



*Britain's round of the*



**DIESEL**  **Jeans**

**SUPERBIKE**  
**WORLD CHAMPIONSHIP**

**Easter Saturday/Sunday/Monday, April 18/19/20, 1992**

 **Flammini Group**



For conditions of admission see inside

**Official programme £2**





# COLOUR ME 'GREEN'

Out on the track, there's no mistaking John Reynolds and Brian Morrison. They are the ones in the 'mean green' colours, dicing at the front of the pack.

But don't get jealous. Get even.

Ride a bike like theirs – and we're not just talking colour schemes. There's even a choice: the user-friendly Kawasaki ZXR750 or its track-orientated (but fully street legal) equivalent, the ZXR750R.

But don't worry if you can't match their skill. Because every time they race, you win. You can see that in every detail of the ZXR750. Or for that matter, throughout the majority of the Kawasaki range.

Photograph shows professional rider under racing conditions.



## TEAM GREEN

Racing with

# Silkolene

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# DIESEL Jeans



## SUPERBIKE WORLD CHAMPIONSHIP Tasters!



### Roche on top

Former World Superbike Champ Raymond Roche leads the field by just a single point after the rain-swept Albacete opener – the determined Frenchman provided a typically gritty showing to take victory in the second race, after pushing his Ducati to a hard earned seventh place in the first.

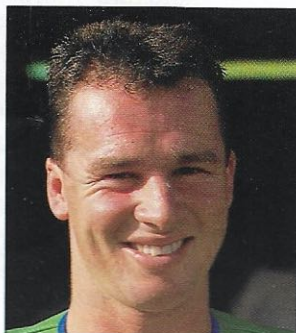
The 35 year old was highly delighted – it was the first time out on his new machine and while the former Grand Prix ace admitted he never rides to lose, this was hardly one that he expected to win.

Now for Donington, and arguably, a score or two to settle here, remembering the foot stomping show of a couple of years back when he was beaten into second place by his then team-mate.

### Slight Shock

Aaron who? The New Zealander certainly made his mark in Spain and no-one will be taking even the Slight-est chance against him. The man who won the Australian Superbike title impressed with his speed as he took a first race win, and might well have completed the double, but slid out while challenging for the lead.

Currently trying to pull together backing to do the full World series, the 26 year old is keen to mark his Donington debut with victory, and that could cause more than a bit of in-team rivalry with Aussie Kawasaki ace Rob Phillis.



### Polen Count

Doug Polen is not used to being third – expect the defending World Champion to be going flat out to put the record straight on a circuit he knows well.

Last year he started as he meant to continue – well, almost. The first race was won after a pulsating dice with Terry Rymer and it seemed the American was all set for an action replay in the second as he led on the last lap going into the Esses. Disaster struck. Polen stopped and was out of the points.

It was to be a rare no score in a season of domination and Polen will be counting the points here and aiming for double top as he strives to get back on top of the world.



### Webbo's Starter

World sidecar racing champion Steve Webster makes his seasonal debut here in the third round of the MRPC Open Championship – a rare British appearance apart from the Grand Prix, which he has won three times so far.

Webster, and passenger Gavin Simmons, hold the lap record and should get off to a winning start. "It won't be easy," said Webster, "there is a good entry, with the two Brindleys, the Dixons and Steve Abbott."

That apart, the Yorkshire duo have serious business to ensure they have everything ready for the start of their World Championship campaign. "The bike is new, the engine is new – there are one or two things to sort out – get the cobwebs blown out."



## Welcome

Welcome to the first motorcycle meeting of the 1992 season at Donington and what a superb meeting to start the year off.

This weekend there will be approaching 600 competitors from all over the world taking part in a magnificent 11 race programme.

Our intention to highlight the FIM World Superbikes supported by the best classes in the European Championship and the cream of the UK domestic series, has culminated in one of the finest entries ever assembled for our annual Easter Weekend spectacular.

It will certainly be a busy weekend for the organisers who have a very full and packed timed scale to work to and to look after the interests of approximately 3,000 team members who will be based in the paddock for four days. We wish them all well.

The British Grand Prix on August 1st/2nd has created controversy off track during the winter, but now that the season has commenced, the action on the track speaks for itself and the hoped-for revitalisation of the premier World Championships has come about sooner than expected.

Donington's round is the final round in Europe and could well be the crucial title decider. Whatever, it seems certain to be the final European GP race for four times World Champion Eddie Lawson and that is an occasion the British public will want to savour.

The massive increase in the cost of running a World Championship round, with a prize fund increase alone of over 220%, is not easy to recoup and we have passed on as little as possible in the admission price. Those spectators buying in advance can purchase GP tickets for £20 – the same as the on-day price last year.

For the three-day GP visitors, there are excellent savings (such as, all three days for £30) and free entry to top class action in the evenings: Supercross, Trial and Grasstrack.

In addition, for the second year running, there is no admission charge for accompanied children of 15 years and under, throughout the three days, making it a unique opportunity for families coming to the GP.

Donington has four other prominent motorcycle race meetings. In two weeks time, on May 3rd, the first legs of the International Shoot Outs offer lucrative 1st place prizes of £5,000 each in the 750cc and 250cc events, £1,500 to each of the 125cc and Sidecar winners and £1,000 to the MCN Superteen winner.

Britain's premier domestic series, the Motor Cycle News/BBCTV Supercup, opens at Donington on Bank Holiday Sunday, May 24th.

The King of Donington this year, falls on the Bank Holiday Sunday, August 30th and will see the first appearance in this country of the German Pro Superbikes, matched against the MCN TT Superbike Challenge, and a superb programme of MRPC British Championships races.

Finally, watch out soon in Motor Cycle News for news of the International Riders for Health Day of Champions to be held at Donington on October 25th, incorporating an exciting Anglo-French Challenge contest.

Catering for all facets of motorcycle racing, we also promote a round of the ACU Clubmans Championship on July 5th.

We wish you all an enjoyable season with us at Donington Park.

Robert Fearnall  
Managing Director  
Two Four Sports Ltd.



Gary Pinchin sets the scene for the classic Easter Superbike showdown

## Pulses racing furiously

Should World Superbikes carry a health warning? Certainly the second race at Albacete two weeks ago set the pulses racing to danger level with the sight of eleven bikes battling for the lead!

Albacete, opening round of the 1992 Diesel Jeans World Superbike championship provided lots of answers to how this season might shape up.

We now know the Kawasakis are fiercely competitive with the previously all conquering Ducatis. We now know Doug Polen won't have everything his own way. We also now know that the Brits don't necessarily need factory bikes to run with the fast guys.

Kawasaki have a numerical advantage at Donington. Headlining the ZXR750 hordes are the two factory Team Moving Kawasaki bikes of Rob Phillis and Aaron Slight. Phillis is ranked third in the world on Superbikes and put up an impressive performance in Spain to finish second to Raymond Roche. Not bad for an old stager who celebrates his 37th birthday next month.

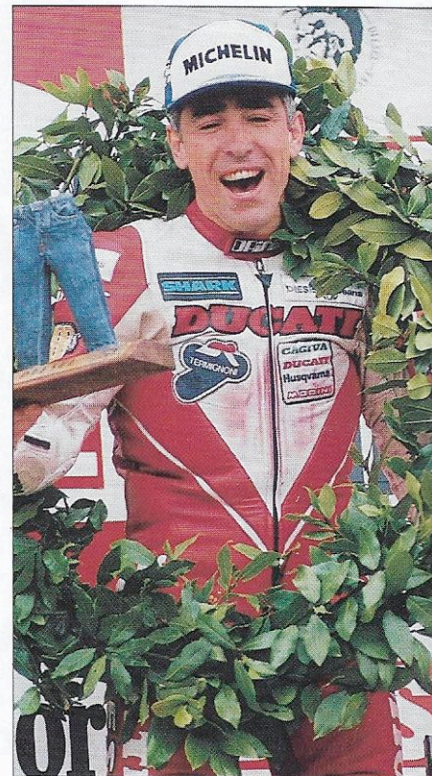
But 26 year old Kiwi, Slight was the sensation in Spain, out-qualifying his teammate and winning the first race by a huge eight point cushion from World Champion, Doug Polen - Slight maximising the advantage of his Michelin wets in difficult conditions as the track dried out rapidly after the start.

There's a third full-on factory entry, ridden by Japanese Takahiro Sohwa. If you want to see aggression watch this lanky, gangly 26 year

old man handle his ZXR750. He could spring a big surprise at Donington. In Spain his wets went away quickly in the first race and he had a puncture in the second.

Kawasaki also have Daytona winner, Scott Russell on the Muzzy Kawasaki, plus Brits, John Reynolds on the Team Green Silkolene entry and privateer Terry Rymer on his own Mobil 1 backed ZXR. All three run Dunlop tyres.

And there are more Kawasakis. From Britain with Ray Stringer on the Mobil 1/Team Coleman entry, Ian Simpson and Francis Neill/Team Pirelli duo Jim Moodie. From Germany with Andreas Hoffman and Ernst Gschwender on the official German importer team bikes. And from Italy with Piergiorgio Bontempi (second leg winner of the Italian Superbike opener at Misano) and Massimo Broccoli.



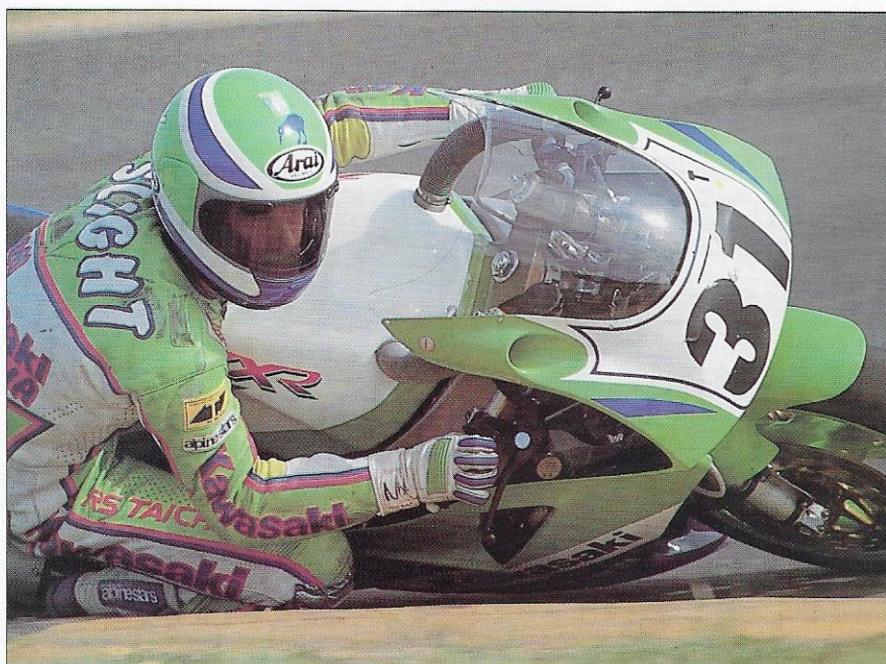
World champ in 1990, current leader in 1992, Raymond Roche enjoys Spanish success.

Ducati are also playing the numbers game. The official Police (Italian sunglasses) sponsored, Franco Uncini managed team of Doug Polen and Giancarlo Falappa represent a fearful spearhead on the uprated '91 spec machines. Again, they are on Dunlops and Polen has Eraldo Ferracci, his last year crew chief, in his corner again.

Raymond Roche came away with the World Superbike points lead from Spain after a stirring second race performance. This year Roche opted to run his own team so he could maintain his links with Michelin. He can never be underestimated.

Belgian Stephane Mertens won the second leg here last year but had a disappoint start to his Superbike campaign in Spain with his factory supplied, Total/Wanty Ducati. But we all know how well he can go and can expect a better performance at Donington. He will now be used to the Dunlops after running Pirellis all last year.

Man to watch is 24 year old Dan-



Pic: Kel Edge

Aaron Slight - opening round sensation who is keen for more.





Spain's Daniel Amatriain had the locals excited with consistent rides to fourth overall in the points.

iele Amatriain on the orange and white Marlboro sponsored Ducati Spain entry. Not quite a full factory effort, Amatriain nevertheless showed his and the bike's potential in Spain with his outstanding come-from-behind ride in the second race to third place. Another lap and he could have won the race.

Team Grottini were to have fielded a factory bike for European Champion Davide Tardozzi but he has seriously injured his arm so his teammate and veteran Virginio Ferrari is joined by Gastone Grassetto (third in the 1991 European Superbike Championship) – both of them on stock Corsas.

And we should not overlook Carl Fogarty – another with an over-the-counter Corsa. Who would have thought he could have gone so well with a stock Ducati in Spain? Fogarty showed once again he has the class to ride any bike. He could be a winner at Donington – especially if the rumours of him getting a factory engine for the meeting are true.

But Superbike isn't just the Kawasaki/Ducati show we had expected in Spain. Yamaha, or Fabrizio Pirovano at least, proved their updated OW01 is not finished yet. On the tight, twisty Albacete track, the Italian flyweight, rode the wheels off his BYRD factory bike to finish the day with a fourth and a third. Especially outstanding considering he was way off the pace in qualifying. Look out too for Fabrizio's rocket starts.

Whether the Yamaha will be a

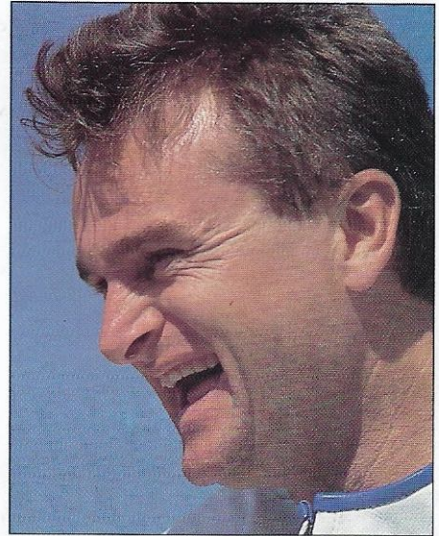
threat at Donington remains to be seen but if any one can run with the red and green bikes, Pirovano can.

There could be as many as three full factory Yamahas, plus a '91 spec works bike, on the grid. Biggest question mark is whether Fred Merkel is fit enough to make his Yamaha race debut. The former two-time World Superbike champion broke bones in his feet during pre-race testing and is now fighting to be fit enough race here on the track that has previously brought him success.

The third works OW01 is ridden by German Superbike champion Udo Mark. He's scored some creditable World Superbike results in the past,

but he is carrying a knee injury. Rob McElnea lines up on the ex-Rymer Loctite Yamaha and could be the surprise package of the meeting.

Finally Honda. On last year's results you wouldn't credit them a chance. The RC is simply past its sell-by date. Unfortunately, someone forgot to tell Italian Baldassarre Monti. After winning one leg of the opening Italian Superbike championship at Misano on his 1991 spec RC, the Team Rumi number one debuted the



Pic: Kel Edge

Aussie ace Rob Phillis could be the man to watch.

'92 factory bike at Albacete and finished an amazing sixth.

It could be argued his job was made easier by the conditions and having Michelin wets which stood up to the drying track better than the



Pic: Kel Edge

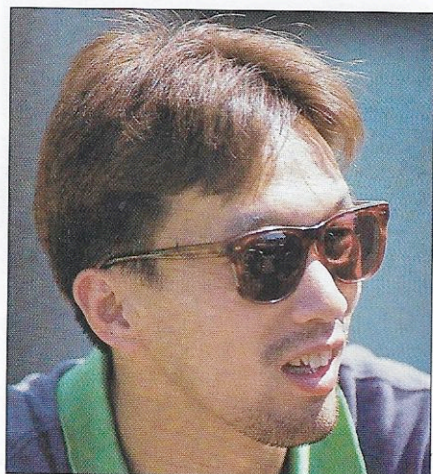
Fabrizio Pirovano, hard riding into second place in points.



Dunlops. But he then proceeded to run in the leading 11 bike bunch of race two. Okay, he lost it on a damp patch and went down, but by then he'd proved the Honda was by no means finished in World Superbike – at least on a tight, twisty circuit.

Finally, there will hopefully be two of the new watercooled Suzukis on the grid. German, Sven Seidel failed to qualify for the Spanish round but his team had only finished the bike the Wednesday before qualifying – and there was much work to be done on the engine.

The other Suzuki will, of course, be ridden by MCN TT Superbike champion, James Whitham. He too has a brand new watercooled GSXR so look out for some fireworks from this quarter.



Pic: Kel Edge

*Takahiro Sohwa – full of aggression on factory Kawasaki.*

Summing up, we'll need a poll of polls to get any real indicator on who the real pre-race favourites are for Donington. And with an accuracy of plus or minus three per cent you could be way off. This is Superbike racing!

The Ducatis went well here last year (they went well everywhere!) but Rymer went away with the points lead. Right now Superbike is the strongest World Championship class there is. Ninety bikes are going to attempt qualifying this weekend – that means a pretty hectic practice schedule.

At Albacete the entire grid was separated by less than four seconds – the gap from polesitter Falappa to his teammate Polen (on the pole of row two, sixth quickest) was 0.21s. Superbike is competitive – make sure your batteries are fully charge – the atmosphere will be!

# SOUTHERN B

**I wonder if Doug Polen, coming from Texas, has a liking for some of that good ol' ZZ Top boogie. Wonder if he's heard "Got me under pressure"? He certainly might be feeling that way since Scott Russell sneaked that memorable win in the Daytona 200 miler a few weeks back and another Kawasaki rider, Aaron Slight, beat him at Albacete two weekends ago, writes Gary Pinchin.**

Last year there was no one to touch the Texan and his bright red, Fast by Ferracci Ducati but this year, if Albacete is any guide, it could be a different story ...

In fairness, Polen did finish second to Slight in the first Albacete race, when everyone struggled home with full wets on a drying track. Polen only finished a distant sixth in race two but he had problems. He found a damp patch coming off the line and spun the rear Dunlop. Then he had to wait some ten laps before his newly fitted front brake pads bedded in. Coming from 22nd on the first lap – to sixth – is no mean feat in the cauldron of Superbike racing.

Last year Kawasaki played catch up all season with the ZXR750. Factory rider Rob Phillis eventually grabbed fastest lap at Misano – and prevented Ducati from a 1-2-3 in the final championship standings, but it was nearly always a case of needing a few more horses here or a bit better handling there.



*Waiting for the off – Dianne and Doug Polen.*

But now it looks like the green ones really have turned mean again with several top flight runners on the latest ZXRs. Georgian Scott Russell is one of them and his tuner, Rob Muzzy has a reputation for turn-



*Defending World Superbike Champion Doug Polen.*



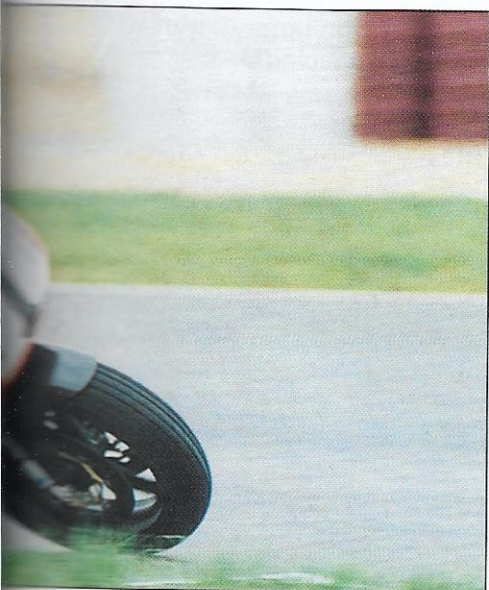
# OOGIE

ing out some pretty quick Kawasakis. And Russell, off track, one very laid back southerner, showed plenty of aggression using the draft to inch by Polen's booming red rocket at the line at Daytona.

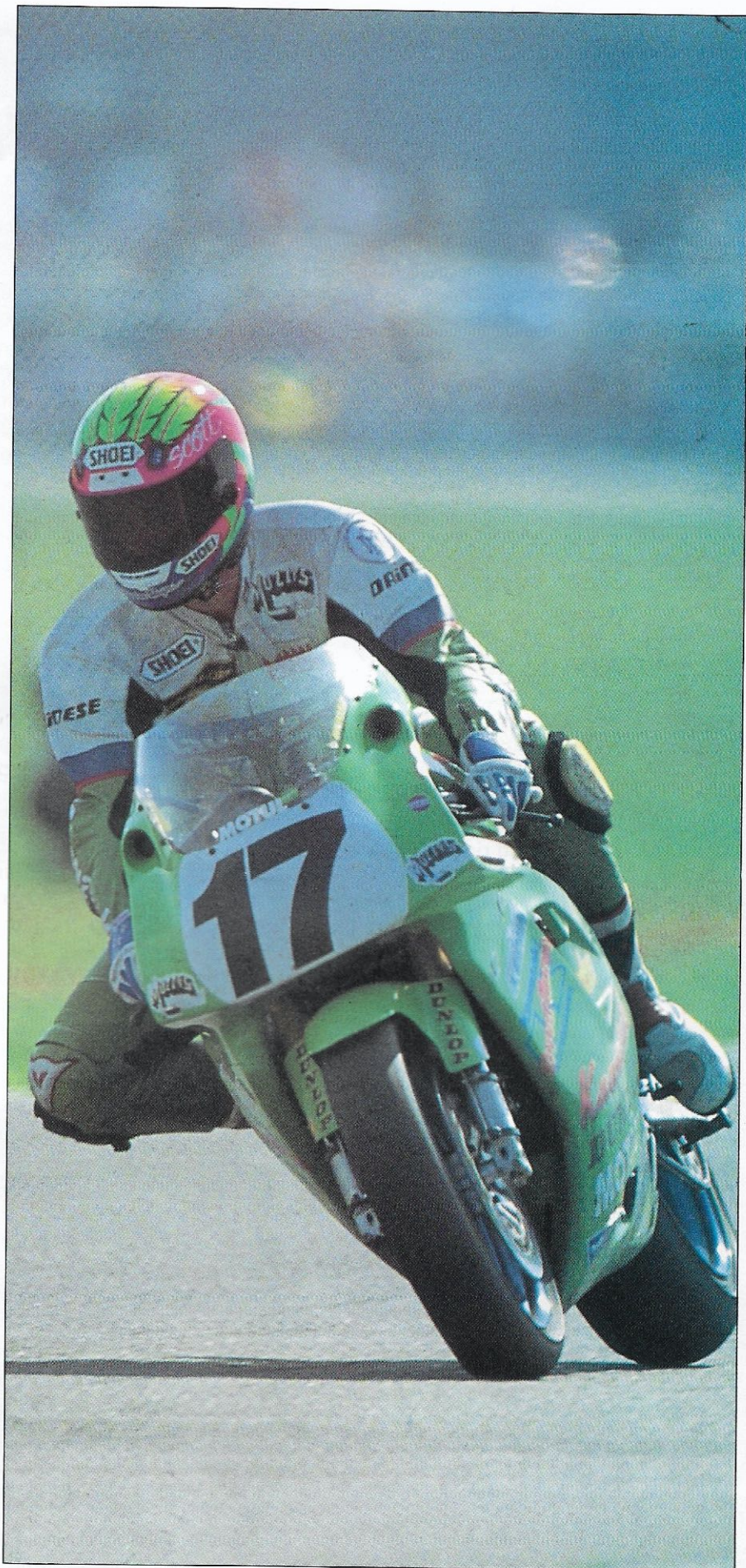
Russell looked equally determined at Albacete. He qualified strong (second quickest) but a crash in race one – followed by a possible wrong tyre choice and a couple of off-track excursions as a result – put him out of the serious point scoring places.

But don't underestimate him – dry or wet, even though he made some uncharacteristic mistakes in Spain. "There was a narrow dry line at Albacete in race two, if you went off it you had to wait to hook up again," he said. "I lost the front end in turn two and then got sideways in a long left and ran off the track. Hopefully though, we'll be able to turn it around at Donington."

So can we expect a few scores to be settled today? You bet! Polen wants revenge – and points, Russell will be out to prove Daytona was no fluke. Don't be surprised to hear the Star Spangled Banner played a couple of times on race day!



Pic: Rob Allen



Pic: David Goldman

*Scott Russell keen to relive that winning feeling!*





# “Moving ... a Slight Sensation!”

As sensations go, Aaron Slight was a pretty big one in the opening round of the Diesel Jeans World Superbike Championship at Albacete. Not only was the Team Moving Kawasaki rider quicker than his more established teammate Rob Phillis, throughout qualifying, the 26 year old Kiwi charged off to win his first ever European race in the most trying of weather conditions, writes Gary Pinchin.

Okay, he crashed out of the second leg, getting a bit too impetuous after being held up in the turns for several laps by Scott Russell. But by then Slight had more than made a lasting impression on his Superbike rivals.

More informed observers fully expected him to be on the pace from the start. Looking back over his career reveals why. A youth motocrosser, he started road racing in 1984 but it was 1988 when he got his first big break riding Super Angel Bimotas in Japan – the same team Mick Doohan had ridden for prior to joining the Marlboro Yamaha squad in Australia. It was a year of frustration for Slight with many breakdowns but he still managed a seventh in the first leg of the Sugo World Championship superbike race.

His efforts were enough to get him noticed by Peter Doyle, manager of Team Kawasaki Australia who offered him some end of season Swann series riders, followed by a full contract for 1989 to race in Australia.

Slight won a handful of races, mixing it with the tough competition of Malcolm Campbell, Phillis and Michael Dowson and looked set for greater things –

which included plans to join teammate Phillis in Europe for 1990.

Some may say Slight has been a long time coming to world championship racing but there's a reason we haven't seen him before. His career suffered a major setback in 1990 when he had a big crash in Japan resulting in a serious hand injury.

Last year he had to go back to Australia to prove himself – which he duly did, winning the Australian superbike title. So now he's here. His deal is for the first three races, and nine altogether. But that may change. Currently, the new TKA rider back home Mathew

Mladin, an aggressive 19 year old, has been blowing the opposition into the weeds so it's not so desperate to have Slight back in Australia winning races now. Maybe after his first race win in Spain, Team Moving Kawasaki will keep their hot property right here in Europe.

Slight was delighted to win the opening race at Albacete but doesn't underestimate his task at Donington this weekend.

“I was pretty rapped with the way qualifying went in Spain, I think that was because the circuit was new to everyone,” he commented. “In the first race I was confident because I had tried a new Michelin wet in the warm-up and ridden around both Polen and Falappa in the session. But I think I will struggle a bit later in the year. Donington will be difficult because everyone else knows how to set their bikes up for the track.”

Slight knows a winning Donington debut will be difficult, but this is Superbike racing.

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**“Donington will be difficult because everyone else knows how to set their bikes up for the track”**

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See him go! Slight's advantage as he heads the pack in trying Spanish weather.



 Motor Cycle News

&

*Radios*  
**TF**



PRESENT

# STATUS

# Quo

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PLUS GUESTS

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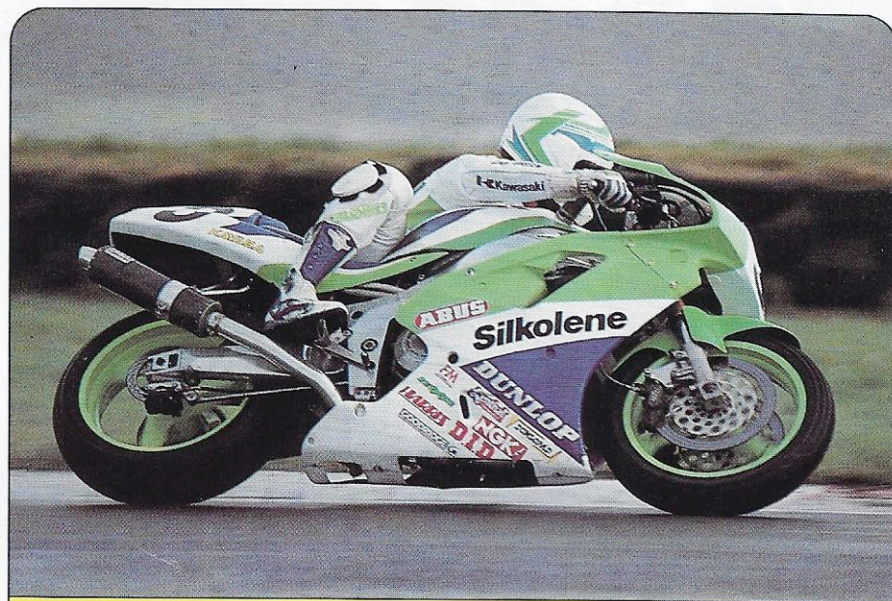
# Brits on charge

It was an encouraging sight to see three Brits running in the top six at Albacete during the second of the two Diesel Jeans World Superbike races – especially when you knew the background to their weekend's performances, writes Gary Pinchin.

Carl Fogarty, John Reynolds and Terry Rymer proved beyond doubt that the Brits can hold their own at the highest level of Superbike racing. Okay, the final results might suggest otherwise but all three had done more than enough to prove their worth before hitting problems.

Fogarty (ranked number seven in World Superbike) didn't have a good lead in to Albacete. When his hoped for big money deal with a Swiss/Italian banker failed to materialise, Fogarty's father bought him a new bike at the last minute. Carl picked up his Ducati – a standard Corsa 888 – the Wednesday prior to Thruxton's TT Superbike national, did eighty laps or so running the bike in, then went to Thruxton. Nothing was learned there. Like several other top riders, he was caught out by the slippery track and slid off in qualifying.

So the Blackburn 25 year old went to Spain not really knowing anything about the new Ducati. Everything about the bike was different to his previous mount, the RC30 Honda which he never was totally



Pic: Clive Challinor

*"I was out in front and thinking I might pull away here – then I thought what am I doing here"*

**JOHN REYNOLDS**

happy with – especially on the front end.

"The Ducati handles better than the Honda," said Fogarty after practicing in Spain, "but it doesn't feel any faster. In fact it feels flat on top end. It was also difficult to gear. Polen was using four gears but I don't think I could ride it like that. I was using five and still felt between gears in corners."

Fogarty's crew chief, Doug Holton, worked hard all weekend to

dial the bike in, and overcome teething problems like a sticking gearshift. More serious, the changing weather conditions were a constant pain because Fogarty had just one set of wheels.

In the first race, like most of the other Dunlop runners, Fogarty's wet tyres went away but he clung on to 12th place on the dry track. In the second, he went to the grid on cut slicks, like many other riders, but had to sit and watch as all around him – bar his Kawasaki France endurance sparring partner Rymer – made a last minute switch to slicks.

But Fogarty came out all guns blazing for the race, running as high as second place to Pirovano in the early stages. But his motor was overheating, running at 100 degrees from even the early stages. Then as the tyres overheated, he slid downfield to finish tenth but at least he had shown how competitive he could be.

"I can't wait for Donington," said



Pic: Kel Edge

**CARL FOGARTY**

*"I can't wait for Donington – we needed a couple of days to iron out the bugs. I like the circuit and think I can do well"*

*Continued on page 27*





Easter Saturday/Sunday/Monday

April 18/19/20, 1992

Britain's round of the FIM



**DIESEL**  **Jeans**

# SUPERBIKE WORLD CHAMPIONSHIP

This meeting will be held under the Code of the Federation Internationale Motocycliste (F.I.M.), the Sporting Code of the AutoCycle Union (ACU) and the Supplementary Regulations issued for the event. The FIM World Superbike Championship and FIM European Championship races are organised by the Auto Cycle Union, the national championship races are organised by the Pathfinders and Derby Motor Club Limited.

The races are held under the following permits:  
World Superbikes: IMN02/2 ACU 1343 PCL 006  
European Championships: IMN04/9 ACU 1343 PCL 006  
National Championships: ACU 1345 PCL 006

## Timetable

### SATURDAY APRIL 18 - TIMED PRACTICE

0900-0930	European Supersports 600
0940-1010	European 125 - 'A' Group
1020-1050	European 125 - 'B' Group
1100-1150	World Superbikes - 'A' Group (untimed)
1200-1250	World Superbikes - 'B' Group (untimed)
1300-1330	European 250
1420-1450	European Supersports 600
1500-1550	World Superbikes - 'A' Group
1600-1650	World Superbikes - 'B' Group
1700-1730	European 250
1740-1800	Regal Supersports 600

### SUNDAY APRIL 19

0900-0910	European Supersports 600 - Untimed Warm Up
0920-0930	European 250 - Untimed Warm Up
0940-0950	European 125 - Untimed Warm Up
1000-1050	World Superbikes - A Group - Timed Practice
1100-1150	World Superbikes - B Group - Timed Practice
1215	<b>Race 1 European Supersports 600 Championship Race</b>
1330	<b>Race 2 European 250 Championship Race</b>
1430-1520	World Superbikes - A Group - Final Timed Practice
1530-1620	World Superbikes - B Group - Final Timed Practice
1645	<b>Race 3 European 125 Championship Race</b>
1745	<b>Race 4 Regal Supersports 600 Series Race</b>

### MONDAY 20 APRIL

0900-0915	World Superbikes - Untimed Warm Up
0925-0935	Consolation Race Superbikes - Untimed Warm Up
0945-1005	MRPC 250 - Timed Practice
1015-1035	MRPC Open Sidecars - Timed Practice
1045-1105	MRPC 125 - Timed Practice
1115-1135	MRPC Supersports 400 - Timed Practice
1210	<b>Race 5 Diesel Jeans World Superbike Championship - 1st Leg</b>
1330	<b>Race 6 MRPC 250 Championship Race</b>
1410	<b>Race 7 World Superbike Consolation Race</b>
1450	<b>Race 8 MRPC Open Sidecar Championship Race</b>
1530	<b>Race 9 MRPC 125 Championship Race</b>
1610	<b>Race 10 Diesel Jeans World Superbike Championship - 2nd Leg</b>
1730	<b>Race 11 MRPC Supersports 400 Championship Race</b>

Promoters: Two Four Sports Ltd., Donington Park, Castle Donington, Derby DE7 2RP.  
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This programme is edited by Dave Fern for the publishers Two Four Sports Ltd, printed by Impress (Leicester) Ltd. and photset by Studio Photset, Leicester.

## Officials of the Meeting

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J. Parker (ACU), W. Eadie (East Midlands Centre ACU), R. Morris, J. MacDonald (PDMC)

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### DEPUTY CLERK OF THE COURSE:

B. Tuxford (Int. Events)

### CHIEF MEDICAL OFFICERS:

N. Law FRCS, J. Rowles FRCS

### SAFETY OFFICERS:

S. Mellish, P. Brown

### TECHNICAL STEWARD:

C. Moran

### CHIEF SCRUTINEERS:

A. Verity (Int. Events), T. Shelton (National)

### CHIEF MARSHALS:

E. Nelson (Int. Events), R. Lowe (National)

### CHIEF TIMEKEEPER:

R. Summerfield

### SECRETARY OF THE MEETING

### INTERNATIONAL EVENTS:

Doug Barnfield, The Auto Cycle Union, Wood Street, Rugby

### NATIONAL EVENTS:

B. Tuxford, 15 Westhall Road, Mickleover, Derby

### ASSISTANT SECRETARIES OF THE MEETING:

Claire Fennell (Int. Events), R. W. Smith (National)

### RACE OFFICE:

R. W. Smith, J. White

### RESULTS ADMINISTRATION:

L. Tuxford, Mrs. P. Rodgers

### STARTLINE AND FINISH CONTROLLER:

D. Bailey (International)  
F. Richardson (National)

### RACE CONTROL:

P. King

### TRAVELLING MARSHALS:

J. Styles, A. Whitehead

### FIRST AID:

The St. John Ambulance Brigade - officer in charge: D. Brown

### FIM TECHNICAL STEWARDS:

T. Shelton, B. Hibbett, B. Bardsley, H. Gordon

### SCRUTINEERS:

A. Blanchard, D. Twynham, F. Cornbill, R. Cluer, P. Harvey, K. Riley, Mrs. D. Riley, S. Land, H. Murphy, B. Hewlett, J. Hewlett, S. Carter, J. Saunders, R. Ollershaw, Mrs. D. Verity

### TIMEKEEPERS:

D. Bettinson (engineer), Mrs. F. Bettinson, E. Cowcill, M. Griffiths, R. J. Langdale, G. Lond, A. Oates, N. Paine, Mrs. M. J. Summerfield, Mrs. D. Sykes

### MEDICAL OFFICERS:

Dr. E. Arkhurst, Dr. G. Bickerton, Dr. N. Downing, Dr. M. Haworth, Miss S. Hewitt, Mr. S. Hunter, Dr. A. Hitchinson, Dr. P. Martin, Dr. S. Short, Dr. Shersmith, Dr. J. Weston, Dr. S. Wemyss-Holden

### COMMENTATORS:

F. Clarke, P. Fowler

### PRESS OFFICER:

D. Fern, G. Turnbull

### COURSE MOTORCYCLES:

Roy Pidcock Motorcycles, Derby

### COURSE VEHICLES:

Vauxhall Senator Fast Response Fire Vehicle kindly supplied by Vauxhall Motors.

Jaguar Rapid Intervention Fire Tender kindly supplied by Jaguar Cars.

Course Cars, Winners Car, Doctors Cars kindly supplied by Jim Russell Racing Drivers School



Sunday, April 19th, 1992

# FIM EUROPEAN CHAMPIONSHIP SUPERSPORTS 600



**RACE**  
**1**

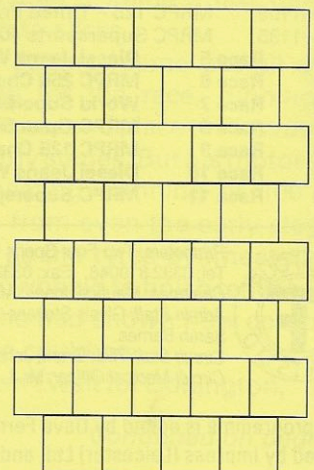
**Round Three – 25 laps – 62.5 miles – Start 12.15**

No.	Rider	Nationality	Entrant	Machine	Series Information																																																		
1	Phil Borley	GB		Honda	<p>This is the third round of an eight race championship for machines complying with Supersports 600 regulations: 401-600cc machines, using four stroke engines with a maximum of four cylinders.</p> <p>The prize fund for each round, payable in Swiss Francs, is: 1st 2000, 2nd 1600, 3rd 1300, 4th 1000, 5th 700, 6th 450, 7th 400, 8th 350, 9th 300, 10th 250, 11th-15th 200, 16th-20th 150, 21st-30th 130, 31st-36th 100.</p> <p><b>CALENDAR</b></p> <p>March 8 Jerez, Spain            April 11 Kirkistown, Ireland            April 19 Donington Park            May 24 Spa, Belgium            May 31 Salzburg, Austria            June 23 Assen, Netherlands            September 6 Hockenheim, Germany            October 4 Monza, Italy</p> <p><b>RESULTS</b></p> <p><i>Round One – Jerez</i></p> <table border="0"> <tr><td>1. Pere Riba</td><td>Honda</td><td>43m 21.66s</td></tr> <tr><td>2. Antonio Calasso</td><td>Honda</td><td>43m 21.91s</td></tr> <tr><td>3. Richard Suarez</td><td>Honda</td><td>43m 38.14s</td></tr> <tr><td>4. Ernesto Gomez</td><td>Yamaha</td><td>43m 40.54s</td></tr> <tr><td>5. Stefan Scheschowitsc</td><td>Honda</td><td>43m 47.97s</td></tr> <tr><td>6. Jose Volta</td><td>Honda</td><td>43m 52.01s</td></tr> </table> <p><i>Round Two – Kirkistown</i></p> <table border="0"> <tr><td>1. Stefan Scheschowitsc</td><td>Honda</td><td>42m 24.93s</td></tr> <tr><td>2. Derek Young</td><td>Honda</td><td>42m 49.45s</td></tr> <tr><td>3. Ian King</td><td>Honda</td><td>42m 54.93s</td></tr> <tr><td>4. Joaquin Escoda</td><td>Honda</td><td>43m 02.60s</td></tr> <tr><td>5. Christian Zwedorn</td><td>Honda</td><td>43m 03.99s</td></tr> <tr><td>6. Francesco Pardo</td><td>Honda</td><td>43m 07.41s</td></tr> </table> <p><b>CHAMPIONSHIP STANDINGS</b></p> <table border="0"> <tr><td>1. Stefan Scheschowitsc</td><td>31</td></tr> <tr><td>2. Antoni Calasso</td><td>26</td></tr> <tr><td>3. Pete Riba</td><td>20</td></tr> <tr><td>4. Jose Volta</td><td>18</td></tr> <tr><td>5. Derek Young</td><td>17</td></tr> <tr><td>6.= Rodrigo Mut, Ian King, Ricardo Suarez</td><td>15</td></tr> <tr><td>Gomez 13, Escoda 13, Zwedorn 11, Busson 11, Baro 10, Rodriguez 9, Grossaver 7, Santolaya 6, de Marco 5, Ferrara 4, Eberle 4, Riva 3, Kappeli 3, Livrini 2, de Giovanni 2, Fschwing 1, Calabuig 1.</td><td></td></tr> </table>	1. Pere Riba	Honda	43m 21.66s	2. Antonio Calasso	Honda	43m 21.91s	3. Richard Suarez	Honda	43m 38.14s	4. Ernesto Gomez	Yamaha	43m 40.54s	5. Stefan Scheschowitsc	Honda	43m 47.97s	6. Jose Volta	Honda	43m 52.01s	1. Stefan Scheschowitsc	Honda	42m 24.93s	2. Derek Young	Honda	42m 49.45s	3. Ian King	Honda	42m 54.93s	4. Joaquin Escoda	Honda	43m 02.60s	5. Christian Zwedorn	Honda	43m 03.99s	6. Francesco Pardo	Honda	43m 07.41s	1. Stefan Scheschowitsc	31	2. Antoni Calasso	26	3. Pete Riba	20	4. Jose Volta	18	5. Derek Young	17	6.= Rodrigo Mut, Ian King, Ricardo Suarez	15	Gomez 13, Escoda 13, Zwedorn 11, Busson 11, Baro 10, Rodriguez 9, Grossaver 7, Santolaya 6, de Marco 5, Ferrara 4, Eberle 4, Riva 3, Kappeli 3, Livrini 2, de Giovanni 2, Fschwing 1, Calabuig 1.	
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2	Chris Petty	GB		Yamaha																																																			
3	Alan Batson	GB		Honda																																																			
4	Massimiliano de Giovanni	Italy	Promotor Racing	Honda																																																			
5	Rachel Nicotte	France	Plaisir Vitesse International	TBA																																																			
6	Gilles Riva	France		Honda																																																			
7	Fernando Cristobal	Spain		Honda																																																			
9	Jose Morillas	Spain		Yamaha																																																			
10	Vincens Santolaya	Spain		Yamaha																																																			
11	Ramon Criado	Spain	Moto Club Ter	Honda																																																			
12	Josep Volta	Spain		Honda																																																			
14	Lars De Jorge	Spain		Honda																																																			
15	Salvador Perez	Spain	Red Motor	Honda																																																			
16	Jose Martin	Spain	Moto Club Coruna	Honda																																																			
17	Pere Riba Cabana	Spain	Arbizu Racing	Honda																																																			
18	Rodrigo Mut	Spain		Honda																																																			
19	Javier Tapias	Spain	Germans Tapias SCP	Honda																																																			
20	Jose Miralles	Spain	Fed Territorial Valencia Motociclismo	Honda																																																			
21	Francesco Pardo	Spain		Honda																																																			
22	Antonio Calasso	Italy		Honda																																																			
23	Vincenzo de Marco	Italy	Miacow Racing Team	Bimota																																																			
24	Mauro Mastrelli	Italy	Team Rumi	Honda																																																			
25	Gianmaria Liverani	Italy	Gattolone Racing Team	Honda																																																			
26	Julio Luque	Spain		Yamaha																																																			
28	Gilberto Gambelli	Italy	Gil Team Racing	Honda																																																			
29	Antonio Pallizzi	Italy	Gattolone Racing Team	Honda																																																			
30	Viscardo Zanella	Italy		TBA																																																			
31	Peter Van Andel	Holland		Yamaha																																																			
32	Lars Rulffs	Denmark		Honda																																																			
33	Stefan Scheschowitsch	Germany		Honda																																																			
34	Andreas Moller	Germany		Yamaha																																																			
35	Thomas Schwing	Germany		Honda																																																			
36	Michael Eberle	Germany		Honda																																																			
37	Thorvald Seby	Norway		Honda																																																			
38	Lars Bosson	Sweden		Honda																																																			
39	Roger Karlsson	Sweden		Honda																																																			
40	Johnny Nordberg	Sweden	Team Yamaha Sweden	Yamaha																																																			
41	Martin Johansson	Sweden		Honda																																																			
42	Mats Bosson	Sweden		Kawasaki																																																			
43	Herwis Lemmens	Belgium	Master Teams Racing	Kawasaki																																																			
45	Didier Loris	Belgium		Honda																																																			
46	Ignace Parys	Belgium		TBA																																																			
47	Christian Zwedorn	Austria		Honda																																																			
48	Joaquin Escoda	Spain	Warm-Up Servei Moto	Honda																																																			
49	Alfred Grobauer	Austria		Honda																																																			
50	Engelbert Gruber	Austria	MSC Zeillern	Honda																																																			
51	Jurg Kappeli	Switzerland	Moto Fuchs Racing Team	Honda																																																			
52	Peter Haug	Switzerland	Heidelberger Honda Racing Team	Honda																																																			
53	Tomaz Couto	Portugal	Team Kawasaki Mobil 1	Kawasaki																																																			
92	Ricardo Juarez	Spain		Honda																																																			

**Leading Qualifying Times**

1	m	secs	mph
2	m	secs	mph
3	m	secs	mph
4	m	secs	mph
5	m	secs	mph
6	m	secs	mph

**Grid**



**Lap Record:** Jim Moodie (Yamaha) 1m 43.02s, 87.36mph (May '91)

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





# Sunday, April 19th, 1992

## FIM EUROPEAN CHAMPIONSHIP

### 250cc

### Round Three - 24 laps - 60 miles - Start 13.30

**RACE**

# 2

No.	Rider	Nationality	Entrant	Machine
1	Steve Sawford	GB	DTR/St Neots Motorcycle Centre	Spondon Yamaha
2	David Heal	GB	Heals for Wheels Motorcycles	Yamaha
3	Royston Keen	GB		Yamaha
4	Ian McConnachie	GB		TBA
5	Ian Newton	GB		Aprilia
6	Paul Brown	GB	Loctite Yamaha	Yamaha
7	Nigel Bosworth	GB	Motul Yamaha	Yamaha
8	Alan Patterson	Ireland	Beckett/Coleman & Kal Gard	Yamaha
9	Woolsey Coulter	Ireland	Francis Neill/Allen Honda	Honda
10	Jeremy McWilliams	Ireland	Queens University of Belfast	Yamaha
11	Siegfried Minich	Austria		Honda
12	Eugene McManus	Ireland	Road Racing International Magazine	TBA
14	Luis Maurel	Spain	Equipo RFME/Ducados	Aprilia
15	Enrique de Juan	Spain	FCM/Marlboro	Yamaha
16	David Vazquez	Spain	Equipo RFME/Ducados	Aprilia
17	Alex Sirera	Spain		Yamaha
18	Oscar Sainz	Spain	Equipo RFME/Ducados	Aprilia
19	Luca Funicello	San Marino		Aprilia
20	Fausto Ricci	San Marino	Rocker Team	TBA
21	Marek Moravek	Czechoslovakia		Yamaha
22	Bohumil Stasa	Czechoslovakia	BVB/Silo System Racing Team	Aprilia
23	Boni Metzger	Switzerland	Keller TM team	Yamaha
24	Stefan Steiner	Switzerland	Pulfer Racing Team	Yamaha
25	Angelo Teta	Switzerland	Hazzenmoser Racing Team	Yamaha
26	Timo Paavilainen	Finland		Yamaha
27	Vesa Jaakkola	Finland	Moto-Rauma	Aprilia
28	Bernard Garcia	France		Yamaha
29	William Costes	France	Yamaha Motor France	Yamaha
30	Jean Foray	France	St Yrian	Yamaha
31	Marc Garcia	France		Yamaha
33	Christian Boudinot	France		Aprilia
34	Fokko Kuiper	Holland	SBO HJBH MFO Racing Team	Aprilia
35	Jonnie Boerman	Holland	Jopa Racing Products	Honda
36	Riccardo Ascone	Italy	Team Italia	Aprilia
37	Massimo Pennacchioli	Italy	Team Italia	Aprilia
38	Massimiliano Gervasio	Italy	Team Italia	Aprilia
39	Fabio Colombo	Italy		Honda
40	Francesco Bastianini	Italy	Fabrizio Guidutti	Aprilia
42	Alex Steger	Austria		Honda
44	Mikael Ekman	Sweden		Aprilia
45	Paul Streicher	Germany		Honda
46	Evren Bischoff	Germany	AGV Team Germany	Aprilia
47	Michael Schulten	Germany	AGV Team Germany	Dreier Rotax
48	Bernd Hermann	Germany		Yamaha
49	Terje Odegard	Norway		Yamaha
50	Laurent Naveau	Belgium	Euroteam	Yamaha
51	Jean Regimont	Belgium		Yamaha
52	Jorg Seel	Germany		Yamaha
53	Hans Becker	Germany		Yamaha
54	Tomaz Couto	Portugal	Team Portugal Yamaha (FNM)	Yamaha
55	Volker Bahr	Germany		Honda
56	Michele Gallina	Italy	Team Gallina	Yamaha
57	Telmo Pereiro	Portugal	Team Portugal Yamaha	Yamaha
58	Graeme Mitchell	GB		Aprilia

This is the third round of a ten race championship for machines complying with 250cc GP regulations: 201-250cc machines. The prize fund for each round, payable in Swiss Francs, is: 1st 2500, 2nd 2000, 3rd 1500, 4th 1100, 5th 900, 6th 700, 7th 500, 8th 450, 9th 400, 10th 350, 11th-15th 300, 16th-20th 200, 21st-30th 150, 31st-36th 100.

**CALENDAR**

March 8	Jerez, Spain
April 11	Kirkistown, Ireland
April 19	Donington Park
May 10	Hockenheim, Germany
May 24	Spa, Belgium
May 31	Salzburg, Austria
June 23	Assen, Netherlands
August 9	Most, Czechoslovakia
September 6	Hockenheim, Germany
October 4	Monza, Italy

**RESULTS**
*Round One - Jerez*

1. Luis Carlos Maurel	Aprilia	34m 00.55s
2. Oscar Sainz	Aprilia	34m 00.96s
3. Massimo Pennacchioli	Aprilia	34m 03.00s
4. Ian Newton	Aprilia	34m 03.18s
5. Enrique de Juan	Yamaha	34m 03.48s
6. Alex Sierra	Yamaha	34m 19.56s

*Round Two - Kirkistown*

1. Ian Newton	Aprilia	31m 40.57s
2. Massimo Pennacchioli	Aprilia	31m 41.24s
3. Luis Maurel	Aprilia	31m 45.23s
4. Jean Foray	Yamaha	31m 46.06s
5. Marc Garcia	Yamaha	31m 46.55s
6. Jeremy McWilliams	Yamaha	31m 56.17s

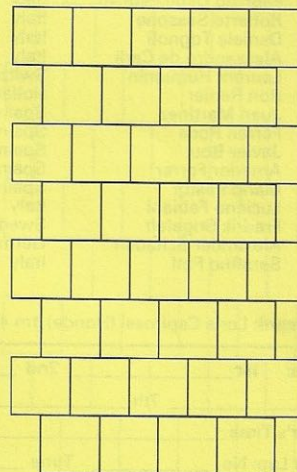
**CHAMPIONSHIP STANDINGS**

1. Luis Carlos Maurel	35
2. Ian Newton	33
3. Massimo Pennacchioli	32
4. Jean Foray	20
5. Oscar Sainz	17
6. Enrique de Juan, Marc Garcia	11

Sirera 10, McWilliams 10, Michelle 9, Bastianini 9, Boudinot 8, Naveau 8, Bischoff 7, Coulter 6, Kubin 6, Brown 5, Sawford 5, Bernard Garcia 4, Mepzger 4, Costes 3, Bosworth 3, Caspilla 2, Bahr 2, Seel 1, Yoshmari 1.

**Leading Qualifying Times**

1	m	secs	mph
2	m	secs	mph
3	m	secs	mph
4	m	secs	mph
5	m	secs	mph
6	m	secs	mph

**Grid**


Lap Record: Loris Reggiani (Aprilia) 1m36.20s, 93.48mph (Aug '91)

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



Sunday, April 19th, 1992

# FIM EUROPEAN CHAMPIONSHIP

## 125cc GP



RACE

# 3

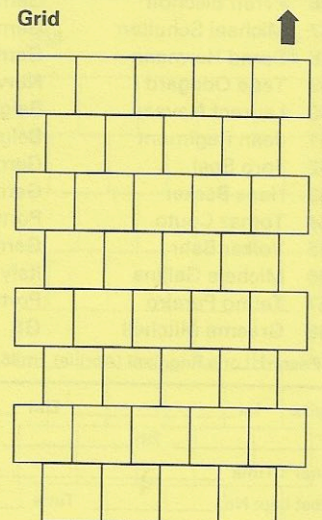
### Round Three - 24 laps - 60 miles - Start 16.45

No.	Rider	Nationality	Entrant	Machine	Series Information																																																
1	Barry Stanley	GB		Honda	<p>This is the third round of an eight race championship for machines complying with 125cc GP regulations: up to 125cc, two stroke, single cylinder machines.</p> <p>The prize fund for each round, payable in Swiss Francs, is: 1st 1400, 2nd 1100, 3rd 900, 4th 600, 5th 500, 6th 400, 7th 350, 8th 300, 9th 250, 10th 200, 11th-15th 150, 16th-20th 130, 21st-36th 100.</p> <p><b>CALENDAR</b></p> <p>March 8 Jerez, Spain            April 11 Kirkistown, Ireland            April 19 Donington Park            May 10 Hockenheim, Germany            May 24 Spa, Belgium            June 23 Assen, Netherlands            August 9 Most, Czechoslovakia            September 6 Hockenheim, Germany            October 4 Monza, Italy</p> <p><b>RESULTS</b></p> <p><i>Round One - Jerez</i></p> <table border="0"> <tr><td>1. Juan Borja</td><td>Honda</td><td>33m 11.62s</td></tr> <tr><td>2. Jose Luis Cardoso</td><td>JJ-Cobas</td><td>33m 12.15s</td></tr> <tr><td>3. Jose Luis Rabadan</td><td>JJ-Cobas</td><td>33m 14.16s</td></tr> <tr><td>4. Serafino Foti</td><td>Honda</td><td>33m 24.72s</td></tr> <tr><td>5. Jos van Donsen</td><td>Honda</td><td>33m 43.32s</td></tr> <tr><td>6. Lucio Cecchinello</td><td>Aprilia</td><td>33m 46.19s</td></tr> </table> <p><i>Round Two - Kirkistown</i></p> <table border="0"> <tr><td>1. Juan Borja</td><td>Honda</td><td>32m 04.24s</td></tr> <tr><td>2. Serafino Foti</td><td>Honda</td><td>32m 05.17s</td></tr> <tr><td>3. Lucio Cecchinello</td><td>Aprilia</td><td>32m 11.30s</td></tr> <tr><td>4. Luigi Ancona</td><td>Aprilia</td><td>32m 22.57s</td></tr> <tr><td>5. Paolo Capriolo</td><td>Honda</td><td>32m 22.84s</td></tr> <tr><td>6. Stefan Kurkiss</td><td>Honda</td><td>32m 27.89s</td></tr> </table> <p><b>CHAMPIONSHIP STANDINGS</b></p> <table border="0"> <tr><td>1. Juan Borja</td><td>40</td></tr> <tr><td>2. Serafino Foti</td><td>30</td></tr> <tr><td>3. Lucio Cecchinello</td><td>25</td></tr> <tr><td>4. Jose Luis Cardoso</td><td>17</td></tr> <tr><td>5. Jose Luis Rabadan</td><td>15</td></tr> <tr><td>6. Paolo Capriolo</td><td>14</td></tr> </table> <p>Alzandra 13, Ancona 13, Kurkiss 11, Van Donsen 11, Dunlop 9, Checa 9, Baumann 8, Rosef 8, Moncayo 7, McWilliams 6, Kaas 5, Reniers 5, Duss 4, Fissette 4, Fabiani 3, Gracia 2, Sassone 2, Kempener 1.</p>	1. Juan Borja	Honda	33m 11.62s	2. Jose Luis Cardoso	JJ-Cobas	33m 12.15s	3. Jose Luis Rabadan	JJ-Cobas	33m 14.16s	4. Serafino Foti	Honda	33m 24.72s	5. Jos van Donsen	Honda	33m 43.32s	6. Lucio Cecchinello	Aprilia	33m 46.19s	1. Juan Borja	Honda	32m 04.24s	2. Serafino Foti	Honda	32m 05.17s	3. Lucio Cecchinello	Aprilia	32m 11.30s	4. Luigi Ancona	Aprilia	32m 22.57s	5. Paolo Capriolo	Honda	32m 22.84s	6. Stefan Kurkiss	Honda	32m 27.89s	1. Juan Borja	40	2. Serafino Foti	30	3. Lucio Cecchinello	25	4. Jose Luis Cardoso	17	5. Jose Luis Rabadan	15	6. Paolo Capriolo	14
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2	Neil Hodgson	GB	B & M Imports	Honda																																																	
3	Stuart Nicholls	GB	Salmic	Honda																																																	
4	Chris Palmer	GB		Honda																																																	
5	Rob Orme	GB		Honda																																																	
6	Jimmy Brown	GB	Mobil 1 Team Coleman	Honda																																																	
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8	Alan Patterson	Ireland	Team Cotoni	TBA																																																	
9	Ray McCombe	Ireland		Honda																																																	
10	Jim Falls	Ireland		Honda																																																	
11	Jean Claude Selini	France	JMC Afam SCR	Honda																																																	
12	Gerard Rolland	France	Provence Moto Sport	TBA																																																	
14	Frederic Petit	France		TBA																																																	
15	Thierry Ciffreo	France		Honda																																																	
16	Lucio Cecchinello	Italy	Team Italia	Aprilia																																																	
17	Paolo Capriolo	Italy	BBC Corse	Honda																																																	
18	Giambattista Incardona	Italy	Team Elit	Honda																																																	
19	Simone Gianecchini	Italy	Genova Racing Team	Honda																																																	
20	Luigi Ancona	Italy	Team Italia	Aprilia																																																	
21	Livio Bellone	Italy	Team Italia	Aprilia																																																	
22	Jaroslav Hules	Czechoslovakia	BVB/Silo System Racing Team	Aprilia																																																	
23	Ivo Hrstka	Czechoslovakia	CSMF	Honda																																																	
24	Jukka Vainio	Finland		Cobas-Rotax																																																	
25	Aki Ajo	Finland		Honda																																																	
26	Alain Pierre Lattion	Switzerland		Honda																																																	
27	Marco Tresoldi	Switzerland	Team Gallina	Honda																																																	
28	Ivan Tschudin	Switzerland		Honda																																																	
29	Peter Vogeli	Switzerland		Honda																																																	
30	Henri Sala	Holland		Aprilia																																																	
31	Andrie Nijenhuis	Holland		Honda																																																	
32	Jos Van Dongen	Holland	Ringelberg Team	Honda																																																	
33	Herman Scherpen	Holland		Honda																																																	
34	Henrik Rasmussen	Denmark	Team Nikko	Honda																																																	
35	Luis Rabadan Jaen	Spain		JJ Cobas																																																	
36	Manuel Luque	Spain		JJ Cobas																																																	
37	Emilio Alzamara	Spain	Coronas Aspaiz	Honda																																																	
38	Juan Borjan	Spain		Honda																																																	
39	Juan Martinez	Spain		Honda																																																	
40	Jose Cardoso	Spain		Honda																																																	
41	Emilio Gracia	Spain		Honda																																																	
42	Manfred Baumann	Austria		Honda																																																	
44	Alain Kempener	Belgium		Honda																																																	
45	Marc Fissetts	Belgium		Honda																																																	
46	Serge Julin	Belgium		Honda																																																	
47	Hakan Olson	Sweden		Rotax																																																	
48	Stefan Kurfiss	Germany	Schuh Racing Team	Honda																																																	
49	Sven Dolenc	Germany		Rotax																																																	
50	Armin Fischer	Germany		Honda																																																	
51	Armando Narducci	San Marino		Honda																																																	
52	Kristian Kaas	Finland	Kuomu Sport	Honda																																																	
53	Sylvain Bianchini	France	Team JMC	Honda																																																	
54	Julian Perry	GB	SS Engineering	Honda																																																	
55	Graham Harknett	GB		JJ Cobas																																																	
56	Phil Armes	GB		Honda																																																	
57	Ray Hutchison	GB		Honda																																																	
58	Ronnie Fleming	Ireland		Honda																																																	
59	Stewart Harrison	Ireland		Honda																																																	
60	Colm Fitzgerald	Ireland		Honda																																																	
61	David Lemon	Ireland		Honda																																																	
62	Stephen Farmer	Ireland		Honda																																																	
63	Jeremy McWilliams	Ireland		Honda																																																	
64	Christian Martinez	France	Tech 3 Motul	Honda																																																	
65	Noel Ferro	France	Tech 3 Motul	Honda																																																	
66	Gialuigi Scalvini	Italy	Team Del Rio	Honda																																																	
67	Paolo Aicardi	Italy	ACB Racing Motor	Honda																																																	
68	Fabrizio Degli Esposti	Italy	Team Dauti	Honda																																																	
69	Roberto Sassone	Italy		TBA																																																	
70	Daniela Tognoli	Italy	IPA Corse Rumi	Honda																																																	
71	Alessandro de Carli	Italy	IPA Corse Rumi	Honda																																																	
73	Laurent Huguenin	Switzerland	Motosport Racing Team	JJ Cobas																																																	
74	Ron Renier	Holland	Kohlerelbe Yokohama	Honda																																																	
75	Juan Martinez	Spain		JJ Cobas Honda																																																	
76	Ferran Roca	Spain		Honda																																																	
77	Javier Bou	Spain	Coronas Aspaiz	Honda																																																	
78	Amador Ferrer	Spain		JJ Cobas Honda																																																	
79	Mario Pastor	Spain	Federation Territorial Valencia	Honda																																																	
80	Luciano Fabiani	Italy		TBA																																																	
81	Fredrik Stigefelt	Sweden		Honda																																																	
82	Alexander Schaden	Germany		Honda																																																	
83	Serafino Foti	Italy		Honda																																																	

Lap Record: Loris Capirossi (Honda) 1m 43.155s, 87.24mph (Aug '91)

Results: 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_

Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph





Sunday, April 19th, 1992



# 600 Round One

10 laps – 25 miles  
Start 17.45

RACE  
**4**

No.	Rider	Entrant	Machine	cc
1	Ian Simpson	Francis Neill/Pirelli	Honda UK Pirelli	600
2	Mark Farmer	Team HS Yamaha	Yamaha	600
3	Phil Borley	Julian Soper M/C	St. Neots Honda UK	600
4	Jim Moodie		Yamaha	600
5	Mike Edwards	Magic Wheels Honda	Honda	599
6	Steve Ives	Magic Wheels Honda	Honda	599
10	Dave Redgate	Mobike Bromley	Honda	600
11	Roger Milne		Honda	600
14	Howard Selby		Honda	600
15	Iain MacPherson		Honda	600
16	Howard Whitby		Honda	600
17	Dave Martin	RAP Superbikes	Yamaha	600
21	Mark Hill	Fairway Racing	Yamaha	599
22	Ian Knights		Honda	600
24	Roger Smith		Yamaha	600
25	Mark Chapman		Yamaha	600
26	Matthew Allen		Yamaha	600
27	Johnny Trigger	Frank Smith Photography	Yamaha	600
28	Iain Duffus	Shirlaws Racing	Shirlaws Honda	600
29	Tim Poole	Northwich Motorcycles (C. Spiers)	Yamaha	600
30	Trevor Moore	Steve Crow Haulage	Yamaha	600
31	Paul Mackley	Team Polstar	Honda	600
32	Steve Allen		Yamaha	600
33	Neil Haslam		Yamaha	600
35	Martyn Libretto		Yamaha	600
36	Jon Teague		Honda	598
37	Philip Knowles		Yamaha	599
38	Nick Jefferies		Motoport Honda	600
39	Geoffrey Knowles		Honda	599
42	Brian Fraser		Yamaha	600
43	Jim Clow		Honda	600
44	Robert Simm		Honda	600
45	Christopher Pool		Honda	600
46	Steve Marks		Honda	600
47	Leslie Thomson		Yamaha	598
48	Robert Grant	Shirlaws M/Cs, Aberdeen	Yamaha	600
49	Neil Munro		Honda	599
50	Christopher Sammons		Yamaha	600
51	Robin Hill	W. A. Corless Joiners	Yamaha	600
52	Steve Tomes	Regent Developments, Stuart Sorrell	Yamaha	600
53	Tommy Bailey		Honda	600
54	Mike Ditchfield	Unity Equipe, Rochdale	Unity CBR	600
55	Kevin Leach	JJ Racing UK/HKS Motors	Honda	600
56	Gavin Martin		Yamaha	600
57	Simon Smith		Honda	600
58	Nick Storey		Yamaha	600
59	John Senior		Honda	600
60	Pat Allen		Honda	600
65	Steven Cunningham		Honda	600
77	Sean Emmett	Shell Team Harris	Yamaha	600

Imperial Tobacco have increased their support for road racing with a big cash boost to the prize fund for their second year's support of the Regal 600 series - prize money has been increased to £1080 per round and there are cash prizes totalling £625 for the first four men home in the championship.

In a new-look fixture list, competitors will venture south of the border for the first time with the opening round here while the remaining four are to be held at the Knockhill circuit in Fife.

Reigning Regal 600 Champion Ian Simpson, from Dumfries, has already signed up to defend his crown as has ex-title Howard Selby.

"The Regal 600 Series has given an excellent boost to Scottish racing. The 1991 series provided some thrilling racing with the highest standard of riders taking part in a championship which was decided only at the last meeting," said Selby, from Berwick.

Kirkcaldy rider Ian Duffus, rising star Iain MacPherson and fellow Glaswegian Jim Moodie have all indicated they'll be bidding for the 1992 title, but the championship is not confined solely to Scottish riders.

Series co-ordinator Eric Houston is hoping to attract contenders from all over the UK and is confident that the 1992 Regal 600 series will be even better than in its inaugural season.

"The Regal 600 Series scored a huge hit with both the public and the riders alike in 1991 and we are determined to make sure that it is just as exciting this year," said Mr Houston.

"There has already been record levels of interest from Scottish competitors and with the new series getting under way at the World Superbike Championship round at Donington it is set to get an even wider audience in 1992."

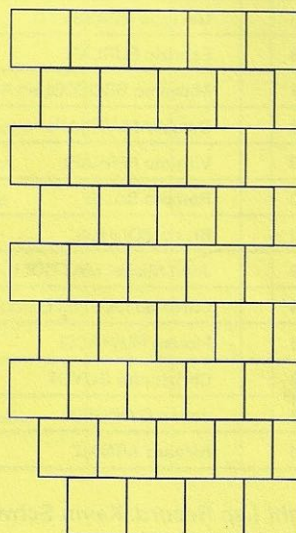
**CALENDAR**

April 19	Donington Park
May 3	Knockhill
July 5	Knockhill
August 9	Knockhill
October 11	Knockhill

**Leading Qualifying Times**

	1	m	secs	mph
2	m	secs	mph	
3	m	secs	mph	
4	m	secs	mph	
5	m	secs	mph	
6	m	secs	mph	

**Grid**



Lap Record: Jim Moodie (Yamaha) 1m 43.02s, 87.36mph (May '91)

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



**Easter Monday**  
**Race 5 – Start 12.10**  
**Race 10 – Start 16.10**  
**Clutch Start**  
**25 laps – 62.5 miles – 100.58km**

# Diesel Jeans Superbike

NO.	RIDER	COUNTRY	MACHINE	ENTRANT	Qualifying Times		
					1st Session	2nd Session	3rd Session
1	Doug POLEN	USA	Ducati	Team Police Ducati			
2	Raymond ROCHE	France	Ducati				
3	Robert PHILLIS	Australia	Kawasaki	Team Moving Kawasaki			
4	Stephane MERTENS	Belgium	Ducati	Total/Wanty/Mertens Racing			
5	Fabrizio PIROVANO	Italy	Yamaha	Deimme Racing Team			
6	Terry RYMER	GB	Kawasaki	Mobil 1 Team Coleman			
7	Carl FOGARTY	GB	Honda	Team Rumi			
8	Baldassarre MONTI	Italy	Ducati				
9	Giancarlo FALAPPA	Italy	Ducati	Team Police Ducati			
10	Davide TARDOZZI	Italy	Ducati	Grottini Divisione Corse			
11	Udo MARK	Germany	Yamaha	Mitsui Yamaha Racing Team			
12	Jeffry de VRIES	Holland	Yamaha				
13	Aaron SLIGHT	New Zealand	Kawasaki	Team Moving Kawasaki			
16	Juan Lopez MELLA	Spain	Honda	Nivea for Men – Honda Team			
17	Scott RUSSELL	USA	Kawasaki				
20	Jean Yves MOUNIER	France	Yamaha	Yamaha Motor France			
21	Rob McELNEA	GB	Yamaha	Loctite Yamaha			
22	Brian MORRISON	GB	Kawasaki	Team Green Kawasaki UK			
29	Massimo MEREGALLI	Italy	Yamaha	Diemme Racing Team			
30	John REYNOLDS	GB	Kawasaki	Team Green Kawasaki UK			
31	Ian SIMPSON	GB	Kawasaki	Team Francis Neill/Pirelli			
32	James WHITHAM	GB	Suzuki	Team Grant			
33	Steve MANLEY	GB	Yamaha				
34	Steve HISLOP	GB	Yamaha	Tillstons Motorcycles			
35	Jim MOODIE	GB	Kawasaki	Francis Neill Racing			
36	Andy WARD	GB	Kawasaki				
37	Trevor NATION	GB	Ducati	Oxford Products Ltd.			
38	John BARTON	GB	Honda	Morgan Read & Sharman Ltd.			
39	Roger BENNETT	GB	Ducati	QB Homes			
41	Richard DEFAGO	GB	Honda				
42	Matt LLEWELLYN	GB	Yamaha	Meakin Building Supplies			
43	Trevor SCOTT	N. Ireland	Honda				
45	Gastone GRASSETTI	Italy	Ducati				
46	Fabrizio FURLAN	Italy	Ducati	Team Mauri			
47	Massimo BROCCOLI	Italy	Kawasaki	Team Velmotor 2000			
48	Daniel AMATRIAIN	Spain	Ducati	Team Marlboro Ducati			
49	Virginio FERRARI	Italy	Ducati	Grottini Corse			
50	Romolo BALBI	Italy	Yamaha	GB Team Rimini			
52	Bruno BONHUIL	France	Yamaha				
53	Jean Michel MATTIOLI	France	Yamaha				
54	Christian LAVIEILLE	France	Ducati				
55	Florian FERRACCI	France	Ducati	Maurice Motos			
56	Christophe GUYOT	France	Honda				
57	Johan D'ORGEIX	France	Kawasaki	Team Kawasaki France			
58	Richard ARNAIZ	Italy	Honda	Team Rumi			

*Outright Lap Record: Kevin Schwantz (500cc Suzuki) 1m 33.569s, 96.11mph (August 1991)*



# e World Championship

Round 2 of the 15 race championship for solo motorcycles: 400-750cc four-stroke, 3 or 4 cylinders and 550-1000cc four-stroke, 2 cylinders

NO.	RIDER	COUNTRY	MACHINE	ENTRANT	Qualifying Times		
					1st Session	2nd Session	3rd Session
59	Takahiro SOHWA	Japan	Kawasaki	Kawasaki Racing Team			
60	Christer LINDHOLM	Sweden	Yamaha	Team Yamaha Sweden			
61	Lars NILSSON	Sweden	Yamaha				
62	Goran SANDBERG	Sweden	Yamaha				
63	Arpad HARMATI	Hungary	Yamaha	HB Racing Team			
64	Attila SZABO	Hungary	Yamaha	Team Fain			
65	Harry HEUTMEKERS	Czechoslovakia	Suzuki	BVB/Silo System Racing Team			
66	Michal BURSA	Czechoslovakia	Suzuki	BVB/Silo System Racing Team			
68	Erkki SIUKOLA	Finland	Yamaha				
69	Karl TRUCHSESS	Austria	Kawasaki	Team Kawasaki Austria			
70	Andreas MEKLAU	Austria	Ducati	ARC/Austrian Racing Company			
71	Anton BERGHAMMER	Austria	Yamaha				
72	Mile PAJIC	Holland	Kawasaki				
73	Johnny VERWIJST	Holland	Kawasaki				
74	Hans FISHER	Holland	Ducati				
75	Gerard VAN DER WAL	Holland	Kawasaki				
76	Walter AMMANN	Switzerland	Yamaha	Keller TM Team			
77	Urs ZWICKER	Switzerland	Yamaha	Keller TM Team			
78	Jean Pierre IMSTEFF	Switzerland	Ducati	Moto Favre Racing Team			
79	Jose SAGARDOGUI	Spain	Honda				
80	Salvador GALVEZ	Spain	Yamaha				
81	Jordi LOPEZ	Spain	Kawasaki				
82	Rene RASMUSSEN	Denmark	Yamaha				
83	Claus WULFF	Denmark	Yamaha				
84	Sven SEIDEL	Germany	Suzuki				
85	Ernst GSCHWENDER	Germany	Kawasaki				
86	Andreas HOFMANN	Germany	Kawasaki				
87	Michael GALINSKI	Germany	Honda	Marushin Team Wellbrock & Co.			
88	Klaus LEIGIBEL	Germany	Yamaha				
89	Manfred FISCHER	Germany	Kawasaki				
90	Gerhard HABERLE	Germany	Kawasaki				
91	Toni HEILER	Germany	Yamaha				
92	Thomas FRANZ	Germany	Honda				
93	Piergiorgio BONTEMPI	Italy	Kawasaki	Moto Club Ancona			
94	Bernd CASPERS	Germany	Ducati	Moto Thome Racing MTP Parts			
95	Peter RUBATTO	Germany	Yamaha	Yamaha Laaks Racing Team			
96	Simon CRAFAR	New Zealand	Honda	Honda Britain Race Team			
97	Michel SIMUL	Belgium	Kawasaki	Gepa Racing Department			
98	Ray STRINGER	GB	Kawasaki	Mobil 1 Team Coleman			
99	Rui CARVALHO	Portugal	Kawasaki	Team Kawasaki Mobil 1			
100	Mark LINSKOTT	GB	Kawasaki	Manishir KBS Team Frankfurt			
101	Vittorio SCATOLA	Italy	TBA				
102	Aldeo PRESCIUTTI	Italy	Kawasaki				
103	Marc GRANIE	France	Yamaha	Club Moto Police Nationale			
104	Fredrik JONSSON	Sweden	Ducati				

World Superbike Record: Doug Polen (Ducati) 1m 37.89s, 91.93mph (April 1991)



# Diesel Jeans World Superbike Championship

# INFORMATION

## 1992 Calendar

April 5	SPAIN	August 23	MALAYSIA
April 20	GREAT BRITAIN	August 30	JAPAN
May 10	GERMANY	September 13	NETHERLANDS
May 24	BELGIUM	September 27	SWEDEN
June 21	ANDORRA	October 4	ITALY
June 28	AUSTRIA	October 18	AUSTRALIA
July 19	SAN MARINO	October 25	NEW ZEALAND
August 9	CZECHOSLOVAKIA		

## Points Allocation

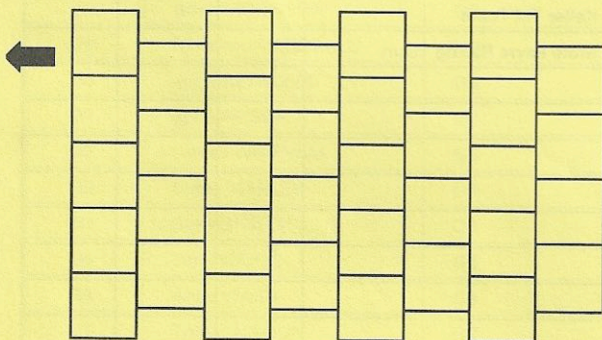
Points are allocated for each heat, to the first 15 finishers on the basis: 1st 20, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.

## Prize Fund

The minimum prizes for each race, payable in Swiss Francs, are:

1st	6000	9th	1400
2nd	5000	10th	1200
3rd	3500	11th-15th	1100
4th	3000	16th-20th	1000
5th	2500	21st-25th	800
6th	2000	26th-30th	700
7th	1800	31st-36th	600
8th	1600		

## The Starting Grid



The entry is split into two Groups, A and B, both matched on quantity and quality, with attention paid to performance in previous rounds and actual attendance at the particular event. Three timed qualifying sessions are held for each group – the maximum qualifying time must be equal to the best time of each group increased by 10%.

The selection for the starting grid will then be made on the basis of the 18 fastest from each of the two groups, arranged in alternate order.

The rider setting the fastest time overall will have the right to choose his position on the starting grid – he can change his position with one rider only.

## Starting Procedure

30 minutes prior to the scheduled start time riders to be ready to take to the track and then 15 minutes before the start take in their sighting lap, returning to the start grid, engine dead. Five minutes are allowed for riders to avail themselves of the sighting lap. After entering the track, change of machine and extra refuelling is banned. After the sighting lap, riders may choose to change tyres on the grid to suit prevailing track conditions.

5 minutes prior to the warm up lap, the countdown begins with display of time boards: 5 minutes, 3 minutes and red light, 1 minute and yellow flag, 30 seconds and "start engines".

During the warm-up lap, riders should remain as far as possible in their starting positions – on return to the grid, riders, keeping engines running should take up their positions. Race officials will determine all riders are in positions to start. When the starter sees that the grid is stationary, he will switch on the red light. The green light comes on within 2 to 5 seconds to start the race.

This information is for guidance only – see official regulations for fully detailed regulations.

## Donington Flashback

### 1988

First ever World Superbike meeting. Davide Tardozzi, riding an electronically fuel injected Bimota YB4E1 won first leg by over a second from Ducati mounted Marco Lucchinelli. Joey Dunlop took third place while eventual champion Fred Merkel took fourth.

In the second leg, Lucchinelli took a clear win and overall victory. Points in the opening meeting of the series were allocated depending on aggregate finishes from the two races.

Merkel finished second to secure runner-up overall.

### 1989

Italians won the two races but British riders Burnett and Terry Rymer went away with the big points hauls and jointly led the championship.

A heartstopping battle involving Bimota's new hot shot Giancarlo Falappa, Pirovano, Rymer and Burnett highlighted the first race. Falappa went off track leaving Pirovano to win as Burnett held off Rymer for second.

Second race and this time Falappa stayed on board to win after Pirovano had crashed at the Old Hairpin. Rymer took second with Burnett satisfied with third and joint points lead.

### 1990

Merkel won the first race but it was close. Steam poured from his fairing late in the race, indication this his Honda radiator was boiling dry. Despite the obvious power loss, the reigning champion managed to hold off the Ducati of Roche and Mertens' Honda to score maximum points.

Falappa and Roche entered into their own private battle in the second leg. No team orders in the Ducati camp! Falappa won.

### 1991

Doug Polen turned on the Ducati power to take opening race glory, but was made to work hard by the hard charging Brit Terry Rymer on the Loctite Yamaha – he had to settle for second place, ahead of Pirovano, Phillis and McElnea.

Polen looked to be heading for a winning double, but hit problems on the last lap, leaving Stephane Mertens to take the flag, ahead of Roche, Phillis, Rymer and McElnea.

## Race Results – Round 1 – Spain

### Race 1

- Aaron Slight
- Doug Polen
- Fabrizio Pirovano
- Giancarlo Falappa
- Daniel Amatriain
- Baldassarre Monti
- Raymond Roche
- Takahiro Sohwa
- Rob Phillis
- Juan Lopez Mella

### Race 2

- Raymond Roche
- Rob Phillis
- Daniel Amatriain
- Fabrizio Pirovano
- Giancarlo Falappa
- Doug Polen
- Scott Russell
- John Reynolds
- Terry Rymer
- Carl Fogarty

## Championship standings after round 1:

- Raymond Roche 29, 2. Fabrizio Pirovano 28, 3. Doug Polen 27, 4. Daniel Amatriain 26, 5. Rob Phillis 24, Giancarlo Falappa 24, 7. Aaron Slight 20, 8. Baldassarre Monti 10, Carl Fogarty 10, 10. Stephane Mertens 9, Scott Russell 9, Terry Rymer 9, 13. Takahiro Sohwa 8, John Reynolds 8, Juan Lopez Mella 8, 16. Virginio Ferrari 5, 17. Chester Lindholm 4, 18. Fabrizio Furlan 3, 19. Jean Mounier 1.

## Race Results – Donington

RACE 4	1 _____ 2 _____ 3 _____ 4 _____ 5 _____
	6 _____ 7 _____ 8 _____ 9 _____ 10 _____
	11 _____ 12 _____ 13 _____ 14 _____ 15 _____
	Winner's time _____ Speed _____ mph

Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

RACE 10	1 _____ 2 _____ 3 _____ 4 _____ 5 _____
	6 _____ 7 _____ 8 _____ 9 _____ 10 _____
	11 _____ 12 _____ 13 _____ 14 _____ 15 _____
	Winner's time _____ Speed _____ mph

Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

*There is no aggregate race result – each is a separate points scoring event.*



Monday, April 20th, 1992

# MRPC 250cc CHAMPIONSHIP

## Round Four - 10 laps - 25 miles - Start 13.30

RACE

6

No.	Rider	Entrant	Machine	cc
1	Paul Brown	Loctite Yamaha	Yamaha	250
2	Alan Carter	Castrol Honda Britain	Honda	249
4	Michael Rutter	Motor Cycle Mart, Kidderminster	Silkolene Honda	248
6	Steve Sawford	Denis Trollope/ St. Neots Cycle Co. Ltd.	Spondon Yamaha	250
7	Alan Patterson	Beck/Coleman & Kal Gard	Yamaha	250
8	Iain Challinor	Padgetts (Batley)/ Pricing Racing	Yamaha	249
11	Max Vincent	Gordon Huxley Racing	Honda	250
12	Mark Barker	Keppel Racing	Yamaha	250
14	Adrian Clarke	VHE Group	Yamaha	250
16	David Heal	Heals for Wheels Motorcycles	Yamaha	250
17	Paul Booler	David Booler & Co.	Honda	250
18	Mick Otter	Rusling Auto Bodies	Yamaha	250
19	Tony Goldstraw		Yamaha	250
20	Neil Richardson		Yamaha	250
21	Ian Newton		Aprilia	250
22	James Haydon	Team Great Britain	Yamaha	250
23	Darren Mitchell	CR Racing (Roland Slack)	Yamaha	249
24	Steve Johnson	JW Racing	Yamaha	250
25	Steve Reape	Padgetts Batley Ltd.	Suzuki	250
26	Phil Meldrum		Yamaha	250
27	Carl Salvage	Keppel Racing	Yamaha	250
28	Phil Burman	Jane Cross Saloon	Yamaha	249
29	Kevin Fawsitt		Yamaha	347
30	Paul Streets	West One Racing	Yamaha	250
31	Nigel Froud	Chaucer Racing	Yamaha	249
32	Darrell Higgins	D.T.R./Graydon Motors	Yamaha	249
33	Lyndon Powell		Yamaha	250
34	Mark Snell	Dave Bexon Racing	Yamaha	250
35	Jonathan Lester	Lester's Dyno-Tune Rolling Road	Yamaha	250
36	Dean Hodgson		Yamaha	250
37	Chris Morley	Team Morley Racing	Honda	250
38	Adrian Squirrel		Yamaha	249
39	Mark Linton	FCL Cranleigh Motorcycles	Yamaha	249
40	Nick Sergent		Yamaha	250
41	Graeme Mitchell	PR Excavations/Cosgrove Coaches	Aprilia	247
42	Ian Harrison		Yamaha	249
43	Russell Brook	Longbottom & Green MOT Service & Repair	Yamaha	250
44	Ian McConnachie	Wheel Power Motorcycles	MAC	250
45	Dave Jones	TCR Racing	Yamaha	250
46	Mark Westmorland	Motor Cycle Shop, Tamworth	Yamaha	248
47	Lee Pullan	Steve Manton (Manton Group)	Yamaha	250
49	Tim Couzens	SM Mail Order	Yamaha	250
50	Daniel Watson		Honda	250
51	Philip McConnachy	Causeway Leisure Group Ltd.	Honda	250
52	Adrian Butcher	David Brown Racing & R.H. Ovenden	Yamaha	250
54	Neil Higgs		Yamaha	250
55	Gary Naylor	SS Engineering	Honda	250
56	Mark Walker		Yamaha	250
57	Paul Blackmore	PJE Racing	Yamaha	250
58	Robert Wedd		Yamaha	250
59	Neil Smith		Yamaha	250
62	Michael Pomfret	A. Sutcliffe & Sons	Yamaha	250

This is the fourth of a new 14 round 250cc Championship for solo machines: 201-250cc with dispensation for 301-350cc two stroke Yamaha machines with non crankcase reed valve induction. Supersport 400cc machines are not eligible.

**CALENDAR**

March 15	Cadwell Park
March 22	Mallory Park
April 11	Oulton Park
April 20	Donington Park
April 25/26	Snetterton
June 20	Castle Combe
June 21	Thruxton
July 5	Knockhill
August 9	Mallory Park
August 23	Silverstone
August 30	Donington Park
August 31	Cadwell Park
October 4	Snetterton
October 17/18	Brands Hatch

**PRIZE FUNDS**

1st £400, 2nd £300, 3rd £200, 4th £180, 5th £150, 6th £140, 7th £120, 8th £100, 9th £80, 10th £60, 11th £40, 12th £30.

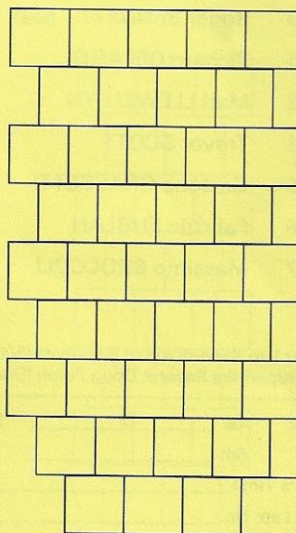
**CHAMPIONSHIP STANDINGS**

1. Paul Brown	52
2. Alan Carter	47
3. Ian Challinor	43
4. Mark Barker	24
= James Haydon	24
6. Dave Heal	23
= Nigel Bosworth	23
8. Steve Sawford	20
9. Steve Johnson	16
10. Mick Otter	13

**Leading Qualifying Times**

	1	m	secs	mph
2	m	secs	mph	
3	m	secs	mph	
4	m	secs	mph	
5	m	secs	mph	
6	m	secs	mph	

**Grid**



Lap Record: Loris Reggiani (Aprilia) 1m36.20s, 93.48mph (Aug '91)

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



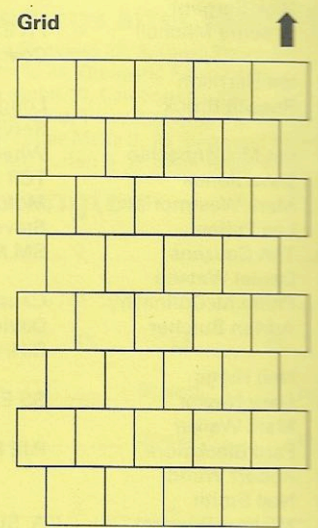


# Monday, April 20th, 1992

## Diesel Jeans World Superbike Consolation Race

### 12 laps – 30 miles – Start 14.10

No.	Rider	No.	Rider	No.	Rider
1	Doug POLEN	48	Daniel AMATRIAIN	85	Ernst GSCHWENDER
2	Raymond ROCHE	49	Virginio FERRARI	86	Andreas HOFMANN
3	Robert PHILLIS	50	Romolo BALBI	87	Michael GALINSKI
4	Stephane MERTENS	52	Bruno BONHUIL	88	Klaus LEIGIBEL
5	Fabrizio PIROVANO	53	Jean Michel MATTIOLI	89	Manfred FISCHER
6	Terry RYMER	54	Christian LAVIEILLE	90	Gerhard HABERLE
7	Carl FOGARTY	55	Florian FERRACCI	91	Toni HEILER
8	Baldassarre MONTI	56	Christophe GUYOT	92	Thomas FRANZ
9	Giancarlo FALAPPA	57	Johan D'ORGEIX	93	Piergiorgio BONTEMPI
10	Davide TARDOZZI	58	Richard ARNAIZ	94	Bernd CASPERS
11	Udo MARK	59	Takahiro SOHWA	95	Peter RUBATTO
12	Jeffry de VRIES	60	Christer LINDHOLM	96	Simon CRAFAR
13	Aaron SLIGHT	61	Lars NILSSON	97	Michel SIMUL
16	Juan Lopez MELLA	62	Goran SANDBERG	98	Ray STRINGER
17	Scott RUSSELL	63	Arpad HARMATI	99	Rui CARVALHO
20	Jean Yves MOUNIER	64	Attila SZABO	100	Mark LINSCOTT
21	Rob McELNEA	65	Harry HEUTMEKERS	101	Vittorio SCATOLA
22	Brian MORRISON	66	Michal BURSA	102	Aldeo PRESCIUTTI
29	Massimo MEREGALLI	68	Erkki SIUKOLA	103	Marc GRANIE
30	John REYNOLDS	69	Karl TRUCHSESS	104	Fredrik JONSSON
31	Ian SIMPSON	70	Andreas MEKLAU		
32	James WHITHAM	71	Anton BERGHAMMER		
33	Steve MANLEY	72	Mile PAJIC		
34	Steve HISLOP	73	Johnny VERWIJST		
35	Jim MOODIE	74	Hans FISHER		
36	Andy WARD	75	Gerard VAN DER WAL		
37	Trevor NATION	76	Walter AMMANN		
38	John BARTON	77	Urs ZWICKER		
39	Roger BENNETT	78	Jean Pierre IMSTEFF		
41	Richard DEFAGO	79	Jose SAGARDOGUI		
42	Matt LLEWELLYN	80	Salvador GALVEZ		
43	Trevor SCOTT	81	Jordi LOPEZ		
45	Gastone GRASSETTI	82	Rene RASMUSSEN		
46	Fabrizio FURLAN	83	Claus WULFF		
47	Massimo BROCCOLI	84	Sven SEIDEL		



**Outright Lap Record:** Kevin Schwantz (500cc Suzuki) 1m 33.569s, 96.11mph (August 1991)  
**World Superbike Record:** Doug Polen (Ducati) 1m 37.89s, 91.93mph (April 1991)

**Results:** 1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_  
 6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_

Winner's Time \_\_\_\_\_ Speed \_\_\_\_\_ mph  
 Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph



Monday, April 20th, 1992

# MRPC OPEN SIDECAR CHAMPIONSHIP

Third Round – 10 laps – 25 miles – Start 14.50

RACE

8

No.	Driver/Passenger	Entrant	Machine	cc	Series Information																																										
1	Steve Webster/Gavin Simmons	Team Silkolene	Silkolene LCR	500	<p>This prestigious Sidecar Championship has a prize fund of £16,500 over the 11 rounds from March to October with every motorcycle entered meeting requirements as stated in the ACU Standing Regulations and conform to the following: 401-750cc, two stroke, or 701-1300cc four stroke, 4 cylinders maximum.</p> <p><b>CALENDAR</b></p> <table> <tr><td>March 15</td><td>Cadwell Park</td></tr> <tr><td>March 29</td><td>Thruxton</td></tr> <tr><td>April 20</td><td>Donington Park</td></tr> <tr><td>April 25/26</td><td>Snetterton</td></tr> <tr><td>July 19</td><td>Mallory Park</td></tr> <tr><td>August 23</td><td>Silverstone</td></tr> <tr><td>August 30</td><td>Donington Park</td></tr> <tr><td>August 31</td><td>Cadwell Park</td></tr> <tr><td>September 27</td><td>Mallory Park</td></tr> <tr><td>October 11</td><td>Knockhill</td></tr> <tr><td>October 17/18</td><td>Brands Hatch</td></tr> </table> <p><b>PRIZE FUNDS</b></p> <p>1st £400, 2nd £300, 3rd £200, 4th £150, 5th £125, 6th £100, 7th £80, 8th £70, 9th £50, 10th £25.</p> <p><b>CHAMPIONSHIP STANDINGS</b></p> <table> <tr><td>1. Brindley/Whiteside</td><td>40</td></tr> <tr><td>2. Howles/Combes/Pointers</td><td>34</td></tr> <tr><td>3. Butler/Barkley</td><td>30</td></tr> <tr><td>4. Bell/Cornbill</td><td>26</td></tr> <tr><td>5. = Shand/Hill</td><td>11</td></tr> <tr><td>  = Dixon/Houghton</td><td>11</td></tr> <tr><td>7. = Bishop/Ansell</td><td>10</td></tr> <tr><td>  = Stirrat/Stevens</td><td>10</td></tr> <tr><td>9. = Brown/Nelson</td><td>9</td></tr> <tr><td>  = Cookson/Hibberd</td><td>9</td></tr> </table>	March 15	Cadwell Park	March 29	Thruxton	April 20	Donington Park	April 25/26	Snetterton	July 19	Mallory Park	August 23	Silverstone	August 30	Donington Park	August 31	Cadwell Park	September 27	Mallory Park	October 11	Knockhill	October 17/18	Brands Hatch	1. Brindley/Whiteside	40	2. Howles/Combes/Pointers	34	3. Butler/Barkley	30	4. Bell/Cornbill	26	5. = Shand/Hill	11	= Dixon/Houghton	11	7. = Bishop/Ansell	10	= Stirrat/Stevens	10	9. = Brown/Nelson	9	= Cookson/Hibberd	9
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2	Eddy Wright/Andy Hetherington	Eddy's Motorcycle Centre Ltd.	Krauser LCR	500																																											
3	Vince Butler/Alan Barkley	Barkley Hydraulics (Clair H. Barkley)	Yamaha Baker	700																																											
4	Rob Fisher/Trevor Crone	Express Tyre Service	Krauser LCR	500																																											
5	Steve Abbott/Shawn Smith		Krauser LCR	500																																											
6	Darren Elliott/Russell Mason		Suzuki	1100																																											
7	Derek Brindley/Nick Roche	Sabre Racing	Sabre Yamaha	500																																											
8	Kenny Howles/Phil Coombes	Motor Cycle Mart, Kidderminster	Ireson Krauser	500																																											
9	Kevin Webster/Julian Tailford		LCR Krauser	500																																											
10	Darren Dixon/Sean Dixon	Padgetts (Batley)	LCR Yamaha	500																																											
11	Barry Brindley/Scott Whiteside		Fowler Yamaha	500																																											
12	Trevor Robinson/Richard Graham		LCR Suzuki	1100																																											
14	Gordon Shand/Pete Hill		Suzuki	1100																																											
15	Barry Fleury/Jane Fleury		LCR JPX	500																																											
16	Julian Bishop/Simon Ansell		LCR Yamaha	700																																											
17	Barry Smith/Trevor Hopkinson		Windle ADM	500																																											
18	Mick Boddice/Dave Wells	Bran Bardsley (Spares)	Yamaha	700																																											
19	Gary Golder/Peter Carter		Windle Rotary Norton	500																																											
20	Geoff Thomas/Ian Grant		LCR	500																																											
21	Graham Parkins/Tony Parkins		Suzuki	1127																																											
22	Jeffrey Loveland/David Jones		LCR Krauser	500																																											
23	David Hoskin/David James	Gore Racing	LCR ADM	500																																											
24	Eric Cornes/Graham Wilkinson	SS Engineering	Ireson Krauser	499																																											
25	Roger Lovelock/Frazer Sutcliffe		BB/RCS	997																																											
26	Geoff Bell/Keith Cornbill	Mitsui Yamaha	Jacobs Yamaha	1000																																											
27	Neil Hodges/Gary Broadley		LCR Krauser	500																																											
28	Keith Brown/Alan Brown		ZZR Kawasaki	1100																																											
29	Russ Pearce/Rod Pearce		Suzuki	1100																																											
30	Alan Budge/George Hamilton	Express Tyre Service	Baker Suzuki	1052																																											
31	Phillip Croft/		Suzuki	1100																																											
32	Ward Scarth/Lin Scarth		Windle JPX	500																																											
33	Stuart Hall/Tony Darby		Ireson	700																																											

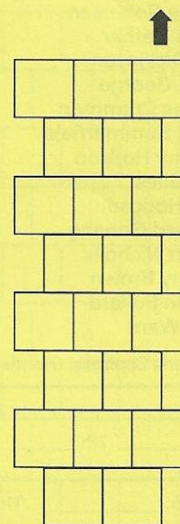
Lap Record: Steve Webster/Gavin Simmons (500 LCR) 1m37.954s, 91.81mph (August 1991)

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

**Leading Qualifying Times**

1	m	secs	mph
2	m	secs	mph
3	m	secs	mph
4	m	secs	mph
5	m	secs	mph
6	m	secs	mph

Grid



The results for this race meeting at DONINGTON PARK are processed by UNISYS COMPUTER



**Monday, April 20th, 1992**

**MRPC 125cc CHAMPIONSHIP**  
**Third Round – 10 laps – 25 miles – Start 15.30**

No.	Rider	Entrant	Machine	cc	Series Information																																																																																																																																										
2	Chris Palmer		Honda	125	<p>This is the first season of the MRPC 125cc Championship which includes an under 21 series. The Championship will run over 14 rounds with a prize fund totalling £21,000 including the under 21 awards and it is for machines up to 125cc, two strokes, single cylinder.</p> <p><b>CALENDAR</b></p> <table> <tr><td>March 15</td><td>Cadwell Park</td></tr> <tr><td>April 11</td><td>Oulton Park</td></tr> <tr><td>April 20</td><td>Donington Park</td></tr> <tr><td>April 25/26</td><td>Snetterton</td></tr> <tr><td>June 20</td><td>Castle Combe</td></tr> <tr><td>June 21</td><td>Thruxton</td></tr> <tr><td>July 19</td><td>Mallory Park</td></tr> <tr><td>August 9</td><td>Mallory Park</td></tr> <tr><td>August 23</td><td>Silverstone</td></tr> <tr><td>August 30</td><td>Donington Park</td></tr> <tr><td>August 31</td><td>Cadwell Park</td></tr> <tr><td>October 4</td><td>Snetterton</td></tr> <tr><td>October 11</td><td>Knockhill</td></tr> <tr><td>October 17/18</td><td>Brands Hatch</td></tr> </table> <p><b>PRIZE FUND</b></p> <p>1st £250, 2nd £200, 3rd £150, 4th £100, 5th £90, 6th £80, 7th £70, 8th £60, 9th £50, 10th £40. Under 21 Awards: 1st £100, 2nd £80, 3rd £70, 4th £60, 5th £50, 6th £40.</p> <p><b>CHAMPIONSHIP STANDINGS</b></p> <table> <tr><td>1. Neil Hodgson</td><td>28</td></tr> <tr><td>2. = Stuart Nicholls</td><td>24</td></tr> <tr><td>   = Jimmy Brown</td><td>24</td></tr> <tr><td>4. Barry Stanley</td><td>21</td></tr> <tr><td>5. = Rob Orme</td><td>20</td></tr> <tr><td>   = Steve Thompson</td><td>20</td></tr> <tr><td>7. = Greig Ramsay</td><td>18</td></tr> <tr><td>   = Mick Lofthouse</td><td>18</td></tr> <tr><td>9. Dave Lemon</td><td>17</td></tr> <tr><td>10. Chris Palmer</td><td>15</td></tr> </table> <p><b>Leading Qualifying Times</b></p> <table> <tr><td>1</td><td>m</td><td>secs</td><td>mph</td></tr> <tr><td>2</td><td>m</td><td>secs</td><td>mph</td></tr> <tr><td>3</td><td>m</td><td>secs</td><td>mph</td></tr> <tr><td>4</td><td>m</td><td>secs</td><td>mph</td></tr> <tr><td>5</td><td>m</td><td>secs</td><td>mph</td></tr> <tr><td>6</td><td>m</td><td>secs</td><td>mph</td></tr> </table> <p><b>Grid</b> ↑</p> <table border="1"> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>	March 15	Cadwell Park	April 11	Oulton Park	April 20	Donington Park	April 25/26	Snetterton	June 20	Castle Combe	June 21	Thruxton	July 19	Mallory Park	August 9	Mallory Park	August 23	Silverstone	August 30	Donington Park	August 31	Cadwell Park	October 4	Snetterton	October 11	Knockhill	October 17/18	Brands Hatch	1. Neil Hodgson	28	2. = Stuart Nicholls	24	= Jimmy Brown	24	4. Barry Stanley	21	5. = Rob Orme	20	= Steve Thompson	20	7. = Greig Ramsay	18	= Mick Lofthouse	18	9. Dave Lemon	17	10. Chris Palmer	15	1	m	secs	mph	2	m	secs	mph	3	m	secs	mph	4	m	secs	mph	5	m	secs	mph	6	m	secs	mph																																																																		
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6	Steve Thompson	John Davies Racing	Honda	125																																																																																																																																											
7	Dave Collinson		Honda	125																																																																																																																																											
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11	Jeffrey Claridge		Honda	125																																																																																																																																											
12	Pete Jennings	Knotts Motorcycles	Honda	125																																																																																																																																											
14	Patrick Corrigan	Raceways Motorcycles	Honda	125																																																																																																																																											
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19	Alan Patterson	Team Cotoni	Cotoni	125																																																																																																																																											
20	Chris Parrish	Team Perry Racing	Honda	125																																																																																																																																											
21	Chris Heath		Honda	124																																																																																																																																											
22	John Baker	Mick Ward Racing	Honda	124																																																																																																																																											
23	Michael Wilcox	Lockside Engineering	Honda	125																																																																																																																																											
24	Reg Lennon		Honda	125																																																																																																																																											
25	Andy Hatton	East Midland Superbikes	Honda	125																																																																																																																																											
26	Greig Ramsay	Mick Partridge	Honda	125																																																																																																																																											
27	Glen English	Colin Aldridge Racing	Aldridge Honda	125																																																																																																																																											
28	Martin Johnson	Johnson Satellite TV	Honda	125																																																																																																																																											
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31	Dean Hobson	SS Engineering Ltd	Honda	125																																																																																																																																											
33	Stuart Jones		Honda	124																																																																																																																																											
34	Andrew Bradford	Knockhill/C. & S. Wilson	Honda	125																																																																																																																																											
35	Mick Lofthouse	Ian Beverage	Honda	125																																																																																																																																											
36	Steve Patrickson	Clark Race/Japanese Classics Mag Race Team	Honda	125																																																																																																																																											
37	Mark Taylor		Honda	125																																																																																																																																											
38	Brian Griffin	Breadline Racing	Honda	125																																																																																																																																											
39	Richard Mortimer	Raab Kircher UK Group	Honda	125																																																																																																																																											
40	Jason Absalom		Honda	125																																																																																																																																											
41	Nicholas Lang		Honda	125																																																																																																																																											
43	Richard Connell	Team AJ Honda	Honda	125																																																																																																																																											
44	Ian Emberton	Hazelwood Design & Contract	Honda	125																																																																																																																																											
45	Dave Jones	TCR Racing	Honda	125																																																																																																																																											
46	Mark Westmorland	Motor Cycle Shop, Tamworth	Honda	124																																																																																																																																											
47	Lee Pullan	Steve Manton (Manton Group)	Honda	125																																																																																																																																											
51	Brian Thomson		Honda	125																																																																																																																																											
52	Michael Grey		Honda	125																																																																																																																																											
53	Matthew Ford-Dunn	F-D Racing	Honda	125																																																																																																																																											
54	Shaun Brown	EICS Racing	Honda	125																																																																																																																																											
55	David James		Honda	125																																																																																																																																											
56	Jamie Robinson	Mobil 1 Team Coleman	Mobil Honda	124																																																																																																																																											
57	Chris Flather	Earnshaws Motorcycles	Honda	125																																																																																																																																											
58	Lee Dickinson	Gailman (Eng. Serv.) Ltd.	Honda	125																																																																																																																																											
59	Mark George		Honda	124																																																																																																																																											
62	James Crumpton	A. Sutcliffe & Sons	Honda	125																																																																																																																																											
64	Scott Summerfield	Ashby Tooling	Honda	125																																																																																																																																											
65	Antony Hodson		Honda	125																																																																																																																																											
66	Phil Giles		Honda	125																																																																																																																																											
67	Neil Hodgson	B & M Imports	Honda	125																																																																																																																																											
68	Richard Grinling		Honda	125																																																																																																																																											
69	Stuart Nicholls	Salmic	Honda	125																																																																																																																																											
76	Jimmy Brown		Honda	125																																																																																																																																											
88	Martin Pollard		Honda	125																																																																																																																																											
89	Paul Ward		Honda	125																																																																																																																																											

**Lap Record:** Loris Capirossi (Honda) 1m 43.155s, 87.24mph (August 1991)

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



Monday, April 20th, 1992

# MRPC SUPERSPORTS 400 CHAMPIONSHIP

## Third Round – 10 laps – 25 miles – Start 17.30

**RACE**  
**11**

No.	Rider	Entrant	Machine	cc
1	Steve Ives	Magic Wheels Honda	Honda	399
2	Jim Moodie		Yamaha	400
3	Rob Orme	Mobil 1 Team Coleman	Kawasaki	400
4	Jason Vincent		Suzuki	250
11	John McGuinness	Shell Team Harris	Yamaha	400
14	Howard Selby		Yamaha	400
15	Mark Norman	Terry Shepherd	Kawasaki	250
21	Mark Farmer	Team HS Yamaha	Yamaha	400
23	Sean Adams	Phil Stone Racing	Suzuki	250
24	Neil Durham	Hazlewood Design and Contract	Yamaha	400
25	Steve Reape	Padgetts Batley Ltd.	Suzuki	250
26	Matthew Godley		Suzuki	250
28	Iain Duffus	Shirlaws Racing	Shirlaws Yamaha	400
29	Tim Poole	Northwich Motorcycles (C. Spiers)	Honda	400
30	Simon Gates		Kawasaki	250
31	Ian Campbell		Yamaha	400
32	Paul Hallas	Phil Stone Racing	Kawasaki	250
33	Colin Sleigh		Suzuki	250
35	Jez Thrush		Suzuki	250
36	Dean Hodgson		Suzuki	250
37	Dave Eastough		Suzuki	250
38	Nick Jefferies		Motoport Honda	400
40	Alan Green		Suzuki	249
41	Andrew Murphy	York Suzuki Centre	Suzuki	250
44	Ian McConnachie	Wheel Power Motorcycles	Kawasaki	400
45	Stuart Wickens		Suzuki	249
46	Kevin Wholey	Twistgrip Motorcycles	Kawasaki	249
47	Nick Gell		Suzuki	250
48	Robert Grant	Shirlaws M/Cs, Aberdeen	Yamaha	400
49	Barry Rudd	Stan Stephens	Suzuki	250
50	Frank Swann		Suzuki	250
51	Brian Thomson		Kawasaki	250
52	Steve Tomes	Regent Development/ Stuart Sorrell	Yamaha	400
53	Michael Harvey		Suzuki	250
54	Stephen Bateman		Kawasaki	400
55	Mark Langton		Yamaha	400
56	Jeremy Doughty		Kawasaki	250
57	John Ewles	Slingshot M/Cs	Suzuki	249
58	Vincent Bennett		Yamaha	399
59	Adam Nowell		Suzuki	250
60	Jonathan Armer		Kawasaki	250
61	Mike Hedges		Kawasaki	250
62	Rob Harrison		Kawasaki	250
63	Ian Smith		HW Suzuki	250
64	Mark Priestley	Riders (Yeovil) Ltd.	Suzuki	250
65	Steven Cunningham		Suzuki	250
66	Steve Garnham	Team HS, H&S Performance Products	Kawasaki	400
68	Simon Clark	TT Motorcycles, Bristol	Suzuki	249
69	Stuart Nicholls	R A Wilson M/Cs	Suzuki	250
70	Andy Tagg		Kawasaki	249
77	Sean Emmett	Shell Team Harris	Yamaha	400

Supersport 400 is again a major part of many of Britain's top race meetings with the introduction of this new Championship over 10 rounds with £9,000 in prize money for machines: 251-400cc, four stroke, four cylinders maximum or 126-250cc, two stroke, two cylinders maximum.

**CALENDAR**

March 15	Cadwell Park
March 22	Mallory Park
April 20	Donington Park
April 25/26	Snetterton
June 20	Castle Combe
June 21	Thruxton
August 9	Mallory Park
August 30	Donington Park
September 27	Mallory Park
October 11	Knockhill

**PRIZE FUNDS**

1st £200, 2nd £150, 3rd £120, 4th £100, 5th £80, 6th £70, 7th £60, 8th £50, 9th £40, 10th £30.

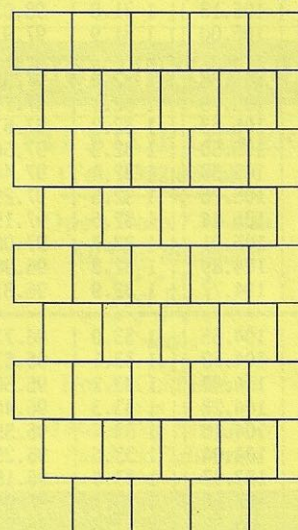
**CHAMPIONSHIP STANDINGS**

1. Jason Vincent	32
2. Kevin Wholey	24
3. Sean Emmett	23
4. = Steve Reape	20
= Mark Farmer	20
6. Steve Ives	17
7. = Steve Tomes	16
= Howard Selby	16
9. Rob Orme	15
10. Sean Adams	14

**Leading Qualifying Times**

	1	m	secs	mph
2	m	secs	mph	
3	m	secs	mph	
4	m	secs	mph	
5	m	secs	mph	
6	m	secs	mph	

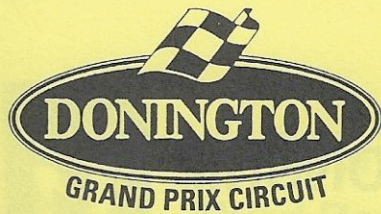
**Grid**



Lap Record: Steve Ives (Yamaha FZR400) 1m 46.71s, 84.34mph (May 1991)

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





# SPEED TABLE

Circuit length 2.5 miles/4.023kms

TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH
1 20.0	112.50	1 27.0	103.44	1 34.0	95.74	1 41.0	89.10	1 48.0	83.33	1 55.0	78.26	2 2.0	73.77
1 20.1	112.35	1 27.1	103.32	1 34.1	95.64	1 41.1	89.02	1 48.1	83.25	1 55.1	78.19	2 2.1	73.71
1 20.2	112.21	1 27.2	103.21	1 34.2	95.54	1 41.2	88.93	1 48.2	83.17	1 55.2	78.12	2 2.2	73.64
1 20.3	112.07	1 27.3	103.09	1 34.3	95.44	1 41.3	88.84	1 48.3	83.10	1 55.3	78.05	2 2.3	73.58
1 20.4	111.94	1 27.4	102.97	1 34.4	95.33	1 41.4	88.75	1 48.4	83.02	1 55.4	77.98	2 2.4	73.52
1 20.5	111.80	1 27.5	102.85	1 34.5	95.23	1 41.5	88.66	1 48.5	82.94	1 55.5	77.92	2 2.5	73.46
1 20.6	111.66	1 27.6	102.73	1 34.6	95.13	1 41.6	88.58	1 48.6	82.87	1 55.6	77.85	2 2.6	73.40
1 20.7	111.52	1 27.7	102.62	1 34.7	95.03	1 41.7	88.49	1 48.7	82.79	1 55.7	77.78	2 2.7	73.34
1 20.8	111.38	1 27.8	102.50	1 34.8	94.93	1 41.8	88.40	1 48.8	82.72	1 55.8	77.72	2 2.8	73.28
1 20.9	111.24	1 27.9	102.38	1 34.9	94.83	1 41.9	88.32	1 48.9	82.64	1 55.9	77.65	2 2.9	73.23
1 21.0	111.11	1 28.0	102.27	1 35.0	94.73	1 42.0	88.23	1 49.0	82.56	1 56.0	77.58	2 3.0	73.17
1 21.1	110.97	1 28.1	102.15	1 35.1	94.63	1 42.1	88.14	1 49.1	82.49	1 56.1	77.51	2 3.1	73.11
1 21.2	110.83	1 28.2	102.04	1 35.2	94.53	1 42.2	88.06	1 49.2	82.41	1 56.2	77.45	2 3.2	73.05
1 21.3	110.70	1 28.3	101.92	1 35.3	94.43	1 42.3	87.97	1 49.3	82.34	1 56.3	77.38	2 3.3	72.99
1 21.4	110.56	1 28.4	101.80	1 35.4	94.33	1 42.4	87.89	1 49.4	82.26	1 56.4	77.31	2 3.4	72.93
1 21.5	110.42	1 28.5	101.69	1 35.5	94.24	1 42.5	87.80	1 49.5	82.19	1 56.5	77.25	2 3.5	72.87
1 21.6	110.29	1 28.6	101.58	1 35.6	94.14	1 42.6	87.71	1 49.6	82.11	1 56.6	77.18	2 3.6	72.81
1 21.7	110.15	1 28.7	101.46	1 35.7	94.04	1 42.7	87.63	1 49.7	82.04	1 56.7	77.12	2 3.7	72.75
1 21.8	110.02	1 28.8	101.35	1 35.8	93.94	1 42.8	87.54	1 49.8	81.96	1 56.8	77.05	2 3.8	72.69
1 21.9	109.89	1 28.9	101.23	1 35.9	93.84	1 42.9	87.46	1 49.9	81.89	1 56.9	76.98	2 3.9	72.63
1 22.0	109.75	1 29.0	101.12	1 36.0	93.75	1 43.0	87.37	1 50.0	81.81	1 57.0	76.92	2 4.0	72.58
1 22.1	109.62	1 29.1	101.01	1 36.1	93.65	1 43.1	87.29	1 50.1	81.74	1 57.1	76.85	2 4.1	72.52
1 22.2	109.48	1 29.2	100.89	1 36.2	93.55	1 43.2	87.20	1 50.2	81.66	1 57.2	76.79	2 4.2	72.46
1 22.3	109.35	1 29.3	100.78	1 36.3	93.45	1 43.3	87.12	1 50.3	81.59	1 57.3	76.72	2 4.3	72.40
1 22.4	109.22	1 29.4	100.67	1 36.4	93.36	1 43.4	87.04	1 50.4	81.52	1 57.4	76.66	2 4.4	72.34
1 22.5	109.09	1 29.5	100.55	1 36.5	93.26	1 43.5	86.95	1 50.5	81.44	1 57.5	76.59	2 4.5	72.28
1 22.6	108.95	1 29.6	100.44	1 36.6	93.16	1 43.6	86.87	1 50.6	81.37	1 57.6	76.53	2 4.6	72.23
1 22.7	108.82	1 29.7	100.33	1 36.7	93.07	1 43.7	86.78	1 50.7	81.30	1 57.7	76.46	2 4.7	72.17
1 22.8	108.69	1 29.8	100.22	1 36.8	92.97	1 43.8	86.70	1 50.8	81.22	1 57.8	76.40	2 4.8	72.11
1 22.9	108.56	1 29.9	100.11	1 36.9	92.87	1 43.9	86.62	1 50.9	81.15	1 57.9	76.33	2 4.9	72.05
1 23.0	108.43	1 30.0	100.00	1 37.0	92.78	1 44.0	86.53	1 51.0	81.08	1 58.0	76.27	2 5.0	72.00
1 23.1	108.30	1 30.1	99.88	1 37.1	92.68	1 44.1	86.45	1 51.1	81.00	1 58.1	76.20	2 5.1	71.94
1 23.2	108.17	1 30.2	99.77	1 37.2	92.59	1 44.2	86.37	1 51.2	80.93	1 58.2	76.14	2 5.2	71.88
1 23.3	108.04	1 30.3	99.66	1 37.3	92.49	1 44.3	86.28	1 51.3	80.86	1 58.3	76.07	2 5.3	71.82
1 23.4	107.91	1 30.4	99.55	1 37.4	92.40	1 44.4	86.20	1 51.4	80.78	1 58.4	76.01	2 5.4	71.77
1 23.5	107.78	1 30.5	99.44	1 37.5	92.30	1 44.5	86.12	1 51.5	80.71	1 58.5	75.94	2 5.5	71.71
1 23.6	107.65	1 30.6	99.33	1 37.6	92.21	1 44.6	86.04	1 51.6	80.64	1 58.6	75.88	2 5.6	71.65
1 23.7	107.52	1 30.7	99.22	1 37.7	92.11	1 44.7	85.95	1 51.7	80.57	1 58.7	75.82	2 5.7	71.59
1 23.8	107.39	1 30.8	99.11	1 37.8	92.02	1 44.8	85.87	1 51.8	80.50	1 58.8	75.75	2 5.8	71.54
1 23.9	107.27	1 30.9	99.00	1 37.9	91.93	1 44.9	85.79	1 51.9	80.42	1 58.9	75.69	2 5.9	71.48
1 24.0	107.14	1 31.0	98.90	1 38.0	91.83	1 45.0	85.71	1 52.0	80.35	1 59.0	75.63	2 6.0	71.42
1 24.1	107.01	1 31.1	98.79	1 38.1	91.74	1 45.1	85.63	1 52.1	80.28	1 59.1	75.56	2 6.1	71.37
1 24.2	106.88	1 31.2	98.68	1 38.2	91.64	1 45.2	85.55	1 52.2	80.21	1 59.2	75.50	2 6.2	71.31
1 24.3	106.76	1 31.3	98.57	1 38.3	91.55	1 45.3	85.47	1 52.3	80.14	1 59.3	75.44	2 6.3	71.25
1 24.4	106.63	1 31.4	98.46	1 38.4	91.46	1 45.4	85.38	1 52.4	80.07	1 59.4	75.37	2 6.4	71.20
1 24.5	106.50	1 31.5	98.36	1 38.5	91.37	1 45.5	85.30	1 52.5	80.00	1 59.5	75.31	2 6.5	71.14
1 24.6	106.38	1 31.6	98.25	1 38.6	91.27	1 45.6	85.22	1 52.6	79.92	1 59.6	75.25	2 6.6	71.08
1 24.7	106.25	1 31.7	98.14	1 38.7	91.18	1 45.7	85.14	1 52.7	79.85	1 59.7	75.18	2 6.7	71.03
1 24.8	106.13	1 31.8	98.03	1 38.8	91.09	1 45.8	85.06	1 52.8	79.78	1 59.8	75.12	2 6.8	70.97
1 24.9	106.00	1 31.9	97.93	1 38.9	91.00	1 45.9	84.98	1 52.9	79.71	1 59.9	75.06	2 6.9	70.92
1 25.0	105.88	1 32.0	97.82	1 39.0	90.90	1 46.0	84.90	1 53.0	79.64	2 0.0	75.00	2 7.0	70.86
1 25.1	105.75	1 32.1	97.71	1 39.1	90.81	1 46.1	84.82	1 53.1	79.57	2 0.1	74.93	2 7.1	70.81
1 25.2	105.63	1 32.2	97.61	1 39.2	90.72	1 46.2	84.74	1 53.2	79.50	2 0.2	74.87	2 7.2	70.75
1 25.3	105.50	1 32.3	97.50	1 39.3	90.63	1 46.3	84.66	1 53.3	79.43	2 0.3	74.81	2 7.3	70.69
1 25.4	105.38	1 32.4	97.40	1 39.4	90.54	1 46.4	84.58	1 53.4	79.36	2 0.4	74.75	2 7.4	70.64
1 25.5	105.26	1 32.5	97.29	1 39.5	90.45	1 46.5	84.50	1 53.5	79.29	2 0.5	74.68	2 7.5	70.58
1 25.6	105.14	1 32.6	97.19	1 39.6	90.36	1 46.6	84.42	1 53.6	79.22	2 0.6	74.62	2 7.6	70.53
1 25.7	105.01	1 32.7	97.08	1 39.7	90.27	1 46.7	84.34	1 53.7	79.15	2 0.7	74.56	2 7.7	70.47
1 25.8	104.89	1 32.8	96.98	1 39.8	90.18	1 46.8	84.26	1 53.8	79.08	2 0.8	74.50	2 7.8	70.42
1 25.9	104.77	1 32.9	96.87	1 39.9	90.09	1 46.9	84.19	1 53.9	79.01	2 0.9	74.44	2 7.9	70.36
1 26.0	104.65	1 33.0	96.77	1 40.0	90.00	1 47.0	84.11	1 54.0	78.94	2 1.0	74.38	2 8.0	70.31
1 26.1	104.52	1 33.1	96.67	1 40.1	89.91	1 47.1	84.03	1 54.1	78.87	2 1.1	74.31	2 8.1	70.25
1 26.2	104.40	1 33.2	96.56	1 40.2	89.82	1 47.2	83.95	1 54.2	78.80	2 1.2	74.25	2 8.2	70.20
1 26.3	104.28	1 33.3	96.46	1 40.3	89.73	1 47.3	83.87	1 54.3	78.74	2 1.3	74.19	2 8.3	70.14
1 26.4	104.16	1 33.4	96.35	1 40.4	89.64	1 47.4	83.79	1 54.4	78.67	2 1.4	74.13	2 8.4	70.09
1 26.5	104.04	1 33.5	96.25	1 40.5	89.55	1 47.5	83.72	1 54.5	78.60	2 1.5	74.07	2 8.5	70.03
1 26.6	103.92	1 33.6	96.15	1 40.6	89.46	1 47.6	83.64	1 54.6	78.53	2 1.6	74.01	2 8.6	69.98
1 26.7	103.80	1 33.7	96.05	1 40.7	89.37	1 47.7	83.56	1 54.7	78.46	2 1.7	73.95	2 8.7	69.93
1 26.8	103.68	1 33.8	95.94	1 40.8	89.28	1 47.8	83.48	1 54.8	78.39	2 1.8	73.89	2 8.8	69.87
1 26.9	103.56	1 33.9	95.84	1 40.9	89.19	1 47.9	83.41	1 54.9	78.32	2 1.9	73.83	2 8.9	69.82



# Spectators guide to Donington Park

Main public access is by the Tower, off the B6540 Castle Donington road.

As soon as you enter the Park, free car parking is to the right hand side. There are free car parks adjoining the 10 foot concrete boundary wall from Coppice to McLeans Corners.

On racedays, the pedestrian entrances are open at Coppice and McLeans. From these entrances, the spectator bankings at and between these corners give excellent views.

On Easter Monday the Redgate entrance will also be open. **"A WALK THROUGH THE PARK"**

Head left towards the Dunlop Bridge and the paddock area. As there is no pedestrian walkway through the Exhibition Centre, cross the Dunlop Bridge to gain access to the vast spectator areas on the Infield, to the start/finish line area, and to the pedestrian subway to the paddock area.

Heading right from the McLeans/Coppice entrances, the walk takes you around the trackside enclosures to Redgate Corner, where there is another pedestrian access to the paddock area. Take note of the new spectator banking on the exit of Redgate/top of Craner Curves as the view is simply superb.

## TRACKSIDE PARKING

If you wish to take your vehicle within the circuit boundary wall, there are two opportunities for you to do so, for an extra charge of £2.50 per vehicle.

The new vehicle embankment on the outside of the circuit is at Starkey's. Turn right once inside the main entrance, and follow the signposts to the Starkey's vehicle gate.

From there you have a wonderful view of the fast sweeping section from Redgate, through Craner Curves, round the Old Hairpin and through Starkey's Bridge. Refreshments from Starkey's Bar, and toilets, are close at hand.

The other vehicle parking enclosures are on the Infield. To get to them, once inside the main entrance, turn left. This road takes you past the Exhibition Centre. Immediately after, you will see a sign pointing to the right for Infield Viewing. Once through the vehicle tunnel under the track, you have a wide range of popular vantage points to watch from your car - particularly on the startline or on the vast embankment stretching from Craner Curves to McLeans. This natural sloping embankment overlooks the circuit, and the original Donington Hall (now British Midland's HQ). Toilets on the Infield are the blue block near to Starkey's Bridge or within the Craner Hospitality Suite block.

## PADDOCK AREA

Paddock Transfer is free on Saturday, £3 per adult on Sunday and £4 per adult on Monday (children free). NB: There is no admission to the World Superbike paddock. There's always plenty to see and enjoy in the Paddock area - all the competing bikes, the teams, the riders, and the comforts of Redgate Lodge public house and restaurant, and the Pitstop Diner. There are also shops and a free covered startline grandstand, located by the distinctive Shell Control Tower.

Having gained admission into the circuit, there are two ways to purchase a paddock transfer. From the outside trackside enclosures, the entrance is next to the Redgate Lodge public house and from the Infield enclosures,

entrance is via the pedestrian subway underneath the scoreboard on the start/finish straight.

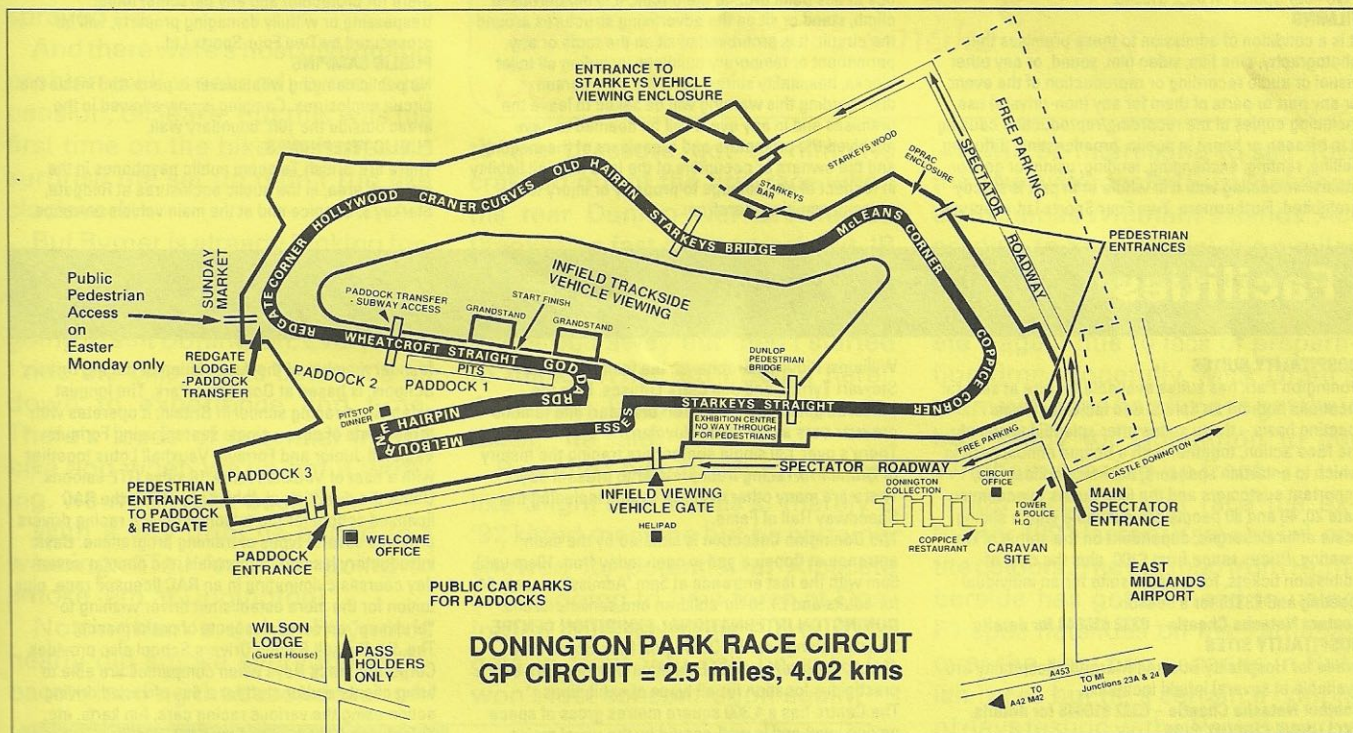
Spectators who wish to park close to the paddock have to use the car park areas outside the paddock gate. By using the main entrance, turn left and follow the roadway past the Infield Viewing Gate, to park on the grass either side of the road immediately after the wooded area on the left. From there it's just a short walk to the pedestrian paddock entrance (alongside the paddock vehicle gate) from where you can purchase entrance tickets with paddock transfers.

## GRANDSTANDS

Grandstand seating is free on Saturday, £3 per adult on Sunday and £4 per adult on Monday. There are two grandstands on the Infield, for which there is additional charge on racedays covering both stands. The 1200 seat main grandstand on the start/finish line overlooks the starting grid, the pit area and the action into Redgate. The 400 seat Goddard grandstand at the top of the start/finish straight, gives an excellent view of the "last minute" late-braking attempts into the final corner.

## GRAND PRIX CIRCUIT MEETINGS

When the GP circuit is in use, there is a very good spectator enclosure overlooking the Esses and the return loop back from Melbourne Hairpin into Goddard Corner. Pedestrian access is through the Infield Viewing Gate or, if you are already inside the circuit enclosures, you can approach it from the Infield Vehicle Tunnel. For motorcycle meetings only, it is permitted to walk down to Melbourne Hairpin itself but there is no entrance to the paddock from the Grand Prix extension.



## RESTAURANTS AND REFRESHMENTS AT DONINGTON

### COPPICE RESTAURANT

(Tel: 0332 853039)

English Breakfast

Lunches

Teas

Full Bar

Enjoy the quieter surroundings for your meal or drink

Table Reservation Facility

### REDGATE LODGE

(Tel: 0332 812071)

Full Bar

Traditional Lunches

Snacks

Late Evening Meals

"THE AFTER RACE-MEETING PLACE"

Small lounge bar open for a relaxing drink

### PIT STOP DINER

(Tel: 0332 850559)

Open from 7.30 a.m.

All Day Breakfast

Fast Food

Snacks

Hot & Cold Drinks

Take-Away Service & Paddock Deliveries

Classic Catering Services

Head Office: Mill Lane, Ashby de la Zouch  
Tel: 0530 416683 Fax: 0530 415111



# Important Notices

## ANIMALS

It is a condition of admission to the circuit and paddock/trackside car parks that no animals are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

## CAR PARKING

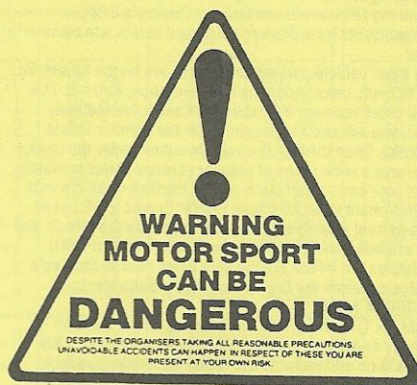
Vehicles are taken into the car park on condition that the Organisers, Promoters and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused. All car owners are asked to ensure that their vehicles are locked, windows closed and valuables stowed out of sight. In addition, some type of thief proof device should be fitted and used whenever the vehicle is left. Motor cycle owners should ensure that the steering lock is used, together with a heavy duty chain and close shackle padlock around the frame and wheel.

## ENQUIRY OFFICE

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property, should be directed to the officials in the Shell Control Tower in the paddock. After a meeting, enquiries regarding lost property should be made to Two Four Sports on 0332 810048.

## FILMING

It is a condition of admission to these premises that photography, cine film, video film, sound, or any other visual or audio recording or reproduction of the event or any part or parts of them for any (non-private) use including copies of the recording/reproduction causing it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with it in whole or in part is strictly prohibited. Furthermore, Two Four Sports Ltd. reserves



the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

## GENERAL NOTICE

It is dangerous to create or erect a stand for private use at any point around the circuit. It is dangerous to climb, stand or sit on the advertising structures around the circuit. It is prohibited to sit on the roofs or any permanent or temporary buildings including all toilet blocks, hospitality suites, bars, etc. Any person disregarding this warning will be asked to leave the premises and in any event will be deemed to have absolved the promoters and organisers of the meeting and the owners or occupiers of the land from all liability in respect of any damage to property or injury to persons resulting therefrom.

## MEDICAL ASSISTANCE

If during a race meeting, you have to find medical assistance, please go to one of the many marshals posts around the circuit and say that you need a first aid attendant. If there is not one on the actual post, the marshal will contact Race Control for a St. John attendant to come to your assistance. The fully equipped medical centre is located in the paddock area, by the Shell Control Tower.

## POSTPONEMENT OF THE MEETING

The promoters reserve the right, without notice, to postpone or cancel all or any part of the meeting or make any alteration in the race programme.

## PROGRAMME COPYRIGHT

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright and any person found making illegal use thereof will be prosecuted. The Club accepts entries and drivers' 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. The publisher has taken every care to avoid mistakes but cannot accept liability for printer's or clerical errors.

## PROHIBITED AREA NOTICES

Always keep behind the spectator rails and fences and the public are not permitted in the areas where Prohibited Area notices are displayed. The fences are there for protection and any person(s) found trespassing or wilfully damaging property, will be prosecuted by Two Four Sports Ltd.

## PUBLIC CAMPING

No public camping whatsoever is permitted inside the circuit enclosures. Camping is only allowed in the areas outside the 10ft. boundary wall.

## PUBLIC TELEPHONES

There are British Telecom public payphones in the paddock area, in the public enclosures at Redgate, Starkey's, Coppice and at the main vehicle entrance.

# Facilities

## HOSPITALITY SUITES

Donington Park has suites available for hire at several locations both on an annual and individual race meeting basis – these suites offer splendid views of the race action, together with a unique atmosphere in which to entertain sponsors, business colleagues, important customers and the like. Suites to accommodate 20, 40 and 80 people are available with a sliding scale of hire charges, dependent on the status of the meeting. Prices range from £100, plus the cost of admission tickets, for a single suite for an individual meeting and £3325 for a season.

Contact Natasha Cheate – 0332 810048 for details.

## HOSPITALITY SITES

Areas for Hospitality Bus and Marquee hospitality are available at several infield locations.

Contact Natasha Cheate – 0332 810048 for details.

## EXCLUSIVE CIRCUIT HIRE

The Donington circuit is available for exclusive hire for testing and promotions. To supplement this it is possible to hire any or all of the wide variety of facilities available in the six acre tarmac paddock, The Redgate Lodge and an adjoining Conference Room, VIP Pits Suite, Filling Station, 8000 sq.ft. Exhibition Hall and Restaurant.

Contact Glynis Stevens – 0332 810048 for details.

## SUNDAY MARKET

From 10am–4pm, the Donington Sunday Market takes place behind Redgate Corner. Pedestrians are free and access to it is only from outside the main paddock gate. Traffic arrangements at Donington direct Market traffic to the Melbourne end of the circuit, and therefore, the entrances off the Melbourne Loop (including the Redgate pedestrian entrances) are not open to race traffic.

Race Meeting traffic must use the Coppice main entrance, adjacent to the Museum.

## DONINGTON COLLECTION

The biggest Formula 1 Grand Prix paddock in the world is at Donington: Senna's McLaren's, Mansell's

Williams, Piquet's Brabhams, the famous Jackie Stewart Tyrrell, and Jim Clark Lotuses. Plus the Maserati of Fangio, the Ferrari of Ascari and famous pre-war cars as raced by Nuvolari. There's over 130 single seater cars tracing the history of Grand Prix racing from pre-war to present day. There are many other displays to see, including the Speedway Hall of Fame.

The Donington Collection is situated by the main entrance at Coppice and is open today from 10am until 6pm with the last entrance at 5pm. Admission costs £4 for adults and £1.50 for children and senior citizens.

**DONINGTON INTERNATIONAL EXHIBITION CENTRE** Situated alongside the Donington Park Grand Prix circuit, the International Exhibition Centre offers a prestigious location for all types of exhibitions.

The Centre has a 4,300 square metres gross of space on one level and is well-served by the usual mains services. Access into the Hall is through four major vehicle entrances, one equipped with an overhead crane. Situated opposite is an extensive area of parkland which can be used in conjunction with the Centre or separately for outdoor events. For further details, telephone 0332 812919 or fax 0332 811647.

## RACEWAYS OF DONINGTON

### Specialist Motor & Motorcycle Accessories & Clothing

Situated in the Donington Museum is Raceways of Donington. Raceways stock a superb selection of Specialist Car Accessories, Alloy and Steel Wheels, Body Styling, Steering Wheels, Seats and Race clothing etc. And for the Motorcyclist there's Helmets, Leathers, Boots and all your clothing needs.

Raceways have the official Donington Souvenirs from Paddock Jackets to Stickers. Plus all your camera film requirements.

Tel: 0332 812353

### JIM RUSSELL RACING DRIVERS SCHOOL

The Jim Russell Racing Drivers School, which is a

founder member of the Association of Racing Drivers' Schools, is based at Donington Park. The longest established racing school in Britain, it operates with three fleets of cars – single seaters using Formula Vauxhall Junior and Formula Vauxhall Lotus together with a fleet of Vauxhall Astra 16 valve GTE saloons. Under the direction of John Kirkpatrick, the RAC licensed school for the tuition of novice racing drivers provides several types of training programme. Basic introductory lessons, supertrials, the popular seven day courses culminating in an RAC licensed race, plus tuition for the more established driver wishing to "brush up" on certain aspects of performance.

The Jim Russell Racing Drivers School also provides Corporate Track Days when companies are able to bring clients and/or staff for a day of varied driving action using the various racing cars, fun karts, etc. Telephone: 0332 811430. Fax: 0332 811422

### DONINGTON PARK RACING ASSOCIATION CLUB – DONINGTON SUPPORTERS CLUB

D.P.R.A.C. was founded in 1973 with the object of bringing back racing to Donington and when this was achieved, was reformed as an independent supporters club operating more on the welfare side. The Welfare Fund helps injured competitors and their families and buys specialist medical equipment for the circuit. The Race Fund looks after five challenge trophies which are presented annually.

Members enjoy certain privileges including £1 off admission to the circuit, free paddock transfer and Slip discount at the Museum. There is a reserved enclosure at McLeans Corner where there is covered seating for 100 members. In addition, newsletters are issued and circuit rides are arranged at the A.S.M. Membership costs just £15 Joint (Husband and Wife) or £10 Single.

For further details call at the Club Portakabin in the enclosure at McLeans Corner, where immediate membership can be arranged, or contact the Membership Secretary:

David Lowndes, 65 Bedford Street, Derby DE3 9PE.



## **Brits on charge**

Continued from page 10

the three time World TTF1 champion. "We didn't have much time to prepare for Spain. We needed a couple of days to iron out all the bugs but we'll be ready for Donington. I like the circuit. I think I can do well."

Sixth in the world last year, Terry Rymer knows he can do well at Donington. He left here leading the world championship last year after a second place to Polen in the first leg, and a fourth in race two.

Rymer fronted at Spain with the scruffiest looking bike in the paddock – simply because he and his mechanic Anthony 'Slick' Bass had run out of time to get the bodywork sprayed up.

And there were a host of niggling problems all weekend: tyres, suspension, oil leaks. But this was his first time on the bike so it was no surprise the set up didn't run like clockwork.

But Rymer is already looking forward to the rest of the season on the ZXR: "I think the ZXR750 is going to suit Donington. Every time I ride the bike it gets better it's all down to experience and time. There's loads of potential in this bike and when we've got it working, we won't look back."

With a wry grin, he added this warning: "Tell 'em, I'm going to smoke 'em at Donington!"

Nottingham's John Reynolds nearly did smoke everyone at Albacete leading the second race un-



Pic: Rob Allen

**TERRY RYMER** *Maybe not the smartest challenger in Spain, but promising "Tell 'em, I'm going to smoke 'em at Donington"*

til the pressure got to him. He crashed out of the first race when his rear Dunlop wet overheated thanks to a fast drying track but JR was superb in race two.

"I was out in front and thinking I might pull away but then I started to think, 'What am I doing here.' And then I started making mistakes," he said.

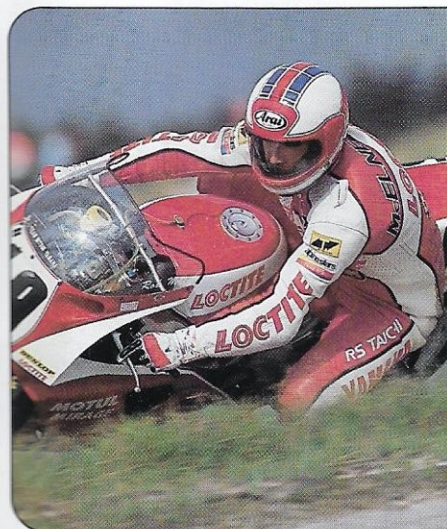
Reynolds bike is not full factory like Slight's or Phillis's, merely a '92 kitted machine but he certainly showed its potential at Albacete and is going to be a force at Donington this weekend – and if he gets in front you can be sure he won't lost concentration again!

It will be interesting to see how the new watercooled Suzuki shapes up in James Whitham's hands. According to Sven Seidel, his similar Suzuki Germany GSXR handles like a dream but lacked power at Albacete – again due to lack of preparation time. Hopefully, Mick Grant's team will have had time to get their bike ready for Donington to get Whitham running up front.

Rob McElnea will race the ex-Rymer 1991 factory Yamaha in Loctite colours. The big man from Humberside has gotten used to using F1 spec flatslides on his Yamahas over the past two seasons in British races but he's certain a couple of days testing with CVs will put the Yamaha man right in the ballpark to provide an upset at Donington among the Superbike regulars.

"I aim to upset a few people at Donington," said McElnea. "Especially my old mate Phillis. Donington was always a problem for my right wrist with the heavy braking required for the loop, but after an operation this winter my arm is perfect. I'll be going for it at Donington believe me."

So will a host of other Brits. There's the Kawasaki privateers:



Pic: Kai Edge

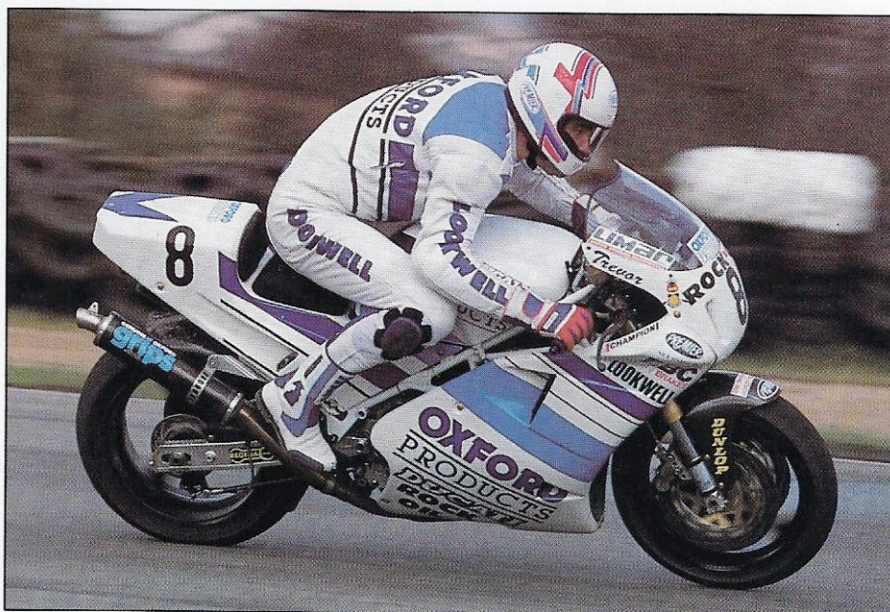
**BIG MAC**  
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**Rob McElnea**

Continued on page 28



Pic: Stephen Chubb



Trevor Nation means business on the Oxford Ducati.

## Brits on charge

Continued from page 27

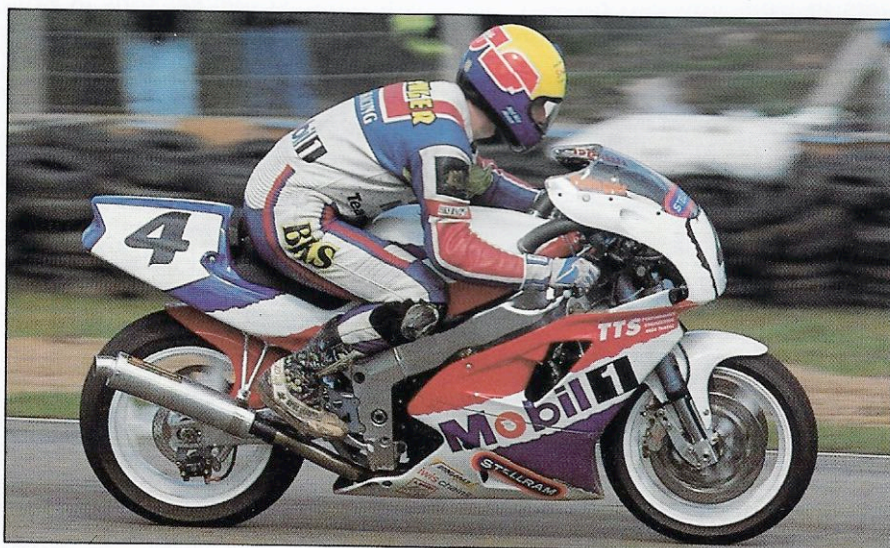
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Pic: Stephen Chubb

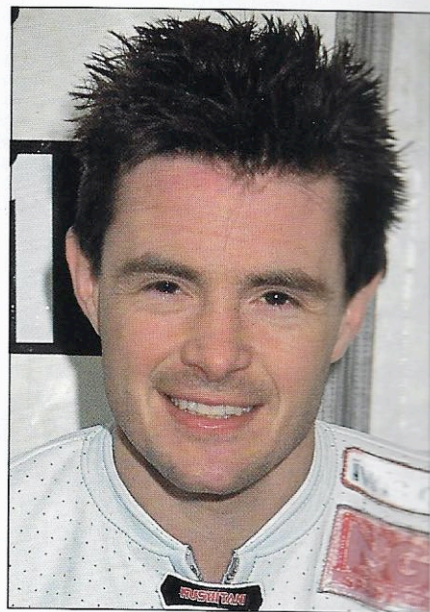


Bill Ivy Trophy winner Ray Stringer on the charge.

# Rob and

Local ace Rob Orme is aiming for a winning showdown with his arch rival Robert Dunlop in Sunday's third round of the European 125cc Championship.

Orme lost out to Dunlop in the battle for last year's British Super-cup title but he is determined to hit



Pic: Stephen Chubb

Orme ready for challenge.

# Newton's

Ian Newton tasted life in the fast lane of the Grands Prix last season, but failed to make the cut for this year's series. Undaunted, the 29 year old privateer from Burscough went out and bought a highly competitive Aprilia to win the European 250cc Championship.

And, after the opening two rounds, he is looking good. The opening round in Albacete provided a tough starter, with the win going to the local hope Luis Carlos Maurel, but Newton took a battling fourth place, just adrift of the factory riders.

The action switched to Kirkistown and it was here that Newton showed the rest what he is really made of, with a thrilling last lap victory that takes him within a couple of points of the championship lead.

"That was some race. It was very hard, and I made life difficult for myself. It had been wet in the morning and I had to go out on wets for the warm-up session. Normally, I do that to scrub in tyres.

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A bitter ending to a great race. And, for Dunlop, there was deeper physical pain – a fractured collarbone, just days ahead of the Isle of Man TT races. Amazingly, the JPS Norton star was able to take to the mountain course with some stunning performances.

That then is the background to the anticipated scrap for supremacy that could leave the rest of the European Championship hopefuls floundering. Both riders are keen to show

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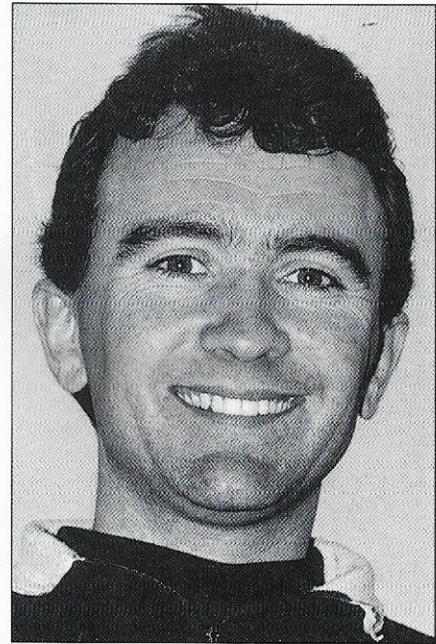
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British champion Dunlop.

# on the victory march

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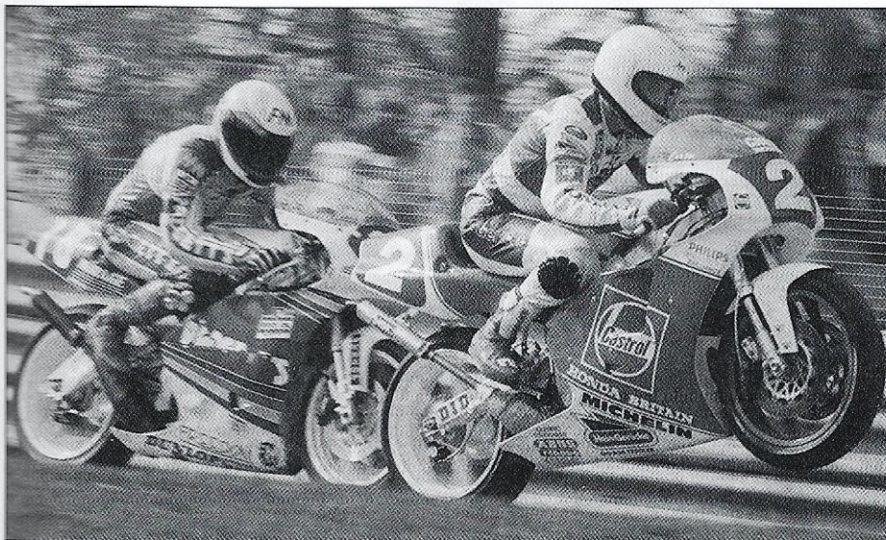
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Alan Carter puts on the power as he crests the Cadwell mountain.





Pic: Stephen Chubb

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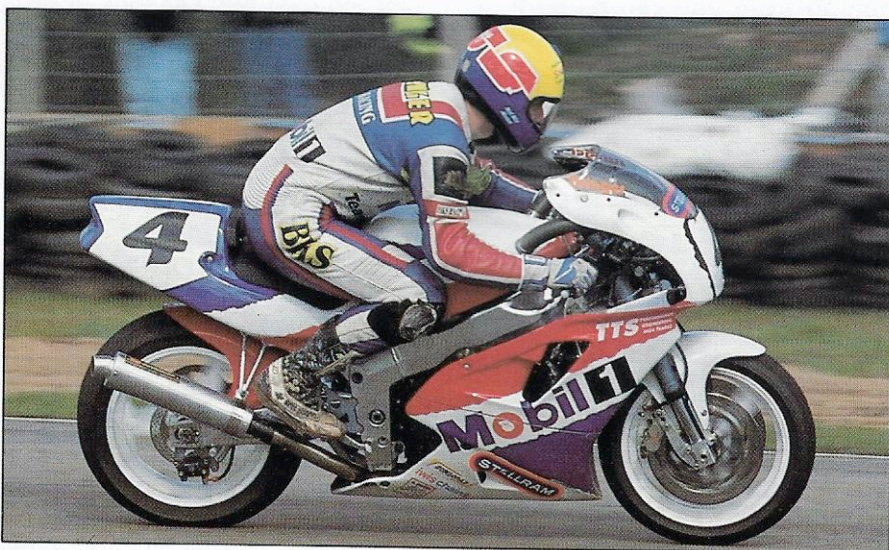
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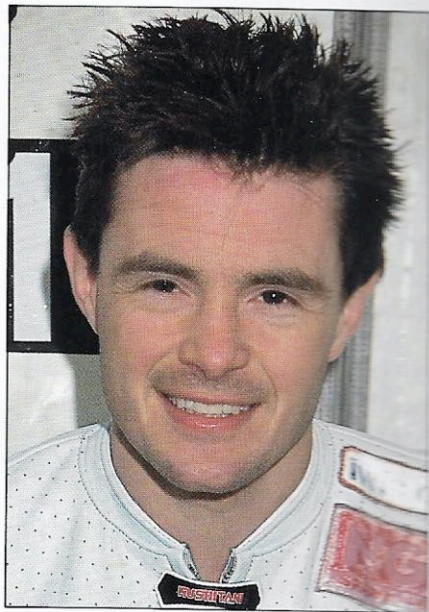
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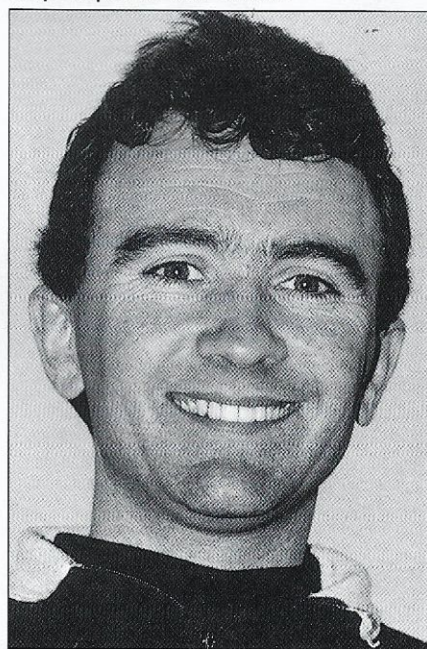
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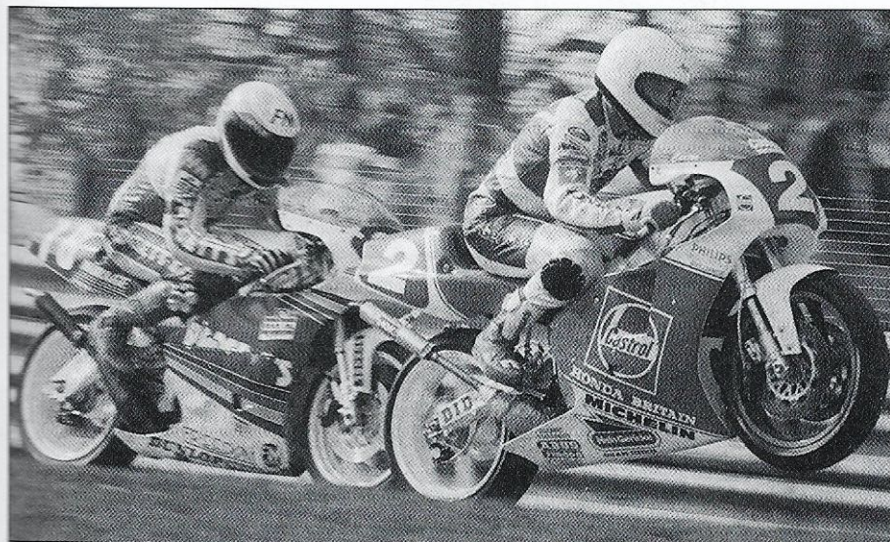
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More 250cc action is provided by the closely fought MRPC championship round in which Alan Carter will be looking to repeat his early season successes, and gain revenge for defeat last Saturday at Oulton Park.

There it was Loctite Yamaha's Paul Brown who took the points, in a thriller, just ahead of the rapidly improving Iain Challinor, with Carter third, and Team Great Britain rider James Haydon fourth.



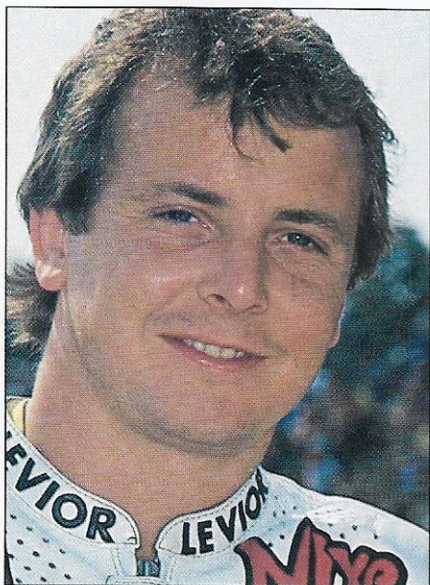
Alan Carter puts on the power as he crests the Cadwell mountain.



# Webster's Challenge

Sidecar racing world champion Steve Webster, MBE, makes his first appearance of the season here on Easter Monday – a rare treat for the British race fans who normally only see him in action at the British Motorcycle Grand Prix.

He tops the entry in the third round of the MRPC National Championship which gives the regulars plenty to aim at as they battle to beat the man who has taken the world crown four times and won the Donington GP race three times.



Steve Webster

"I should know my way around there by now", he smiled.

Webster, and passenger Gavin Simmons, are keen to make a positive start to the new campaign: "We are looking for a victory, but it will not be that easy. The entry is good – both the Brindleys, Barry and Derek, plus Steve Abbott and Darren Dixon. It should be a good race."

The Yorkshire ace, bidding for a fifth world title this year, spent a week testing their 500cc Team Silkolene LCR in France and will be keen to use this race as final preparation for the forthcoming

Grand Prix season which includes a round at Donington on August 2.

"It's a new bike, a new engine and we still have several new things to try – none of us have fully sorted our machines – this will be a good opportunity to blow the cobwebs off.

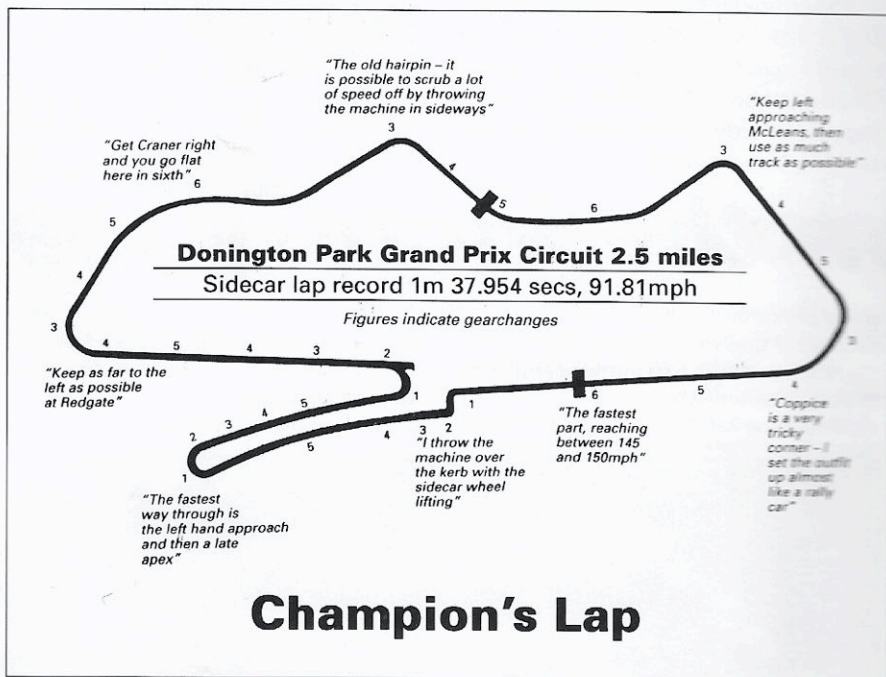
"The race will do good for us, being on the full Grand Prix circuit and gives us the chance to get down to racing in Britain again. Because of our Grand Prix commitment we spend a lot of

time out of the country and as such tend to go out of the public eye, become a bit distant from the British fans.

"Now, we will be out at Donington and the public will be able to get to us, talk to us and have close up look at the bike. It's almost a new experience, getting back to the sport!" said Webster, who is still concerned about the future of the sidecar world championship.

"At this stage we should know something more positive – I am still getting listings that say provisional. I can't get excited about the season till I know exactly where I am going. I just don't have a letter saying simply this is the confirmed fixture list."

One date that is set is the Donington Grand Prix. Ignore anything you might have read or heard – the race will be held on Sunday afternoon.



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of the Manx Grand Prix, with practices commencing 22nd Aug and the Classic, Newcomers, Senior, Junior and Lightweight Races on 31st Aug and Sept 2nd and 4th, plus The Manx Two Day Trial on 29th and 30th Aug - with over 300 entries last year, it promises to be even better this year. Also Velocette owners club get-together, vintage parades and sand races.

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includes for the first time ever, the Regal 600 Championship - a round of the Irish National Road Racing Championship, and, of course, all the regular events including the formula 1 and 2 sidecar and 125cc - 1010cc solo racing, rounding the week up to a full 13 race meeting.

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# FOR THE

Team Great Britain has been formed by Donington-based promoters Two Four Sports, Ron and Ann Haslam and Gerard Motorsport, with the sole aim of taking promising young British riders into Motorcycle Grands Prix.

The first recipient of the Award is 18 year old James Haydon from Amersham, who is riding TZ250 Yamahas run by Gerard Motorsport and enjoying full coaching by Ron Haslam.

Team Great Britain will run Haydon in a full season of National 250cc racing this year, take him into International events in 1993 and into Grands Prix by 1994, by which time he will be only 20 years old.

Simultaneously, Team Great Britain will monitor UK racing for the next young candidates to go through the same process. The aim is that by the end of their three year programme, the riders will be of sufficient quality to warrant a place in a top line GP team.

Two Four Sports were originally involved in the similar Team Britannia project launched at the 1991 British Grand Prix. When it became apparent that this project did not raise the hoped-for promise of support, Two Four Sports decided to launch Team Great Britain with an initial outlay of £50,000.

Ron Haslam conducted a two day assessment for six of the best riders from the 1991 Motor Cycle News Superteen Series at Donington in early December and from this, it was decided that Hadon had the talent to be given the first opportunity with Team Great Britain.

Haydon is benefitting from an intensive coaching programme from Haslam who will also closely follow the future MCN Superteen races to assess the fortunes of the next young hopefuls be considered for Team Great Britain.

It is intended that by the end of the decade, Team Great Britain has placed at least six good British riders in the World Championship 250 and 500 GP classes.

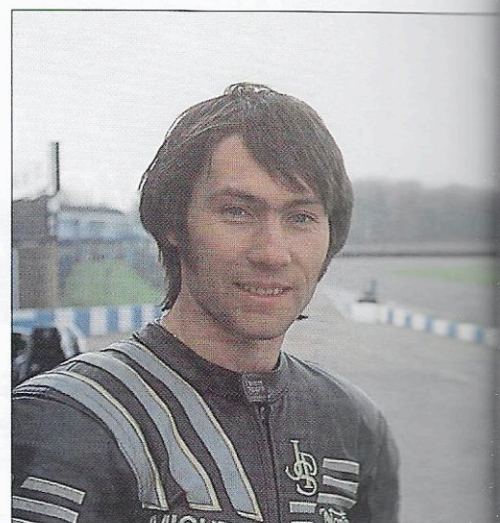
"Under the auspices of Bernard Ecclestone and Dorna, Grand Prix motorcycle racing is going to take very major leaps forward and we have got to make sure Britain is well represented," explained Robert Fear-nall of Two Four Sports. "Looking at the 250 GP registrations for the 1992 World Championship, there are nine good Italians and five Spaniards as a result of their past national training

programmes, but there is not one British rider. We must take steps now to remedy this for the future."

Team Great Britain is run by Gerard Motorsport, a professional motor car race team based at Quorn in Leicestershire. run by Julian Gerard, the team have won the Renault UK Saloon Car Championships in 1988, 1989 and 1990 and were runners-up in 1991.

For 18 years old Haydon, the ride with Team Great Britain is a dream come true. "I have always wanted to be a full time racer - this has given me that chance and I mean to make full use of it."

He has settled in quickly to the rigours of riding for the team. "It is



Haydon pictured at Donington with

very good, professional, and I have an excellent mechanic. The help Ron Haslam is giving me is tremendous - he is like a mate, pointing out this and that, sharing his great experience and knowledge.

"It all reflects on the track - he is helping me to go faster. I am delighted with progress so far. I'll be there by the end of the season."



Pic: John Colley



# FUTURE



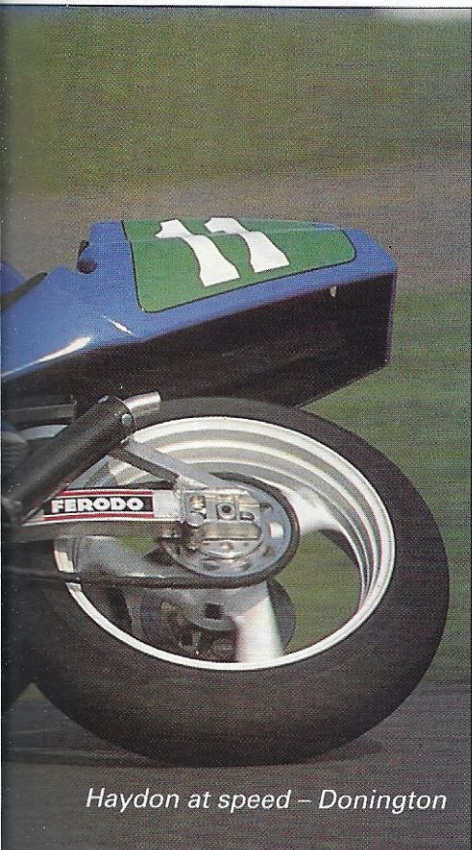
Pic: John Colley

but then, that is racing.”  
 Since then, his confidence has grown with some good performances, including a third at rain-soaked Thruxton, and he should soon be tasting the winner’s champagne. “I am looking forward to racing here at Donington. I have done a lot of miles testing there and so know it well. I’ve also benefitted from Ron’s tuition around there.”

Could it be that Haydon will reward his backers with Easter victory on their circuit? “I will be giving it everything – this team is what Britain has needed for a long time. It will be to everyone’s benefit over the years, giving experience of racing abroad – people just don’t have the money to compete there and so miss out on the experience. Team Great Britain will do just that.”

mentor Ron Haslam.

Haydon’s season started at a wintry Cadwell Park – like everyone he awoke to a snowy outlook, but then turned up the heat on the race track, with a pace that left the rest gasping. Charging through the field, taking Alan Carter, and leading the race, only to slide out with four laps to go. “I’ve run that race a million times since, it was annoying to come off,



Haydon at speed – Donington

## 1992 RACE MEETINGS



DATE	MEETING	ADMISSION:	
		Trackside Adult On Day	Trackside Adult In Advance
Saturday April 25*	Qualifying for April 26	£3	-
<b>SUNDAY APRIL 26*</b>	<b>BRITISH FORMULA 3000 CHAMPIONSHIP</b>	<b>£9</b>	<b>£7</b>
<b>SUNDAY MAY 3*</b>	<b>BANK HOLIDAY INTERNATIONAL MOTORCYCLE SHOOT-OUT CHALLENGE</b>	<b>£9</b>	<b>£7</b>
Sunday May 10	BARC Clubmans Car Races	£7	£5
Saturday May 23*	Qualifying for May 24	£3	-
<b>SUNDAY MAY 24*</b>	<b>ACU SUPERCUP FOR BRITISH MOTORCYCLE CHAMPIONSHIPS: ROUND 1</b>	<b>£9</b>	<b>£7</b>
Monday May 25	International Jaguar Sportscar Day	£7	£5
Sunday May 31	Thundersaloon Championship Car Races	£8	£6
Saturday June 20*	Qualifying for June 21	£3	-
<b>SUNDAY JUNE 21*</b>	<b>ESSO BRITISH TOURING CAR &amp; BRITISH FORMULA 3 MEETING</b>	<b>£10</b>	<b>£8</b>
Sat/Sun June 27/28	30th Anniversary of MGB	£17	£15
Saturday July 4	750MC Clubmans Car Races	£5	-
Sunday July 5	ACU British Clubmans Motorcycle Championships	£5	-
Friday July 17*	Qualifying for July 18/19	£5	£3
<b>SATURDAY JULY 18*</b>	<b>SPORTSCAR WORLD CHAMPIONSHIP FINAL QUALIFYING</b>	<b>£8</b>	<b>£6</b>
<b>SUNDAY JULY 19*</b>	<b>FIA SPORTSCAR WORLD CHAMPIONSHIP &amp; FIA HISTORIC CAR CHAMPIONSHIP RACES</b>	<b>£16</b>	<b>£13</b>
Sunday July 26*	British Thundersaloon Championship Meeting	£8	£6
<b>FRIDAY JULY 31*</b>	<b>BRITISH MOTORCYCLE GRAND PRIX – QUALIFYING</b>	<b>£8</b>	-
<b>SATURDAY AUGUST 1*</b>	<b>BRITISH MOTORCYCLE GRAND PRIX – QUALIFYING</b>	<b>£10</b>	-
<b>SUNDAY AUGUST 2*</b>	<b>BRITISH MOTORCYCLE GRAND PRIX</b>	<b>£30</b>	<b>£20</b>
Sunday August 9	VSCC Ron Flockhart Memorial Trophy Meeting	£7	£5
<b>SUNDAY AUGUST 30</b>	<b>KING OF DONINGTON SUPERBIKE MEETING</b>	<b>£9</b>	<b>£7</b>
Sunday September 13	HSCC Historic Car Championship Races	£7	£5
Saturday September 19*	Qualifying for September 20	£3	-
<b>SUNDAY SEPTEMBER 20*</b>	<b>ESSO BRITISH TOURING CAR &amp; BRITISH FORMULA 3 MEETING</b>	<b>£10</b>	<b>£8</b>
Sunday September 27	BRSCC Clubmans Car Races	£7	£5
Saturday October 10*	Qualifying for October 11 & TOYOTA F3 FINAL	£3	-
<b>SUNDAY OCTOBER 11*</b>	<b>BRITISH FORMULA 3000 CHAMPIONSHIP FINAL</b>	<b>£10</b>	<b>£8</b>
Sunday October 18	BARC Championship Car Races	£7	£5
Sunday October 25	Championship Motor Cycle Finals	£8	£6
<b>SUNDAY NOVEMBER 1</b>	<b>INTERNATIONAL SALOON CAR FIREWORK FESTIVAL</b>	<b>£8</b>	<b>£6</b>

\* denotes GP circuit meeting.

Accompanied Children, 15 years and under, admitted free of charge at all meetings.

To purchase advance tickets at the reduced prices, send your order (cheques payable to Two Four Sports Ltd.) to: Booking Office, Two Four Sports, Donington Park, Castle Donington, Derby DE74 9BR. Tel. No. 0332 850955/810048 or ring 0602 483456 for credit card order.

**ACCESS FOR DISABLED:** At all meetings, on payment of normal trackside admission fee, A **FREE** Infield Vehicle Access will be issued by prior arrangement and on receipt of a copy of a disability certificate. Contact the booking office, **0332 850955** for further information.

**SENIOR CITIZENS CONCESSIONS:** Senior Citizens will receive a 50% discount at 'on-day' prices to Special Trackside enclosures on production of proof at time of payment. This offer does not apply to any advance booking prices.



## Juan's title charge

Spain's Juan Borge is setting a furious pace in the FIM European 125cc Championship – he charged his Honda to a hard-earned victory in the opener at his home Albacete circuit and then dominated the action in last Saturday's race at Kirkistown.

Now, he goes into the Donington race brimming with confidence with his rivals trying to match both pace and skill. Serafino Foti and Lucia Cecchinello trail him in the points, each with strong showings.

Foti, also riding Honda, has twice taken second placings and is hoping to make it a case of third time lucky, but, although the British challengers have not made the rostrum so far, it could all change here.

Rob Orme is in fine form, while Jimmy Brown is a maturing rider who could cause a major upset. And, never rule out Ulsterman Robert Dunlop or the talented Alan Patterson.

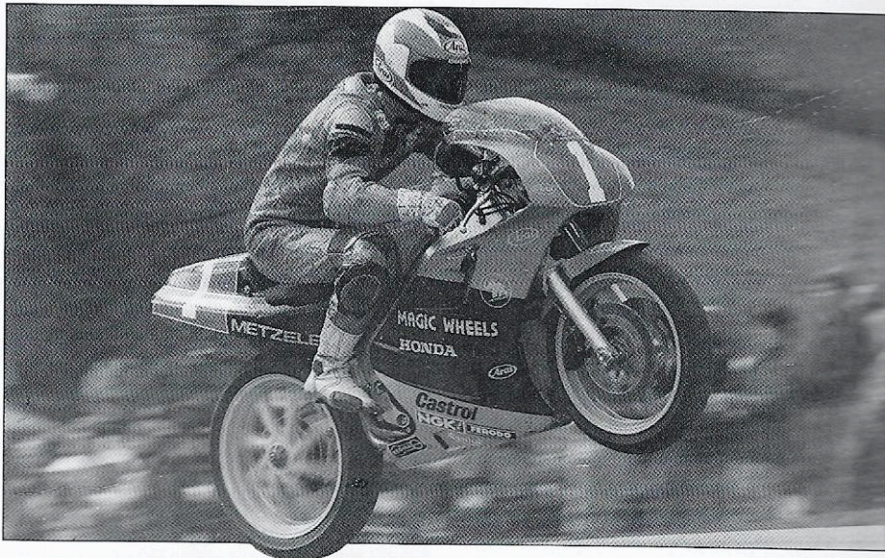
It promises to be quite a scrap.

## Superaction

Germany's Stefan Scheschowitsch heads the points in the European Supersports 600 Championship following his victory in the second round last week at Kirkistown. In this hard fought category, he showed a brand of consistency, a fifth place in the opener, that the rest failed to match.

Victory in the Albacete race went to Pere Riba, also riding a Honda, but in Northern Ireland, he was out of the points as two locals Derek Young and Ian King took second and third placings.

More of this highly competitive production based racing is provided by the third round of the MRPC Supersports 400 Championship in which Steve Ives, riding the Magic Wheels Honda (pictured below), reckons to lead the way, though Jim Moodie, Jason Vincent and Howard Selby, amid a packed entry, promise him a tough time.



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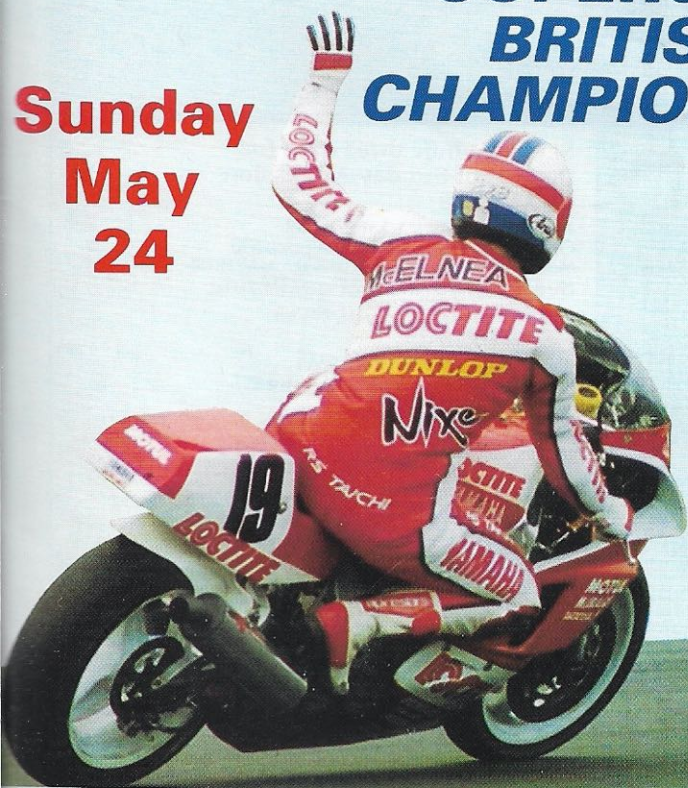
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