



John Player Series

JOHN PLAYER INTERNATIONAL TROPHY MEETING

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Organised by the
Pathfinders and Derby
Motor Club Limited

Saturday/Sunday, June 19/20, 1982

OFFICIAL PROGRAMME

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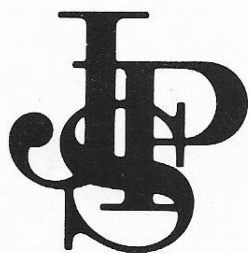
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JOHN PLAYER INTERNATIONAL TROPHY MEETING

Saturday/Sunday, June 19/20, 1982



Organised by The Pathfinders & Derby Motor Club Ltd, affiliated to the Auto Cycle Union, through the East Midland Centre. Held under the Sporting Code of the Federation Internationale Motorcycliste, the General Competition Rules of the Auto Cycle Union and the Supplementary Regulations and Final Instructions issued by the Club.

Permit Nos. ACU 066, RACMSA K1906/4

FIM No. 07/27

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A commercial approach

The 500 cc World Championship comes to Britain a little earlier this year for Donington's own Grand Prix. It may not count for World Championship points but, in all other respects, it's a full 500 cc GP.

Over 100 miles of the parkland circuit, the world's top riders will be competing for the John Player 500 cc International Trophy (supported by Motor Cycle News).

It's quite remarkable to think that this magnificent event was hatched and pulled together within the last four weeks! In mid-May the world's top 14 riders boycotted the French Grand Prix. We took the initiative and said: 'Right, let's try to get that race re-run at Donington at our new Summer International date.' And this is the result.

With the 1982 World Championship at a fever-pitch level, Donington just had to be part of the scene and this meeting was ideally placed within the Grand Prix schedule.

Negotiations at the Spanish Grand Prix and literally hundreds of transatlantic and European 'phone calls culminated in the entry we have lined up for you today. The riders, teams, entrants and manufacturers have co-operated wonderfully in helping to achieve this event, and we thank them all.

It's a great honour for us at Donington to be hosts to such a wonderful array of talent including the world's finest riders.

The professionalism, competitiveness, sheer spectacle and the appeal of the current 500 cc World Championship Grand Prix scene is at an all-time high and the commercial opportunities that will result from this — aided by the large crowds, increased worldwide television coverage and more 'non-trade' sponsorship — will revolutionise the 500 cc World Championship.

The ingredients are all there and, if they are nurtured in the right direction, the opportunities are immense: once the amateur label attached to Grand Prix motorcycle racing in the outside world is completely eradicated and the modern, commercial approach takes over in force, much will be gained.

Kenny Roberts' World Series plan three years' ago contained all the right ideas, but it was simply ahead of its time. Now, though, many of his original aims are being adopted in the World Championship format.

The entry attracted to Donington this weekend makes the John Player 500 cc International Trophy one of the world's finest events. Much of the weekend's racing will be televised: this is an area in which Donington has an unrivalled record in this country thanks to the co-operation of ITV World of Sport, Central Television and Thames Television. No circuit in this country — and probably the world — can match the number of hours of motorcycle racing televised nationwide from Donington.

We also endeavour to provide an atmosphere for the occasion — today from the star riders' parade to the dramatic air displays. The supporting races are international events, too, and will undoubtedly provide first class racing.

As with all our promoted motorcycle events at Donington, we are pleased that today's extra-special occasion enjoys the sponsorship of John Player, and we extend a warm welcome to their management and guests. In addition, we have sponsorship for this meeting from World of Sport, Daily Mirror and Motor Cycle News. As with John Player, it is a pleasure to work with them as well as enjoy their backing.

To you all, a very successful and enjoyable weekend.



Robert Fearnall,
Managing Director,
Donington Park Racing Ltd.

Contents

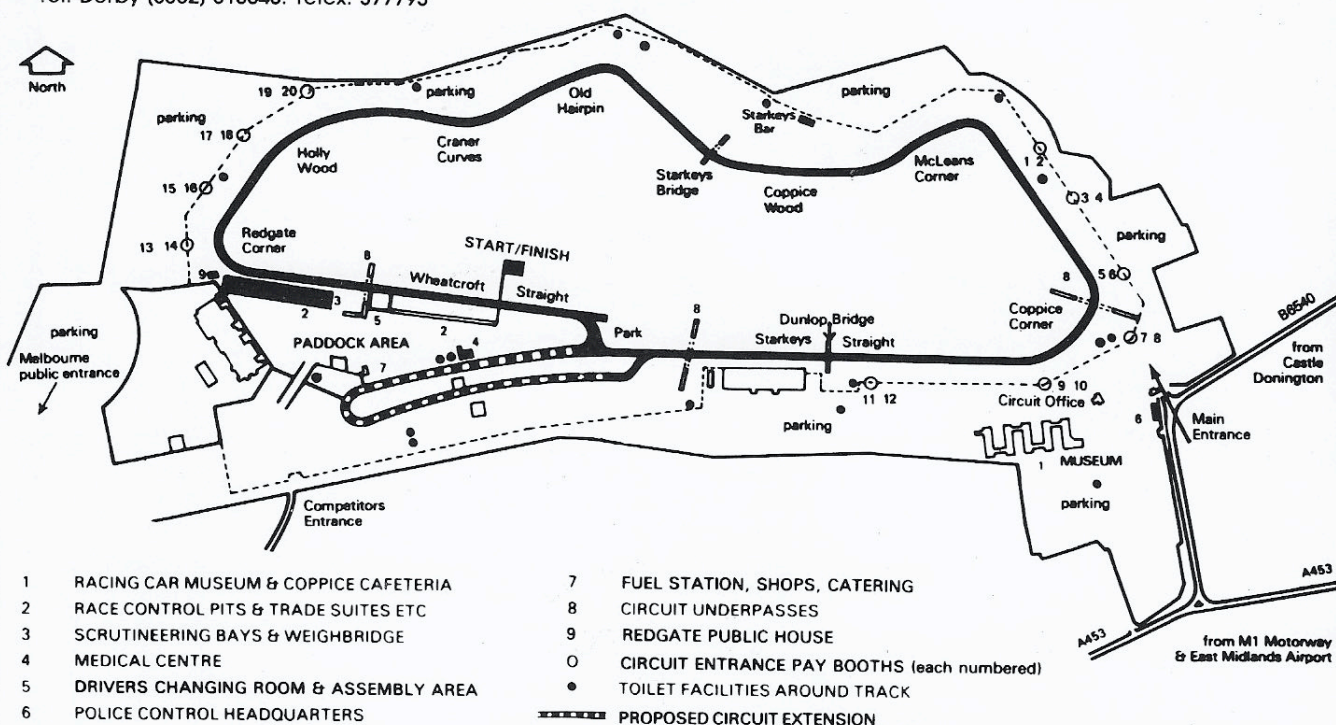
Barry Sheene	Page 4
Mike Hailwood Day preview	6
Who can catch Roberts and Uncini?	
The World Championship season so far	8
Leading riders in colour	12, 16, 20
Donington's Grand Prix line-up: Preview of the John Player 500cc International Trophy	14

Tonkin in top 250 form: The John Player International 250 cc Championship	Page 22
Randy Mamola: Motorcycling's 'Boy Wonder'	24
Air displays	28
1982 Donington dates	32
Lists of entries, competitors and officials plus the timetable are given in the Racecard insert.	



DONINGTON PARK RACING LTD
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Circuit length: 1.9573 miles,
3.150 km



Paddock Transfer Saturday, £2; Sunday, £3

Holders of paddock tickets are able to take a close-up view of the competitors and have access to a special viewing area opposite the pits. Access to the trackside banking facility opposite the pits is only via the underpass in the Paddock 2 (adjacent to the Scrutineering Bay).

Important Notices

In the interests of your own safety, spectators **must not** climb the advertising hoardings. Any person who attempts this may be asked to leave the premises. Spectator viewing from the Donington perimeter wall is strictly forbidden.

Lost Persons

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

Acknowledgements

The majority of the colour photographs in this programme were supplied by DON MORLEY of International Sports Press Agency, to whom the editor and Donington Park Racing Ltd offer their thanks.

Donington Park Racing Ltd gratefully acknowledge the co-operation of the Reliant Motor Co Ltd, of Two Gates, Tamworth, in loaning the Reliant Scimitars for use in the Grand Prix riders' parade.

Catering Facilities

The Coppice Cafeteria, situated within the Museum complex adjacent to the main entrance car park, offers full catering facilities. The Paddock Cafeteria (licensed) also offers a full range of meals while the adjoining open Barbeque bar offers steaks, pizzas and a carved buffet.

Donington's public house, the Redgate Lodge, is situated on the outside of Redgate Corner. Basket meals and a carvery are available here. Another permanent bar facility is situated at Starkey's Bridge and this also offers snacks, basket meals, tea and coffee. In addition at various points around the circuit and in the paddock various bars selling beefburgers, pizzas, jacket potatoes, fish and chips and ice cream, will be open.

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

Conditions of Admission

WARNING TO THE PUBLIC

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

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.

ANIMALS ARE NOT ADMITTED TO THE CIRCUIT OR PADDOCK CAR PARKS

Postponement of the Meeting

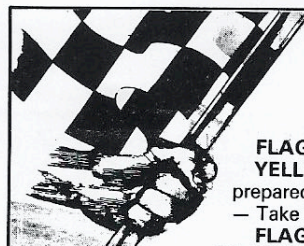
The Club reserves the right to postpone or cancel all or any part of the Meeting.

Programme Copyright

All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted. The Club accepts entries and 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.

Car Park Conditions

Vehicles are taken into the car park on condition that the Club and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.



Track Signals

GREEN LIGHT — Starting signal;
RED LIGHT/FLAG — Stop; **WHITE**

FLAG — Ambulance or Course Car on circuit;

YELLOW FLAG (waved) — Great danger, be

prepared to stop; **YELLOW FLAG (motionless)**

— Take care, danger; **YELLOW/RED STRIPED**

FLAG — Oil on course/slippery track surface;

BLACK/WHITE CHEQUERED FLAG — Finish;

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

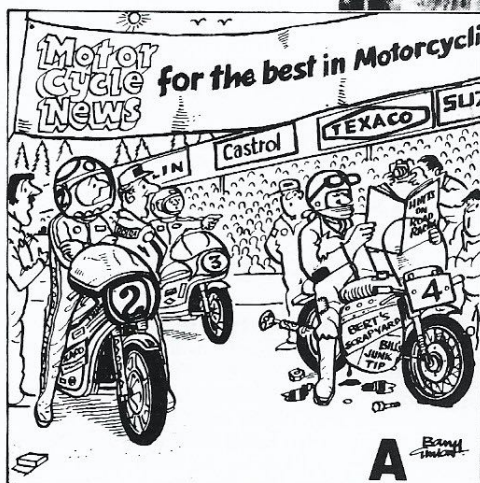
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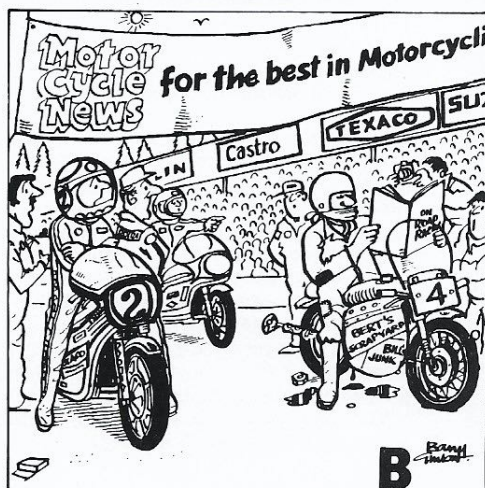
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DRAW FOR THE HONDA XL125R

At Brands Hatch on October 24th the winner of the Superbike championship will draw a winner from all correct entries received over the season. The presentation will take place at the Night With the Stars at London's Lyceum on 9th December 1982.

The competition is taking place at all Motor Cycle News Streetbikes/ Superbike meetings during 1982.

BARRY SHEENE — THE SON

ANDREW MARRIOTT investigates Barry's roots

TO THOUSANDS of fans at Donington Barry Sheene is their hero; to Frank and Iris, Barry is their son — and rightfully they are extremely proud of him. They're a close family the Sheenes: Mum and Dad travel the European circuits, with Frank driving the Travelcruiser Motorhome between the tracks and Iris ever ready with a pot of tea.

Frank, Iris and the Travelcruiser are the home-from-home haven that Barry needs to get away from the ever-thronging and demanding crowd who expect Barry's attention every waking minute.

But once the door of the Motorhome is shut, however large the crowd that surround it, Barry

may as well be at home. Stephanie's there, of course, polishing away at a visor or writing out the practice times; Roberto Pietri or Steve Parrish, Barry's closest two pals in racing, may also be inside, plus the occasional journalist or confidant.

There's usually a stack of posters, postcards and photographs waiting to be signed, some fan mail and the latest copies of the racing bibles. Rarely does the stereo blast out Barry's favourite music — although the radio is probably tuned in to the World Service for the latest news from England — or even to listen to Chris Carter's reports!

At British meetings the Motorhome becomes

more crowded — often with more family. Barry's sister Margaret, who is married to former top racer Paul Smart, often turns up with her two children, both of whom dote on their famous uncle. Even Barry's uncle Arthur, a former Speedway rider, makes the rare appearance, although he is more likely to be back at Charlwood tending to the estate.

Don't run away with the idea that all the talk is of racing tactics, Yamaha's new V4 or the latest compound. Top of the conversation charts in the past few weeks has been Phil's Read's remarkable revelations in a certain Sunday paper — closely followed by chats about the latest litter of kittens which have been produced back at Charlwood. Barry's still mad about cats and any suggestion from Stephanie and Iris that the more prolific should be "done" is immediately quashed by Barry, upset that any future generation of Sheene moggies should be nipped in the bud.

It is a rather surprising domestic scene inside that Motorhome — but a most pleasant one nevertheless. It would probably be very different if Frank and Iris weren't around to oversee Team Sheene.

Barry has always been close to his family and, as Iris Sheene recalls, he has always been interested in motorbikes. Frank was the caretaker at the Royal College of Surgeons just off the Gray's Inn Road in Central London. In his spare time Frank ran his motorbike engine tuning business in a corner workshop — with Phil Read among the customers.

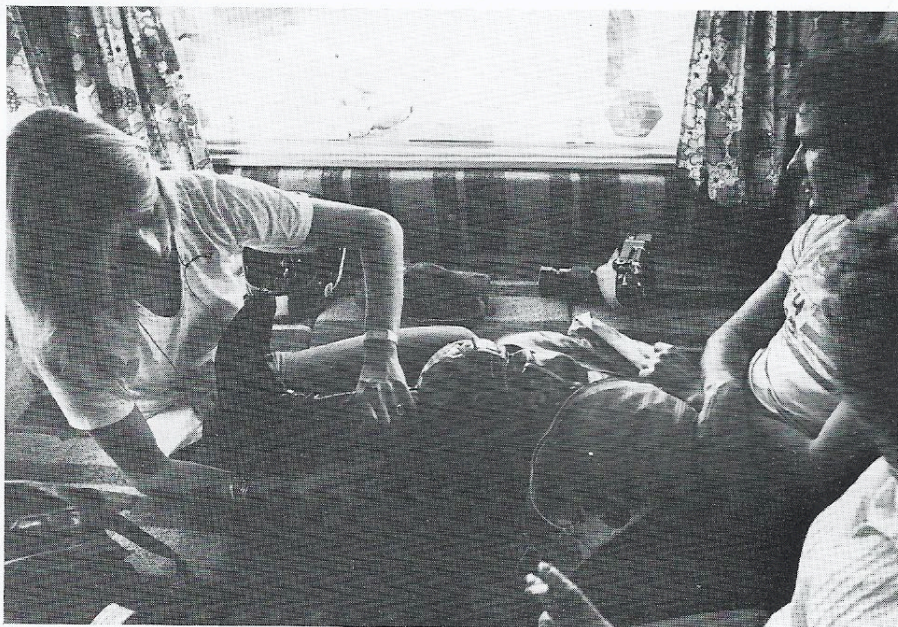
Remembers Iris, "When he was only 18 months old I can remember Barry wandering around in his dungarees with a spanner in his hand." By the time he was five years old Barry was an enthusiastic member of his father's pit crew when Frank raced. But if one has to pinpoint a moment when the seed of becoming World Champion was sown, it must have been when Barry was eight years old.

Frank was a great traveller and very much enjoyed the trips to Spain. While holidaying in that country in 1958 he went to watch the Barcelona 24-hours and at the swooping Montjuich Park track. Frank was particularly interested in a new make of Spanish bike called a Bultaco, ridden most speedily by a long-forgotten pair called Grace and Camma. Frank made himself known to Senor Bulto and subsequently visited the embryonic company's factory in an old vineyard.

The two families were soon close friends and Frank became the first ever Bultaco owner in Britain. Indeed, he won first time out riding the bike at Crystal Palace. Barry was tremendously enthusiastic about the Spanish connection, remember his parents. On a subsequent visit to Spain the following year Mr Bulto showed Barry how to change gear. This was something of a breakthrough as Barry had been riding a little 50 cc Ducati around his yard at home for three years — with it stuck in one gear, Barry not knowing how to shift!

Pleased with his success at teaching Barry, Mr Bulto made a bold statement to the cheeky eight-year-old. "One day you'll ride one of my works bikes." Of course, it came true just about 10 years later, by which time Bultaco was a major force in the world of motorcycling.

The Sheene workshop was a source of great fascination for Barry, who, living as he did in an



Above: After a hard day's riding, Stephanie helps Barry out of his boots. Below: A highly delighted Barry Sheene after passing his chopper test. Photos: LAT and Andrew Marriott.



inner city environment, had very few other small children to play with. Hence Barry tended to follow his father around and there were always interesting comings and goings as various bike racers turned up to have their bikes tuned. Iris says that when Frank brought Barry a little pedal car, he imitated his father and crawled under it brandishing a spanner rather than sitting in it.

But Barry's much reported hatred of school didn't really start, recalls Iris, until he was 11 years old and moved to St Martin-in-the-Fields. "He has always been the type of person who doesn't like being told what to do and he started to get into scrapes. I was always being sent for because Barry had got himself into trouble. On one particular occasion I remember getting a phone call from the headmaster to come to the school. Apparently at lunchtime Barry had come home with another boy and given the lad a try at everything in our drinks cupboard. Then Barry took the other boy back to school absolutely blotto, rolling drunk, and there was a real fuss about that."

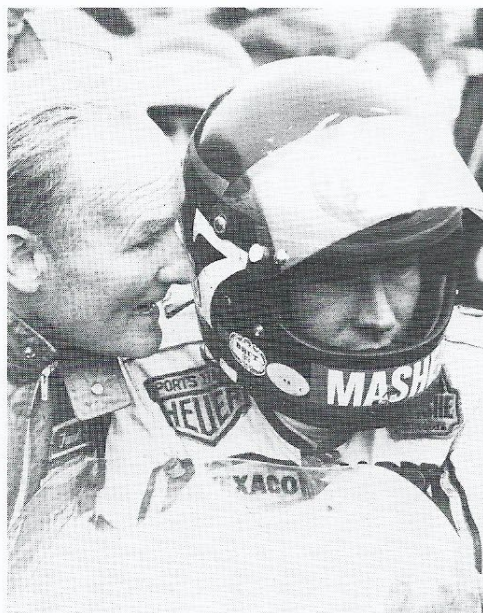
"Although Barry didn't like school, the headmaster told me that if Barry had put his mind to it he could have been the top boy. He said that Barry had a brilliant brain and personality and he could go anywhere in the world. In fact, after Barry had won the World Championship for the first time that headmaster wrote to him, congratulated him and asked him to be careful in the future. Barry was very pleased about that because he had always played them up."

Mum also reminisces about Barry's first injury — he fell from a push bike and broke his arm at the age of eight. In a burst of youthful bravado, he is alleged to have said: "I've always wanted to break my arm, mum." Since then he has broken countless bones, lost a little finger and Iris feels sure he rues the day that he came out with that particular comment.

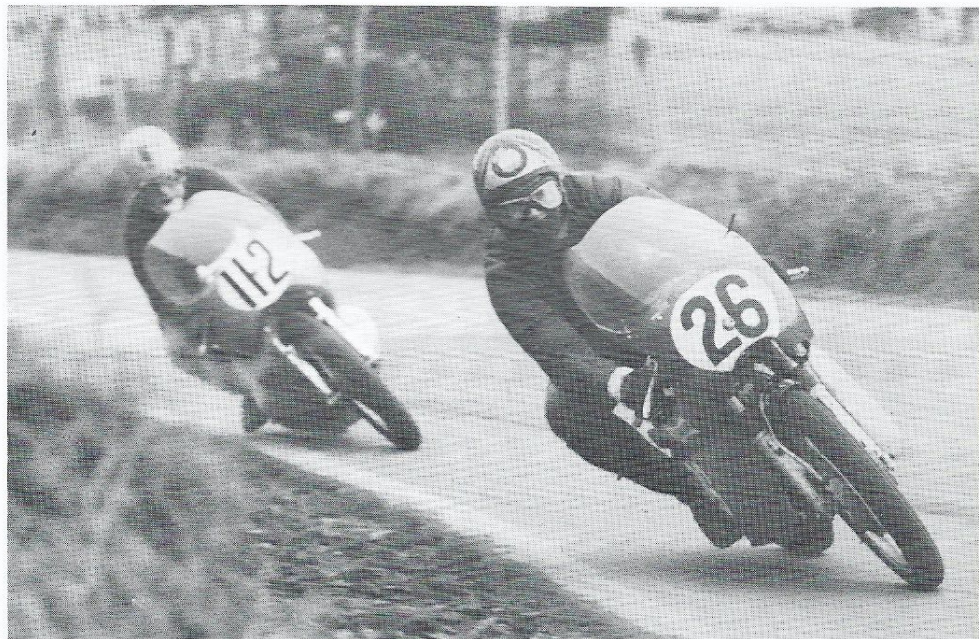
Barry's mechanical bent continued to flourish, although Frank had retired from active racing as the tuning business was flourishing. Among the customers were the late Billy Ivy and Dave Croxford, two larger than life characters. By the time Barry was 14 he was an extremely competent mechanic and a very useful pair of extra hands. But his first full-sized bike didn't come along until he was 14. He spotted the late Bill Boddice's son, sidecar racer Mick, riding a Triumph Cub around the paddock at a race meeting and decided that was the kind of bike he wanted. Indeed a Tiger Cub was subsequently built up from spare parts.

This later became his first competition bike. Frank Sheene recalled — and it is not generally known — that Barry started his competition career not in a race at Brands Hatch but riding the modified Cub in trials events in Kent. Barry was quite a dab hand at this skilful (if slower than road racing) sport and moved on to a Bultaco. But as Frank now remembers, "He used to do well in the early sections and then, halfway through, lose interest and want to race up some part or other, and thus drop points. But we enjoyed it, met a lot of nice people and quite a group developed among the youngsters. In fact, we went trialling almost every Sunday for a while. But Barry didn't take it very seriously and turned it into a fun thing to do — he even started doing his now famous wheelies to show off to the other lads."

Some 18 years later Frank and Iris are still at Barry's side if he needs any help, encouragement or to get him out of a spot of bother. Such a family atmosphere is refreshing in this current world of superstars. Barry has no bigger fans than his parents — and they are absolutely convinced that this year Barry and that John Player Yamaha can win the World Championship. It goes without saying that despite the Grand Prix-style field here today they expect him to score yet another Donington win.



Above, left: Frank Sheene gives a few words of advice to his famous son. Right: Iris Sheene can ride, too! Photos: Andrew Marriott and LAT.



Above: Early days — Barry's Yamaha-Bultaco leads Steve Machin's Yamaha at Mallory Park in 1970. Below: The two faces of Barry — as a 21-year-old promising newcomer in 1972 and as a seasoned, twice World Champion this year. Photos: Nick Nicholls and Andrew Marriott.



A TRIBUTE TO THE LEGENDARY MIKE HAILWOOD . . .

MIKE HAILWOOD, 10 times World Motorcycle Racing Champion, is to be remembered in a special Mike Hailwood Day at Donington Park on Sunday, July 11, in the John Player FIM European Championship motorcycle race meeting.

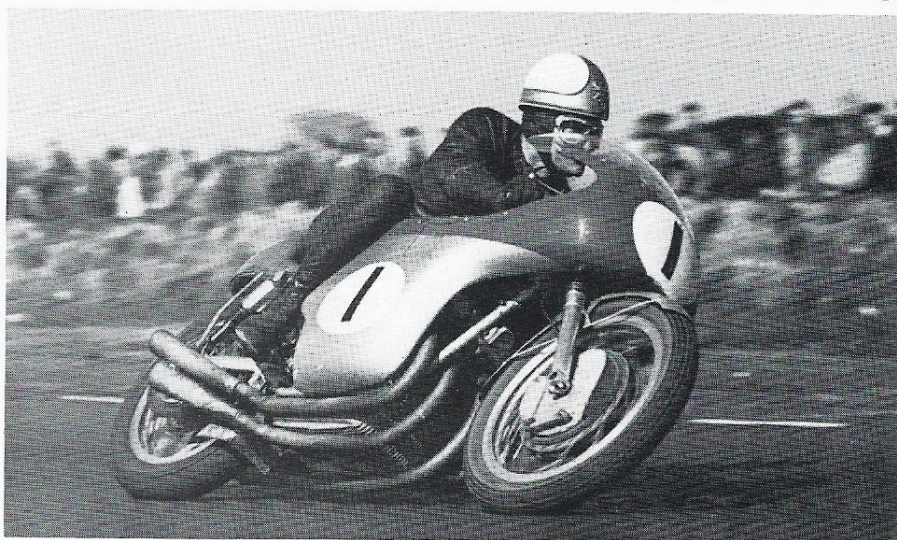
The tribute is being held at the request of Pauline Hailwood, Mike's widow, and is to become an annual fixture.

The 1982 Mike Hailwood Day will bring together the many racing motorcycles associated with Mike's career. The World Champions and famous names associated with Mike's career on two wheels will be present.

Personalities and racing machinery from all over the world will be assembled in demonstrations at the special Donington Day, covering 20 years of motorcycle sport. Among them are John Surtees, Giacomo Agostini, Phil Read, Jim Redman, Luigi Taveri, Ralph Bryans, Tommy Robb, Stuart Graham, Alan Shepherd, Derek Woodman and Dan Shorey.

Mike Hailwood was killed in a road accident in March of last year. In his motorcycle career, which started in 1957, he won 10 World Championships, 76 individual World Championship Grands Prix and 14 TTs, while on four wheels he won the European Formula 2 Championship in 1972.

He made his last public appearance at Donington's international motorcycle event in July 1979.



Mike Hailwood riding a famous bike, the 500 cc MV-4. Photo: Nick Nicholls.

. . . AND THE BATTLE FOR EUROPE

THE BRITISH round in The FIM European Road Racing Championships forms the racing programme of the Tribute to Mike Hailwood at Donington Park on July 10/11. The racing, covering the major Grand Prix classes, will be intensely fought by international riders from all over the world.

The highlight, for which the Mike Hailwood Trophy is being fought is the 500 cc race over 35 laps. Italian Guido Del Piano (Suzuki) and Swiss rider Philippe Bouzanne (Yamaha) are level-pegging in the title battle just three points clear of Corrado Tuzii (Suzuki) and Swede Peter Sjoström (Suzuki).

In the 250 cc European Championships, the top eight riders are separated by just 11 points, headed by German Reinhold Roth (FKN). Next follow Thierry Rapicault (Yamaha), André Gouin (Yamaha), Walter Battisti (Yamaha), Marcellino Lucchi (Yamaha), Patrick Chatelet (Yamaha), Patrick Igoa (Yamaha) and the winner of the latest round, Italian Massimo Broccoli (Yamaha).

Italian Stefano Caracchi (MBA) has built up a 18-point lead in the 125 cc European Championship prior to Donington, his main rivals being Frenchman Paul Bordes (MBA) and Italian Libero Piccirilli (MBA).

Similarly the Yugoslavian Matulja (Tomus) has built up a useful 12-point cushion over the German rider Gerhard Singer and Italian Salvatore Milano in the 50 cc European Championship. Donington's event is the biggest 50 cc race ever held in this country.

In the 500 cc Sidecar category, the British dominate with Mick Barton leading Frank Wrathall, Steve Abbott and German Siegfried Berger.

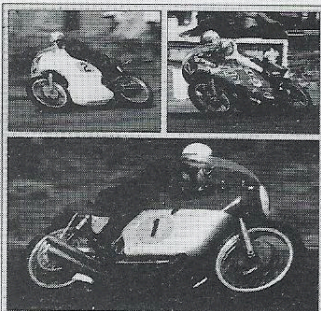
All the top European Championship contenders will be at Donington for some of the best and closest-fought international racing to be held in Britain.

Sunday's race timings are (after practice, all day on Saturday July 10th):

10.30 John Player FIM European Championships, 50 cc	15 laps
11.20 John Player FIM European Championships, Sidecars	25 laps
13.15 John Player FIM European Championships, 125 cc	25 laps
15.00 John Player FIM European Championships 500 cc for The Mike Hailwood Trophy	35 laps
16.40 John Player FIM European Championships 250 cc	30 laps

Admission to the trackside enclosures on race day is £4, with children free.

Tribute to MIKE HAILWOOD



£1

Tribute to Mike Hailwood

As part of the circuit's tribute to Mike Hailwood, Donington Park Racing Ltd has published a 32-page souvenir magazine. Edited by Mike Kettlewell, the magazine includes the following features: ● THE MIKE HAILWOOD I REMEMBER by Ted Macauley; ● SURTEES ON HAILWOOD by Sarah Gibbings; ● HAILWOOD — BY NUMBERS: a statistical review of Mike's motorcycle career by Mike Nicks; ● HERO OF THE ISLAND by Ted Macauley; ● MIKE THE BIKE'S MACHINES by Alan Cathcart; ● MIKE THE CAR RACING DRIVER by Mike Kettlewell; ● HAILWOOD AND DONINGTON by Dave Fern; ● Plus a Foreword by Pauline Hailwood and many photographs, including a superb colour centrespread of Mike riding a Ducati in the 1978 Formula 1 TT.

The magazine, price £1, is available on sale at today's meeting or can be obtained by mail order from Donington by completing the form printed below.

TO: Donington Park Racing Ltd, Castle Donington, Derby, DE7 5RP.

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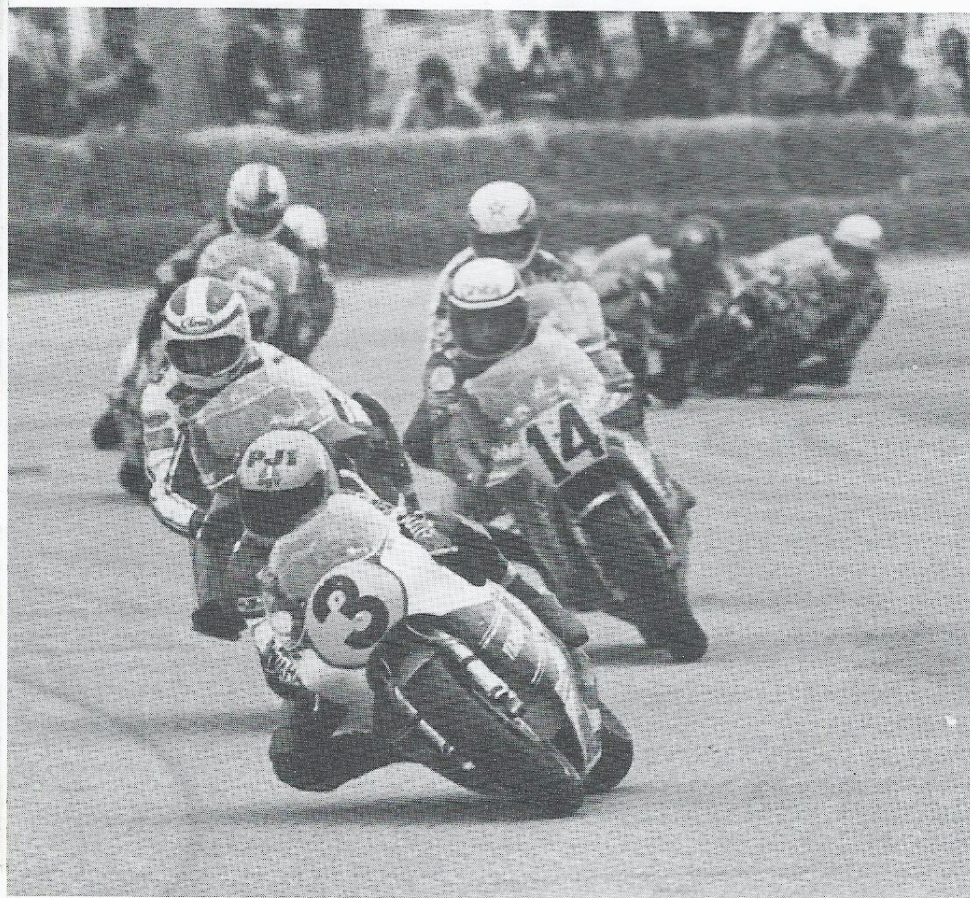
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Who can catch Roberts and Uncini?

ANDREW MCKINNON reviews the 500 cc World Championship at mid-season



THE MID-SEASON break in the 1982 500 cc World Championship series gives us a chance to look back on one of the most fascinating periods of the sport, with new names and new machines adding spice to the Grand Prix arena.

Both Honda and Yamaha wheeled out new hardware, and both have worked, but not sufficiently to knock Suzuki off their impressive opening stride. The new man to emerge, although not a surprise to most informed commentators, is Italy's Franco Uncini, the man who slipped into reigning champion Marco Lucchinelli's saddle at the end of last season.

Universally popular through his rôle as riders' representative to the FIM, Franco has fulfilled the promise he has shown during a three-year apprenticeship on 500 cc machinery. He now shares the championship lead with the almost inevitable Kenny Roberts.

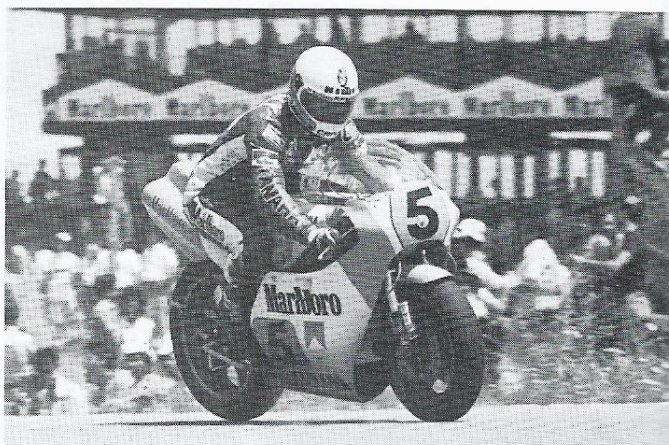
Franco and Kenny both have 48 points and Britain could so easily have had an equal stake in that title chase had Barry Sheene not suffered the frustration of a breakdown in the recent fifth round at Misano in Italy. He now has to make up a 12 point deficit on the leading pair when the action resumes at Assen next Saturday.

Now finding a good consistent rhythm, although still deprived of that first classic victory, Graeme Crosby has compensated for the disappointment of an early retirement in Argentina and has set himself up with a fighting chance in the second half of the series with 26 points from his opening rides.

And sure to feature strongly when play is resumed are the Honda trio of Freddie Spencer, who holds fifth spot on 22 points,

Above: Kenny Roberts on the V4 Yamaha fends off Freddie Spencer (Honda), Franco Uncini (Suzuki) and Marco Lucchinelli. Photo: Motor Cycle News.

Right: Graeme Crosby, currently fourth in the World Championship, could provide a major surprise and win a Grand Prix before the season ends. Photo: Motor Cycle News.



Marco Lucchinelli, who is sixth with 18 points, and Takazumi Katayama, who has 16 points.

But first his pursuers are going to have a break the superb form which Uncini is showing, and even joint leader Kenny Roberts will admit that Franco could go all the way to the title this year, such is the confidence with which the pleasant mannered 27-year-old Italian is riding.

And his enlightening opening stint followed a frustrating and painful start to his association with Roberto Gallina's Italian works Suzuki outfit. As soon as Gallina heard from the reigning champion Lucchinelli that he was going to accept Honda's lucrative two-year contract he offered Franco a return ticket to Japan for a test session on the 1982 Suzuki. Expecting to come back excited and full of

bounce for the new season he came back nursing a broken hand following a testing crash. Nevertheless, Franco was greatly impressed with his new mount.

Fortunately he collected his injury in November and so there was plenty of time to make a complete recovery before getting down to the serious business of keeping the 500 cc title in Italian hands.

The new season brought with it a first for all the modern day 500 cc riders, a trip to Argentina, which was to end literally days before General Galtieri was to sail his troops to the Falkland Islands and begin the present conflict.

But nobody was interested in the world unrest at that time. They were in Buenos Aires, home of that volatile military junta, to begin their own war of a different kind. And that was to bring with it some of the best action we'll see in the current World Championship battle.

First blood went to Kenny Roberts, and this year Yamaha again chose to use canny tactics for Kenny's early appearances by using a machine they fully intended updating just when the opposition felt they had weighed up what they had to do to get the better of the incredible Californian.

Roberts steered the tried and tested square-four Yamaha to a maximum from similarly-mounted Barry Sheene whose result was to be the first of three runner-up spots in the opening series of races.

And the sensation of the South American round was Honda's new three-cylinder NS500 racer which, in the hands of Freddie Spencer, crossed the line a close third to sound a real warning shot to any cynics who felt that three cylinders could not possibly cope with the

power of the established four-cylinder machines.

It seemed that it would only be a matter of time before Honda achieved their very first modern-day 500 cc Grand Prix victory on that opening display, but a series of frustrating episodes were to hold them at bay during the first half of the season.

In the second round of the championship at the Salzburgring they came to within two bends of the chequered flag of making history! Uncini, on his way to his first-ever 500 cc victory, and reigning champion Lucchinelli were wheel to wheel with only a few hundred yards to go when Honda's man crashed out. So intense had the action been that Uncini didn't know he had a clear run in to the flag until he looked round after crossing the finishing line!

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WHO CAN CATCH ROBERTS AND UNCINI/continued

Sheene again finished in second place and was well pleased with the sort of consistency destined to keep him well in the running for the title he last held five seasons ago. This time Roberts, making his debut on the much-heralded Yamaha V4, had to settle for 10 points from third place with the inevitable teething problems penalising him on his first date with the new offering from the factory.

But there was more news value to the Austrian Grand Prix than the launching of the V4 racer. For, in addition to Lucchinelli bringing Honda to the threshold of a Grand Prix breakthrough, the meeting also threw up the talent of Uncini's young team-mate Loris Reggiani.

Quite incredibly, Reggiani, who served his apprenticeship with the Minarelli factory under the watchful eye of Spanish master Angel Nieto, had made the transition from twin-cylinder 125 cc machinery to the power of a four-cylinder works racer almost immediately. With just a lap to go he was in with a chance of a rostrum position when he failed to treat the drizzle which had started to fall with sufficient respect, and down he went.

Round three at Nogaro in France brought the first clash between riders and organisers of the current season. And nobody can blame the riders for taking the action they did and

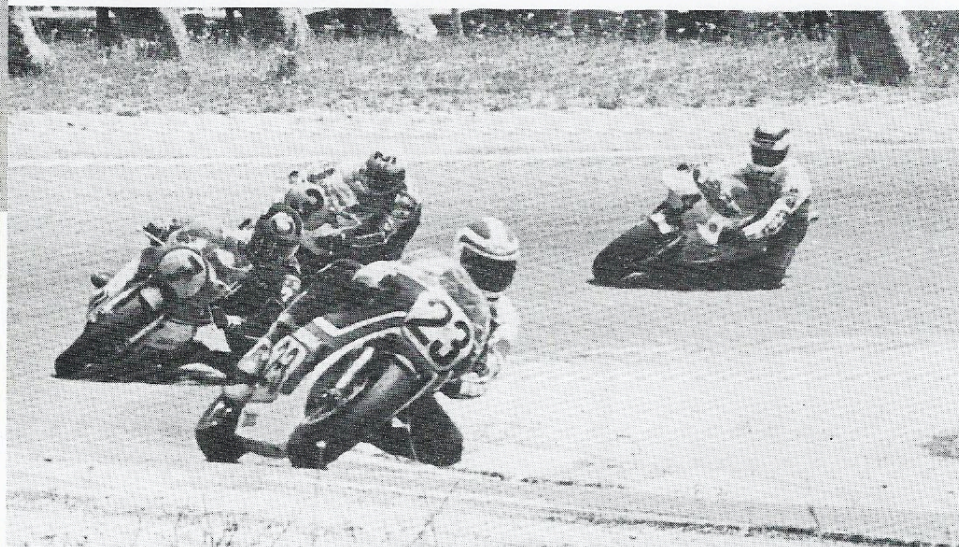
Sheene and Franco Uncini was a further point behind.

In the scorching Spanish heat Roberts gave his V4 its first Grand Prix victory as Sheene settled for his third consecutive runner-up spot. Uncini maintained his threat with third place and New Zealander Graeme Crosby continued his recovery after the fruitless visit to South America with fourth spot on the Team Agostini-Marlboro Yamaha.

Once again the Honda engineers must have been pulling their hair out as they came within a whisker of that elusive Grand Prix victory. After qualifying second on the grid Freddie Spencer streaked away from the rest of the field and set up a gaping lead within a couple of laps. It looked all over at such an early stage, but before the race got too much older a wire sprang loose in the ignition system and Spencer was out!

Marco Lucchinelli, meanwhile, had overcome the pain of his mending foot, the legacy of his Austrian Grand Prix crash, to take fifth spot and not lose touch with the leaders in the overall race. (In fact the Nogaro boycott of the previous week really had been a boost to his chances, for if the riders had raced Marco might have struggled to keep in contention.)

And so to Misano, scene of the last Grand Prix before the well-earned break for the World Championship competitors. It was here that Uncini drew level with Roberts by virtue of a comfortable 13-second victory over Spencer, who gave Honda plenty to think about with their best placing so far. Crosby bolstered his



In the Spanish GP Freddie Spencer's Honda leads the Yamaha pair of Barry Sheene and Kenny Roberts. Photo: Motor Cycle News.

boycotting the circuit they had claimed was inadequate four years earlier when the track had hosted its first Grand Prix.

The riders had repeated their dislike for the tight bumpy track, with tiny paddock facilities, at the British Grand Prix last year, but still the French Federation chose to cause itself trouble and nominated Nogaro as the 1982 French Grand Prix venue.

The rest is history. None of the top contenders raced and, in fact, had left the paddock before practice became too far progressed. Swiss rider Michel Frutschi did race and gave the Italian Sanvenero factory its first 500 cc Grand Prix victory in the absence of the stars.

And so the points remained the same as the Grand Prix circus headed south for the Spanish capital Madrid and the tight Jarama circuit on its outskirts, where none other than King Juan Carlos was to be among the spectators. With the French boycott having done nothing to upset the points table, Kenny Roberts took a one point lead to Jarama ahead of Barry

point tally with a good third spot after messing up the start, but he sliced through the field in fine style to begin his holiday with a good psychological boost.

For Roberts it was not such a happy day. He had to battle against a badly handling V4 Yamaha for fourth place, proving that not every snag had yet been ironed out of his new machine.

But while the pitch battle has raged at the head of the championship table, two riders who certainly have not been involved in that tussle are the much fancied HB Suzuki teamsters Randy Mamola and Virginio Ferrari who in five rounds have only managed four points between them!

Both have suffered with injuries, Mamola to an ankle and Ferrari to an arm. So they will look forward to Assen perhaps more than other riders. Both realise that any chance of winning the world title has almost certainly slipped away now, but they must approach the second half of the season philosophically and

The season so far . . .

ARGENTINE GRAND PRIX, March 28 32 laps, 79.22 miles

1	Kenny Roberts (Yamaha)	50m 44.8s	93.66 mph
2	Barry Sheene (Yamaha)	50m 45.5s	93.65 mph
3	Freddie Spencer (Honda)	50m 46.2s	93.62 mph
4	Franco Uncini (Suzuki)	50m 50.5s	
5	Marco Lucchinelli (Honda)	50m 57.5s	
6	Takazumi Katayama (Honda)	51m 30.4s	
7	Marc Fontan (Yamaha)		
8	Kork Ballington (Kawasaki)		
9	Jack Middelburg (Suzuki)		
10	Loris Reggiani (Suzuki)		

Fastest lap: Roberts, 1m 33.14s, 95.46 mph

AUSTRIAN GRAND PRIX, May 2 29 laps, 76.41 miles

1	Franco Uncini (Suzuki)	39m 47.20s	115.20 mph
2	Barry Sheene (Yamaha)	39m 52.13s	114.99 mph
3	Kenny Roberts (Yamaha)	40m 5.82s	114.33 mph
4	Graeme Crosby (Yamaha)	40m 8.41s	
5	Boet van Dulmen (Suzuki)	40m 27.42s	
6	Seppo Rossi (Suzuki)		
7	Randy Mamola (Suzuki)		
8	Leandro Beccheroni (Suzuki)		
9	Takazumi Katayama (Honda)		
10	Andreas Hofmann (Suzuki)		

Fastest lap: Marco Lucchinelli (Honda), 1m 19.79s, 118.87 mph (record).

FRENCH GRAND PRIX, May 9 40 laps, 77.55 miles

1	Michel Frutschi (Sanvenero)	57m 22.41s	82.15 mph
2	Franck Gross (Suzuki)	57m 31.54s	81.96 mph
3	Steve Parrish (Yamaha)	57m 37.05s	81.90 mph
4	Sergio Pellandini (Suzuki)	57m 40.22s	
5	Stu Avant (Suzuki)	57m 40.53s	
6	Guido Paci (Yamaha)		
7	Philippe Robinet (Suzuki)		
8	Chris Guy (Suzuki)		
9	Andreas Hofmann (Suzuki)		
10	Philippe Coulon (Suzuki)		

Fastest lap: Frutschi, 1m 24.96s, 82.15 mph.

SPANISH GRAND PRIX, May 23 37 laps, 76.14 miles

1	Kenny Roberts (Yamaha)	57m 8.04s	79.96 mph
2	Barry Sheene (Yamaha)	57m 16.29s	79.77 mph
3	Franco Uncini (Suzuki)	57m 21.79s	79.65 mph
4	Graeme Crosby (Yamaha)	57m 53.58s	
5	Marco Lucchinelli (Honda)	58m 1.66s	
6	Takazumi Katayama (Honda)		
7	Marc Fontan (Yamaha)		
8	Victor Palomo (Suzuki)		
9	Kork Ballington (Kawasaki)		
10	Guido Paci (Yamaha)		

Fastest lap: Roberts, 1m 31.07s, 81.35 mph.

ITALIAN GRAND PRIX, May 30 40 laps, 86.70 miles

1	Franco Uncini (Suzuki)	55m 29.62s	93.74 mph
2	Freddie Spencer (Honda)	55m 42.34s	93.38 mph
3	Graeme Crosby (Yamaha)	55m 58.49s	92.93 mph
4	Kenny Roberts (Yamaha)		
5	Marco Lucchinelli (Honda)		
6	Kork Ballington (Kawasaki)		
7	Takazumi Katayama (Honda)		
8	Leandro Beccheroni (Suzuki)		
9	Marc Fontan (Yamaha)		
10	Peter Sjoström (Suzuki)		

Fastest lap: Spencer, 1m 22.03s, 95.12 mph

Next round: Dutch TT, June 26.

Current World Championship points: 1, Kenny Roberts and Franco Uncini, 48 pts; 3, Barry Sheene, 36; 4, Graeme Crosby, 26; 5, Freddie Spencer, 22; 6, Marco Lucchinelli, 18; 7, Takazumi Katayama, 16; 8, Michel Frutschi, 15; 9, Franck Gross, 12; 10, Kork Ballington, Marc Fontan and Steve Parrish, 10; 13, Sergio Pellandini, 8; 14, Boet van Dulmen, Leandro Beccheroni, Stu Avant and Guido Paci, 6; 18, Seppo Rossi, 5; 19, Randy Mamola and Philippe Robinet, 4; 21, Andreas Hofmann, Chris Guy and Victor Palomo, 3; 24, Jack Middelburg, 2; 25, Loris Reggiani, Philippe Coulon and Peter Sjoström, 1.

treat us to some of the magic we know they are both capable of producing.

And Kork Ballington will have felt some relief at his sixth placing in Italy after a truly miserable opening to his 1982 campaign. Japanese frame modifications to his KR500 racer have now made the machine a challenger again.

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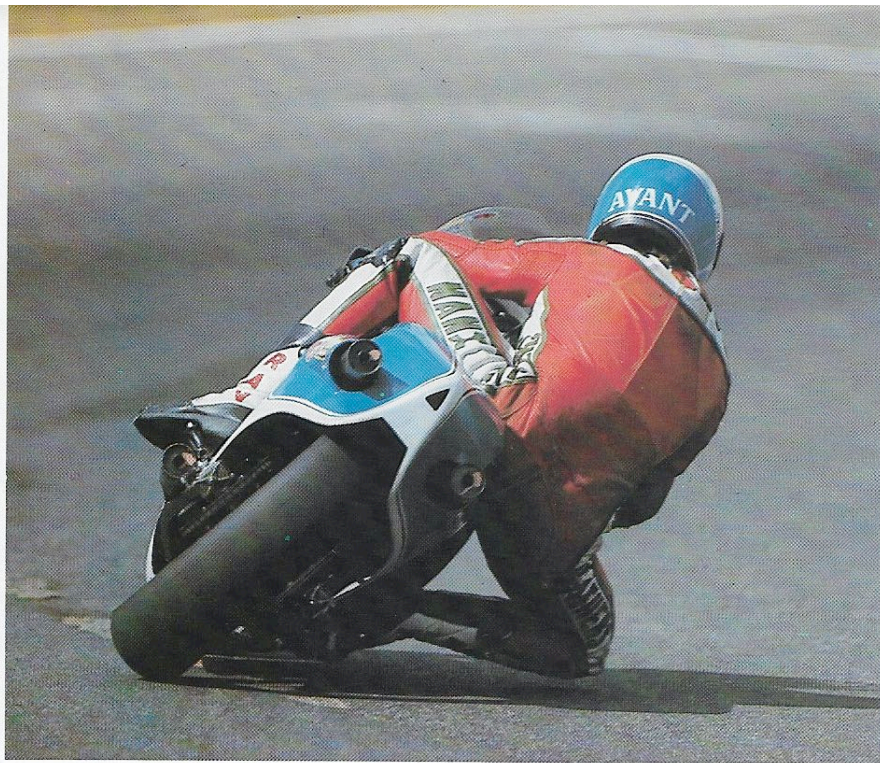
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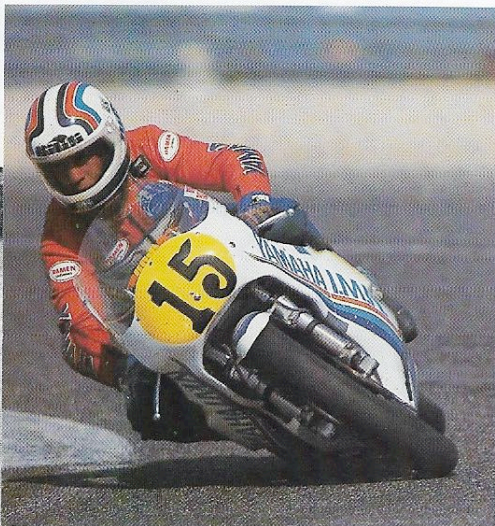
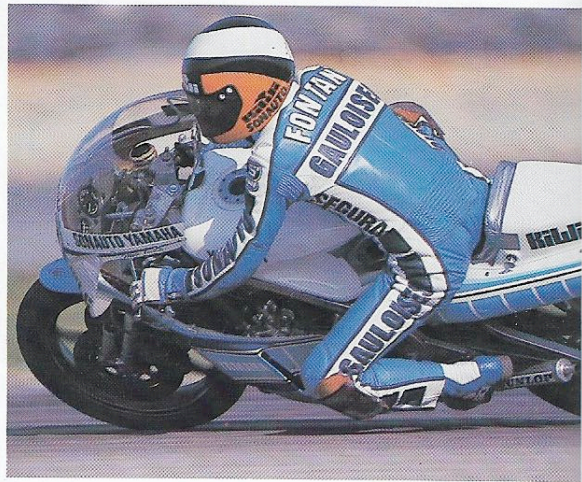
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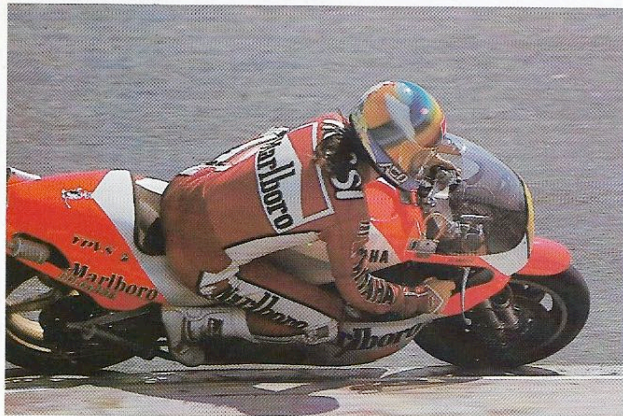
Left: Suzuki rider STU AVANT, a native of New Zealand, was fifth in the factory-boycotted French Grand Prix.

Below: Promising French rider MARC FONTAN has finished three times in the top ten leaderboard so far this year, amassing 10 World Championship points.



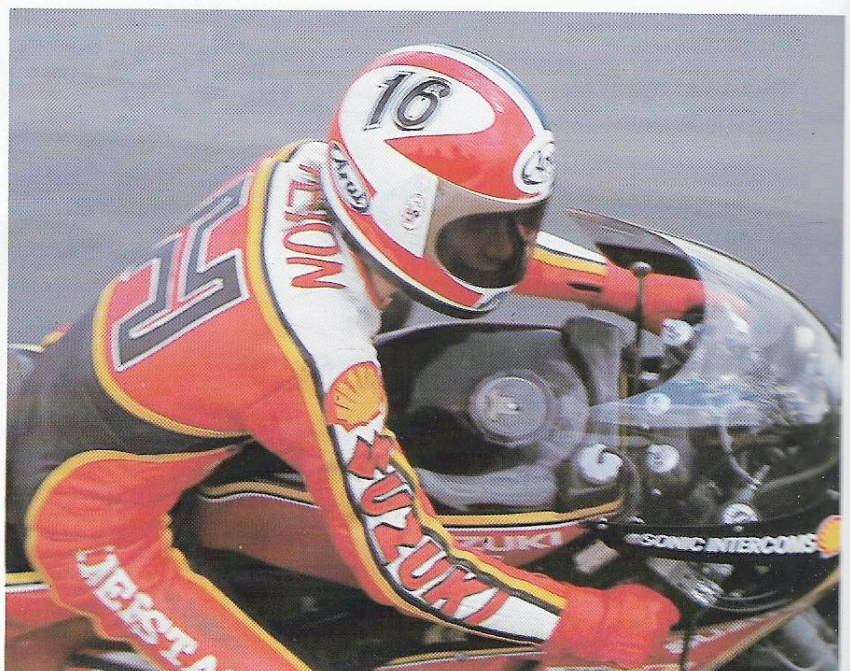
Above: Dutchman BOET VAN DULMEN will ride either his Suzuki or the new work Cagiva.

Right: JACK MIDDELBURG, the Suzuki privateer, won last year's British Grand Prix. Could he beat the top-liners on British soil again today?



Above: From Italy, GRAZIANO ROSSI rides a Yamaha. He is Graeme Crosby's team-mate.

Right: Following his early-season promise and subsequent disastrous luck, KEITH HUEWEN is out to make a point on his ex-Randy Mamola Suzuki.





**LORIS
REGGIANI,**
Franco Uncini's
Italian team-mate,
leads Barry Sheene
in the Austrian
Grand Prix. He
races the Gamma
2 works Suzuki.



STEVE PARRISH
(Yamaha) and
ROB McELNEA
(Suzuki) will be
trying to keep the
top works riders
within their sights.

Donington's Grand Prix line-up

ANDREW MCKINNON previews the John Player 500 cc International Trophy

ASK DONINGTON PARK owner Tom Wheatcroft what his goal in life is and he'll tell you it is to stage the British Grands Prix for motorcycles and cars at his circuit. But in his quest for World Championship racing, Tom has become a little impatient and it is from that impatience that this weekend's superb entry has arisen.

For if Tom can't have the British Grand Prix contract before Silverstone's option runs out he'll do the next best thing and manufacture his own 'World Championship' date.

Managing Director of Donington Park Racing Ltd, Robert Fearnall, sums up this incredible international entry simply by saying... 'Let's just imagine this is the French Grand Prix which was never run!'

One could stick one's neck firmly on the block and describe the John Player 500 cc International Trophy field, to be run over two 26-lap events with a total distance of 100 miles, as the most impressive modern times international line-up to be assembled by any promoter.

Everyone who is anybody in Grand Prix racing is here this weekend with the exception of reigning World Champion Marco Lucchinelli, whose Honda machines are not available. But Robert Fearnall pulled off a real coup only days before entries closed by signing up American sensation Freddie Spencer on his three cylinder NS500 Honda.

This means that all 'big four' manufacturers, Honda, Suzuki, Yamaha and Kawasaki, are represented here this weekend and the scene is set for a clash of Grand Prix importance. Although World Championship points are not at stake, pride certainly is and there are those among the Grand Prix field at present who

desperately want to put one over their more successful rivals and recoup lost confidence.

The classic example, of course, is Randy Mamola, who many were tipping as the 1982 World Champion. But the luckless Californian has only scored four points from the first half of the season and it will take a miracle for him to overtake his rivals in the race for the world crown.

His team-mate Virginio Ferrari, the Italian selected to act as back-up rider to Mamola following Crosby's sacking from the Heron Suzuki GB line-up, is in a similar position, having broken an arm before the start of the season. With £½ million in support from German cigarette manufacturers HB, the biggest ever deal for a Grand Prix racing team, both Randy and Virginio are desperate to make their big breakthrough.

Examining the prospects for the weekend, I would fully expect Mamola to take advantage of his absolute lap record and come out tops for this weekend's action. It would be just the tonic he needed for the next World Championship date at Assen next week.

Just as a point of interest: if Mamola can recapture lap record form and he doesn't win this weekend's racing, in what sort of state is the lap record going to be left in?

In addition to the remarkable characters which Grand Prix racing throws up, enthusiasts do, of course, flock through the gates to cast their eyes over the exotic machinery. Many of the people here this weekend will perhaps not see a Grand Prix this season and so this is the ideal opportunity to admire the Japanese engineering which reaches a new plane of sophistication each season.

Of course, the most interesting machines on

view this weekend will be Kenny Roberts' V4 Yamaha, which made its debut at the Austrian Grand Prix and which has never been seen in Britain, and Freddie Spencer's brilliantly-conceived Honda. This was on view at the Easter Match Races, but Freddie crashed in the opening leg of the first day's action at Brands Hatch and the lack of spares forced his withdrawal from the rest of the series.

Yamaha and Honda, and for that matter the other Japanese factories, are not only here at Donington to entertain. They are here to work and to try to improve their machinery ready for the second half of the Grand Prix season.

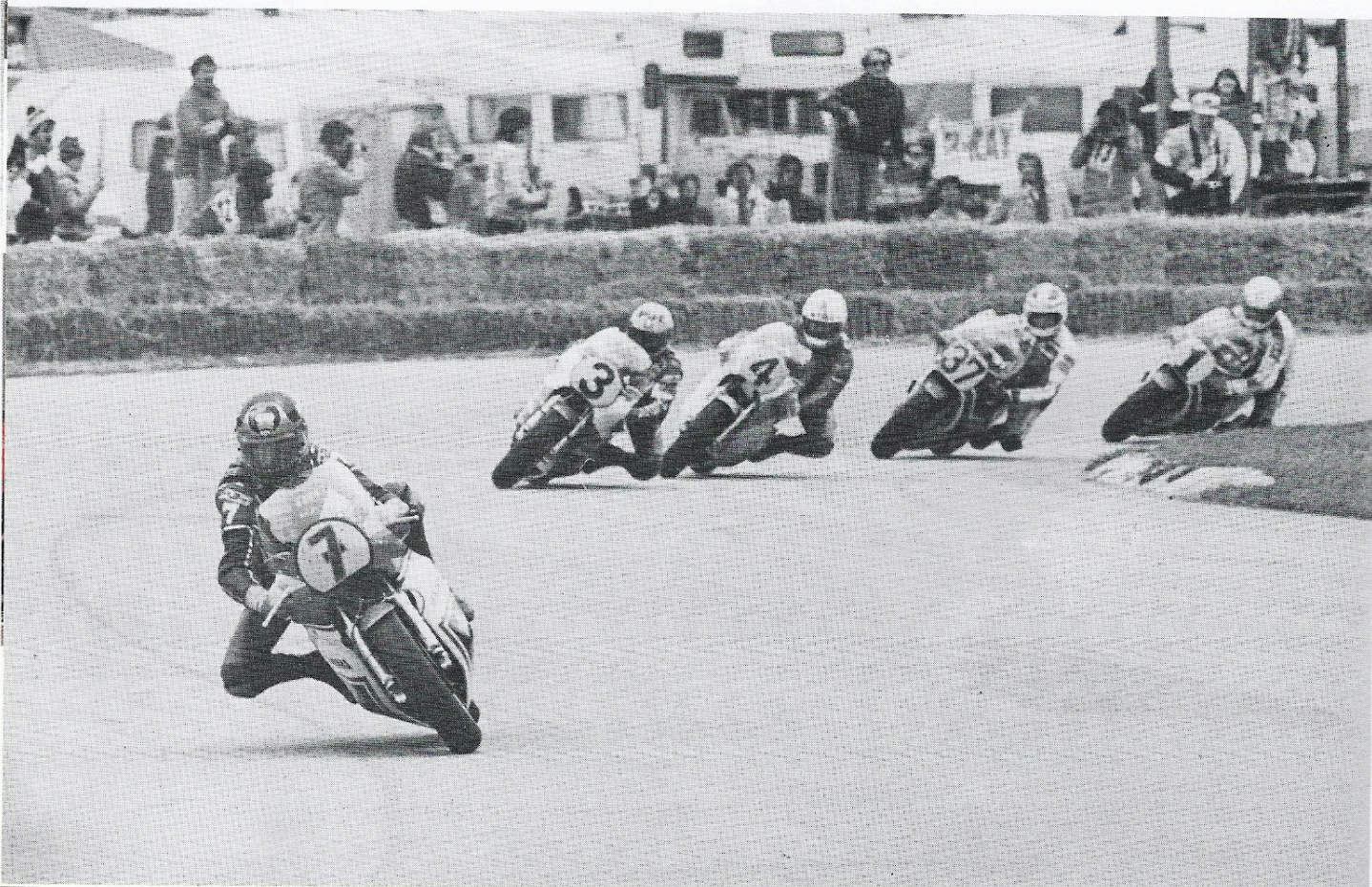
Kenny Roberts had handling problems at the most recent event at Misano in Italy and Spencer's machine hasn't won a Grand Prix yet, although he's been mighty close to it. And so both teams have much to do in this dress rehearsal for the Dutch TT. You will be watching machines this weekend which will undoubtedly have been improved since the Italian Grand Prix.

Kawasaki are another team who have an enormous amount of work to do and who welcome any possibility of testing against their opposition in a non-championship arena. Their South African rider Kork Ballington has taken some stick since the opening race in Argentina. People have simply examined the results and drawn their own conclusions. But it was significant after a rethink on frame geometry by the engineers that he finished sixth at Misano. Things can only get better!

For Barry Sheene the reasons for being here are many and varied in addition to earning a bit of petrol money for his helicopter! Main cause for him must be to score a win over the best the

continued on page 19

Can Barry Sheene win for Britain? He leads Kenny Roberts, Graeme Crosby, Freddie Spencer and Marco Lucchinelli during the Austrian GP.
Photo: Motor Cycle News.





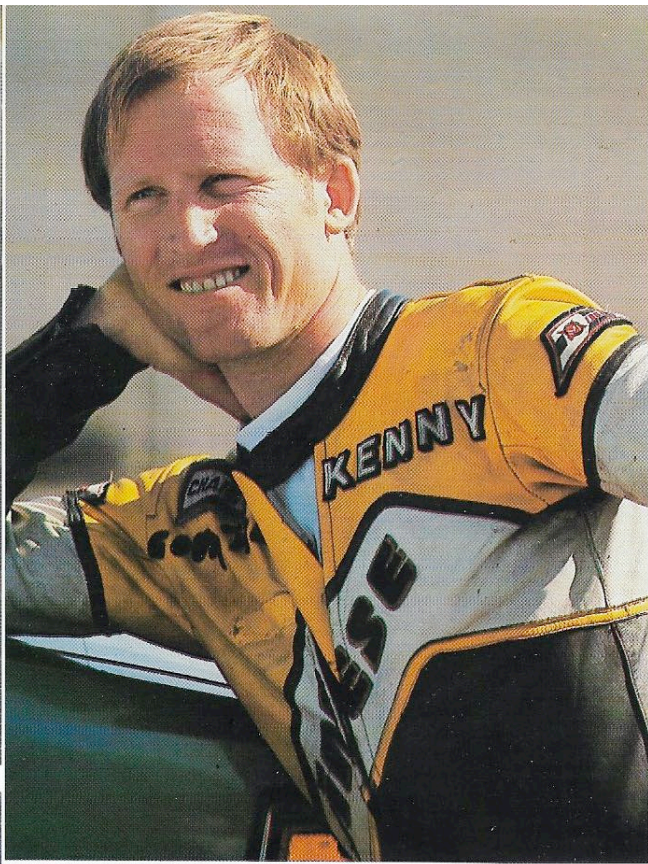
THE BEAST OF DONINGTON PARK.



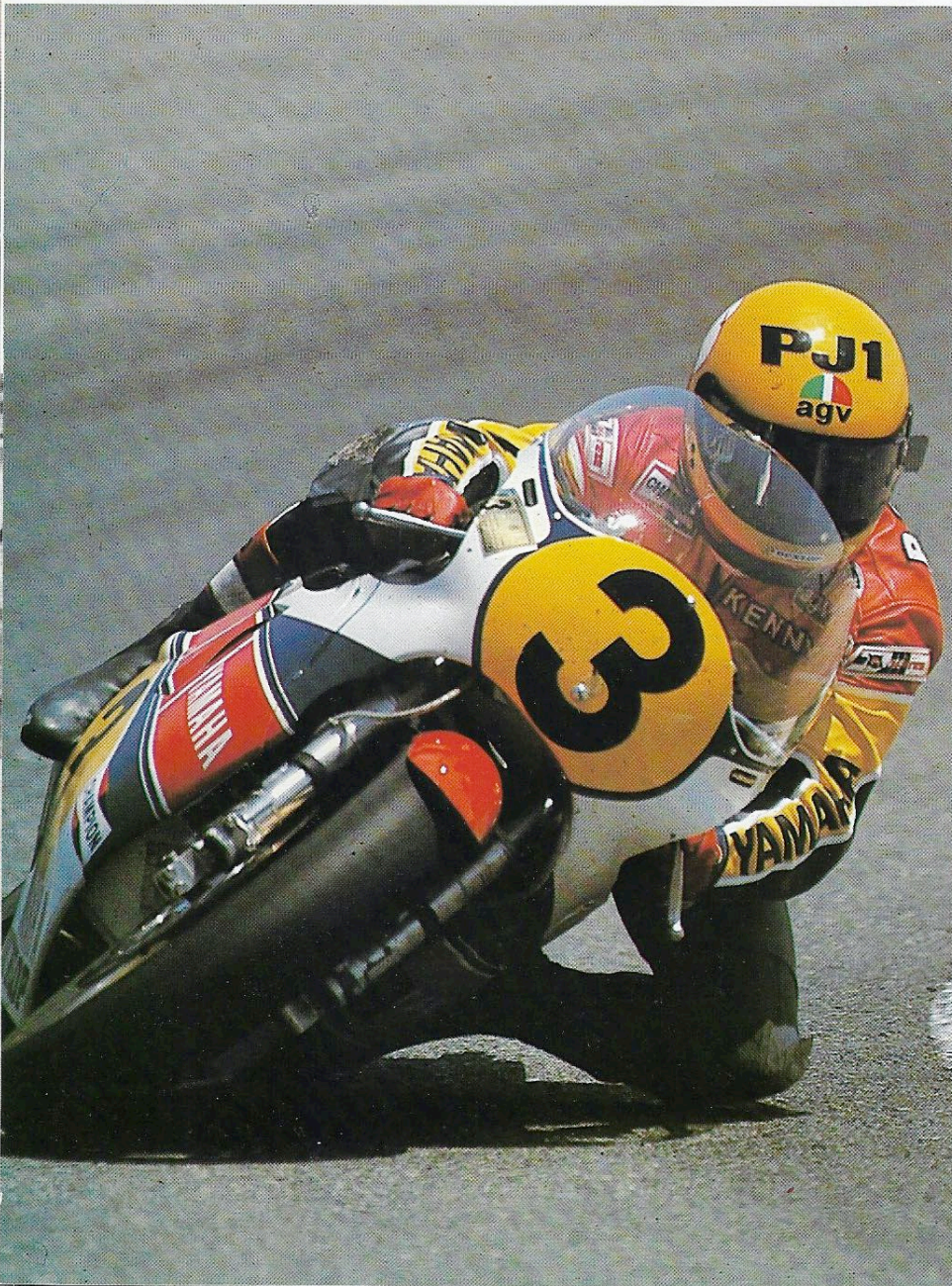
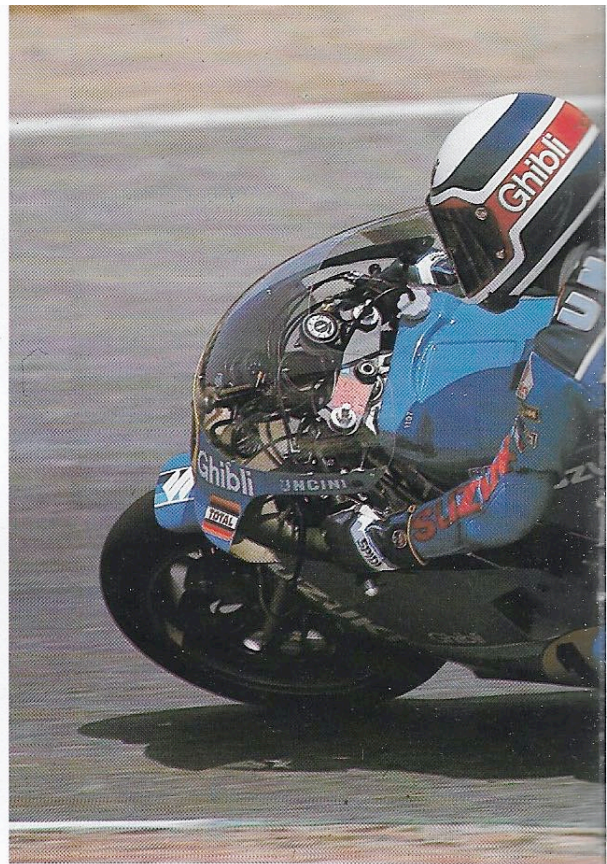
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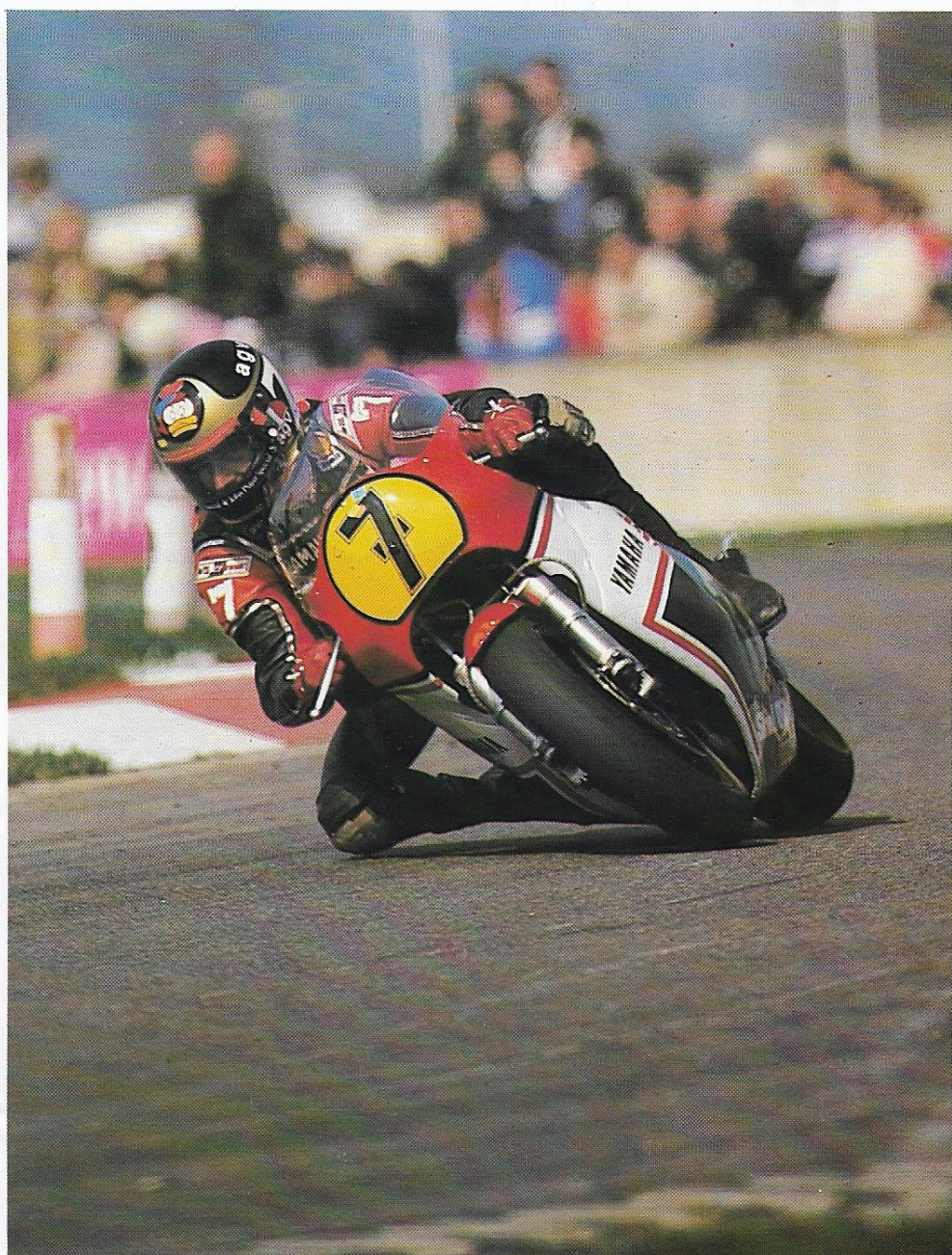
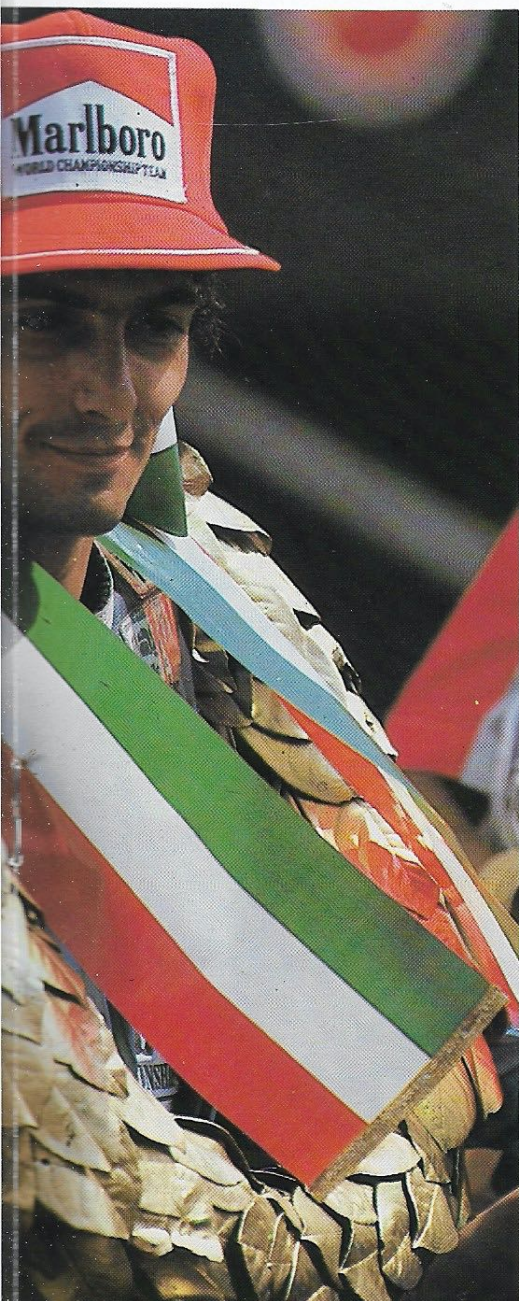
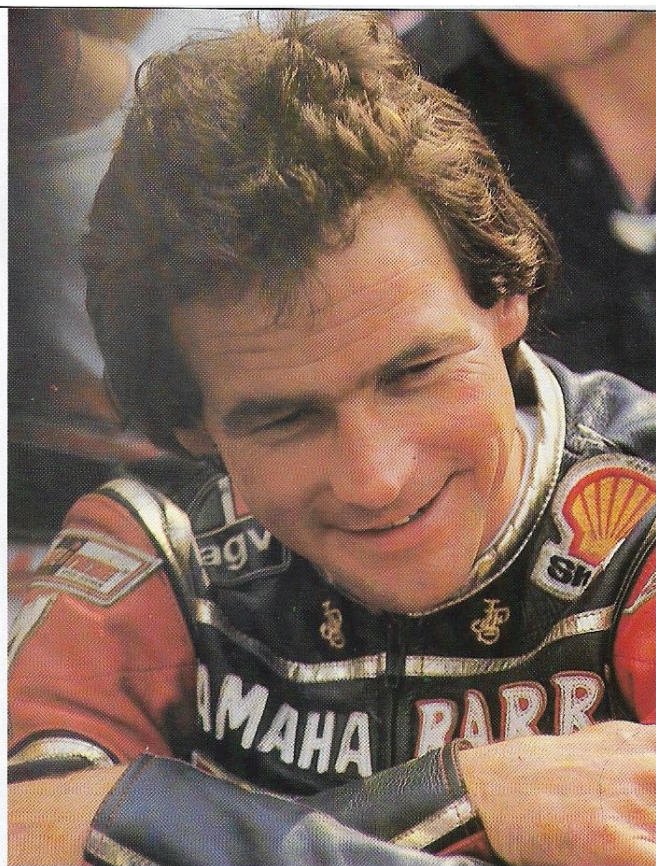
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Donington salutes the first three riders in the 500 cc World Championship. Left: KENNY ROBERTS, with 48 points, is out to recapture the crown he won in 1978, 1979 and 1980 with the latest factory Yamaha. Centre: FRANCO UNCINI shares the lead with Kenny and, like his American counterpart, has won two Grands Prix this year. Uncini rides the latest Gamma 3 Suzuki at Donington. Right: Can BARRY SHEENE pull off a British victory with his John Player Yamaha? Barry was a popular winner here at the John Player National meeting on May 31. When the World Championship resumes in Holland in a week's time, Sheene plans to reduce his 12-point deficit, and retake the crown he won in 1976 and 1977.





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DONINGTON'S GRAND PRIX LINE-UP/continued

world can offer in front of his home crowd and indeed in front of millions of TV viewers.

But he also wants to spend more time perfecting his square-four Yamaha for the months ahead and shake off that frustrating, yet welcome, sequence of second places he achieved during the opening session which have put him in third place in the World Championship chart.

One of the men the John Player-sponsored Sheene will have to beat if he is to achieve his aim is joint championship leader Franco Uncini who shares the top spot with Kenny Roberts at present. Quite ironically, Uncini's team manager Roberto Gallina, who prepared Marco Lucchinelli's World Championship winning Suzuki's last season, never rated Uncini's chances of making the grade at 500 cc level. Obviously his opinion has changed drastically as yet another of Gallina's finds seems destined for dizzy heights!

Franco, who made his debut here at Donington in the 1979 AGV Nations Cup experiment, got his chance when Lucchinelli accepted the lucrative challenge from Honda to help develop the incredible three-cylinder invention which has silenced so many critics this season.

By marrying three over-bored 125 cc motorcross engines from their successful off-road World Championship campaign, Honda have discovered enough power to keep the world's number one rider smiling.

Uncini rides this season alongside Italian youngster Loris Reggiani, who is another man being given a chance by Gallina. He has stepped straight from the peak of 125 cc racing alongside Angel Nieto in the Minarelli team in-

to a 500 cc works team and is coping with the change admirably.

For many the first appearance of the season in Britain of Graeme Crosby will be the high spot of the meeting. Graeme, who left Suzuki on sour terms at the end of last year, has since joined the Agostini team and is doing a fine job on identical machinery to Barry Sheene. Croz likes the Midlands circuit and would dearly love to make one of his few planned appearances over here this year a successful one.

Those not fortunate enough to travel abroad and catch the Grand Prix action will only remember Croz in his Heron Suzuki leathers, but they have since been changed for the Marlboro livery. He rides a square-four Yamaha, with which he is now very much at ease. Clear evidence of this came at the Italian Grand Prix when he got a terrible start and pulled through to third place, passing Kenny Roberts on the V4 Yamaha in the process. We all know his Donington Park form is impressive and he, too, has everything to gain from sticking one over on the series leaders in the John Player International Trophy.

Croz simply couldn't wait to get signed up for a British meeting for he realises that much of the tremendous charisma he enjoyed on British shores while resident here has since vanished because of his overseas commitments.

There are just four riders in the world who have square-four Yamahas at present and they are all assembled at Donington Park. Roberts, of course, has graduated from the square-four, which he helped develop to a new configuration, and we've talked about the prospects for two of the owners, Barry Sheene and Graeme Crosby.

The other two members of that exclusive owners club are Crosby's team-mate Graziano Rossi (who has had to recover from a broken

collarbone to make the Donington event) and Frenchman Marc Fontan.

Rossi, who shot to fame three years ago riding the 250 cc factory Morbidelli, progressed to Gallina's Italian works team, but after refusing to compete seriously at Nürburgring in 1980 effectively ruled himself out of a renewed works contract. Now, after a year on private Suzukis, he is back with semi-factory support and looking to make good use of it. He began the season with a pair of reverse-cylinder 500 Yamahas but was given his square-four chance at Misano, where he had his spill.

Fontan benefits from the support of the massive French Yamaha importers Sonauto and so far has failed to pose the threat which many, not least the French, felt he would on some of the best machinery.

For some time one of the best privateers in Europe has been Dutch star Jack Middelburg, who, like many of today's stars, had to race to the brink of bankruptcy before his break came. In fact, he retired once when the cash ran out, only to be handed a lifeline from the magnificent supporters who follow him about the world.

Now armed with a pair of last year's works Suzukis, and with the real possibility of him getting some of this year's tackle for next week's Dutch event, he will want to impress Suzuki chiefs today as they cast their eye over him and look towards the resumption of the Grand Prix calendar.

Those are just some of the fantastic line-up which Donington Park has brought together, but we mustn't forget that some of their toughest opposition may not come from within their own ranks but from the British riders deprived of top class opposition.

Remember what a good job Bob Smith did last time against Bernard Fau from France!

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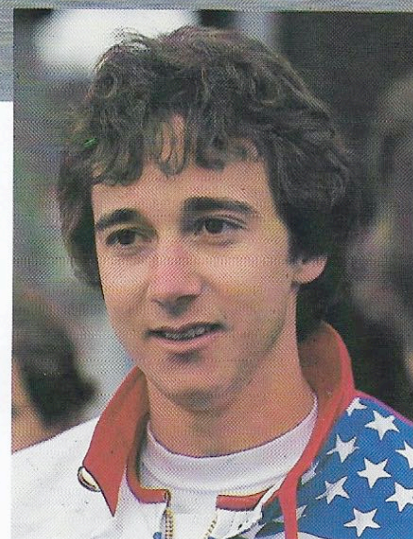
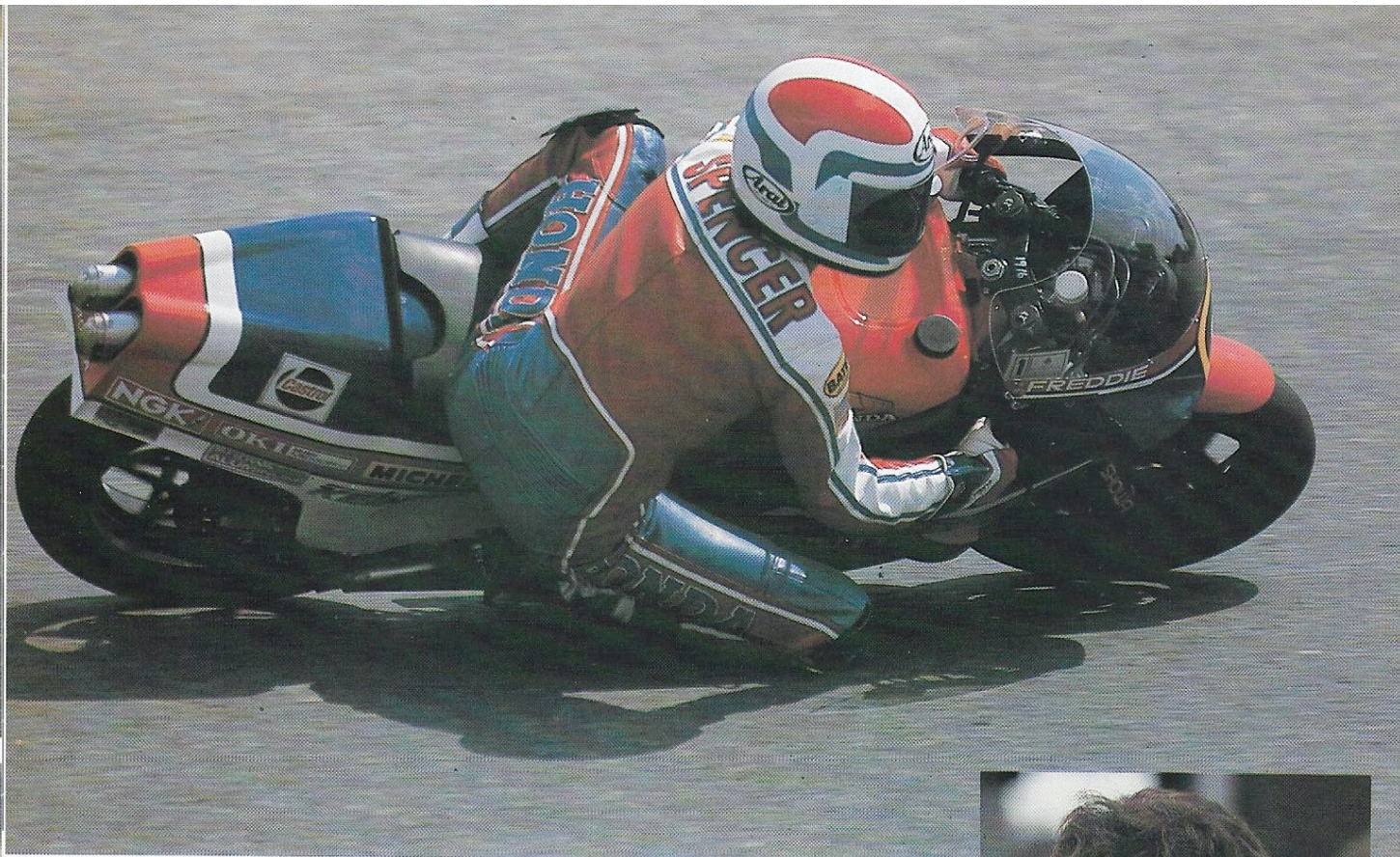
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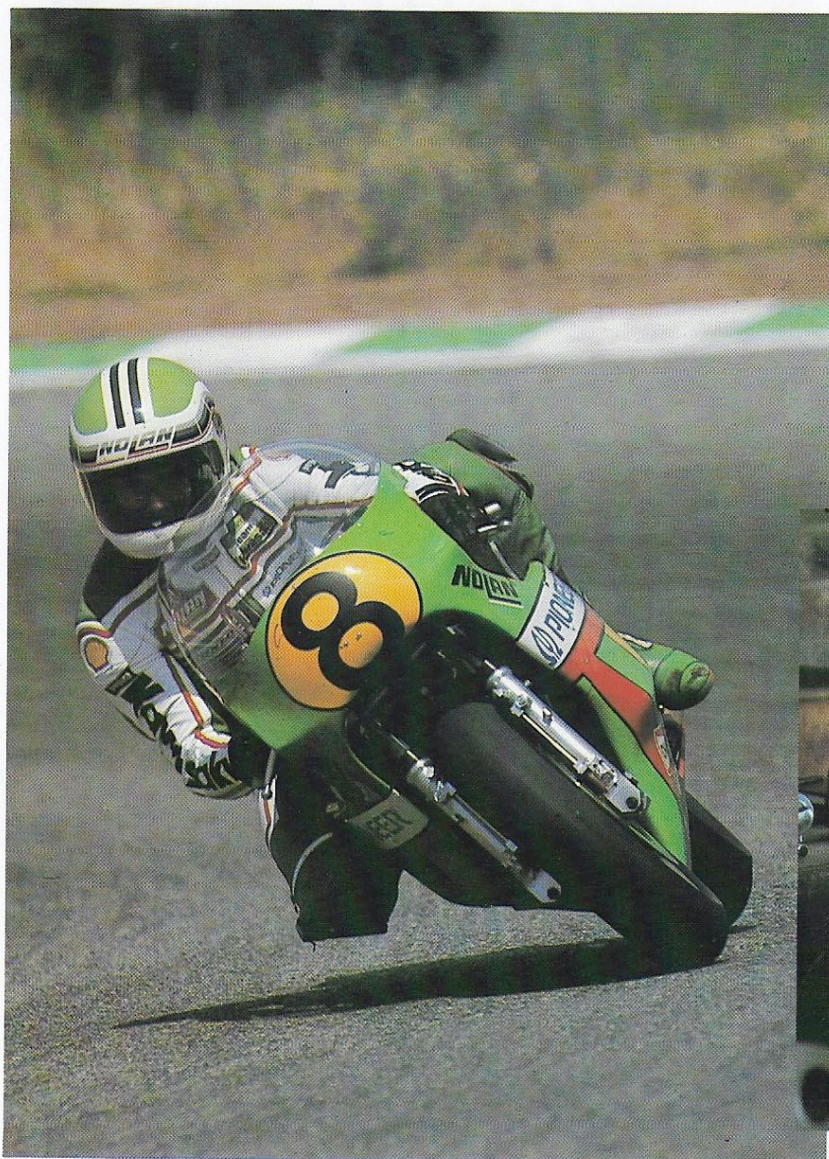
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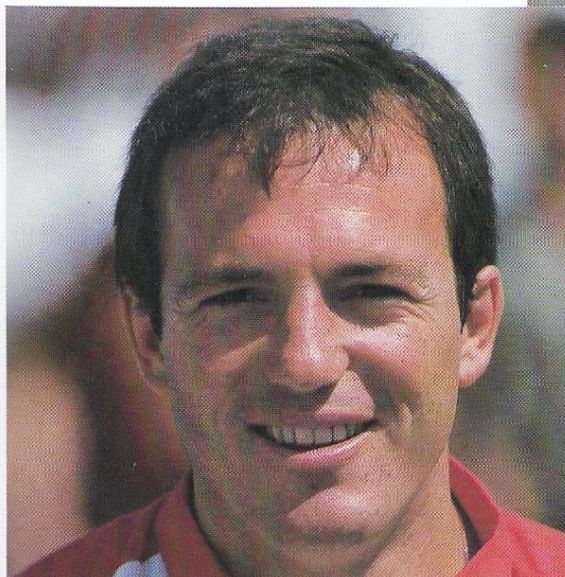




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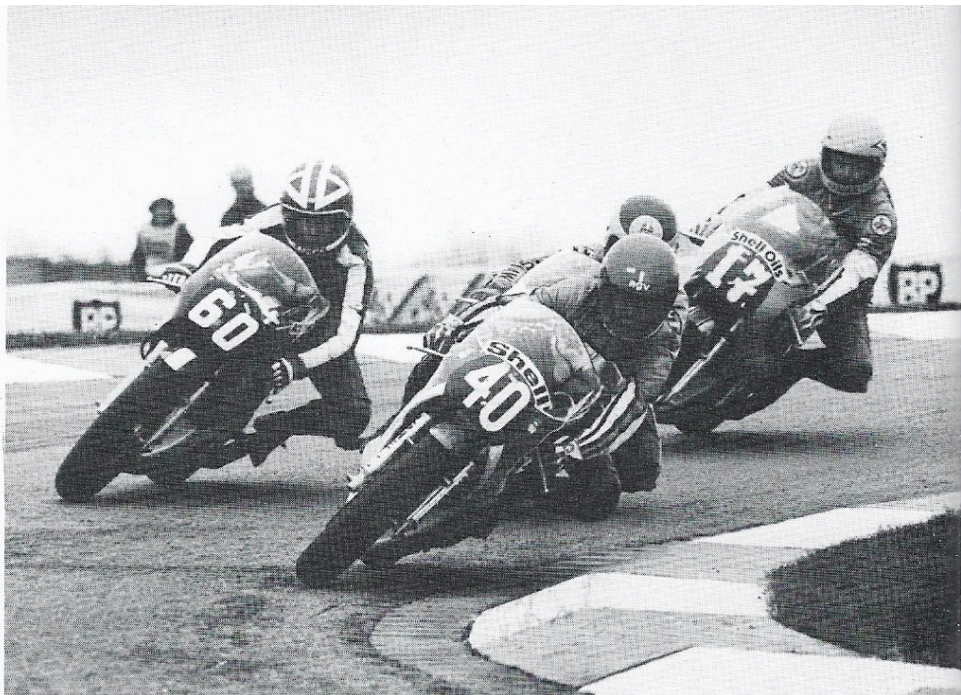
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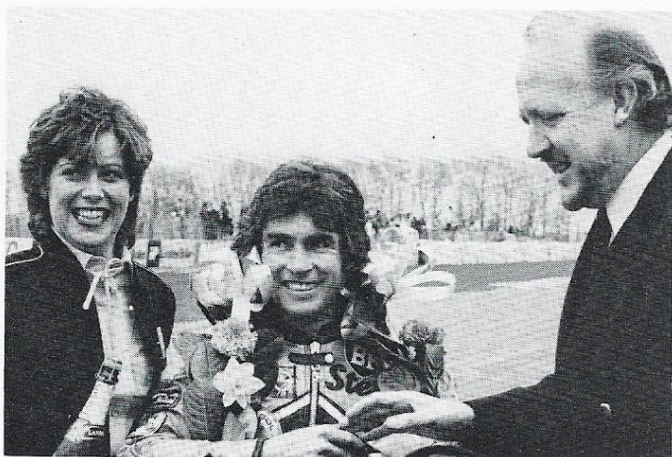


Tonkin's in top 250 form

ANDREW MCKINNON discusses prospects for the third round of the John Player International 250 cc Championship



Above: Close 250 action at Donington as Phil Mellor, riding a Yamaha, leads a trio around the Park chicane. Photo: John Colley.



Left: Steve Tonkin receives the winner's loot at the April Gold Cup meeting from Peter Dyke, Head of Sponsored Events, Imperial Tobacco Ltd. Photo: John Colley.

STEVE TONKIN returns to Donington Park this weekend as the clear leader of the new John Player International 250 cc Championship, and everyone knows that he is going to be the man to beat in the third round of the £15,000 contest.

At the April Gold Cup meeting Tonkin was in superb form and won both the opening two rounds staged on each race day. His form at that spring meeting now means he holds a 16-point lead over Clive Horton.

With strong rumours that there will be more factory involvement at Grand Prix level next season in the 250 cc class, Donington's perception at introducing a series for the twin-cylinder machines could well lead to some impressive overseas entries as it becomes more established.

The manufacturers want television and Donington has television. So if we do see more cash being poured into 250 cc development next season we could be in for a real boom.

Sadly the 250 cc riders in this country have had to race for peanuts for too long, but the five-round Donington series has quickly put matters right with a £3,000 purse for every round. As previously mentioned this, coupled with the programme of Motor Cycle Racing/EBC Brakes races, makes the 250 cc calendar a very attractive one in this country — certainly better than anything else on offer in Europe.

Naturally the Armstrong factory were delighted with Tonkin's opening double blow. Overall victory in this series will provide an excellent sales pitch from which to work and they have also begun to make their mark at World

Championship level since that last Donington meeting.

Their main Grand Prix rider Jeff Sayle scored a great third place at the French Grand Prix at Nogaro and currently lies fifth in the World Championship table. He has undergone surgery on his right forearm to relieve muscle tension in recent weeks and is still waiting to repeat that French form following his recovery.

Indeed, it was Sayle who gave his fellow Armstrong rider Tonkin such a hard time in that opening John Player race, seen by millions of TV viewers at the April meeting, crossing the line just a short head behind. However, second time out he was out of luck and so remains 18 points behind him with only one race score to count on.

Tonkin's main rivals in theory are Wright and Horton who scored consistently during the opening action. Wright, with a very well-sorted Yamaha, was fourth in the Saturday race and sixth the following day. If he can maintain his traditional early season form he will be one of our top scorers this weekend.

Horton must be looking forward to round three with much more confidence. Big problem earlier in the year for himself and two of the other three Randle Racing Team were the Dellorto carburettors chosen for 1982. They simply could not master the starting procedure for them and paid the penalty in poor starts and unusually low finishing positions. But that is now behind them and Horton has had several confidence-instilling rides since then. Expect him to be at the head of the field, hungry for the sort of cash and bonus money men in his category need. Clive scored a seventh and a third two months ago.

Currently joint third in the table is that wonderful prospect Peter Wild, who this year has taken on the challenge of 500 cc racing in addition to his twin-cylinder commitments. He and Donny Robinson had a great record-breaking scrap for first and second places at the May North-West 200 races in the 250 class as a sequel to his fine third and sixth places in the first John Player races. Robinson, second to Tonkin in the second round of the championship, is joint fifth with Sayle on 12 points.

In seventh place is McLeod, hard-working Scot Donnie, one of Wild's travelling companions on European sorties, and he sixth spot and achieved that with one of the best rides of his career in the televised opening leg, finishing third behind Tonkin and Sayle. Sadly he was out of the top 10 in the following race, but his chances are still kept well alive. Donnie is the sort of rider who deserves success both at home and abroad simply for the amount of effort he puts into his racing.

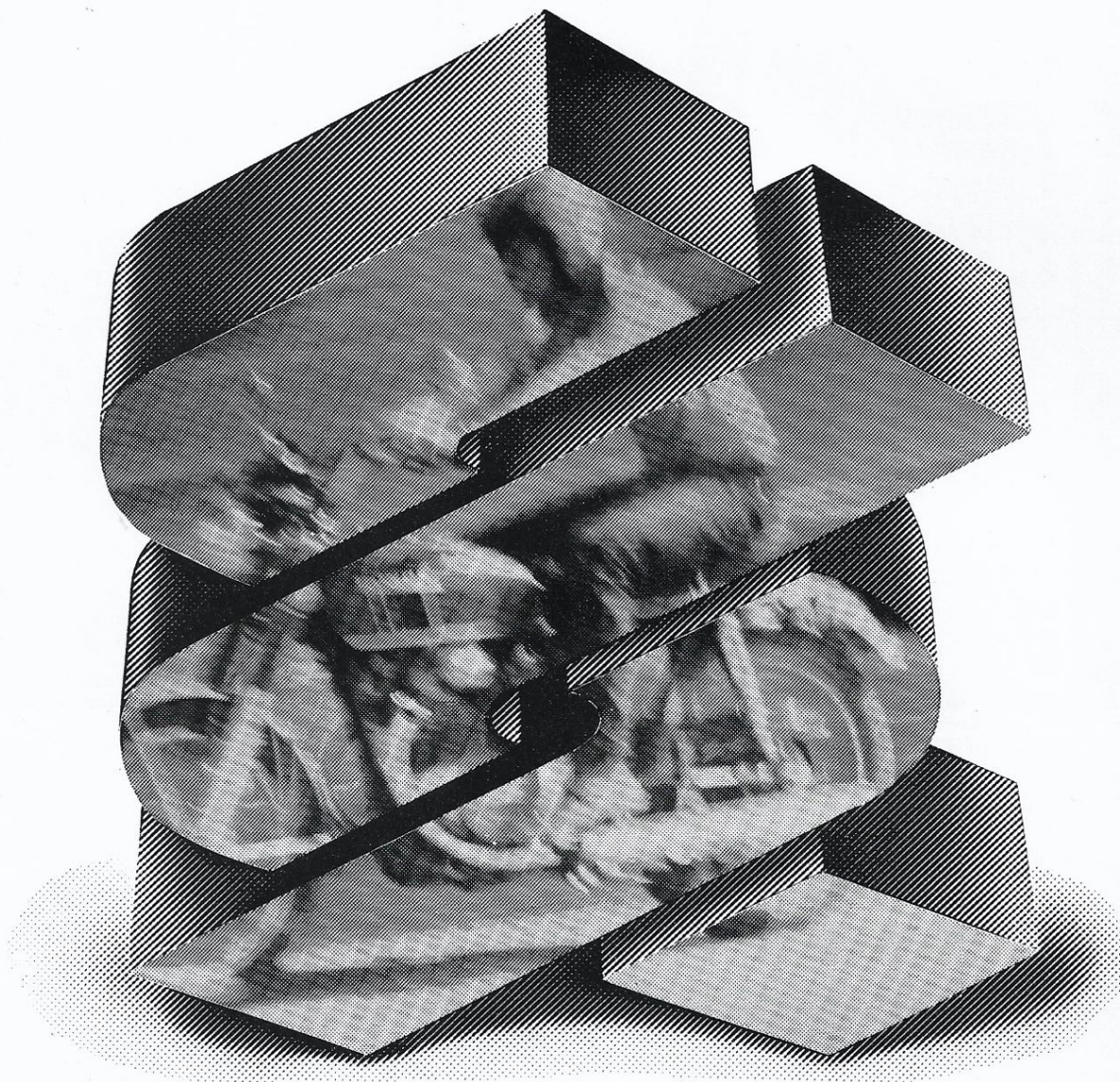
Living north of the border is no joke when you have to pay for diesel to drive south every other weekend and matters aren't helped when a redundancy notice comes along. That's what happened to Donnie, but instead of getting him down in the mouth he chose to invest his new-found spare time and his redundancy cheque in furthering his career.

After his splendid second place in the 350 cc TT behind Tony Rutter, Yorkshireman Phil Mellor will have to acclimatise himself to the short circuit scene again and see if he can capitalise on the nine points and eighth place he currently holds. Phil scored a fifth place and an eighth in our earlier action and will be one of today's favourites with his confidence-boosting Isle of Man appearance.

Certainly one of the finds of the season so far has been Manxman Graham Cannell, who has already been on the winners' rostrum here at a May national. He, of course, followed Phil Mellor home in the recent 350 cc TT for third spot to illustrate further the talent he possesses.

Occupying 11th place at the moment on the same number of points as Young is Australian Graeme McGregor, who has had a nightmare of a season so far. Main reason for his poor showing so far in this competition is his inability to sort out his power-valve Yamaha. There have been handling and power-deficiency problems.

The final two placings in the series after two races are taken up by Steve Mackin and Thierry Rapicault, the exciting Frenchman who came from the very back of the grid last time to steal one point and entertain the crowd in the process.



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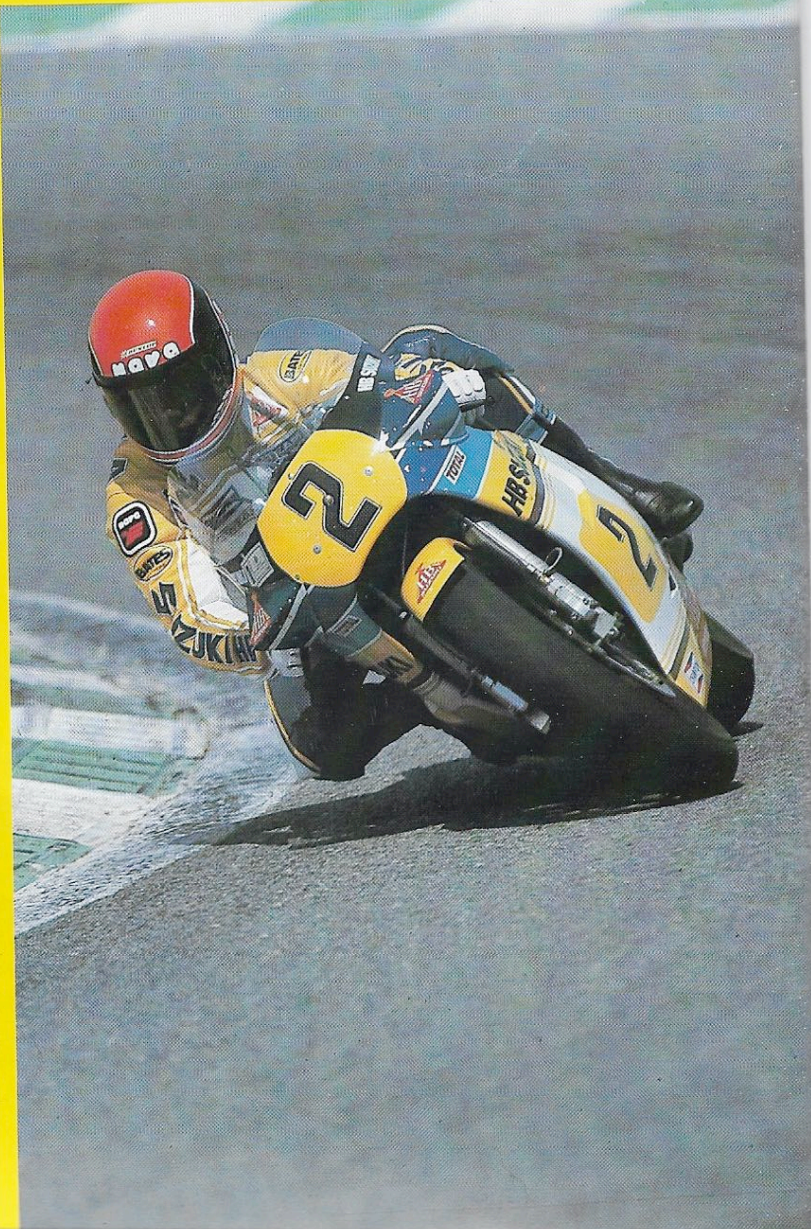
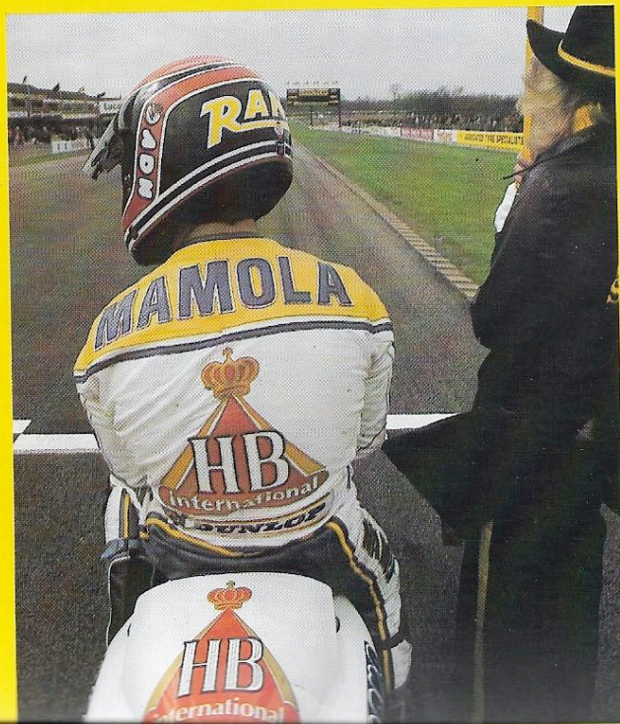
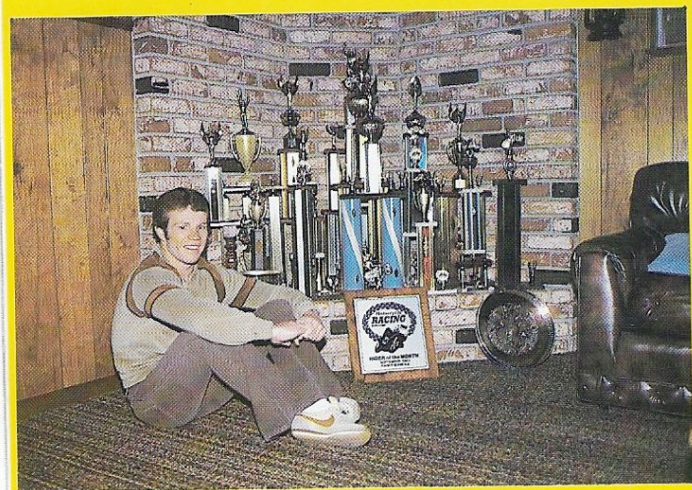
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RANDY MAMOLA

SARAH GIBBINS talks to motorcycling's 'Boy Wonder'

WALT DISNEY would have invented Randy Mamola if he hadn't existed already — a freckle-faced, snub-nosed, ginger-haired boy wonder of motorcycling. For two glorious seasons he's been hailed as a child prodigy, darling of press, public, and the Grand Prix circuit.

But the hero of any all-American fairytale has to hit a rough patch sometime. It's a test, and the way he comes through shows if he's a real champion.

And that's the situation facing the golden Californian in 1982. He's injured one ankle so badly that he rides only in defiance of doctor's orders; his bikes seem to be jinxed; even the admiring spectators have turned against him.

"I simply try to rise above it, to concentrate on winning, because I know I have the ability in the long run," he shrugs resignedly. "OK, so maybe I won't be World Champion in 1982, but I'm young yet, and it'll happen another year."

"Whatever I do now, it'll be good experience, and the lows are easier to cope with when you know that more highs are just around the corner."

The first indication that the Gods were no longer smiling on Randy came last winter, when Suzuki announced that his team-mate, New Zealander Graeme Crosby, would not be in their factory team for 1982 — and Randy got the blame.

"Sure, everybody knew that Cros and I both wanted to win the 500 cc World Championship, which meant that we didn't always hit it off and that it was sometimes difficult to ride in the same team," Randy explains.

"But there's no way I was responsible for Suzuki's decision — one rider can't make a factory do anything they don't want to do."

"What has really got to me is the way the press have blown the whole thing up, turning it into a major conflict, with me as the spoiled brat."

"It isn't like that at all — I've got great respect for Cros's riding, and we still talk to each other."

The team upset led to distressing scenes early this season, particularly at Donington, where Randy scorched over the line to complete a brilliant hat-trick of wins in the World of Sport and John Player Gold Cup meeting in April accompanied by angry shouts of "What about Cros?" from the crowd.

"I try to ignore it, and not let it disturb my concentration — what else can I do? There's no point in arguing or getting churned up, that'd be giving in."

And he's not about to give in, although suddenly everything seems to be against him.

This year he has only four championship points, from a seventh place in Austria — and even there he started 42 seconds behind everybody else because his bike wouldn't fire up.

The season had a disastrous opening in Daytona, where he and Crosby collided on the first corner of the first lap. "Unfortunately that it was only the two of us," Randy comments dryly.

Two weeks later all the team's machines were lost by an airline en route to Buenos Aires for the Argentine Grand Prix. Mechanics managed to build a bike from spares for Randy to use in the two days of pre-meeting practice, so he started fairly well down the grid. Then the gear linkage broke.

In Spain a pebble got into his bike's carburettor on the warm-up lap, and the engine blew up. And in Italy he had to withdraw because of braking problems. As Randy says, "It can only get better."

Meanwhile, he's fighting a battle to keep himself fit. With pulled tendons in one ankle he's finding it difficult to push his bike to starts, and in mid-May his doctor told him not to ride at all until the injury had healed.

Randy has chosen to ignore the warning, but it's put him at a disadvantage. In the past his extreme toughness has been a big asset, and he's built it with a demanding training schedule including daily five-mile jogs, weight training, and almost constant wrist and fore-arm exercises.

Much of that routine has had to stop, and it worries the 5ft 7ins, 10 stone fitness fan.

"I used to be a champion wrestler at school, so I've always had this basic fitness. I normally train like a lightweight boxer, building up strength and working on my reflexes. I've always been strong for my size — it's vital in this business — so losing a bit of that edge I've worked so hard for is really frustrating."

But patience and will-power have been essential in the past, and Randy is used to waiting. His climb to stardom seems to have been meteoric, but he's actually been aiming — and working — for his current £250,000 plus position in team HB Suzuki since he was a child.

He began riding at the age of 11 on a friend's fun bike, and immediately longed for a machine of his own. But his diesel mechanic father Ed sensibly imposed some conditions.

My school grades were low, and Dad was not happy," Randy remembers. "He told me there was no chance of a bike of my own until my marks improved — so I learned that you don't get anything unless you work for it. Everything has to be paid for."

"But my grades did go up — and I got a 100 cc Hodaki for Christmas. I'm afraid school took second place from then on — once you get bitten by the motorcycling bug nothing else



matters, even at that age."

Randy won a few dirt-track races near his home in Santa Clara, and every day for the next two years his father took him to a nearby track to practise for two hours.

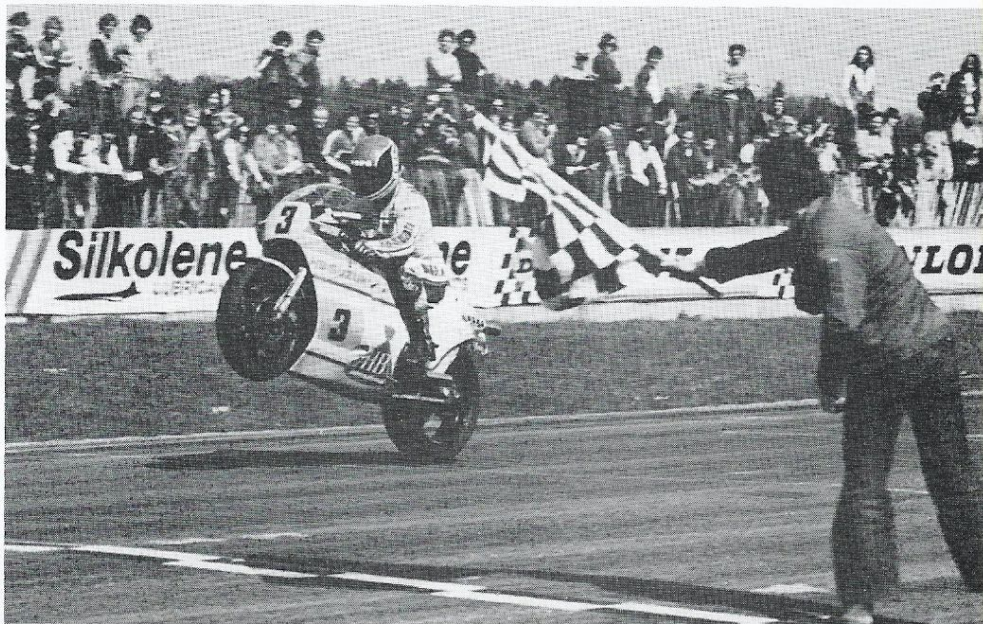
As a result his times improved dramatically, and by the time he was 14 Mamola junior had collected 500 trophies and 400 first places. Thanks to his father, he'd also developed a discipline which was to take him to the top.

"Dad backed me 100 per cent, but he'd never push me into doing something I didn't want to do. The impetus had to come from me. I really owe my parents a lot."

In 1974 Randy was talent-spotted by airline pilot Jim Doyle, the man who discovered Kenny Roberts. Doyle has masterminded his career since the day when he first saw the pint-sized teenager set off round a local track. "It was poetry in motion — even at that age, it was all there," is how Doyle describes it.

Under his aegis, Randy turned professional when he was only 15, winning his first 10 races, and followed up by taking his first international series in New Zealand in 1976. By 1980, with another Kiwi series and 1979's AMA 250 National Championship under his belt, he'd been signed by Suzuki and won his first Grand

So far this year Randy Mamola's luck has only been at Donington. He won the John Player Gold Cup 500 cc race in April. Photo: John Colley.



RANDY MAMOLA: 'BOY WONDER'/continued

Prix at the age of 20.

That year he was pipped at the post for the World Championship by Roberts; last year Lucchinelli narrowly beat him — and now it's hard to accept that he may have to wait until he reaches the ripe old age of 23 before he occupies the top slot.

But Randy is philosophical. "I have so much already, and it's only a matter of time," he smiles.

He's keeping his head down while he waits for his luck to turn, living quietly on the road and spending most of his spare time listening to pop music in his motorhome.

He dodges the trackside groupies attracted by his clean-cut, muscular image, and sends his sacks of fan mail home to California for his mother to answer. Home, in Randy's case, is definitely where the heart is, with his family and girlfriend of three years Karen Hintz.

"It's very tempting, especially when things aren't going so well, to wish that she was here with me," he says wistfully. "She's gorgeous, but if she were around I might not give myself 100 per cent to my racing, so I have to limit our visits.

"I get four months vacation a year back home, and then I can spend plenty of time with her and my old friends."

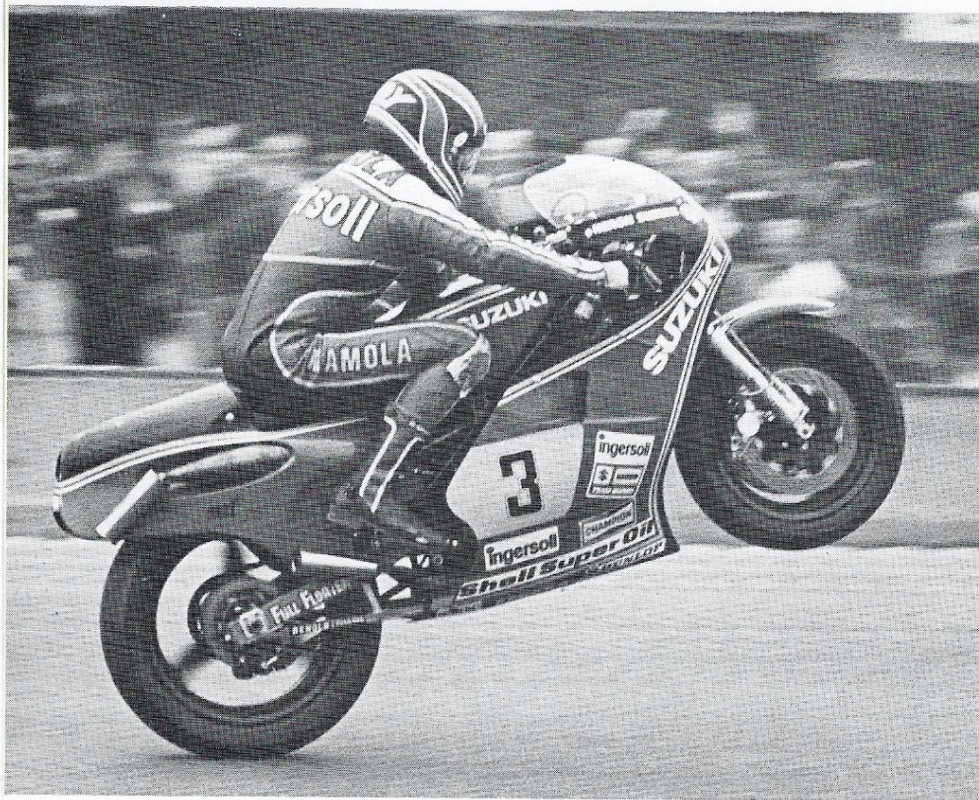
His other passions are less obvious: a sparkling new Porsche which he's hoping to race in the American equivalent of sprints next Autumn; roller skating — he's been known to create mayhem by whizzing round circuits on his skates; his road bike — "There's enough room on the roads for it to be safe in the States"; vintage cars. Oh, and Coke, "The greatest drink, particularly when I'm away from home!"

"I suppose I do get an occasional pang of home-sickness," he admits, "But Europe is where my job is, and during the season my job has to be my life."

This level-headedness is mirrored in his approach to the fabulous sums of money he



Above: Randy corners his works HB Suzuki at Donington. Left: Popping a wheelie on last year's works Suzuki. In 1981 Randy finished runner-up in the 500 cc World Championship, winning the Austrian and Yugoslavian Grands Prix. Photos: John Colley, Peter Tempest.



earns. There's a trailer park and property, franchise and sponsorship deals, and a battery of staff to look after his affairs.

He's a very rich young man, and friends predict that when he stops competing he'll surprise everybody with his business flair, though he can't really imagine being involved in anything but motor sport.

But for the moment his 180 mph bike and the next race are all that he's worrying about, as he plans the long haul back to the head of the championship points table.

"Concentration's the key in everything I do," he says. "Fine if you've got flair, you have to have that too. But without dedication — whether it's the ability to turn down a wild time off the track, or the ability to blank out everything except the track when you're on it — you're never going to be really great.

"When I race, I'm as much a part of the bike as the wheels are. When I'm off the bike, I'm still thinking about it. I like winning, and that's why I'll sort everything out and make the headlines again — real soon."

Of course he will. Where Randy Mamola comes from they specialise in happy endings, and it was always in the script that he'd climb the victor's rostrum in the last reel.

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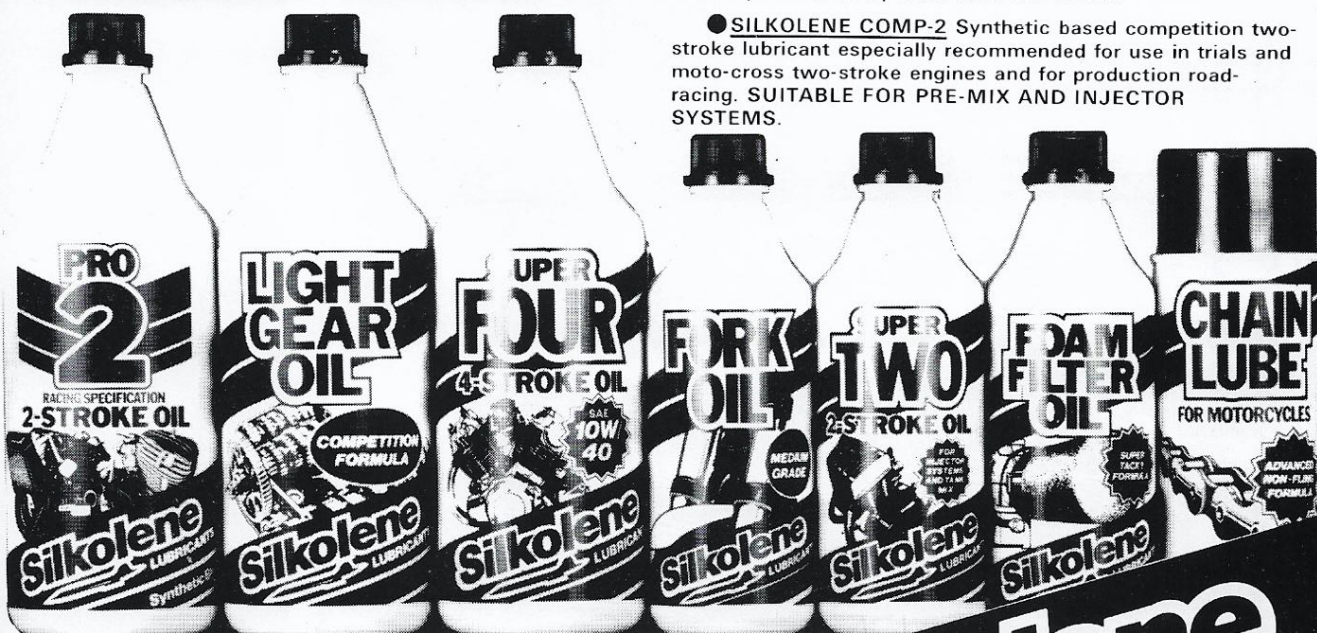
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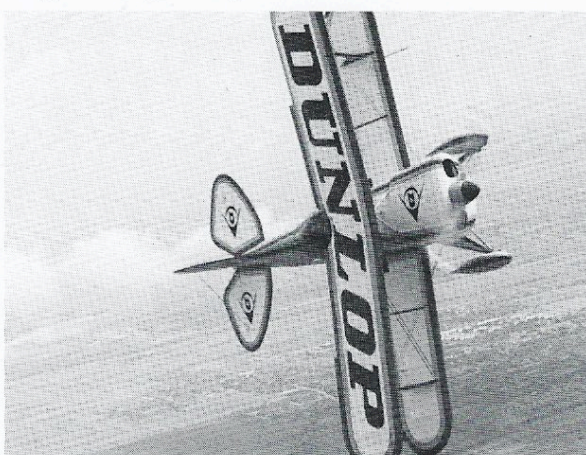
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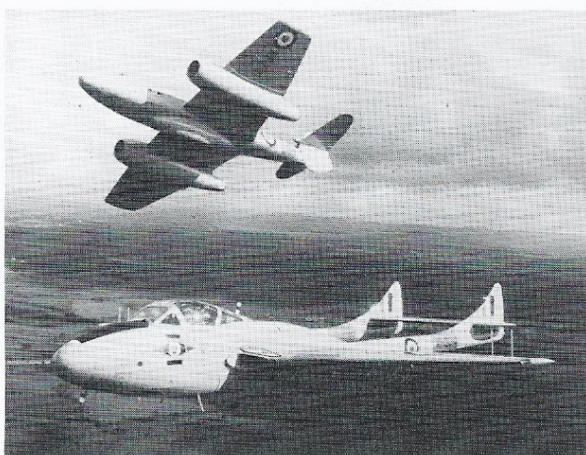
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THE VINTAGE PAIR: Once very familiar sights (and sounds), the Gloster Meteor and de Havilland Vampire are now very rare birds indeed. Both types served with the Examining Wing of CFS until 1972 when the Vintage Pair Demonstration Team was founded. This particular Meteor (WF 791) was issued to the Royal Air Force in April 1951, serving initially at Wunsthorpe in Germany. In August 1952, the aircraft returned to the UK, spending the next 13 years at various Flying Training Command Stations and Maintenance Units. In 1965, after serving for three years with CFS, it was moved to Woodvale, where it remained prior to being stored at Kemble in 1971. The aircraft joined the Vintage Pair for the 1976 season.

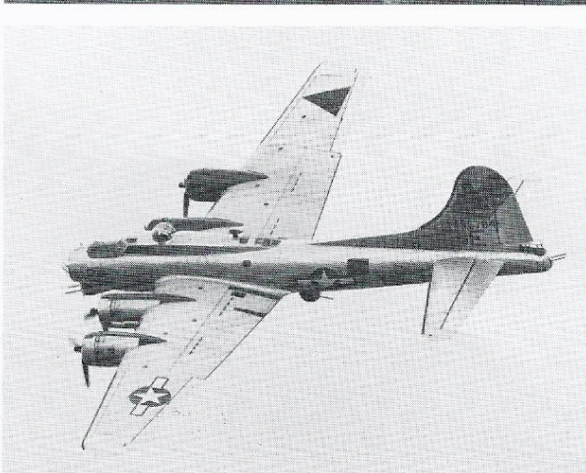
The Vampire (T Mk11 XH 304) was issued to No 22 Maintenance Unit in December 1955. It went to No 79 Squadron, in Germany, in May 1956 and went round various Maintenance Units before being issued to No 3 CAACU at Exeter in June 1961. It went to Little Rissington 10 years later.



VICKERS VARSITY: The Vickers Varsity Mk T1 (designed in 1948 as a crew trainer, powered by two Bristol Hercules 264 14-cylinder radial engines, maximum speed 288 mph, range 2600 miles) is one of 163 Varsities which were built. This particular aircraft, WJ897, was built in 1952 and served with Air Electronics School at TAF Topcliffe, Yorkshire. It was reconditioned and made 'newly new' in 1971 when it was based at RAF Kemble, where it was the station 'Hack' until 1975. It was then purchased by its present owner, David W. Mickleburgh, thus escaping the scrap merchant's axe, and is now registered G-BDFT, although it still retains its full RAF colours. It is based at Leicester Airport and is now operated with the help of a group of enthusiasts who formed themselves into The Leicester Aircraft Preservation Group.



B17G FLYING FORTRESS "SALLY B": This aircraft is based at Duxford Airfield, Cambridge, as part of the Imperial War Museum collection and is maintained and flown by volunteer enthusiasts, members of the Duxford Aviation Society, 457 Bomb Group of the Eight Airforce which was stationed at Glatton in Huntingdon during World War 2. The B17 is the only flying example of its type with authentic WW2 markings in Europe and is a flying memorial to the 79,000 US Airman who lost their lives during the last war. "Sally B" was built by the Vega subsidiary of Lockheed at Burbank, California, number 44-85784, in 1944. Delivered to Convair AFB, Nashville, Tennessee, to be prepared for operational use, the Pacific War ended before she could be ferried. She was transferred to a USAAF Bombardment Squadron at Wright Field, Ohio, in May 1948 where she remained until March 1952. She then served in a training rôle, based first in Schenectady, Hill AFB in New Jersey, where her service life came to an end in 1958.



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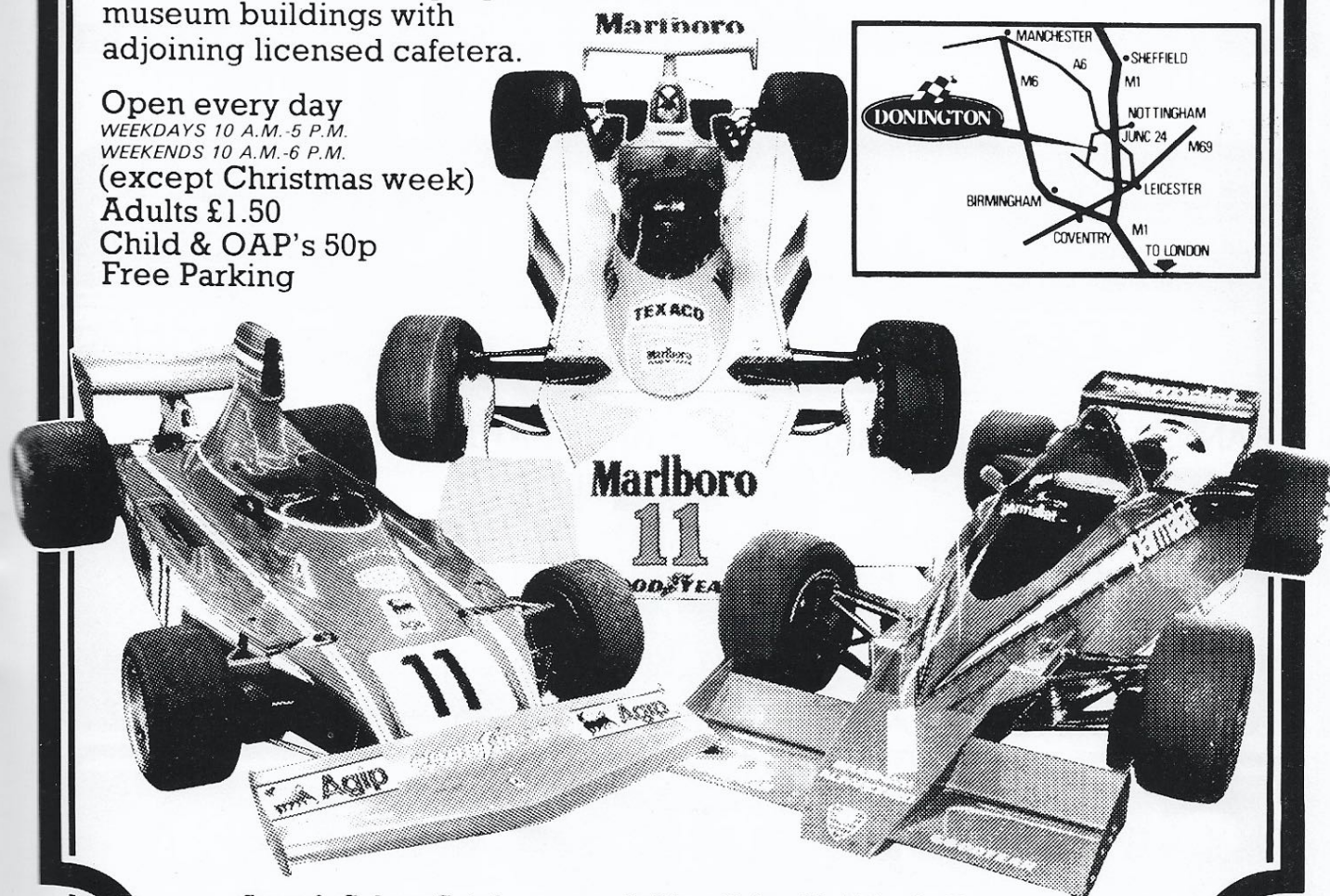
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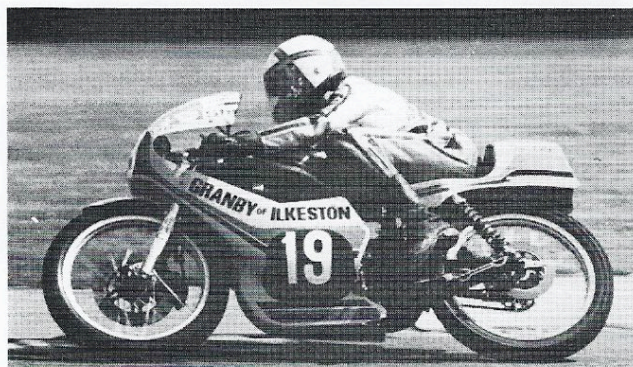


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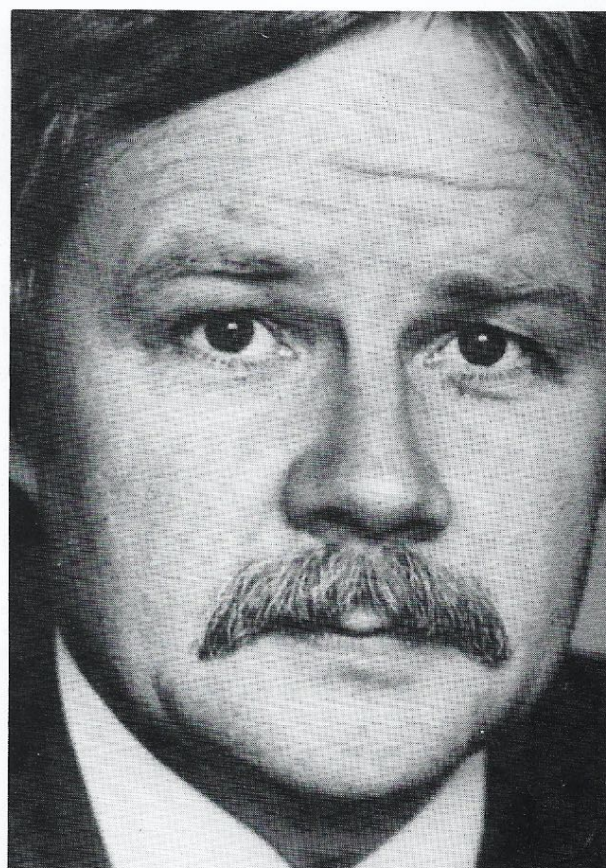
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John Player Series

Donington dates for your diary

Sunday,
July 11

MIKE HAILWOOD DAY/JOHN PLAYER EUROPEAN CHAMPIONSHIPS

International meeting with a Tribute to Mike Hailwood plus Britain's qualifying rounds in the FIM European Championships for 500 cc, 250 cc, 125 cc, 50 cc and Sidecars.

Sunday,
August 8

JOHN PLAYER TROPHY FINAL

National meeting featuring final, double-point round in John Player Superbike Trophy and ACU Star British Road Racing Championships for all classes.

Saturday/Sunday,
August 28-29

JOHN PLAYER INTERNATIONAL GRAND PRIZE

International meeting with a feast of Bank Holiday entertainment. Saturday sees the final, double-point round of the World of Sport Superbike Challenge plus a Yamaha ProAm event and qualifying for Sunday. On Sunday the John Player International Grand Prize is a new event for machines from 351-500 cc and 1001-1300 cc. Also Shell Super Oil 500 cc, Motor Cycle News Superbike, John Player International 250 cc, The Riders 350 cc Challenge, MCN/Shell Super Oil Streetbike, Kennings Classic Bike and MCR/EBC 250 cc championship races.

Saturday/Sunday,
September 11-12

JOHN PLAYER GRAND PRIX OF ENDURANCE

Qualifying for Sunday's race and clubman's races for all categories on Saturday. FIM World Endurance Championship 1000-km race on Sunday, starting at 10 am.

Saturday/Sunday,
October 2-3

JOHN PLAYER WORLD CUP

International meeting with qualifying on Saturday. Sunday's racing features the Jody Scheckter 500 cc World Cup Race for the 1982 World Championship Grand Prix riders and the final round of the John Player International 250 cc Championship.

OTHER MOTORCYCLE RACE MEETINGS will be held on **October 16-17** (Clubman's Festival), **October 24** (International Speedstars, cars/karts/motorcycles) and **December 26** (Plum Pudding Races)



Johnny Cecotto.

CAN JOHNNY CECOTTO EMULATE MIKE HAILWOOD?

The former motorcycle World Champion, Johnny Cecotto (350 cc champion in 1975 when he was 19, Formula 750 champion in 1978), is this year trying to do what Mike Hailwood achieved in 1972 — to win the European Formula 2 Championship.

These exciting, closely-matched 2-litre single-seaters come to Donington for the Howitt Printing European Formula 2 Trophy meeting on July 3/4.

Other races in a packed programme include rounds of the Tricentrol British Saloon Car Championship, Formula Ford 2000 Euroseries, Renault 5 Turbo Elf Coupe d'Europe, Motoring News Donington GT Championship, Unipart Metro Challenge, Townsend Thoresen Formula Ford 1600 Championship, Donington Production GT Championship and Radio Trent Donington Formula Ford 2000 Championship. Plus the Donington Cup for the fabulous Historic Grand Prix cars.

OTHER CAR RACE MEETINGS will be held on **July 31-August 1** (Historic Car Championships Weekend), **August 14-15** (British Formula 1 Championship), **September 18-19** (National Racing Festival), **October 9-10** (Donington Formula 1 International) and **October 23** (International Rallyprint).

SPECIAL ATTRACTION: June 26-27 Steam Fair '82.

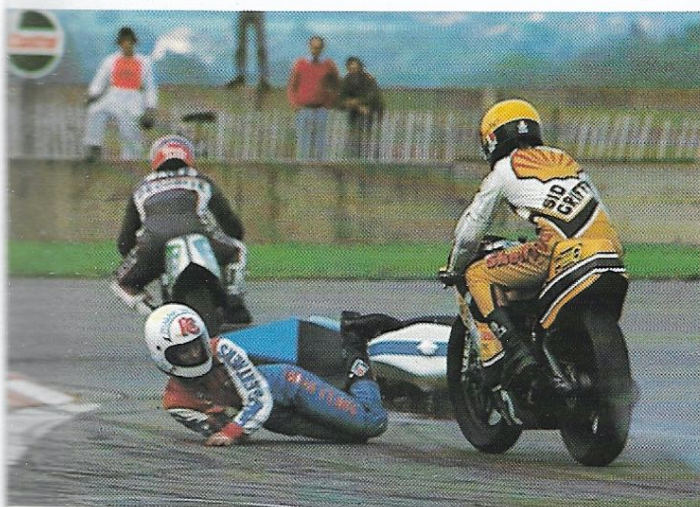
1982 SPECIAL OFFER AT ALL DONNINGTON PROMOTED RACE MEETINGS: CHILDREN FREE (15 years and under, accompanied by an adult).



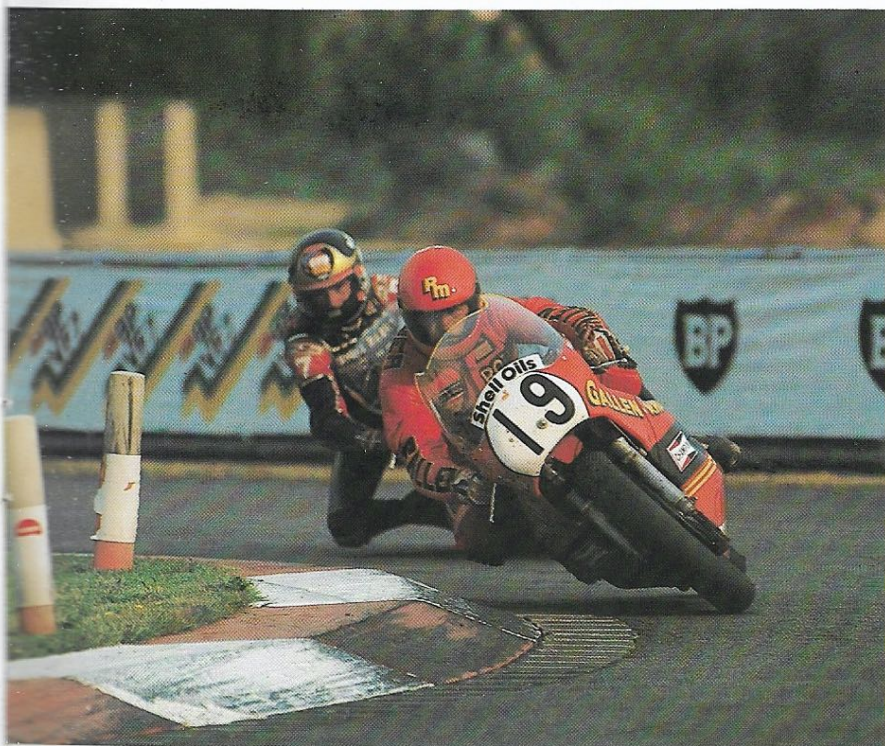
JOHN PLAYER NATIONALS FLASHBACK

John Colley's photographs from
the May 16 and May 31 meetings

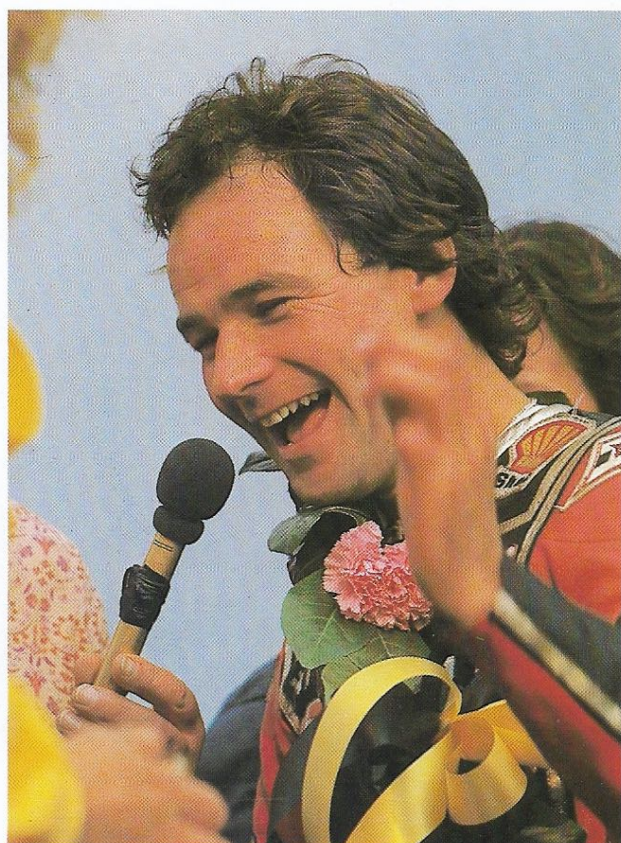
Below: Young 'Mighty Mouse', 17-year-old Alan Carter fell off at Park chicane in the 250 cc race on May 16. He made amends, however, by winning the 350 cc event.



Above: Terry Haslam won the sidecar race on May 16, with John Gainey as passenger. Brother Ron watched from the pits.



Above: Rob McElnea gave Barry Sheene a run for his money in the John Player Superbike Trophy on May 31, both riding 750 Yamahas. Sheene was making a welcome appearance at a national meeting, having flown back from the previous day's Italian Grand Prix. Right: Barry seemed pleased with his day's work: he won both legs.



Black Page



JPS75 DRM

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