th position the GP after in Sweden.

The rider from Blackburn was back again in 1992 and was running as high as 5th steering a privateer Yamaha until falling at Redgate corner on lap midway through the race. He slipped off on the same oil (dropped by John Kocinski) that claimed Kevin Schwantz and famously led to the latter grabbing the oil-flag and indulging in some part-time marshalling.

Foggy fared much better in 1993 when riding the factory Cagiva in another wild-card appearance. This time he actually led the GP at a time when his popularity was creeping into over-drive thanks to World Superbike and his efforts on the factory Ducati. Finally he was deprived of a headline grabbing third position at Goddards on the last lap by Niall Mackenzie because the blood-red machine had run out of fuel.

## Mackenzie's charge through the field?

In 1989 Niall Mackenzie brought a packed Donington Park, sweating under a hot August sun, to their feet as he passed Eddie Lawson, Wayne Rainey and then Kevin Schwantz at Redgate corner (all within three circulations) to lead the 500cc Grand Prix for a lap and a half. Riding the factory Marlboro Yamaha Mackenzie could then not sustain the pace thanks to knackered tyres and dropped back to fourth. For a brief spell the Scotsman gave the British fans one of the most inspired moments in British GP history.

## Haslam's plucky fight back?

In 1988 Ron Haslam enjoyed Honda backing with the futuristic Elf NSR project. The bike may have been a prototype but the engine was the real deal. The local man had already scored six top ten positions that season and finished the 1987 World Championship in fourth place. Going into the GP expectations were high for a decent result on home turf. Coming into the Esses on the first lap Haslam was punted into the gravel by a flying Kevin Schwantz. The marshals pushed the Brit back into action but he was dead last by some distance. Cue a massive cheer that accompanied the black-leathered rider around the track with every circulation as he spent the race working his way up to 14th. It wasn't the desired result but the performance and determination more than made up for it.

## Waldmann's thrilling last lap

Tricky conditions with heavy rain prior to the 2000 250cc GP meant that riders were scratching their chins trying to work out whether full wet tyres would last the distance if the downpour stopped or cut slicks would be worth the gamble. The majority went for 'wets' including British riders Jamie Robinson (who would set the fastest lap of the race) and Jay Vincent. Both were running in the top five on privateer machinery as the rain continued to fall in the early stages. Disaster struck for the Brits as the skies lightened and a dry line began to appear (Robinson crashed and Vincent lost a podium result to take fifth). Wonderful news for Ralf Waldmann, who had defied the wishes of his team and elected for a cut slick. The German was teetering around the circuit in 21st position but could

then start to make ground with little time left in the race. The circuit rapidly dried and riding his Aprilia, Waldmann was gaining some 10-15 seconds a lap on leader Olivier Jacque and managed to make up 15 positions in only 10 laps.

The finale couldn't have been more dramatic with Waldmann belting past Jacque exiting Goddards with barely 100 metres left to win the race.

## Crashes:

Kevin Schwantz on two occasions (who only ever won or crashed at this circuit, recording victories in: 1989, 1990, 1991 and 1994 as well as DNFs in 1988, 1992 and 1993). Firstly being taken out (again at the Esses) by Mick Doohan in 1993, who managed to lock-up his Honda and flip into Alex Barros who then tipped into the Suzuki at the end of the straight. Then secondly, experiencing a momentous 'off' coming out of the Old Hairpin during practice in 1994 but ignoring the pain and winning the race the next day. Valentino Rossi, the huge flip that wrecked the NSR Honda at Craner in 2001, and Tohru Ukawa, who repeated the feat for Honda last year.

Jean Philippe Ruggia scrapping his elbows on the ground down Craner curves as he went on to win the 1993 250cc GP

Rossi's first ever 500cc win back in 2000 and Wayne Gardner's last ever 500cc victory and an emotional press conference announcing his retirement in 1992.



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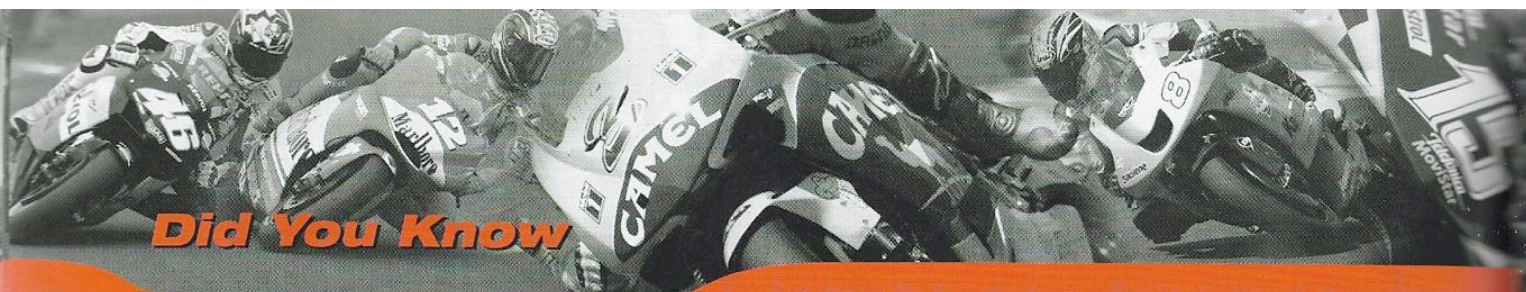
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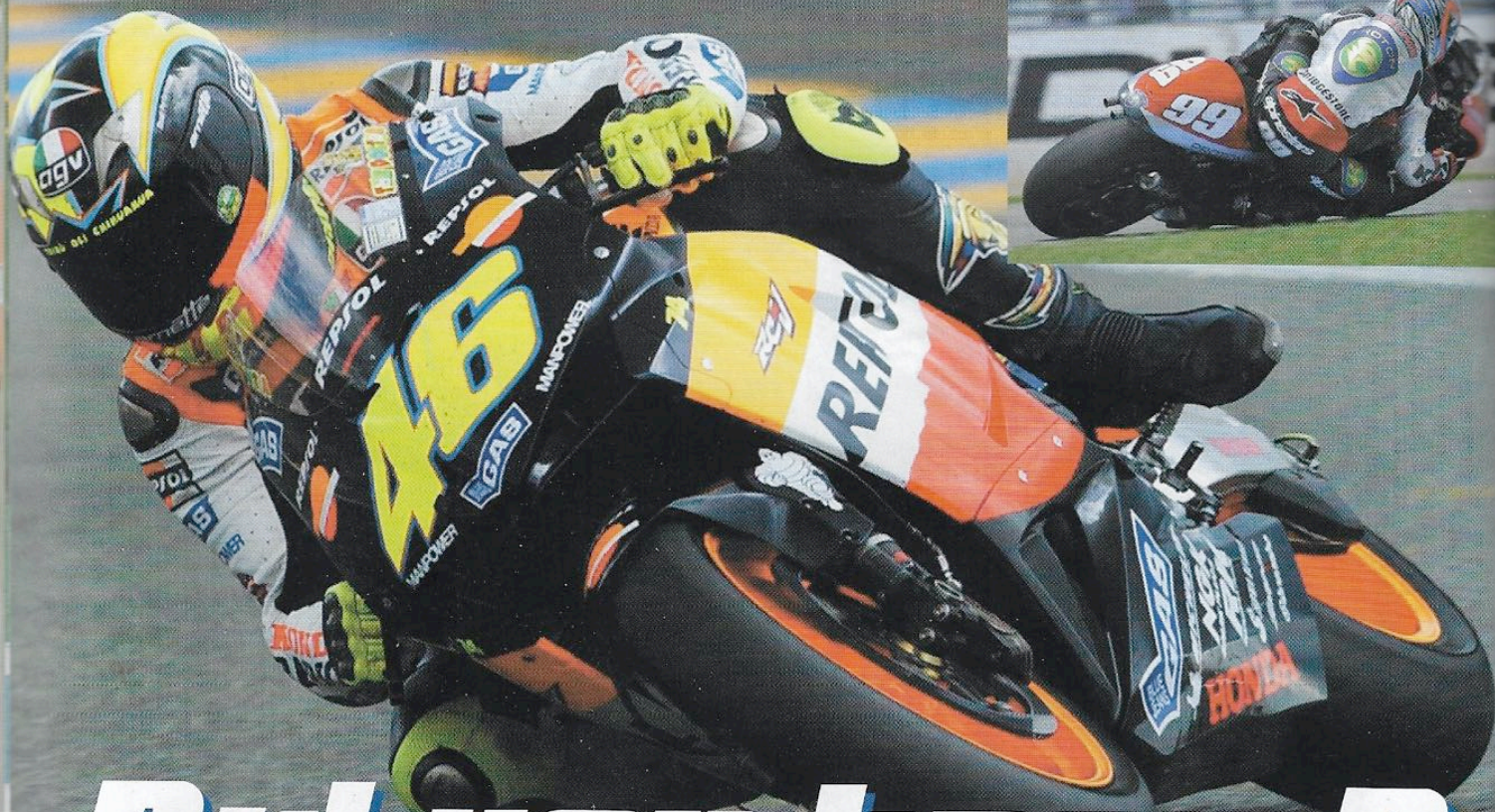
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**Did You Know**



# Did you know?

Valentino Rossi is the only rider to have done the 'quartet' at Donington.

This weekend will see the 27th British Grand Prix and the 17th event to be held at Donington Park since the World Championships shifted from Silverstone after the 1986 race. Up until 1977 the British GP was held on the Isle of Man but as the series modernised and the speeds on the bikes became higher more and more riders were reluctant to traverse the tricky mountain course and the venue was changed. Donington has not been a lucky place for home talent and strangely the last win by a British rider on home turf was by Ian McConnachie (80cc) at the final race hosted by Silverstone in 1986. Since then people such as Carl Fogarty, Niall MacKenzie and Jeremy McWilliams have led a GP race at the East Midlands circuit but nobody has actually won. The only Brit to have achieved a decent measure of success was multi sidcar World Champion Steve Webster, who triumphed in 1987, '88, '89 and 1992.

Since the Grand Prix moved to Donington only 2 British riders have stood on the podium in all classes. The record reads:

**Niall MacKenzie 1993 (500cc)**  
**Jeremy McWilliams 2000 (500cc)**

The most successful British GP for home riders was in 1993. There was five Brits in the top 14 including Niall MacKenzie (3rd) Carl Fogarty (4th), John Reynolds (9th), James Haydon (11th) and Ron Haslam (14th).

Neil Hodgson is hopefully on his way to the World Superbike title (he will be only the second Briton to take the crown) and is arguably Britain's top motorcycle racer at this moment in time. Seeing the 29 year old in MotoGP next year is not beyond the realms of possibility especially with the Ducati team wanting to widen their line-up in the premier class. If Hodgson does return then it will be 8 years since he last competed in MotoGP. His first race of note was back in 1993 when he took tenth place in the 125cc GP. His highest ever finish was at Donington in 1995 with seventh position his final 500cc race was the same year at the Circuit de Catalunya when he scored a

9th position on a privateer Roc Yamaha.

Carlos Checa's crash while leading last year continues a bleak trend for Yamaha. The firm have not won at the circuit since Simon Crerar comprehensively beat Mick Doohan in 1998.

Valentino Rossi is the only rider to have done the 'quartet' at Donington. He won the 125cc GP in 1997, the 250cc race in 1999, the 500cc event in 2000 and a MotoGP trophy in 2001 and 2002. If he is victorious again this weekend then he will have taken four GPs in a row.







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**Review 2002**



"The British GP 2002 once more belonged to 'adopted' Brit Rossi, a rider that has made record-breaking part and parcel of his day job."







# Rossi Strikes Again

Rossi marks a ton with almost 50% win ratio



12 months ago at Donington park Valentino Rossi completed his 100th GP and with his seventh success of that season racked-up his 46th career victory marking a phenomenal ratio of results (including 20 wins from 40 premier class appearances).

Of course the dapper and friendly Italian, who fittingly stuck a '%' sign next to his customary no.46 on the victory lap, went on to add another four winners' trophies to his collection that year as well as another world title; becoming the first ever MotoGP World Champion. Donington was an important race for the factory Honda man, considering his inheritance of London town as his home city, because it also stretched his advantage in the Championship standings to 87 points over team-mate Tohru Ukawa.

The race was a tight affair until leader Carlos Checa slid out of the proceedings at Goddards on lap 17 leaving the 23 year old an empty track and a fairly simple third British GP win in a row.

Rossi's rival Max Biaggi had a lonely time unable to chase down the Honda but keeping a reasonably comfortable distance over Alex Barros. The top three did not change position once during the 30 laps but it was more about a race of concentration because one slip could have altered proceedings dramatically.

Some 17 seconds behind the Brazilian (then riding the two-stroke Honda) was Norick Abe who was a distance in front of Olivier Jacque and then Sete Gibernau. The latter pair provided the action among the front-runners with a close tussle for 5th and eventually crossed the line less than a second apart.

British hopes literally vanished with Jeremy McWilliams' as the Proton three cylinder rider developed an engine problem after six laps and he pulled into the pits.

The 250cc race saw Sebastien Porto looking as if he was capable of an unlikely victory on the Yamaha and in his 100th GP start but his quest ended after only 12 laps, going into Redgate, as the bike coughed and he rolled to a stop on the grass.

World Champion-to-be Marco Melandri had just a little bit more pace with his Aprilia than Fonsi Nieto and passed the chequered flag first by a little less than a second. Nieto's team-mate Toni Elias and Italian rider Franco Battaini completed the Aprilia top four with Roberto Rolfo the first Honda rider home in fifth. The top five were covered by less than 4.5 seconds with Jay Vincent scoring the best British result in all classes on the day with 16th position. As for Melandri, who entered the British GP leading the 250cc Championship for the first time in his career, he scored his fourth race win in a row and would later go on to become one of the youngest riders to lift the 250cc crown.

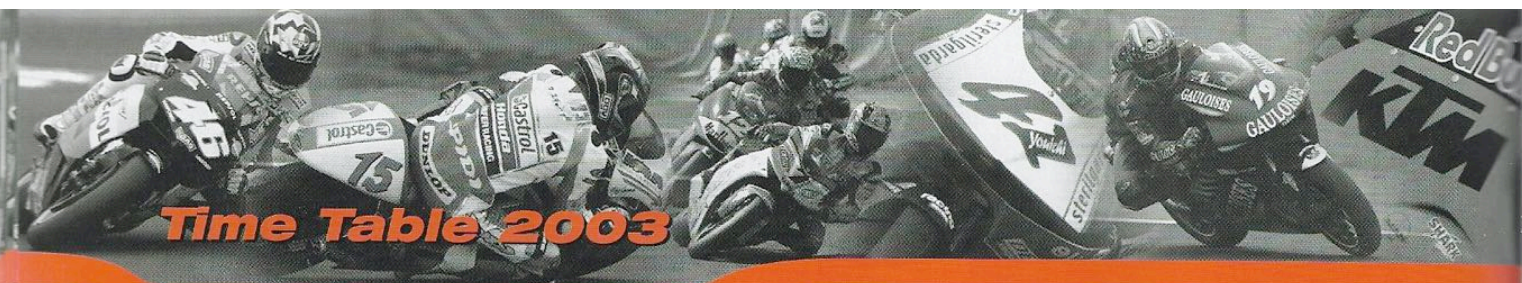
In a day for future World Champions showing their mettle on the Donington curves, Arnaud Vincent won a typically tight 125cc GP from Dani Pedrosa and Manuel Poggiali. The Frenchman went onto claim the title last year and will do very well to repeat his British success this season riding the brand new KTM. Chaz Davies, who has now departed for the 250cc category (likewise Poggiali), matched Jay Vincent's efforts by recording a 16th position finish.

The British GP 2002 once more belonged to 'adopted' Brit Rossi, a rider that has made record-breaking part and parcel of his day job.

Twaal







## Time Table 2003

### Friday 11th July

125cc	09.00 - 09.45
MotoGP	10.00 - 11.00
250cc	11.15 - 12.15

Free Practice  
Free Practice  
Free Practice

125cc	13.15 - 13.45
MotoGP	14.00 - 15.00
250cc	15.15 - 16.00
Yamaha R6 Cup	16.15 - 16.35
World Classic Series	16.50 - 17.20
Yamaha R6 Cup	17.35 - 17.55
World Classic Series	18.10 - 18.40

Qualifying Practice  
Qualifying Practice  
Qualifying Practice  
Timed Practice  
Timed Practice  
Timed Practice  
Timed Practice



### Saturday 12th July

125cc	09.00 - 09.45
MotoGP	10.00 - 11.00
250cc	11.15 - 12.15

Free Practice  
Free Practice  
Free Practice

125cc	13.15 - 13.45
MotoGP	14.00 - 15.00
250cc	15.15 - 16.00

Qualifying Practice  
Qualifying Practice  
Qualifying Practice

Yamaha R6 Cup	17.00
World Classic Series	18.00

Race 10 Laps  
Race 12 Laps



### Sunday 13th July

125cc	09.00 - 09.20
250cc	09.30 - 09.50
MotoGP	10.00 - 10.20

Warm Up  
Warm Up  
Warm Up

125cc	11.15
250cc	12.30
MotoGP	14.00

Race 25 Laps  
Race 27 Laps  
Race 30 Laps

Yamaha R6 Cup	15.30
World Classic Series	16.15

Race 10 Laps  
Race 12 Laps





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## Entry List

# MotoGP

3	MAX BIAGGI
4	ALEX BARROS
6	MAKOTO TAMADA
7	CARLOS CHECA
8	GARRY McCOY
9	NOBUATSU AOKI
10	KENNY ROBERTS
11	TOHRU UKAWA
12	TROY BAYLISS
15	SETE GIBERNAU
19	OLIVIER JACQUE
21	JOHN HOPKINS
23	RYUICHI KIYONARI
33	MARCO MELANDRI
35	CHRIS BURNS
41	NORIYUKI HAGA
45	COLIN EDWARDS
46	VALENTINO ROSSI
52	DAVID DE GEA
56	SHINYA NAKANO
65	LORIS CAPIROSSI
69	NICKY HAYDEN
88	ANDREW PITT
99	JEREMY McWILLIAMS

17 NORICK ABE

ITA	Honda	CAMEL PRAMAC PONS
BRA	Yamaha	GAULOISES YAMAHA TEAM
JPN	Honda	PRAMAC HONDA
SPA	Yamaha	FORTUNA YAMAHA TEAM
AUS	Kawasaki	KAWASAKI RACING TEAM
JPN	Proton KR	PROTON TEAM KR
USA	Suzuki	SUZUKI GRAND PRIX TEAM
JPN	Honda	CAMEL PRAMAC PONS
AUS	Ducati	DUCATI MARLBORO TEAM
SPA	Honda	TELEFONICA MOVISTAR HONDA
FRA	Yamaha	GAULOISES YAMAHA TEAM
USA	Suzuki	SUZUKI GRAND PRIX TEAM
JPN	Honda	TELEFONICA MOVISTAR HONDA
ITA	Yamaha	FORTUNA YAMAHA TEAM
GBR	Harris WCM	WCM
JPN	Aprilia	ALICE APRILIA RACING
USA	Aprilia	ALICE APRILIA RACING
ITA	Honda	REPSOL HONDA
SPA	Harris WCM	WCM
JPN	Yamaha	D'ANTIN YAMAHA TEAM
ITA	Ducati	DUCATI MARLBORO TEAM
USA	Honda	REPSOL HONDA
AUS	Kawasaki	KAWASAKI RACING TEAM
GBR	Proton KR	PROTON TEAM KR

## WildCards

JPN	Yamaha	YAMAHA RACING TEAM
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Lap

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# MotoGP

## Season So Far

1	VALENTINO ROSSI
2	SETE GIBERNAU
3	MAX BIAGGI
4	LORIS CAPIROSSI
5	ALEX BARROS
6	TOHRU UKAWA
7	TROY BAYLISS
8	CARLOS CHECA
9	SHINYA NAKANO
10	OLIVIER JACQUE
11	NICKY HAYDEN
12	MAKOTO TAMADA
13	COLIN EDWARDS
14	NORIYUKI HAGA
15	NORICK ABE
16	JOHN HOPKINS
17	JEREMY McWILLIAMS
18	NOBUATSU AOKI
19	RYUICHI KIYONARI
20	MARCO MELANDRI
21	GARRY McCOY
22	ALEX HOFMANN
23	KENNY ROBERTS
24	ANDREW PITT

1	HONDA
3	DUCATI
2	YAMAHA
4	APRILIA
5	PROTON KR
6	SUZUKI
7	KAWASAKI

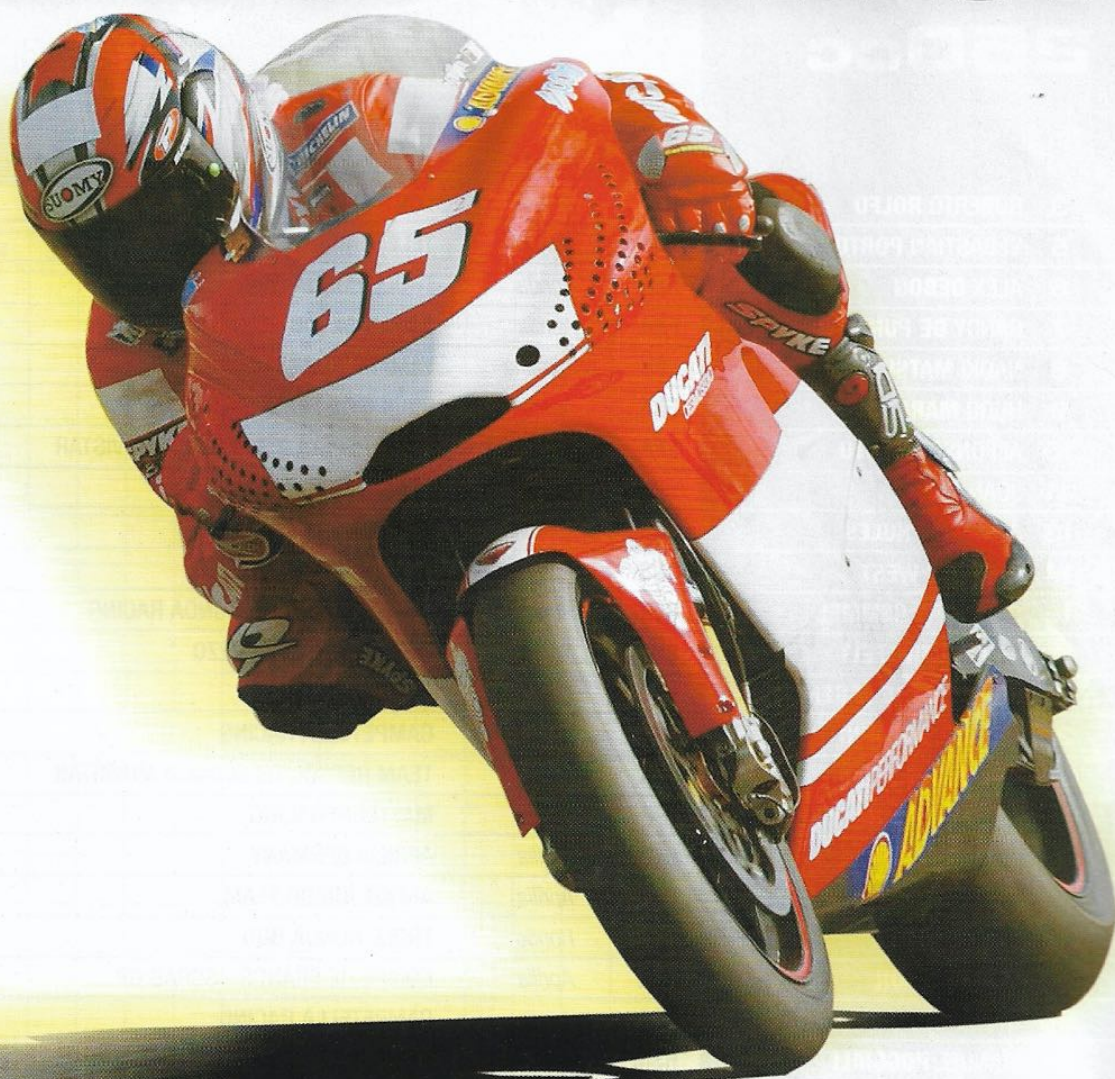
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13	25	-	25	9	16	25	-	-	-	-	-	-	-	-	-	113
20	16	20	11	16	2	20	-	-	-	-	-	-	-	-	-	105
16	-	-	-	20	25	10	-	-	-	-	-	-	-	-	-	71
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## 250cc

3 ROBERTO ROLFO

5 SEBASTIAN PORTO

6 ALEX DEBON

7 RANDY DE PUNIER

8 NAOKI MATSUDO

9 HUGO MARCHAND

10 ALFONSO G NIETO

11 JOAN OLIVÉ

13 JAROSLAV HULES

14 ANTHONY WEST

15 CHRISTIAN GEMMEL

16 JOHAN STIGEFELT

18 HENK VAN DE LAGEMAAT

21 FRANCO BATTAINI

24 TONI ELÍAS

26 ALEX BALDOLINI

28 DIRK HEIDOLF

33 HÉCTOR FAUBEL

34 ERIC BATAILLE

36 ERWAN NIGON

50 SYLVAIN GUINTOLI

54 MANUEL POGGIALI

57 CHAZ DAVIES

96 JAKUB SMRZ

98 KATJA POENSGEN

58 LEE DICKINSON

59 ANDREW SAWFORD

60 PHILLIP DESBOROUGH

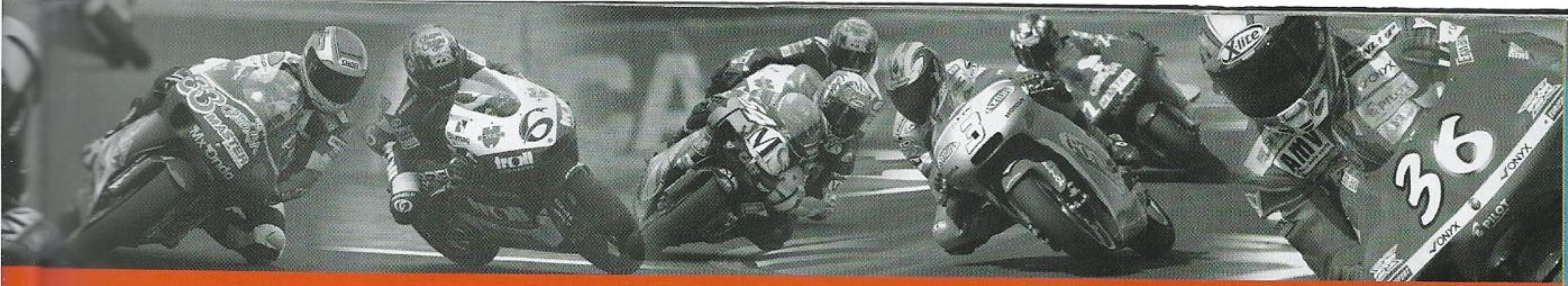
61 FREDRIK WATZ

ITA	Honda	FORTUNA HONDA
ARG	Honda	TELEFONICA MOVISTAR JUNIOR TEAM
SPA	Honda	TROLL HONDA BQR
FRA	Aprilia	SAFILO OXYDO-LCR
JPN	Yamaha	YAMAHA KURZ
FRA	Aprilia	EQUIPE DE FRANCE - SCRAB GP
SPA	Aprilia	TEAM REPSOL TELEFONICA MOVISTAR
SPA	Aprilia	ASPAR JUNIOR TEAM
CZE	Yamaha	YAMAHA KURZ
AUS	Aprilia	TEAM ZOPPINI ABRUZZO
GER	Honda	KIEFER CASTROL - HONDA RACING
SWE	Aprilia	TEAM ZOPPINI ABRUZZO
NED	Honda	MOLENAAR RACING
ITA	Aprilia	CAMPETELLA RACING
SPA	Aprilia	TEAM REPSOL TELEFONICA MOVISTAR
ITA	Aprilia	MATTEONI RACING
GER	Aprilia	APRILIA GERMANY
SPA	Aprilia	ASPAR JUNIOR TEAM
AND	Honda	TROLL HONDA BQR
FRA	Aprilia	EQUIPE DE FRANCE - SCRAB GP
FRA	Aprilia	CAMPETELLA RACING
RSM	Aprilia	MS APRILIA TEAM
GBR	Aprilia	APRILIA GERMANY
CZE	Honda	ELIT GRAND PRIX
GER	Honda	MOLENAAR RACING

### WildCards

GBR	Yamaha	GALEMAIN RACING LTD.
GBR	Honda	ST. NEOTS MOTORCYCLE CO. LTD.
GBR	Yamaha	AV5/RACE TO WIN
SWE	Yamaha	WATZ RACING





Lap

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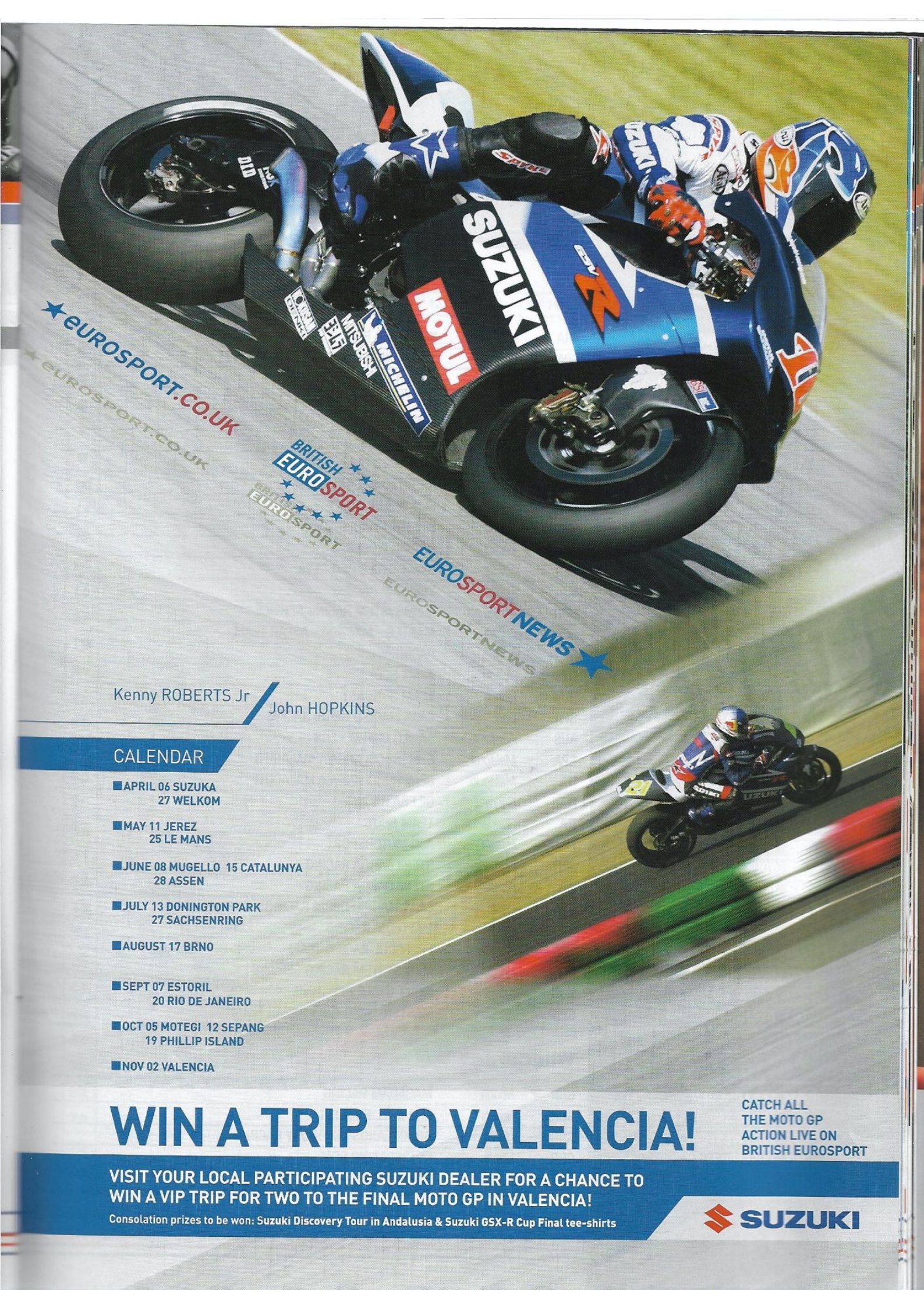


## 250cc

### Season So Far

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1 MANUEL POGGIALI	25	25	13	-	25	-	13	-	-	-	-	-	-	-	-	-	101
2 ROBERTO ROLFO	9	11	20	16	13	7	10	-	-	-	-	-	-	-	-	-	86
3 TONI ELÍAS	-	8	25	25	10	13	3	-	-	-	-	-	-	-	-	-	84
4 RANDY DE PUNIER	-	20	16	20	-	25	-	-	-	-	-	-	-	-	-	-	81
5 ALFONSO G NIETO	10	9	9	13	20	20	-	-	-	-	-	-	-	-	-	-	81
6 ANTHONY WEST	-	10	11	9	7	16	25	-	-	-	-	-	-	-	-	-	78
7 FRANCO BATTAINI	11	16	5	-	16	10	20	-	-	-	-	-	-	-	-	-	78
8 SEBASTIAN PORTO	13	13	10	-	8	9	11	-	-	-	-	-	-	-	-	-	64
9 SYLVAIN GUINTOLI	6	7	-	10	11	8	16	-	-	-	-	-	-	-	-	-	58
10 NAOKI MATSUDO	8	6	8	11	9	11	-	-	-	-	-	-	-	-	-	-	53
11 ALEX DEBON	5	-	7	8	4	5	5	-	-	-	-	-	-	-	-	-	34
12 JOAN OLIVÉ	3	-	6	6	6	6	-	-	-	-	-	-	-	-	-	-	27
13 HIROSHI AOYAMA	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20
14 CHRISTIAN GEMMEL	-	-	2	7	-	1	8	-	-	-	-	-	-	-	-	-	18
15 JOHAN STIGEFELT	2	2	-	4	-	3	6	-	-	-	-	-	-	-	-	-	17
16 YUKI TAKAHASHI	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16
17 ERWAN NIGON	4	-	-	-	-	2	9	-	-	-	-	-	-	-	-	-	15
18 HUGO MARCHAND	-	-	-	2	5	-	7	-	-	-	-	-	-	-	-	-	14
19 ALEX BALDOLINI	-	4	4	3	-	-	2	-	-	-	-	-	-	-	-	-	13
20 HÉCTOR FAUBEL	-	5	-	5	1	-	-	-	-	-	-	-	-	-	-	-	11
21 TEKKYU KAYO	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
22 JAKUB SMRZ	1	-	-	-	2	-	4	-	-	-	-	-	-	-	-	-	7
23 ERIC BATAILLE	-	3	3	1	-	-	-	-	-	-	-	-	-	-	-	-	7
24 KLAUS NÖHLES	-	-	-	-	-	4	1	-	-	-	-	-	-	-	-	-	5
25 CHAZ DAVIES	-	1	-	-	3	-	-	-	-	-	-	-	-	-	-	-	4
26 DIRK HEIDOLF	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
1 APRILIA	25	25	25	25	25	25	25	-	-	-	-	-	-	-	-	-	175
2 HONDA	20	13	20	16	13	9	11	-	-	-	-	-	-	-	-	-	102
3 YAMAHA	8	6	8	11	9	11	-	-	-	-	-	-	-	-	-	-	53
Pos		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Pts		25	20	16	13	11	10	9	8	7	6	5	4	3	2	1	





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Kenny ROBERTS Jr

John HOPKINS

## CALENDAR

- APRIL 06 SUZUKA  
27 WELKOM
- MAY 11 JEREZ  
25 LE MANS
- JUNE 08 MUGELLO 15 CATALUNYA  
28 ASSEN
- JULY 13 DONINGTON PARK  
27 SACHSENRING
- AUGUST 17 BRNO
- SEPT 07 ESTORIL  
20 RIO DE JANEIRO
- OCT 05 MOTEGI 12 SEPANG  
19 PHILLIP ISLAND
- NOV 02 VALENCIA

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 **SUZUKI**





## Entry List

### 125cc

- 1 ARNAUD VINCENT
- 3 DANIEL PEDROSA
- 4 LUCIO CECCHINELLO
- 6 MIRKO GIANSAINTI
- 7 STEFANO PERUGINI
- 8 MASAO AZUMA
- 10 ROBERTO LOCATELLI
- 11 MAX SABBATANI
- 12 THOMAS LÜTHI
- 14 CHRIS MARTIN
- 15 ALEX DE ANGELIS
- 17 STEVE JENKNER
- 19 ALVARO BAUTISTA
- 21 LEON CAMIER
- 22 PABLO NIETO
- 23 GINO BORSOI
- 24 SIMONE CORSI
- 25 IMRE TOTH
- 26 EMILIO ALZAMORA
- 27 CASEY STONER
- 31 JULIAN SIMON
- 32 FABRIZIO LAI
- 33 STEFANO BIANCO
- 34 ANDREA DOVIZIOSO
- 36 MIKA KALLIO
- 41 YUICHI UI
- 42 GIOELE PELLINO
- 48 JORGE LORENZO
- 58 MARCO SIMONCELLI
- 63 MIKE DI MEGLO
- 78 PETER LENART
- 79 GABOR TALMACSI
- 80 HECTOR BARBERÁ

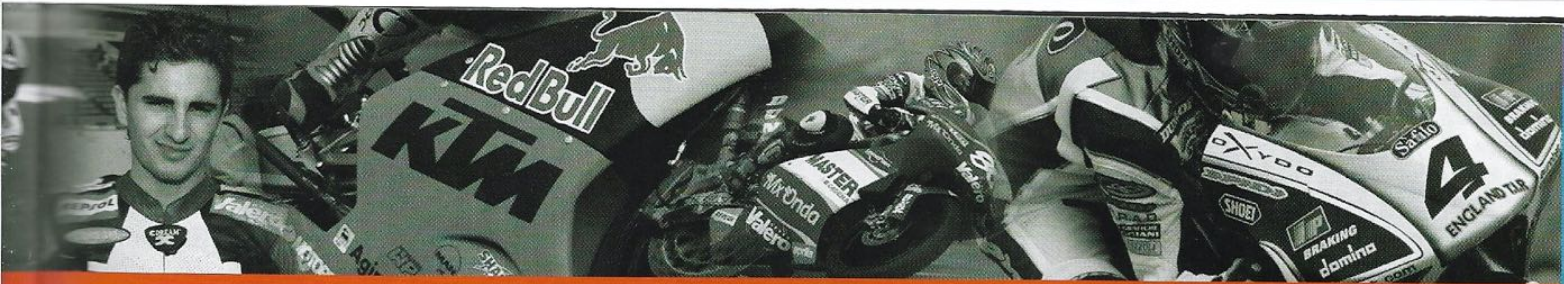
- 49 LEE LONGDEN
- 50 MIDGE SMART
- 51 KRIS WESTON
- 83 CHESTER LUSK
- 84 PAUL VEAZEY

FRA	KTM	KTM - RED BULL
SPA	Honda	TELEFONICA MOVISTAR JUNIOR TEAM
ITA	Aprilia	SAFILO OXYDO - LCR
ITA	Aprilia	MATTEONI RACING
ITA	Aprilia	ABRUZZO RACING TEAM
JPN	Honda	AJO MOTORSPORT
ITA	KTM	KTM - RED BULL
ITA	Aprilia	ABRUZZO RACING TEAM
SUI	Honda	ELIT GRAND PRIX
GBR	Aprilia	SEEDORF RACING
RSM	Aprilia	RACING WORLD
GER	Aprilia	EXALT CYCLE RED DEVIL
SPA	Aprilia	SEEDORF RACING
GBR	Honda	METASYSTEM RACING SERVICE
SPA	Aprilia	MASTER - MXONDA - ASPAR TEAM
ITA	Aprilia	RACING WORLD
ITA	Honda	TEAM SCOT
HUN	Honda	TEAM HUNGARY
SPA	Derbi	CAJA MADRID DERBI RACING
AUS	Aprilia	SAFILO OXYDO - LCR
SPA	Malaguti	SEMPRUCCI ANGAIA MALAGUTI
ITA	Malaguti	SEMPRUCCI ANGAIA MALAGUTI
ITA	Gilera	GILERA RACING
ITA	Honda	TEAM SCOT
FIN	Honda	AJO MOTORSPORT
JPN	Aprilia	STERILGARDA RACING
ITA	Aprilia	STERILGARDA RACING
SPA	Derbi	CAJA MADRID DERBI RACING
ITA	Aprilia	MATTEONI RACING
FRA	Aprilia	FREESOUL RACING TEAM
HUN	Honda	METASYSTEM RACING SERVICE
HUN	Aprilia	EXALT CYCLE RED DEVIL
SPA	Aprilia	MASTER - MXONDA - ASPAR TEAM

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GBR	Honda	RED BULL ROOKIES
GBR	Honda	BROOKLANDS AUTOBODY RACING
GBR	Honda	SP125RACING.COM
GBR	Honda	BANK RACING/GR MOTORSPORT





Lap

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
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# Classification

## 125cc

1	DANIEL PEDROSA
2	STEVE JENKNER
3	LUCIO CECCHINELLO
4	STEFANO PERUGINI
5	ANDREA DOVIZIOSO
6	PABLO NIETO
7	YUICHI UI
8	ALEX DE ANGELIS
9	THOMAS LÜTHI
10	MIRKO GIANSAITI
11	HECTOR BARBERA
12	GINO BORSOI
13	MIKA KALLIO
14	CASEY STONER
15	MASAO AZUMA
16	SIMONE CORSI
17	GABOR TALMACSI
18	GIOELE PELLINO
19	JORGE LORENZO
20	ROBERTO LOCATELLI
21	ARNAUD VINCENT
22	MAX SABBATANI
23	MIKE DI MEGLIO
24	MARCO SIMONCELLI
25	FABRIZIO LAI

1	APRILIA
2	HONDA
3	DERBI
4	KTM
5	MALAGUTI

## Season So Far

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	8	25	13	25	20	25	8	-	-	-	-	-	-	-	-	-	124
2	16	16	20	8	-	13	25	-	-	-	-	-	-	-	-	-	98
3	13	8	25	20	25	-	-	-	-	-	-	-	-	-	-	-	91
4	25	-	11	9	9	11	11	-	-	-	-	-	-	-	-	-	76
5	11	20	7	16	13	-	6	-	-	-	-	-	-	-	-	-	73
6	9	11	-	11	16	-	20	-	-	-	-	-	-	-	-	-	67
7	10	13	8	10	10	-	13	-	-	-	-	-	-	-	-	-	64
8	-	10	16	-	11	16	10	-	-	-	-	-	-	-	-	-	63
9	7	-	4	7	1	20	9	-	-	-	-	-	-	-	-	-	48
10	20	1	6	4	5	4	1	-	-	-	-	-	-	-	-	-	41
11	-	3	9	5	7	-	16	-	-	-	-	-	-	-	-	-	40
12	6	5	3	3	8	8	3	-	-	-	-	-	-	-	-	-	36
13	5	9	-	-	3	9	5	-	-	-	-	-	-	-	-	-	31
14	-	6	10	13	-	-	-	-	-	-	-	-	-	-	-	-	29
15	-	7	5	6	2	-	-	-	-	-	-	-	-	-	-	-	20
16	4	2	-	2	4	1	4	-	-	-	-	-	-	-	-	-	17
17	2	-	-	-	-	7	7	-	-	-	-	-	-	-	-	-	16
18	1	-	-	-	6	5	-	-	-	-	-	-	-	-	-	-	12
19	-	-	1	-	-	10	-	-	-	-	-	-	-	-	-	-	11
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21	-	4	-	-	-	2	-	-	-	-	-	-	-	-	-	-	6
22	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
23	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	3
24	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2
25	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	2

25	16	25	20	25	16	25	-	-	-	-	-	-	-	-	-	-	152
11	25	13	25	20	25	9	-	-	-	-	-	-	-	-	-	-	128
-	-	1	-	-	10	-	-	-	-	-	-	-	-	-	-	-	11
-	4	-	1	-	6	-	-	-	-	-	-	-	-	-	-	-	11
-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2
Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
Pts	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1		





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# VIRGIN MOBILE YAMAHA R6 CUP

Race: 4

Laps: 14

No.	RIDER	HOMETOWN	ENTRANT	Bike	CC
2	KIEL BRYCE	LONDON	RED FINN RACING	Yamaha R6	600
4	ANTHONY CZYZEWSKI	AUCHTERTOOL	RED MIST RACING	Yamaha R6	600
5	ROSS CONNOLLY	BLACKPOOL	ROSSCONNOLLY.COM	Yamaha R6	600
6	ALISTER BAILEY	BARNSTAPLE	TALKING SHOP / GT MOTORCYCLES	Yamaha R6	600
8	TOMMY HILL	LINGFIELD		Yamaha R6	600
10	JASON PAGE	WOKING	WOKING YAMAHA CENTRE LTD	Yamaha R6	600
16	CARL OGDEN	OLLERTON	CARL OGDEN.CO.UK	Yamaha R6	600
20	CHRISTIAN ATTEW	CROMER	CHRISTIAN ATTEW RACING / TINKLERS OF NORWICH	Yamaha R6	600
22	MAL CARTER	HALIFAX	MAL CARTER RACING	Yamaha R6	600
25	JAMES DOHERTY	PETERBOROUGH		Yamaha R6	600
27	CRAIG POLDEN	OXFORD	KINGS TWO WHEEL CENTRE	Yamaha R6	600
28	VICTOR COX	TROWBRIDGE	VICTOR COX RACING	Yamaha R6	600
32	PETER WARD	RUGELEY	CHASE ACCIDENT / ASTRO VAN CENTRE	Yamaha R6	600
35	CAL CRUTCHLOW	COVENTRY	NIGLON / GP MOTORCYCLES RACING	Yamaha R6	600
37	JAMES HILLIER	WINCHESTER	EDDOLLS CARPETS ALRESFORD	Yamaha R6	600
40	MARTIN JESSOPP	YEOVIL	RIDERS OF BRIDGWATER	Yamaha R6	600
41	JAMES EDMEADES	LOUGHBOROUGH	HEIN GERICKE / ARASHI	Yamaha R6	600
44	BENJIE COCKERILL	SALTASH	GT MOTORCYCLES/HIGHFIELD PARK CAR SALES	Yamaha R6	600
46	OLIVER BRIDEWELL	DEVIZES	WAYSIDE RACING	Yamaha R6	600
49	RUSSELL HODGSON	YARM	DOUBLE M/TILLSTON RACING	Yamaha R6	600
56	DANIEL BRAY	EASTLEIGH		Yamaha R6	600
58	MARTIN BUCKLES	KESGRAVE	G.A.H HEATING PRODUCTS LTD	Yamaha R6	600
66	BRIAN MCFEELY	LIMAVADY	BOB MULLAN MOTORS RACING	Yamaha R6	600
69	ROSSI RICHARDS	CHESTERFIELD	PRO SUPERBIKES TRACK DAY RACE HIRE	Yamaha R6	600
74	KIERAN CLARKE	LANGLEY MILL	POOLE MOTORCYCLES	Yamaha R6	600



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## SONIC COMMUNICATIONS TROPHY



No	RIDER	NATIONALITY	Bike
01	JOHN CRONSHAW	BRITISH	Unity BSA
02	ADRIE DE RIDDER	DUTCH	Seeley G50 Mk2
03	JAN RADEMAKER	DUTCH	Ducati Mk 3
04	REINHARD NEUMAIR	GERMAN	Norton Petty Manx
06	SANDRO BAUMANN	SWISS	G50/Seeley Mk3
07	TON GROOT	DUTCH	Seeley Manx
08	ROEL PASOP	DUTCH	Seeley Triumph 500
09	DAVID HUGHES	BRITISH	Norton Manx
10	WILLIAM DE RIDDER	DUTCH	Seeley G50 Mk 2
15	JAN KONING	DUTCH	ABSAF Goldstar
16	MARTIN PETERS	DUTCH	Norton Manx
18	PETER LOCKWOOD	BRITISH	Manx Norton
19	CHARLIE DOBSON	BRITISH	Norton Manx
20	FEDERICO ANTONINI	SWISS	Seeley Mk III
21	BART CRAUWELS	BELGIAN	Matchless G50
22	HERMAN VERBOVEN	BELGIAN	Matchless G50
23	NICK TURNER	BRITISH	Norton Manx
25	GLEN ENGLISH	BRITISH	FWD Molnar Manx
26	PAT MOONEY	AMERICAN	ABSAF Gold Star
27	STEVE TOMES	BRITISH	FWD Molnar Manx
28	LES MORRISON	SCOTTISH	Seeley ABSAF
29	ALLAN OVERSBY	BRITISH	Norton Manx
30	PAUL MORGAN	BRITISH	Molnar Norton
31	PETER TANNER	BRITISH	Seeley G50
33	JAN-FRANK BAKKER	DUTCH	ABSAF Seeley Goldstar
34	JOHN FOY	BRITISH	Seeley G50
35	VAGN JENSON	DANISH	Norton Molnar Manx
36	MARKUS KRENN	AUSTRIAN	Aermacchi Ala D'Oro
37	FERNANDO MENDES	BRITISH	FWD Molnar Manx
38	GEORG SCHARL	AUSTRIAN	Aermacchi Ala d'Oro
39	JAN VOGELZANG	DUTCH	Aermacchi 500 Metisse
40	MICHAEL CARTER	BRITISH	Seeley Mk2 G50
42	CHAS MORTIMER	BRITISH	Matchless G50
43	PETER POLITIEK	DUTCH	Seeley Matchless G50
50	MALCOLM CLARK	BRITISH	Matchless G50
51	ALLAN BREW	BRITISH	Seeley G50
52	VERNON GLASHIER	BRITISH	Tickle Manx T5
53	DEAN MITCHELL	BRITISH	Manx Norton
54	JOHN RAYBOULD	BRITISH	Matchless G50
55	GRAHAME RHODES	BRITISH	Seeley G50
60	ORESTE ZACCARELLI	ITALIAN	MV Agusta
62	SANDRO CAPRARA		Seeley G50
70	COLIN BREEZE	BRITISH	Petty Manx Norton
71	IAN SIMPKIN	BRITISH	
72	ANDREW EITE	BRITISH	Seeley G50
73	PETER WILD	BRITISH	Seeley G50
75	LEE MOORE	BRITISH	
77	PHIL SHARP	BRITISH	Tickle T5





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## **MotoGP Set-up Report • Donington**

**Round 8: July 13**

**Circuit: Donington Park, United Kingdom**

**Track length: 4023 m**

**Opened: 1977**

**Fastest Lap Ever: 1'31.457 (Steve Hislop, 2002)**

**MotoGP lap record: 1' 32.247 (Valentino Rossi, 2002)**

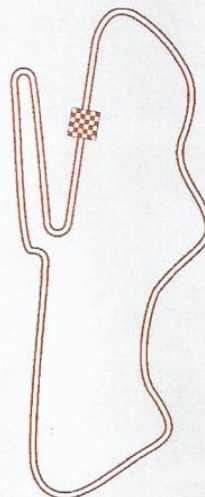
**Last year MotoGP winner: Valentino Rossi**

**GP250 lap record: 1' 34.096 (Daijiro Kato, 2001)**

**Last year GP250 winner: Marco Melandri**

**Circuit tel: +44 1332 814120**

**Circuit web site: <http://www.doningtonpark.co.uk>**



Technically speaking Donington was a circuit born with a reputation for being challenging on both rider and machine, a reputation that only gained further strength with the 1987 extension - carried out to allow Donington to form part of the GP calendar. It's this 'modern' extension that has added to the complexity of the circuit layout, which can be separated into two contrasting components. The first, from the start finish line to the right-hander called Coppice Corner, is a flowing sequence of medium to high-speed corners that drop down Craner Curves into the Old Hairpin before climbing back out on the approach to Coppice. In an extreme contrast the circuit is completed with a sequence of stop-and-go switchbacks and hairpins between Fogarty Esses and Goddard Corner.

This one feature alone makes dialing in a motorcycle chassis difficult, as a fast lap will come down to a compromise in all-round set-up. Add to that the lack of grip, which some say is due to the jet fuel residue left by the nearby East Midlands airport, and the best result will be achieved by the rider who can ride around any chassis compromises.

The main aim is to find a chassis that offers a good pitching balance during braking and acceleration. Too much and you lose stability under brakes in the second half of the lap; not enough and the bike will be difficult to turn through the faster sweeping opening sequence of turns. The catch is that the first half of the circuit lends itself to a fast laptime, while a good setup for the second half - the stop-and-go addition - is where many riders with the right set-up can make an easy pass.

What also needs to be taken into consideration is that the undulating layout of the first part of the circuit pushes the front of the bike a great deal, while the second half is pretty much 'highside' territory. For this reason softer spring rates front and rear will be chosen to balance the bike's geometry, with the fine-tuning left to the spring preload. It will improve drive and front-end feedback, although it will come at the expense of a little braking stability in the hairpins.

As for the YZR-M1's in-line four-cylinder engine, it will be tuned to offer a strong midrange and a progressive and predictable delivery. Top speeds are not a crucial factor to a fast time at this circuit. Instead, the confidence to use that power on a slippery surface infested with changing cambers is the key.



[yamaha-racing.com](http://yamaha-racing.com)







## 250cc Profiles



Roberto **Rolfo** **Fortuna Honda** Honda

ITA Torino, 23/03/80

3

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '96	78	-	13	-	2	-



Sebastian **Porto** **Telefonica Movistar Junior Team** Honda

ARG Rafaela, 12/09/78

5

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ARG '94	115	1	5	1	1	-



Alex **Debon** **Troll Honda BQR** Honda

SPA Vall d'Uixó, 01/03/76

6

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
MAD '98	59	-	-	-	-	-



Randy **de Puniet** **Safilo Oxydo - LCR** Aprilia

FRA Andresy, 14/02/81

7

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
FRA '98	72	1	5	5	2	-



Naoki **Matsudo** **Yamaha Kurz** Yamaha

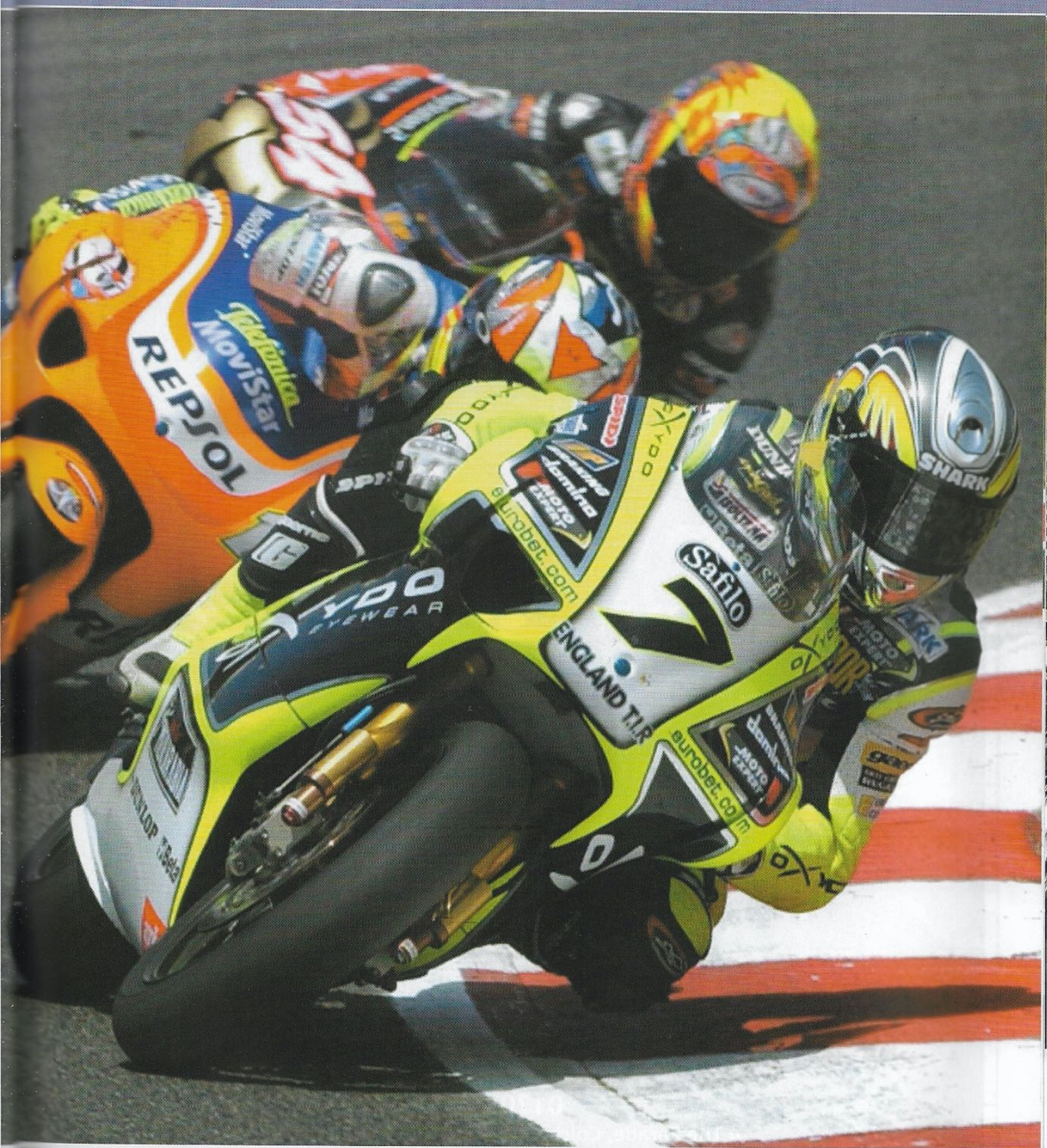
JPN Chiba, 25/07/73

8

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '97	60	-	3	1	1	-











Good Luck to Troy Bayliss, Loris Capirossi  
and the Ducati Racing Team



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Accessories Alarms Brakes Carbon





## Hugo **Marchand** Equipe De France - Scrab GP

FRA Perigny, 22/04/81

Aprilia

**9**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
FRA '00	22	-	-	-	-	-



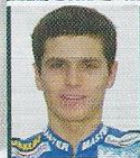
## Alfonso G **Nieto** Team Repsol Telefonica Movistar

SPA Madrid, 02/12/78

Aprilia

**10**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '97	74	4	13	11	6	-



## Joan **Olivé** Aspar Junior Team

SPA Tarragona, 22/11/84

Aprilia

**11**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '01	39	-	1	-	1	-



## Jaroslav **Hules** Yamaha Kurz

CZE Pisek, 02/07/74

Yamaha

**13**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CZE '93	95	-	-	-	1	-



## Anthony **West** Team Zoppini Abruzzo

AUS Maryborough, 17/07/81

Aprilia

**14**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
AUS '98	54	1	2	-	-	-





## 250cc Profiles



**Christian Gemmel** **Kiefer Castrol-Honda Racing** **15**  
 GER Hettendorf, 09/06/80 *Honda*

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GER '01	11	-	-	-	-	-



**Johan Stigefelt** **Team Zoppini Abruzzo** **16**  
 SWE Anderstorp, 17/03/76 *Aprilia*

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
BRA '97	66	-	-	-	-	-



**Henk Van De Lagemaat** **Molenaar Racing** **18**  
 NED Schoonkewoerd, 13/11/68 *Honda*

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
NED '97	10	-	-	-	-	-



**Franco Battaini** **Campetella Racing** **21**  
 ITA Brescia, 22/07/72 *Aprilia*

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '96	97	-	7	4	3	-



**Toni Elías** **Team Repsol Telefonica Movistar** **24**  
 SPA Manresa, 26/03/83 *Aprilia*

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '99	59	5	16	4	2	-





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- Win XP home OEM, Nero burning Rom, Star Office, Power DVD

# £ 949,-





## 250cc Profiles



**Alex Baldolini** **Matteoni Racing** Aprilia

ITA Cesena, 24/01/85

**26**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '02	23	-	-	-	-	-



**Dirk Heidolf** **Aprilia Germany** Aprilia

GER Hohestein, 14/09/76

**28**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GER '97	24	-	-	-	-	-



**Héctor Faubel** **Aspar Junior Team** Aprilia

SPA Liria, 10/08/83

**33**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '00	26	-	-	-	-	-



**Eric Bataille** **Troll Honda BQR** Honda

AND Andorra, 18/04/81

**34**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CAT '00	35	-	-	-	-	-



**Erwan Nigon** **Equipe De France-Scarab GP** Aprilia

FRA Riom, 27/09/83

**36**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
FRA '00	17	-	-	-	-	-





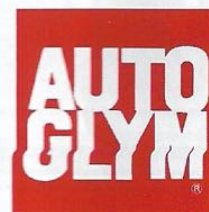
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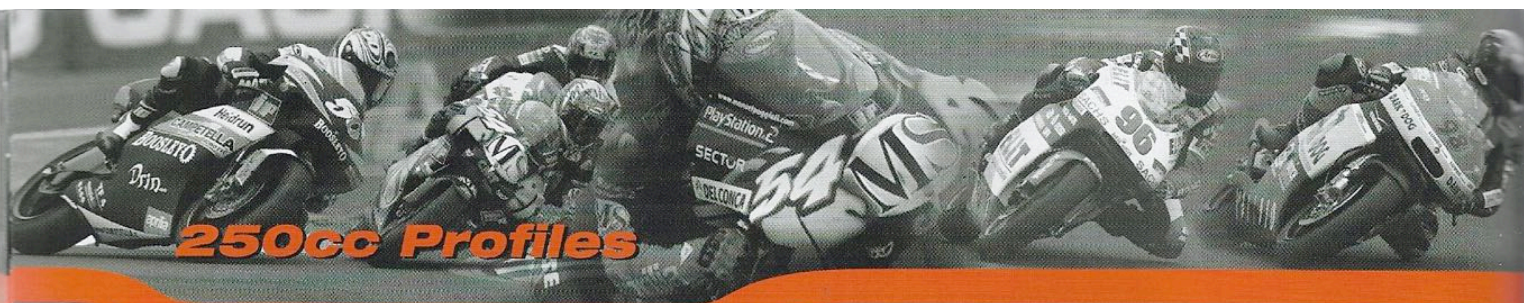


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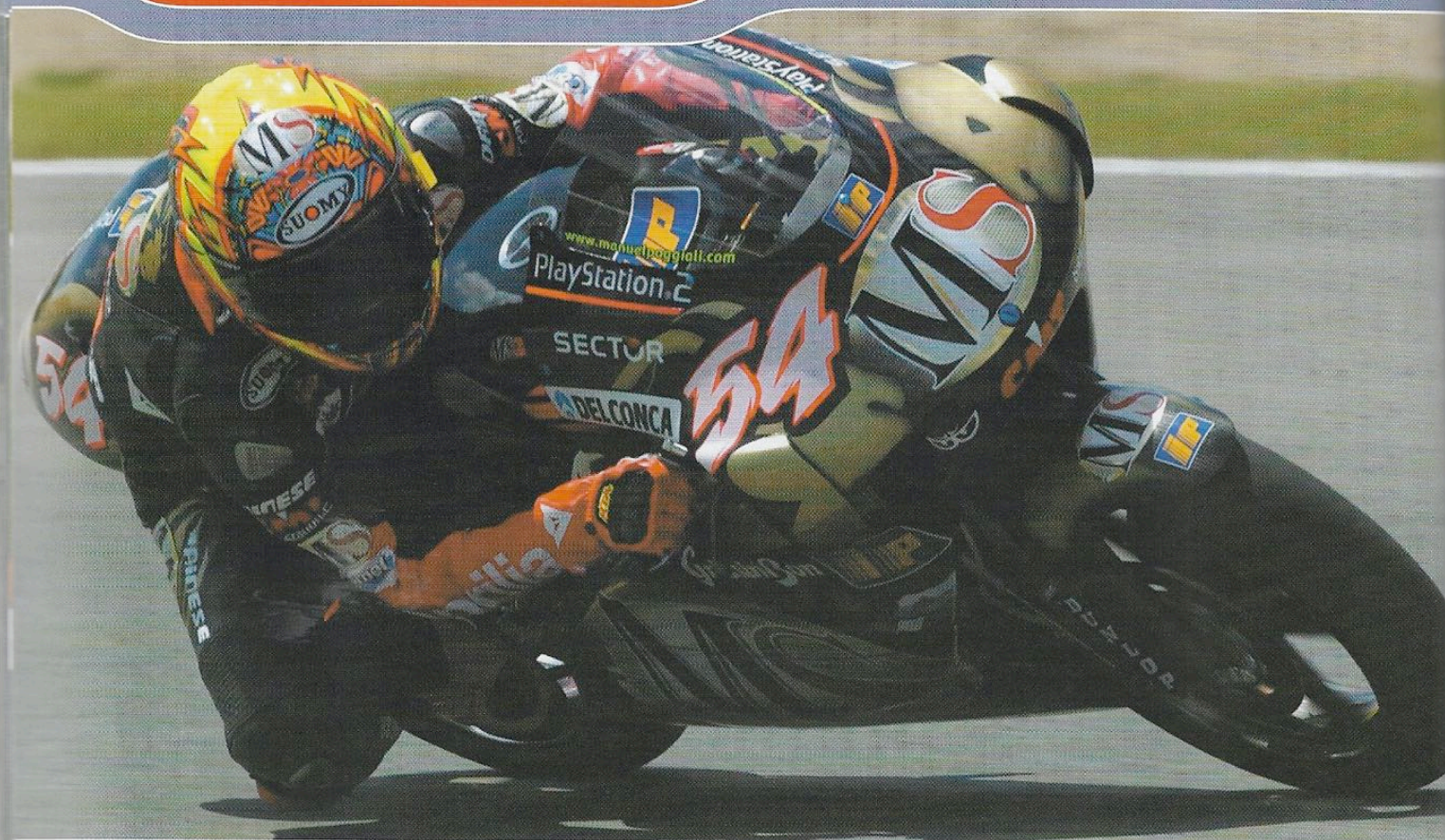
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## 250cc Profiles



**Sylvain Guintoli** **Campetella Racing** Aprilia

FRA Montellimar, 24/06/82

**50**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '01	25	-	1	-	-	-



**Manuel Poggiali** **MS Aprilia Team** Aprilia

RSM San Marino, 14/02/83

**54**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
IMO '98	67	10	25	10	5	1 ('01 - 125)



**Chaz Davies** **Aprilia Germany** Aprilia

GBR Knighton, 10/02/87

**51**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '02	22	-	-	-	-	-



**Jakub Smrz** **Elit Grand Prix** Honda

CZE Jilovice, 07/04/83

**96**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CZE '98	39	-	-	-	-	-



**Katja Poensgen** **Molenaar Racing** Honda

GER Mindelheim, 26/09/76

**98**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '01	18	-	-	-	-	-





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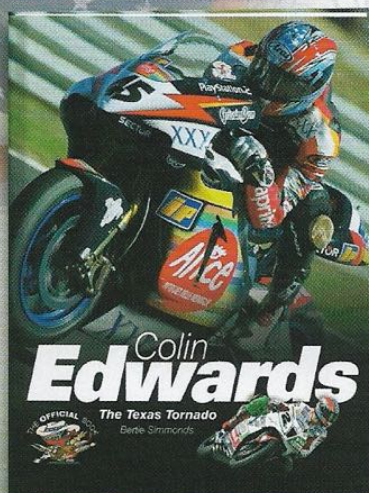
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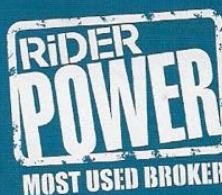
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## 125cc Profiles



Arnaud **Vincent** **KTM-Red Bull** KTM

FRA Nancy, 30/11/74

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
FRA '96	86	7	19	4	1	1 ('02 - 125)

1



Daniel **Pedrosa** **Telefonica Movistar Team** Honda

SPA Sabadell, 29/09/85

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '02	39	7	16	7	5	-

3



Lucio **Cecchinello** **Safilo Oxydo - LCR** Aprilia

ITA Venezia, 21/10/69

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
AUS '93	139	7	19	4	8	-

4



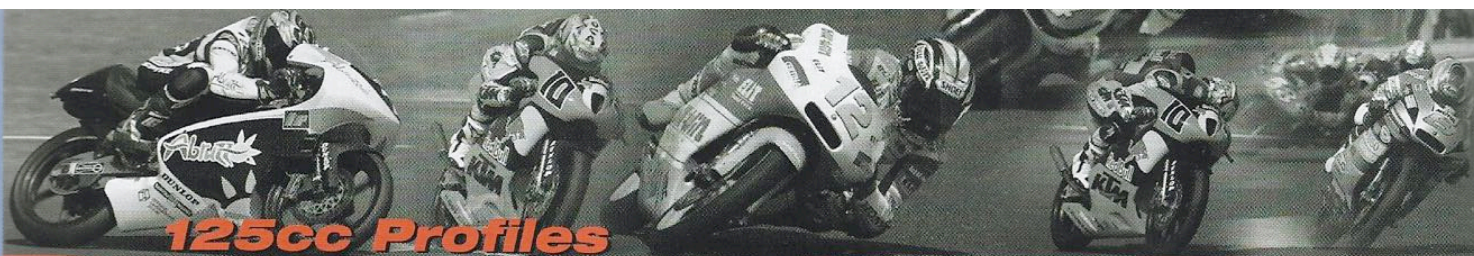
Mirko **Giansanti** **Matteoni Racing** Aprilia

ITA Termini, 14/09/76

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '96	99	-	11	-	3	-

6





**Stefano Perugini** **Abruzzo Racing Team** *Aprilia*

ITA Viterbo, 10/09/74

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '93	126	3	15	2	7	-

**7**



**Masao Azuma** **AJO Motorsport** *Honda*

JPN Osaka

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '96	101	10	19	2	12	-

**8**



**Roberto Locatelli** **KTM-Red Bull** *KTM*

ITA Bergamo, 05/07/74

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '94	122	7	16	16	8	1 ('00 - 125)

**10**



**Max Sabbatani** **Abruzzo Racing Team** *Aprilia*

ITA Forlì, 04/08/75

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
IMO '98	67	-	-	1	2	-

**11**



**Thomas Luthi** **Elit Grand Prix** *Honda*

SWI Oberdiessbach, 06/09/86

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GER '02	14	-	1	-	-	-

**12**



**Chris Martin** **Seedorf Racing** *Aprilia*

GBR York, 26/02/84

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GBR '01	8	-	-	-	-	-

**H**










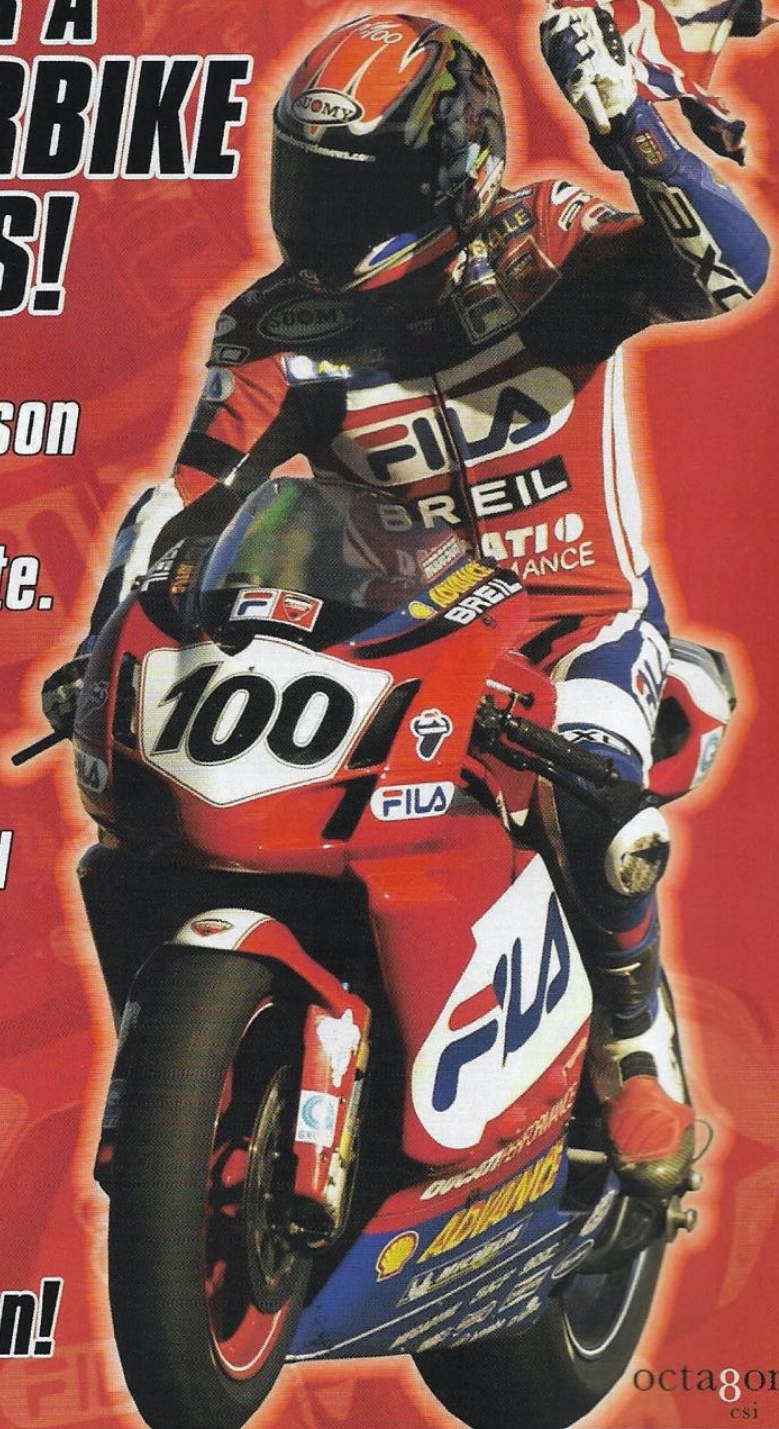
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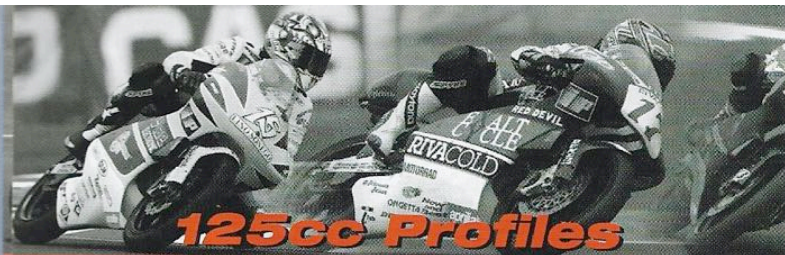
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**Alex de Angelis** **Racing World** *Aprilia*

ITA Rimini, 26/02/84

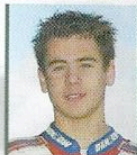
First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
IMO '99	56	-	3	1	-	-



**Steve Jenkner** **Exhalt Cycle Red Devil** *Aprilia*

GER Lichtenstein, 31/05/76

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GER '96	98	1	11	-	3	-



**Alvaro Bautista** **Seedorf Racing** *Aprilia*

SPA Avera de la Reina, 21/11/84

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '02	10	-	-	-	-	-



**Leon Camier** **Metasystem Racing Service** *Honda*

GBR Ashford, 04/08/86

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CAT '02	10	-	-	-	-	-



**Pablo Nieto** **Master - MX Onda - Aspar Team** *Aprilia*

SPA Madrid

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CAT '98	71	-	5	3	1	-



**Gino Borsoi** **Racing World** *Aprilia*

ITA Motto di Livenza, 11/03/74

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '96	101	-	3	1	2	-





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## 125cc Profiles



**Simone Corsi** Team Scot Honda

ITA Roma, 24/04/87

**24**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '02	8	-	-	-	-	-



**Imre Toth** Team Hungary Honda

HUN Budapest

**25**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '02	23	-	-	-	-	-



**Emilio Alzamora** Caja Madrid Derbi Racing

SPA Lleida, 22/05/73

Derbi

**26**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
MAL '94	135	4	30	1	5	1 ('99 - 125)



**Casey Stoner** Safilo Oxydo - LCR Aprilia

AUS Kurri-Kurri, 16/10/85

**27**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GBR '01	24	-	-	1	1	-



**Julián Simón** Semprucci Angaia Malaguti Malaguti

SPA Villacañas, 03/04/87

**31**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '02	11	-	-	-	-	-



**Fabrizio Lai** Semprucci Angaia Malaguti Malaguti

ITA Rho, 14/12/78

**32**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
VAL '01	10	-	-	-	-	-







Stefano **Bianco** **Gilera Racing** *Gilera*

ITA Chivasso, 27/10/85

**33**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
AUS '00	20	-	-	-	1	-

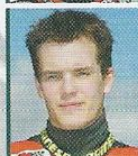


Andrea **Dovizioso** **Team Scot** *Honda*

ITA Forlì, 23/03/86

**34**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '01	23	-	3	1	-	-



Mika **Kallio** **AJO Motorsport** *Honda*

FIN Valkeakoski, 08/11/82

**36**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
GER '01	25	-	-	-	-	-



Youichi **Ui** **Sterilgarda Racing** *Aprilia*

JPN Chiba, 27/11/72

**41**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '95	111	11	22	18	9	-



Gioele **Pellino** **Sterilgarda Racing** *Aprilia*

ITA Foligno, 13/08/83

**42**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
ITA '02	9	-	-	-	-	-



Jorge **Lorenzo** **Caja Madrid Derbi Racing** *Derbi*

SPA Palma de Mallorca, 04/05/87

**48**

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '02	21	-	-	-	-	-



## Riders for Health

'Riders' began in the Grand Prix motorcycle racing paddock in the mid-eighties, when a number of people began working with Randy Mamola to raise money for Save the Children Fund.

Riders for Health's Patron, Her Royal Highness the Princess Royal, recently described Riders for Health as 'one of the most effective charities working in Africa today'. She added that everyone in motorcycle racing could be very proud of having given birth to such an organisation, which, as she pointed out, has made an amazing impact in a very short space of time.

'Riders' began in the Grand Prix motorcycle racing paddock in the mid-eighties, when a number of people began working with Randy Mamola to raise money for Save the Children Fund. Before long it became clear that SCF, like almost every other development organisation working in Africa, had a terrible problem keeping mechanical transport on the road.

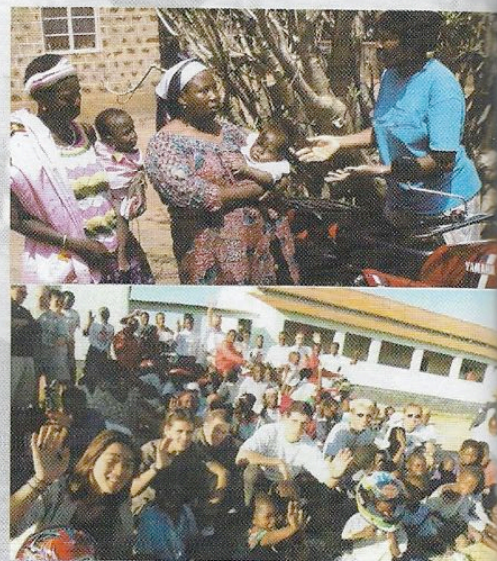
The paddock addressed the problem and, led by Andrea and Barry Coleman and urged on by Mamola and Kenny Roberts,

'Riders for Health' was born. Within a few years 'Riders' had developed enduring systems for ensuring that motorcycles sent to help health workers deliver their services kept on reaching their target villages. The motorcycle – tough, versatile and cost-efficient – was the perfect weapon to attack preventable diseases.

Now 'Riders for Health' has key programmes all over Africa, plus a purpose-built training school in Zimbabwe. Because of 'Riders', health care is being delivered in places where once it was just a dream, and thousands of lives are being saved every year.

If you would like any more information about MotoGP's official charity, please visit [www.riders.org](http://www.riders.org) or email [info@riders.org](mailto:info@riders.org).

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**Simoncelli**
**Matteoni Racing**
*Aprilia*


ITA Cattoliba, 20/01/87

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
SPA '02	13	-	-	-	-	-

58



Mike
**di Meglio**
**Freesoul Racing Team**
*Aprilia*


FRA Toulouse, 17/02/88

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CZE '02	7	-	-	-	-	-

63



Peter
**Lenart**
**Metasystem Racing Service**
*Honda*


HUN Debrecen, 12/12/84

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '03	7	-	-	-	-	-

78



Gabor
**Talmacsi**
**Exalt Cycle Red Devil**
*Aprilia*


HUN Budapest, 28/05/81

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
CZE '00	39	-	-	-	-	-

79



Héctor
**Barberá**
**Master - MX Onda - Aspar Team**
*Aprilia*


SPA Dos Aguas, 02/11/86

First GP	Starts	Victories	Podiums	Pole Positions	Fast Lap	World titles
JPN '02	22	-	1	-	1	-

80



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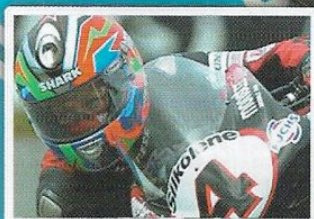
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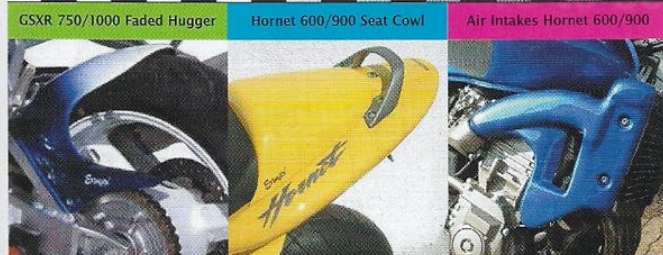


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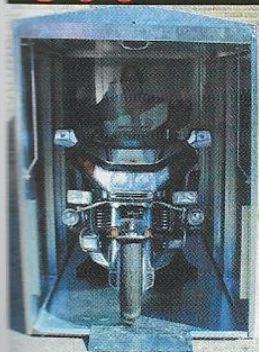
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# Calendar 2003



## SKYY Vodka Grand Prix of Japan

Suzuka 04/05/06 April



## Arnette Africa's Grand Prix

Welkom 25/26/27 April



## Gran Premio Marlboro España

Jerez 09/10/11 May



## Grand Prix de France

Le Mans 23/24/25 May



## Gran Premio Cinzano D'Italia

Mugello 06/07/08 June



## Gran Premi Marlboro de Catalunya

Catalunya 13/14/15 June



## Gauloises Dutch TT

Assen 26/27/28 June



## Cinzano British Grand Prix

Donington Park 11/12/13 July



## Cinzano Motorrad Grand Prix Deutschland

Sachsenring 25/26/27 July



## Gauloises Grand Prix Czech Republic

Brno 15/16/17 August



## Grande Premio Marlboro de Portugal

Estoril 05/06/07 September



## Cinzano Rio Grand Prix

Jacarepagua 18/19/20 September



## Gauloises Pacific Grand Prix of Motegi

Twin Ring Motegi 03/04/05 October



## Malaysian Motorcycle Grand Prix

Sepang 10/11/12 October



## SKKY Vodka Australian Grand Prix

Phillip Island 17/18/19 October



## Gran Premio Marlboro de la Comunitat Valenciana

Valencia 31 October 01/02 November





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