



# DONINGTON

THE HEART OF BRITISH MOTOR SPORT

Supported by

**DAILY**  
**Mirror**



# INTERNATIONAL SUPERBIKE MEETING

## SAT/SUN APRIL 12/13

Organised by Pathfinders & Derby Motor Club

Official Programme £1  
For conditions of admission see inside





# White heat.

Two high performance two strokes from Yamaha, the RD250 and the RD400.

Race-developed motorcycle engineering at its best. Technological advancements and skilled riders put Yamaha first past the chequered flag time and time again. That's the sort of performance that is channelled into motorcycles that you the rider can utilise away from the world's grand prix circuits and on the open road. 'Torque Induction' power that means electrifying response at the twist of a throttle, and superb braking and handling for safe control.



world champions on road and track.

## INTERNATIONAL MOTOR-CYCLE SUPERBIKE ROAD RACE MEETING SATURDAY 12th/SUNDAY 13th APRIL 1980

Organised by The Pathfinders & Derby Motor Club Ltd. Affiliated to the Auto Cycle Union through the East Midland Centre. Held under the Sporting Code of the Federation Internationale Motocycliste, the General Competition Rules of the Auto Cycle Union and the Supplementary Regulations and Final Instruction issued by the Club.  
Permit No. ACU 007.

Permanent Course Licence No. 16

### TIMETABLE

#### SATURDAY, APRIL 12th

##### PRACTICE

350 cc Heat 1 (untimed)	09.30 — 09.45
350 cc Heat 2 (untimed)	09.50 — 10.05
World of Sport Superbike (untimed)	10.10 — 10.25
350 cc Heat 1 (timed)	10.30 — 10.50
350 cc Heat 2 (timed)	10.55 — 11.15
World of Sport Superbike (timed)	11.20 — 11.40
Sidecars Heat 1 (untimed)	11.45 — 12.00
Sidecars Heat 2 (untimed)	12.05 — 12.20
500 cc (untimed)	13.45 — 14.00

##### RACES

Race 1	International 350 cc Heat 1	6 laps, 11.74 miles	14.05
Race 2	International 350 cc Heat 2	6 laps, 11.74 miles	14.25
Race 3	World of Sport Superbike Challenge	18 laps, 35.23 miles	15.15

##### PRACTICE

250 cc (untimed)	15.50 — 16.05
TT Formula 1 (untimed)	16.10 — 16.25
Sidecar Heat 1 (timed)	16.30 — 16.50
Sidecar Heat 2 (timed)	16.55 — 17.15

#### SUNDAY, APRIL 13th

##### PRACTICE

500 cc (timed)	09.30 — 09.50
TT Formula 1 (timed)	09.55 — 10.15
250 cc (timed)	10.20 — 10.40
Motor Cycle News/Duckhams Superbike (timed)	10.45 — 11.05
Sidecars, not qualified (untimed)	11.10 — 11.25
Solos, not qualified (untimed)	11.30 — 11.45
Classic Bike Parade and Hesketh Demonstration	11.50 — 12.15

##### RACES (starting at 12.30 pm)

Race 4	Daily Mirror Trophy International 250 cc Race	12 laps, 23.49 miles
Race 5	Motor Cycle News/Duckhams Superbike Championship, First Leg	18 laps, 35.23 miles
Race 6	Motor Cycle Weekly/Forward Trust Sidecar Championship, Heat 1	6 laps, 11.74 miles

Display by Red Arrows Approx 14.05

Race 7	Shell Super Oil 500 cc Championship	15 laps, 29.36 miles
Race 8	Motor Cycle Weekly/Forward Trust Sidecar Championship, Heat 2	6 laps, 11.74 miles
Race 9	Motor Cycle News/Duckhams Superbike Championship, Second Leg	18 laps, 35.23 miles
Race 10	Motor Cycle Weekly/Forward Trust Sidecar Championship, Final	12 laps, 23.49 miles
Race 11	International TT Formula 1 Race for Donington Park Trophy	20 laps, 39.15 miles
Race 12	International 350 cc Race, Final for Donington Park Trophy	15 laps, 29.36 miles

#### DONINGTON AWARDS

Donington Park Racing Ltd present to the winner of each race: Winner's garland, hat, rosette, pennant and tankard.

Donington Park Racing Ltd present Trophies to the winners of the 350 cc Final and TT F1 race.

Donington Park Racing Ltd present an award to Kork Ballington to commemorate his 1979 250 cc and 350 cc World Championship titles (a similar award was made in September 1978 to acknowledge his 1978 titles).

Moet & Chandon kindly supply the champagne for the winners.



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Insert: Racecard

This programme is edited by Robert Fearnall, published by Donington Park Racing Ltd and printed in England by Taylor-Bloxham Limited, Tyrrell Street, Leicester LE3 5SB.

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## Officials of the Meeting

### STEWARDS: (International Jury)

Appointed by the ACU  
V. Cooper, Esq (President)  
Appointed by the  
East Midland Centre, ACU  
D. Ryder, Esq  
Appointed by the Club  
Messrs A. Towle, MSc and R. Turner Morris

### TIMEKEEPERS:

R. C. Allcock  
D. Barker  
R. Corfe  
A. F. Faulkner  
J. Gilbert  
Mrs I. B. Gladders  
R. Summerfield  
J. Ward

### RACE RECORDER:

Miss L. Shepherd

### COMMENTATORS:

F. Clarke  
E. Dow

### Scrutineers:

A. G. Briggs  
J. Painter  
K. Riley

### PRESS OFFICERS:

G. Herrington  
D. Fern

### COMPETITORS' STEWARDS:

Mrs J. Salt  
W. Salt

### SAFETY OFFICER:

A. Beardmore

### PADOCK ANNOUNCERS:

D. Collins

### CHIEF MARSHAL:

T. J. Pratley

### MARSHALS:

Members of East Midland Centre Clubs

### NOISE METER OPERATORS:

G. Ablott,  
V. Odell

### TRAVELLING MARSHALS:

D. Heath  
J. Styles

### STARTERS:

J. Andrews  
J. Brown

### RACE CONTROL:

L. Tuxford  
C. Ross  
Mrs B. Heath  
Mrs D. McDonald  
Mrs P. Rodgers

### CLERK OF THE COURSE:

A. Taylor

### ASSISTANT CLERK OF THE COURSE AND HON SECRETARY OF THE MEETING:

B. Tuxford  
26 Hoylake Drive  
Mickleover, Derby

### MEDICAL OFFICERS:

Mr R. Gunn and Dr H. Trivedi,  
assisted by the  
Derbyshire Royal Infirmary  
and St John Ambulance Brigade  
under the direction of  
Area Superintendent  
M. Mardon

### COURSE CARS:

Triumph TR7 and Austin Princess  
kindly loaned by Leyland Cars

### BREAKDOWN VEHICLES:

Supplied by Bob Minion Ltd and  
Barrie Rodgers, both of  
London Road, Derby, and  
Hailwood & Gould, Birmingham

### COURSE MOTOR-CYCLES:

Bob Minion Ltd

### CIRCUIT EMERGENCY VEHICLES:

Two fire tender Land Rovers  
donated by Leyland.  
Two Peugeot 504 ambulances  
donated by Pilkington Motors,  
Chesterfield and Derby.  
The Saab turbo incident control  
vehicle supplied by  
Saab (Midlands) Ltd.  
Toyota Hi-ace rescue vehicle  
supplied by Farmer & Carlisle,  
Toyota dealers for Loughborough.  
(Tools on Rescue vehicle donated by  
John Shoebridge, 63 Steam Mill Lane,  
Ripley, Derby.  
(Tel: Derby 44538)

## FRED CRANER CHALLENGE TROPHY

This trophy came into being in 1949 after the untimely death of Fred Craner, a prominent figure of motor cycling and motor racing in pre-war days. Fred was the Secretary of the Derby and District Motor Club, a member of the RAC and ACU Competitions Committees, and the organiser of the pre-war Donington car and motor cycle races.

His great friend, Cyril Topping, then East Midland Centre Secretary, launched a fund and two magnificent trophies were purchased. The motor car trophy is awarded to the best British driver of a British car in the British Grand Prix.

The motor cycle trophy, second only in size to the Mellano Trophy has been won by every prominent competitor from Geoff Duke to the present holder (and also winner in 1976 and 1977) Barry Sheene.

It was awarded annually for the best British (including Commonwealth) driver of a British machine in every round of the World Championship series. The restriction on the country of manufacture was lifted later.

Now the winner of the trophy is the competitor putting up the best performance in the International Motor Cycle Events held on the road race circuits of the East Midland Centre.

The circuit owners have all agreed to donate £100 each, so that the winner will receive an additional cash award of £300 with the trophy.

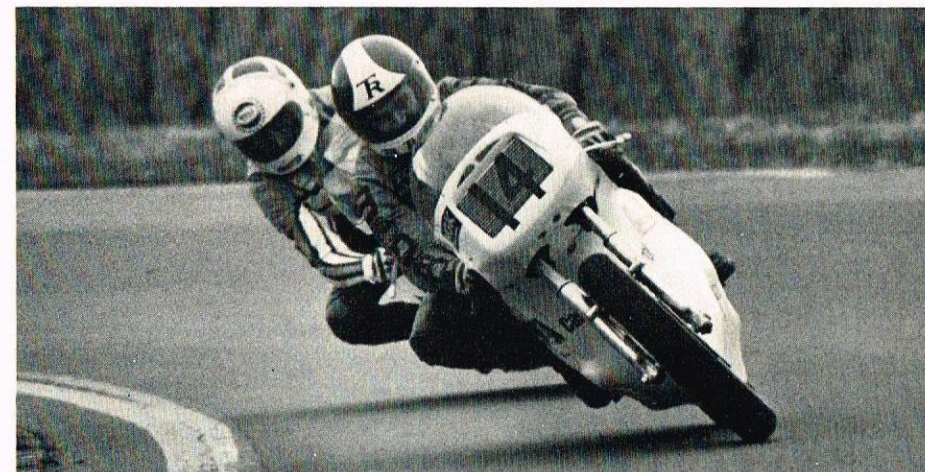
1979 winner — Ron Haslam.

# Today's Competitors

## Solos

No.	RIDER	TOWN/COUNTRY
2	RON HASLAM	Langley Mill
3	RANDY MAMOLA	USA
4	GRAEME CROSBY	New Zealand
5	JOHN NEWBOLD	South Normanton
6	STEVE PARRISH	Royston
7	BARRY SHEENE	Charlwood
8	DAVE POTTER	Royston
9	ALEX GEORGE	Chiswick
10	MICK GRANT	Lepton Grange
11	ROGER MARSHALL	Wragby
12	BARRY DITCHBURN	Sevenoks
13	TOFF GUY	Kingsbridge
14	JEFFREY SAYLE	Australia
15	STEVE MANSHIP	Leicester
16	KEITH HUEWEN	Wollaston
17	GRAEME MCGREGOR	Australia
18	GRAHAM WOOD	Scunthorpe
19	WIL HARTOG	Holland
20	STAN WOODS	Elton
21	KORK BALLINGTON	South Africa
22	DAVID DEAN	Wigan
23	STEVE WRIGHT	Barnsley
24	IAN RATCLIFFE	London
25	STEVEN HENSHAW	Jacksdale
26	TONY RUTTER	Brierley Hill
27	CLIVE HORTON	Chaddesden
28	BOB SMITH	St Helens
29	PHIL HENDERSON	Wakefield
30	GARY LINGHAM	Heston
31	ALAN STEWART	Guisborough
32	BERNARD MURRAY	Stockport
33	PHIL MELLOR	York
34	GRAHAM YOUNG	Belfast
35	BARRY WOODLAND	Northwood
36	DEREK CHATTERTON	Sibsey
37	PETER LABUSCHAGNE	South Africa
38	DEREK HUXLEY	Ellesmere Port
39	MURRAY SAYLE	Australia
40	DENNIS IRELAND	New Zealand
41	EDDIE ROBERTS	Wallasey
42	CHARLIE WILLIAMS	Alvanley
43	KEVIN WRETTOM	Luton
44	ROD SCIVYER	Bicester
45	TONY HEAD	Coventry
46	MIKE CAMERON	South Africa
47	ALAN PACEY	Langley Mill
48	WILLIAM INGHAM	Preston
49	TONY ROGERS	Doncaster
50	PETER HUBBARD	Lincoln
51	BUTCH HOBBS	East Peckham
52	DAVID VALE	Worcester
53	IAN RICHARDS	Southport
54	STEVE WARD	Leeds
55	JOE DUNLOP	Northern Ireland
56	HERMANO SOBRAL	France
57	BRIAN PETERS	Melling
58	STEPHEN CLARKE	Ilkeston
59	GLYN MARRIOTT	Birkenhead
60	DONNIE McLEOD	Lanark
61	GREG PRETTY	Australia
62	JACQUES BOLLE	France
63	CLIVE OFFER	Coulson
64	NEIL TUXWORTH	Louth
65	DON ROBINSON	Cullybackey
66	TIMO POHJOLA	Finland
67	ROB MARKS	Bridgwater
68	BILL MARKS	Bridgwater
69	PHILIPPE ROUSSEL	France
70	ADRIAN MARSH	Scunthorpe
71	PETER HOWARTH	Derby
72	PETER MELNIK	Rushden
73	STEVE KIBBLE	Cheadle Hulme
74	STEVE WILLIAMS	Llantwit Major
75	PETER ELLIS	Bevington
76	MARK SALLE	Barking
77	ROGER LINDSAY	Barnsley
78	ALAN CATHCART	London
79	GEORGE SIERGIEJEV	Wassington
80	BERNARD FROST	Colchester
81	TONY OSBORNE	Corringham
82	RENE DELABY	Belgium
83	LENNART BACKSTROM	Sweden
84	TREVOR WISE	Uppingham
85	ALAIN NIES	Belgium
86	JOHN HESELWOOD	Heywood
88	JAMES WELLS	London
89	PAUL WILLIS	Newbury
90	JOHN GETTY	Burnley
91	RAYMOND SHEARER	Erith
92	MICHAEL JAMES	Thetford
93	COLIN ALDRIDGE	London
94	MARTIN DALEY	Barnsley
95	ROB BRITTON	Magherafelt
96	RAYMOND CAMPBELL	Magherafelt
97	JEFF WEBBER	Cardiff
98	BILL BOWMAN	Lancaster
99	RICHARD PEERS-JONES	New Malden
100	STEVE ANDREW	Bardney
101	ROB VINE	Dover
102	PAUL GREENWOOD	Tunbridge Wells

No.	RIDER	TOWN/COUNTRY	No.	RIDER	TOWN/COUNTRY
103	GORDON FARMER	London	115	ANDY McGLADDERY	Darlington
104	PHIL NICHOLLS	Leyland	116	KENNY HARRISON	Ramsey I.O.M.
105	MARTIN BARR	Broughshane N.I.	117	ROB BROWN	Kexborough
106	ROGER WILSON	Lancaster	118	BILL PENTELOW	Wellingborough
107	DAVE CONNELL	Castelford	119	JOHN ROBINSON	Little Haywood
108	ANDREW BOND	Lowestoft	120	STEVE MAY	Bishops Stortford
109	BOB JACKSON	Kendal	121	JOHN GREEN	Killingworth
110	GRAHAM ATHA	Arnthorpe	122	GEORGE FARLOW	Northern Ireland
111	STEPHEN TONKIN	Carnforth	123	ERNIE COATS	Northern Ireland
112	CHARLIE HUGHES	Warrington	124	BILLY GUTHRIE	Northern Ireland
113	ALAN IRWIN	Newton Abbey N.I.	125	PASCAL SEQUELA	France
114	PETE WILD	Clay Cross	126	ROGER CHRISTMAS	London



Tony Rutter's 250 Cotton winning at Mallory in March — will the Cotton be a challenger to Ballington's Kawasaki?

## Sidecars

No.	DRIVER/PASSENGER	TOWN/COUNTRY
1	DICK GREASLEY — JOHN PARKINS	Great Haywood
2	GEORGE O'DELL — BILL BOLDISON	Hemel Hempstead
3	MICK BODDICE — CHAS BIRKS	Kidderminster
4	ROLF STEINHAUSEN — KENNETH ARTHUR	West Germany
5	ALAIN MICHEL — PAUL GERARD	France
6	DEREK JONES — BRIAN AYRES	Perivale
7	JOCK TAYLOR — BENGTA JOHANSSON	Retford
8	TREVOR IRESON — CLIVE POLLINGTON	Swindon
9	ROY HANKS — VINCE BIGGS	Birmingham
10	MAL WHITE — PHIL SPENDLOVE	Harrogate
11	CLIVE STIRRAT — ROGER KINGSMILL	Worthing
12	TERRY HASLAM — BONNER FREEMAN	Langley Mill
14	BRIAN WEBB — COLIN BOOKER	Doncaster
15	FRANK WRATHALL — DEREK FORT	Garstang
16	DAVID SAVILLE — SIMON BIRCHALL	Retford
17	ROGER DIXON — PAUL APPLEBY	Weston-on-Trent
18	FRANK ILLINGWORTH — GUY MILLER	Ossett
19	STEWART PEARSON — GRAHAME ROSE	Huddersfield
20	KEITH GALTRESS — NEIL SHELTON	Buckley
21	ALLEN STEELE — COLIN BARNSON	Great Barrow
22	ALAN MAY — MICKY GRAY	Romford
23	GORDON NOTTINGHAM — STEV JOHNSON	Brigg
24	PETER CAMPBELL — DICK GOODWIN	Australia
25	NIGEL ROLLASON — DAVE HOMER	Solihull
26	STEVE SINNOTT — DAVE HALL	Crowland
27	GRAHAM MILTON — COLIN NEWBOLD	Spaldwick
28	ANTHONY WAKEFIELD — EDDY KIFF	Spaldwick
29	ALAN BALE — STEVE CHINA	Cardiff
30	JOHN EVANS — TONY SMITH	Selby
31	GERRY LEWIS — BRIAN MILLSON	Swansea
32	GORDON PLATT — STEVEN GROVES	Horbury
33	PETE CONEY — COLIN STOCKDALE	Saltburn
34	BRIAN MEESON — OTTO SMITH	Pelsall
35	BILL HALL — PETER MINION	Derby
36	MALC SHEPPARD — GEORGE DULY	Hucknall
37	BRIAN MEE — BARRY DUNN	Shepshed
38	JOHN M. PHILLIPS — KEN MARSH	Derby
39	WILLIAM DRURY — DAVID KETTLE	Lincoln
40	JOHN BOSWELL — GRAHAM WELLINGTON	Penn
41	PETER WILLIAMS — JOHN SERVICE	Birmingham
42	STUART APPLEGATE — STEVE WOLFENDEN	Ashton under Lyne
43	BRIAN GRAY — RICHARD SKELTON	High Wycombe
44	DENNIS BINGHAM — JULIA BINGHAM	Tuxford
45	PHILIP BROWN — ROGER MORTIMER	Sandhurst
46	DICK HAWES — KEVIN BOLDISON	Purfleet
47	JOHN HARTELL — ROBERT HARTELL	Stanningley
48	RAYMOND TOWSE — MICHAEL WOODS	Market Weighton
49	PETE TYACK — PETER RENDELL	Iver
50	TIM EADE — DAVE MAWSON	Ringmer
51	ANDY JACKSON — VICTOR SAMPSON	Gloucester
52	DAVID HALLAM — JOHN HAVERCROFT	Newbold Verdon
53	STEVEN ABBOTT — SHAUN SMITH	Riddings



# We tested the new TT 100-K181 on the world's most punishing test equipment. Mike Hailwood.

Ten years ago, a legend was born on the Isle of Man.

The TT 100 became the first tyre to lap the TT circuit at over 100mph on a road bike, and it has been a favourite with all breeds of rider ever since.

But bikes have come a long way in ten years. They're bigger and faster and they put more stress on their tyres.

So we decided that even the TT 100 had to be updated.

For 3 years our designers and test-riders developed prototypes until we were satisfied.

Then we used our worldwide facilities to take the trials further.

We've got one machine that runs tyres at 150mph.

Another puts the

tyre under impossible stresses.

And another simulates aquaplaning conditions that no rider would be mad enough to risk.

Once the new TT 100-K181 had been through all that, you might think its ordeal was over.

Wrong.

A machine can test everything except feel.

And feel is the rider's most important asset.

So we brought in Mike Hailwood, the man who knows more

about feel than anyone, to ask the tyre a few questions at the Isle of Man, where it all started.

He lashed it through Guthrie's. He thrashed it past Sarah's cottage.

He caned it over Ballaugh Bridge. And flogged it round the circuit, lap after lap.

His verdict?

That the new tyre had all the wet grip of the old one, but it handled even better, helping the bigger bike of today achieve its full potential.

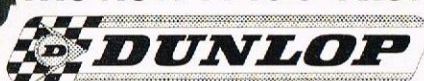
When we told him that the new TT 100-K181 also lasted 30% longer at the back, he had only one comment.

Unfortunately, we can't print it here.

But he was really quite impressed.

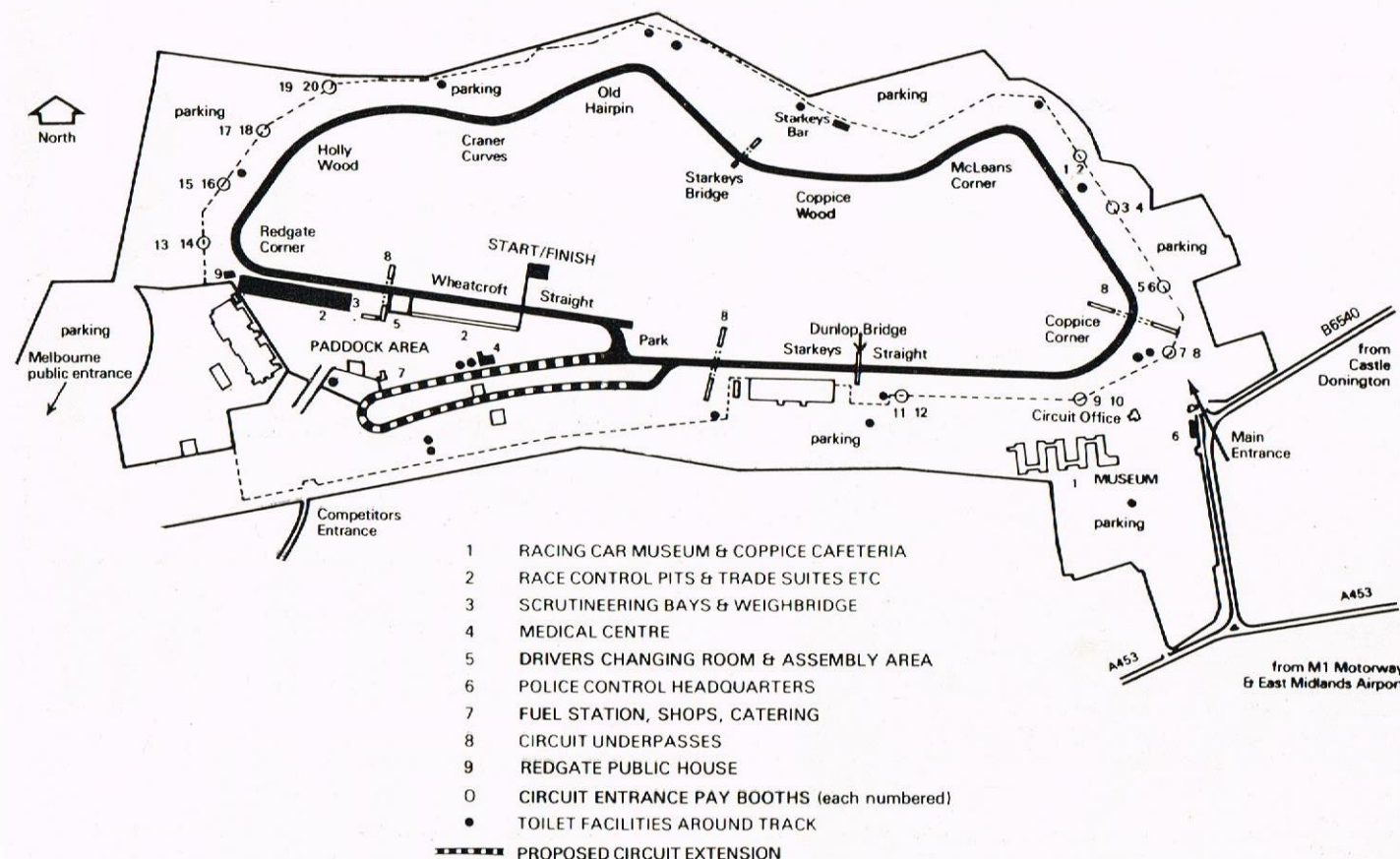


The new TT 100-K181



## Donington Race Circuit

Lap Distance: 1.957 miles 3.149 kilometres



### Paddock Transfer

Saturday £1: Sunday £2.

Holders of Paddock Transfers are able to take a close-up view of the competitors, and have the access to a special viewing area opposite the pits.

Access to the trackside banking facility opposite the paddock is only via the underpass in the Paddock 2 (adjacent to the Scrutineering Bay).

Catering facilities are situated in the Paddock area together with shops and trade sites. The shops offer a variety of items from tyres and tools to Donington racewear.

### Grandstand Transfer

Saturday Free: Sunday £2.50

Open grandstand seating, offering excellent viewing of the Donington circuit, is available at Redgate, McLeans and Coppice Corners. Purchase transfer ticket by grandstand entrances.

### Catering Facilities

The Coppice Cafeteria, situated within the Museum complex adjacent to the main entrance car park, offers full catering facilities (including restaurant) from 10 am.

Donington's public house, the Redgate Lodge, is situated on the outside of Redgate Corner. Buffet meals are available here.

Another permanent bar facility is situated at Starkey's Bridge, adjacent to the popular Old Hairpin spectator banking area, and this also offers snack food.

Bulmer's Caravan catering point is also situated at Old Hairpin.

Temporary bars/catering points are situated at the Craner Curves and at Coppice Corner, and there is also a cafeteria marquee at Coppice Corner.

The tobacconists kiosks situated in the Paddock, The Old Hairpin, McLeans Corner and at Coppice Corner, sell programmes, newspapers and magazines, in addition to confectionery.

The Coppice Corner area also features various trade sites offering a variety of badges, anoraks, souvenirs, etc.

### Donington Museum

The Donington Museum, which comprises the World's largest collection of Grand Prix racing cars together with Leyland Road Transport Vehicles, is open every day from 10 am until 6 pm. There are over 200 exhibits, including a display of Mike Hailwood's World Championship winning Hondas.

Admission is £1.65 for adults and 50p for children.



## 1980 DONINGTON MOTOR CYCLE FIXTURES

### SUNDAY MAY 18 1st INTERNATIONAL TROPHY MEETING

*starring The World Sidecar Trophy Race  
for the World's Top Sidecar Drivers*

**Rolf Biland : Rolf Steinhausen : Werner Schwarzel : Gote Brodin  
Jock Taylor : Dick Greasley : George O'Dell etc.**

### SAT/SUN JUNE 21/22 DONINGTON ROAD RACE CLASSIC

**The Motor Cycle News/Duckhams Superbike Championship ★ World of Sport Superbike Challenge  
Motor Cycle Racing/Vladivar Vodka 250 Championship  
Motor Cycle Weekly/Forward Trust Sidecar Championship**

**Sunday August 17 Vintage Motor Cycle Races**

### SAT/SUN AUGUST 30/31 WORLD TROPHY INTERNATIONAL *featuring The 1980 World Champions*

**Sunday October 5 National Motor Cycle Races**

#### Promoters of the Meeting

DONINGTON PARK RACING LTD.

Chairman: Tom Wheatcroft

Managing Director: Peter Gaydon

General Manager: Bryan Feltham

Public Relations Manager: Robert Fearnall

Castle Donington, Derby DE7 5RP. Telephone: Derby (0332) 810048. Telex: 377793.

#### Conditions of Admission

**MOTOR RACING IS DANGEROUS AND ALL PERSONS ATTENDING THIS MEETING DO SO ENTIRELY AT THEIR OWN RISK**

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused whether by negligence or otherwise resulting in damage to property and/or personal injury to spectators, and pass and ticket holders.

**ANIMALS ARE NOT PERMITTED INTO THE CIRCUIT**

#### Postponement of the Meeting

The Club reserves the right to postpone or cancel all or any part of the Meeting.

#### Programme Copyright

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted. The Club accepts entries and driver's nominations in good faith. Every effort is made to adhere to the printed programme, but the promoters cannot accept any liability for the failure of any driver or machine to appear.

#### Car Park Conditions

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

#### Track Signals

**GREEN LIGHT** — Starting signal

**RED LIGHT/FLAG** — Stop

**WHITE FLAG** — Ambulance or Course car on circuit

**YELLOW FLAG (waved)** — Great danger, be prepared to stop

**YELLOW FLAG (motionless)** Take care, danger

**GREEN FLAG** — Course clear

**YELLOW/RED STRIPES FLAG** — Oil on course (slippery track surface)

**BLACK/WHITE CHEQUERED FLAG** — Finish

**BLACK FLAG WITH DRIVER'S NUMBER** — That competitor to stop

Any driver who during practising or racing is judged to have taken unfair advantage whilst the yellow flag is displayed will be guilty of unfair and dangerous driving and may be excluded.

#### IMPORTANT NOTICES

**IN THE INTERESTS OF YOUR OWN SAFETY SPECTATORS MUST NOT CLIMB THE ADVERTISING HOARDINGS.  
ANYONE WHO ATTEMPTS THIS MAY BE ASKED TO LEAVE THE PREMISES.**

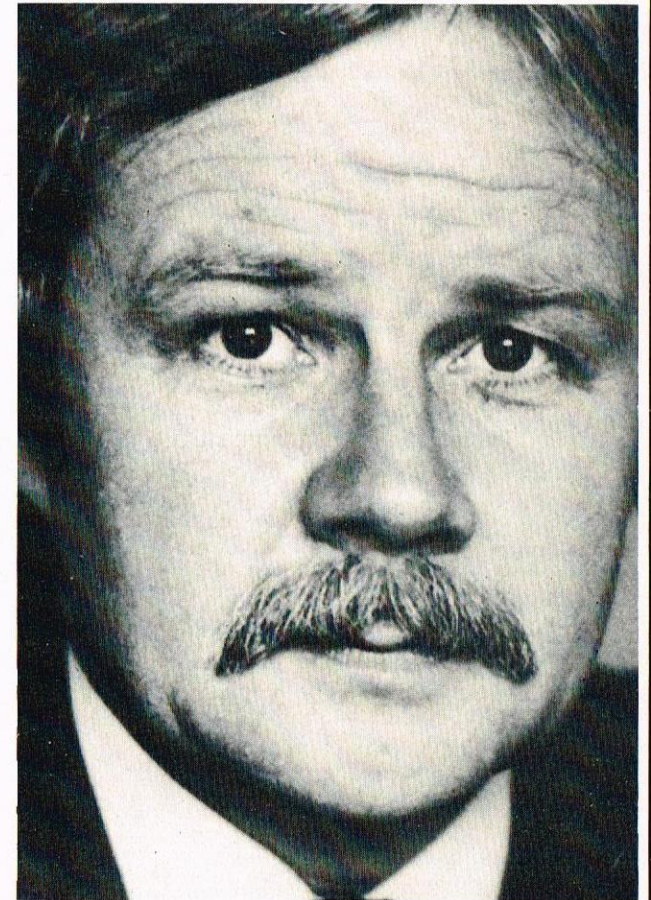
**SPECTATOR VIEWING FROM THE DONINGTON PERIMETER WALL IS STRICTLY FORBIDDEN.**

#### LOST PERSONS

Spectators who lose contact with their family/friends are asked to rendezvous at Starkey's Bar (the permanent bar building adjacent to the Starkey's Bridge/Old Hairpin spectator banking). It will not be possible to make public address announcements for "lost persons".

# DAILY Mirror

STAY OUT  
IN FRONT  
WITH  
TED



MACAULEY

BRITAIN'S MOTOR CYCLING  
JOURNALIST OF THE YEAR



# Thrilling prospects for 1980 Grand Prix Season

by Ted Macauley

*The Daily Mirror's Motor Cycle Sport Journalist of the Year*

**A 500cc championship that looked as if it might be stillborn in the aftermath of rider wrangles with established authority now has the healthy glow of one of classic promise.**

The discordant sounds of bitterness and cynicism throughout a winter of great discontent will give way to the welcome signature tunes blasted out by the four principal Japanese manufacturers.

And for the first time Yamaha, Honda, Suzuki and blue riband newcomers, Kawasaki, will clash in pursuit of the most valued title of them all — the 500cc crown.

They will line up a multi-million-pound array of exotic machinery for a championship that could so easily have been devalued by the threatened withdrawal of some of the bigger names in the sport.

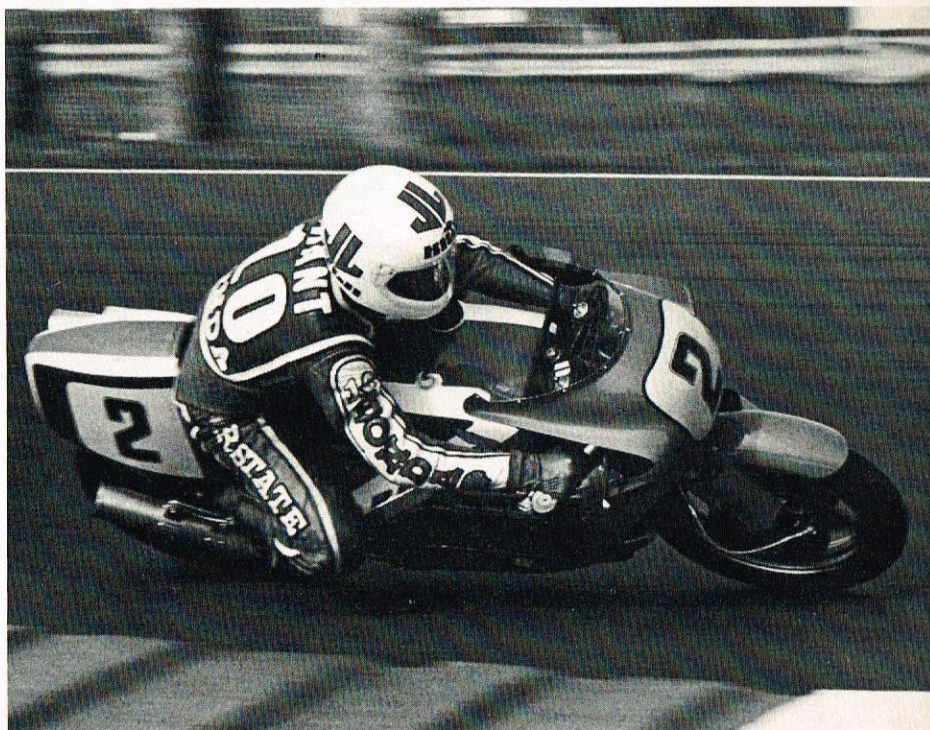
While no praise can be too great for the expertise and effort made by the manufacturers in assembling their breathtaking four-stroke flyers we must spare a thought for the men who will have to convert upwards of 140 bhp into a winning stream.

For with a speed capability of 190 mph and blow torch acceleration available at the flick of a wrist, a new breed of supermen is required to ride to be equal to the task — and the big money stars will never have had to work so hard for their wages.

Nobody should complain at whatever salary they may believe is being paid to these mega-stars of motor cycle racing; in my view, if it was twice as much it still would not be enough for the spectacular return they give.

Wider audiences will see this year exactly what I mean. Here, at Donington Park in the Daily Mirror supported events, and at the British Grand Prix, television audiences of millions will get an eyeful of pace and power and the sheer self-effacing bravery of men mastering doubt to clinch famous victory.

And not since the halcyon days of Honda-versus-MV, Mike Hailwood against Giacomo Agostini, will we have been treated to high speed racing at close quarters. It will all be ferocious stuff with rich pickings for the riders and a mind's eye full of memories for



Mick Grant on the NR500 Honda Grand Prix machine.

the spectators fortunate enough to be gathered around the circuits of Britain and Europe.

I sense a season of explosive potential, one of high drama and racy achievement with Barry Sheene once again coming into his finest championship form; he, this year, will be fighting a rearguard action on a Yamaha that will be ever so slightly down in finesse on that of Kenny Roberts.

And Barry, who has lived in the shadow of Californian 500cc champion for the last two years, is never better than when his back is to the wall and is snarling from the stance of underdog.

But throw in the unknown quantities of Kork Ballington and the Kawasaki, Mick Grant and Takazumi Katayama on the Hondas and add new boys Randy Mamola and Graeme Crosby on the tried and tested Suzukis, and the depth of brilliance writes its own glittering invitation to a season not to be missed.

Kork Ballington, the superbly professional South African who has twice been double world champion, has made no secret of the fact that he has been irked by the withering fame that the lightweights have brought him.

He recognised that lasting glory and continuing stardom, the brand he thoroughly deserves, seems only to follow the 500 cc men and when Kawasaki announced their heavier-weight challenge he could not register his eagerness quickly enough.

He told me: "It was frustrating that I kept on winning and getting world titles, but still somehow missed out on all the publicity.

"This 500 racing is comparatively new to me, but I'm still looking forward to it and, no, I can be the cat among the pigeons with a little bit of luck. I'd go so far as to say that I'll win at least one world championship race on it — and will most certainly make my presence felt among the established 500 cc riders."

The matter-of-fact summary that Kork makes of his and the machine's potential must be a chilling reminder to Barry Sheene and raceway Roberts that the handsome South African not only has the skill to back up his words, but the confidence, too.

And while a big question mark must inevitably loom over the Suzuki-GB challenge on the shoulders of teenager Randy Mamola and New Zealander Graeme Crosby, a winner in the Formula One at Daytona, there is an even larger one across the hopes of Honda.

By any measure their 1979 debut season on the NR500 was a disastrous flop and must, surely, have caused inexpressible embarrassment at the factory. Great credit must be given to Mick Grant, a man impatient for success but calm in the ballyhoo, who insistently reminded the detractors that, indeed, Honda were only still a developing force.

He, more than anybody in the team, did more to restore some creditability to Honda's effort with the sort of loyalty we have come to expect from him. I would hope for his sake that the famous Japanese company can come up with something for him to carry his hopes deeper into the championship than they did last season.

Whether Honda, out of Grand Prix racing for 12 years, tried to go ahead too quickly, or whether they thought they were good enough to be competitive against the already well established marques, is something they are keeping to themselves. But on the evidence of the money they are spending in machine development and promotional work, cash is most certainly no object at all.

And, as we know, money can buy success. It will do, I am sure, in Honda's case.

Their usual far-sightedness has promoted them to have future world champion Freddie Spencer standing-by in the wings.

The 18-year-old Louisiana lad, a shy but awesome competitor, was signed by Honda to lead their American effort — but, he revealed to me in Daytona, he is waiting to be called up to join the Grand Prix push.

Freddie, a most formidable force even at 18, is the greatest natural talent I have seen since Mike Hailwood. He would be ready now, without ever having ventured out of America, to take up the challenge on Honda's behalf . . . if only they had a machine that could match his towering capability.

In the meantime, he sits and waits. And the rest of the race world watches



Kork Ballington testing the Kawasaki 500 at Donington.

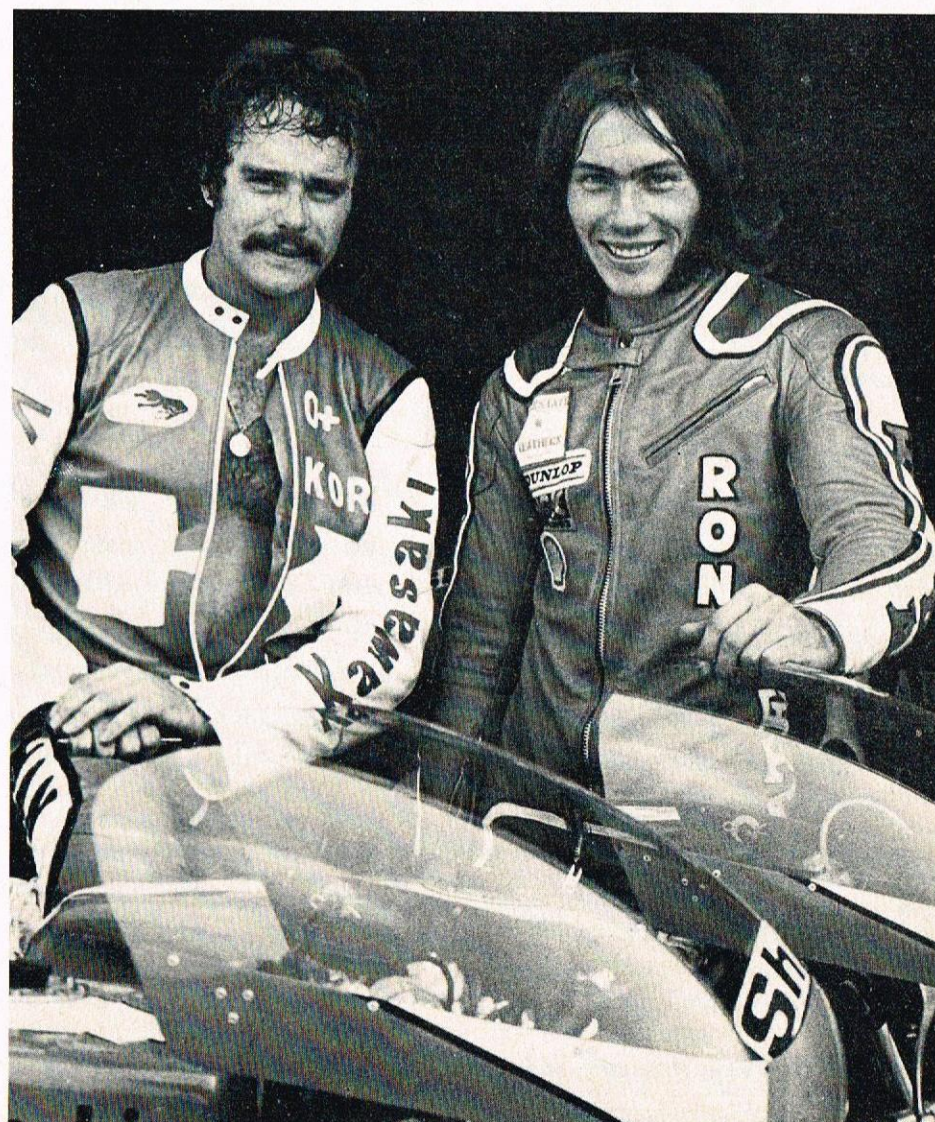
and anticipates with growing excitement this young man's seemingly limitless talent.

If I have harped on the 500 cc class throughout I hope I will be forgiven. But I find it hard to hide my excitement at what lies in store from the Senior men and their flying machines; it will

surely overshadow anything offered by the smaller classes.

And the strangest truth of all, of course, is that it has flowered from the absolute mess of the battles of last year and despite doubt that clouded the championship as any sort of an entity this season.

The two new stars of 500 Grand Prix racing? Kork Ballington and Ron Haslam.







## MOTOR CYCLE NEWS/DUCKHAMS **FREE** TO ENTER COMPETITION

### IMPORTANT

**All entries must be handed in to the Motor Cycle News Kabmobile TODAY**

Simply fill in your name and address and answer the question in the panel provided below, then "tear off" and hand in to one of our Supergirls at the Motor Cycle News KABMOBILE.

In next Wednesday's Motor Cycle News we will publish the winner of the £50 at the end of the report on this meeting. Make sure you get your copy!

ALL ENTRIES for this competition will be retained by Motor Cycle News and at the last round on October 25th 1980 a draw will be made for the winner of the fabulous brand new Kawasaki Z 250 C.

#### QUESTION

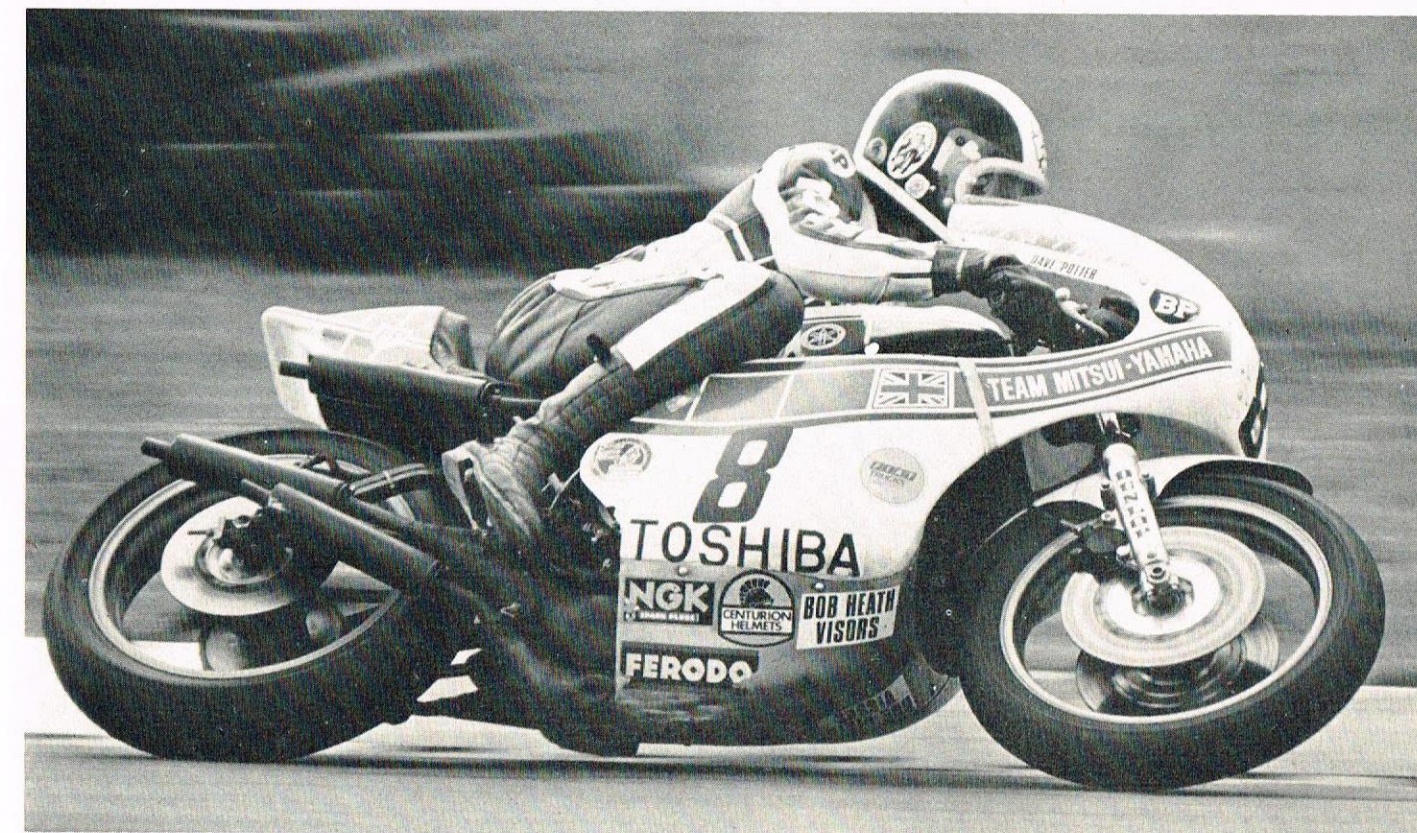
One rider won the 250cc and 350cc World Road Racing Championships in 1978 and 1979.

who was he? .....

which make of machine was he riding?.....

My name and Address is .....

(BLOCK CAPITALS PLEASE)



Dave Potter, reigning Motor Cycle News/Duckhams Superbike Champion, at Donington Park last year.

## What to expect in the new-look Motor Cycle News Duckhams Superbike Championship

*By Andrew McKinnon, Motor Cycle News*

Donington Park this year hosts the first round of the ever popular Motor Cycle News/Duckhams Superbike Championship — a series which has consistently grown in stature since it was first conceived by my company at the beginning of the last decade.

Then it catered for the legendary British four strokes piloted by such stars of yesteryear as Percy Tait, Paul Smart, Ray Pickrell and Peter Williams. But today the two-stroke reigns supreme with Suzuki and Yamaha at the head of the field.

But with the turn of the decade blows a wind of change! Is two-stroke racing on the decline?

During the winter months Motor Cycle News has been working on a project to re-introduce four stroke racing to its championship and they are seeking a leading influence from America where their own style of Superbike racing is regarded most important.

In the States, three of the major manufacturers, Honda, Suzuki and Kawasaki, place all their emphasis on the sit-up-and-beg four stroke style of racing which New Zealander Graeme Crosby pioneered so successfully in Britain last year.

It is our hope and intention to introduce that style of racing to our championship during the coming months and if you don't see any AMA style exponents this weekend, keep your eyes open during the rounds ahead for all the American teams have realised the importance of our championship, in the light of invitations from our management to participate this season.

It was at Daytona last month that we had our first serious discussion with the Superbike tams and all pricked up their ears.

American Honda, a team which proudly possesses teenage sensation Freddie Spencer, who was robbed of the youngest ever Daytona victory in March by a breakdown, are very keen. Their riding manager Steve McLaughlin says they would love to come and make a few guest appearances in our championship before the year is out.

Freddie, Steve and evergreen Ron

Pierce, the third member of the squad would certainly add even more sparkle to our prestigious championship.

We also spoke to the Yoshimura Suzuki team, for whom Graeme Crosby scored that memorable victory in the Bell 100 Mile Superbike race at Daytona from the strong line-up of experienced American exponents.

They gave us an answer there and then! "Yes we would love to take part", they said, "providing the freight of the bikes to England can be arranged," ... we are looking at that one.

Their riders, apart from Crosby's guest appearance, at the Florida Classic, are Dave Aldana and Wes Cooley both of whom are no strangers to Donington Park crowds.

And finally the Kawasaki American were spoken to, a team which holds the key to the future of Daytona 250 race winner Eddie Lawson. They, too are interested in our series providing they



can squeeze appearances in between their hectic American schedule.

Imagine the spectacle of half a dozen American type Superbikes in battle with the established 750 Yamahas as the field jostled for positions on the first lap at Redgate! Having seen them in action I can tell you it would certainly be something to behold!

Immediate reaction has to be that Superbikes American style cannot be competitive against 750 Yamahas. Well, just savour some interesting statistics from the Daytona timekeepers.

In securing victory in the Superbike race Graeme Crosby lapped the banked speedway at 2m.08s. The fastest times all week put in by Kenny Roberts and Freddie Spencer were 2m.02s. and 2m.03s respectively.

The bulk of the 750 stars lapped some two or three seconds slower than this and it's interesting to note that Crosby's fastest lap, if consistent in the main event, would have brought him into the top 10 finishers without difficulty. Indeed, the fastest lap in Dale Singleton's winning ride the year before was exactly the same as Crosby's quickest in the Superbike race.

Furthermore, Daytona is a fast circuit which one could argue benefits the 750 Yamaha more than a hefty four stroke. Around our tight British circuits the tale would almost certainly be different.

Preliminary talks with the British importers of Japanese machines, during the winter, were also fruitful. Here would be a presentation much more closely geared to their ultimate aim — selling more motorcycles.

Let's hope the Americans can take time off from their Superbike contest and come and give us a demonstration of their skills. An encouraging display during 1980 would almost certainly tip the balance for 1981.

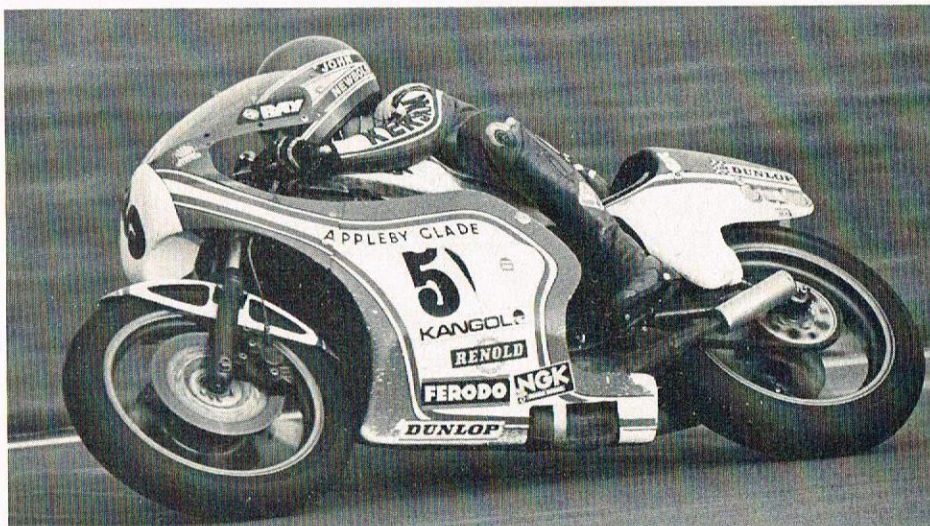
But back to this weekend's vital opener and a look at the men most likely to succeed.

Starting his title defence here is team Mitsui Yamaha rider Dave Potter, who clinched his title in such dramatic style in the final round at Brands Hatch last October.

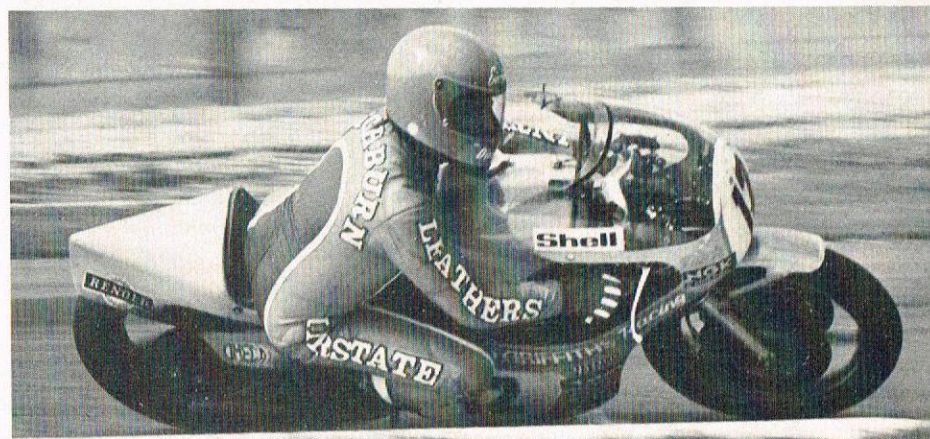
Dave had to win the race to deprive early series leader Ron Haslam of the crown and he did it by half a wheel!

For unlucky Ron here must start a campaign of vengeance. After coming so close to winning the championship he will be hell bent on putting matters straight this time with Mal Carter's Yamahas.

Both eye the championship with the same sort of dedication. This year



John Newbold (above).



Barry Ditchburn (below).



Marshall leads Grant and Ditchburn (above); Huewen leads Wood at Donington (below).



Mitsui, the British importers of Yamaha machines, have really pushed the boat out with their impressive three man line-up of Potter, Charlie Williams and up-and-comer Dave Dean.

Potter, as team leader, realises he must sustain his impeccable form to further his career. Having been in the racing game for over 10 years he desperately wants to break through into the superstar bracket during 1980. Believe me he has both the skill and the personality to do just that!

One thing is for sure, he'll be looking for a better start to the season than he had last year when he fell here at the opening international of the season, breaking a shoulder which was to plague him for the rest of the year.

So Potter and Haslam lead the field as the 1980 Motor Cycle News/Duckhams Superbike Championship gets underway but their struggle this year will be as hard as ever before.

Third place overall last season went to Roger Marshall, without doubt one of the most consistent superbike campaigners in Europe today.

His performances here in last September's AGV Nations Cup round was a clear illustration of the talent which this Lincolnshire rider possesses. He finished top privateer in the five team contest with some superb rides on George Beale's 750 Yamahas. This year anything less than a third in the title chase will be classed as a disappointment by him.

Before I go any further in my appraisal of the Superbike stakes let us talk about the cause of Barry Sheene. Obviously if he were contesting all the rounds he would start as my favourite but sadly that is not the case.

At the time of writing he was deep in the middle of conflict with Motor Circuit Development over start money levels for their tracks this season and it seems at this stage that Barry will not ride in enough races to pose a serious threat to the championship. But maybe he will prove a point here this weekend about what would have happened had he settled his differences with MCD.

Mick Grant is another who falls into a similar category although he won't be missing rounds through financial haggles. Mick's contract with Honda at present allows him to ride a 750 Yamaha at our home internationals but should the NR500 Grand Prix racer bear fruit, at long last, then it is almost certain that Grand Prix team manager Gerald Davison will call for 100 per cent effort on the project with no outside distractions.

Every year the British racing scene throws up an exciting new character



Haslam leads Potter, but in the end the championship positions were the other way round.

from its ranks. Someone who puts the cat among the pigeons and causes excitement by threatening the supremacy of the established stars. One such man is Graham Wood!

Graham is no stranger to Superbike glory for he won a leg of the championship at the Race of the Year round at Oulton Park last season and those were valuable points which helped him from almost obscurity to joint sixth in the final table on 65 points with Barry Sheene.

Already he's been turning on his best form so expect big things from him this weekend and be prepared for the unexpected.

Joining Graham on my list of dark horses comes Keith Huewen who established his name during the 1979 Easter Match Races. Keith finished just outside the top 10 last season but with two 750 Yamahas this time provided by Len Manchester Motor Cycles he is sure to improve on his last year's rating.

For Steve Manship 1979 represented one of the best seasons of his career with a fourth overall in the Superbike table. He proved that he is one of Britain's best big bike riders but had the unfortunate setback of a spill at Cadwell in their opening national last month.

With many of his sponsorship problems behind him thanks to this Derby benefactor Tony Robinson, Steve will be anxious to regain all his lost confidence this weekend.

Two riders who finished in lowly positions last year I'm quite confident will make amends this time out. Former Kawasaki star Barry Ditchburn, went back to Kawasaki's UK team last year after a season riding 750 Yamahas for Sid Griffiths. The

results were frustrating for Ditchburn as he tried time and time again without success to prove that the 750 triples were not outdated.

This time he's back on Yamahas thanks to Gravesend plant hire operator Brian Anderson and will certainly jump from ninth in the table to a more respectable spot.

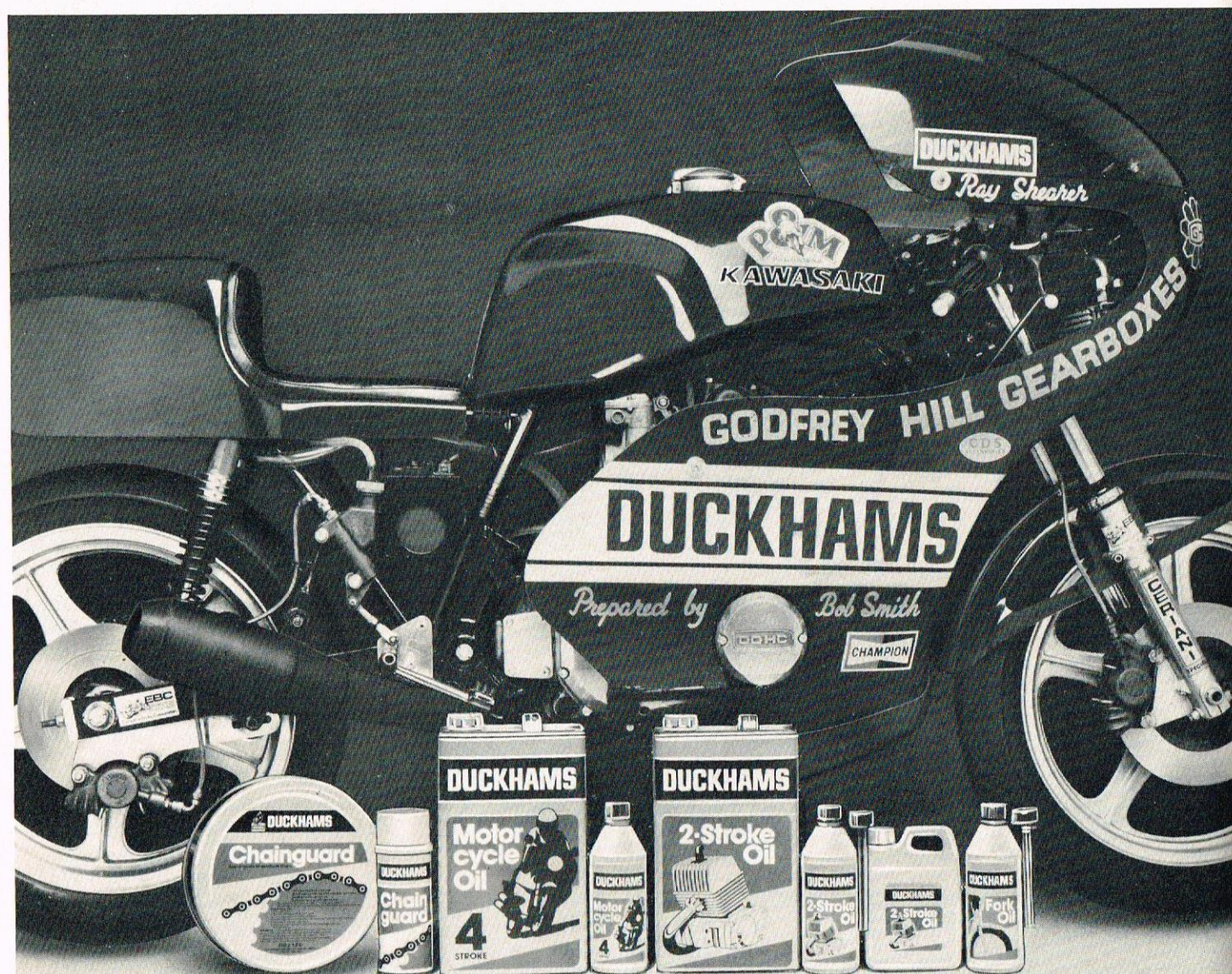
Tenth last time was Australian Jeff Sayle who has since joined George Beale's impressive 1980 line-up. With new tackle and growing stature after two seasons in Europe he too should figure more prominently in this year's campaign.

Steve Parrish is always a safe bet when it comes to consistency. Last year he ended the day in fifth spot after looking set for maximum points in the final round before a crash on the 653 works Suzuki. This year he rides Yamaha again and is a sure top 10 finisher.

For John Newbold 1979 must go down as the most frustrating season of his career. After hitting sensational form in the Easter Match Races, which included beating Barry Sheene at Mallory Park, he fell at the Oulton Park round and broke an ankle which effectively kept him out of the headlines for the rest of the year. But he's back with plenty of confidence and is hoping to turn on the sort of performance he treated you to last season.

From here the Superbike championship chase moves to Cadwell Park on May 5 and subsequent rounds are: Mallory Park, June 8; Donington Park, June 22; Snetterton, July 20; Oulton Park, August 25; Scarborough, September 6 and 7; Mallory Park, September 21 and Brands Hatch, October 25.





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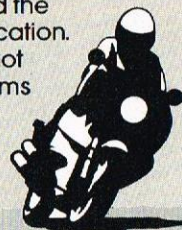
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# KORK BALLINGTON

*Four times World Champion in 250 cc and 350 cc racing, talks to JOHN BROWN, EDITOR, MOTORCYCLE RACING MAGAZINE about the prospects for his first 500 cc season*

An important first that could have a marked effect on the world's premier title class takes place at Donington Park this weekend when Kork Ballington races the new 500 cc Kawasaki-4 for the first time.

The major step forward for both rider and factory comes at the start of just the fourth year of world championship racing for Ballington who has so far contested only the 250 cc and 350 cc classes at world level.

Ballington, who took the title crowns for both these classes in 1978 and 1979 on twin cylinder Kawasaki machines took his first steps in to the classic scene in 1976 with 250 cc and 350 cc Yamahas provided by Midland's sponsor Sid Griffiths. The South African rider considers this to have been his break-in year with plenty of hassels and not a lot of entries.

The following year with similar class bikes from the same sponsor, Ballington became accepted and hit the high spot with a victory double in the British GP at Silverstone. His obvious calm, professional ability had not gone unnoticed and the year ended the way it should have done with the offer of a works contract from Kawasaki, that Ballington accepted.

Now he takes up the story of how he became involved in racing's major class at world level and also gives his views on the exciting new machines' potential.

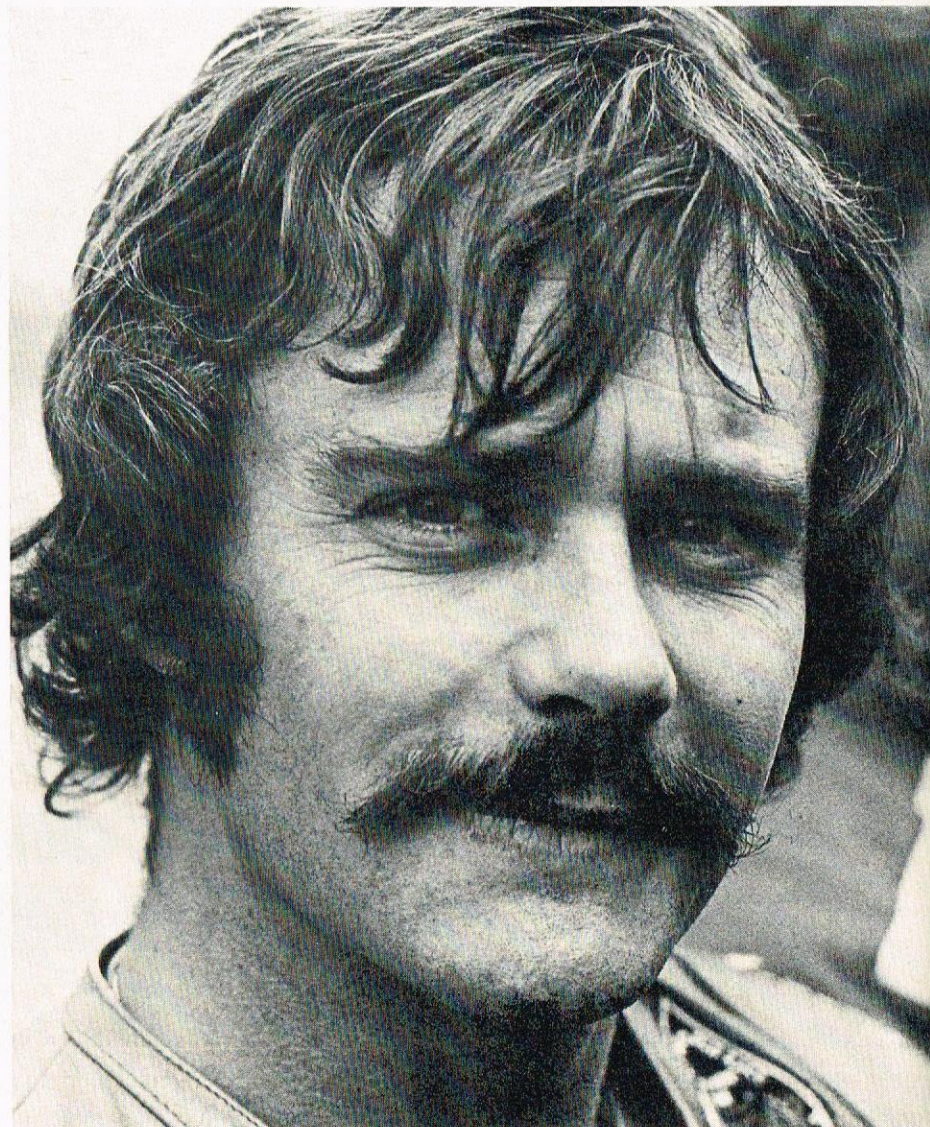
"When I signed with Kawasaki for the 1978 season there certainly was no idea of going racing in the 500 cc class in mind. They had a 750 cc triple that was almost old at the stage I joined the team and I was quite happy to concentrate on the 250 cc and 350 cc classes to break myself in.

"It was only last year that I started thinking seriously about going into the 500 cc category.

"There had been murmurings during 1978 that Kawasaki were making a 500 cc machine at the factory and it made me think that it would be nice to be on the ground floor if that particular project got off the ground. But that is as far as things got as far as I was concerned.

"Then towards the end of last year when we started to talk about the 1980 season I had the first official confirmation that a 500 cc machine was being prepared. That really was the first time I had heard anything from source as it were.

"I was then invited to discuss a possible contract for this year and it



was then that I finally got to know everything about the venture and for the first time I got the full details of the machine. As you possibly know I was late finalising my plans for the 1980 season and in fact it was as late as December that my Kawasaki contract was finally drawn up and signed.

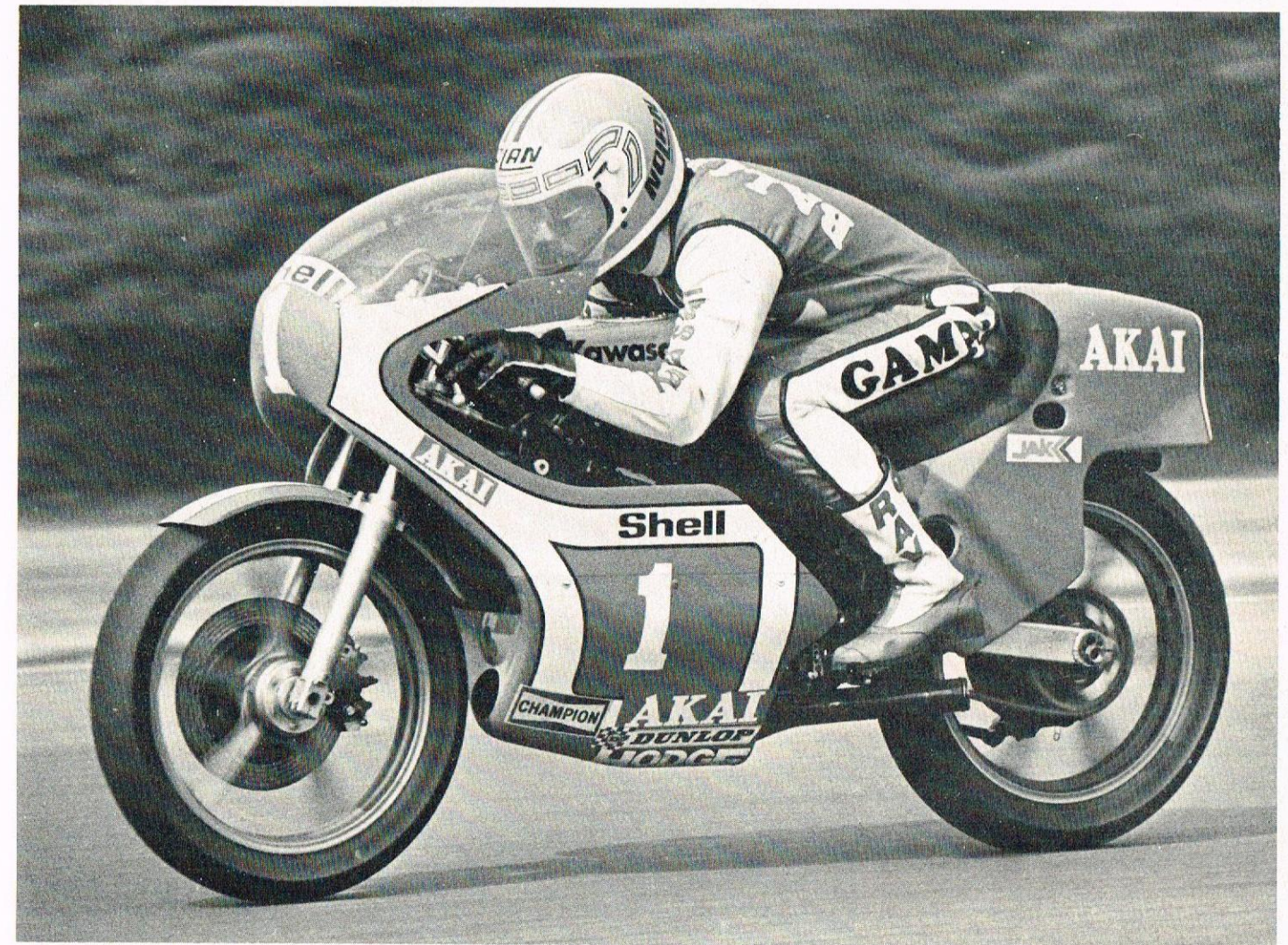
"Then I went off to Japan and there is no two ways about the fact that I was impressed when I saw the KR500 for the first time.

"They had obviously spent a lot of time on the chassis and the whole machine was in such an advanced state of readiness for a prototype that it showed without doubt just how seriously they were taking the idea to

go in to the 500 cc class.

"The next move came just before Christmas when I went to Japan again to test the machine at two widely differing circuits. One was twisty with little high speed opportunities while the other was completely opposite with the chance for testing the machine at maximum speed. My first impressions of this new machine were that there were no problems as far as the chassis was concerned because the handling was really good. No trouble at all of note in this department on either circuit.

"As far as the engine was concerned my initial impression was that it needed more low down poke but even though



it was simply a factory test model, it struck me even then as being fast at the top end. It had already been track tested by Japanese development riders and it was pretty obvious even at that early stage in the machine's development that the people in the factory knew just what they were up to.

"After the tests we had a big conflag when we went in to all the things concerning the machine in depth. I met the technicians from the factory and everyone else involved with the project and they said they would remedy all the items I suggested could be improved. The enthusiasm of all the people I met was incredible. What a keen bunch of guys they are, and if we do get success with the machine this year I shall be more pleased for them for all the effort they have put in to it, than I shall be for myself.

"A latest version of the machine that will incorporate all the suggested modifications should have arrived in plenty of time for me to test before Donington this weekend. If there were no troubles then this will be the machine I shall bring to the line for my first 500 cc Kawasaki factory ride. If there are any troubles that can't be

sorted out then I shall be racing the original KR that I tested at Donington at the end of March.

"You know the last time I raced a big bike was in 1976 when I had a 750 cc machine and the last time I raced a 500 of any kind was back in the 1972-73 season when I had an air cooled H1R. Not bad I suppose graduating from an old three cylinder air cooled machine to a water cooled four cylinder one in eight years.

"When I had my first test ride on the four it took just a few laps before I felt completely at home on it so to be honest I don't foresee any problems when it comes to actually riding it. But I am going to take my time in getting to a situation where I can honestly feel that I am ready to start riding really hard.

"This was the case with both the 250 and 350 cc machines when I sort of ran myself in for the first few races before setting my sights on being a winner.

"When it comes to the 500 cc machine then of course I have two big things that I will be coming up against. There are the established riders in the class and the individual factories like Yamaha and Suzuki who have experi-

ence and know exactly what is needed and have ironed out the inevitable teething problems.

"Having mastered the smaller machines and having collected four little world class titles, getting involved in the 500 cc class with a factory machine is the right thing for me to do. The 500 cc class is the main one and is the one that counts more than any other. It is a big challenge and will be a great experience but what a time to come in to it when there are a record number of Japanese factories after the championship and there are so many top riders competing in the class.

"Well, I definitely know my limitations at this time in the game and it would be silly for me to hope or to expect to do anything great this year. Everybody wants a fair amount of success in this first year but luckily all involved at Kawasaki are realists. The bosses and all concerned know that we have got a tough old task and until the machine has actually been raced in anger, don't know exactly where we stand.

"Of course we have got the figures and performance record from the test bench and the test track so we do know



roughly what we are riding and what to expect.

"I think the machine will go better as the season progresses than it will at the beginning because we shall start to learn from actual racing experience but really I think we must consider this to be a development year.

"It would of course be nice if we could have a 350 cc machine situation with the new bike, because that went so well right from the first time out.

"Of course, the 350 was quite like the well proven 250 cc Kawasaki and the KR500 is a far more complex piece of machinery. To keep four cylinders running is something else after the twins, even though the championship winning mechanic duo of Stuart Shenton and Dozy Ballington will be looking after the new bike as former racer Martin Carney moves in to look after the 250 cc machine.

"Martin will be a great asset in the team because although he has not been in Europe for some time he has spent the last seven years with Kawasaki in the States. The real reason for him coming home I guess is that he has finally realised the Americans can't make a cup of tea.

"Anyway, we shall certainly not have less than two KR500s complete with spares, so that we can do all the world championship rounds. There are no plans for any other British meetings so far this year, that really is up to the promoters, but I would think I would have more appeal for them now that I have the 500.

"Personally, I would like to ride a bit more in England because I would like the chance to entertain the fans here more regularly, but as I said before at the end of the day that it is up to the organisers. I always manage to get a pretty high placing in the popularity polls over here so I guess there must be quite a few people rooting for me, so it would be nice to be around a bit more often.

"With all this talk about the new 500 I must not forget the 250 cc class where I shall be out to try and make it three titles in a row.

"I ran my new 250 cc machine in at Donington and all I could say at the end of the day was that if the 500 is going to benefit from development over the years in the same way the 250 has, then the new bike is going to be a winner.

"When I ran in the 250 we didn't have to touch a nut or bolt. There was no twitching, no wobbles and no slides and when the run came to an end I simply parked up the machine and we took it home. Nothing needed touching all day, it was simply excellent.



Ballington leads McGregor, Mang and Mamola in last year's 250 British GP (above). Kork entering Park Chicane at Donington (below).



"Well, this weekend is a real big one for me and there is nowhere else better than Donington Park for making a debut on a bike as far as I am concerned. I like the circuit and the people

who run it and I certainly hope that the race fans have reason to like what they see when the latest from Kawasaki is put to test."



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# Sheene's New Challenge

by Andrew McKinnon, Motor Cycle News

**The price of independence for Barry Sheene means his hardest world championship season ever as he tries to recapture the 500 cc crown he lost to American Kenny Roberts, without his customary aid of works machinery.**

Barry rocked the world of road racing last year when he told Texaco Heron Suzuki bosses that he would not be riding their machines during 1980. He said he was simply fed up of having factory ties and wanted to run his own show.

Speculation has been rife during the close season about the possibility of Barry getting factory support despite his split with the British Suzuki importers, but the plain fact of the matter is he is riding absolutely standard machinery at Donington Park this weekend.

The punter may find it difficult to understand why a prolific rider like Sheene didn't get Yamaha falling at his feet to provide him with their very best in machinery. But the Japanese harbour beliefs almost forever and Barry's fiery split with Yamaha back in 1972, it seems, has never been forgotten by officials.

Since Barry's link up with Mitsui, the British Yamaha importers, their competition manager Robert Jackson has been pleading with the factory to realise the showroom value of Sheene and give him better bikes but so far without much success.

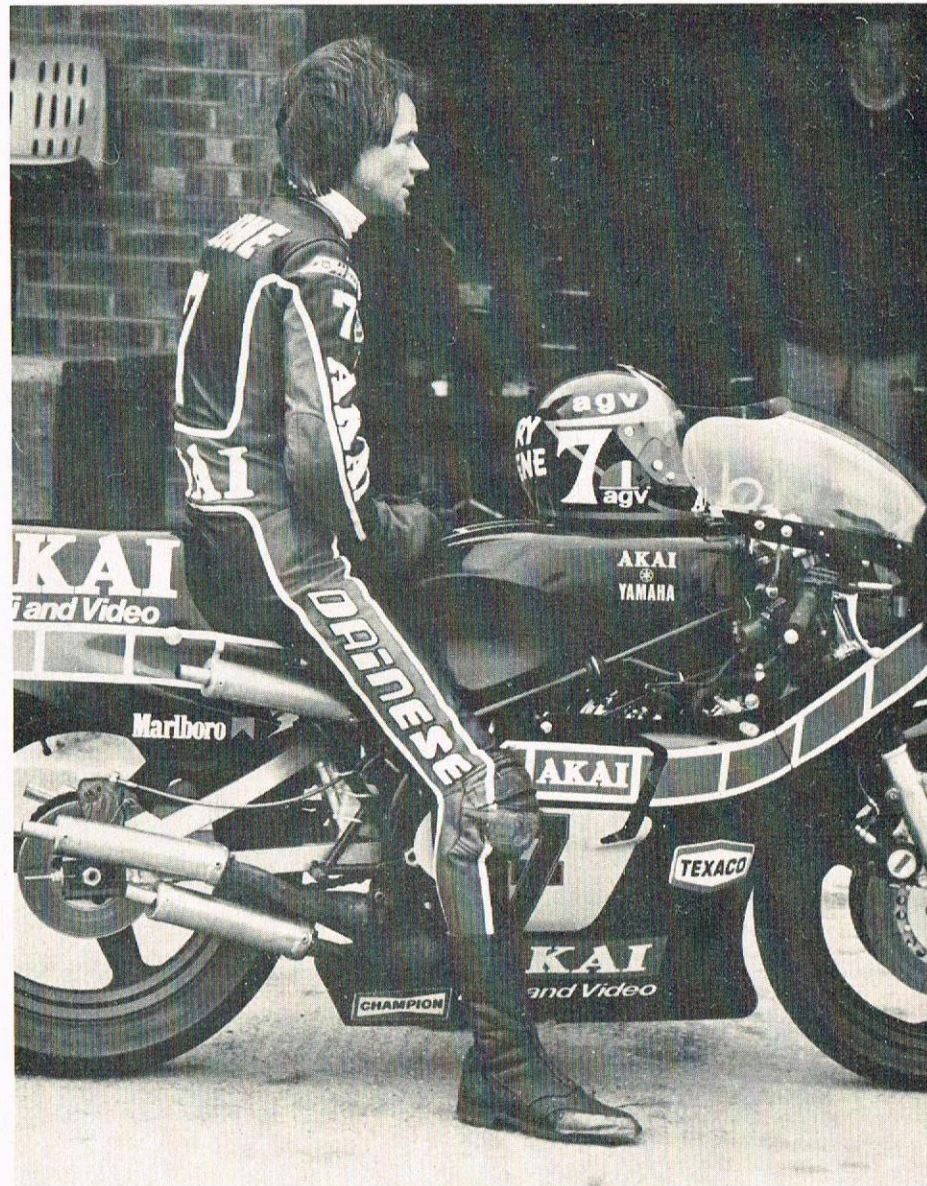
Even reigning world champion Kenny Roberts finds it strange that his long-time employers won't give Barry a little something special to help him along the world championship trail.

Recently in Daytona I asked Kenny for his reaction to a story my newspaper had run outlining Mitsui's efforts to secure works machinery for their co-opted star and he was full of enthusiasm for the scheme.

"I think it would be a great idea if the factory gave Barry works bikes. I certainly would have no objection to it," he stressed, surprising many who felt that Roberts would fight tooth and nail to keep his arch rival off similar machinery to his own — obviously a firm indication of Roberts' opinion of his own skill!

And so it was that after seven long and successful years with Suzuki, which had of course included two world championship winning seasons, that Barry declined Suzuki GB chief Maurice Knight's terms for 1980.

To be quite frank, Barry didn't really know what bikes he would be riding during the coming season at that time.



He tried to persuade the factory to let him have a batch of works bikes for his own team but the golden rule with Japanese manufacturers is that they will only support teams formed by national importers of their goods.

When at last Barry had convinced all of us in the newspaper world that there definitely was no chance of reconciliation between himself and Suzuki the link between himself and Yamaha became clearer and clearer, culminating in the news that he was to strike a deal with Mitsui. But it was stressed that he would not be an official Team Mitsui Yamaha rider, that privilege was to be reserved for Dave Potter, Charlie Williams and new prospect Dave Dean.

Besides, had he immediately signed a contract to be a member of another team it would have been completely contradictory to his aims.

Barry's rôle with Mitsui is that of ambassador for their products — his loose contract with the company is purely for an advertising campaign. In return he was put on their priority list for the much-awaited Yamaha TZ500 which you will see him riding here this weekend.

At the time of writing only one of two 500 Yamahas promised to Barry had arrived. In time he will be supplied with two 750 Yamahas and two 500s.

Everything was taking shape nicely and the final touches really were added

when Barry's new team was launched at the Royal Garden Hotel Kensington early in January, the day before he flew out for a month in Venezuela's scorching climate.

As if in desperation Barry had wanted to erase the memory of everything he had been connected with before, in the way of racing, the launch was nothing short of sensational as Frank Bough, (the front man from Grandstand) revealed the mouth-watering details of the biggest private team ever to hit the racing scene.

Akai, the Japanese manufacturers of hi-fi and video equipment were his biggest backers having pumped an estimated £200,000 into the racing team along with hefty lumps of cash from Texaco, who followed Barry from Suzuki GB and cigarette manufacturers Marlboro.

In addition to the machinery from Mitsui, Barry's rolling stock would include a 40ft DAF transporter with workshop and living accommodation and a luxurious motor home. The whole package weighed in at a staggering £300,000!

But will this impressive array of equipment be enough to see Barry through the 1980 season in the style we've been accustomed to seeing him operate? Without wishing to cast doubt on Barry's 1980 potential, facts are facts and there are a lot to chew over as the Austrian Grand Prix, the classic series opener, (in view of the cancellation of the Venezuelan round of the world championship), gets closer.

Unless he can get something approaching works machinery, then the chances of him winning the 500 cc world championship in 1980 are very slim.

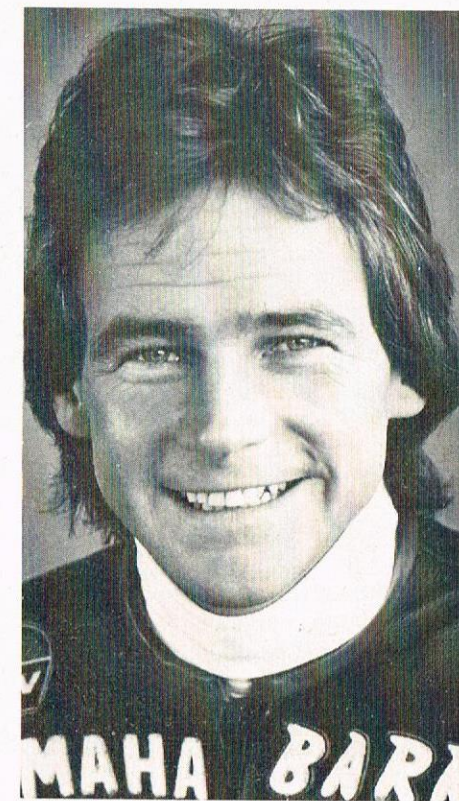
Last year a private bike only won one Grand Prix. That was when Boet van Dulmen the Dutch hero showed them the way round in Finland. Dennis Ireland took Belgian honours but that was in the face of a mass boycott by the stars over track conditions.

But apart from these two instances it was a works bike which crossed the line first each time. Roberts, the man who went on to win the title won races in Austria, Italy, Spain, Yugoslavia and Great Britain. Sheene won the series opener in Venezuela, the Swedish Grand Prix and the final round in France, and Wil Hartog was the victor at Hockenheim, scene of the German Grand Prix.

In fact looking back to the start of world championship records in 1949 it's hard to spot a private machine which has won the blue riband class!

By opting out of a works contract Barry must take on a possible Grand Prix grid of 10 works machines with his

**Barry is the most professional road racer in the world and the last thing he would do is underestimate his task for 1980.**



privately owned Yamahas.

Leading the works riders comes Kenny Roberts. He is the sole works Yamaha rider this season, the factory having dropped the inconsistent Johnny Cecotto. Riding works Suzukis during the coming season will be Texaco Heron Suzuki teamsters Graeme Crosby and Randy Mamola, the Italian Olio Nava Fiat team members Graziano Rossi and Marco Lucchinelli and of course Dutch star Wil Hartog who is with us this weekend.

Then we have to examine the prospects of the new Kawasaki challenge in the 500 cc category. Kork Ballington will start the year with the KR 500 and will be joined at the halfway stage by Australian star Gregg Hansford. Making up the balance come

Honda stars Takazumi Kaayama and Mick Grant, and Ron Haslam could be aboard the NR500 before the year is out.

So much for the works riders whom Barry must get the better of. He is not the only very capable rider on stock machinery this year and in fact I believe that some of his main non-works rivals could just have the edge on him when it comes to "go faster" bits.

Dutchman Boet van Dulmen will ride for his national Yamaha importer Inter Motor Nederland and is said to have been smiled on by the factory with special parts and Italian breakway star, Virginio Ferrari, who in exactly the same way as Barry refused to be dictated to by his former employers Suzuki, and returned to the ranks of the privateers, will also have special Yamahas.

At his recent press conference at Imola he told me that his sponsor Serge Zago had managed to secure specially lightened cycle parts for his 500 Yamaha and in general he was confident of success.

"I think it is possible to beat works machines as a privateer", he explained, "providing you are a capable rider yourself and you have a good team around you."

In addition to Van Dulmen and Ferrari the names Pons and Sarron from France must be treated with respect with their 500 Yamahas.

Having read the past few paragraphs you may be feeling quite depressed about Barry's chances in this season's 500 cc world championship chase, but don't be too down-hearted.

Barry is the most professional road racer in the world and the last thing he would do is underestimate his task for 1980. Already he has engaged specialist engineers to develop effective improvements for his bikes.

"At present I can't specify what I am having done. All I can tell you is that I've invested a lot of money into having the work done and that if it is a success then it will benefit all my fellow 500 Yamaha riders," he explained.

With Barry behind the scheme it's odds on it will turn up trumps and so it will be interesting to see how his own machinery matches up to that of Kenny Roberts as the season goes on!

But it's here this weekend that Barry faces one of his toughest tasks. As yet there are no revealing developments to his Yamahas, they are simply bog standard.

Can he beat the works Suzukis of Wil Hartog, Graeme Crosby and Randy Mamola or the works Kawasaki of Kork Ballington — we're in for an interesting weekend's sport!





Ron Haslam astride the 996cc Honda.

Photo: Brian Kelly

# The winning formula.

Congratulations to Ron Haslam and the Honda Britain racing team on winning the prestigious 1979 Forward Trust/Motor Cycle Weekly T.T. Formula 1 Championship, and to runner-up Graeme Crosby on his Moriwaki entered Kawasaki—all winning combinations.



Ron Haslam, Forward Trust/Motor Cycle Weekly T.T. Formula 1 Champion 1979.

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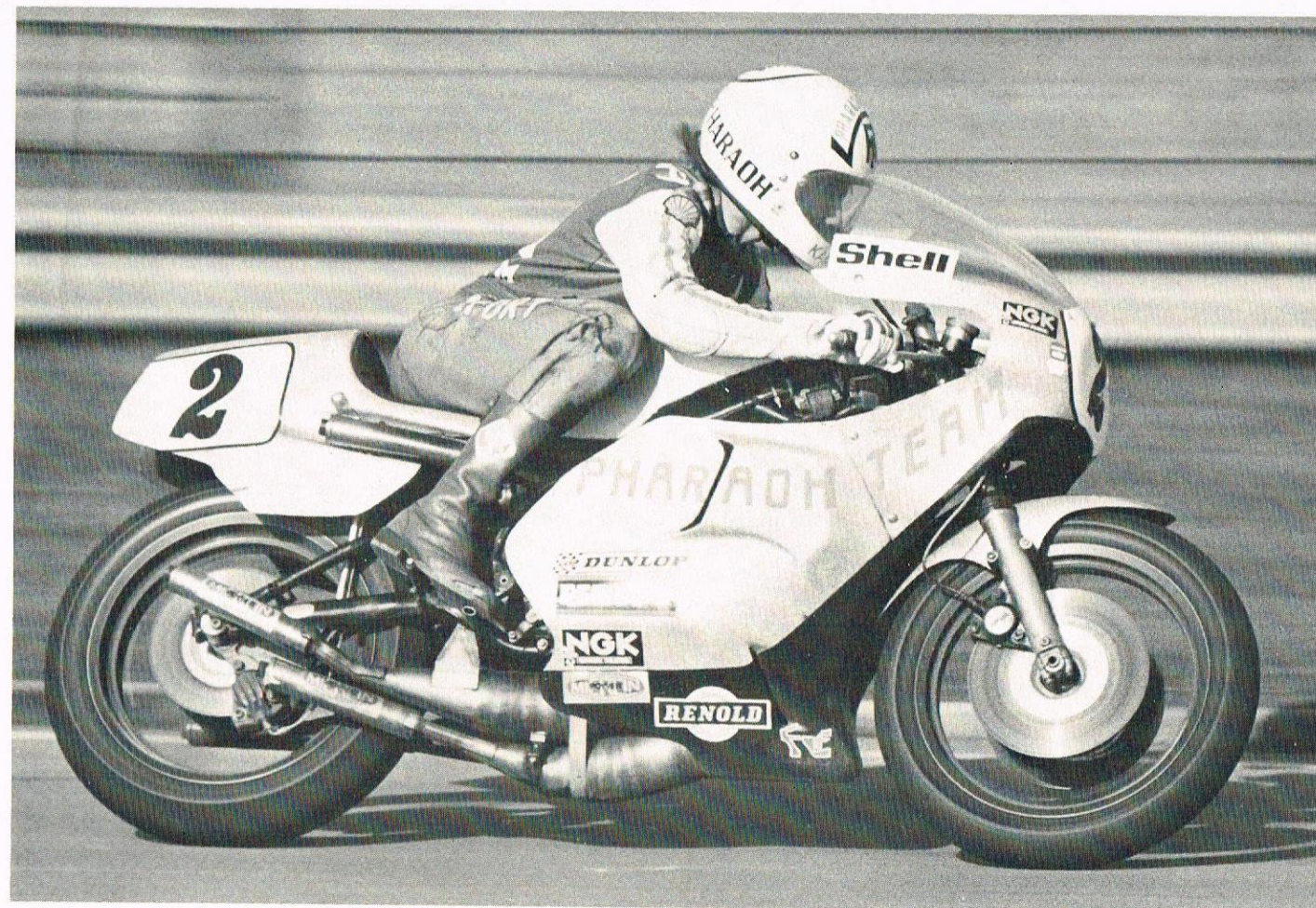
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## 'Our Ron'

*By John Brown, Editor, Motorcycle Racing Magazine*

Ron Haslam, world championship contender for Honda. This possibility took a step nearer fact last month when 'our Ron' got the summons from Japan to join forces with Mick Grant in the final testing stages of the latest version NR 500 cc racer which the factory will be entering in the Grands Prix this year.

Ron, the popular 23-year-old from Langley Mill, Notts, (who always has his banner-carrying fan club members in attendance when he is in action at the British circuits), got the chance to join the test team after Japanese rider Takazumi Katayama took a tumble and damaged his shoulder when the front wheel of the NR he was testing locked on.

It was a prime example of one man's misfortune being the others good fortune.

When Ron was taken on by Honda for a second season after winning the TT Formula One world championship for them last year, the deal for 1980 was that he would concentrate on the Formula One series once again and would be given the chance to race the 500 cc Grand Prix machine at a few selected title rounds if there was a third machine available.

Now, with the twist of fate, I have a feeling that Ron could find himself in with a far more permanent place in the

championship team providing he dishes up the kind of stuff we all know he can produce when he gets aboard the NR on the Honda factory test track in front of the race department's top brass.

The ironical thing about all this last minute action is that it brings a chance to enter the Grands Prix only a few months after Ron turned down an approach from Suzuki because he did not think he was ready for Grand Prix racing.

"When Suzuki showed interest I turned them down because I have never raced in a Grand Prix abroad and simply felt that I was not ready to start as a full team rider who would obviously be expected to win," explained Ron.

"The original idea put to me by Honda was ideal because it meant the occasional ride so that I could get used to Grand Prix racing without really being expected to turn in winning results."

The latest happenings of course mean that young Ron could find more pressures than he hoped for when he goes into a title race, but Barry Sheene, a rider with much world championship experience, feels that Ron could be on the brink of something big.

"The fans all want renewed British rider interest in the world championships and Ron could be just the boy to provide it," he told me.

"The NR is a new bike and with Ron on board it would be an ideal double debut situation. Ron could grow up with the bike at world level and I feel certain that during the early stages Honda would not be looking to the bike as an instant winner. Because of this it would be ideal for Ron to get the experience as the machine is developed and once it hits the high note, he will be the master of it and could be a top world championship threat."

It had been agreed by Honda that this year if factory commitments to the F1 series allowed and there was not an



## "Our Ron"

NR available, Ron could take in some foreign internationals and world championship events on his own Mal Carter sponsored Pharaoh Yamaha.

And it seems that this agreement will stick if the NR at present under test does not come up to the hoped for level of competitiveness.

This is certainly what Ron is banking on because he is determined to get himself in to the Grand Prix swing this year so that 1981 marks the start of "Rocket" Ron the world championship rider.

With Tilburg and Paul Ricard as the only foreign circuits he has raced on, Ron realises it will be a tough time at first getting established in the world championships.

"I have never really done anything worth talking about abroad and that is a fact," admits Ron. "This year I simply want to go out to gain experience and then be in a position to have a real go next season. I certainly simply can't expect to be a winner like I am on the British circuits and I appreciate that I must be prepared to do a lot more learning."

One circuit where Ron hopes to be racing either the NR or the Mal Carter Yamaha is Paul Ricard, the venue for next month's French GP.

"That is one place I do know a little about, I would not feel so out of my depth as I will at all the others," he smiled.

Quiet off the track but a real demon once he is astride a racing motor cycle, Ron realises that a lot will be expected of him once he makes his determined bid at the world championships.

"I shall definitely try my best because most of all I don't want to let anyone down," he declares. "Lot's of people have done a lot to help me in my racing career and I certainly owe them something in return, and not disappointment."

One of the people on that owed list must be Mal Carter who Ron says is the real driving force behind his current success.

It was back in 1972 shortly after Mal's youngest son had been killed in a car crash as he was about to enter a racing career, that he came in to the Ron Haslam development story.

He offered Ron a 250 Yamaha for a meeting at Cadwell which was accepted, which was then followed up by what Ron considers to be one of his most embarrassing moments when he crashed at the Mallory hairpin two weeks later while having his first ride

on a 700 Yamaha.

"Mal didn't shout at me or anything and he has been like that towards me ever since," said Ron. "We are more like brothers than a sponsor and rider set-up and for sure without him I would not now be on the brink of becoming a full works rider."

Back in 1978 when Honda first got Ron on to their books the rider insisted that Mal should go down on the contract as his official manager.

"There is no way I'm leaving him by the wayside," explained Ron. "I have never had to buy a machine of my own and he has always made sure that I have been provided with the best available."

"He has also given me a great deal of encouragement when I am racing and if I show any signs of being depressed during a bad luck run of results, he bucks me up and gets me back in the winning groove. There is no doubt in my mind that Mal is the person who has got me where I am in racing today."

In fact just after Mal had first met Ron there was a sad happening that almost brought the Nottinghamshire rider's career to an abrupt end.

In a freak after-race accident at Scarborough in 1973 his brother Phil, then the number one rider for Mal Carter team, was killed.

"We are a very close family, I've five brothers and three sisters, and when Philip was killed my other racing brother Terry and I decided to quit," he said. "We simply felt as though we did not want to have anything more to do with the sport because we looked up to Philip and also our mum did not want us to race again."

Then after a few weeks had past the thought came to Ron and Terry that Phil would not have wanted things that way and the determination to get back in racing started to grow.

"It was just then that Mal Carter came along and said that if I wanted to continue racing he would give me full sponsorship in the way he had done for Phil," said Ron.

At the same time Terry decided to switch from club level solo racing to sidecars and he too was taken into the Pharaoh team.

One of the big set-backs to Ron's early career was that he crashed rather too frequently, a fact that did not go unnoticed by the rider himself.

"It was a bit of a nasty habit," grinned Ron who started racing when he was just 15 on a 750 Norton. "The great thing though was that Mal was never worried and said that as long as I was leading at the time it didn't matter and that I would win next time."

Another big thing about the set-up with the Halifax sponsor was that there was never any worry about damaging machines.

"A lot of lads dare not go as fast as they can when they start racing in case they damage the machine in a crash," continued Ron. "I am sure the fact that Mal simply got the bike mended in time for the next race and never complained did a lot to get me off to a fast start."

For Ron, who lives at home with his mother and brother Terry, there have been some disappointments and the biggest as far as he is concerned came last year when he just missed beating Dave Potter to the honour of becoming the first privateer to win the Motor Cycle News Duckhams Superbike Championship.

"I was pipped at the last corner in the final round at Brands and it was my fault," admitted the rider who's only other interests in life are his girlfriend and the large collection of guns that adorne his home.

"All through the year I had gone out to win and that had paid off for the beginning of the year but took an opposite turn in the penultimate round at Oulton Park. On that occasion the front tyre started to break up while I was battling it out with Graham Wood and instead of settling for second place I kept up the pressure and ended up by crashing. I got back in the race and finished ninth but that meant it was a win or nothing in the final round."

Ron also adds the handicap of not contesting the Scarborough round as he has vowed never to race at the Oliver's Mount where his brother was killed.

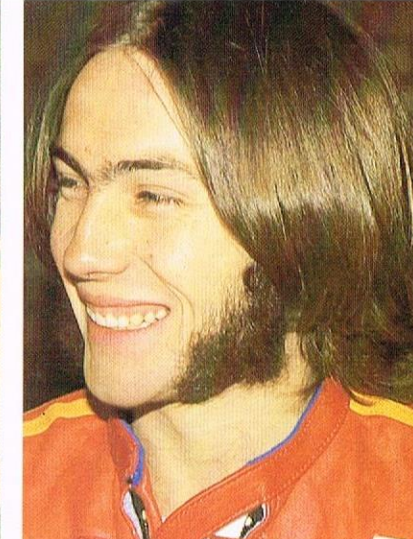
This year as well as looking forward to the chance to race in the Grands Prix, Ron is waiting for June so that he can return to the Isle of Man.

"The TT is a great event but it will take a little more time yet before I consider myself to be a master of the Mountain Circuit," he said.

"I have only raced there during the last two years and I reckon my course education got the biggest boost so far last year when I had a very instructive third place dice with Mike Hailwood, surely the master of the place."

One thing about 'our Ronnie' is that he delights in hearing and seeing the appreciation of the crowd. "When I feel they are urging me on I ride at my best," he said. "I think fans are great to have and if ever I am at home I'll answer the phone to them despite mum's complaints about the thing always ringing. Of course, I want success in racing but most of all I don't want to let other people down."

## Ron Haslam

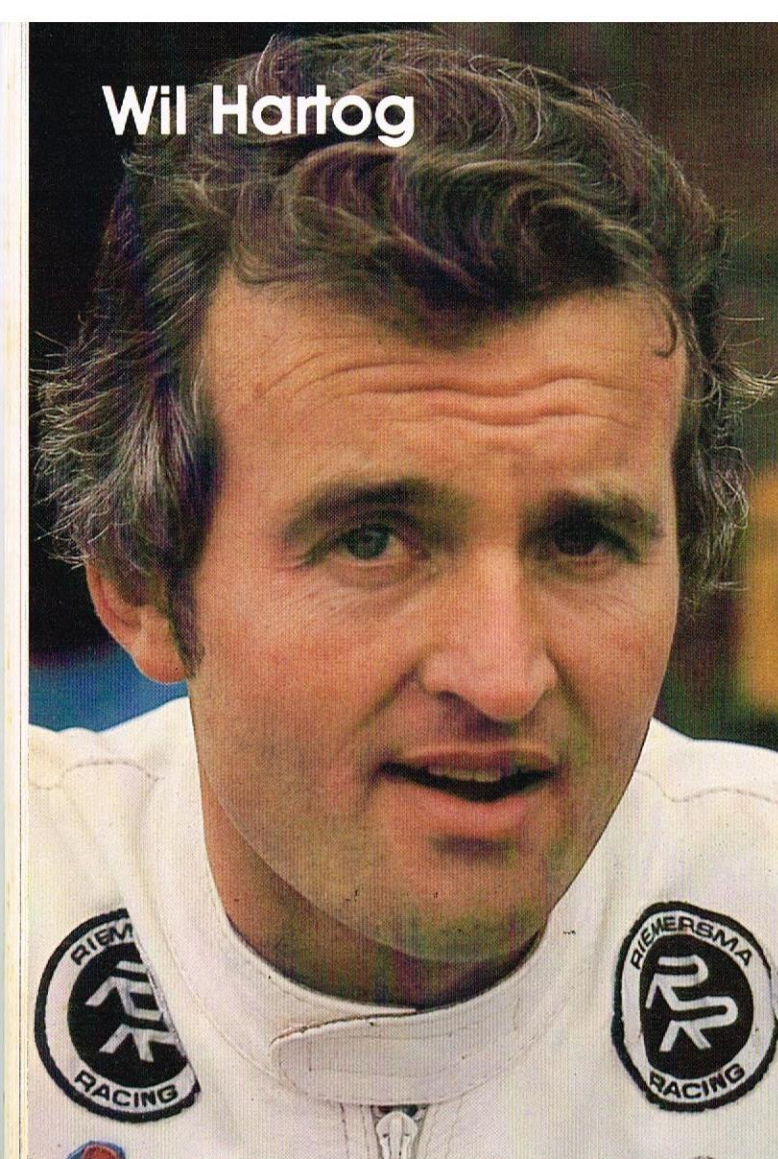


## Haslam v Marshall





Wil Hartog



Hartog leads Mamola







**Randy Mamola**



**Graeme Crosby:**  
Winner Daytona Superbike 100

Crosby leading Freddie Spencer in Daytona's Superbike 100

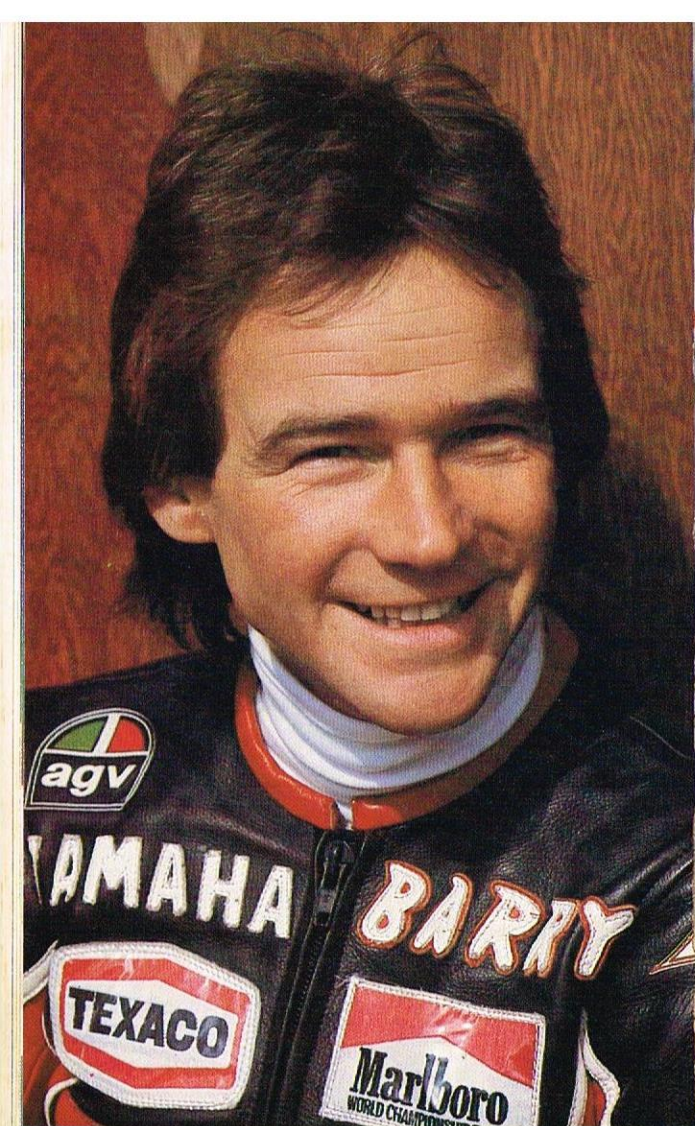


Mamola at Donington, 1979

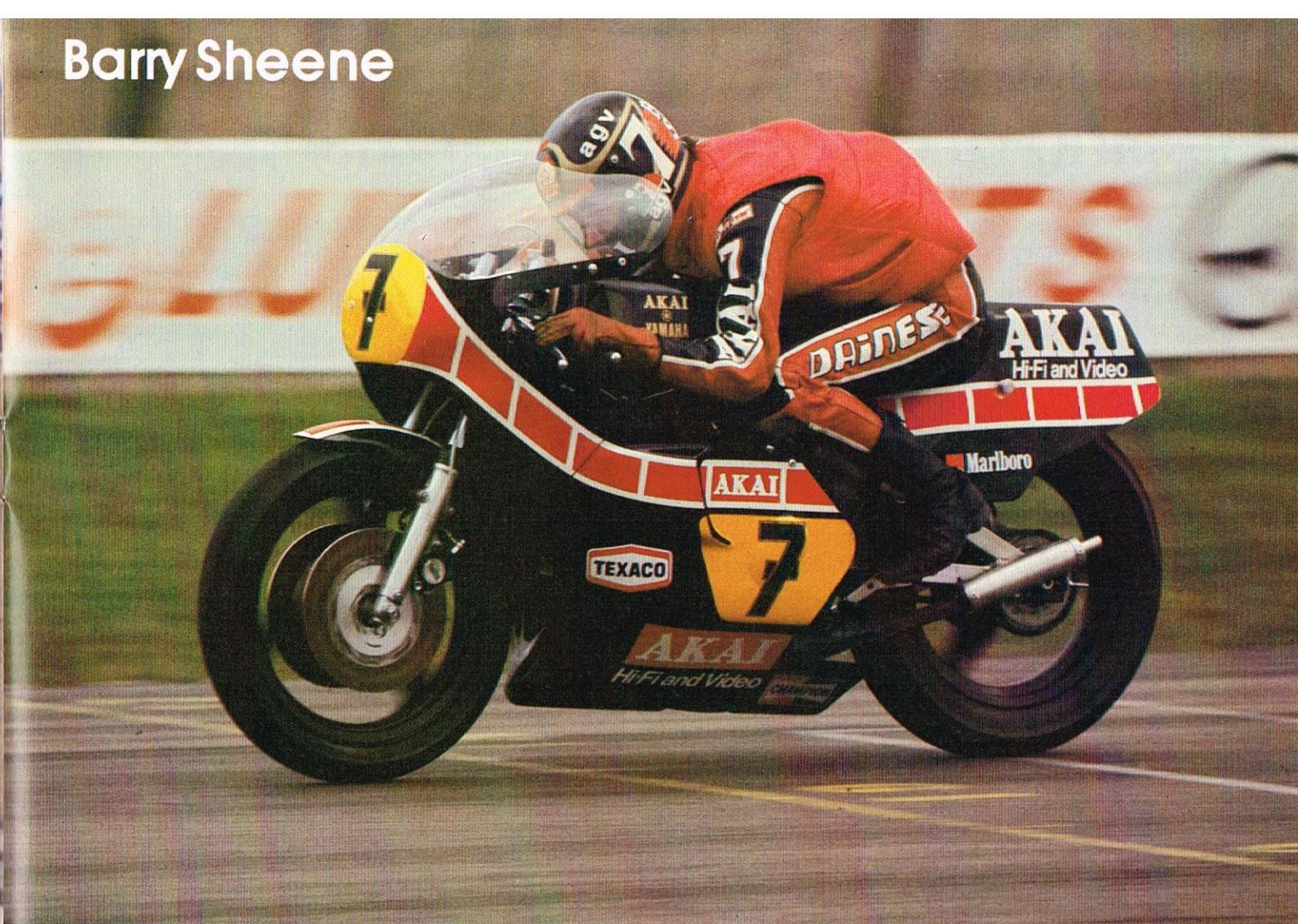


**Mick Grant**





Barry Sheene



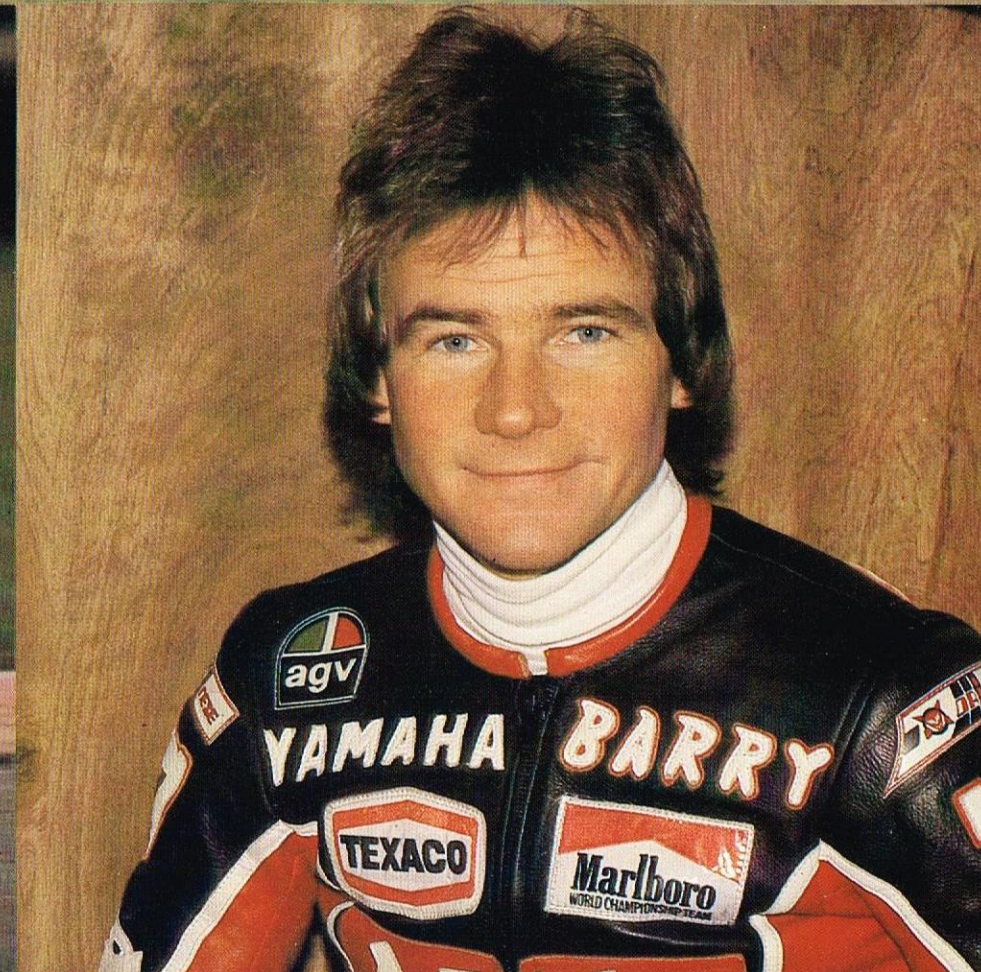
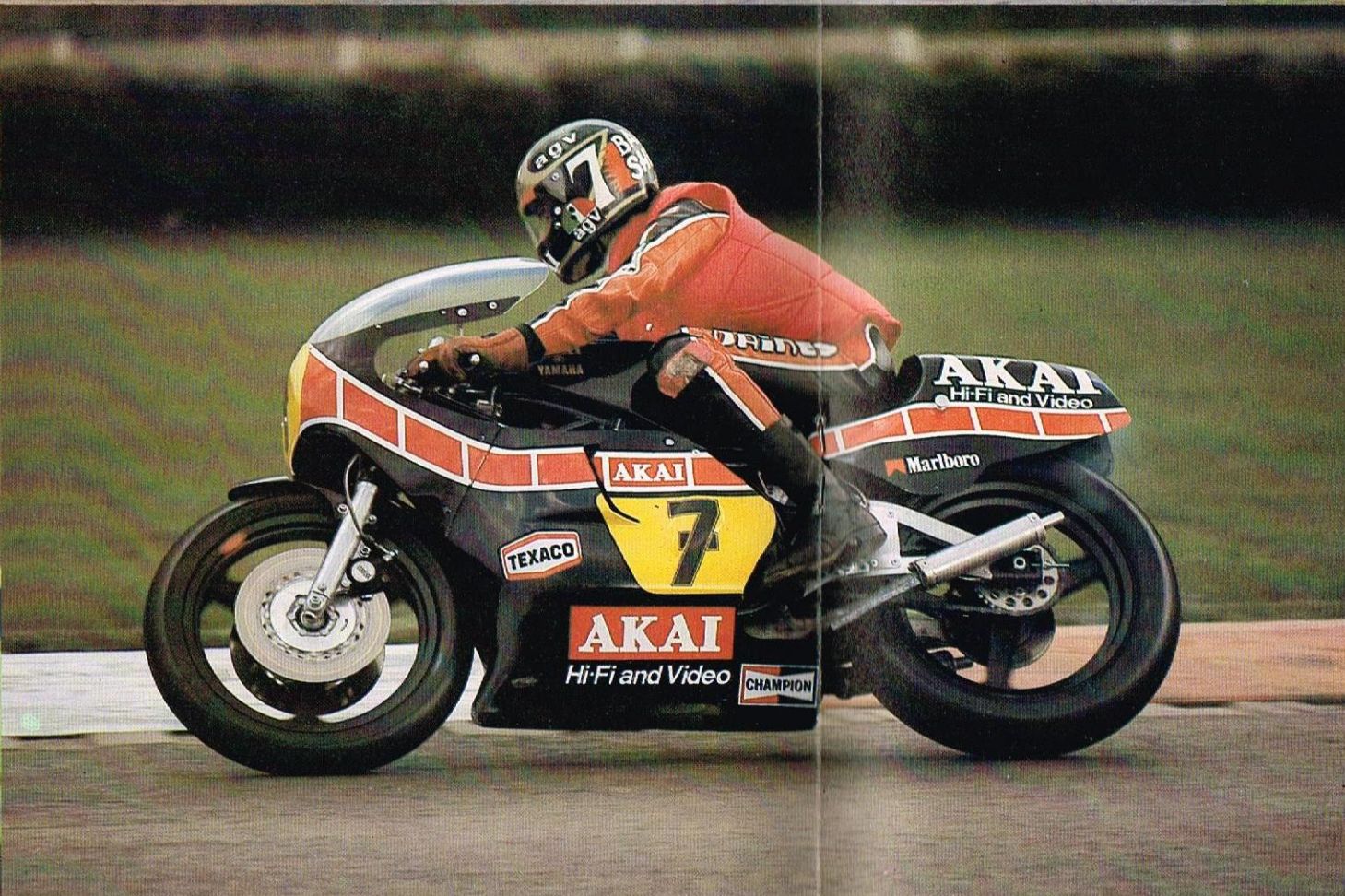
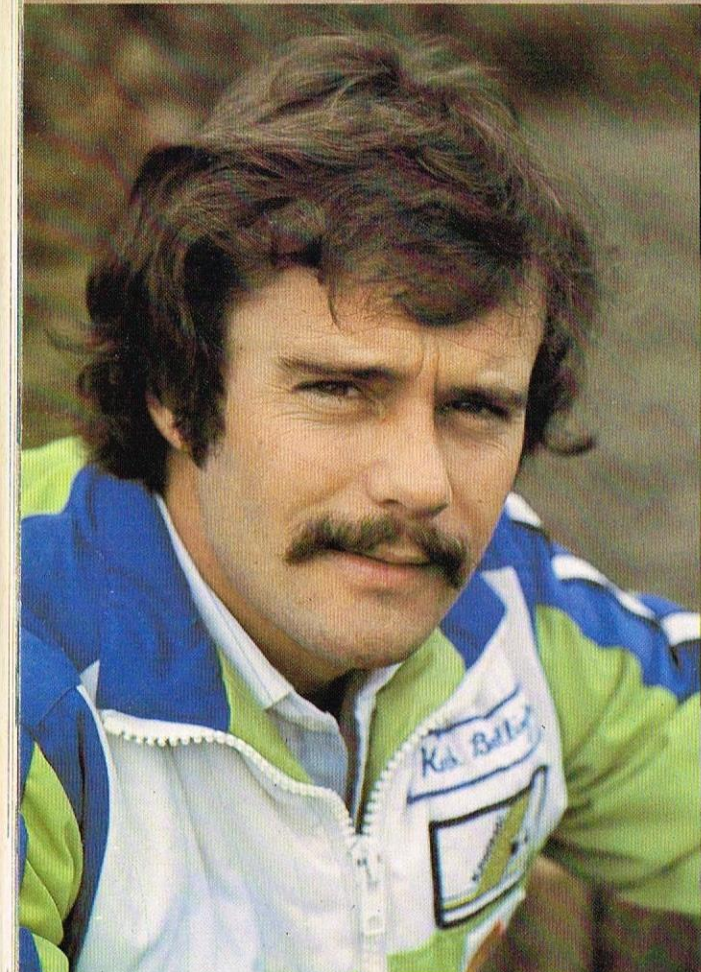
Kork Ballington Testing 1980 250 Kawasaki



Steve Parrish



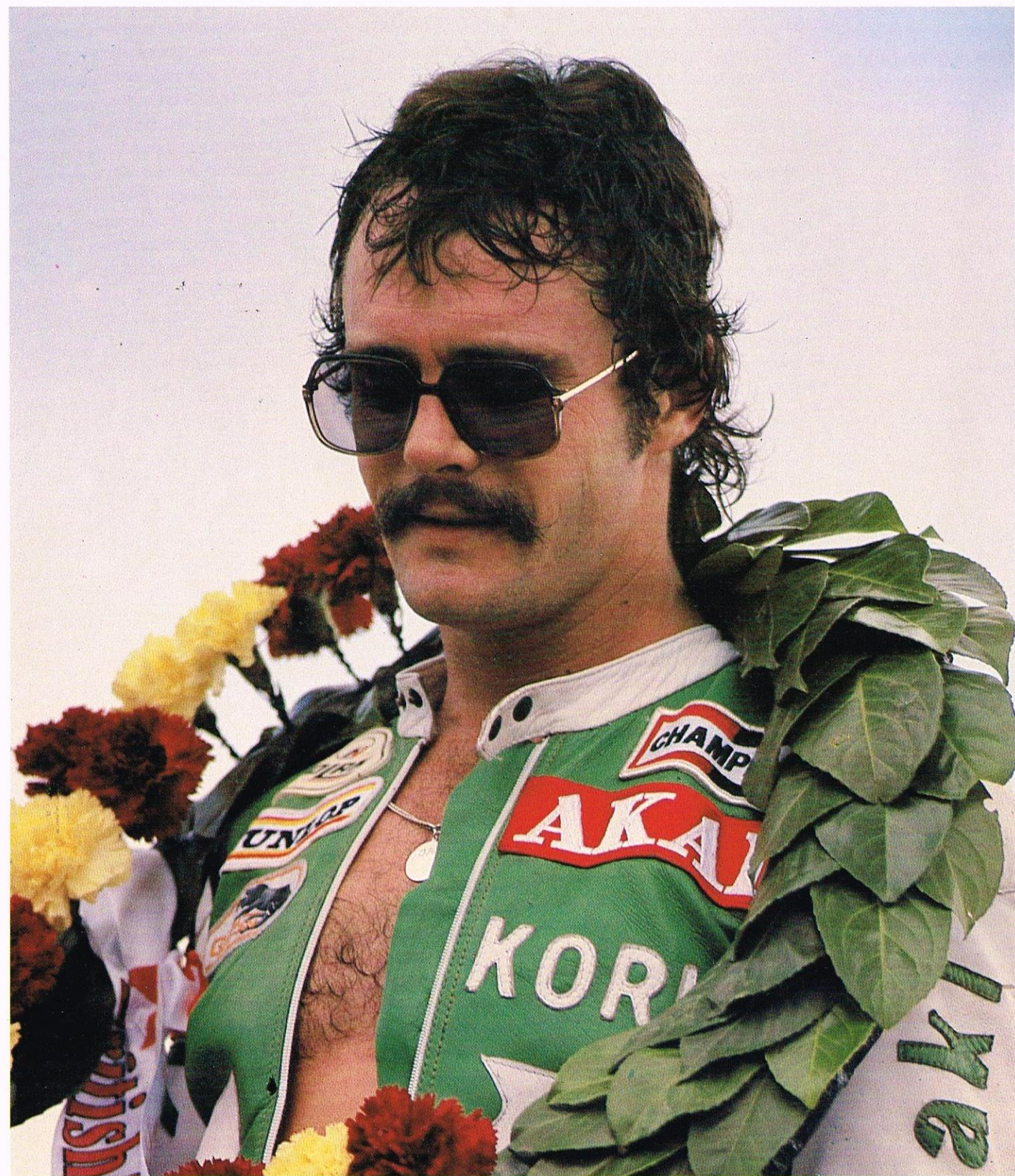
# Testing at Donington, March '80 ... Ballington tests 500 Kawasaki – Sheene tests Yamaha





## Kork Ballington

Rated No 1 Motor Cycle Racer of the World in 1980 by Motocourse: 'His performance over 2 years has been among the best in recent motor cycling history. His riding has been an outstanding example of professionalism, and a devastating combination of speed and self possession. To ride so fast, so well, so stylishly and so safely, demands special recognition.'

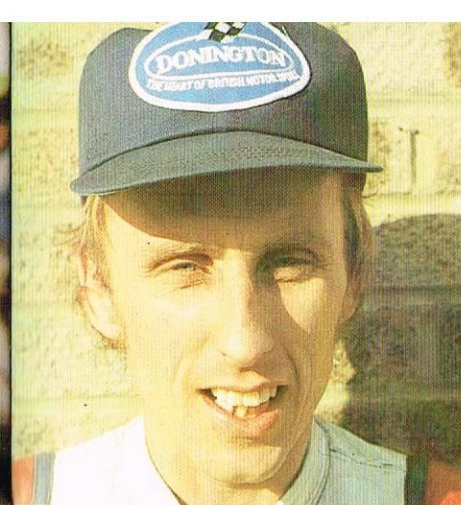




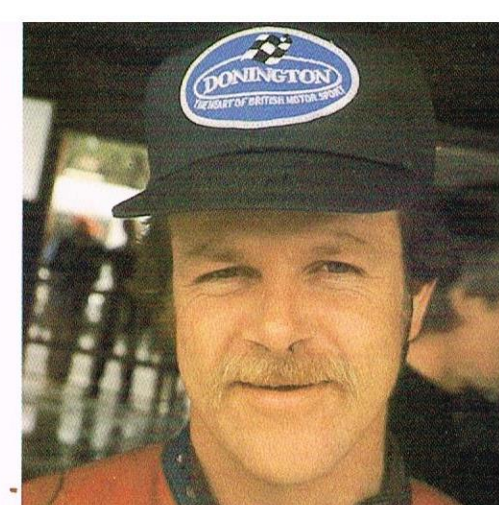


Dave Potter ▲

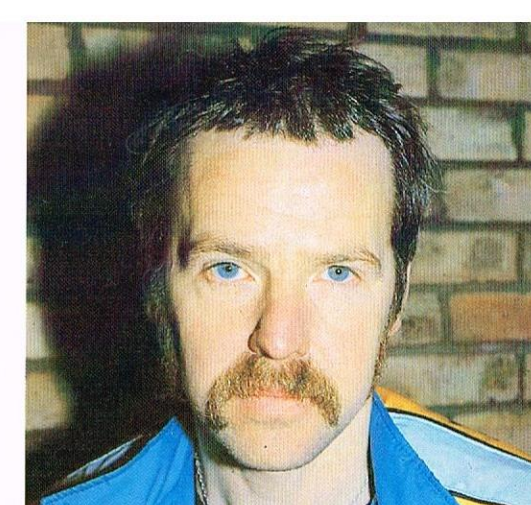
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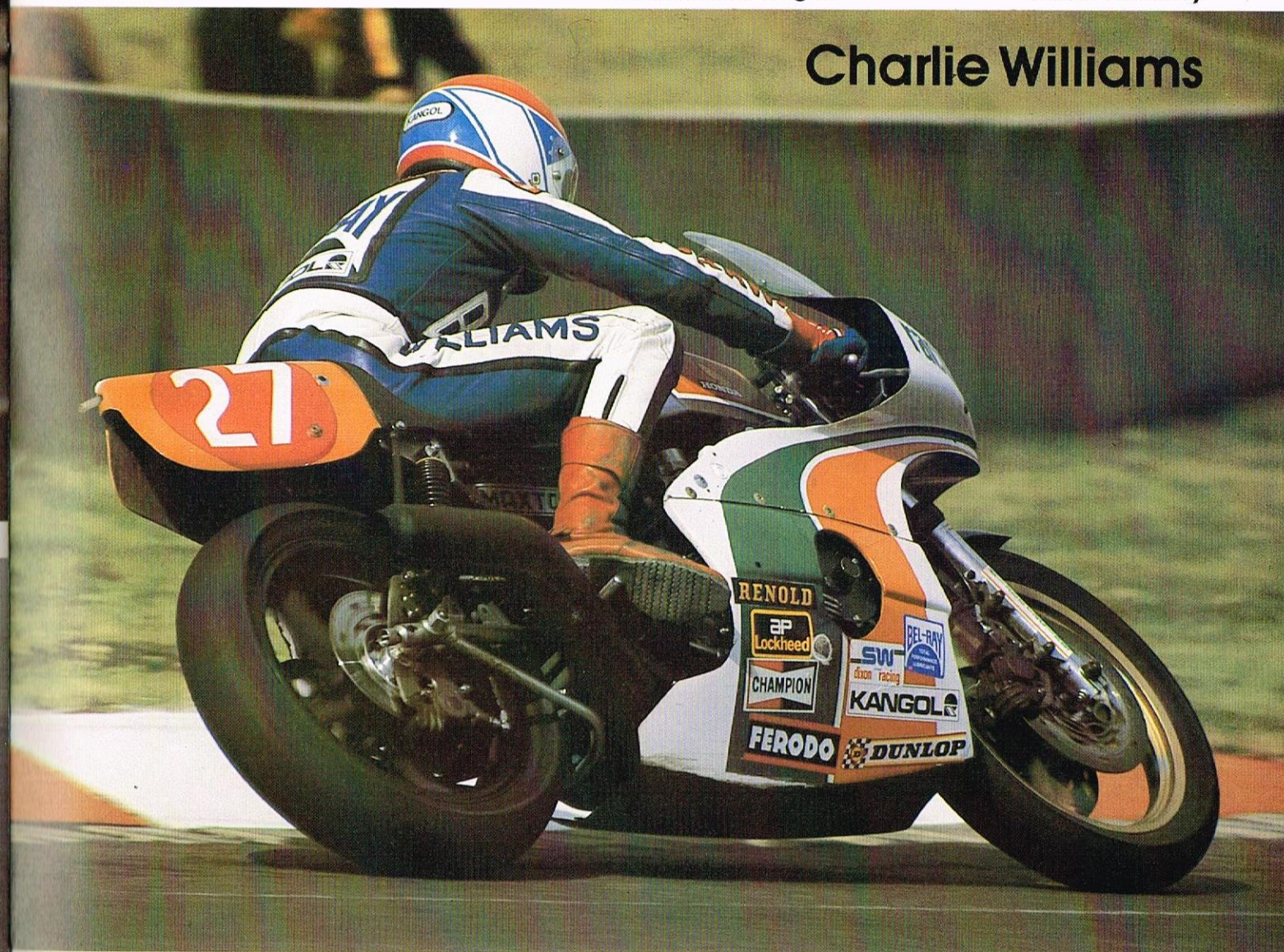
Dave Potter



Graeme McGregor



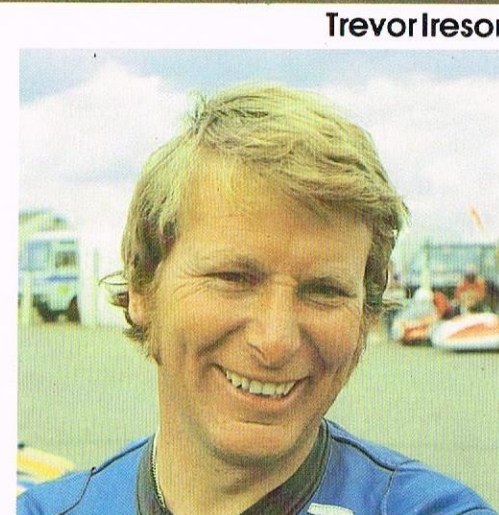
Dick Greasley



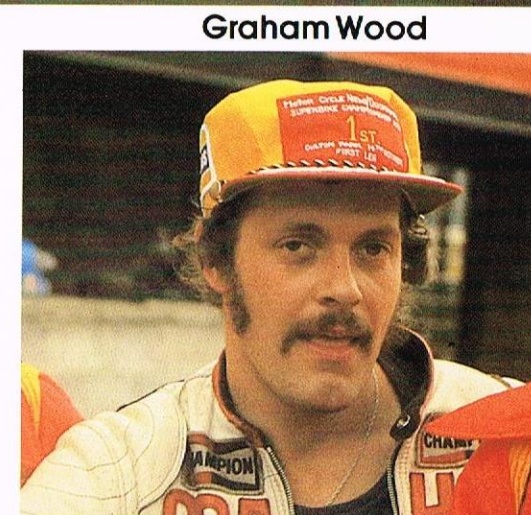
Charlie Williams



Steve Henshaw



Trevor Ireson



Graham Wood





Start of Donington Sidecar race, July '79



Jock Taylor (left) / Bengt Johansson



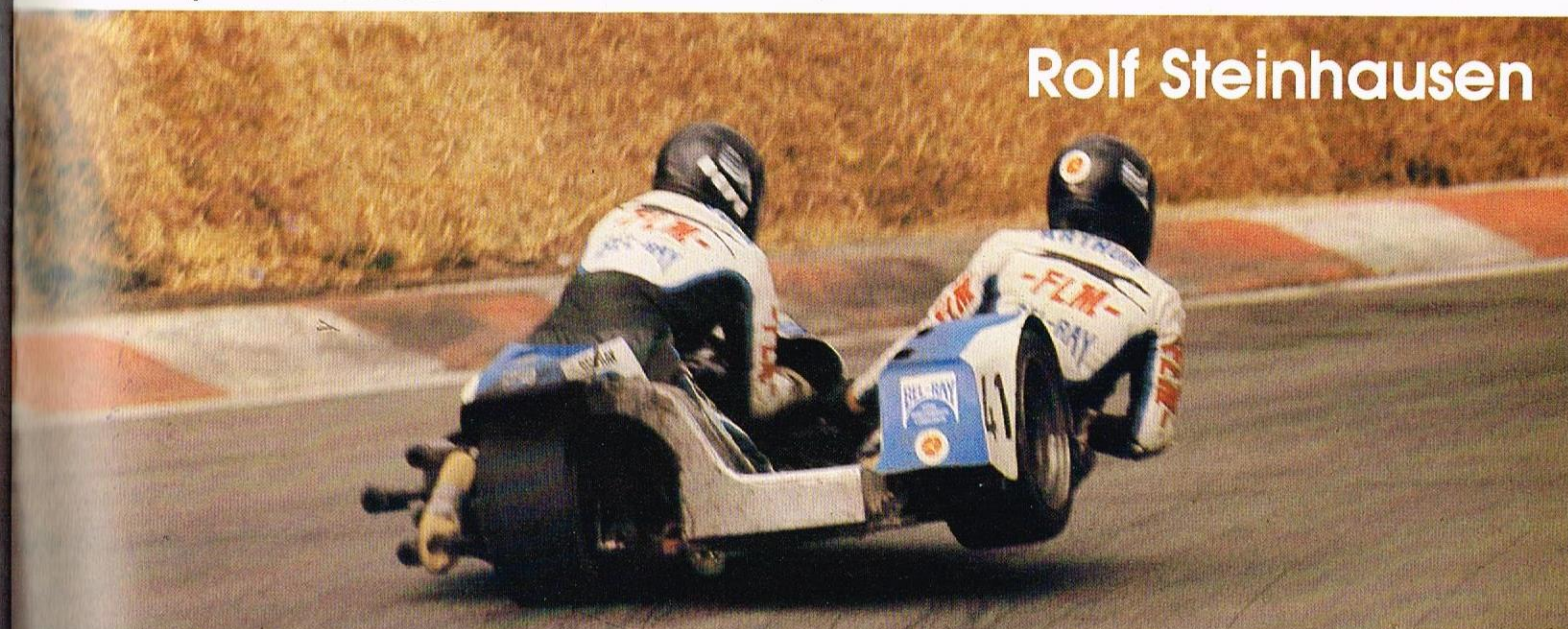
Jock Taylor at Donington



Dick Greasley



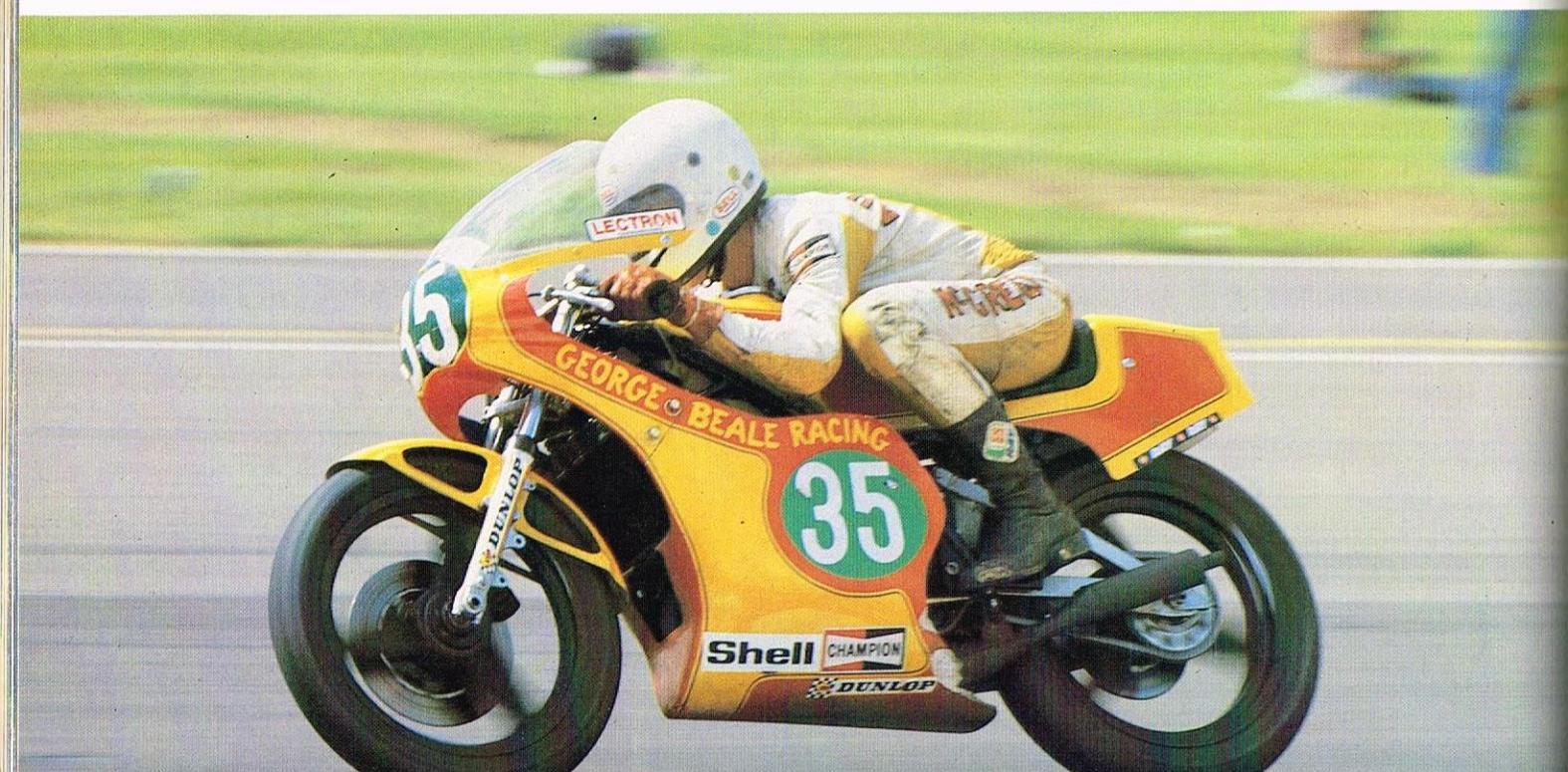
Jock Taylor at Silverstone



Rolf Steinhausen



## Graeme McGregor



## A new look Suzuki Challenge

By Chris Carter

The departure of Barry Sheene and a sad lack of experienced British riders in World Championship competition left Suzuki GB director Maurice Knight with a big problem this winter.

Should he pick untried and untested home grown talent for the Suzuki GP squad, or risk the inevitable squawks of protest by hiring foreigners to do the job?

His decision was to look abroad and though British fans might regret the fact that Graeme Crosby and Randy Mamola are both overseas riders, Suzuki GB have two talented men to spearhead their ambitious 1980 racing programme.

Neither rider is a stranger to British race tracks. Mamola, now 20 years old has demonstrated his spectacular brand of riding several times, and Crosby last season made himself a firm favourite with thousands of enthusiasts with his all action style.

For Crosby the test will come when he rides the factory Suzuki two strokes in serious competition. For Mamola, an experienced and successful Grand Prix campaigner the Suzuki Formula One four stroke is new ground.

Both face their respective challenges with enthusiasm and confidence.

Graeme Crosby came to Europe last season armed with the Moriwaki Kawasaki and the intention of racing in just three events. His success and popularity after his Brands Hatch, Isle of Man TT and Mallory outings were such that he stayed on to finish high up the Forward Trust/Motor Cycle Weekly Formula One Championship and the Formula One World Championship.

"I like four strokes, particularly big four strokes, but that doesn't mean to say that I do not like two strokes. I gave an RG500 Suzuki an outing at Brands Hatch just before I flew out to Daytona, and came down to lap record times. I'm ready and waiting for the GPs," says Graeme.

The New Zealander will have a tough time, there's no denying that. The 500 cc world championship is the most difficult title of all to win and Graeme's lack of experience on the majority of the GP circuits will add to his difficulties.

But first time appearances do not appear to worry the Kiwi unduly. This March was his first appearance at the Daytona International Speedway, and despite a mix up in the qualifying heat when he followed Yoshimura Suzuki teammate Dave Aldana off the track too soon after taking the chequered



Randy Mamola in typical pose.

flag, he won the Bell Helmets Superbike Race from the back of the grid.

If that performance against the cream of the world's Superbike racers was not enough to convince the doubters that Graeme Crosby has arrived as a top class road racer, then they must wait till the start of the European season for Croz to do his thing.

Randy Mamola, the young Californian, on the other hand has been

racing two strokes around the world for past six seasons, and has proved already that he can hold his own in the 500 cc world championship battleground.

Backed by Pan Am pilot Jim Doyle, who is now a leading light in the proposed Professional Riders Association, Randy made his European season debut last year with the Adriatica team in Italy.

He began the 1979 season riding 250



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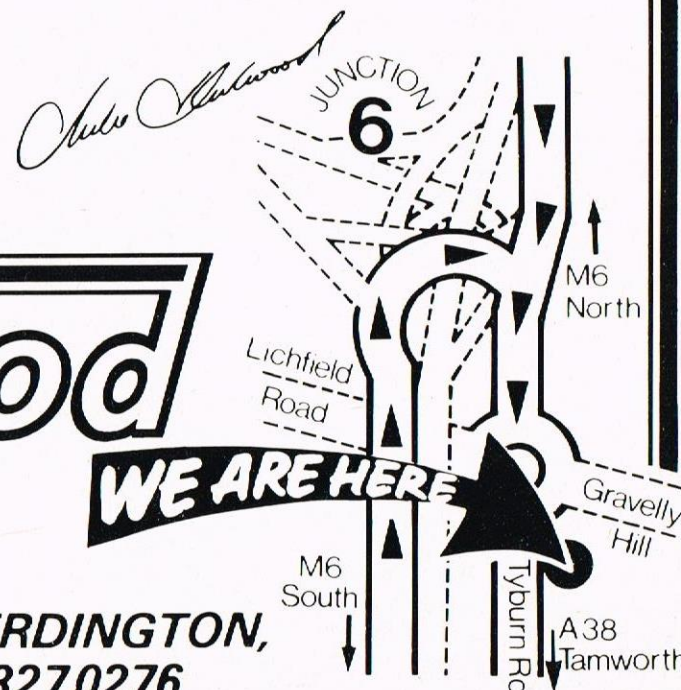
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and 350 machines till a dispute with the Italians saw him without machines midway through the season. To the rescue came Belgian Serge Zago, and when the Belgian's number one rider Mike Baldwin crashed at an AMA National meeting at Loudon last June, badly breaking his leg, Mamola was given the chance to ride the rapid RG500 Suzuki.

Randy took to the Suzuki so well that despite missing almost half the rounds the young American finished eighth in the 500 cc chase, and came close to winning the Finnish GP at Imatra and the French GP round at Le Mans.

Randy had been telling people for some time that really he was a big bike rider, but it took those superb world championship rides and some impressive end-of-season performances on the 750 Yamaha at the AGV Helmets Nation Team Cup to convince the world.

Randy was one of America's stars in the exciting team contest but it wasn't until the end of the meeting, when Randy hit gearbox trouble that he really wowed the crowd with some pit-length wheelies.

"I knew I couldn't win, or even finish high up the field with the gearbox problem I had. But I wanted to entertain the crowd who had paid a lot of money to get in, and that was the best way I could think of doing it," said Randy.

An expert on two strokes, Randy has yet to prove that he can be an ace on Suzuki's big four strokes. Like Crosby he has been signed to contest the 500 cc world championships as well as the British based Formula One series.

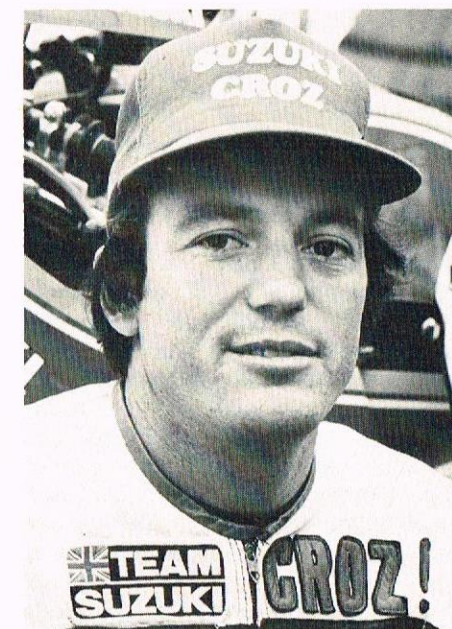
For Mamola, the Suzuki GB deal was the second factory offer of the close season. He had been offered factory machines by Yamaha if he would agree at that stage to concentrate on the 500 cc world championship trail.

Randy refused the opportunity because he was, and still is a supporter of the proposed World Series. By the time the decision had been taken to abandon the World Series for 1980 the Yamaha offer had gone. It looked as though loyalty to his principles and his friend Kenny Roberts might have cost Mamola his only chance of works backing, until along came Suzuki.

Not that Randy was the only rider on Suzuki GB's short list. The unfortunate Mike Baldwin, another 1979 500 cc world championship sensation had had talks with the Croydon based company. But there was a big question mark over his fitness, and Randy was asked to sign in February.



Randy Mamola.



Crosby (above and below)





# Gentle Giant

By Andrew McKinnon, Motor Cycle News

**Wil Hartog is a man with a simple goal . . . to win the 500 cc world championship and not necessarily to make a fortune on the way to that title.**

And after finishing fourth in the world championship for the past two years he begins 1980 as a strong favourite to achieve his burning ambition.

Unlike most of his rivals the financial side of his career is not of paramount importance; with a successful grass drying business behind him at Abbekerk, 30 miles north of Amsterdam he doesn't rely on his racing income, but his life would be incomplete without the challenge of world championship racing.

Thirty-one-year-old Wil is no stranger to Donington Park having taken part in almost every international meeting since the circuit's revival three years ago and until last July he'd had a pretty frustrating time of it all.

Breakdowns had kept him off the winner's rostrum but then last July in a record breaking race with Barry Sheene and Frenchman Bernard Fau he broke his duck. He was back again in September, this time on the beefy 653 works Suzuki leading the Rest of the World team in the AGV Nations Cup contest and came away with a win against the French squad.

He's one of the most popular riders on the world championship scene but the recent stormy World Series episode has meant that he starts this year's world championship title chase with few friends in the top bracket of road racing.

As the dying embers of the brave revolutionary movement flickered on, Wil Hartog could foresee that nothing would become of the riders' challenge to the FIM and walked out.

He was called a "woman" by reigning world champion Kenny Roberts because he abandoned their cause, having started out as one of the leaders of the project. Even today, as World Series is little more than a chapter in the history of road racing, many retain their grudge against him and want nothing more than to beat him every time they meet him on the track.

But the attack on the Flying Dutchman was an unfair one as only a few weeks after that fiery showdown in Brussels in January, where riders had gathered to review their strategy, the remainder of the fighters began drifting back to the established FIM contest.



At that well remembered gathering the riders wanted a vote of solidarity to boycott six world championship rounds on grounds of safety and finance. The opening round in Venezuela, now cancelled anyway, the Belgian, Swedish, Finnish, German and Czechoslovakian rounds were all recommended for the boycott but Hartog said straight away that he could not agree to this because of his factory contract.

"Suzuki want to win an official world championship and it would have been a breach of my factory contract to sign the partial boycott 15 riders backed in Brussels," said Wil.

As a show of strength the 15 riders drew up a contract which stated they

must forfeit £50,000 if they appeared at any of the listed meetings. Hartog and sponsor Tom Riemersma left the meeting immediately.

Whether his fellow riders will today agree or not, it was a brave move to make on Wil's part. To suffer the barrage of abuse which followed must have marked an uncomfortable period in Wil's career. But he took it all.

Wil explained what had influenced his decision. After a riding holiday in Australia, where he took part in the Swann International series, in which he suffered a broken left collarbone in a crash at Adelaide, he flew straight to Japan to begin his testing programme on the 1980 Grand Prix machines.

"When I went to the factory at

Hamamatsu after my Australian tour, I was told by Suzuki officials that I could do World Series if the scheme got off the ground with FIM approval."

He said that Suzuki would only race in an FIM status series and that he had to accept their word.

"I agreed with Suzuki to do all the Grands Prix. My main reason for wanting to contest the world championships is not for money — I just want to race for first place," he said.

"A revolution is always difficult. It is easier to start than to see it through. It is possible that World Series could get off the ground for 1981. But it can happen only with FIM approval. Organisers are not interested in dealing with two or three individuals."

Wil does point out, however, that he was in agreement with most of the riders' complaints. It was just that the whole thing was approached in the wrong manner. All is not lost he added.

"I believe there is still a good opportunity in Europe to run a World Series of five or six races. We do not have enough big internationals. I am sure organisers would welcome a prestigious series on the lines proposed but not as a substitute for the FIM world championship," he said.

So with World Series at the back of everybody's mind, for the time being at least, the Dutch works Suzuki team arrives at Donington in confident mood. Hartog must start as one of the firm favourites to take all the major prizes this weekend with his back-up crew of Mike Sinclair, the New Zealand mechanic behind Pat Hennen's successful world championship campaign, and his fellow countryman Steve Flaunty who worked with South African Alan North before joining Wil.

Wil's races will be run with, hopefully, the new Grand Prix machines he tested during the winter and the 653 Suzuki which alas are now being steadily drained of spare parts.

Wil is bubbling over with enthusiasm about the bikes the factory have developed for him for this season.

"The new bikes are even quicker than the 653 Suzukis. I was very impressed with them when I rode them in Japan. I'm sure they will be very competitive against Kenny Robert's Yamaha this time," he said.

It's a story in complete contrast to last year's works Suzukis which Wil did not really sort out until the July international here at Donington.

"The old works bikes were really dangerous. A back slide provoked terrible shaking which could throw you



off. Handling in short flip flops was also bad. Now a new frame designer has done wonders with different head angles, wheelbases and engine positions."

"He has produced four different frames and Graeme Crosby, Graziano Rossi and myself will all have different frames. Chief tester Hiroyuki Kawasaki always preferred my choice of frame in which I tried two different engines," he explained.

Last year at Donington Park Wil discovered that by replacing the works frame with a standard production model the severe handling problems were overcome.

And there is an exciting new development from the Suzuki factory which won't be revealed until mid-season. They have designed and built a new engine which even Wil was not allowed to see when he was in Japan. Although everyone is keeping tight-lipped about the project, many feel it is a vee-four configuration to demoralise the Yamaha effort at a crucial stage of the world championship fight.

Until 1977 Wil was hardly known in Europe but then it all changed overnight when he won the Dutch TT as a privateer on a 500 Suzuki. This promoted him to the gossip columns immediately although it wasn't until the following year that the factories gave him his big chance.

Once again the Dutch TT was the

stage for his big moment but this time it didn't materialise as he tried for glory on the works Suzukis vacated by the injured Pat Hennen following his horrendous Isle of Man crash.

Twice he overdid it on braking and relegated himself finishing the race in fifth position but there were better days to come for the man who has come to be known as the "Gentle Giant" in his now famous all white strip.

But the following week he was back on top with his first Grand Prix victory as a works rider at Francorchamps in Belgium and with a further victory at the Finnish round of championship he managed fourth in the overall table.

Last season he only managed fourth again with only one win, this time at Hockenheim, scene of the West German Grand Prix.

Wil is the first to frown when looking back over 1979. In the final reckoning he was 47 points behind winner Kenny Roberts but how well that might have been different had he not crashed on three occasions.

His first spill came in the opening round when leading the Venezuelan Grand Prix by a mile and there followed accidents at Imola and Sweden. Mechanical problems in Finland meant he only managed one point and a broken main bearing in the final round at Le Mans further eroded his chances.

This year Wil is a wiser man and two seasons as a works rider have armed him with the right information to go all out for the title. He wants to win more than anything for sponsor and long-time friend Tom Riemersma who is at Wil's side everywhere.

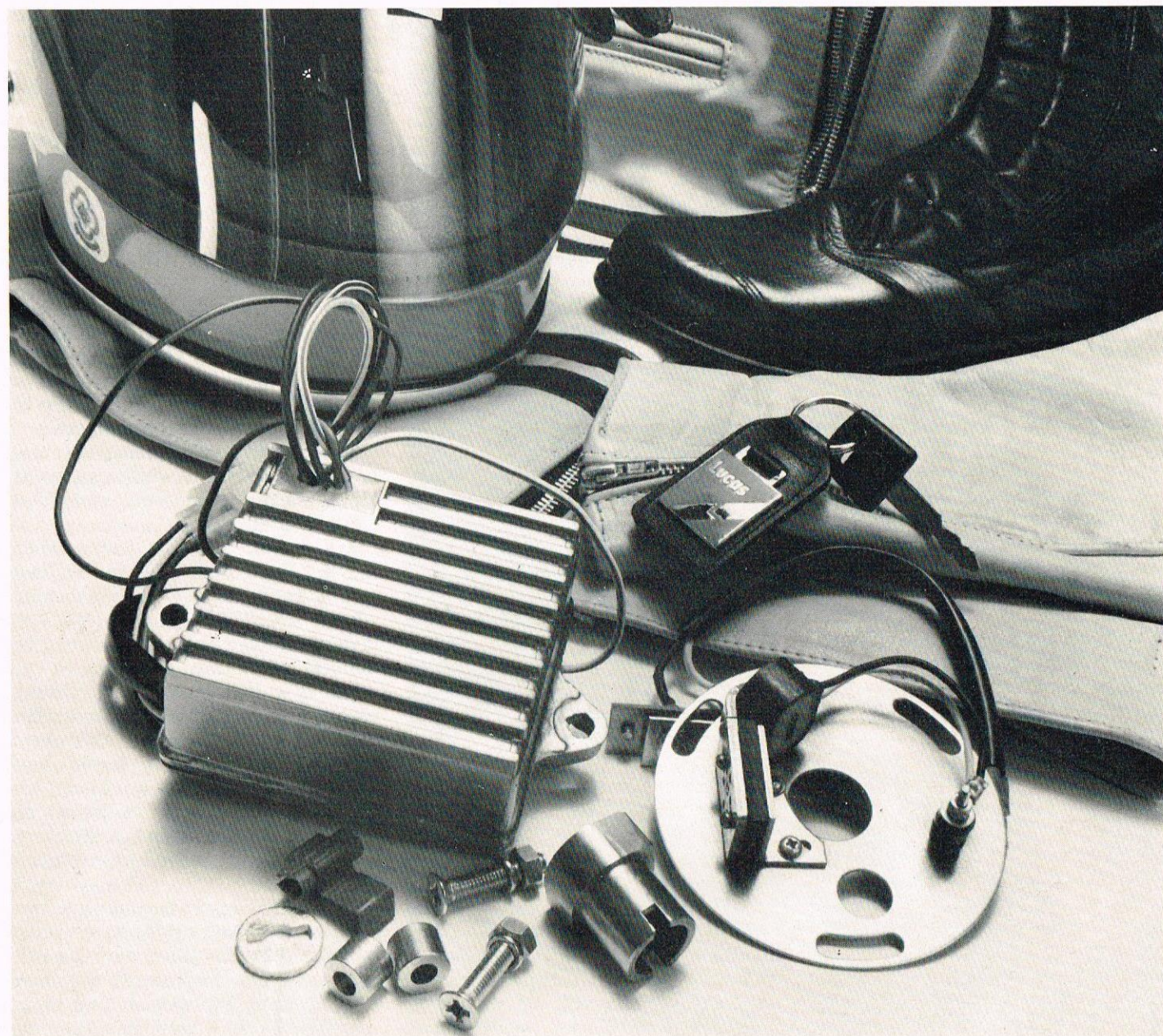
The likeable white haired financier, formerly involved with the Honda Grand Prix effort of the sixties, picked Wil off the ground during a bad spell early in his career and has been the man behind his rise since then.

Tom organises everything and the machines are tended by his two conscientious mechanics leaving Wil only the task of arriving at the circuit and going for the chequered flag.

Support for Wil in Holland is colossal thanks mainly to his father who organises a chartered aircraft to every Grand Prix. Over 100 fans fly everywhere in Europe to cheer on Wil and standing among you today are likely to be hordes of his fans making full use of the nearby airport facilities.

So as another World championship year dawns Hartog knows exactly where he is going. To lift that 500 cc crown from Kenny Roberts would certainly be bitter-sweet revenge for the events of the past six months!





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# Four of the best British riders to watch in 1980

*By Peter Howdle, associate editor of Motor Cycle News*

At Donington's chilly national curtain raiser last month, a one-time rider who nowadays spends more time jetting off RAF runways than dashing about on two wheels popped a leading question: "Who are the lads to watch?"

As I reluctantly tore myself away from the warmth of circuit gaffer Tom Wheatcroft's guest lounge, I had no hesitation in telling him to look out for Keith Huewen and Graham Wood. I should have added Chris Guy and Steve Henshaw.

For although other likely lads have already shown considerable promise as the 1980 season gets under way, I rate those four as the best of the new generation of British racing stars.

Stars seldom happen overnight. It took time for speed kings like Barry Sheene and Ron Haslam to consistently find the magic blend that makes a good rider go fast enough to regularly duck under the chequered flag.

Many riders have the essential determination, courage, skill and stamina. But only experience can develop the split-second timing and lightning-quick reactions that makes a winner into a champion and a champion into a household name.

Dave Dean, on his new Mitsui Yamaha, is shaping up nicely as a big time contender. Phil Henderson would appear to be ready for a comeback. Steve Ward will undoubtedly go better as the season progresses. And Peter Hubbard, Tony Rogers, Alan Stewart and Steve Williams are all knocking at the door.

On present form, however, it would be hard to tip more consistent up-and-coming Britons than Wood, Huewen, Guy and Henshaw. They're four of the best of British!

### Graham Wood

Graham Wood has made remarkable progress since he legged himself off at Donington early last year and gashed an elbow after fitting the wrong tyre for wet weather.

His most memorable race was at Oulton Park. After winning a round of the MCN-Duckmans Superbike series, he was second behind Kenny Roberts in the Race of the Year until a deformed tyre left him down.

"I'm looking forward to racing against Roberts in the 500cc world championship", says Wood, a 27-year-old maintenance fitter with the Wimpy waste management group at Scunthorpe, Lincs., who has already hit the headlines this year.

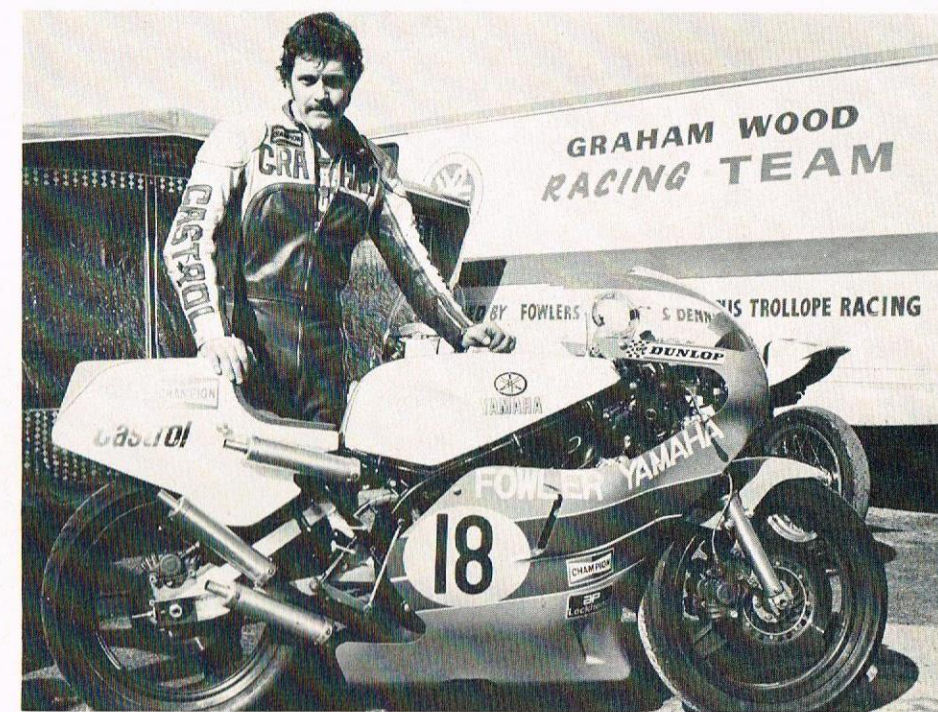
Two brilliant wins at Mallory's TransAtlantic team qualifiers, followed by a British championship success, preceded a first-ever home win for Yamaha's TZ500 in Woodie's hands at Cadwell.

Preparing for his Grand Prix debut, in Austria, next week, he rode his 500 at Donington last month. And although Keith Huewen's 750 was a shade quicker, Wood was a brilliant second after sharing the fastest lap.

"We were sorting out carburation. I was at a slight disadvantage on power but the 500 is so light that I was able to catch him on corners," he said.

Dennis Trollope, himself a TT rider and chief of the Fowlers of Bristol team he joined at the end of 1978, was also anxious to test a suspect gearbox shaft, to destruction if necessary, before the start of the GP season.

Until he changed camps, Wood was a development rider for Barry Hart, of Barton Phoenix fame. And many will remember how, after winning a heat at



*Graham Wood's TZ500 Yamaha.*

Donington in 1978, Wood gave Ron Haslam a hard time before his British 750 overheated.

"I really enjoyed racing the Barton Phoenix. I took over when Geoff Barry was killed. But although the bikes went well for short periods, I was not getting the results I so badly wanted.

"It was Arnie Fletcher who put me in touch with Dennis. Arnie lent me a 500 for Carnaby. Dennis was looking for a 750 rider and I won first time out at Oulton."

Apprenticed at the Scunthorpe steel works, Wood started riding with a 175 BSA Bantam. His last road bike was a 750 Triumph Trident on which he made his production racing debut in

1974. "I used to ride the bike to Cadwell, race it, then change the plates to ride home", he recalls.

Switching to an 850 Seeley Norton yielded more than a dozen wins and a couple of club championships in 1975. He continued to race the bike in 1976, improving all the time, but his national debut convinced him he would have to get a two-stroke to be competitive.

In 1977, Wood bought a 500 Spartan. Although outclassed by Suzukis, his results were good enough to catch the eye of the factory. Now, after three years on two-strokes (he's never raced anything smaller than a 500), Woodie is a favourite for the 1980 Superbike crown.





#### Chris Guy

Chris Guy, or Toff, as he was nicknamed at school to distinguish him from other lads with the same Christian name, is so scornful of superstition that he asks organisers to let him race as No. 13.

"It's great to establish a bit of a number and I hope it will stick," says Guy, a former public schoolboy who was 21 in January and who hopes a change of sponsor will prove to be the key to the door.

Originally from Lichfield, Staffs., but now living with his parents near Kingsbridge, Devon, Guy claims that racing for London motor cycle dealer Jeff Brett has given him a new lease of life.

Although he startled everyone by winning a 250 national at Cadwell, early last year, the pressure of riding as a second string to Ron Haslam in Mal

Carter's Pharaoh Yamaha team put too much pressure on his shoulders.

"I'm loving it now. I decide the speed I go. The only pressure is down to me. I can really talk with my new sponsors," continued the fair haired flyer who slid off at Cadwell when closing on Graham Wood last month.

"We tried to fit a slick in time for the race but I was called to the line too soon. Because I kept having front wheel slides on my treaded tyre, I consciously braked early and went down. It was just one of those things."

Toff Guy, who rides a BMW flat twin for normal transport, is equally philosophical about the Brands Hatch crash in March last year which virtually put him out of action until October.

It happened after he gained the lead from Sadao Asami and Tony Rutter in the 250 race. He had earlier been second best Briton in the first half of

#### Steve Henshaw

Steve Henshaw gave up a girl friend and the offer of a directorship in a motor cycle shop when both the young lady and his boss objected to his racing activities.

Now manager of the same shop, under different ownership, near Nottingham's city centre, he'll concentrate on the MCN-Duckhams Superbike, British championship, and Shell Super Oil and Vladivar Vodka series this year.

"I was ready to quit at the end of last season," admits 25-year-old Henshaw, a cheery bachelor from Jacksdale, Notts., who has already shown great promise in his first season on 500 Suzuki and 750 Yamaha machines.

"I don't want to go silly. I just want to serve my apprenticeship and ride the big bikes as well as I can. Whatever happens, racing comes first. I'm even prepared to risk my job to race," he adds.

Sponsored by Oxfordshire chicken farmer Harold Coppock, who regards him as the least troublesome of the aces he has helped, Henshaw has always had problems with Saturday events when bike shops do much of their trade.

"I once took a road bike to Donington and back so I could do timed

*Contd next column*

#### Chris Guy (contd.)

the British F750 Grand Prix after a duel with Keith Huewen.

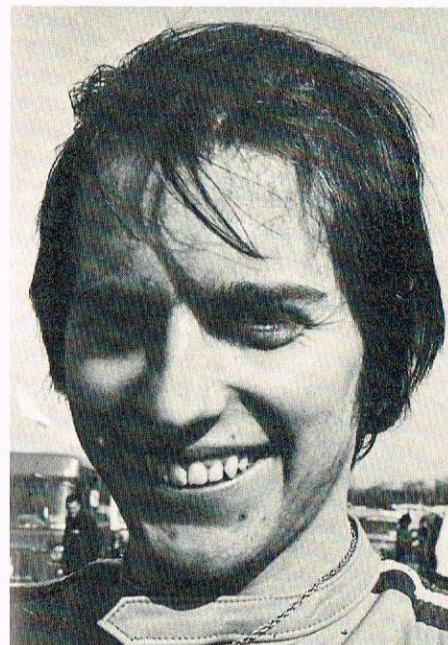
He splintered his left knee cap and broke his right leg above the knee joint. Three operations were required before he parted with three screws and recovered the use of his legs.

Too weak for fireworks at Donington, where he made his international debut after a dice with Roger Marshall earlier in the year, Guy shared a Brett-Honda with Asa Moyce in an endurance debut at Brands Hatch in October.

Says Guy: "I was really enjoying myself. We were in second place, behind the leading French Kawasaki, when I hit a patch of petrol where someone had crashed with a full tank. My front wheel went and that was it."

One of the outstanding clubmen of 1978, when he won the Darley Moor 350 championship after a competition debut in 1977 earned him the backing of visor specialist Bob Heath, Guy was a winner first time out at Snetterton and chalked up a Cadwell lap record at his second visit.

Definitely a man to watch!



#### Steve Henshaw (contd.)

practice for an international during my lunch hour. I got back to the shop in time. I wasn't very popular. I need not have bothered anyway as I finished 14th in the race," he joked.

The split with his girl friend came after he was bitten by the racing bug. He had only six outings on his first bike, an elderly TR2B Yamaha on which he twice had the distinction of finishing last in 1976.

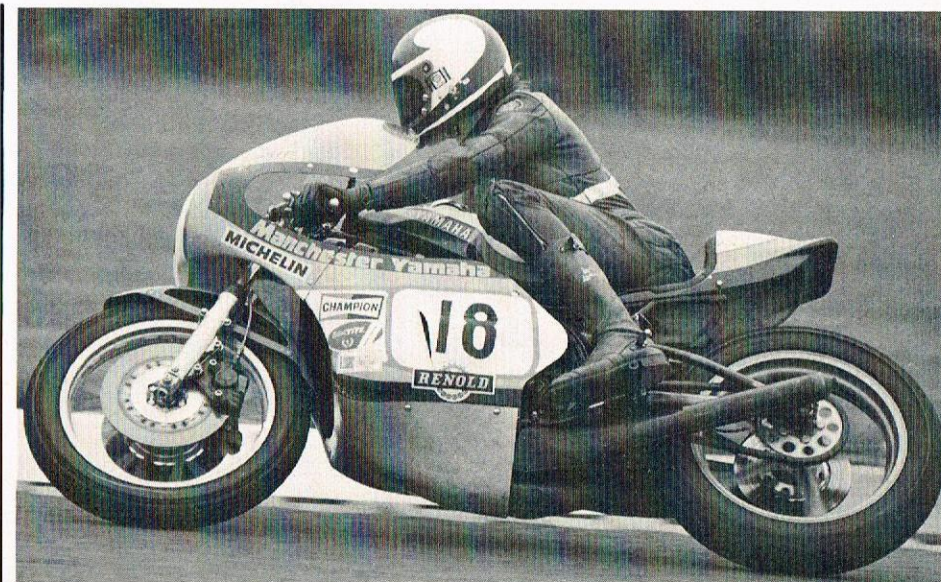
"I decided to have a proper go after being lapped by Bob Smith and Graham Wood at Cadwell. I ordered a TZ and my girl friend said goodbye," he recalls.

His investment yielded 25 club wins and the Darley Moor championship in 1977. But his national debut in 1978 proved frustrating. He continued to collect club awards but a good dice with Keith Huewen at Mallory ended when he dropped his 350 at the hairpin.

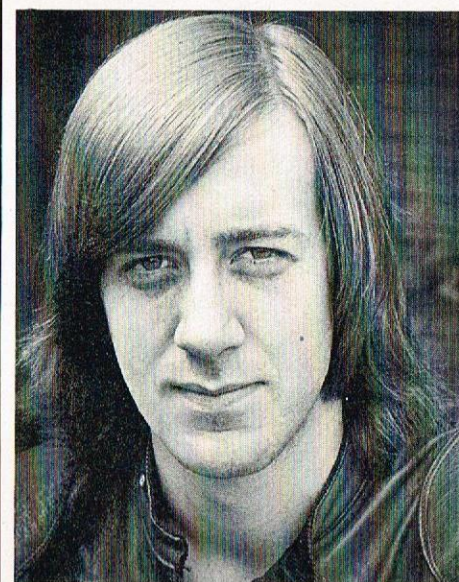
The breakthrough came in 1979 when he chalked up three successive 250 national wins at Cadwell and shared the circuit's championship for the season.

Although his successes included a splendid third place in the British round of the European endurance championship, at Brands Hatch, where he shared a privately prepared Suzuki RG500 with Roger Keen, (the rider-tuner who now fettles his machines) Henshaw believes he can go better.

"I dribbled and drabbed too much last season and suffered the consequences. I feel I've really got to make a push with a maximum effort this year," he says. His grit at Cadwell, where he raced to third place in the 250 class after breaking a finger in a 750 British championship pile-up, suggests Henshaw means business.



#### Keith Huewen



Keith Huewen will not be defending his British championship this year. Although he won the third round in the ACU series with his first-ever success at Donington, he plans to concentrate on the MCN-Duckhams Superbike series and attempt a Grand Prix debut.

"The rewards for the British championship are not enough," says the 23-year-old rider from Wollaston, near Wellingborough, Northants, who won the 1979 title in his first season on Arnie Fletcher's 750 Len Manchester Motor Cycles Yamaha.

Now a professional road racer, after relinquishing a partnership in an engineering business, Huewen was not altogether surprised to learn his entry for next week's Austrian Grand Prix had been turned down by the organisers.

"If finances permit, I shall go to Salzburg in hopes of getting a last minute ride. I am awaiting delivery of a new TZ500 Yamaha and I may have a crack at the TT," added the talented rider whose only knowledge of the Isle

of Man circuit was a quick look last year.

Originally from Southend, Essex, Huewen had the opportunity of becoming a speedway rider. He spent much of his boyhood travelling with his uncle, Alan Cowland, a former first division rider with Wimbledon and Leicester.

"I didn't fancy the dirt after I got my first road bike," explained the British champ who twice crashed a 250 Yamaha before obtaining his licence at 17.

His saving of two years for a 750 Norton Commando ended disastrously when he crashed at 80 mph. The bike was wrecked as it dropped into a garden wall but Huewen landed in a hedge unharmed.

Determined to race, he used the insurance money to buy and sell a variety of machines before acquiring a T500 Suzuki twin on which he made his race debut at Cadwell in 1975.

Promising second and third places were interrupted by an unhappy love affair. Then, having disposed of a 750 Honda roadster, he switched to an ex-Derek Huxley 350 Yamaha.

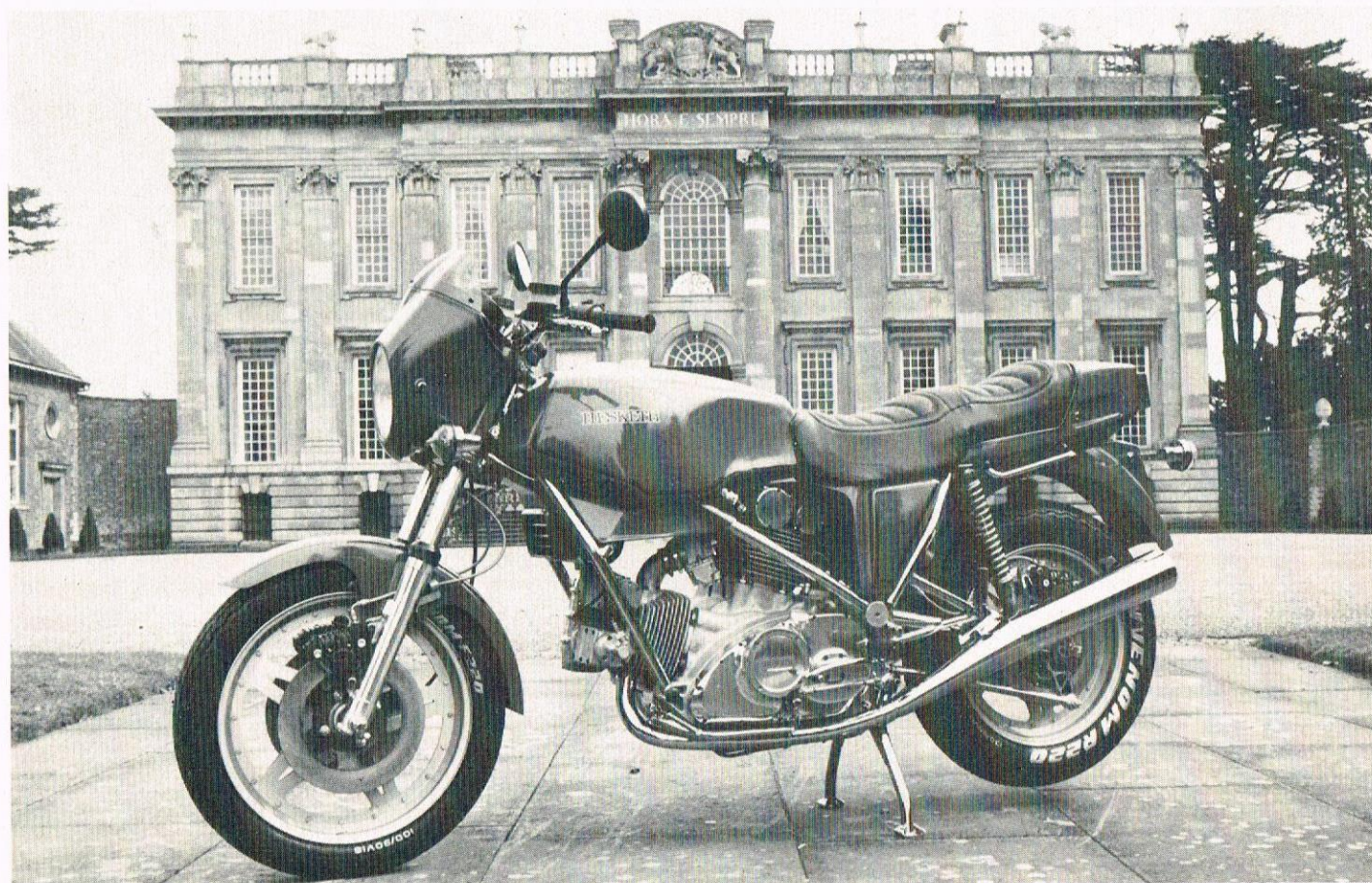
An uninspiring national baptism at Snetterton crystallised a decision to race seriously in 1978 when more than 80 wins, five club championships and lap records which still stand, revealed considerable latent talent.

His first outing on a 750 was a wet Plum Pudding race at Croft. Then came the salvo that threw Huewen into the limelight in 1979 when he won only one of the nine races in the British Series but chalked up lap records at Carnaby and Snetterton and won his title by sheer consistency.

"I used my No.2 bike at Donington last time. The No.1 bike is quite a bit quicker. It has some trick bits inside and engine brake tests should yield even more power," he concluded.



# HESKETH



The Hesketh 1000 cc Vee-Twin high performance road machine, the first new major British motorcycle to be launched for 11 years.

## OUTLINE OF THE HESKETH 1000 cc VEE-TWIN

The Hesketh 1000 cc high performance motorcycle is the first major British road machine to be announced for 11 years. Capable of a top speed of 140 mph, it is aimed specifically at the 'Superbike' market. A leading design feature, in addition to the new engine and gearbox, is the co-axial chain layout. The final design concept is an amalgam of the very best in F1 Grand Prix motor racing and motorcycle engineering thinking.

At the heart of the machine is the all-new British Hesketh air-cooled 90 degree in-line Vee-Twin engine with a capacity of a 1000 cc. The crankcase and cylinder head are both cast of aluminium alloy, and each of the two symmetrical combustion chambers has four valves, controlled by double chain-driven overhead camshafts. A wet sump system is used, the 6 pints of oil contained therein being fed around the oil galleries using an Hobourn Eaton rotor pump.

Twelve months intensive development has gone into the engine, both on the test bed and on the road, to check endurance and optimise the original specification, i.e. accurately determining the twin exhaust pipe lengths, valve clearances, carburettor and ignition tuning. In standard form, the Hesketh engine thus produces 86 gross bhp at 6,500 rpm and has a gross torque of 69 lb ft at 5,000 rpm.

Currently, the Hesketh has a maximum speed of 140 mph with the rider lying in a prone position and 128 mph when sitting upright. Top speeds in the respective gears at 7,000 rpm are 50 mph in first, 77 mph in second, 103 mph in third, 124 mph in fourth and 138+ in fifth gear.

Helical gears provide the primary drive through the unit construction five-speed constant mesh gearbox and the Hesketh is only the second production bike to have a hydraulically operated multi-plate clutch.

Lubrication of both the primary and final gears is unusual in that a quantity of oil from the oil cooler is directed along a specially designed oil pipe, and sprayed on top of the gears via five strategically-placed jets.

Apart from the engine itself, probably the most interesting design is the co-axial chain layout — often the subject of engineering papers but never until now actually adopted on a production motorcycle.

Unlike most other Superbikes, the Hesketh relies on a traditional chain final drive. In order to maintain constant chain tension throughout the travel of the swinging arm during suspension movement, the latter is mounted co-axially with the final drive sprocket. Since constant chain tension is achieved, wear is reduced and a lighter chain used — in this case a  $\frac{3}{8}$ " pitch instead of the normal  $\frac{1}{2}$ " pitch.

A further advantage of mounting the swinging arm and final drive sprocket co-axially is that power to the rear wheel can be fed in sooner when cornering, providing better road holding.

The frame, like the engine, truly reflects Grand Prix engineering expertise. It is well triangulated for strength and the Reynolds 531 straight tube used has the minimum number of bends for greater rigidity. The engine acts as a stressed member and the complete frame is nickle-plated.

Stopping the Hesketh from 140 mph are twin 11" Brembo discs at the front and a single 11" disc at the rear, but even here mounting is

unconventional. Normally, the rear caliper is fixed to the suspension but on the Hesketh it 'floats'.

A full parallelogram mounting is used for the rear swinging arm, located on four Timpken roller-bearings, so that the suspension still works even under very hard braking. Girling shock absorbers complete the suspension specification at the rear whilst Marzocchi forks are used at the front.

Avon Venom 'V' rated high speed tyres are fitted to five-spoke light alloy pressed wheels, the latter specifically chosen for their quality and weight saving over the more common cast wheel.

The electrics are predominantly British. A Lucas 12V x 15 amp alternator provides the power necessary to feed the electric starter, high output battery and 8" Bosch halogen headlamp, whilst Lucas RITA electronic ignition is fitted as standard. Instrumentation is comprehensive including a quartz clock and battery condition gauge.

Touring fuel consumption is 50 mpg which, with a five gallon alloy tank and reserve, gives a touring range of 250 miles between re-fuelling stops.

The Hesketh is lower than its competitors with a ground clearance of 4½" unladen. This is made possible by the engine configuration which enables a lower centre of gravity to be achieved, essential to providing the good handling required of a Superbike. Cornering ground clearance is not critical as the machine is narrower due to the cylinders being in-line. The sum total of these dimensions is that the Hesketh presents a very slim frontal area for a better drag co-efficient.



# When only the best will do.





# Shell Super Oil 500 cc Race: pointer to Grands Prix

By Nick Harris, Sports Editor, Motor Cycle Weekly

The eyes of the motor cycle world will be focused on Donington Park this afternoon when South African double world champion Kork Ballington makes his debut on the Kawasaki KR500 four cylinder machine in the Shell Super Oil 500 cc championship race.

With the first Grand Prix in Austria only a couple of weeks away punters will have their first chance to assess the potential of Kawasaki's serious attempt to wrestle the much coveted 500 title from Yamaha's stranglehold grip.

The thought of Ballington, who has won the 250 and 350 crowns on Kawasaki machinery for the last couple of years, mixing with the likes of Kenny Roberts, Barry Sheene and Virginio Ferrari in the blue riband class of motor cycle racing is enough to make the most conservative fan's mouth water.

Today the South African is sure to have a foretaste of the battle that lies ahead with a world class entry for the Shell Super Oil race that would do justice to a Grand Prix grid.

Chasing the £500 first place prize money, which has been doubled from last year, is Britain's number one Barry Sheene who left Suzuki to form his own Akai sponsored Yamaha team in the close season, Suzuki stars Dutchman Wil Hartog, New Zealander Graeme Crosby and young American Randy Mamola.

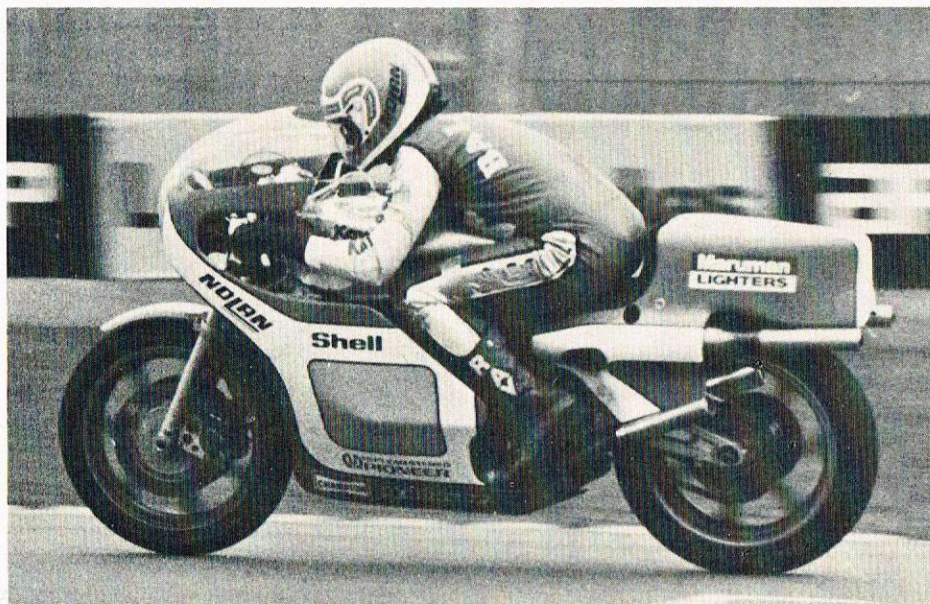
Australians Jeff Sayle and Graeme McGregor riding George Beale's competitive machinery are certain to be in contention, while from homeshores Yamaha mounted Ron Haslam, Roger Marshall, British champion Dave Potter and the man in form Graham Wood, will figure in the results.

Last year's champion Steve Parrish leads the Suzuki charge with Midland favourite John Newbold sure to be on the leaderboard.

However, it's the performance of Ballington and the untried Kawasaki that is bound to make the headlines.

The brilliant and shy South African who came to Britain seven years ago just to stay for one year and has been here ever since is confident after testing the new machine.

He explains: "You can say I'm quietly confident. I'm not going to say it will be a winner straight away. There is tremendous competition in the 500 class, but what has pleased me during the early testing is that it handles well. To my mind handling problems are harder to solve than power problems."



The highlight of today's 500 race: Ballington's world debut on GP Kawasaki.

For the technically minded the engine is a water-cooled disc-valve two-stroke with the four cylinders arranged in a square. The unit, with a six speed gearbox, is tilted forward and housed in a simple monocoque frame.

The main component of the frame is the light alloy fuel tank which doubles as a reservoir for fuel with a spine for the frame. The steering head and supports for the front of the engine are welded to it while the rear sub frame is screwed to the rear.

Rear suspension is similar to that perfected on the smaller Kawasakis with a single, near vertical unit mounted behind the gearbox, under the saddle. Wheels are 18in and Dunlop tyres are fitted.

Exact capacity of the engine is 498.4 cc with the bore and stroke 54x54.4 mm. Peak revs in the gears are likely to be 12,000 with a safe limit in top of 11,250 rpm.

Final word about Kawasaki's appearance in the red hot heat of the 500 class falls to Seth Nagatomo, managing director of Kawasaki Motors UK Ltd.

"We are hoping strongly for a first place. This is our definite objective but we realise the problems and we will not be too disappointed if we don't achieve it in the first year," he said.

The other headline maker in the winter was Barry Sheene and let's be

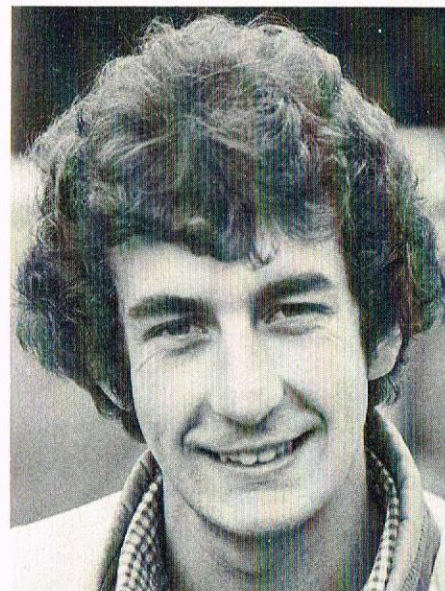
honest it's not often that the former world champion's name is not in the press.

For last seven years Sheene has ridden for Suzuki winning the British based Texaco/Heron sponsored team two 500 world championship crowns.

At the end of last season, when he finished third in the world championship behind Kenny Roberts and Virginio Ferrari but showed the world he was still capable of staying with the best with a superb end of season flourish, he decided to leave Suzuki and realise a life time ambition and form his own race team.

With the Akai hi-fi company putting in a reported £300,000 and Texaco and Marlboro continuing their support the former champion has bought new Yamaha YZR500 and YZR750 machines and is certain with a bit of hard work they will be competitive enough to take on the world.

"They will be the same as any other racer on the market but I think they will be competitive once we have worked on them and got them right," he explains. "If you look at Yamaha's history you'll see that all the racing machines that they have sold have been competitive with the best works machinery they have had to compete against. I'm banking on the fact that the new 500 I will be riding this afternoon will be a winner."



STEVE PARRISH

So Barry Sheene on Yamaha might sound strange after his seven year marriage with Suzuki, but like all marriages it certainly had its ups and downs during that time and Barry has no regrets about seeking pastures new.

"One thing I'd like to make very clear is that I still love racing. That's one reason why I made the break with Suzuki. I was getting bogged down with nagging details. Now I'm free to do my own thing and make my own decisions. It's my life at stake. I don't want anyone to tell me how to spend it. I'm really looking forward to the 1980 season. I've made the break — now I'm going to prove I've made the right decision."

Instead of bemoaning their loss Suzuki GB have made positive steps to replacing Sheene by signing two of the most potentially exciting riders to hit the racing scene for many years — Graeme Crosby and Randy Mamola.

Twenty-four-year-old Crosby arrived in Britain last year armed with his Moriwaki Kawasaki fitted, to the dismay of the purists with high handlebars and no fairing, to compete in just three meetings including the TT.

He returned home after a full season with a Suzuki works contract in his pocket. He won the hearts of British fans with his knee out style which saw him finish second behind the works Honda of Ron Haslam in the Forward Trust/Motor Cycle Weekly Superbike Championship and second in the TT on his first visit to the Island.

He started this season in magnificent style by winning the Daytona Superbike race on his Yoshimura tuned Suzuki and obviously when he settles to the rigours of Grand Prix racing will be battling with the best for world championship honours.



MICK GRANT

Twenty-year-old Randy Mamola did almost the 'unforgivable' in the close season by turning down the chance to join world champion Kenny Roberts in the all-conquering Yamaha team. Instead he plumped for the British based Suzuki outfit.

"I would have been number two to Kenny with Yamaha but with Suzuki, Graeme and myself are equal and I really think I can get to the very top with last year's experience behind me, when I rode private Yamaha and Suzuki machines in the Grands Prix," he said.

Dutchman Wil Hartog is a great favourite with Donington fans with his distinctive white leathers and deceptively casual style. Last year he finished fourth in the world 500 championship, winning the West German event at Hockenheim. His knowledge of the Donington circuit, where he won last year should prove invaluable and while everybody is settling to new machinery the mild mannered Dutchman could easily snatch the honours on this works Suzuki.

The real dark horse this afternoon could be Scunthorpe rider Graham Wood: his early season form on the Fowler's of Bristol Yamaha TZR 500 machine has been magnificent.

Riding the 500 and 750 machines he leads this year's British championship and what better way to start his first season in Grand Prix racing by getting one over many of his Grand Prix rivals this afternoon.

You can't keep Ron Haslam out of the limelight and the shy 23-year-old local lad, who is the World TT Formula One and Forward Trust/Motor Cycle Weekly champion, hopes to have a new 500 Yamaha on the line supplied by his larger than life sponsor Mal Carter. Ron has just returned



DENNIS IRELAND

from Japan where he has been testing the controversial Honda NR500 four stroke machine and with his many fans urging him on this afternoon he is quite capable of beating the lot, especially if that new machine has arrived.

Superbike champion Dave Potter has no such machine problems with full sponsorship from Yamaha importers Mitsui and with Ted Broad 'breathing' on the motor he is certain to fly.

So with an array of works machinery and private teams, spare a thought for last year's ShellSport 500 champion Steve Parrish who competes today on his private Suzuki.

Last year he was a member of the Texaco/Heron Suzuki team but apart from his ShellSport success, had a poor season and was not retained.

Throughout the winter he searched without success for a sponsor but with typical determination is going flat out to retain his title on his white faired Suzuki still waiting for a sponsor's name.

"I hope to do really well in the opening Shell Super Oil 500 rounds just to show prospective sponsors what they have been missing and get that fairing filled with names", said the champion.

Shell have not only altered the title of this year's championship to Shell Super Oil 500 but also doubled the prize money to £12,000 for the nine round series.

The winner of each round will win £500 with the overall champion receiving £1000 and with that vital first Grand Prix just a couple of weeks away the sparks are certain to fly. Perhaps we might even have some more idea about the outcome of the 500 world championship after this afternoon's encounter.



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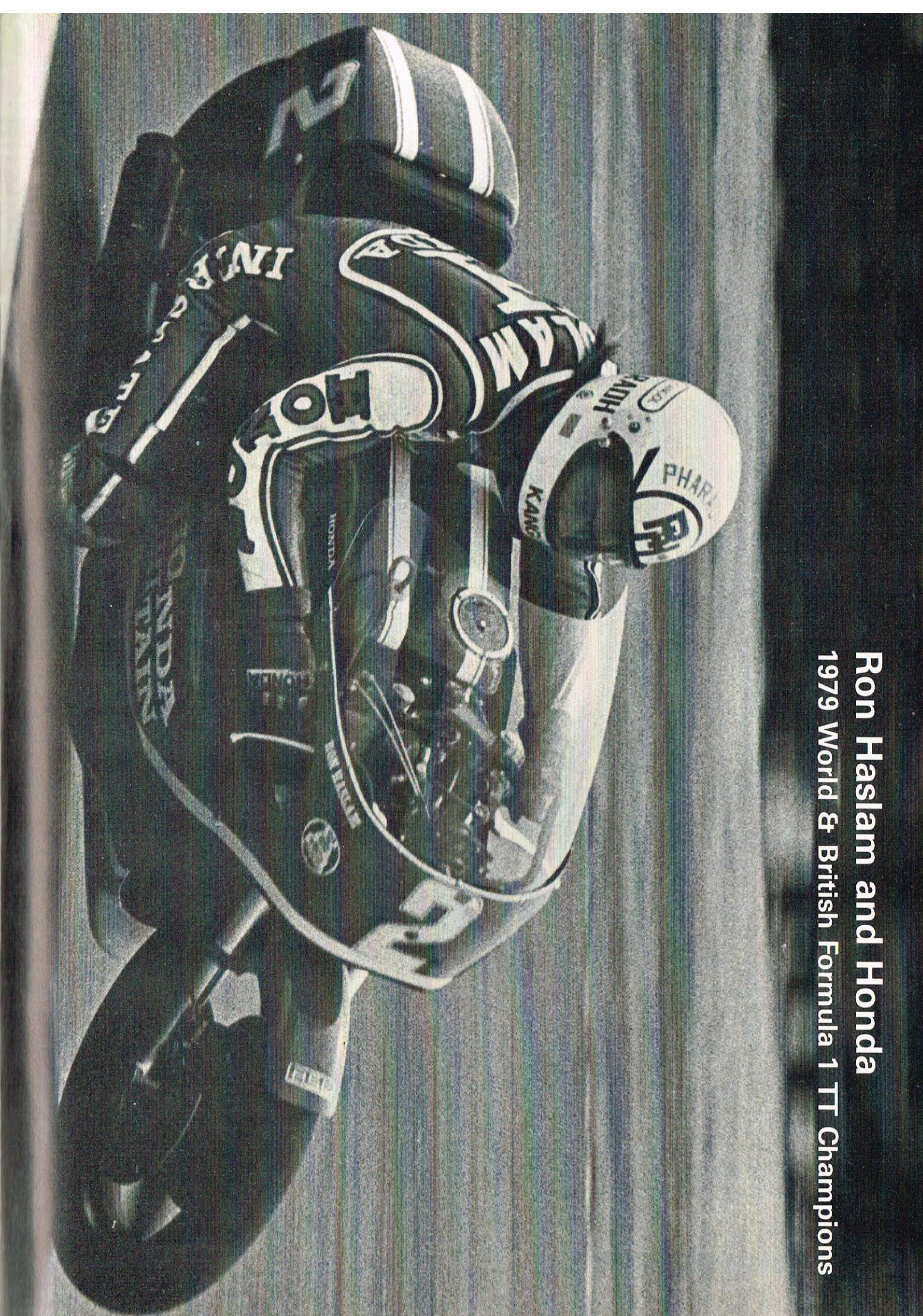


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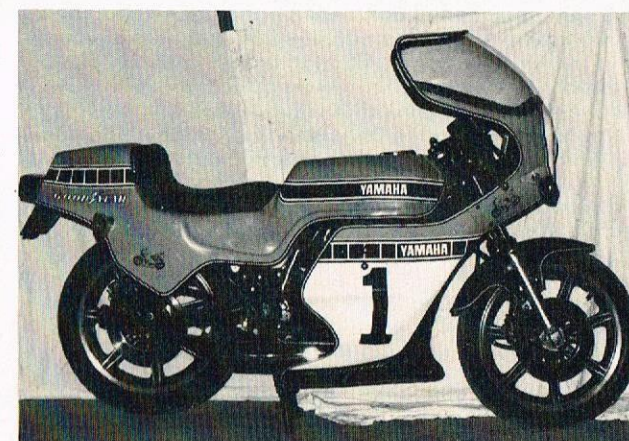


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## THE RED ARROWS' DISPLAY YEAR

THIS YEAR, 1980, is the sixteenth successive season of the Royal Air Force aerobatic team, the Red Arrows, but the first with their new aircraft, the Hawk.

Debut of the Red Arrows' Hawks was on 15 November, 1979, when the builders, British Aerospace, handed them over at a ceremony at their Bitteswell airfield.

Fifteen years of displaying with the famous Gnat had ended.

The Red Arrows, an equivalent of a standard RAF squadron, form part of the Central Flying School was founded in May 1912 and is the oldest military flying establishment in the world. The centre of pure flying within the Royal Air Force, it is responsible for the training of all fixed wing and helicopter flying instructors and for evaluating piloting standards throughout the Air Force.

As a detached squadron of the Central Flying School, the Red Arrows operate from RAF Kemble, near Cirencester, under the command of their leader, Squadron Leader Brian Hoskins. Completing the team are the eight pilots, a manager, an adjutant, an engineering officer and 26 airmen groundcrew.

Preparation for the Red Arrows' display year, which usually opens in April, begins the previous July. At that time selection of new team pilots for the following year takes place. Normally three pilots per year are posted from the team and the replacement pilots can expect to fly with the Arrows for three years.

New team pilots arrive at RAF Kemble during late summer, as the display season is coming to an end. They are familiarized with the Hawk aircraft, and carry out formation flying practice. At the end of the season each Hawk is given a complete overhaul, and in December training for the new display programme begins. Most training is carried out at RAF Kemble, but occasionally advantage is taken of good weather at other airfields.

During training, the team flies up to four sorties a day, initially with small formations of aircraft, gradually building up to the full team. Each session is evaluated by the team manager from the ground and

recorded on video tape by the team's cameraman. Every sortie is analysed by the team and all aspects of the flight are discussed. Through this process of constant practice and discussion the new display is perfected.

The intensive training period for the team is completed by April, at which time the display sequence is watched by the Commander-in-Chief RAF Support Command who must give his approval before the Red Arrows can display to the public.

Detailed planning for the first display begins about six weeks before the event. Details of the team's logistic requirements are sent to the display organiser, and the team manager and adjutant maintain close contact with the organiser over the following weeks. A week before each display a military operation order is issued, detailing timings, transit routes, personnel involved and equipment.

The day before departure for a display the transport support aircraft, usually a Hercules, arrives at RAF Kemble. This allows plenty of time for the loading of spares, servicing equipment and personal kit. This aircraft, which also carries 18 of the groundcrew, follows the Hawks wherever they go.

The team usually departs for a display 24 hours in advance although this is not always possible with tight display schedules. Ten Hawks are flown to each show, the spare aircraft being piloted by the manager. The engineering officer and nine groundcrew members fly in the rear seats of the Hawks during transit flights so that servicing can begin before the support aircraft arrives. On arrival the team leader, manager and engineering officer meet the display organisers and complete final arrangements.

On display day the pilots are briefed by the display organiser and by the leader, who has to decide which type of sequence to fly, depending on prevailing weather conditions. During all displays the cameraman again films the flying, while the manager provides the display commentary.

## A MOVING PERFORMANCE

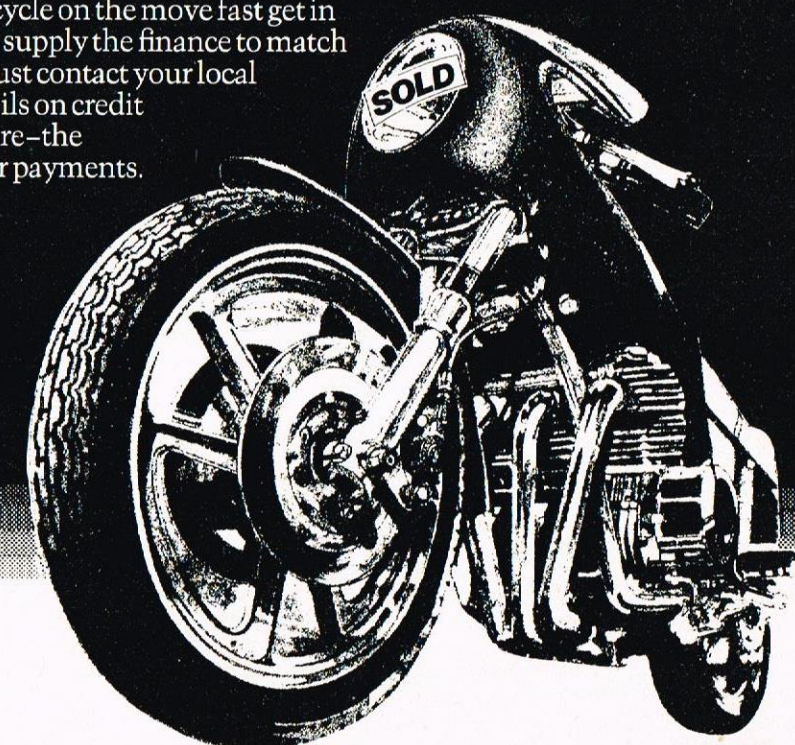


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# "Classic Bike" Demonstration of Classic Racing Machines

"Classic Bike" Magazine, devoted to the great motorcycles, joins forces with Britain's fastest-growing club, the Classic Racing Motorcycle Club, to present to you today a display of some of the most memorable racing machinery of bygone years.

A total of 10 different bikes, each amongst the best of their type still in existence, will be on display in the Paddock throughout the day from 10.00 am to 4.00 pm. As well, some instant nostalgia will be provided when these bikes take the track during the lunch interval for a 15-minute demonstration recalling the sights and especially the unsilenced sounds of yesteryear. Get those cameras out!

## 1. Harley-Davidson XR750 — Alan Cathcart

The only XR750 Harley left in the UK, this alloy-engined V-twin is featured in the current issue of "Classic Bike" in a racer test. The legendary Cal Rayborn made the ohv 750 from Milwaukee famous to British racegoers in the early 70's, and this particular example was ridden by the late, brilliant Italian star, Renzo Pasolini to 3rd place in the 1972 Ontario 200 in California. Now owned and ridden today by the Chairman of the Classic Racing Motorcycle Club.

## 2. Triumph 3 — Harry Bacon

The booming exhaust note of the BSA and Triumph triples is still one of the most glorious sounds in bike racing, and this immaculate example of a works-replica Rob North-frame Trident recalls the early days of Formula 750 when the 3's carried all before them — even the Harleys! Surprisingly close in specification to the road machines, the works Tridents had close ratio 5-speed gearboxes, high-comp. pistons and racing cams, which together gave a top speed of over 160 mph. Rider today is one of the founding Committee of the CRMC.

## 3. Norton Manx 500 — Alec Sanders

For many enthusiasts the Manx Norton is the archetype Classic racer, and this beautifully-restored 1954 example is surely one of the very best left in existence. For many years the 500 — known as the 30M — and its sister 350 (the 40M) upheld British prestige almost alone against the might of Continental and later Japanese multi-cylinder technology. Light weight, superb handling and rugged reliability were the Manx's stock in trade — and heroes such as Geoff Duke, Bob McIntyre and a host of others took full advantage of these attributes.

## 4. Matchless G50 — Ron Lewis

Throughout the 50's the Manx Norton's great rival was the 7R AJS — a 350 cc machine that had no 500 equivalent. At last in 1959 AMC produced the long-awaited big brother for the 7R, and the G50 in various guises (Seeley, Metisse etc.) survives in competition even till today. Only 200 or so were made till 1963, and this very original standard-framed model dates from 1961, having the more manageable small-valve engine. Though originally not quite as good as the equivalent Manx, by dint of great effort — on a shoestring budget — by the late Jack Williams, the G50 was eventually developed into more than a match for its Norton rival, and much easier to keep in tune.

## 5. AJS 7R — David Beckett

First produced in 1948, the 350 cc 7R was originally designed as an 'over the counter' racer for the private owner — hence its famous nickname, the 'Boy's Racer'. But continuous and tenacious development transformed it into a highly competitive Grand Prix machine, and in 3-valve works version it won the 1954 TT in the hands of New Zealand's Rod Coleman. This later version is typical of the machine which formed the backbone of British road racing 20 years ago or so.

## 6. Vincent Grey Flash — Ted Davis

Examples of this 500 cc pushrod racer developed from the single-cylinder comet road bike are few and far between. John Surtees began his racing career on one while apprenticed at Vincents, and the rider today of this ex-works 1950 TT machine is another famous name from the former staff at the Stevenage factory — works tester Ted Davis. He actually raced this very machine during 1950/51 at circuits of the era such as Brough, Aberdare, Boreham, Thruxton, etc., with no mean success.

## 7. Honda CR93 — Rupert Richardson

Only 40 or so of these exotic, 8-valve, dohc 125 cc production racers found their way to the UK, and few remain. With peak revs at 13,500 rpm, a 6-speed gearbox and reasonably good handling, they were a customer version of the works 125 twins of 1961. Honda even made a road version — exclusively for the Japanese market, unfortunately! Many famous racing stars, such as Bill Ivy, Kel Carruthers etc, cut their racing teeth on a CR93, which must also hold some sort of record for the noisiest production racer ever made, as well as one of the prettiest.

## 8. Cotton Telstar — Ian Clarke

Cottons are in the news again, with their Yamaha-beating Rotax-powered 250 twin, but back in the mid-60's they fielded another successful production racer, the single-cylinder 250 Telstar and its road cousin the Conquest. Derek Minter — the King of Brands — rode both with success, and this Villiers Starmaker-engined machine is well represented today by this excellent example owned and ridden by the CRMC's Model Specialist for Cottons.

## 9. Greeves Silverstone — G. Ward

Most successful and numerous of the Starmaker-based 250 racers, the Silverstone employed a Greeves barrel on the Villiers/Alpha bottom end; later versions also had the advantage of a 5-speed gearbox, and altogether the model provided cheap but competitive racing up to National level in the 60's, even winning the Lightweight Manx GP on a couple of occasions. Original examples such as the one on display are rare today, because the leading link forms often became damaged in a tumble, and as parts ran out were replaced by telescopes: the same applies to the original fairing seen on today's machine.

## 10. Ducati 250 — P.E. Klatkiewicz

Somewhat surprisingly, the British single-cylinder 250 2 strokes had to give way in the later 60's to the faster 4-strokes from the Italian Aermacchi and Ducati factories. This 250 'Duke' is believed to be the machine entered by British Ducati importer, the late Vic Camp, for the then up-and-coming Paul Smart to ride with considerable success in British short circuit events. This connection eventually led to a works Ducati ride for Paul and his memorable win in the 1972 Imola 200 on a v-twin 750. This immaculate machine was just a pile of bits when purchased by its present owner, and its superb restoration shows to advantage the skill and dedication of Classic Club members in rescuing historic racing machines.

The Classic Racing Motorcycle club was founded to cater for postwar racing and sporting motorcycles which had hitherto lived in a 'no man's land' — too young to be accepted by the Vintage movement, but outclassed in present day racing. Eligible machines are 4-strokes built 1945-1972, and 2-strokes from 1945-1967 (all years inclusive); certain other machines not thereby covered are specially accepted, but no 4-cylinder bikes are eligible except those specifically qualified — eg. MV Agusta, ex-works Benelli etc.

The CRMC's principal aim is to enable members to keep their machines in running order, as well as to air them on the track. An active and expanding spares scheme for the remanufacture of obsolete parts is a vital element of the Club's activities, which also include a wide variety of social events through our ever-expanding local centres — 9 so far and growing fast. CRMC caters for all types of rider — straight racers for the current competition licence holder, and regularity and restricted speed parades for the less adventurous spirit who nevertheless wants to experience the thrill of riding his machine on the track.

Highlight of the Club year will be our own Classic meeting at Snetterton on August 17, which seems certain to attract the finest turnout of period racing machinery ever seen in Britain. CRMC is an active, fast-growing and exciting Club — why don't YOU join, and help nostalgia live again! Membership costs £6 per year and is open to anyone with an interest in Classic Bikes, whether or not you already own one. You can join up at the Display Area in the Paddock today, or else send an s.a.e. for details to CRMC, PO Box 147, London W5 1AR.

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# Sidecar Championship: Let battle commence

By Peter Simcock, *Motor Cycle Weekly*

This time last year sidecar road racing was at a crossroads . . . the FIM had split the class into two and neither the riders or organisers quite knew what the outcome would be.

For this season the situation has taken yet another turn. There is now only one class of racing, combining aspects of both last season's B2A (conventional) and B2B (unconventional) classes but we will have to wait and see how successful those changes have been.

That means the sidecar race here at Donington today assumes a particular importance. As it is one of the first major sidecar races of the year — and also the opening round of the prestigious 'Motor Cycle Weekly'/Forward Trust Sidecar Championship — it will be interesting to see how the race goes.

Whether we will see any radically new machinery remains to be seen, but one thing can be taken for granted and that is that the racing will be close, and the fifteen points towards the 'Motor Cycle Weekly'/Forward Trust championship waiting at the end of the race of the winner will be an extra incentive.

That championship is one of the longest running road race championships in this country at the moment — it is now beginning its seventh year — and is still one of the most lucrative.

Sadly, sidecar road racing has often been treated as the poor relation of the sport compared with its more glamorous solo brother, but the 'Motor Cycle Weekly'/Forward Trust event has helped to change that image and to promote both the sport and some of the individuals involved.

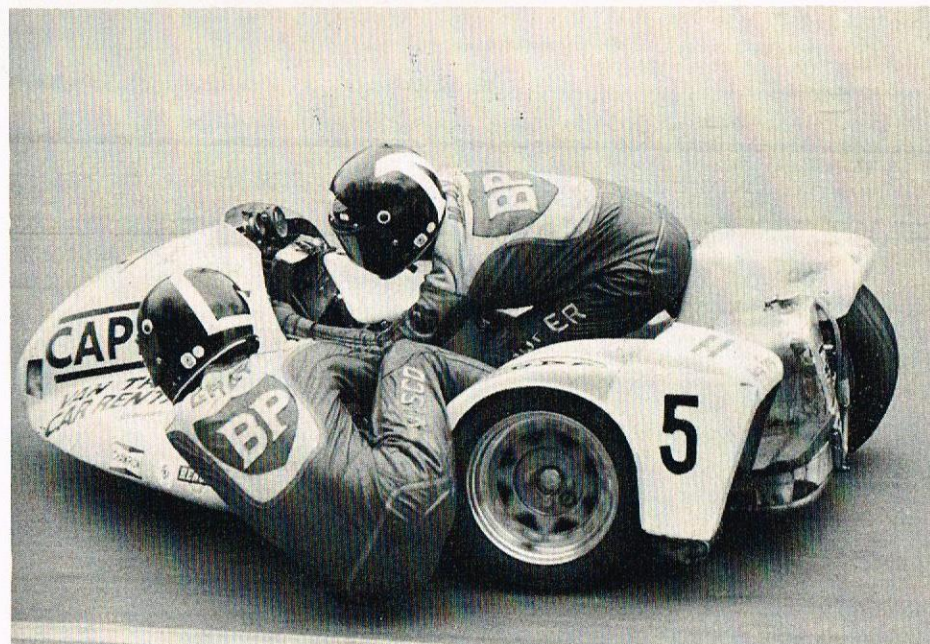
The present champions are Dick Greasley and John Parkins, surely one of the quietest and most determined combinations to be found anywhere in motorcycling. They are respected by everyone and despite their retiring natures, are one of the most popular crews with the supporters.

Last season was one of Dick's most successful ever. As well as winning the 'Motor Cycle Weekly'/Forward Trust Championship he finished third in the B2A world series behind the brilliant Rolf Biland, commonly acknowledged as the world's number one, and Rolf Steinhausen.

That meant a hard season for Dick and John. In common with the other British crews who competed in the world championship events they had to



Trevor Ireson/Clive Pollington at Bradden Bridge in 1979 TT, winners of both parts (above). Alan May/Micky Gray (below).



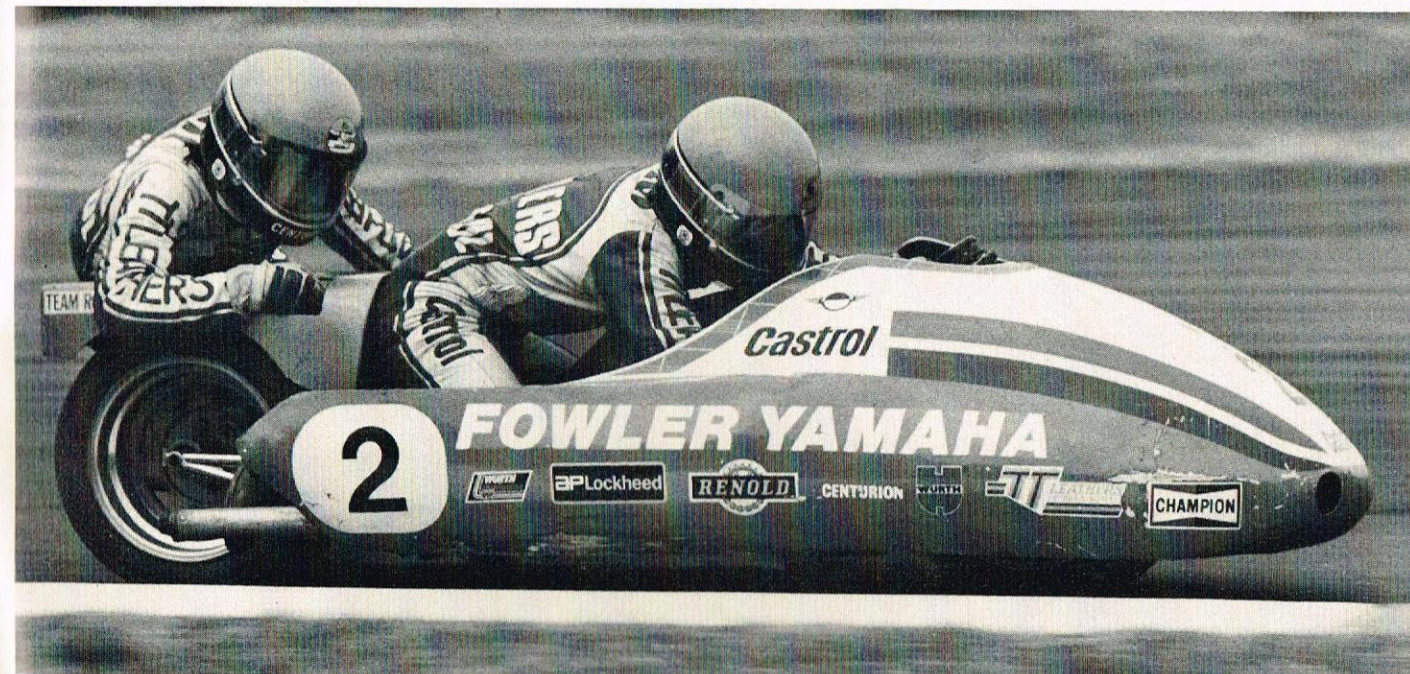
travel thousands of miles all over the continent and this country to compete in the top meetings for very little money — even a top three placing in a sidecar Grand Prix doesn't guarantee that your trip is going to be paid for — and at the end of the season Dick and John decided they had had enough.

That was only a tentative proposal at the end of the season but what confirmed it was the FIM decision to stop

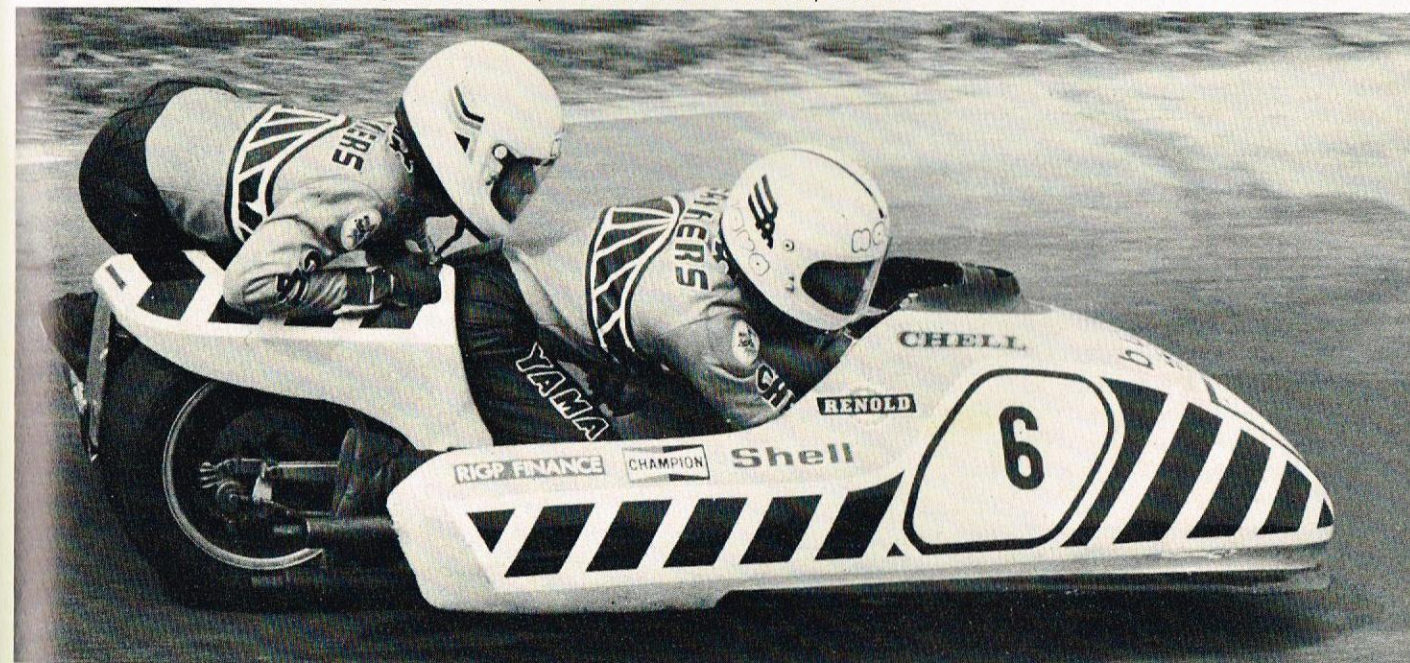
paying start money at all Grands Prix. Without that guarantee, Dick decided that he could just not afford to compete on the continent.

Another factor was that Dick has opened his own shop in the Midlands during the winter and obviously now wants to spend more time in this country.

Those reasons spell bad news for the rest of the sidecar brigade. In the



Last year's leading British sidecar protagonists, Jock Taylor (above) and Dick Greasley (below).



opening rounds of the 'Motor Cycle Weekly'/Forward Trust Championship last year Dick was in great form and established himself an almost unbeatable lead in the first rounds which he backed up with consistent results later on in the year.

This season the championship will be his first priority and he will be looking to make the title his for the third time — he first won it in 1976 when partnered by Cliff Holland.

Fans might have a little trouble recognising the Greasley machine this early in the season. Gone are the familiar colours of Stafford sponsor Cyril Chell to be replaced by the new ones of Caernarvon dealer Bran Bardsley. Dick and Cyril parted company in the winter after a six year partnership and Bran stepped in. The outfit is still the same, however, — it is

the Dieter Busch framed 750 cc Yamaha engined machine that Dick has raced so successfully for the past two years.

Dick is certainly keyed up to do well but he knows that to win the race could be difficult with some of the best sidecar crews in the world lining up alongside him.

His main rivals must be Jock Taylor and his Swedish passenger Bengt Goran Johansson. Jock and 'Benga' are perhaps the most popular sidecar crew in this country at the moment — and probably on the continent as well — and are to the sidecar class what Barry Sheene is to the solos.

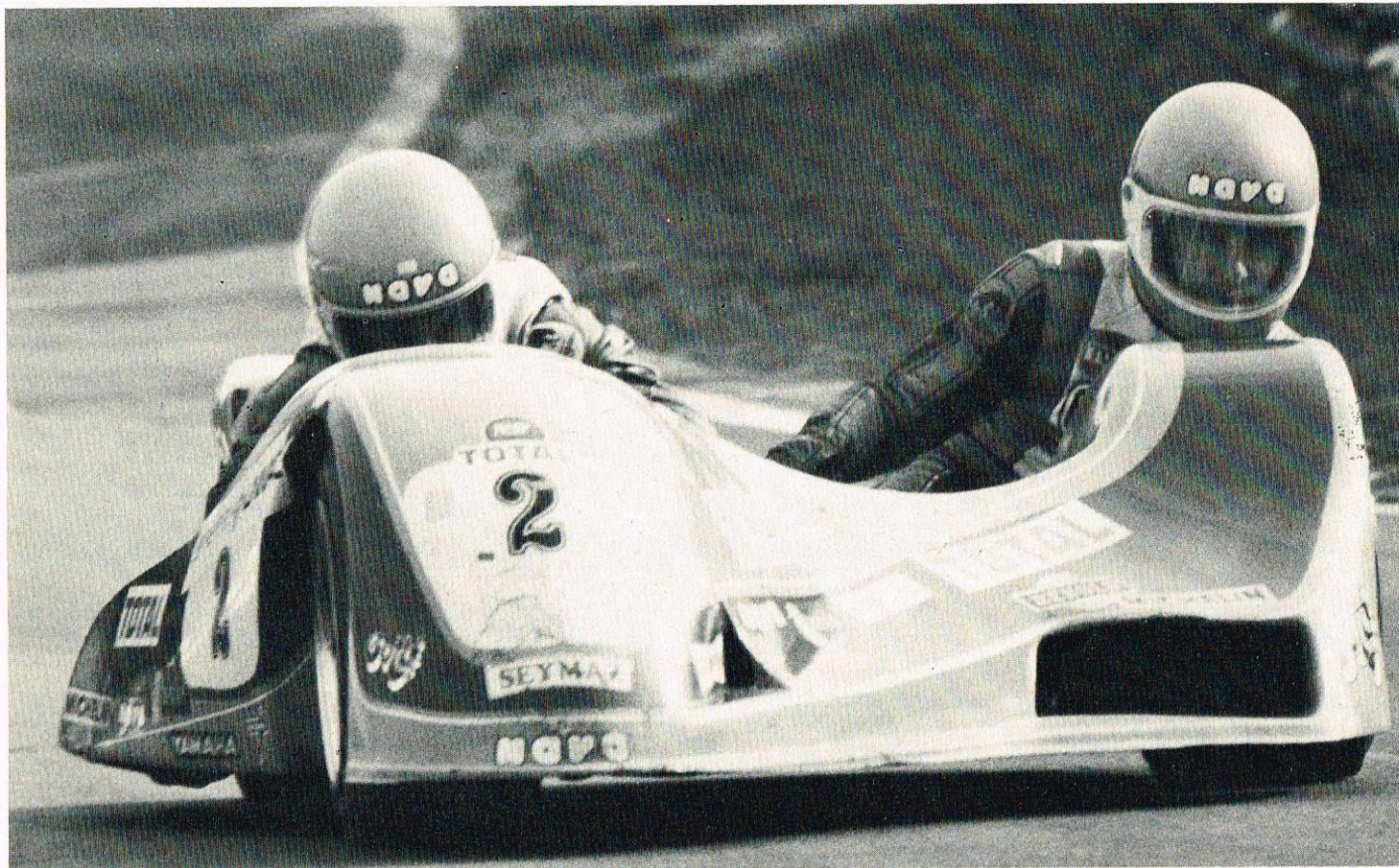
Since he first ventured south of the border in 1977 to compete in rounds of that year's 'Motor Cycle Weekly' Championship, Jock has enjoyed incredible success and is now tipped as

this country's next sidecar world champion.

He confirmed that impression last season when he bounced back from a run of bad luck at the beginning of the year, during which he wrote off an £8,000 Seymaz outfit in a crash at Oulton Park, to record Great Britain's first sidecar GP win for many years when he was first across the line at the Swedish GP.

Jock and Benga paired up in the middle of last year when the young Swede decided that the sidecar class was the thing for him after spending two years as a GP rider in the 125 cc solo class — at which he was no mean competitor. They went on to record several wins in this country, beating Greasley in the process, and will be looking to start this season where they finished off last.





Alain Michel holds Donington's Sidecar lap record at 90.11 mph.

The close season has brought its share of hard decisions for Jock. Since the 1978 TT he has been sponsored by West Country firm Fowlers of Bristol with a Terry Windle framed machine but recently he was approached with an offer to ride a Helmut Fath engined machine in all the GP's as a fully sponsored rider.

"All I would have had to do would have been to turn up and ride the bike," explained Jock. "It was a very attractive deal and one which I was very tempted to take."

Jock turned down the offer, however, deciding to stay with Fowlers for 1980. He will be campaigning a new Terry Windle outfit with special Yamaha engines prepared by Dennis Trollope, race boss of Fowlers. You can be sure that he will be competitive.

There are other men in the field though, who could prove to be just as competitive . . . and one of those would have been George O'Dell, sidecar world champion in 1977 and his passenger Bill Boldison.

But it looks doubtful whether George will line up on the grid today. After an encouraging start to the season he and Bill crashed heavily in a national meeting early in March and George broke his elbow and cracked two ribs.

That crash was a bitter blow to Hemel Hempstead rider George. Since he won his world title nothing has gone

right for him and the fractured elbow is another injury he can add to others which include two broken legs.

But if George can race today he will, and injury or not he will go well.

The early season meetings have thrown up two other riders to look out for — Swindon's Trevor Ireson and his passenger Clive Pollington and Yorkshireman Mal White and Phil Spendlove.

Trevor is a seasoned campaigner who has always been knocking on the success door, which he opened last year with a double TT victory. That win boosted Trevor's morale and also his very successful frame building business. He has been going very well so far this year.

He plans to compete in the sidecar Grands Prix and with experience of most of the circuits on the continent already, must be a good bet to go well.

Mal White and Phil Spendlove have been racing for several seasons without much success, but this season could be different. In the British Championship meeting here at Donington in March it was they who were first across the line on their Terry Windle/Yamaha machine after Ireson encountered mechanical troubles and they like the circuit. If you fancy a dark horse to win today's sidecar race then they could be your men.

Former 'Motor Cycle Weekly'/'

Forward Trust champions Derek Jones and Brian Ayres will be giving their Yamaha machine its 1980 debut this weekend. Derek, commonly known as 'Crazy Horse' had a disappointing season last year when he competed in the GP's for the first time, but on his day he is one of the fastest men in this country and can always be guaranteed to put in a good performance.

For Mick Boddice, the likeable Midlands rider, and his ever cheerful passenger Charlie Birks the Donington meeting is an important one. They have not enjoyed the best of luck at the beginning of the year and will be looking for a good result at Donington today to boost their season.

Mick and Chas are sponsored by Shropshire firm Wylie and Holland, the Holland part being Cliff Holland, who used to passenger for George O'Dell and Dick Greasley. They teamed up in the winter and the partnership should be a good one.

Most spectators' eyes today will be on the solo races, but the 'Motor Cycle Weekly'/'Forward Trust sidecar championship round is well worth some attention. If the solo races aren't as closely contested as we hope, then one thing is for certain, the sidecar race will be. Whichever team wins they will have earned all the applause and support you can give them when they appear on their victory lap . . . so make sure you shout loudly!

## Rolf Steinhausen/ Ken Arthur

