



It takes two to tango, a rider and a bike, and in Fridays **Production Race** the courage and determination of Phillip McCallen, Iain Duffus, Colin Gable, Derek Young, Nick Jefferies, Alan Bennallick and David Jefferies shone through.

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| 2 | Iain Duffus | HONDA CBR900RR FIREBLADE |
| 3 | Nigel Davies | YAMAHA |
| 4 | Colin Gable | HONDA CBR900RR FIREBLADE |
| 5 | Lee Pullan | YAMAHA |
| 6 | Derek Young | HONDA CBR900RR FIREBLADE |
| 7 | Nick Jefferies | HONDA CBR900RR FIREBLADE |
| 8 | Alan Bennallick | HONDA CBR900RR FIREBLADE |
| 9 | Marc Flynn | YAMAHA |
| 10 | David Jefferies | HONDA CBR900RR FIREBLADE |
| 11 | Ian Lougher | SUZUKI |
| 12 | Ian Simpson | HONDA CBR900RR FIREBLADE |
| 13 | Jim Moodie | SUZUKI |
| 14 | Jim Hodson | YAMAHA |
| 15 | Shaun Harris | SUZUKI |

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SENIOR - 1st, 2nd, 3rd & Manufacturers Award. 9 of the top 12 finishers were on Hondas, 1st, 2nd & 3rd on Honda RC45 750cc.

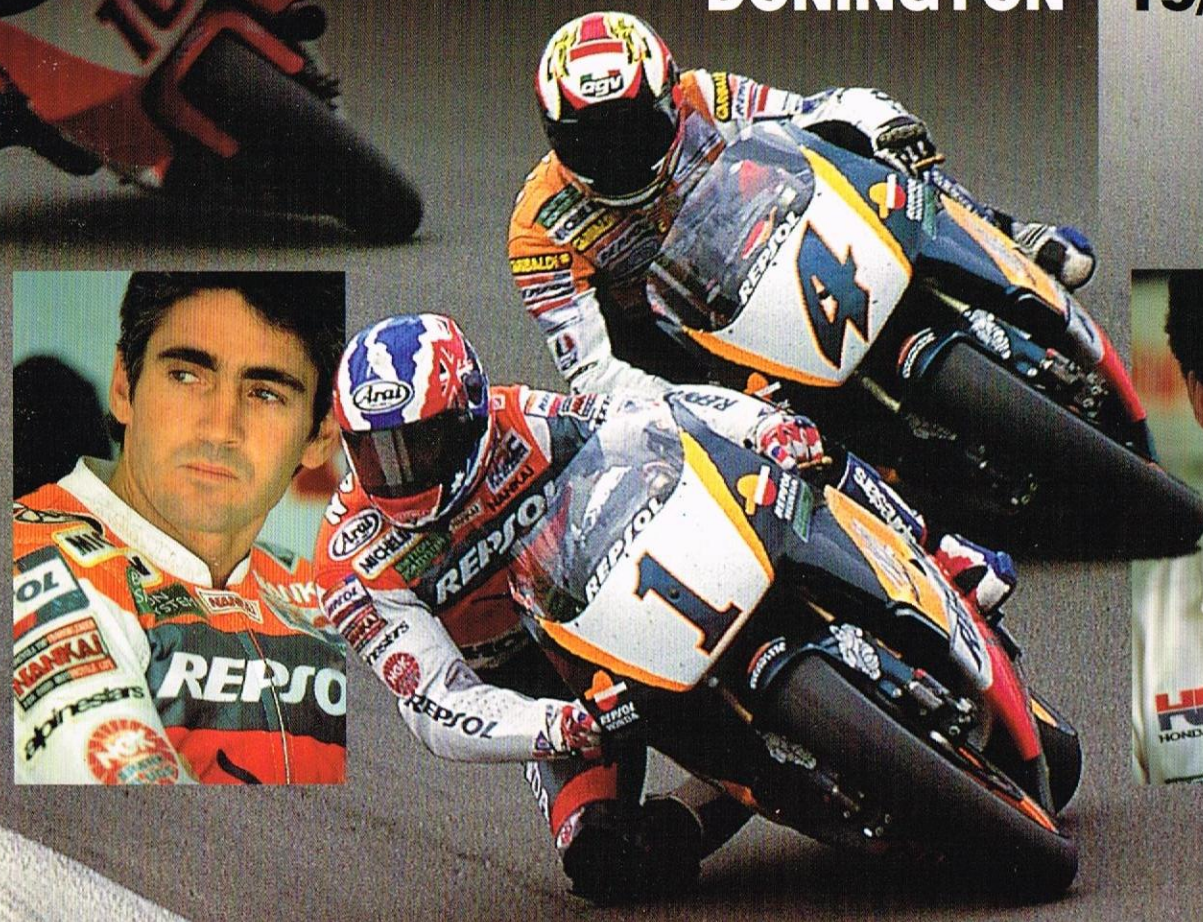


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1996 BRITISH GRAND PRIX



DONINGTON 19/21.7.96



BY PETER CLIFFORD **CRUNCH TIME FOR THE FOUR CYLINDER 500**

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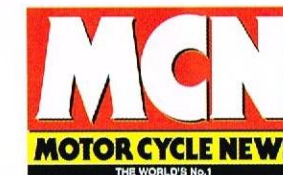
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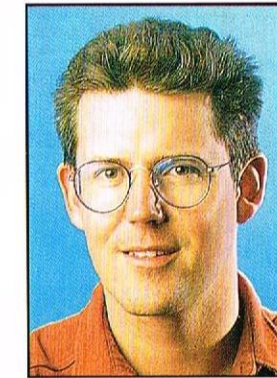
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SEAN WARWICK
EDITOR, MOTOR CYCLE NEWS

programme, fans again have the chance to take part in a series of fun activities AND get close up their heroes and their amazing machines – while raising money for a good cause in the process.

MCN has added extra value to the event by giving away a free full-colour GP preview supplement with last week's issue, as well as providing everyone who comes through the gate on Sunday with a free eight-page special, bringing spectators all the up-to-date qualifying news from Saturday.

Have a terrific time - and don't forget to pick up the inside line on all today's top track action in Motor Cycle News' special GP edition on Wednesday.

Tell Me What You Think

MCN is always keen to get the best value for money for visitors to events we support. I would welcome your thoughts, whether you'd like to tell me about something you really enjoyed about the GP, or something you thought could have been improved. Write to me and I'll pass on your thoughts to race organisers, or, if you prefer, write direct to Donington's race promoter at the address shown.

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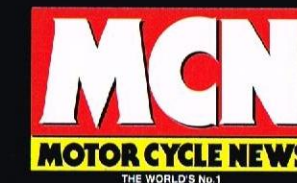
CONTENTS

By Peter Clifford Crunch Time For The Four Cylinder 500	7-12
By Dennis Noyes The Numbers Game Records and Stats	17-20 21
By Michael Scott 500cc The No-Clone Zone	22-27 28-29
By Peter Clifford 250cc The Riders and Teams	30-32/49-51 52-57
By Dennis Noyes 125cc Roberts Versus Rainey	58-60 67-71

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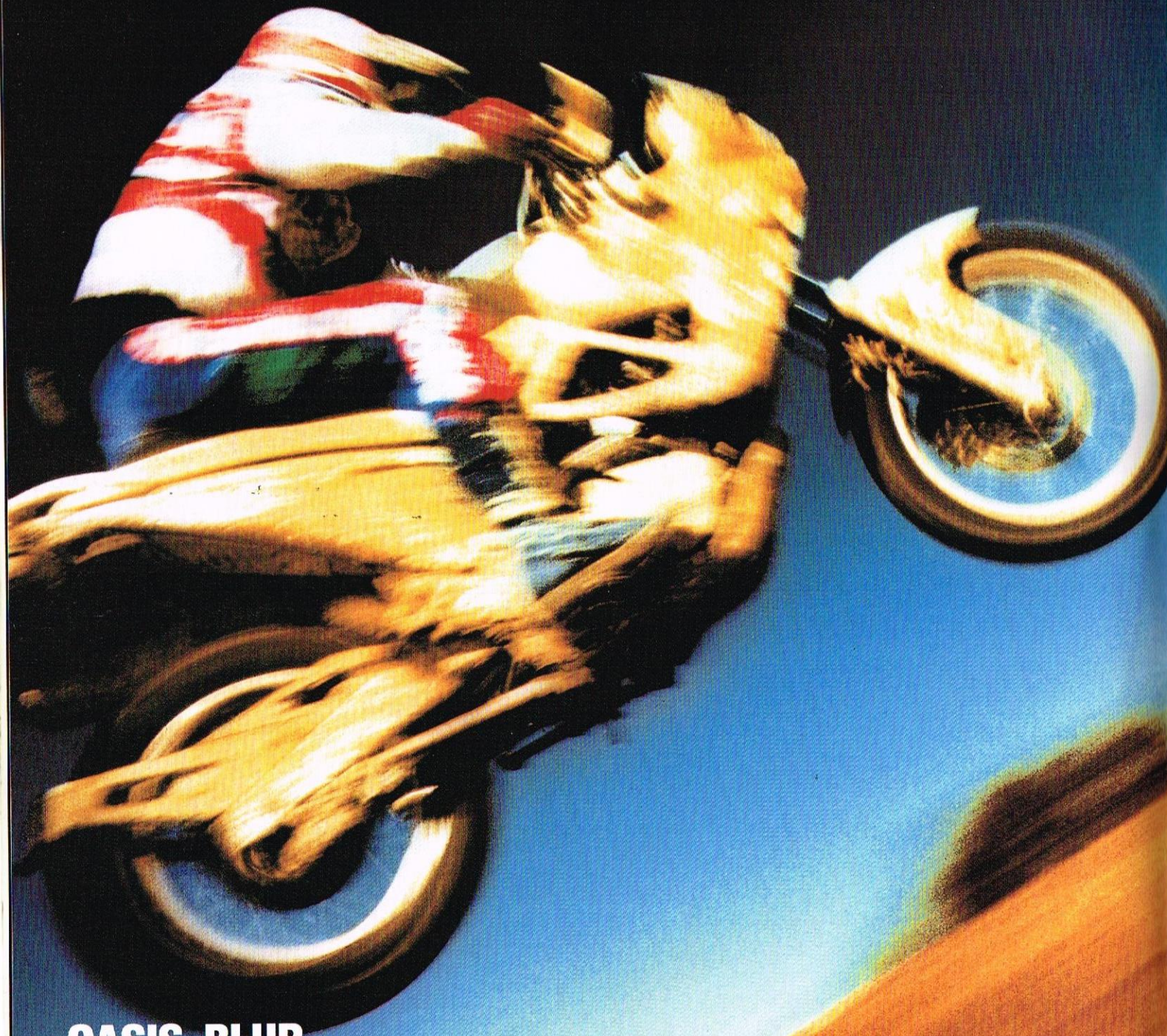


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CRUNCH TIME FOR THE FOUR CYLINDER 500

BY PETER CLIFFORD

Mick Doohan, Dario Romboni or Tadayuki Okada, take your pick carefully for the history books will feature the result of this year's British Grand Prix with even more than the usual importance.

Doohan and the other 500 stars carry the future of Grand Prix racing in their hands this weekend as Donington is the ultimate test for the Grand Prix 500. The four cylinder 500 two stroke is under pressure, its position as the world's fastest racing machine is under threat from two angles and this weekend's World Championship round will be seen by some as the test by which to gauge the future direction of the sport.

It is such a significant event because not only have the twin cylinder machines campaigned by Aprilia and Honda placed the pre eminent position of the fours under threat but the outright Donington lap record fell to a twin cylinder four stroke Ducati at this season's Donington world superbike round when Troy Corser dominated the event.

It is because of the British Grand Prix at Donington Park that the twin cylinder Aprilia and Honda exist, for it was Jean Philippe Ruggia's 250 British Grand Prix win on the Aprilia in 1993 that prompted Aprilia to build a twin to campaign in the 500 class.

Ruggia's race winning average speed of 151.257 kph - 93.987 mph was almost as fast as Luca Cadalora's 500 race winning average of 151.619 kph - 94.212 mph and this made Aprilia chief engineer Gerrit Jan Witteveen consider just what might be achieved by giving the 250 twin a little more power.

Following Aprilia's lead, Honda have also produced a twin cylinder 500 and though it follows a slightly different design philosophy it has so far had an even greater effect on Grand Prix thinking ever since Tadayuki Okada came oh so close to a stunning and historic debut win at the Malaysian Grand Prix at the beginning of this season.

So the questions this weekend are firstly; can

the four cylinder 500 prove that it is still the ultimate race winner? and secondly; is the Grand Prix 500 still the fastest racing machine in the world? Of course the answer to both these questions may well be 'yes' but the answer may well be supplied by two different machines. It is quite possible that the twin cylinder Aprilia or Honda could reclaim the outright lap record while the race is still won by one of the fours, either Honda, Yamaha or Suzuki.

On a clear track the twins have proven themselves to be totally competitive with the Honda and Aprilia claiming front row starting positions virtually by right. In an acceleration battle they lose out to the sheer awesome 200 bhp potential of the fours though and that charge to the first corner has proven to be a

Tadayuki Okada





Doriano Romboni

major impediment to the race wins.

It will be the same at Donington but the flowing nature of the circuit means that once into its stride the twin should have the edge, quicker to change direction and with higher corner speed potential because of their smaller, lighter tyres.

Both Romboni and Okada are both ex 250 men who's riding styles exploit these advantages to the full. Romboni has twice finished third on a 250 at Donington, in 1992 and '94 and Okada was second in '94. "Donington is one of the tracks that is almost ideal for the Aprilia because so much of the track is just one corner after the other with no straights at all," says Romboni. "The only problem we have is the section from the main straight to the start and finish where the speed and acceleration of the fours is hard to beat."

In theory the twins should have the advantage over the fours on the brakes because they are lighter but this has been hard to see in practice as the fours have such incredible braking ability, thanks to the twin

cylinder Brembo or AP carbon discs and four piston calipers. Donington is the hardest track in the season on braking, so in this respect as well, it will be the ultimate test of this aspect of the conflict as well.

It is one of the few places where the carbons reach temperatures that should actually make the discs glow so it will be fascinating to see if this finally exposes a braking advantage for the twins. Neither Romboni or Okada are sure this will happen though. "I can brake hard on the Aprilia but in the end the rear wheel just comes up in the air and I can't brake any later..." says Romboni. "I can't really brake later than the fours, they are heavier but that weight also helps keep the rear wheel on the ground".

Donington provides such a pure test of braking and acceleration because the last three corners and their joining straights are so sharply defined and a total contrast to the rest of the track. If things run according to the early season form the fours will have the punch to beat the twins down each short straight even if they are just holding them up in the corners. It

should be where the fours can get back in front of the twins having closed down the straight under the Dunlop bridge.

To prevent that the twins will have had to build a big enough buffer through the sweeps and curves around the rest of the circuit. Where they can get past the fours is the big question for the flowing nature of the circuit will actually play against the twins there. They need a clear run to be at their best and a four on the ideal racing line will slow them drastically.

There are passing places they can exploit though, they can run into Redgate off the line and still get the bike turned, they can get the fours down the notoriously difficult Craner Curves and dive inside going into the old hairpin. Similarly, they should be quicker on the run up through Schwantz setting themselves up for a similar move at McLeans.

Okada is confident of the twin's abilities but also points out that the bike can be improved. "I love riding this bike, it is a lot more fun than the 250. The thing we have to improve is the spread of power and the way it is delivered. I could do with more over rev as at the moment it runs out at 11,000."

"Probably more important still is the nature of the power delivery at the bottom end. I use the rear brake a lot and I have a left handlebar lever, I ran it last year on the 250 as well. It's the way that the power comes in from 6,000 as I

get off the brake that we need to work on."

Don't get the idea either that the fours are lumbering dinosaurs that are on their way to extinction, they have the most awesome power and yet they are the most rideable machines ever built. Riding them is easy... extracting the best from them is impossible for all but a few of the worlds most skilled riders. Taking them to the edge and holding them there is one of the most demanding challenges offered to man... failing hurts.

Incredibly, the 500 lap record was set in 1991 by Kevin Schwantz on the Suzuki at 1m 33.569 and while Doohan got close to that on his way to victory last year at 1m 33.693 he has yet to improve on it. As the 500s have run up against seemingly natural limits of increasing engine power demanding bigger stickier tyres that sap corner speed lap times have stagnated all over the world but no where more obviously than at Donington. It took Troy Corser and the 955 Ducati to move the outright record on to 1m 33.47 this April.

Of course Doohan made his name racing Superbikes in Australia before graduating to Grand Prix so he has a very good understanding of just how it is possible to lap quicker than a 500. "I think that it is the power of the superbike, you can open the throttle easier, in my experience. I think our problem is the combination of the weight and the



Tadayuki Okada



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power characteristics of the 500. To utilise the power that we've got we have to make them lighter so we can actually put the power to the ground. Whereas the superbike is heavier sure but you can open the throttle and they drive. Like those guys are riding them real well for sure."

The bike spends so much time on its side at Donington that there more than most places the power of a 500 can be an embarrassment. It is no coincidence that Donington is one of the places that Doohan wanted to try the Honda twin and for Doohan there are similarities between the superbike and the twin. "It's the way you can ride the twin cylinder, not only are they lighter and they've got less horsepower but the kind of power they've got you can actually open the throttle."

Doohan's initial request to race the twin was turned down by Honda but it is always possible

Mick Doohan



"It made me smile ten years ago and I've been grinning ever since"

Mark Soldinger, Kawasaki Z650 rider, Bike reader

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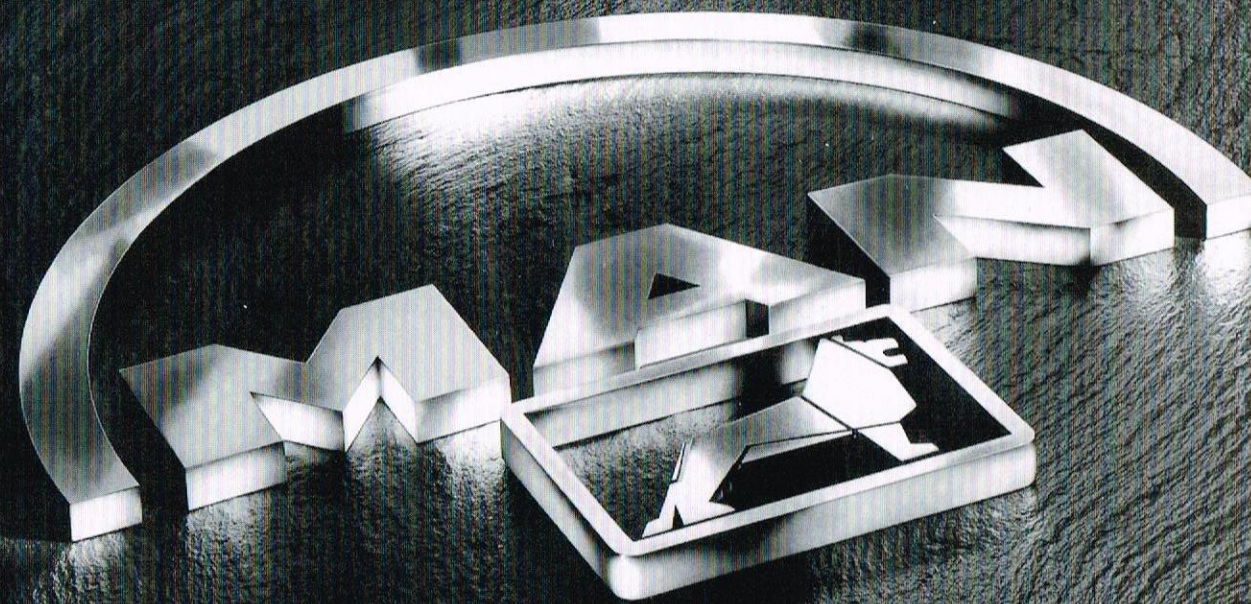
that the management will change their mind. I think Doohan can smash the lap record on the four anyway and I think that he will probably be forced to do so not only by Romboni and Okada on the twins but also by the Repsol Honda Team mate Alex Crivillé and the other NSR500 Hondas ridden by Albert Puig and Carlos Checa in the Fortuna Honda Pons colours and Alex Barros for Team Pileri.

Honda have not had things their way at Donington by any means for Schwantz took the Suzuki to victory here four times, Wayne Rainey had his first ever GP win here on the Yamaha in 1988 and was beaten by Marlboro Yamaha Team mate Luca Cadalora in 1993 for a Yamaha clean sweep. A clean sweep because Niall Mackenzie completed the top three on the World Championship Motorsports ROC-Yamaha.

It was an incredible achievement for a non factory rider and testament both to Mackenzie's genius as a rider and to the four cylinder Yamaha engines that the factory sold to ROC and Harris for use by privateers. Those ROC and Harris Yamahas are still the only hope that most riders have of showing their mettle against the factory aces though that is set to change as Honda have announced that they will sell versions of their twin cylinder 500.

The best chance of a Yamaha win is still very much in the hands of the factory men on the Marlboro Yamahas; Kenny Roberts junior, Norick Abe, Jean Michele Bayle and Loris Capirossi but the British privateers like Jeremy McWilliams, James Haydon and Sean Emmett certainly have the ability to shake up the established stars. Britain's best hope of a rostrum placing though must still come via a factory machine and with Terry Rymer lining up beside Scott Russell on the Lucky Strike Suzuki there is every possibility that it could happen.

Getting on the rostrum is one thing and I am sure that Rymer is capable of it but so are Romboni and Okada with the twins and a dozen other riders on fours. As for winning though that is something different for Mick Doohan is still very much number one. He has his sights on that third consecutive world championship and as one of the greatest masters of the four cylinder Grand Prix 500 the World has ever seen I think he'd also like to prove that it is still the fastest two wheeled vehicle round the race track... any race track.



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(*All statistics and data based upon Grand Prix results from the years 1949 through to 1995, and include the opening six races from this season.)

The Numbers Game

By Dennis Noyes with statistics by Dr Martin Raines

1.2.3.4.5.6.7.8.9.10



Mick Doohan

Who was the greatest 500c.c. rider of the last twenty years? Was it the man who won the most titles, Eddie Lawson? Was it the man who revolutionised the way a 500 is ridden, Kenny Roberts? Or was it Wayne Rainey, whose bid for a fourth consecutive title and who knows how many more was stopped by a career-ending accident?

Or is the greatest rider of the last twenty years the man who came back from a terrible crash at the 1992 Dutch TT to take back-to-back titles in 1994 and 1995, Mick Doohan?

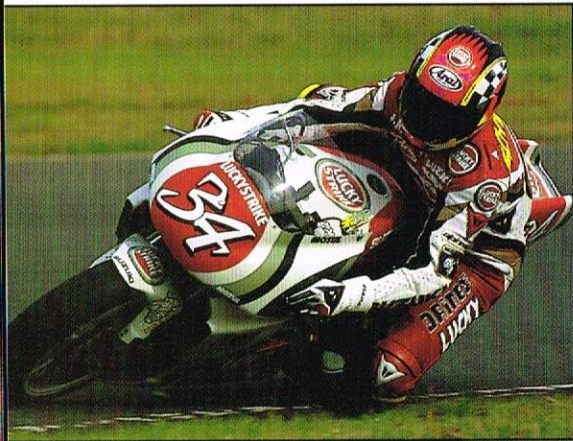
Or maybe you feel that Kevin Schwantz, who won 25 G.P.'s, took one title and thrilled millions with his on-the-limit style, was the greatest. Or was it "Wild Wayne" Gardner, another man who won only one title, but gave us some of the most vivid memories of racing in the eighties? But wait. What about "Fast Freddie" Spencer, the kid from Louisiana who stopped King Kenny's bid for a fourth title in 1983 and then in 1985 became the first man ever to win the 250 and 500 titles in a single season?

Over the years in pubs and cafes, motorcyclists have taken off helmets and gloves and

sat back to compare riders like Hailwood and Agostini, Sheene and Roberts, Rainey and Schwantz. But comparisons aren't always between contemporary rivals. Who was the better rider, Kenny Roberts or Wayne Rainey? Geoff Duke or John Surtees? Could Angel Nieto have worked his wizardry on today's 125 c.c. champions, Dirk Raudies, Kazuto Sakata and 1995 World Champion Haruchika Aoki? How does Max Biaggi compare at this stage of his career with Phil Read, Anton Mang, Walter Villa, Luca Cadalora or Sito Pons as a 250 rider?

With questions like these we have no choice but to look at "stats". Weathermen and doctors love statistics, but journalists are probably the most adept at managing them and also the most guilty of abusing and overusing them to "prove" just about anything with enough data and trivia. (Does anyone really care that four of the last five American presidents have been left-handed and does it mean anything that they were?)

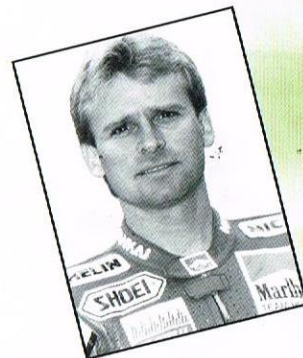
When we at Dorna, with the help of British motorcycle racing statistician, Martin Raines,



Kevin Schwantz

began delving into the numbers, our purpose was to offer Grand Prix fans access to a wealth of 46 years of World Championship road racing history. We soon discovered not only interesting comparisons between riders, but also that some significant milestones had been passed without notice and that others were approaching unheralded.

Here's an example of one historic fact that slipped by rider, team, factory, organiser and even the specialist



Wayne Rainey



Kenny Roberts

Unfortunately the archives of the Grand Prix series are not as complete as we had hoped. Prior to 1975, as Werner Haefliger discovered when compiling his excellent Marlboro Grand Prix Guide, only basic information from raceday is available.

Eventually and with the cooperation of the FIM, national federations, organisers, specialist publications and of individual historians like Haefliger, Maurice Bula, Bennie Pinner and Ernest Ribé, we hope to fill in the blanks and complete the statistical history of all classes of Grand Prix motorcycle racing.

But even where we have very complete information, mere numbers will never offer definitive answers. Let's take, for example, the classic match-up of the late eighties and early nineties: Wayne Rainey and Kevin Schwantz.

It would appear that Wayne Rainey, who won 24 G.P. in six seasons and who won 28.9% of his 500c.c. G.P. starts, finishing on the podium 64 times in 83 starts for an outstanding podium appearance average of 77%, would have a clear advantage over Kevin Schwantz, who won one more G.P. than Wayne, but needed 21 more starts to do so. Schwantz won

press: Wayne Rainey's last win (at the G.P. of the Czech Republic, 1993) was Yamaha's 100th 500 c.c. Grand Prix victory.

Here's one we won't miss: This year's 12th Grand Prix will be the 500th 500 c.c. Grand Prix. (The 12th G.P. scheduled for 1996 is the Grand Prix of Imola on September 1st.)

Giacomo Agostini



one title compared to Rainey's three and his podium appearance average was just under 50% (51 for 104).

But Kevin's fans will counter with some questions that are impossible to answer: What would Rainey have done with a Suzuki and what would Schwantz have done with a Yamaha? (What would either of them have done with a Honda?)

And so it goes.

Now let's go back to the Big Question that opened this article: Who was the greatest rider of the last twenty years?

What statistics will best serve to answer the Big Question? To attempt to shed light on this matter, we compared Career Winning Percentage, Average Points per G.P., Podium Appearance Percentage and Pole Position Percentage.

This is what we discovered:

Career Winning Percentage

	Starts	Wins	Winning%
1. Kenny Roberts (USA)	58	22	37.9%
2. Freddie Spencer (USA)	62	20	32.3%
3. Mick Doohan (AUS)	97	30	30.9%
4. Wayne Rainey (USA)	83	24	29.9%
5. Eddie Lawson (USA)	127	31	24.4%
6. Kevin Schwantz (USA)	104	25	24.0%
7. Barry Sheene (GB)	97	19	19.6%
8. Wayne Gardner (AUS)	102	18	17.6%
9. Luca Cadalora (I)	46	7	15.2%
10. John Kocinski (USA)	44	4	9.1%
11. Randy Mamola (USA)	145	13	9.0%

Pole Position Percentage

	Starts	Poles	Pole%
1. Freddie Spencer (USA)	62	26	41.9%
2. Mick Doohan (AUS)	97	33	34.0%
3. Johnny Cecotto (V)	34	11	32.3%
4. Kenny Roberts (USA)	58	18	31.0%
5. Kevin Schwantz (USA)	104	29	27.9%
6. Wayne Gardner (AUS)	102	19	18.6%
7. Barry Sheene (GB)	97	18	18.5%
8. John Kocinski (USA)	44	8	18.2%
9. Wayne Rainey (USA)	83	15	18.1%
10. Luca Cadalora (I)	46	8	17.4%

Average Points per Start

	Ave.*
1. Wayne Rainey (USA)	17.39
2. Kenny Roberts (USA)	17.16
3. Mick Doohan (AUS)	16.26
4. Eddie Lawson (USA)	15.89
5. Wayne Gardner (AUS)	14.21
6. Kevin Schwantz (USA)	13.64
7. Freddie Spencer (USA)	12.76
8. Luca Cadalora (I)	12.70
9. John Kocinski (USA)	12.43
10. Barry Sheene (GB)	11.30

*Previous points systems adjusted to present points system for purposes of comparison.

STRAIGHT-UP COMPARISON OF TOP 500C.C. RIDERS 1975-1995

Podium Appearance Percentage

	Starts	Podiums	Podium%
1. Wayne Rainey (USA)	83	64	77.1%
2. Kenny Roberts (USA)	58	39	67.2%
3. Mick Doohan (AUS)	97	61	62.9%
4. Eddie Lawson (USA)	127	78	61.4%
5. Wayne Gardner (AUS)	102	52	51.0%
6. Freddie Spencer (USA)	62	31	50.0%
7. Kevin Schwantz (USA)	104	51	49.0%
8. Luca Cadalora (I)	46	19	41.3%
9. Barry Sheene (GB)*	97	40	41.2%
10. John Kocinski (USA)	44	18	40.9%

*Includes Sheene's statistics from 1974 season.

And to put the accomplishments of the riders of the last two decades into perspective we should note their relative place in the list of All Time 500 c.c. Grand Prix winners and the number of 500 c.c. titles won.

All time 500 c.c. G.P. Winners

(Number of 500 c.c. titles in parenthesis) (1949-1995)

	Nat.	Wins	Titles		Nat.	Wins	Titles
1. Giacomo Agostini	I	68	8	12. Wayne Gardner	AUS	18	1
2. Mike Hailwood	GB	37	4	13. Randy Mamola	USA	13	0
3. Eddie Lawson	USA	31	4	14. Phil Read	GB	11	1
4. Mick Doohan	AUS	30	2	15. Gary Hocking	RHO	8	1
5. Kevin Schwantz	USA	25	1				
6. Wayne Rainey	USA	24	3				
7. Geoff Duke	GB	22	4				
John Surtees	GB	22	4				
Kenny Roberts	USA	22	3				
10. Freddie Spencer	USA	20	2				
11. Barry Sheene	GB	19	2				

Among our discoveries, we found a wealth of unusual facts that are easily converted into trivia questions.

Here's a test of your Grand Prix knowledge:

1. Of all Grand Prix riders in all solo classes, who won the most G.P.'s in a single season?
2. Of all 500 c.c. Grand Prix riders who won the most races without ever winning the class title?
3. Who had the most brilliant 500 c.c. rookie season of all time?
4. Giacomo Agostini won 68 500 c.c. G.P.'s, and finished second 22 times. How many times did Agostini finish third in the 500 c.c. class?
5. Who was the only Grand Prix champion to win every Grand Prix he ever started in the class in which he was champion?

(Answers in box, turn to page 20)

(*All statistics and data based upon Grand Prix results from the years 1949 through to 1995, and include the opening six races from this season.)

So who really is the greatest G.P. rider of the last 20 years? The above information and statistics will fuel arguments but no clear winner emerges. Eddie Lawson's fans will say that Eddie's true career statistics would be much stronger if he had not switched to Cagiva in 1991. Kevin Schwantz's fans will say that the Texan's true merit comes from his success with the twitchy and explosive Suzuki run by a single factory team against more numerous Yamaha and Honda opposition.

"King Kenny's" loyal fans will argue that the fact that Roberts is first in winning percentage says it all, but Wayne Rainey fans will point to a

higher Average Points per Start and higher Podium Appearance Average.

Mick Doohan's loyal supporters, bemused by references to past glories, will simply say that what counts is who is winning now and that the only true comparison takes place when contemporary riders dice wheel to wheel. They will also quite rightly point out that Mick's numbers aren't final yet.

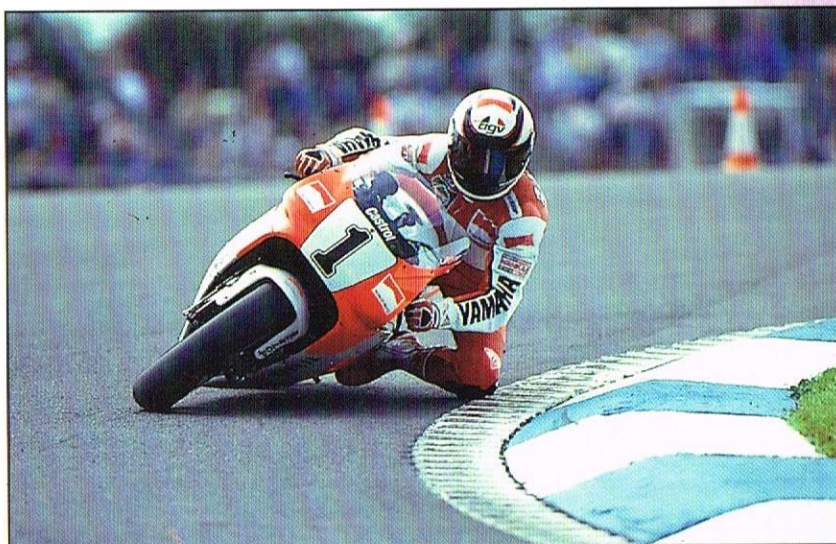
If we take a closer look at Doohan's stats we see that Mick has a very good chance of moving up to second in overall 500 c.c. victories back of Agostini's unreachable total of 68. He has a mathematical chance of taking the



Eddie Lawson

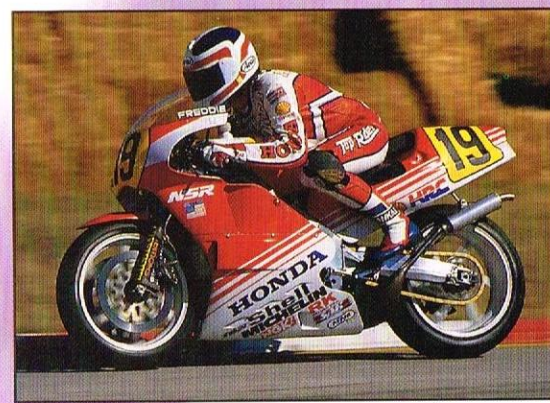
TRIVIA QUESTION ANSWERS
(Answers from page 18)

1. If you guessed Agostini you are wrong. Ago won 17 G.P.'s in 1978 (seven in 350 and ten in 500), but Mike Hailwood, riding and winning in three classes (250, 350 and 500) won 19 G.P.'s in 1966.
2. Randy Mamola won 13 G.P.'s and was four times runner-up but never managed to win the 500 c.c. title.
3. Kenny Roberts in 1978, his first season of G.P. racing, won four Grand Prix and was on the podium in eight of the eleven rounds of the 500 c.c. World Championship en route to winning the first of three consecutive titles.
4. "Ago" never finished third in a 500 c.c. G.P. The only other 500 c.c. World Champion who never finished third during his 500 c.c. career was Britain's John Surtees who won 22 and finished second twice before going on to be the only rider/driver in motorsports history to win the world's two most prestigious motorsports world titles: the FIM 500 c.c. and the FIA Formula 1 championships.
5. Lincolnshire's (England) own Freddie Frith was already a grey haired veteran when the World Championships began in 1949. He rode his Velocette to five wins in five starts and the first FIM 350 World Championship before retiring to open a business in Louth.



Wayne Rainey

lead from Rainey in Ave. Points per Start. To overtake Roberts (who started only 58 500 c.c. G.P.'s) in Career Winning Percentage, he would need 16 wins in his next 24 starts over the 1996 and 1997 seasons. Doohan would need to take the pole in 18 of his next 24 races to topple Freddie Spencer from the lead in Pole Position Percentage, a tall order but not impossible given the Australian's dominance during the last two seasons. Rainey's lead in Podium Appearance Percentage seems safe because



Freddie Spencer

to move into the lead in this department Mick would have to finish in the top three during each of his next 60 G.P. starts over the next four years!

When our data is more complete we will be able to run comparisons between riders from earlier periods but there are so many variables

that direct comparison between a superstar from the 60's and a superstar from the 90's will always remain largely subjective. Agostini's overwhelming statistics must be tempered by the fact that during several years he and MV were virtually uncontested in both the 350 c.c. and 500 c.c. classes. And only veteran enthusiasts will be allowed license to compare Hailwood wrestling the 90+ brake horse power factory Honda 500 four stroke through Windy Corner on the Isle of Man with Doohan powersliding the 190+ b.h.p. factory Honda two-stroke out of Suzuka's Spoon Corner.

Statistics will never really completely establish who was the better basketball player between Larry Bird, Kareem Abdul Jabbar, Magic Johnson or Michael Jordan, and statistics will likewise not answer such questions as who was the best rider of the last twenty years, Roberts, Spencer, Gardner, Lawson, Rainey, Schwantz or Doohan?

So rather than settle arguments, we really only want to start them.

The following pages of data and statistics are only a small part of the wealth of information that supports the legends and lore of 46 years of Grand Prix motorcycling.

(*All statistics and data based upon Grand Prix results from the years 1949 through to 1995, and include the opening six races from this season.)

Records and Stats

By Dennis Noyes with statistics by Dr Martin Raines

1.2.3.4.5.6.7.8.9.10

All time top 250 c.c. Grand Prix Winners

Rider	Wins	Podium App.	Titles
1. Anton Mang (D)	33	60	3
2. Phil Read (GB)	27	50	4
3. Luca Cadalora (I)	22*	39	2
4. Mike Hailwood (GB)	21	32	3
5. Max Biaggi (I)	20*	38	2
Walter Villa (I)	20	25	3
7. Jim Redman (SR)	18	46	2
8. Kork Ballington (SA)	17	26	2
Carlos Lavado (V)	17	36	2
10. Sito Pons (E)	15	41	2
11. Tarquinio Provini (I)	14	21	1
12. Carlo Ubbiali (I)	13	21	3
13. Rodney Gould (GB)	10	25	1
14. John Kocinski (USA)	9	16	1
15. Jarno Saarinen (FIN)	8	18	1

All time top 125 c.c. Grand Prix Winners

Rider	Wins	Podium App.	Titles
1. Angel Nieto (E)	62	85	7
2. Carlo Ubbiali (I)	26	47	6
3. Pier Paolo Bianchi (I)	24	56	3
4. Luigi Taveri (CH)	22	56	3
5. Fausto Gresini (I)	21	47	2
6. Hugh Anderson (NZ)	17	22	1
8. Kent Anderson (S)	14	32	2
Bill Ivy (GB)	14	22	1
Dirk Raudies (D)	14*	22	1
11. Phil Read (GB)	10	21	1
Dave Simmonds (GB)	10	17	1
13. Eugenio Lazzarini (I)	9	40	1
Hans Spaan (NL)	9	16	0
15. Ernst Degner (D)	8	20	0
Loris Capirossi (I)	8*	20	2
Enzio Gianola (I)	8	30	0
Haruchika Aoki (J)	8*	15	1

All time top Sidecar Grand Prix Winners (Drivers)

Driver	Wins	Podium App.	Titles
1. Rolf Biland (CH)	79*	111	7
2. Klaus Enders (D)	27	36	6
3. Steve Webster (GB)	23*	68	4
4. Egbert Streuer (NL)	22	56	3
5. Alain Michel (F)	18	69	1
6. Eric Oliver (GB)	17	19	4
7. Fritz Scheidegger (CH)	16	34	2
8. Max Deubel (D)	12	28	4
9. Helmut Fath (D)	11	17	2
10. Werner Schwarzel (D)	10	52	1
Rolf Steinhausen (D)	10	22	2
12. Siefried Schauzu (D)	9	38	0
13. Florian Camathias (CH)	8	23	0
Wilhelm Noll (D)	8	15	2
15. Walter Schneider (D)	7	16	2

* indicates riders still active in GP racing.

	500cc	250cc	125cc	SIDECAR (Rider)
Most titles:	Giacomo Agostini 8	Phil Read 4	Angel Nieto 7	Rolf Biland 7
Consecutive titles:	Giacomo Agostini 7	Walter Villa 3	Angel Nieto 4	Max Deubel 4
Most times championship runner-up:	Randy Mamola 4	Provini, Hocking, Read, Hansford, Mang, Roth (all 2)	Carlo Ubbiali 3, Fausto Gresini 3	Rolf Biland 7
Consecutive wins:	Giacomo Agostini 20	Mike Hailwood 9, Anton Mang 9	Fausto Gresini 11, Angel Nieto 11	Rolf Biland 8
Lifetime wins:	Giacomo Agostini 68	Anton Mang 33	Angel Nieto 62	Rolf Biland 79
Most wins in a single season:	Giacomo Agostini 11, 1972	Mike Hailwood 10, 1966, Anton Mang 10, 1981	Fausto Gresini 10, 1987	Klaus Enders 7, 1973 Rolf Biland 7, 1981
Lifetime podium appearances:	Giacomo Agostini 88	Anton Mang 60	Angel Nieto 85	Rolf Biland 111
Perfect seasons:	John Surtees (7 out of 7, 1959) Giacomo Agostini (10 out of 10, 1968)	None	None	Fritz Scheidegger (5 out of 5, 1966) Eric Oliver (3 out of 3, 1950)
Most podiums in a season:	Wayne Rainey, 14, 1990 Mick Doohan 14, 1994	Sito Pons 12, 1989, John Kocinski 12, 1990, Luca Cadalora 12, 1991, Max Biaggi 12, 1995	Kasuto Sakata 13, 1993	Steve Webster 10, 1991
Consecutive podium finishes:	Giacomo Agostini 22	Max Biaggi 16	Carlo Ubbiali 14	Steve Webster 16
Most point scoring finishes in a season:	Wayne Gardner 15, 1987, Eddie Lawson 15, 1988	Juan Garriga 15, 1988, Sito Pons 15, 1989, Luca Cadalora 15, 1991, Carlos Cardus 15, 1991	Kasuto Sakata 13, 1993 & 1994, Dirk Raudies 13, 1990 & 1993, Loris Capirossi 13, 1991, Takeshi Tsujimura 13, 1993, Oliver Petrucciani 13, 1993, Masaki Tokudome 13, 1994	Yoshisada Kumagaya 13, 1990
Most points in one season:	Mick Doohan 317, 1994	Max Biaggi 283, 1995	Dirk Raudies 280, 1993	Rolf Biland 190, 1993
Consecutive pole positions:	Freddie Spencer 9, 1985*	Mang 8, 1980*	Pier Paolo Bianchi 8*	Rolf Biland 12
Most poles in a season:	Freddie Spencer 10, 1985* Wayne Gardner 10, 1987*	Mang 10, 1981*	Pier Paolo Bianchi 8, 1977*	Rolf Biland 8, three times, 1981,82,88

* Complete pole position information is not available from the FIM prior to 1974.



Mick Doohan



Alberto Puig



Loris Capirossi

Michael Scott



500cc

Chasing the champion is the name of the game for 1996.

The man with the number-one plate knows it. Doohan is a matter-of-fact warrior, to whom the past is just history, and the next race is always a worry. Even if you are the fastest rider on the best bike, nobody knows better than the Australian (31 in June) how one little slip can see it all go wrong.

Last year's sustained pressure came from Daryl Beattie (Lucky Strike Suzuki), and it was enough to have Doohan off the track on several occasions.

In 1996, not only is Beattie one year older and wiser - and more familiar with his bike, there are several others in a similar position, who were showing growing strength at the end of 1995.

Plus a fascinating technical attack from a quite unexpected quarter - the Honda Racing Corporation - whose new lightweight V-twin threw down the gauntlet at its first appearance, posting faster testing times even than Doohan and his V4 at Shah Alam in Malaysia.

The premier class in motorcycle racing has extra depth for 1996, adding interest not only to individual races but to the overall struggle for the title.

There are flash-in-the-pan riders who may gain valuable race wins at unexpected places; there are the steady and consistent men, amassing points by a series of reliable finishes. There is the wisdom of experience against the ardour of talented youth. And there are six different makes of motorcycles, taking in some cases radically different approaches.

The Old Guard is represented by Doohan himself, last survivor of the Schwantz/Rainey/Doohan triumverate. There are the Young Turks, personified by the likes of former 125 double-champion Loris Capirossi and ex-250 rider Carlos Checa, who broke the lap record in only his fifth 500-class GP.

But the greatest threat comes from the In-Betweeners. Men like Beattie, ex-Superbike World Champion Scott Russell, come-back injury victim Alberto Puig.

And the redoubtable if puzzling Luca Cadalora, who puts three erratic Yamaha years behind him to return on a Honda prepared by Erv Kanemoto. It's the combination that won him two consecutive dominant 250 championships. Having previously won the 125 crown, if Cadalora's 500cc campaign succeeds, he will join Briton

HONDA

TEAM REPSOL HONDA

The main HRC-backed factory team numbers four riders, two of them on the standard-setting V4 NSR 500, and one of those the defending double World Champion and dominant rider of 1995.

The other element of this formidable fighting force is the new V-twin NSR500V, ridden by two Japanese campaigners.

Michael Doohan is the colossus of the class. His obvious skill is backed by staggering motivation that carried him through near-crippling leg injuries in 1992 back to dominance. Can the rider from Australia's Gold Coast find the dedication for a third 'straight title'? Can he heck!

Alex Criville (26, from Spain) was a 500-class also-ran from 1992. In 1995 he proved he'd been learning all along. Now he has a chance to go for gold.

Tadayuki Okada (29, from Japan) is a smooth and consistent 250 rider who was a close second in the championship in 1994. Could find the new V-twin is harder to ride fast surrounded by V4s than when he has the track to himself.

The second V-twin goes to Shinichi Itoh (29) after his third full GP season on the V4 was plagued by injury last year. Itoh goes well when things are all in place.

HONDA

TEAM PILERI HONDA

The Italian team made their GP1 debut last year, running a Honda NSR for their long-time 125 and 250 rider **Loris Capirossi**. He's moved on, and they have 25-year-old Brazilian **Alex Barros** (ex-Cagiva, ex-Suzuki), the youngest but not the most formidable veteran on the grids.

Phil Read in winning titles in all three classes.

Then there are the Dark Horses, the European outsiders with form. The most mysterious of these unknown quantities is the new Elf-ROC. This uses a version of the Swiss-Auto sidecar V4 engine, which won races in its first full GP season. Adapted for solo use and known as the BRM, the motor matches and even beats the best of the Japanese motors on horsepower. The Swiss-French newcomer promises much, if there are not too many teething problems - and big-money backers Elf have promised to devote their considerable resources to attaining reliability sooner rather than later.

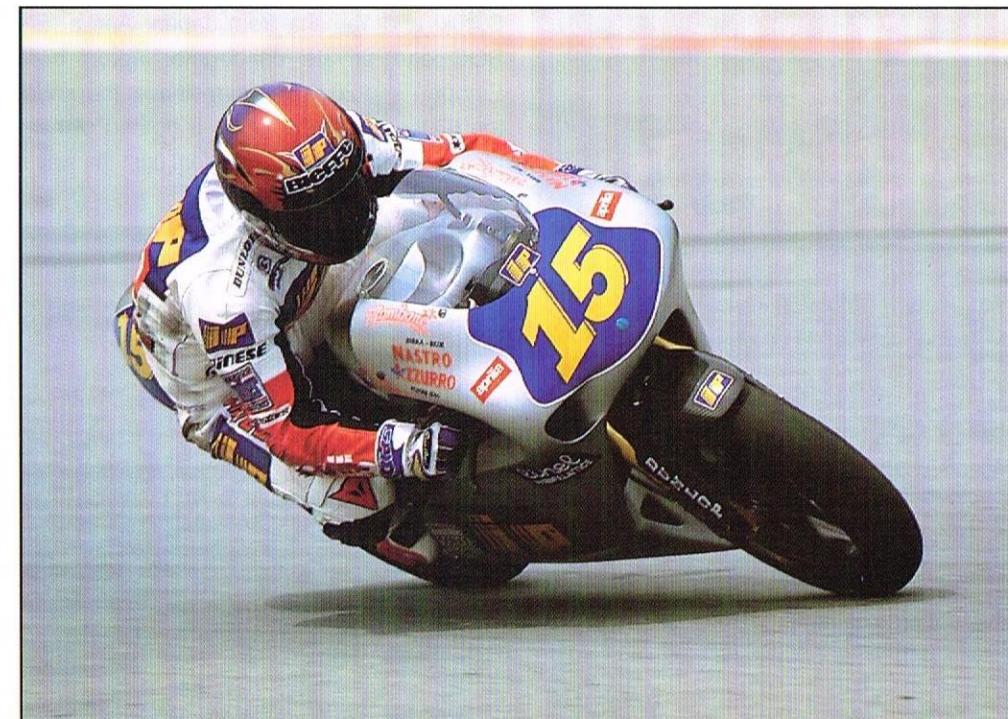
The other unknown is the new rider-bike pairing of ex-125 and 250 star Doriano Romboni and the lightweight V-twin Aprilia. In its first two years the bike gradually improved so that development-rider Loris Reggiani claimed tenth overall. Now hot-shot Romboni

comes in to take over, and with the bike improved still further he's already shown his speed.

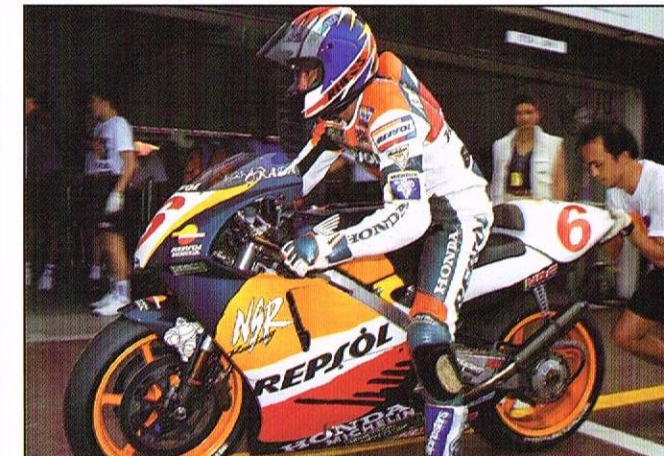
This is especially true because of the arrival of Honda's own version of a slim and simple V-twin 500, designed like the Aprilia to take advantage of the 35kg weight advantage allowed for half the number of cylinders. Ridden by ex-250 title runner up Tadayuki Okada and ex-V4 man Shinichi Itoh, this is a prototype of a planned production racer - and all eyes will be on its progress after its strong test results.

The secondary battle, for IRTA's privateer cup, sees the usual mix of would-be works riders and seasoned professionals, riding an assortment of ROC- and Harris-Yamahas. The best of them can hope for top-ten finishes as they niggle at the heels of the factory bikes while pursuing their own private battle.

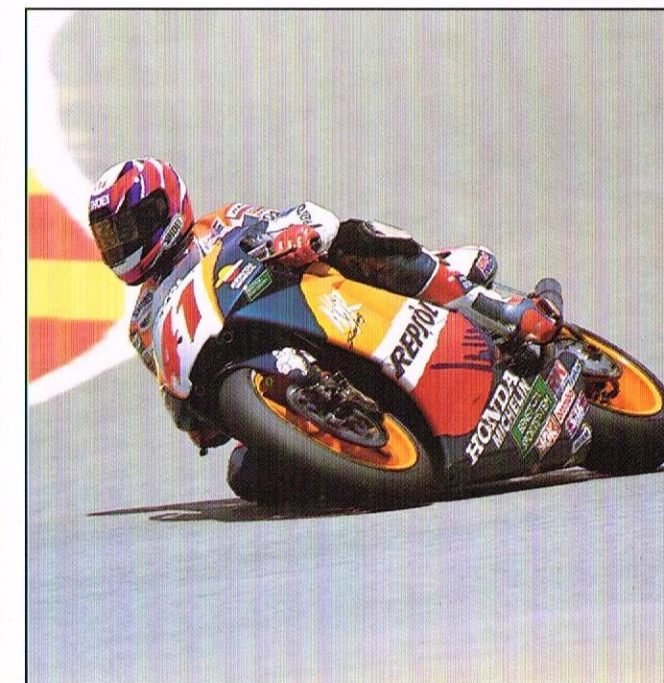
With six different manufacturers - Honda,



Luca Cadalora



Tadayuki Okada



Shinichi Itoh

Doriano Romboni

HONDA

TEAM FORTUNA HONDA PONS

Top lease-team, with machines tended by Spanish tuning ace Antonio Cobas and a pair of riders from down-town Barcelona.

Alberto Puig (29) broke his leg badly last year just when his years of varied GP experience seemed to be paying off. Now, his bike modified to take account of his injured left leg, he's back to take up where he left off.

Carlos Checa (23) was taken off the works 250 he kept crashing to take his place - and proved himself a 500-class natural. He set a new lap record while leading the final GP by miles. He crashed again, but he'd proved the point.

HONDA

TEAM KANEMOTO HONDA

Luca Cadalora (31, from Modena) could prove the greatest threat to Doohan. The former 125 and 250 champion won six races during three years on the works Yamahas, but was increasingly unhappy. Now he has not only the machine he wanted all along, but it is fettled by his old 250 ally and general racing legend Erv Kanemoto. Can Luca keep it together all year long?

APRILIA

APRILIA

The lightweight Aprilia is no longer the only V-twin in the class. For two years, it made steady if unspectacular progress, with a top-ten title finish at the end. Now its prowess will be measured against the new Honda.

Aprilia have taken another development step during the winter, refining their concept still further. It remains under-sized at some 400cc, while the new Honda is a full 500.

The Italian firm's secret weapon is new rider **Doriano Romboni** (27), up from the 250 and previously the 125 classes, where his win-or-bust style earned him the nickname Rambo. Fastest at the Jerez tests, he's a hot prospect on the 250-based smallest 500.

SUZUKI

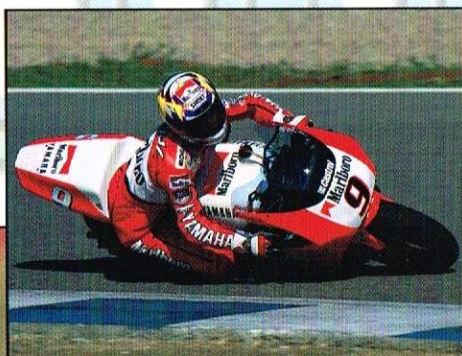
TEAM LUCKY STRIKE SUZUKI

The smallest factory squad poses the biggest outside threat to Doohan. The Lucky Strike Suzuki is very much a known quantity, evolving steadily to keep pace with the Honda; the riders have different levels of experience but equal conviction and strength.

Daryl Beattie (25) pushed fellow Gold Coaster Doohan all last year, winning two races and leading on points until a costly practice crash at Assen. Now he has a year on the Suzuki, and he's promised to be more aggressive in '96. Devastatingly cool and consistent, he's a tough rival.

Scott Russell (31, from Georgia) has yet to complete a full year on a 500, after joining mid-season to replace Kevin Schwantz in 1995. The ex-Superbike World Champ, three-times Daytona winner and Suzuki Eight-Hour winner was fast but patchy as he got to grips with the power and speed of a GP bike. He'll be looking to win a race or two this year.

Norifumi Abe



Suzuki and Yamaha from Japan; Aprilia, Elf-ROC and private constructor Paton from Europe - and 26 riders from all over the world, the 500cc class of 1996 is a hotbed of hard racing down to the last position. Just the way it should be.



Doriano Romboni



Scott Russell

YAMAHA

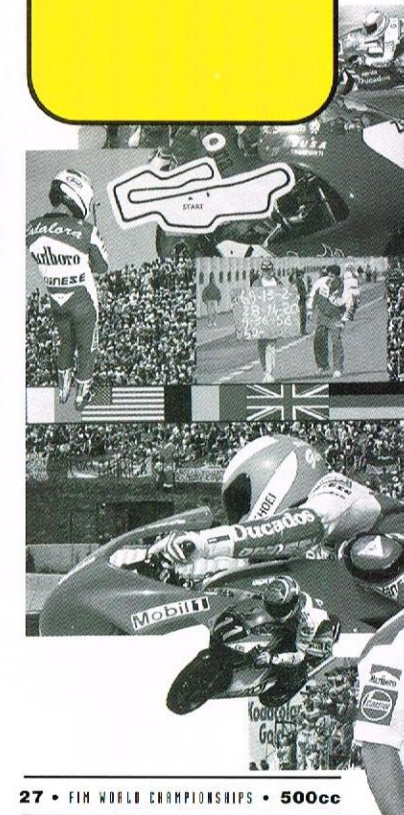
TEAM MARLBORO ROBERTS YAMAHA

Once the dominant team, King Kenny Roberts's squad fell on hard times after star rider Wayne Rainey was injured in 1993. Now the former triple-champion rider has gone back to his roots, taking up-and-coming riders and developing them. He has three, his biggest-ever team.

Norifumi Abe (20, from Japan) has the most experience - just one year, during which he reached the rostrum. His unique hard-leaning style is exciting, and he is a highly spirited competitor. Can he understand Kenny well enough to make the next step?

Jean-Michel Bayle (26, from Manosque) is a 500-class first-timer, after a patchy three years on a 250 Aprilia learning the GP ropes. But he was all-but invincible on dirt-bikes, and his French fans hope that a wheel-spinning 500 will let him repeat the performance on tarmac.

Then there is **Kenny Roberts Junior** (22, from California). He best fits his proud father's brief: both young and up-and-coming. Junior has one full year of 250 experience, but started badly when he switched straight to a top works 500 ride, breaking his leg badly in early winter testing sessions.



Daryl Beattie

YAMAHA

TEAM MARLBORO RAINÉY YAMAHA

Former superstar Wayne Rainey, now in a wheelchair after crashing heavily in 1993 while going for his fourth consecutive World Championship, returned directly to racing with undimmed determination. In 1994 and 1995 his team ran in the 250 class; coming second overall last year. For 1996, still retaining the 250 team, he has joined in the top class as well.

Effort is concentrated on one rider, **Loris Capirossi** (21, from Bologna). The former double 125-champion's debut 500 season last year was patchy but exciting. Loris must now learn to work the American way, but with an inspirational team boss like this, he has talent and enthusiasm on his side.

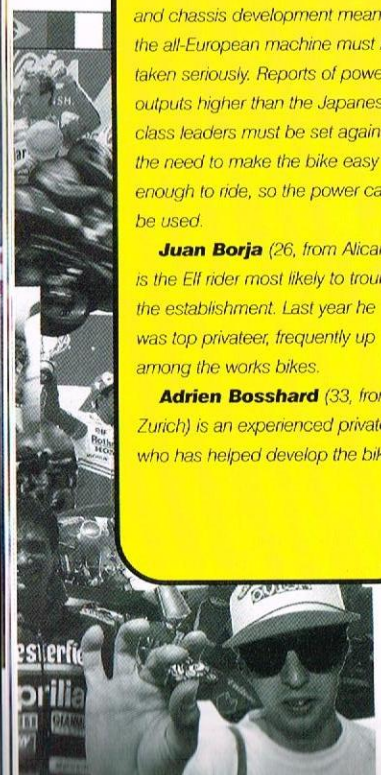
ELF-ROC

ELF-ROC

The newcomer was first shown at the last GP of 1995, as a fast but troublesome first prototype. Since then a winter of intensive engine and chassis development means the all-European machine must be taken seriously. Reports of power outputs higher than the Japanese class leaders must be set against the need to make the bike easy enough to ride, so the power can be used.

Juan Borja (26, from Alicante) is the Elf rider most likely to trouble the establishment. Last year he was top privateer, frequently up among the works bikes.

Adrien Bosshard (33, from Zurich) is an experienced privateer who has helped develop the bike.



THE NO-CLONE ZONE

Michael Scott

Accusations of technical stagnation miss the point when aimed at the 500cc GP1 class.

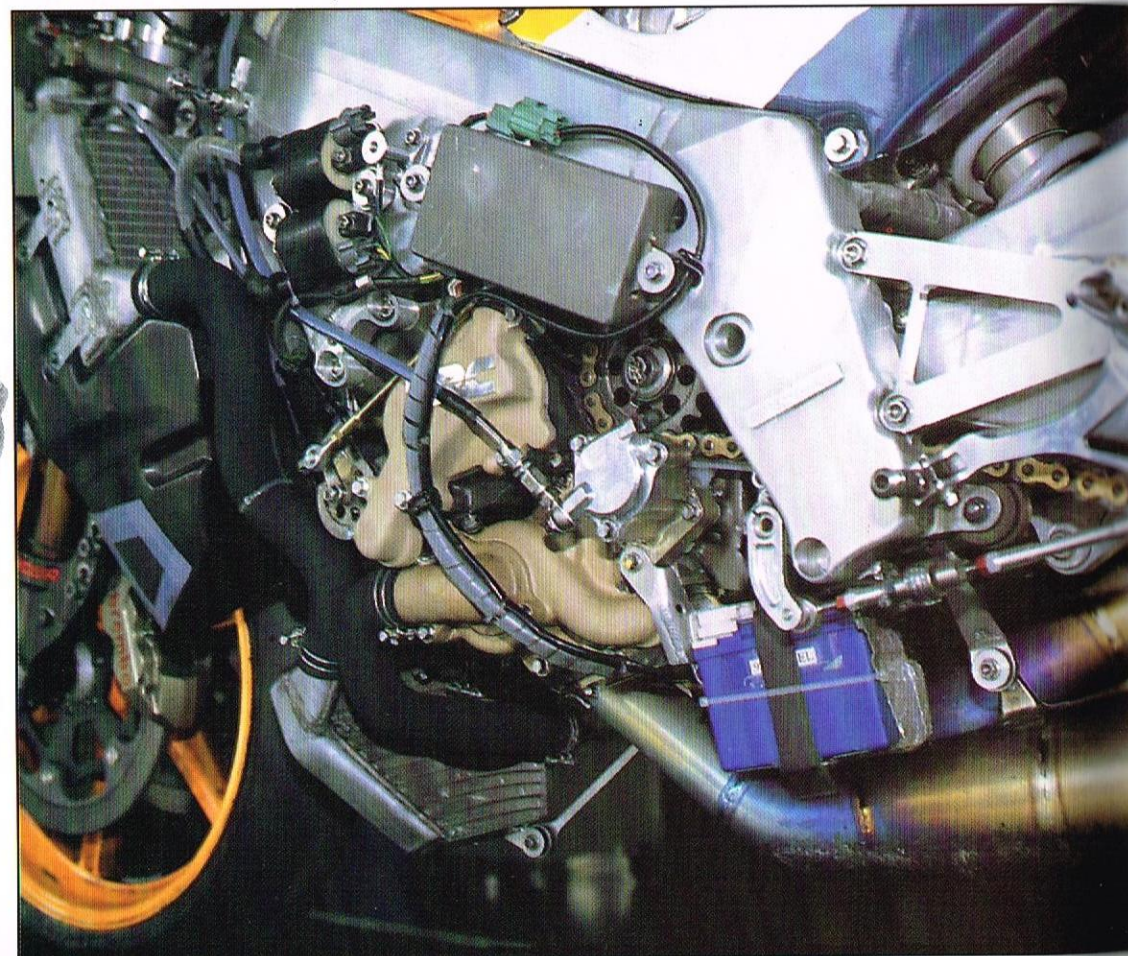
There are now four very distinct types of engine used by six manufacturers. Although all are two-strokes, they come in various configurations and differ not only in detail but in quite basic design parameters.

Designers presently agree on only one facet - that a 500cc Grand Prix motor should have an even number of cylinders. There are no single-cylinder or three-cylinder 500s. Not at present, anyway.

The maximum number of cylinders allowed

is four, and that is the most popular choice. All are arranged similarly, in what are called V4s, with carburetors housed in sealed ram-pressurised airboxes between the cylinder banks. But already there are differences.

Honda and the new Swiss-Auto/BRM engine are true V4s, with all cylinders working a single crankshaft. Suzuki, Yamaha and Paton choose a different route. Two crankshafts parallel to each other and geared together make the engine into a united pair of twins,



Honda



Honda

splayed apart to make only a nominal V4.

Factory engineers agree, however, on the use of "Big Bang" firing order, timing the power explosions from all four cylinders close together, inducing a pulsing action that helps the hard-worked rear tyre to grip.

The new generation "lightweight" 500s have two cylinders, which allows them a significantly lower weight limit of 100kg compared with 130kg. Inevitably, they have less power than the V4s, which are now nudging 200bhp while the twins are closer to 150. Their lower weight, better braking and slimmer aerodynamic profile help redress the balance. But the most significant difference comes from higher mid-corner speed. It is this which allows the V-twins to set faster lap times than V4s at slower and more technical circuits, like Shah Alam and Jerez.

The main reason is because the twins don't suffer from wheelspin, and don't need the 190mm-wide rear tyres used by the V4s. Because these rears are so much wider than



Aprilia

the 120mm front tyre, they upset the bike's geometry and unsettle its steering when it's leaned over. A twin, by comparison, corners on rails on a 165mm rear, almost like a 250.

Technically, the two V-twins from Aprilia and Honda could hardly be more different. Again the Honda is a single-crankshaft design, and it uses throttle-taming reed-valve induction just like all the V4s. The Aprilia motor, like their 250, is a twin-crankshaft design using disc-valve induction, which yields more out-and-out power at the cost of smooth responses at small throttle openings.

The biggest difference is engine size. Aprilia designer Jan Witteveen set the limit at about 410cc (the exact size is secret), to preserve 250-style high-rev behaviour and avoid excessive mid-range torque. Honda have opted for a full 500cc motor.

There are always horses for courses. With a wide variety of tracks encountered during the year, the different characteristics of each design type offer the riders different strengths to exploit.

Which design is the best? Well, that's what we came here to find out.



Aprilia

PRIVATEERS

THE PRIVATEERS

The full field is 26-strong, and the privateer battle will be as good as has become usual since the advent of the ROC and Harris-Yamahas.

ROC are concentrating their efforts on the Elf this year: closest to a works team is Team Harris, fielding **Sean Emmett** (26, from England) and hoping he will pick up the pace again with some factory support.

Other strong efforts include Irishman **Jeremy McWilliams**, switched to a ROC tuned by Queens University Belfast (QUB), and young Englishman **James Haydon** on the ex-Mackenzie ex-Hodgson ROC. Japanese hard charger **Toshiyuki Arakaki** returns on the Team Padgett's Harris; **Laurent Naveau**, **Fred Protat** and **Lucio Pedercini** run their own ROC teams; Irishman **Eugene McManus** returns on the Team Millar Yamaha.

That leaves only the Paton, ridden by Frenchman **Jean-Pierre Jeandat** - the lone home manufacturer in the series, continuing a tradition that dates back to the Fifties for the green-painted machines.

Peter Clifford



250cc

'Ever more fierce and desperate competition', seems to be the phrase that best describes the GP2 250cc category.

Even in seasons where the overall championship is numerically dominated by one rider each Grand Prix is open to victory by up to ten hungry stars from a variety of nations.

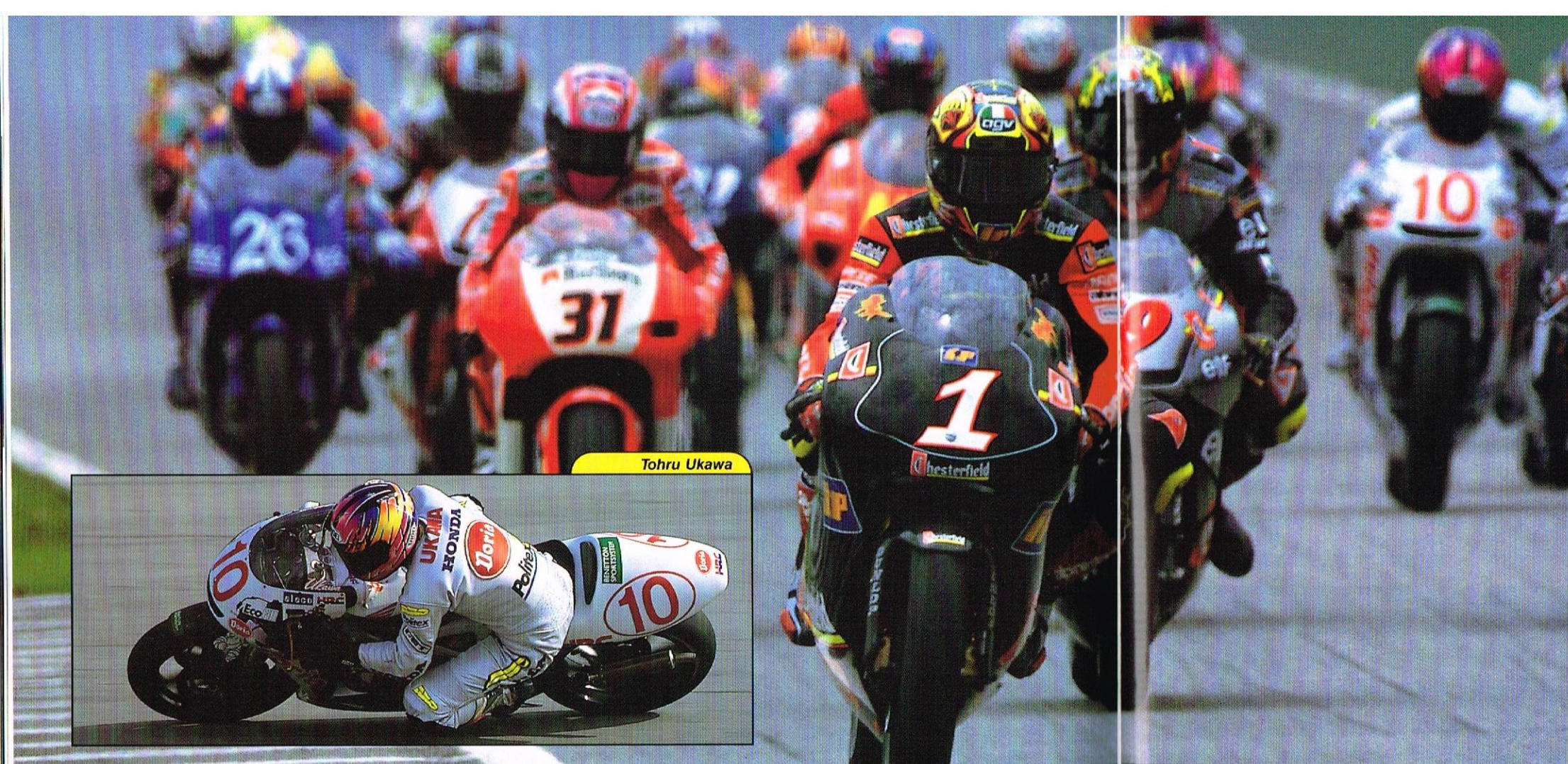
The standard of competition makes the performance of Max Biaggi and the Chesterfield Aprilia even more remarkable as that combination have won more races than any other since 1994. They have managed to match the perfect combination of Italian dash, flair and electric enthusiasm with a measured professionalism that has given them both speed and consistency.

Biaggi, who shares his time between his birthplace, Rome and a retreat in Monaco, is far from the only Aprilia rider, but he is the one with the World Championships to his name and he heads the Aprilia charge. Honda's effort is spread on a much broader front with Ralf Waldmann, Jean Philippe Ruggia, Nobuatsu Aoki, Luis D'Antin, Toru Ukawa, Jürgen Fuchs and Olivier Jacque all sharing the load on the factory NSRs.

Waldmann, born in Ennepetal Germany but now also a Monaco resident, has won Grand Prix in both the 125 and 250 classes. Both Ruggia and Aoki have GP wins and years of experience to draw on. D'Antin is another with plenty of experience while Jacque is in only his second GP season but took little time to learn either the circuits or the art of competing against the best. Fuchs is also in his second GP season but did not make the same early impact as the Frenchman. For Ukawa, the reigning Japanese 250 champion, the World Championship is something new even though he has competed in his home Grand Prix at Suzuka in previous years.

Ranged against a field packed with Aprilias and Hondas in the hands of factory men and privateers is the lone factory Yamaha piloted by 1993 World Champion Tetsuya Harada, born in Chiba, Japan, in June 1970. What Yamaha lack in numbers they make up for in quality with Harada, universally recognised as one of the true greats of the current GP scene, and the Marlboro Rainey Yamaha team well able to give him the backing he needs.

As much as anything the 250 class is a contrast in campaign styles. Honda back a group of riders, spreading their machinery amongst the best rider/team combinations from a number of different countries. Aprilia have a distinct number one rider in Biaggi but also benefit from



Tohru Ukawa



Max Biaggi



Max Biaggi

the feedback supplied by the likes of fellow Italian Roberto Locatelli.

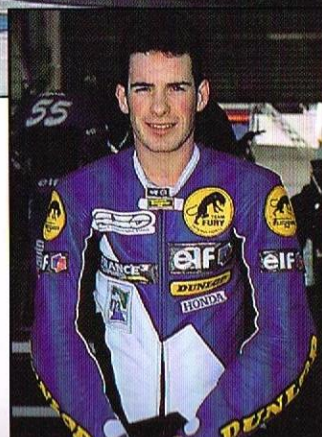
Yamaha can concentrate their effort on Harada and build precisely the bikes that he requires. That has its advantages particularly as Harada has a very distinct style. Harada, who won his first Grand Prix in Australia at the start of the '93 season, has been riding Yamahas for many years and he and the machine have developed together. He is famous for his high corner speed and extracts the very best from a bike that handles superbly but has not always matched the opposition for power. Yamaha's switch from a 56 by 50 bore and stroke to 54 by 54 for '96 has brought them in line with everyone else and evened up the power contest.

Roberto Locatelli

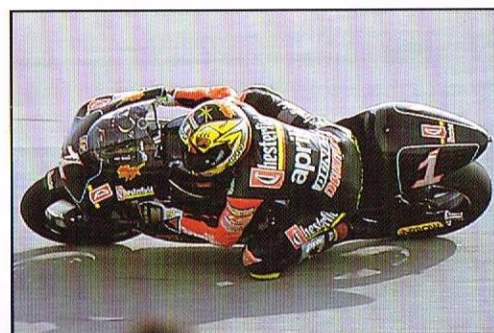
The down side of this one man campaign is

that there is only Harada to do the development and when answers need to be found all the load falls on his shoulders. He has become a very accomplished test rider after almost ten years of racing, he has had to. His style at each Grand Prix is to work with unswerving logic and commitment at setting up the machine, only putting in an ultra fast lap when he is confident that everything is right.

250cc • FIM WORLD CHAMPIONSHIPS



Regis Luconi



Max Biaggi



Tetsuya Harada



BRITISH GRAND PRIX OFFICIALS

PERMANENT OFFICIALS

RACE DIRECTOR ROBERTO NOSETTO	TECHNICAL DIRECTOR JACK FINDLAY	MEDICAL DIRECTOR CLAUDIO MACCHIAGODENA
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FIM REPRESENTATIVE VITO IPPOLITO	TECHNICAL OFFICER COLIN MORAM	

RACE OFFICIALS

CLERK OF THE COURSE DEPUTY CLERK OF THE COURSE SECRETARY OF THE MEETING SECRETARY OF THE MEETING (NATIONAL) CHIEF INCIDENT OFFICER CHIEF MARSHAL CHIEF MEDICAL OFFICER RACE OFFICE	J WARD S HIGGS, D CARTER D BARNFIELD C FENNEL A HOWLETT M HOWLETT MR L JARRETT, FRCS G TROWBRIDGE S HASSELL J BENNETT RACESAFE ST. JOHN AMBULANCE AMBULINK CARNELL RENAULT (UK) LTD. & VAUXHALL AUTO CYCLE UNION
MARSHALS FIRST AID PARAMEDIC SERVICE RECOVERY VEHICLES COURTESY VEHICLES NATIONAL SPORTING FEDERATION	

IRTA

IRTA REPRESENTATIVE PAUL BUTLER

CIRCUIT OWNERS

DONINGTON PARK RACING LIMITED	
CHAIRMAN F. B. WHEATCROFT	DIRECTOR OF EVENT S KEMPTON

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CIRCUIT STAFF				

INTERNATIONAL SPONSOR

CERTINA THE OFFICIAL TIMING / WATCH FOR THE FIM WORLD CHAMPIONSHIPS

TIMETABLE

19-7-96	Free Practice	Qualifying Practice	21-7-96	Warm Up	Races
Thunderbikes	09.00 - 09.30		Thunderbike	09.00 - 09.20	
Sidecars		13.10 - 13.40	125cc	09.30 - 09.50	(26 laps) 11.30
125cc	09.40 - 10.40	13.50 - 14.35	250cc	10.00 - 10.20	(27 laps) 12.45
500cc	10.50 - 11.50	14.45 - 15.45	500cc	10.30 - 10.50	(30 laps) 14.00
250cc	12.00 - 13.00	15.55 - 16.55	Thunderbike		(21 laps) 15.30
Thunderbikes		17.05 - 17.35	Mobil 1 Triumph Speed Triple Challenge (round 5) (12 laps) 16.30		
Sidecars		17.45 - 18.45			
Triumph		19.00 - 19.30			

20-7-96	Free Practice	Qualifying Practice
Thunderbike	09.00 - 09.30	
125cc	09.40 - 10.40	13.50 - 14.35
500cc	10.50 - 11.50	14.45 - 15.45
250cc	12.00 - 13.00	15.55 - 16.55
Thunderbike		17.05 - 17.35
British Sidecar Grand Prix / 26 laps / 18.00		
Mobil 1 Triumph Speed Triple Challenge (round 4) / 12 laps / 19.00		

EVENING ACTIVITIES
Friday July 9th
In the Exhibition Centre
19.30 onwards Disco and Band
"Jump Bump and Boogie" Free Admission
Late bar and cafeteria
Adjacent to Campsite
19.00 onwards Big Screen Bike Race Action

Saturday July 20th
In the Exhibition Centre
19.30 onwards Disco and the Jamie

Whitham band "The Po Boys"
Also "Tower Struck Down"
E1 Admission after 20.00
Bar and cafeteria
Adjacent to Campsite
19.00 onwards Big Screen Bike Race Action

Other activities daily during the Grand Prix
In the Exhibition Centre from 09.00 Friday, 08.30 Saturday
and 08.00 Sunday: Mini Motos and Yamaha Trial riders
demonstrations. Cafeteria and bar open all day.

EBC® THE WINNING BRAKE PADS
 'SK93' BLACK, MEDIUM HARD KEVLAR STREET COMPOUND, WITH ABE

1996 BRITISH GRAND PRIX

26 LAPS • 104.598km • START 18.00

No.	RIDER / PASSENGER	NATIONALITY	MACHINE	TEAM
1	D DIXON/A HETHERINGTON	GB/GB	WINDLE ADM R4	DIXON RACING
2	R BILAND/K WALTISPERG	CH/CH	LCR BRM-SWISSAUTO	SCHLOSSGOLD RACING
3	M BOESIGER/J EGLI	CH/CH	LCR ADM R4	PNEU BOESIGER RACING
4	S ABBOTT/J BIGGS	GB/GB	WINDLE ADM R4	STEVE ABBOTT RACING
5	B BRINDLEY/S WHITESIDE	GB/GB	LCR YAMAHA	DENNIS TROLLOPE RACING
6	D BRINDLEY/P HUTCHINSON	GB/GB	LCR BRM-SWISSAUTO	READYMIX RACING
7	K KLAFFENBOECK/C PARZER	A/A	LCR BRM-SWISSAUTO	OKM RACING
8	B JANSSEN/A HANNI	NL/CH	LCR STREDOR	JANSSEN EUROVOS RACING
9	Y KUMAGAYA/T HOPKINSON	J/GB	LCR BRM-SWISSAUTO	KUMAGAYA NISSIN RACING
10	J LAUSLEHTO/H HOFSTEENGE	SF/NL	LCR ADM R4	LAUSLEHTO RACING
11	B GALLROS/P BERGLUND	S/S	LCR NGK 500	BG SIDECAR TEAM
12	M SCHLOSSER/T HERZOG	CH/D	LCR BRM-SWISSAUTO	SCHLOSSER RACING
14	M REDDINGTON/T CRONE	GB/GB	LCR ADM R4	REDDINGTON RACING
15	P GUEDEL/C GUEDEL	CH/CH	LCR BRM-SWISSAUTO	BP RACING TEAMCH
16	I WILFORD/M.WYNN	GB/GB	LCR ADM R4	WILLFORD RACING
17	T WYSSSEN/K WYSSSEN	CH/CH	LCR BRM-SWISSAUTO	WYSSSEN RACING
18	K WEBSTER/R McINTOSH	GB/GB	LCR ADM R4	WEBSTER RACING
20	M NEUMANN/S ZILLMAN	D/D	LCR ADM R4	NEUMANN RACING
21	T BAKER/I STAPLETON	GB/GB	BAKER YAMAHA	EXPRESS TYRES RACING
22	J REMSE/Z GREBENSEK	SLO/SLO	LCR ADM R4	RINGO RACING
33	S WEBSTER/D JAMES	GB/GB	LCR ADM R4	PNEU BOESIGER RACING
24	B GRAY/S POINTER	GB/GB	LCR ADM R4	GRAY MOTORCYCLES
27	D MOLYNEUX/P HILL	GB/GB		

1996 BRITISH GRAND PRIX • RESULTS

1 st	2 nd	3 rd
4 th	5 th	6 th
7 th	8 th	9 th
10 th	11 th	12 th
13 th	14 th	15 th
16 th	17 th	18 th
19 th	20 th	21 st
WINNER'S TIME	SPEED mph/TIME	FASTEST LAP/SPEED mph

SIDECARS 20.7.96

RACE NO. 4

LAP-BY-LAP LEADING POSITIONS

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

POINTS SCORED

					Total
1	D DIXON	20	25	25	70
2	P GUEDEL	25	16	13	54
3	S WEBSTER	16	20	16	52
4	K KLAFFENBOEK	-	13	20	33
5	R BILAND	13	10	10	33
6	S ABBOTT	10	11	11	32
7	M BOESIGER	8	8	9	25
8	Y KUMAGAYA	7	9	8	24
9	T WYSSSEN	9	7	7	23
10	M REDDINGTON	5	5	6	16

				Total	
11	M SCHLOSSER	6	3	5	14
12	D BRINDLEY	11	-	-	11
13	B JANSSEN	4	-	4	8
14	R BOHNHORST	-	6	1	7
15	K WEBSTER	2	1	3	6
16	B GALROSS	-	4	-	4
17	B GRAY3	3	-	-	3
18	J REMSE	1	-	2	3
19	J LAUSLEHTO	-	2	-	2

WARSTEINER GERMAN
 GRAND PRIX 7*7*96
 1 D DIXON/A HETHERINGTON
 2 K KLAFFENBOECK/C PARZER
 3 S WEBSTER/D JAMES
 4 P GUEDEL/C GUEDEL
 5 S ABBOTT/J BIGGS
 6 R BILAND/K WALTISPERG
 7 M BOESIGER/P HOSS
 8 Y KUMAGAYA/T HOPKINSON
 9 T WYSSSEN/K WYSSSEN
 10 M REDDINGTON/T CRONE

1. WINDLE-ADM R4 70 / 2. LCR-ADM R4 56 / 3. LCR-BRM-SWISSA 54 / 4. LCR-STREDOR 8 / 5. LCR-NGK 500 4

EBC® THE WINNING BRAKE PADS
 'SPRINT' GREEN, SOFT KEVLAR ROAD/CIRCUIT RACE COMPOUND

EBC THE WINNING BRAKE PADS
 'CFK' BLUE, MEDIUM HARD CARBON/KEVLAR SUPERBIKE COMPOUND

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE

12 LAPS • 48.24 kms • START 19.00

20.7.96

RACE NUMBER 4

No.	RIDER	HOME TOWN	ENTRANT
1	MARK PHILLIPS	LINCON	GENERAL GUARANTEE/WEBBS OF LINCOLN TEAM
2	DAVID HEAL	HEATHFIELD	ONGAR MOTORCYCLES
4	ADAM LEWIS	ANDOVER	NEIL YOUNG MOTORCYCLES
5	MICK CORRIGAN	SHEFFIELD	NEIL YOUNG MOTORCYCLES
6	PETER GRAVES	MIDDLESEX	JACK LILLEY RACING
7	ALAN BATSON	AYLESBURY	MARKET MOTORCYCLES
8	DAVID WOOD	AYLESBURY	MARKET MOTORCYCLES
10	JASON EMMETT	WALTON ON THAMES	TWO WHEEL SERVICES
11	DAVID JEFFERIES	SHIPLAY	ALLAN JEFFERIES MOTORCYCLES
12	DEAN ASHTON	HULL	PROTON CARS (UK) LTD
13	STEPHEN WILSON	GRANTHAM	MICK MILNE/AVELAND ELECTRICAL
14	MIKE HOSE	SEACOMBE	SKELLERNS MOTORCYCLES/TRACK TIME PROMOTIONS
15	TONY DAWSON	BRIDGNORTH	UK COMMERCIALS
16	MARK DITCHFIELD	LITTLEBOROUGH	H. ROBINSON & SONS (ROCHDALE)
17	RAY STRINGER	STOKE GOLDING	PIDCOCK MOTORCYCLES
18	DAVID HAITH	BARTON ON HUMBER	M+M MOULDINGS
19	COLIN GABLE		MOTORCYCLE CENTRE
20	RAY DYE	NOTTINGHAM	SPR RACE PRODUCTS/ENZA MOTORCYCLES
21	MARK TUMBULL	MARKET DRAYTON	WYILE & HOLLAND MOTORCYCLES
22	DANNY IMBERG	HAREFIELD	CARL ROSNER MOTORCYCLES
23	MIKE BROWN	LEICESTER	LEN MANCHESTER LTD
24	GARY WINTON	BRISTOL	JOHN WINTON
25	STEVE MARKS		PFK LING LTD
26	GORDON BLACKLEY		EVENT SECURITY/PFK LING LTD
27	DAVE QUIRK	OXFORD	FOWLERS OF BRISTOL
28	BOB HENDERSON	STOCKSFIELD	M & S MOTORCYCLES (NEWCASTLE)
29	DAVE MARTIN	SOUTHALL	IAN SLATER RACING
30	RHYS BOYD	MITCHAM	BOYER RACING LTD
31	FRANCIS WILLIAMSON	PETERSFIELD	
32	CHRIS WALKER		PIDCOCK MOTORCYCLES
33	STEVE WILLIAMS	LIANTWIT MAJOR	TWO WHEEL SERVICES
34	MICHAEL RUTTER	BRIERLEY HILL	MARKET MOTORCYCLES
40	MATT LLEWELLYN	LEICESTER	LEN MANCHESTER MOTORCYCLES
46	STEVE PLATER	WOODHALL SPA	HI-PEAK RACING
47	IAIN DUFFUS	GLENROTHES	HI-PEAK RACING
55	BRUCE DUNN		
52	DAVE WHITTAL-WILLIAMS	WORCESTER	SKELLEMA MOTORCYCLES/TRACK TIME PROMOTIONS
68	PAUL BROWN	SCUNTHORPE	CLAY CROSS POWERSPORTS
77	ALEX HUTCHINSON	BEVERLEY	PGH HAULAGE
81	GEOFF SPENCER	BARDNEY	CMS RACING
99	RANDY MAMOLLA	USA	TWO WHEEL SERVICES

MOBIL TRIUMPH SPEED TRIPLE CHALLENGE • RESULTS

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th
16 th	17 th	18 th	19 th	20 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

LAP-BY-LAP LEADING POSITIONS

Lap/Pos.	1	2	3	4	5	6	7	8	9	10
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										

POINTS SO FAR

	Total
1 MICK CORRIGAN	45
2 DAVIS JEFFERIES	40
3 ADAM LEWIS	39
4 DAVID HEAL	35
5 MARK PHILIPS	33
6 ALAN BATSON	28
7 RAY STRINGER	27
8 MATT LIEWELLYN	23
9 FRANCIS WILLIAMSON	19
10 DAVE MARTIN/CHRIS WALKER	16

SERIES INFORMATION

The Mobil 1 Triumph Speed Triple Challenge

series is designed to give each competitor an equal chance of winning. The 900cc three-cylinder production machines can be altered for the race track, but those changes are closely monitored.

The engine is not allowed to be tuned in any way. All the machines are checked on a dyno after each race.

The factory fitted 36mm flat side CV Mikuni Carburetors cannot be changed, but bigger main jets can be fitted to compensate for exhaust modifications.

The exhaust system can be changed to help with ground clearance, but this must be a Triumph item, which complies with strict noise levels.

The clutch cover must be replaced with a Triumph item, to give extra ground clearance.

The rear suspension unit can be changed to help with damping and give a higher ride height.

The front forks must remain standard items, but they can be re-valved to give firmer damping.

Wheels cannot be changed, but tyres can, as long as they comply with the Department of Transport regulations for road use.

Different brake pad compounds can be used to assist with the high temperatures they undergo in racing conditions, but brake discs must remain standard Triumph items.

A steering damper can be fitted to give increased control at high racing speeds.

The rest of the Speed Triple must remain as per factory specification and the rules are very strictly enforced by qualified Triumph appointed scrutineers at each round of the series.

Points are awarded to the top 15 finishers on the basis of: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1

Prize monies are paid to the top 17 finishers on the basis of: £2000+Trophy, £1500+Trophy, £1000+Trophy, £600, £400, £350, £300, £250, £220, £190, £180, £170, £169, £150, £140, £130

General Guarantee pay special awards:

Laps 1, 2 and 3=£25 each; Middle laps=£50 each

At the end of the season the Mobil 1 Triumph Speed Triple Challenge Champion will receive a new 1996 production Triumph Speed Triple machine and a trophy.

Championship dates: April 14, Mallory Park; April 21, Cadwell Park; May 26/27, Donington Park July 20/21, Donington Park September 7/8, Oulton Park; September 22, Silverstone; October 12/13, Donington Park

EBC THE WINNING BRAKE PADS
 'E' RED, LONGLASTING AND GRIPPY ENDURANCE RACE COMPOUND

EBC THE WINNING BRAKE PADS
 'SK93' BLACK, MEDIUM HARD KEVLAR STREET COMPOUND, WITH ABE

1996 BRITISH GRAND PRIX

26 LAPS • 104.598km • START 11.30

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	HARUCHIKA AOKI	JAPANESE	HONDA	RHEOS MOLENAAR RACING
2	KAZUTO SAKATA	JAPANESE	APRILIA	TEAM KRONA-APRILIA
3	EMILIO ALZAMORA	SPANISH	HONDA	CEPSA EFFEUNO MATTEONI
4	AKIRA SAITO	JAPANESE	HONDA	DOCSHOP RACING
5	DIRK RAUDIES	GERMAN	HONDA	HB TEAM RAUDIES
6	STEFANO PERUGINI	ITALIAN	APRILIA	NASTRO AZZURRO APRILIA
7	MASAKI TOKUDOME	JAPANESE	APRILIA	TEAM DITTER PLASTIC
8	TOMOMI MANAKO	JAPANESE	HONDA	TEAM UGT EUROPA
10	PETER OETTL	GERMAN	APRILIA	MARLBORO APRILIA ECKL
11	HERRI TORRONTGUI	SPANISH	HONDA	AXO SAN PATRIGNANO
12	NOBORU UEDA	JAPANESE	HONDA	DOCSHOP RACING
13	LUCIO CECCHINELLO	ITALIAN	HONDA	HONDA TEAM GP3
14	YOSHIKI KATOH	JAPANESE	YAMAHA	TEAM YAMAHA KURZ
15	MANFRED GEISSLER	GERMAN	APRILIA	MARLBORO APRILIA ECKL
17	DARREN BARTON	BRITISH	APRILIA	TEAM DITTER PLASTIC
19	YOUISHI UI	JAPANESE	YAMAHA	TEAM YAMAHA KURZ
21	ANDREA BALLERINI	ITALIAN	APRILIA	TEAM ITALIA
23	FREDERIC PETIT	FRENCH	HONDA	TEAM RMS
24	JAROSLAV HULES	CZECH	HONDA	TEAM PILERI
26	IVAN GOI	ITALIAN	HONDA	CEPSA EFFEUNO MATTEONI
27	GABRIELE DEBBIA	ITALIAN	YAMAHA	BIESSE SEMPRUCCI/DEBBIA
35	LOEK BODELIER	DUTCH	HONDA	MOBIL 1-TNT-LB RACING
36	JOSEP SARDA	SPANISH	HONDA	MOBIL 1-TNT-LB RACING
37	PAOLO TESSARI	ITALIAN	HONDA	TEAM PILERI
46	VALENTINO ROSSI	ITALIAN	APRILIA	SCUDERIA AGV
55	JORGE MARTINEZ	SPANISH	APRILIA	TEAM AIRTEL-ASPAR
72	GARRY McCOY	AUSTRALIAN	APRILIA	SCUDERIA ALFA BIEFFE
83	ROBIN APPELYARD	BRITISH	HONDA	COLIN APPELYARD RACING
84	PETE JENNINGS	BRITISH	HONDA	KNOTTS RACING
85	FERNANDO MENDES	PORTUGUESE	HONDA	PADGETTS BELSTAFF RACING
86	CHRIS PALMER	BRITISH	HONDA	LEE RUMNEY RACING TEAM
88	ANGEL NIETO	SPANISH	APRILIA	TEAM AIRTEL-ASPAR

1996 BRITISH GRAND PRIX • RESULTS

1 st <i>Perugini</i>	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th
16 th	17 th	18 th	19 th	20 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

125cc

RACE NUMBER 9



LAP-BY-LAP LEADING POSITIONS

Lap/Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1																						
2																						
3																						
4																						
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26																						

THE SEASON SO FAR

125cc

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1 H AOKI	20	20	20	25	20	9	16	16								146
2 M TOKUDOME	13	25	25	10	2	-	-	25								100
3 S PERUGINI	25	8	4	9	-	25	3	20								94
4 E ALZAMORA	11	-	-	20	9	16	25	13								94
5 T MANAKO	9	9	13	8	7	20	11	8								85
6 N UEDA	7	10	16	16	4	13	13	4								83
7 P OETTL	16	16	-	5	25	-	-	10								72
8 K SAKATA	6	2	-	11	16	8	9	5								57
9 V ROSSI	10	5	5	13	13	-	-	11								57
10 I GOI	-	3	-	6	8	4	20	6								47

OTHER POINTS SCORERS: M GEISSLER 41 • MARTINEZ 38 • D RAUDIES 36 • A SAITO 32 • L CECCHINELLO 25 • Y KATOH 18 • F PETIT 15
 A BALLERINI 14 • G McCOY 11 • M AZUMA 10 • D BARTON 9 • H TORRONTGUI 8 • S IBARAKI 6 • J HULES 5 • L BODELIER 4 • P TESSARI 4 • J SARDA 3
 Y UI 3 • S SUGAYA 1 • J RAMIREZ 1 • G DEBBIA 1 / APRILIA 172 • HONDA 166 • YAMAHA 26

7•7•96

WARSTEINER GERMAN

GRAND PRIX

Pos	Rider
1	M Tokudome (JPN)
2	S Perugini (ITA)
3	H Aoki (JPN)
4	E Alzamora (SPA)
5	V Rossi (ITA)
6	P Oettl (GER)
7	J Martinez (SPA)
8	T Manako (JPN)
9	M Geissler (GER)
10	I Goi (ITA)

EBC THE WINNING BRAKE PADS
 'SPRINT' GREEN, SOFT KEVLAR ROAD/CIRCUIT RACE COMPOUND

EBC THE WINNING BRAKE PADS
 'CFK' BLUE, MEDIUM HARD CARBON/KEVLAR SUPERBIKE COMPOUND

1996 BRITISH GRAND PRIX

27 LAPS • 108.621km • START 12.45

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	MAX BIAGGI	ITALIAN	APRILIA	CHESTERFIELD APRILIA
3	RALF WALDMANN	GERMAN	HONDA	HB HONDA GERMANY
5	JEAN PHILIPPE RUGGIA	FRENCH	HONDA	CHESTERFIELD ELF TECH 3
6	NOBUATSU AOKI	JAPANESE	HONDA	RHEOS MOLENAAR RACING
7	LUIS D'ANTIN	SPANISH	HONDA	MX ONDA-S.S.P. COMPETICION
8	CRISTIANO MIGLIORATI	ITALIAN	HONDA	AXO SAN PATRIGNANO
9	YASUMASA HATAKEYAMA	JAPANESE	HONDA	F.C.C. TS PENGUIN
10	TOHRU UKAWA	JAPANESE	HONDA	TEAM BENETTON HONDA
11	JURGEN FUCHS	GERMAN	HONDA	HB HONDA GERMANY
12	JURGEN VAN DEN GOORBERGH	DUTCH	HONDA	TEAM M.Q.P. RACING
14	ESKIL SUTER	SWISS	APRILIA	MOHAG APRILIA
15	GIANLUIGI SCALVINI	ITALIAN	HONDA	TEAM PILERI
16	SETE GIBERNAU	SPANISH	HONDA	AXO SAN PATRIGNANO
18	ROBERTO LOCATELLI	ITALIAN	APRILIA	NASTRO AZZURRO APRILIA
19	OLIVIER JACQUE	FRENCH	HONDA	CHESTERFIELD ELF TECH 3
20	LUCA BOSCOCCURO	ITALIAN	APRILIA	SCUDERIA AGV
22	OLIVER PETRUCCIANI	SWISS	APRILIA	MOHAG APRILIA
23	CHRISTIAN BOUDINOT	FRENCH	APRILIA	PROMOTO SPORT
25	DAVIDE BULEGA	ITALIAN	APRILIA	TEAM ITALIA
26	TAKESHI TSUJIMURA	JAPANESE	HONDA	F.C.C. TECHNICAL SPORTS
27	SEBASTIAN PORCO	ARGENTINIAN	APRILIA	PR2 APRILIA YPF-ESCO
28	CHRISTOPHE COGAN	FRENCH	HONDA	TEAM AJP
29	OSAMU MIYAZAKI	JAPANESE	APRILIA	EDO RACING
30	JOSE LUIS CARDOSO	SPANISH	APRILIA	SHERRY REPSOL APRILIA
31	TETSUYA HARADA	JAPANESE	YAMAHA	MARLBORO YAMAHA RAINEY
41	JAMIE ROBINSON	BRITISH	APRILIA	DOCSHOP RACING
55	REGIS LACONI	FRENCH	HONDA	TECMAS GRANDS PRIX
66	ALESSANDRO ANTONELLO	ITALIAN	APRILIA	FGF GUIDOTTI
84	STEVE SAWFORD	BRITISH	APRILIA	TOTAL APRILIA SS ENGIN.
85	LEE DICKINSEN	BRITISH	HONDA	PADGETTS TEAM GALEMAIN
86	JASON VINCENT	BRITISH	HONDA	PADGETTS MOTORCYCLES
88	SCOTT SMART	BRITISH	HONDA	SCOTT SMART RACING
96	JOSE BARRESI	VENEZUELAN	YAMAHA	MARLBORO VENEMOTOS

1996 BRITISH GRAND PRIX • RESULTS

1 st <i>Biaggi</i>	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th
16 th	17 th	18 th	19 th	20 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

250cc

RACE NUMBER 9



LAP-BY-LAP LEADING POSITIONS

Lap/Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
1																							
2																							
3																							
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25																							
26																							
27																							

THE SEASON SO FAR

7•7•96

250cc

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

WARSTEINER GERMAN

GRAND PRIX

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1 M BIAGGI	25	20	25	25	25	25	16	13								174
2 R WALDMANN	-	16	8	16	16	20	25	25								126
3 T HARADA	20	25	-	20	10	16	6	-								97
4 J FUCHS	9	10	4	13	11	-	20	16								83
5 L D'ANTIN	16	13	7	10	7	6	10	11								80
6 O JACQUE	13	8	13	9	13	-	-	20								76
7 N AOKI	10	11	10	-	8	11	9	5								64
8 T UKAWA	-	9	11	11	-	13	-	6								50
9 J RUGGIA	11	6	6	8	9	-	-	9								49
10 L BOSCOCCURO	7	3	-	6	3	10	4	10								43

Pos Rider

- 1 R Waldmann (GER)
- 2 O Jacque (FRA)
- 3 J Fuchs (GER)
- 4 M Biaggi (ITA)
- 5 L D'Antin (SPA)
- 6 L Boscoscuro (ITA)
- 7 J Ruggia (FRA)
- 8 R Laconi (FRA)
- 9 C Migliorati (ITA)
- 10 T Ukawa (JPN)

OTHER POINTS SCORERS: E SUTER 32•C MIGLIORATI 31•J.V.D. GOORBERGH 30•N NUMATA 20•M LUCCHI 20•J ROBINSON 19
 R LACONI 17•O MIYAZAKI 17•D KATO 16•R LOCATELLI 14•T TSUJIMURA 14•S PORCO 11•K HAGA 9•D BULEGA 7•Y HATAKEYAMA 7
 M OTTOBRE 6•S GIBERNAU 5•O PETRUCCIANI•APRILIA 174•HONDA 150•YAMAHA 106•SUZUKI 20

EBC THE WINNING BRAKE PADS
 'E' RED, LONGLASTING AND GRIPPY ENDURANCE RACE COMPOUND

EBC® THE WINNING BRAKE PADS
 'SK93' BLACK, MEDIUM HARD KEVLAR STREET COMPOUND, WITH ABE

1996 BRITISH GRAND PRIX

30 LAPS • 120.69kms • START 14.00

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	MICK DOOHAN	AUSTRALIAN	HONDA	TEAM REPSOL HONDA
3	LUCA CADALORA	ITALIAN	HONDA	KANEMOTO HONDA
4	ALEX CRIVILLE	SPANISH	HONDA	TEAM REPSOL HONDA
6	TADAYUKI OKADA	JAPANESE	HONDA	TEAM REPSOL HONDA
7	ALEX BARROS	BRAZILIAN	HONDA	HONDA PILERI
8	JUAN BORJA	SPANISH	ELF 500	ELF 500 ROC
9	NORIFUMI ABE	JAPANESE	YAMAHA	MARLBORO YAMAHA ROBERTS
10	KENNY ROBERTS Jnr.	AMERICAN	YAMAHA	MARLBORO YAMAHA ROBERTS
11	SCOTT RUSSELL	AMERICAN	SUZUKI	LUCKY STRIKE SUZUKI
12	JEAN MICHEL BAYLE	FRENCH	YAMAHA	MARLBORO YAMAHA ROBERTS
13	JEREMY McWILLIAMS	BRITISH	ROC YAMAHA	QUB TEAM OPTIMUM
15	DORIANO ROMBONI	ITALIAN	APRILIA	IP APRILIA RACING TEAM
16	LAURENT NAVEAU	BELGIAN	ROC YAMAHA	ELC LEASE ROC
17	ALBERTO PUIG	SPANISH	HONDA	FORTUNA HONDA PONS
18	JAMES HAYDON	BRITISH	ROC YAMAHA	W.C.M.
19	SEAN EMMETT	BRITISH	HARRIS YAMAHA	HARRIS GRAND PRIX
22	LUCIO PEDERCINI	ITALIAN	ROC YAMAHA	TEAM PEDERCINI
23	EUGENE McMANUS	BRITISH	YAMAHA	MILLAR RACING
24	CARLOS CHECA	SPANISH	HONDA	FORTUNA HONDA PONS
26	TERRY RYMER	BRITISH	SUZUKI	LUCKY STRIKE SUZUKI
27	FREDERIC PROTAT	FRENCH	ROC YAMAHA	SOVEREX FP RACING
41	SHINICHI ITOH	JAPANESE	HONDA	TEAM REPSOL HONDA
44	CHRIS WALKER	BRITISH	ELF 500	ELF 500 ROC
51	JEAN PIERRE JEANDAT	FRENCH	PATON	TEAM PATON
65	LORIS CAPIROSSI	ITALIAN	YAMAHA	MARLBORO YAMAHA RAINEY
96	PAUL YOUNG	AUSTRALIAN	HARRIS YAMAHA	PADGETTS RACING TEAM

1996 BRITISH GRAND PRIX • RESULTS

1 st <i>Doohan</i>	2 nd <i>Criville</i>	3 rd <i>Abe</i>	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th
16 th	17 th	18 th	19 th	20 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

500cc

RACE NUMBER 9



LAP-BY-LAP LEADING POSITIONS

Lap/Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1																						
2																						
3																						
4																						
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25																						
26																						
27																						
28																						
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30																						

THE SEASON SO FAR

7•7•96

500cc

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1 M DOOHAN	11	25	10	25	25	25	25	20								166
2 A CRIVILLE	-	13	20	-	20	20	20	16								109
3 L CADALORA	25	10	-	20	16	10	-	25								106
4 A BARROS	20	20	-	8	10	9	16	8								91
5 N ABE	8	7	25	-	5	13	10	10								78
6 S RUSSELL	13	9	16	-	-	11	13	13								75
7 A PUIG	9	6	7	11	4	16	4	5								62
8 J BAYLE	10	8	8	9	11	-	8	6								60
9 T OKADA	-	-	13	16	9	-	3	9								50
10 C CHECA	16	11	6	6	-	-	5	-								44

WARSTEINER GERMAN
 GRAND PRIX

- Pos Rider
- L Cadalora (ITA)
 - M Doohan (AUS)
 - A Criville (SPA)
 - S Russell (USA)
 - K Roberts Jr (USA)
 - N Abe (JPN)
 - T Okada (JPN)
 - A Barros (BRA)
 - S Itoh (JPN)
 - J Bayle (FRA)

OTHER POINTS SCORERS: K ROBERTS Jr 42•S ITOH 36•L CAPIROSSI 33•D BEATTIE 24•F PROTAT 24•D ROMBONI 21
 J BORJA 18•J McWILLIAMS 18•L PEDERCINI 16•J HAYDON 13•T RYMER 9•S EMMETT 9•E McMANUS 5•L NAVEAU 3•F FERRACCI 3
 T ARAKAKI 3•J DELETANG 2•HONDA 195•YAMAHA 110•SUZUKI 88•ROC YAMAHA 34•APRILIA 21•ELF 500 18•HARRIS YAMAHA 12

EBC® THE WINNING BRAKE PADS
 'SPRINT' GREEN, SOFT KEVLAR® ROAD/CIRCUIT RACE COMPOUND

EBC THE WINNING BRAKE PADS
 'CFK' BLUE, MEDIUM HARD CARBON/KEVLAR SUPERBIKE COMPOUND

THUNDERBIKE TROPHY 21.7.96

21 LAPS • 84.483kms • START 15.30

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	STEFAN SCHESCHOWITSCH	GERMAN	KAWASAKI	RUBATTO RACING
2	YVES BRIGUET	SWISS	HONDA	TEAM YVES BRIGUET
3	STEPHANE MERTENS	BELGIAN	HONDA	DC RACING TEAM
5	MARIO INNAMORATI	ITALIAN	HONDA	SUPERBIKE RACING TEAM
6	ENRIQUE DE JUAN	SPANISH	KAWASAKI	RUBATTO RACING
7	WILCO ZEELENBERG	DUTCH	HONDA	DC RACING TEAM
8	JEFFRY DE VRIES	DUTCH	YAMAHA	MOTOPOST YAMAHA
9	CHRISTIAN ZWEDORN	AUSTRIAN	HONDA	CASTROL-HONDA AUSTRIA
10	ERIC MAHE	FRENCH	YAMAHA	YAMAHA MOTOR FRANCE
11	RUBEN XAUS	SPANISH	HONDA	SUPERBIKE RACING TEAM
12	FRANK HEIDGER	GERMAN	HONDA	G TEN KATE MOTORCYCLES
14	IAIN MacPHERSON	BRITISH	HONDA	G TEN KATE MOTORCYCLES
15	BERNARD GARCIA	FRENCH	HONDA	D.R. TEAM SHARK
16	MARC GARCIA	FRENCH	HONDA	D.R. TEAM SHARK
17	PERE RIBA	SPANISH	HONDA	ARIZU RACING
18	DAVID ROUGE	SWISS	HONDA	TEAM YVES BRIGUET
19	ADRIEN MORILLAS	FRENCH	YAMAHA	YAMAHA MOTOR FRANCE
20	WILLIAM COSTES	FRENCH	HONDA	HONDA FRANCE
21	PHILLIPE PINCHIDEZ	FRENCH	HONDA	HONDA FRANCE
22	GREGORIO LAVILLA	SPANISH	YAMAHA	FOLCH ENDURANCE
23	ORIOLE FERNANDEZ	SPANISH	YAMAHA	FOLCH ENDURANCE
25	PHIL BORLEY	BRITISH	KAWASAKI	PHIL BORLEY RACING
30	JOSE MARTIN VAZQUEZ	SPANISH	HONDA	ARBIZU RACING
65	MIKE EDWARDS	BRITISH	HONDA	V & M RACING
66	DAVE HEAL	BRITISH	HONDA	V & M RACING
67	IAIN DUFFUS	BRITISH	HONDA	V & M RACING
68	PHILLIP McCALLEN	BRITISH	HONDA	TEAM MOTORCYCLE CITY
69	ANDY PALLOTT	BRITISH	YAMAHA	AMOT TEAM RACING
70	PAUL BROWN	BRITISH		
71	JOHN CRAWFORD	BRITISH	KAWASAKI	JC RACING

THUNDERBIKE TROPHY • RESULTS

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th
16 th	17 th	18 th	19 th	20 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

RACE NUMBER 6



LAP-BY-LAP LEADING POSITIONS

Lap/Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1																						
2																						
3																						
4																						
5																						
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13																						
14																						
15																						
16																						
17																						
18																						
19																						
20																						
21																						

THE SEASON SO FAR

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

	1	2	3	4	5	6	7	8	9	
1 Y BRIGUET	16	16	11	16	16					75
2 J DE VRIES	-	7	13	25	25					70
3 W COSTES	25	20	-	20	-					65
4 A MORILLAS	20	-	25	-	-					45
5 B GARCIA	13	-	20	9	-					42
6 S MERTENS	10	11	-	-	20					41
7 I MACPHERSON	-	8	10	8	13					39
8 W ZEELENBERG	7	9	-	13	-					29
9 S SCHESCHOWITSCH	5	-	16	6	-					27
10 G LAVILLA	8	-	8	10	-					26

7.7.96

WARSTEINER GERMAN

GRAND PRIX

Pos	Rider
1	J De Vries
2	S Mertens
3	Y Briguet
4	I MacPherson
5	O Fernandez
6	M Innamorati
7	E De Juan
8	T Mauch
9	F Heidger
10	D Bonaris

YAMAHA 120 / HONDA 105 / KAWASAKI 40 / BIMOTA 18

EBC THE WINNING BRAKE PADS
 'E' RED, LONGLASTING AND GRIPPY ENDURANCE RACE COMPOUND

EBC THE WINNING BRAKE PADS
 'SK93' BLACK, MEDIUM HARD KEVLAR STREET COMPOUND, WITH ABE

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE

12 LAPS • 48.24 kms • START 16.30

No.	RIDER	HOME TOWN	ENTRANT
1	MARK PHILLIPS	LINCON	GENERAL GUARANTEE/WEBBS OF LINCOLN TEAM
2	DAVID HEAL	HEATHFIELD	ONGAR MOTORCYCLES
4	ADAM LEWIS	ANDOVER	NEIL YOUNG MOTORCYCLES
5	MICK CORRIGAN	SHEFFIELD	NEIL YOUNG MOTORCYCLES
6	PETER GRAVES	MIDDLESEX	JACK LILLEY RACING
7	ALAN BATSON	AYLESBURY	MARKET MOTORCYCLES
8	DAVID WOOD	AYLESBURY	MARKET MOTORCYCLES
10	JASON EMMETT	WALTON ON THAMES	TWO WHEEL SERVICES
11	DAVID JEFFERIES	SHIPLAY	ALLAN JEFFERIES MOTORCYCLES
12	DEAN ASHTON	HULL	PROTON CARS (UK) LTD
13	STEPHEN WILSON	GRANTHAM	MICK MILNE/AVELAND ELECTRICAL
14	MIKE HOSE	SEACOMBE	SKELLERNS MOTORCYCLES/TRACK TIME PROMOTIONS
15	TONY DAWSON	BRIDGNORTH	UK COMMERCIALS
16	MARK DITCHFIELD	LITTLEBOROUGH	H. ROBINSON & SONS (ROCHDALE)
17	RAY STRINGER	STOKE GOLDING	PIDCOCK MOTORCYCLES
18	DAVID HAITH	BARTON ON HUMBER	M+M MOULDINGS
19	COLIN GABLE		MOTOR CYCLE CENTRE
20	RAY DYE	NOTTINGHAM	SPR RACE PRODUCTS/ENZA MOTORCYCLES
21	MARK TUMBULL	MARKET DRAYTON	WYILE & HOLLAND MOTORCYCLES
22	DANNY IMBERG	HAREFIELD	CARL ROSNER MOTORCYCLES
23	MIKE BROWN	LEICESTER	LEN MANCHESTER LTD
24	GARY WINTON	BRISTOL	JOHN WINTON
25	STEVE MARKS		PFK LING LTD
26	GORDON BLACKLEY		EVENT SECURITY/PFK LING LTD
27	DAVE QUIRK	OXFORD	FOWLERS OF BRISTOL
28	BOB HENDERSON	STOCKSFIELD	M & S MOTORCYCLES (NEWCASTLE)
29	DAVE MARTIN	SOUTHALL	IAN SLATER RACING
30	RHYS BOYD	MITCHAM	BOYER RACING LTD
31	FRANCIS WILLIAMSON	PETERSFIELD	
32	CHRIS WALKER		PIDCOCK MOTORCYCLES
33	STEVE WILIAMS	LIANTWIT MAJOR	TWO WHEEL SERVICES
34	MICHAEL RUTTER	BRIERLEY HILL	MARKET MOTORCYCLES
40	MATT LLEWELLYN	LEICESTER	LEN MANCHESTER MOTORCYCLES
46	STEVE PLATER	WOODHALL SPA	HI-PEAK RACING
47	IAIN DUFFUS	GLENROTHES	HI-PEAK RACING
55	BRUCE DUNN		
52	DAVE WHITTAL-WILLIAMS	WORCESTER	SKELLEMA MOTORCYCLES/TRACK TIME PROMOTIONS
68	PAUL BROWN	SCUNTHORPE	CLAY CROSS POWERSPORTS
77	ALEX HUTCHINSON	BEVERLEY	PGH HAULAGE
81	GEOFF SPENCER	BARDNEY	CMS RACING
99	RANDY MAMOLLA	USA	TWO WHEEL SERVICES

MOBIL TRIUMPH SPEED TRIPLE CHALLENGE • RESULTS

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
11 th	12 th	13 th	14 th	15 th
16 th	17 th	18 th	19 th	20 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

21.7.96

RACE NUMBER 5

LAP-BY-LAP POSITION

Lap/Pos.	1	2	3	4	5	6	7	8	9	10
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										

POINTS SO FAR

		Total
1	MICK CORRIGAN	45
2	DAVID JEFFERIES	40
3	ADAM LEWIS	39
4	DAVID HEAL	35
5	MARK PHILLIPS	33
6	ALAN BATSON	28
7	RAY STRINGER	27
8	MATT LLEWELLYN	23
9	FRANCIS WILLIAMSON	19
10	DAVE MARTIN/CHRIS WALKER	16

SERIES INFORMATION

The Mobil 1 Triumph Speed Triple Challenge

series is designed to give each competitor an equal chance of winning. The 900cc three-cylinder production machines can be altered for the race track, but those changes are closely monitored.

The engine is not allowed to be tuned in any way. All the machines are checked on a dyno after each race.

The factory fitted 36mm flat side CV Mikuni Carburetors cannot be changed, but bigger main jets can be fitted to compensate for exhaust modifications.

The exhaust system can be changed to help with ground clearance, but this must be a Triumph item, which complies with strict noise levels.

The clutch cover must be replaced with a Triumph item, to give extra ground clearance.

The rear suspension unit can be changed to help with damping and give a higher ride height.

The front forks must remain standard items, but they can be re-valved to give firmer damping.

Wheels cannot be changed, but tyres can, as long as they comply with the Department of Transport regulations for road use.

Different brake pad compounds can be used to assist with the high temperatures they undergo in racing conditions, but brake discs must remain standard Triumph items.

A steering damper can be fitted to give increased control at high racing speeds.

The rest of the Speed Triple must remain as per factory specification and the rules are very strictly enforced by qualified Triumph appointed scrutineers at each round of the series.

Points are awarded to the top 15 finishers on the basis of: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1

Prize monies are paid to the top 17 finishers on the basis of: £2000 + Trophy, £1500 + Trophy, £1000 + Trophy, £600, £400, £350, £300, £250, £220, £190, £180, £170, £169, £150, £140, £130

General Guarantee pay special awards:

Laps 1, 2 and 3 = £25 each. Middle laps = £50 each

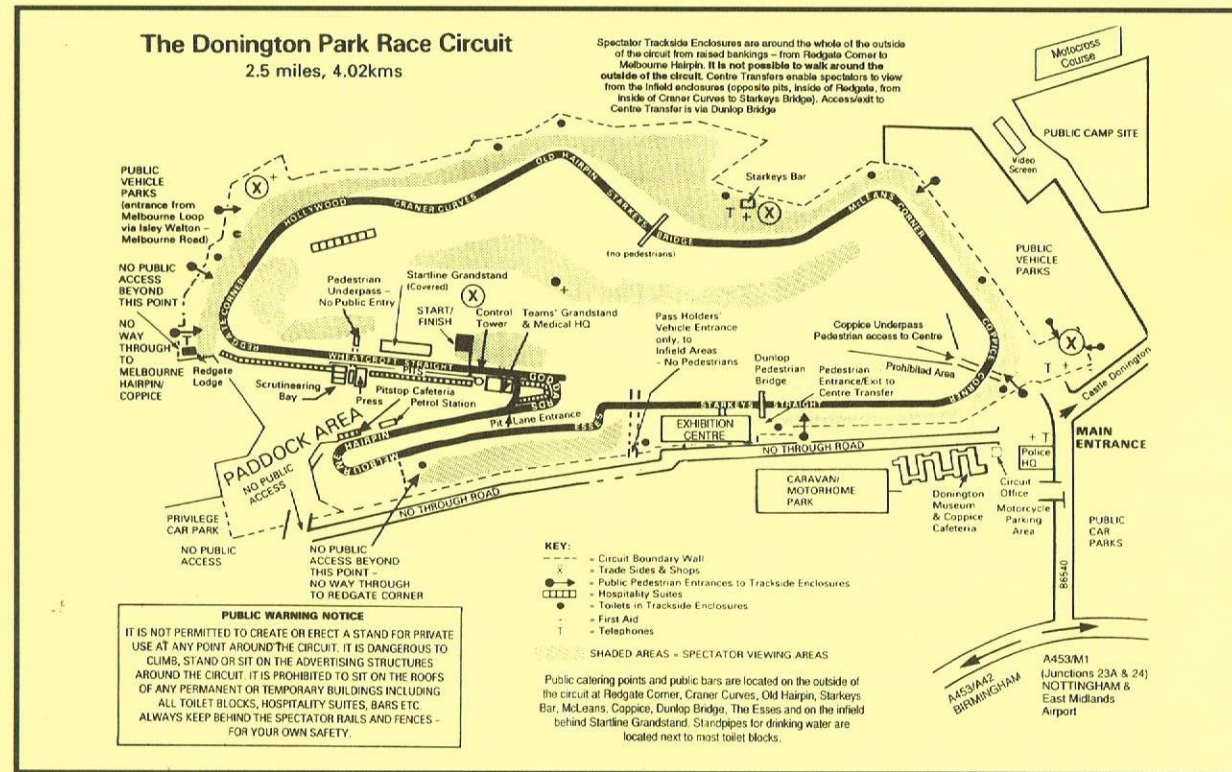
At the end of the season the Mobil 1 Triumph Speed Triple Challenge Champion will receive a new 1996 production Triumph Speed Triple machine and a trophy.

Championship dates: April 14, Mallory Park; April 21, Cadwell Park; May 26/27, Donington Park; July 20/21, Donington Park; September 7/8, Oulton Park; September 22, Silverstone; October 12/13, Donington Park

EBC THE WINNING BRAKE PADS
 'SPRINT' GREEN, SOFT KEVLAR ROAD/CIRCUIT RACE COMPOUND

EBC THE WINNING BRAKE PADS
 'CFK' BLUE, MEDIUM HARD CARBON/KEVLAR SUPERBIKE COMPOUND

1996 BRITISH GRAND PRIX



DONINGTON: 2.5 MILES / 4.023 km

DONINGTON PARK BRITISH GRAND PRIX RACE WINNERS OVER THE YEARS	
500cc	1987 Eddie Lawson, 1988 Wayne Rainey, 1989 Kevin Schwantz, 1990 Kevin Schwantz, 1991 Kevin Schwantz, 1992 Wayne Gardner, 1993 Luca Cadalora, 1994 Kevin Schwantz, 1995 Mick Doohan
250cc	1987 Anton Mang, 1988 Luca Cadalora, 1989 Sito Pons, 1990 Luca Cadalora, 1991 Luca Cadalora, 1992 Pier Francesco Chili, 1993 Jean Ruggia, 1994 Loris Capirossi, 1995 Max Biaggi
125cc	1987 Fausto Gresini, 1988 Ezio Gianola, 1989 Hans Spaan, 1990 Loris Capirossi, 1991 Loris Capirossi, 1992 Fausto Gresini, 1993 Dirk Raudies, 1994 Taeshi Tsujimura, 1995 Kazuto Sakata
Sidecars	1987 Steve Webster, 1988 Steve Webster, 1989 Steve Webster, 1990 Egbert Streur, 1991 Rolf Biland, 1992 Rolf Biland, 1993 Derek Brindley, 1994 Rolf Biland, 1995 Rolf Biland
GRAND PRIX CIRCUIT LAP RECORDS	
Outright	Troy Corser Ducati 1m 33.47s / 154.95kph April 1996
125cc	S Perugini Aprilia 1m 40.647s / 89.42mph July 1995
250cc	J P Ruggi Aprilia 1m 34.888s / 94.84mph August 1993
500cc	Kevin Schwantz Suzuki 1m 33.569s / 96.11mph August 1991
Sidecars	Biland/Waltisperg LCR Swiss Auto 1m 37.486s / 92.32mph July 1994
Thunderbikes	Yves Briquet Honda 1m 39.856s / 90.13mph July 1995



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When it comes to the race Harada carries on that inch perfect consistency, reeling off lap after lap at his very best pace. he can be counted on to carry the fight all the way to the flag and has the most incredible reputation for passing and not being passed on the last lap.

Biaggi versus Harada has so often provided the excitement in recent years, and the Italian's style is very different. Where Harada has the ice cold precision Biaggi has that unpredictable genius that can smash lap records in adversity. Harada never looks out of shape while Biaggi makes those jaw dropping moves that defy both explanation and the laws of physics.

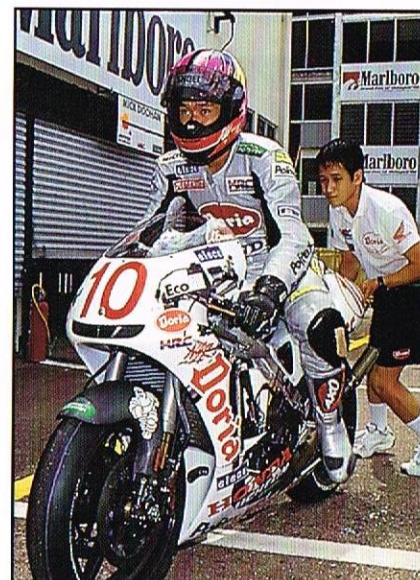
As big as the contrast between Harada and Biaggi is that between the Yamaha and the Aprilia. As Biaggi has led the Aprilia team he has also led the development trend. This has produced a bike that really works when ridden on the edge. Put a rider other than Harada on the Yamaha and he would find it very rideable but he would be hard pressed to lap at a competitive speed. Put a rider other than Biaggi on his Aprilia and he will find it hard to ride at anything less than a competitive speed.

The disc valve Aprilia has to be pushed to the limit, it is powerful and it can be fickle. For those who lack Biaggi's talent it can be a double edged sword. Aprilia also have Locatelli on a full factory machine sharing the development load with Biaggi plus test rider

Marcellino Lucchi who is fully capable of running at Grand Prix pace in his rare World Championship outings. Aprilia then spreads its factory support on a sliding scale through the Grand Prix ranks, balancing the need for a strong supporting cast against the danger of diluting their effort.

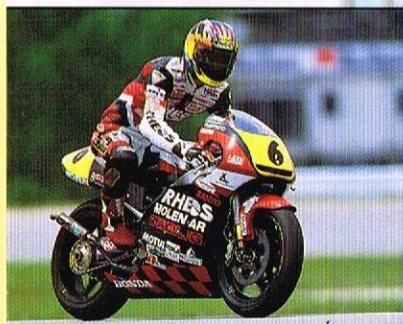
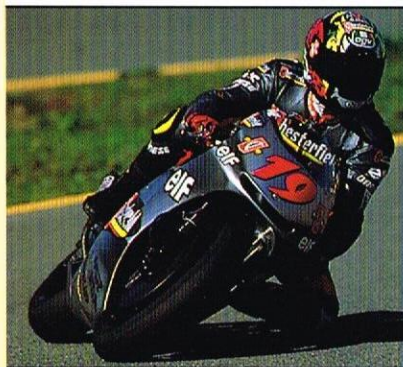
Honda's NSR campaign is different again for all the factory backed riders get very much the same equipment. It is a reed valve engine machine that has been developed from the feedback of not only the half dozen or so men who campaign them each World Championship season but also the Japanese domestic championship team and the likes of Ukawa. What has resulted is an everyman's machine, less critical of rider talent than the Aprilia, less corner speed dependent than the Yamaha.

The downside as far as the Honda is concerned is that it is almost by definition not perfect for anyone. Riders can of course tune the engines and suspension systems and that solves that problem to a degree. For 1996 Honda allowed a choice of suspension systems for the first time, previously the bikes had always been supplied with Showa forks and rear units. This season the teams that have not struck with Showa are free to run Ohlins, White Power or Kayaba and therefore a greater variation of suspension performance is possible.



Tohru Ukawa

Olivier Jacque



Nobuatsu Aoki

The other variable in the Honda equation is tyres for there is choice of Michelin and Dunlop plus Bridgestone for Takeshi Tsujimura who also runs a very special frame built by his FCC Technical Sports team. The tyre and suspension combinations on the Hondas create as many equipment variations as there are riding styles particularly with Harada swapping from Dunlop to race on Michelins for the first time. While Waldmann's 125 heritage suggest he knows more about high corner speed than most. Ruggia, the thirty-year-old from Toulon in the South of France, has a reputation for aggressive braking. Fellow countryman Jacque makes lightning starts while Japanese ace Aoki and Spaniard D'Antin are always in the thick of the chase.

Biaggi will be 25 at the end of the season and looking to the 500 class for his next challenge, he only started racing in 1989 and rode in his first Grand Prix in 1991. His first win came in South Africa at the end of the following season and, but for a year with Honda in 1993, he has been an Aprilia man all the way. That means that all bar one of his GP wins have been for the Italian concern.

Just as special as that combination is the

Japanese effort of Harada and Yamaha that almost exactly mirrors the Italians in spirit of competition even though so different in other respects. The Honda teams are real multinational efforts and like the other classes numerous languages can be heard in the 250 pits. There is the Swedish content provided by the Ohlins suspension company, Dutch spoken by the White Power engineers and Aprilia's chief race development engineer Jan Witteveen. There is North American team ownership through Wayne Rainey, South Americans, British, Swiss, French, German, Spanish and so on.

The diversity of nationalities, abilities, machinery and styles keeps the competition boiling and guarantees that the competition is ever more fierce and the result always in doubt.

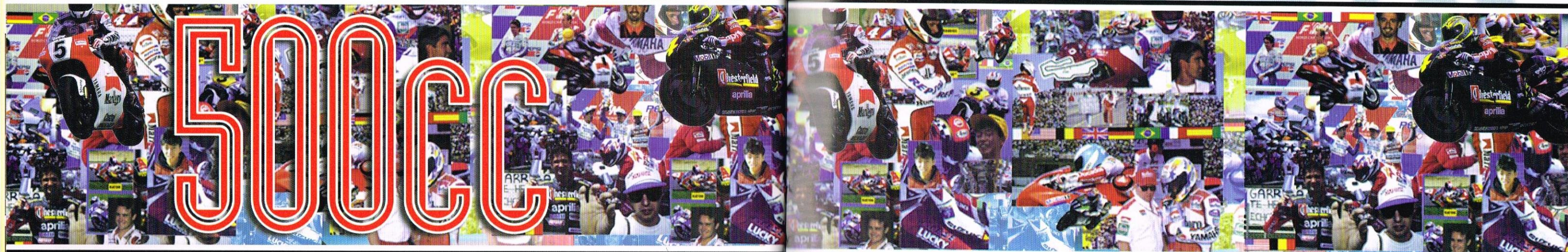


Ralf Waldmann

Jean-Philippe Ruggia



Tetsuya Harada



TEAM REPSOL HONDA

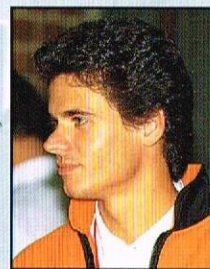
1 Mick DOOHAN



Date of Birth:
Born:
First race:
GP debut:
First GP victory:
World titles:

04/06/65
Brisbane, Australia
1984
Japan 1989 (500cc)
Hungary 1990 (500cc)
500cc, 1994, 1995

4 Alex CRIVILLE



04/03/70
Sera, Spain
1985
Spain 1987 (80cc)
Australia 1989 (125cc)
125cc, 1989

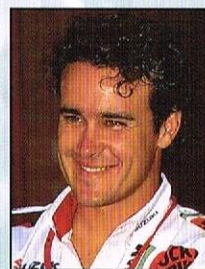
6 Tadayuki OKADA



13/02/67
Ibaragi, Japan
1985
Japan 1989 (250cc)
Japan 1994 (250cc)
Japan 1994 (250cc)

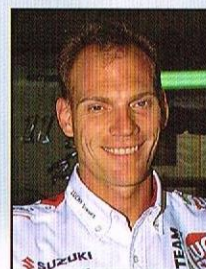
LUCKY STRIKE SUZUKI

2 Daryl BEATTIE



26/09/70
Charleville, Australia
1980
Australia 1989 (250cc)
Germany 1993 (500cc)
Germany 1993 (500cc)

11 Scott RUSSELL



28/10/64
Janesboro, Georgia, USA
1986
1995 (500cc)
1995 (500cc)

KANEMOTO HONDA

3 Luca CADALORA



Date of Birth:
Born:
First race:
GP debut:
First GP victory:
World titles:

17/05/63
Modena, Italy
1981
Italy 1984 (125cc)
Germany 1986 (125cc)
125cc 86/250cc 91& 92

HONDA PILERI

7 Alex BARROS



18/10/70
São Paulo, Brazil
1978
Spain 1986 (80cc)
FIM 1993 (500cc)

QUB TEAM OPTIMUM

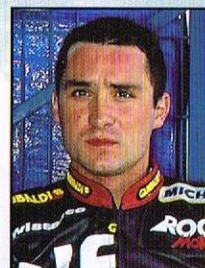
13 Jeremy McWILLIAMS



04/04/64
Camoney, Northern Ireland
1988
Australia 1993 (500cc)

ELF 500 ROC

8 Juan BORJA



03/02/70
Altea, Alicante, Spain
1990
Europe 1992 (125cc)

14 Adrian BOSSHARD



19/03/62
Zurich, Switzerland
1980 (Motocross)
Japan 1992 (250cc)

IP APRILIA RACING TEAM

15 Doriano ROMBONI

Date of Birth: 08/12/68
Born: Lenci, Italy
First race: 1986
GP debut: Spain 1989 (125cc)
First GP victory: Germany 1990 (125cc)
World titles:

MARLBORO TEAM ROBERTS YAMAHA

9 Norifumi ABE

Date of Birth: 07/09/75
Born: Tokyo, Japan
First race: 1988
GP debut: Japan 1994 (500cc)
First GP victory:

10 Kenny ROBERTS Jnr

Date of Birth: 25/07/73
Born: Modesto, USA
First race: 1988
GP debut: USA 1993 (250cc)
First GP victory: USA 1993 (250cc)

12 Jean Michel BAYLE

Date of Birth: 01/04/69
Born: Manosque, France
First race: 1981
GP debut: France 1992 (250cc)
First GP victory: France 1992 (250cc)

ELC LEASE ROC

16 Laurent NAVEAU

Date of Birth: 29/12/66
Born: Brussels, Belgium
First race: 1985
GP debut: Australia 1993 (500cc)
First GP victory: Australia 1993 (500cc)

FORTUNA HONDA PONS

17 Alberto PUIG

Date of Birth: 16/01/67
Born: Barcelona, Spain
First race: 1975
GP debut: Dutch TT 1987 (250cc)
First GP victory: Spain 1995 (500cc)
World titles:

24 Carlos CHECA

Date of Birth: 15/10/72
Born: Spain
First race: 1989
GP debut: Europe 1993 (125cc)
First GP victory: Europe 1993 (125cc)

W.C.M.

18 James HAYDON

Date of Birth: 02/11/73
Born: Chesham, Great Britain
First race: 1990
GP debut: GB 1992 (250cc)
First GP victory: GB 1992 (250cc)

HARRIS GRAND PRIX

19 Sean EMMETT

Date of Birth: 04/02/70
Born: Walton on Thames, GB
First race: 1989
GP debut: Australia 1993 (500cc)
First GP victory: Australia 1993 (500cc)

PADGETTS RACING TEAM

20 Toshi ARAKAKI

Date of Birth: 17/02/65
Born: Okinawa, Japan
First race: 1982
GP debut: Japan 1991 (250cc)
First GP victory: Japan 1991 (250cc)

TEAM PEDERCINI

22 Lucio PEDERCINI

Date of Birth: 22/09/72
Born: Volta Mantovana, Italy
First race: 1988
GP debut: Japan 1992 (500cc)
First GP victory: Japan 1992 (500cc)
World titles:

MILLAR RACING

23 Eugene McMANUS

Date of Birth: 28/06/72
Born: Carrick Fergus, GB
First race: 1989
GP debut: GB 1994 (250cc)
First GP victory: GB 1994 (250cc)

SOVEREX FP RACING

27 Frederic PROTAT

Date of Birth: 17/07/66
Born: Bron, France
First race: 1985
GP debut: Japan 1991 (250cc)
First GP victory: Japan 1991 (250cc)

TEAM REPSOL HONDA

41 Shinichi ITOH

Date of Birth: 07/12/66
Born: Miyagi, Japan
First race: 1984
GP debut: Japan 1988 (500cc)
First GP victory: Japan 1988 (500cc)

TEAM PATON

51 Jean Pierre JEANDAT

Date of Birth: 09/03/70
Born: Reims, France
First race: 1985
GP debut: France 1989 (125cc)
First GP victory: France 1989 (125cc)

MARLBORO TEAM RAINEY YAMAHA

65 Loris CAPIROSSI

Date of Birth: 04/04/73
Born: Bologna, Italy
First race: 1987
GP debut: Japan 1990 (125cc)
First GP victory: GB 1990 (125cc)
World titles: 125cc 1990, 1991





CHESTERFIELD APRILIA

1 Max BIAGGI



Date of Birth:	26/06/71
Born:	Rome, Italy
First race:	1989
GP debut:	Europe 1991 (250cc)
First GP victory:	South Africa 92 (250cc)
World titles:	250cc, 1994, 1995

RHEOS MOLENAAR RACING

6 Nobuatsu AOKI



Date of Birth:	31/08/71
Born:	Gumma, Japan
First race:	1988
GP debut:	Japan 1990 (250cc)
First GP victory:	Malaysia 1993 (250cc)
World titles:	

HB HONDA GERMANY

3 Ralf WALDMANN



Date of Birth:	14/07/66
Born:	Ennepetal, Germany
First race:	1986
GP debut:	Germany 1987 (80cc)
First GP victory:	Germany 1991 (125cc)
World titles:	

AXO SAN PATRIGNANO

11 Jurgen FUCHS



Date of Birth:	28/11/65
Born:	Plaffenhofen, Germany
First race:	1991
GP debut:	Germany 1994 (250cc)
First GP victory:	Australia 1994 (500cc)
World titles:	

AXO SAN PATRIGNANO

8 Cristiano MIGLIORATI



Date of Birth:	25/09/68
Born:	Brescia, Italy
First race:	1988
GP debut:	Italy 1994 (125cc)
First GP victory:	
World titles:	

AXO SAN PATRIGNANO

16 Sete GIBERNAU



Date of Birth:	15/12/72
Born:	Barcelona, Spain
First race:	1990
GP debut:	Spain 1993 (250cc)
First GP victory:	
World titles:	

TEAM BENETTON HONDA

10 Tohru UKAWA



Date of Birth:	05/05/73
Born:	Chiba Pref, Japan
First race:	1989
GP debut:	Japan 1994 (250cc)
First GP victory:	
World titles:	

TEAM M.Q.P. RACING

12 Jurgen van den GOORBERGH



Date of Birth:	29/12/69
Born:	Breda, Holland
First race:	1988
GP debut:	France 1991 (250cc)
First GP victory:	
World titles:	

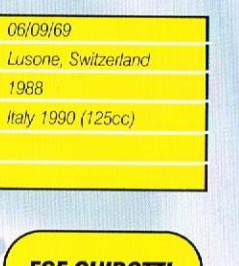
MOHAG APRILIA

14 Eskil SUTER



Date of Birth:	28/06/67
Born:	Turbenthal, Switzerland
First race:	1985
GP debut:	Austria 1991 (250cc)
First GP victory:	
World titles:	

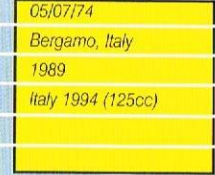
22 Oliver PETRUCCIANI



Date of Birth:	06/09/69
Born:	Lusone, Switzerland
First race:	1988
GP debut:	Italy 1990 (125cc)
First GP victory:	
World titles:	

NASTRO AZZURRO APRILIA RACING

18 Roberto LOCATELLI



Date of Birth:	05/07/74
Born:	Bergamo, Italy
First race:	1989
GP debut:	Italy 1994 (125cc)
First GP victory:	
World titles:	

TEAM PILERI

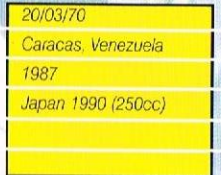
15 Gianluigi SCALVINI



Date of Birth:	14/01/71
Born:	Brescia, Italy
First race:	1989
GP debut:	Australia 1994 (125cc)
First GP victory:	
World titles:	

MARLBORO VENEMOTOS

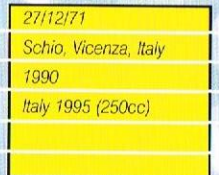
96 Jose BARRESI



Date of Birth:	20/03/70
Born:	Caracas, Venezuela
First race:	1987
GP debut:	Japan 1990 (250cc)
First GP victory:	
World titles:	

SCUDERIA AGV

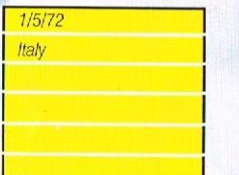
20 Luca BOSCOCCO



Date of Birth:	27/12/71
Born:	Schio, Vicenza, Italy
First race:	1990
GP debut:	Italy 1995 (250cc)
First GP victory:	
World titles:	

FGF GUIDOTTI

66 Alessandro ANTONELLO



Date of Birth:	1/5/72
Born:	Italy
First race:	
GP debut:	
First GP victory:	
World titles:	

CHESTERFIELD ELF TECH 3

5 Jean-Philippe RUGGIA



Date of Birth:	01/10/65
Born:	Toulon, France
First race:	1984
GP debut:	Japan 1987 (250cc)
First GP victory:	GB 1993 (250cc)
World titles:	

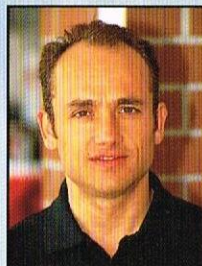
19 Olivier JACQUE



Date of Birth:	29/08/73
Born:	Villerupt, France
First race:	1990
GP debut:	Australia 1995 (250cc)
First GP victory:	
World titles:	

MX ONDA-SSP COMPETICION

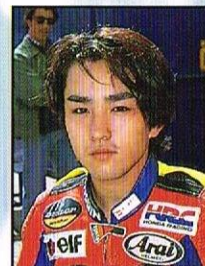
7 Luis D'ANTIN



Date of Birth:	02/01/64
Born:	Madrid, Spain
First race:	1986
GP debut:	Japan 1992 (250cc)
First GP victory:	
World titles:	

F.C.C. TS PENGUIN

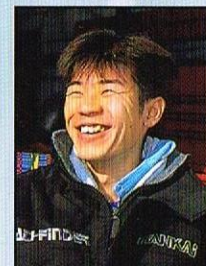
9 Yasumasa HATAKEYAMA



Date of Birth:	04/09/74
Born:	Hyogo Pref, Japan
First race:	1992
GP debut:	
First GP victory:	
World titles:	

F.C.C. TECHNICAL SPORTS

26 Takeshi TSUJIMURA



Date of Birth:	04/07/74
Born:	Osaka, Japan
First race:	1991
GP debut:	Australia 1993 (125cc)
First GP victory:	Austria 1993 (125cc)
World titles:	

PROMOTO SPORT

23 Christian BOUDINOT



Date of Birth:	05/09/57
Born:	Frejus, France
First race:	1977
GP debut:	France 1986 (250cc)
First GP victory:	
World titles:	

TEAM ITALIA

25 Davide BULEGA



Date of Birth:	07/04/71
Born:	Torino, Italy
First race:	1989
GP debut:	Italy 1993 (250cc)
First GP victory:	
World titles:	

PR2 APRILIA YPF-ESCO

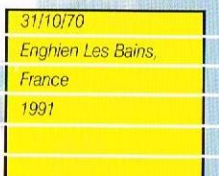
27 Sebastian PORCO



Date of Birth:	12/09/78
Born:	Rafaela, Argentina
First race:	1988 (Minibikes, Champs)
GP debut:	Argentina 1994 (125cc)
First GP victory:	
World titles:	

TEAM AJP

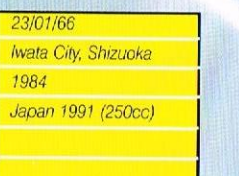
28 Christophe COGAN



Date of Birth:	31/10/70
Born:	Enghien Les Bains, France
First race:	1991
GP debut:	
First GP victory:	
World titles:	

EDO RACING TEAM

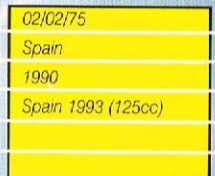
29 Osamu MIYAZAKI



Date of Birth:	23/01/66
Born:	Iwata City, Shizuoka
First race:	1984
GP debut:	Japan 1991 (250cc)
First GP victory:	
World titles:	

SHERRY REPSOL APRILIA

30 Jose Luis CARDOSO



Date of Birth:	02/02/75
Born:	Spain
First race:	1990
GP debut:	Spain 1993 (125cc)
First GP victory:	
World titles:	

MARLBORO TEAM RAINEY YAMAHA

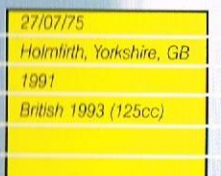
31 Tetsuya HARADA



Date of Birth:	14/06/70
Born:	Cheba, Japan
First race:	1987
GP debut:	Japan 1990 (250cc)
First GP victory:	Australia 1993 (250cc)
World titles:	1 1993 (250cc)

DOCSHOP RACING

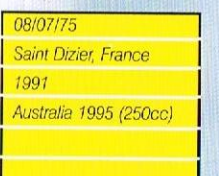
41 Jamie ROBINSON



Date of Birth:	27/07/75
Born:	Holmthorpe, Yorkshire, GB
First race:	1991
GP debut:	British 1993 (125cc)
First GP victory:	
World titles:	

TECMAS RACING TEAM

55 Regis LACONI



Date of Birth:	08/07/75
Born:	Saint Dizier, France
First race:	1991
GP debut:	Australia 1995 (250cc)
First GP victory:	
World titles:	



RHEOS MOLENAAR RACING

1 Haruchika AOKI



Date of Birth:	20/03/76
Born:	Gumma, Japan
First race:	1991
GP debut:	Australia 1993 (125cc)
First GP victory:	Australia 1995 (125cc)
World titles:	1995 (125cc)

TEAM KRONA APRILIA

2 Kazuto SAKATA



Date of Birth:	15/08/66
Born:	Tokyo, Japan
First race:	1988
GP debut:	Japan 1991 (125cc)
First GP victory:	Spain 1993 (125cc)
World titles:	1994 (125cc)

CEPSA EFFEUNO MATTEONI

3 Emilio ALZAMORA



Date of Birth:	22/05/73
Born:	Lerida, Spain
First race:	1989
GP debut:	Malaysia 1994 (125cc)
First GP victory:	Argentina 1995 (125cc)

26 Ivan GOI

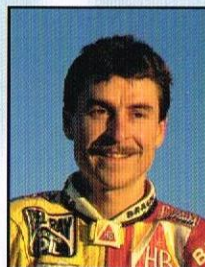


Date of Birth:	29/02/60
Born:	Cremona, Italy
First race:	1995



HB TEAM RAUDIES

5 Dirk RAUDIES



Date of Birth:	17/06/64
Born:	Biberach, Germany
First race:	1986
GP debut:	Germany 1989 (125cc)
First GP victory:	Brazil 1992 (125cc)
World titles:	1993 125cc

DOCSHOP RACING

4 Akira SAITO



Date of Birth:	02/12/63
Born:	Aichi-Ken, Japan
First race:	1986
GP debut:	Japan 1991 (125cc)

12 Noboru UEDA



Date of Birth:	23/07/67
Born:	Aichi, Japan
First race:	1989
GP debut:	Japan 1991 (125cc)
First GP victory:	Japan 1991 (125cc)

NASTRO AZZURRO APRILIA

6 Stefano PERUGINI



Date of Birth:	10/09/74
Born:	Viterbo, Italy
First race:	1992
GP debut:	Italy 1993 (125cc)

TEAM DITTER PLASTIC

7 Masaki TOKUDOME

Date of Birth:	14/02/71
Born:	Kagoshima, Japan
First race:	1990
GP debut:	Australia 1994 (125cc)
First GP victory:	Brazil 1995 (125cc)
World titles:	

17 Darren BARTON

Date of Birth:	12/11/74
Born:	Darwen, Lancashire, GB
First race:	1992
GP debut:	British 1994 (125cc)
World titles:	

TEAM UGT EUROPA

8 Tomomi MANAKO

Date of Birth:	16/09/72
Born:	Saga Prefecture, Japan
First race:	1993
GP debut:	Germany 1994 (125cc)
World titles:	

MARLBORO APRILIA ECKL

10 Peter OETTL

Date of Birth:	24/03/65
Born:	Aining, Germany
First race:	1982
GP debut:	Germany 1986 (80cc)
First GP victory:	Germany 1989 (80cc)

15 Manfred GEISSLER

Date of Birth:	10/01/71
Born:	Germany
First race:	1991
GP debut:	Australia 1993
World titles:	

AXO SAN PATRIGNANO

11 Herri TORRONTÉGUI

Date of Birth:	19/04/67
Born:	Gorliz, Spain
First race:	1984
GP debut:	Spain 1985 (80cc)
First GP victory:	Spain 1989 (80cc)
World titles:	

TEAM ITALIA

21 Andrea BALLERINI

Date of Birth:	02/07/73
Born:	Firenze, Italy
First race:	1992
GP debut:	Australia 1995 (125cc)
World titles:	

TEAM RMS

23 Frederic PETIT

Date of Birth:	06/05/75
Born:	Champigny, France
First race:	1989
GP debut:	Australia 1994 (125cc)
World titles:	

TEAM YAMAHA KURZ

14 Yoshiaki KATOH

Date of Birth:	28/08/65
Born:	Kyoto, Japan
First race:	1990
GP debut:	Australia 1994
World titles:	

19 Youishi UI

Date of Birth:	27/11/72
Born:	Chiba, Japan
First race:	1992
GP debut:	Japan 1995 (125cc)
World titles:	

TEAM PILERI

24 Jaroslav HULES

Date of Birth:	02/07/74
Born:	Olomouc, Czech Republic
First race:	1991
GP debut:	Czech Republic 1994 (125cc)
World titles:	

37 Paolo TESSARI

Date of Birth:	15/07/73
Born:	Italy
First race:	
GP debut:	
World titles:	

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35 Loek BODELIER

Date of Birth:	08/04/66
Born:	Rosmalen, Holland
First race:	1986
GP debut:	Japan 1992 (125cc)
World titles:	

36 Josep SARDA

Date of Birth:	27/10/72
Born:	Barcelona, Spain
First race:	1990
GP debut:	Spain 1993 (125cc)
World titles:	

BIESSE SEMP- RUCCI/DEBBIA

27 Gabriele DEBBIA

Date of Birth:	20/01/68
Born:	Sassuolo, Italy
First race:	1986
GP debut:	Holland 1989 (125cc)
World titles:	

SCUDERIA AGV

46 Valentino ROSSI

Date of Birth:	16/02/79
Born:	Urbino (Pesaro), Italy
First race:	1992
GP debut:	
First GP victory:	
World titles:	

SCUDERIA ALFA BIEFFE

72 Garry McCOY

Date of Birth:	18/04/72
Born:	Camden, Australia
First race:	1991
GP debut:	Australia 1992 (125cc)
World titles:	

TEAM AIRTEL-ASPAR

55 Jorge MARTINEZ

Date of Birth:	29/08/62
Born:	Alzira, Spain
First race:	1980 Copa
GP debut:	Spain 1982 (50cc)
First GP victory:	Dutch TT 1984 (80cc)
World titles:	80cc-1986, 87, 88, 125cc-88

88 Angel NIETO Jnr

Date of Birth:	19/11/76
Born:	Madrid, Spain
First race:	1993
GP debut:	Czech Rep 95 (125cc)
World titles:	

TEAM CECCHINELLO

13 Lucio Cecchinello

Date of Birth:	21/10/69
Born:	Bologna, Italy
First race:	1989
GP debut:	Australia 1993 (125cc)
World titles:	

125cc



It doesn't get any closer than this

Dennis Noyes

No one questions the place of the mighty 500s as the premier class of Grand Prix racing, but the 125 c.c. category has recently provided the closest racing, and not just because the margin of victory is smallest in 125, but because it is frequent to see swarming packs of the little single-cylinder machines battling wheel to wheel and fairing to fairing throughout the entire race.

After three-quarters of an hour with lead changes sometimes taking place a half dozen times in a single lap, not all the paint on the winner's machine necessarily began there.

But just to make sure that the racing stays hot and dicey in the eighth-litre class this year, the rulesmakers have decided to weigh not just the bikes, but also the riders, establishing for the first time in Grand Prix motorcycle racing a minimum weight (130 kilograms) for the combined package of machine and rider with full safety gear.

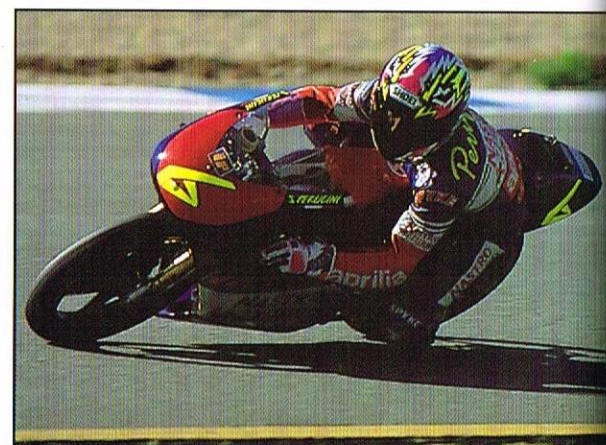
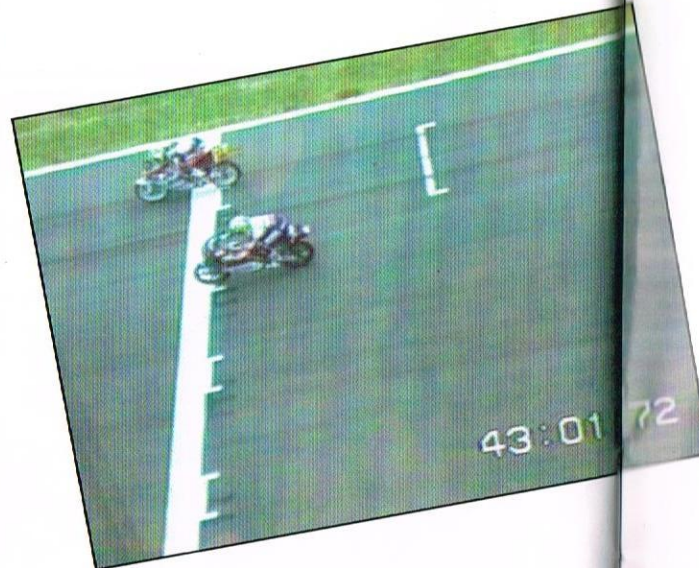
Last year no less than seven of the thirteen 125 c.c. Grand Prix races were won by less than a second and the two closest races of the 1995 season were both in the 125 class and involving the same two rivals, Japan's Haruchika Aoki (Honda), en route to his first world title, and Italy's Stefano Perugini (Aprilia). Aoki pipped Perugini, by .004 in the Italian G.P. at Mugello and by .012 at the Spanish G.P. in Jerez. The combined accumulative margin of defeat for Perugini in those two second-place finishes was only .016 of a second.

Perugini finally managed to win his first Grand Prix edging Aoki to open this season by four tenths of a second, so it looks like 125 c.c. racing in 1996 will be as close as in 1995.

Riding a 125 c.c. machine means making maximum use of the power from the single-cylinder engines which produce about 45 b.h.p. The main difference between the entries from Honda and Yamaha, and the Italian Aprilia is that the Japanese machines use reed valves whereas the Italian powerplant has rotary valve induction. The Honda and Aprilia have identical "square" bore and stroke dimensions of 54 x 54.5 mm. while Yamaha run a short stroke 56 x 50.6 mm. motor but have switched to a 54mm. stroke in the 250 c.c. class and will be introducing a "square" 125 as well. In the case of Honda and Yamaha the 125 is part of a modular development in which the same basic 125 cylinder is doubled to produce a 250 c.c. and quadrupled to produce the big 500 c.c.

If we compare the 125s to the 250s and the 500s, we see that the average margin of victory over the entire 1995 season in 125 c.c. was 3.7 seconds, compared to 5.4 seconds in the 250 c.c. class and 6.7 seconds in the 500 c.c. class.

The man who took last year's title, Haruchika Aoki, 19, the youngest of the three Aoki brothers, won seven Grand Prix, the first in Australia



Stefano Perugini



Emilio Alzamora



Dirk Raudies

by a huge 15.6 second margin. In his next six wins, however, the combined margin of victory was a mere 3.6 seconds, or an average margin of victory of .6 of a second. The huge margin of victory in points (224-140) for Aoki, who rides this season for Arie Molenaar Racing, belied the closeness of the racing.

Japan's Kazuto Sakata, who came to the G.P.'s in 1991 with a "win or crash" reputation that followed him until he won the 1994 title and was runner-up in '95, leads a strong Aprilia challenge along with Italy's Perugini (Nastro Azzurro Aprilia), Japan's Masaki Tokudome and Britain's Darren Barton (both with Team Ditter Plastic) and the Marlboro Aprilia Eckl team composed of Germans Peter Oettl and Manfred Geissler.

Joining the Aprilia ranks in 1996 is Spain's Jorge Martinez "Aspar", winner of four world titles and tops among all current championship participants with 37 Grand Prix victories. Martinez owns his own team and has signed as second rider Angel Nieto Jr. ("Gelete"), son of the legendary winner of 13 (12 + 1) world titles and 90 Grand Prix, as second rider. Another new Aprilia runner is Australian Garry McCoy (Scuderia Alfa Bieffe). Two strong Italian candidates for Rookie of the Year honours will be teenage European 125 Champion, Lucio Cecchinello (Honda Team GP3) and 17 year-old Valentino Rossi (Scuderia AGV Aprilia), son of the famous Graziano Rossi, a G.P. star of the late seventies.

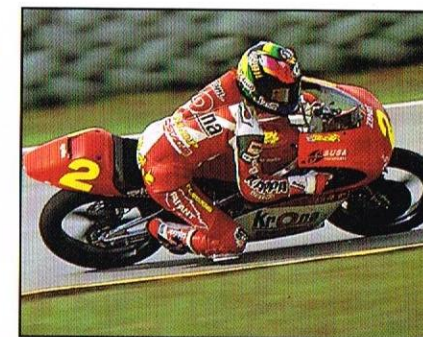
Backing up Aoki for Honda are former champion Dirk Raudies of Germany (HB Team Raudies, Honda), up-and-coming Spaniard Emilio Alzamora (Effeuno Matteoni Racing, Honda), Docshop Racing's Japanese teammates Akira Saito, who was fourth in the hunt last year, and the hard-riding "Nobby" Ueda, the promising Japanese, Tomomi Manako (Team UGT Europa) and Spanish veteran Herri Torrontegui who is joined by Czech Jaroslav Hules in Team Pileri.

The new minimum weight rules will, in theory, take away a slight advantage from smaller riders like former World Champion Raudies. Dirk is not pleased with the new rule. "I put on four kilograms over the off season and my new, thicker leathers weigh 2 kgs. more and I've gotten rid of all the titanium hardware but I was still under the minimum weight at the spring tests and we had to find even more weight in time for the start of the season."

Under this year's rules all machines, without fuel tanks, were weighed on the first day of

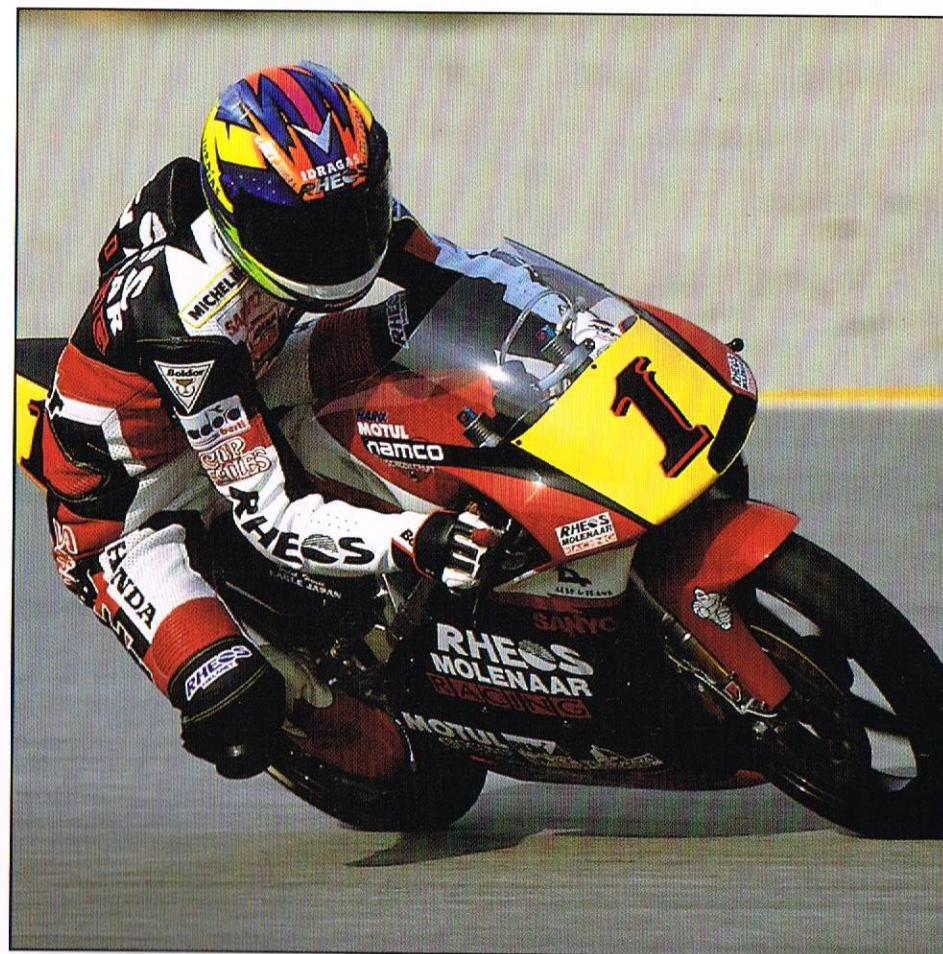
practice for the first race, the Malaysian Grand Prix, with an allowance for two kgs. being made for the fuel tank. All riders were also weighed in full riding equipment. When a rider-machine combined weight is less than 130 kgs. the team will be required to increase the weight to reach the minimum. This will usually be done by adding ballast or by using heavier streamlining or heavier bolts and fasteners, which in the latter cases will also reduce costs.

Spain's Jorge Martinez says that 125 c.c. racing has become a class in which a couple of extra kilograms can make the difference



Kazuto Sakata

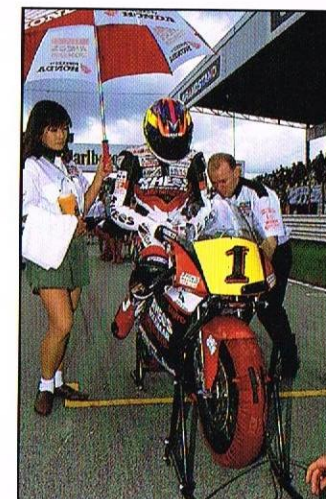
Haruchika Aoki



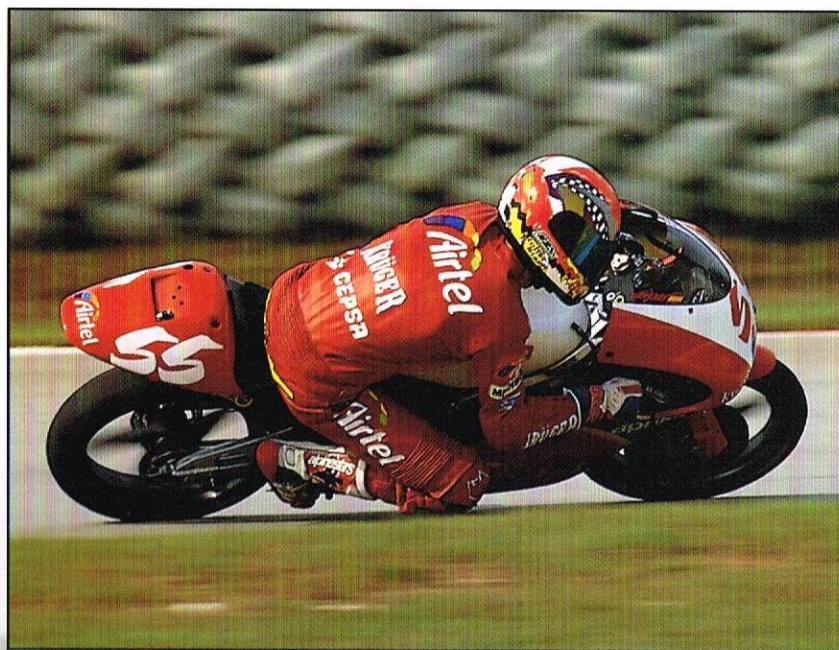
between racing for the win or battling just to stay in the points.

Martinez remarked during pre-season tests: "Now very light riders like Saito, Barton and Raudies will not have much of an advantage in weight. I don't think 125 racing has ever been closer than it is today with so many good riders on machines that are capable of winning. This should make the racing even closer, but the important thing is that the rules are strictly enforced."

Look to see Technical Director Jack Findlay and his "weight watchers" in action at every Grand Prix this season. According to the new rules, all bike-rider combinations will be



Haruchika Aoki



Jorge Martinez

weighed at the start of the season and then weight will be monitored at random during practice at all races. The penalty for being underweight will be the loss of the practice time from the session. Following each race the first three riders and any other rider selected for a spot check by the Race Director, will dismount and be weighed in full riding equipment. The bikes will also be weighed and the combined weight of rider and machine will be found. Being underweight at the end of the race would result in disqualification.

This new rule will certainly not cause an abrupt change in relative performance, but even a slight change could be crucial.

With performance so equal, racecraft and

Dirk Raudies



patience become key elements of success. It is very rare nowadays in 125 c.c. racing to see a rider break free at the beginning and pull away to win. The rider who wins is frequently the one who bides his time near the tail of the leading pack using the slipstream of other riders to stay close, and then makes his move late in the race.

Michelin supplied tyres for two of the top three in last year's points battle with Aoki first and Alzamora third. But four of the top six, lead by runner-up Sakata, were on Dunlop.

Is the 125 c.c. class a development category for young riders or an end unto itself? It is really a bit of both. Of the nine riders who won 125 c.c. titles over the last ten years, seven are still active and of them four are still riding 125s (Martinez, Raudies, Sakata and Aoki) and three, (Cadalora, Capirossi and Crivillé), are currently riding factory 500s.

Works 500 c.c. Honda rider, Alex Crivillé, who won the 125 title back in 1989, recently made an interesting observation about the 125 c.c. class. "The 125 class is very, very competitive and racing in 125 makes you an aggressive rider because you have to pass where and when you can in order to keep your corner speed up. The riding style is so different from the 500 c.c. class that I'd have to say that racing a 125 teaches you almost nothing that helps you ride a 500 c.c., but the experience of so much wheel-to-wheel racing makes you cool under pressure, and you do need that very much in 500".

Last year Aoki showed an amazing ability to time things perfectly, making his move in the final corners of the final laps, but this year he begins the season as the man to beat and history tells us that the 125 c.c. title is a very difficult one to defend. Aoki has his sights set on moving up soon to 250 c.c., but before that he wants to become the first rider since Loris Capirossi in 1991 to win back-to-back 125 titles.

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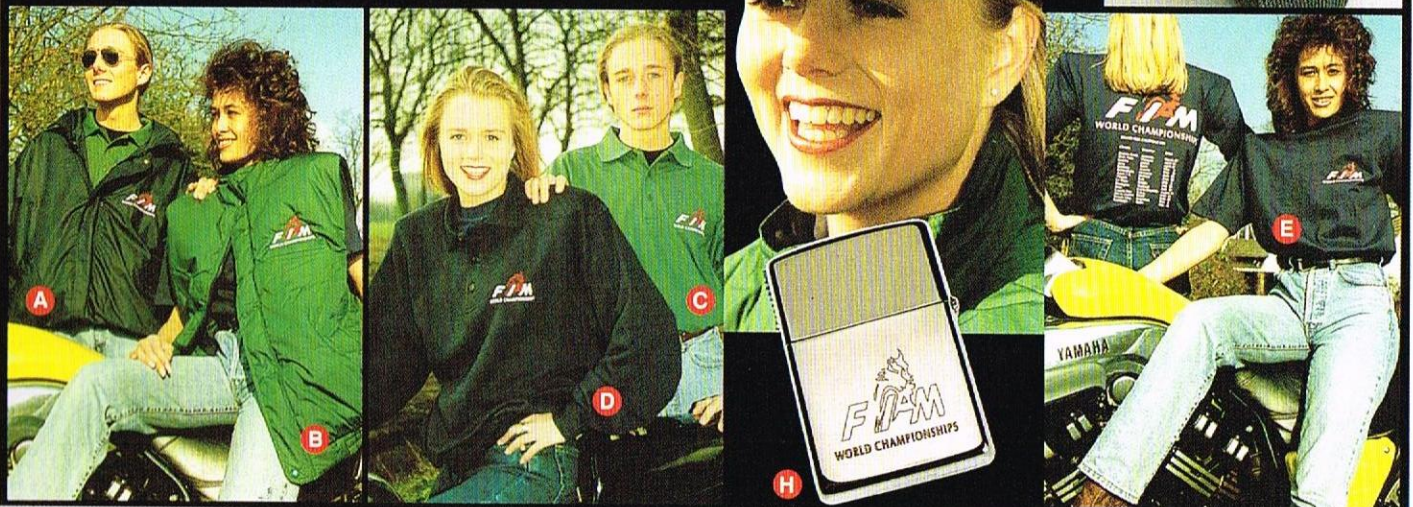
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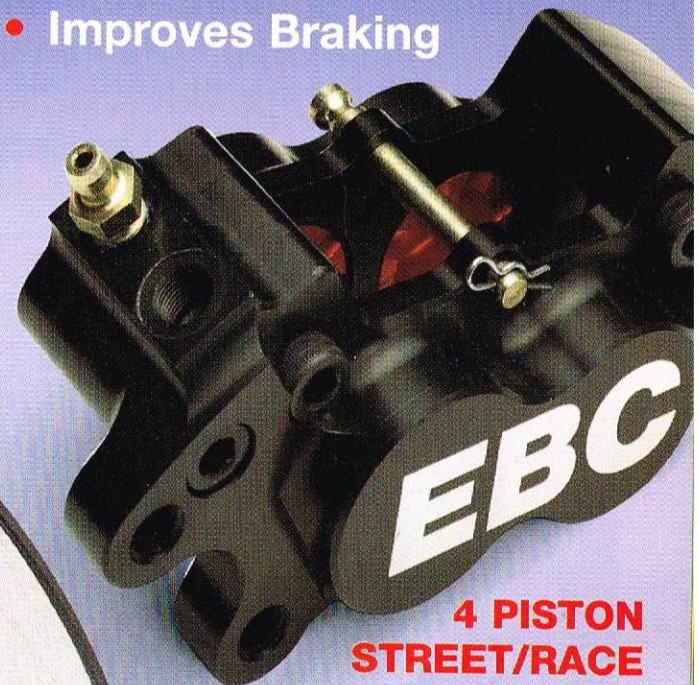
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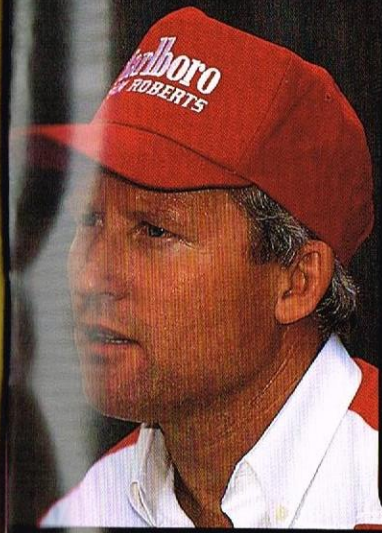
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Kenny Roberts

Wayne Rainey



ROBERTS VERSUS RAINEY

Among the dream duels in the world of fantasy racing, Kenny Roberts versus Wayne Rainey would be something to see.

Michael Scott



It never did happen on the racetracks. Kenny had already retired four years when Wayne came 500cc GP racing in 1988. Instead the two were mentor and pupil, growing to become colleagues and confidants as well as almost inseparable friends. It was less a relationship of team boss and star performer, more like that between two close brothers.

Wayne had equalled King Kenny's score of titles and edged ahead on numbers of GPs won when the crippling crash of 1993 abruptly ended his riding career. Typically, Rainey came back fighting, to manage a team from his wheelchair barely six months after breaking his back. A team created by Kenny Roberts, but signed over - at least in name - to his stricken friend.

It is now three years later, and Kenny Roberts versus Wayne Rainey has come to pass. The two giants of American grand prix racing are head to head in 1996 - not as riders, but as rival team owners going for the same pot of gold.

Nobody could have predicted this turn of events. And all involved are trying to play the rivalry down. As if it's just a regular racing business, with two teams just happening to have the backing of the same sponsor and the same manufacturer, and to be led by three-times world champions - simple as that.

No amount of reassurance will change the outside appearance. No matter how much both parties might have preferred to avoid it, this is war. And the prize could just be sole rights to the works Yamaha team, and all that goes with it.

Certainly neither Wayne nor Kenny wanted conflict. They have been close friends for many years. Furthermore, their racing fortunes have been linked. Wayne's successes were also Kenny's successes; Rainey's riding - it is obvious looking back - was the single most important ingredient in making Team Marlboro Roberts into the dominant force in the paddock from 1990 through into 1993. It is a chain of circumstances, initiated by Rainey's crash at the end of that year and driven by the strength of the two personalities involved that has forced them into direct and (for one or the other) potentially ruinous opposition.

The two Americans who (along with a third Californian Eddie Lawson, the flawed genius Freddie Spencer and the quixotic Texan Kevin Schwantz) came to dominate GP racing first met way back in the mid-Seventies. Kenny was US Grand National champion and Rainey one of the kids who raced minibikes on weekends, who would swarm around dirt-bike tuner Shell Thuet's LA shop whenever his star rider was in town. Rainey made personal contact later, when he'd gone from dirt-tracking to road-racing - Kawasaki Superbikes with team-mate Lawson in 1982. He was having trouble making the switch to tarmac and corners that went both ways, and he telephoned reigning World Champion Kenny Roberts for advice. The two chatted for a long time on the 'phone - about momentum, and pushing the front, and things like that; the next day Rainey won his first Superbike race at Loudon, New Hampshire. A crucial alliance had been created. Wayne now knew that Kenny's advice worked. And to Roberts, here was a rider not only willing to seek advice, but able to take it and turn it into success on the track. A rider who was determined to learn, and capable of doing so. A man after his own heart.

When Kenny did quit racing in 1984, he immediately put together a 250 GP team for Wayne, jobless when Kawasaki suddenly quit after he'd won them the US Superbike title. Underfunded and operating Yamahas that were plain and simple production bikes (though everybody believed that, surely, Yamaha were supplying Kenny with some secret special parts), Rainey made an impact, but it was far short of the aspirations of both men.

Kenny took a year off after that, then returned in 1986 with something more like a proper racing team. He had big-money Lucky Strike backing, works Yamaha 500s, and two American

riders - Randy Mamola and Mike Baldwin. He really wanted Rainey, but Wayne didn't feel ready; wanted to rack up some more experience (and one more championship) racing factory Honda Superbikes in the US.

Kenny's plan came to fruition in 1988. Rainey was ready, and he joined the team. He took one year to learn, and in 1989 he showed it had been enough. By the midpoint of the season he was leading the world championship from old sparring partner Eddie Lawson. Then, in one ill-judged moment in Sweden, he had a rare crash, and lost the title with it.

There were no mistakes the next year. Now switched to Marlboro backing, with a 250 team added on for new

the glue that held it together, but it was, a great team around him, and when he was crippled the psychological blow to every team member - from Kenny to the lowliest spanner-polisher - was enormous. Luca Cadalora was there to take over, but for a variety of reasons including his remote personality he was not the right person to inspire the Marlboro men to regain the heights after this crushing blow.

Then there is the Yamaha side of it. Over the years, Kenny had been quick to criticise his long-time allies publicly over a lack of commitment. His threat to quit and go to Honda became almost an annual event. And there was substance to his complaints - especially the one that pointed out how the race department's efforts had been diluted when in 1992 Yamaha began to supply racing motors for the Harris and ROC-equipped privateers.

The final problem was the team's exclusive use of Dunlop tyres. Rainey had liked them for their friendly behaviour once they had let go and started sliding; Cadalora hated them because they let go too early, and he needed grip so he could exploit his high-corner-speed style without having to wrestle with a slide. Luca's relationship with the rubber became so bad during 1995 that he would pull in rather than complete a race at reduced speed, and soon forced an embarrassing about-face for Kenny, who

was persuaded to buy over-the-counter Michelins until Dunlop could get back into full swing after the destruction of their entire motorcycle tyre factory in the Kobe earthquake.

Rainey, meanwhile, paralysed from the chest down, had forced himself through rehabilitation and spurned doctors' advice that he should take a year off. Close friend Roberts was ready to help, and he had just the right kind of occupational therapy. He had already set up a Marlboro-backed 250 team for his son Kenny Roberts Junior, and he was only too willing to sign it all over to Wayne. The squad was renamed Team Marlboro Rainey Yamaha from the first race.

It wasn't much of a season for the fledgling team. Junior was injured in a pre-season training crash, and didn't make it until four races from the end. Several replacement riders didn't amount to much; then when Rainey managed to wrest Norifumi Abe away from

Honda, he was promptly "borrowed" by Kenny Roberts to ride a 500, going spare since Beattie had sliced off five toes in a Le Mans practice crash.

The loan turned out to be permanent, and the Abe situation is indicative of the difficulties ahead, inevitable problems, perhaps, when you have two highly competitive team managers operating under the same umbrella. Rainey passed his talented recruit to Kenny with good grace, but it was just another example of how his control of his own situation was too limited for his tastes.

He was, quite simply, chafing at the bit. It wasn't enough for him to play around with a team bearing his name but actually belonging to Kenny, nor to have to report to anybody, or ask permission to spend money. If he was going to go racing, it would have to be on his own account, and it would have to be done properly.

Now came another problem. There is a strictly limited supply of sponsors able to pay the sort of money required for a team with championship-winning potential. It wasn't for want of trying elsewhere, but when Rainey's own team did emerge for the 1995 season - the official factory Yamaha 250 squad fielding superstar rider Tetsuya Harada as well as Kenny Junior once again - it was with the same Marlboro backing that paid for Kenny's 500 team. Only this time it was Rainey doing it alone.

This was a crucial difference. It meant that at Philip Morris, Marlboro's headquarters in Switzerland, there was now a significant chunk of their overall budget that had upon it the name of Team Rainey.

Still, the two team owners didn't clash in 1995. Kenny was racing only in the 500 class; Wayne in the 250. The increasingly uneasy truce could continue a while yet.

Rainey had a rather better year, thanks in every way to the talent and maturity of his rider, with whom he immediately forged a good relationship. Harada was in the end outgunned by Max Biaggi's more powerful Aprilia; but fought off the rest to claim second overall. Kenny Junior meanwhile showed that while he may have done little on paper to earn his express-train ride into top-level GP racing, he was certainly not short of talent, and he finished eighth overall.

Kenny's team, however, seemed to be barely holding

things together. First there was the business of Luca and the tyres, second there was the fact that Abe - while both exciting and enthusiastic - was still very much a GP learner. The days of winning race after race seemed a hundred years ago, and there were long faces back at Marlboro. When the biggest spenders in motorsport grew tired of watching their McLaren F1 car team stumble from one cock-up to the next, their only relief was watching their Yamaha bike team do the same thing. This was not what they'd paid so much to see.

Rainey had never made any secret that his goal was the 500 class. His motivation is to win, and the biggest prize the only one worth winning. Now he was already



Kenny Roberts

protege John Kocinski, Kenny Roberts's team swept to a double championship and started a period when they were The Team and Kenny The Guru.

The team grew and grew as computer men joined marketing men joined engine men joined suspension men. All the while, Wayne was winning and winning. It seemed the smart Marlboro-liveried squad could do no wrong. A tendency to chew up and spit out number-two riders (Magee, Kocinski, later Beattie and eventually Cadalora) passed unnoticed; Kenny and his guys virtually owned the joint. Even when Doohan on Honda's mighty new Big-Bang NSR was running away with it in '92, when he was hurt it was Rainey, himself injured, who doggedly came through to claim a third title.

Kenny's team seems flawed, in retrospect, for when Rainey was suddenly removed, it seemed to go to pieces. But it is unfair to criticise. Rainey may have been



Wayne Rainey

laying plans ... and they included Michael Doohan. In fact, the Australian has admitted that he was on the verge of signing up to ride a Team Rainey Yamaha when the whole deal suddenly got too complicated, with "mass confusion all around", and he decided to stay where he was. The confusion came about when Marlboro and Roberts became involved, in what was now not far short of open combat between the two team managers.

Roberts was rather desperate. After two years of problems, of poor results, tricky meetings with sponsors, recalcitrant riders, and an intransigent Yamaha factory, he was finding the whole thing far from enjoyable. Nor did he enjoy that the previous praise for his mighty team had turned to more or less snidely criticism. "People always say we had a big team. That's a myth," he said. "Nobody's done what we've done in racing with less people. Honda have a lot of factory staff



Wayne Rainey involved, but we've had to put in our own programmes to make up for what Yamaha weren't able to do."

He freely admits that he wasn't enjoying it much. Even a pair of wins by a revitalised Cagorla at the end of the season didn't help, because the Italian rider would clearly be leaving the team at the end of the year. Marlboro wanted a winning rider for 1996, but there weren't any on the market.

Well, there was one: John Kocinski. Negotiations with his former protege and nowadays antagonist apparently reached an advanced stage, but the deal fell through. Some say it was because Kocinski asked for too much money, others that Marlboro refused to have

Warren Willing, Wayne Rainey, Kenny Roberts



the bad boy back. Kenny's not saying what went wrong. But it left him with the need to win races, and no rider able to offer anything more than a vague possibility.

Rainey and Roberts both deny it, but it seems clear that the issue was finally settled by Marlboro. They decided to support two teams, and shuffled around riders they already had under contract between them.

Rainey got Loris Capirossi, who is probably the best of them. He has two 125cc titles behind him, and two near misses in the 250 class, as well as a spirited season in the 500 class. Riding a Honda, he crashed several times, but always bounced back and tried even harder, to be rewarded with sixth overall and a top-three rostrum finish in the last race of the year. Now he takes his place in a team dedicated to just one rider, with a teacher for whom his respect knows no bounds. Could be a good formula. Rainey wouldn't even let him on a bike until he'd completed a programme of training, both physical and on dirt bikes. "Loris has a few bad habits we need to deal with, but he's learning good," he said.

Roberts has his biggest-ever team, comprising two delegates and one of his own choice. Yamaha's man is Abe, the most experienced man in the squad, and - in Kenny's words - "a fun rider". But Norick has language difficulties and a curious hard-leaning riding style that is at odds with Kenny's preferred slow-in/fast-out ex-dirt-trackers style. Marlboro's man is former dirt-track star Jean-Michel Bayle, in his first 500 year after a promising if patchy three years learning road-racing on 250s. The

team's second rookie is the one Kenny wanted: his own son. Who will find that he has a lot of pressure on his shoulders from all quarters in his first 500-class season.

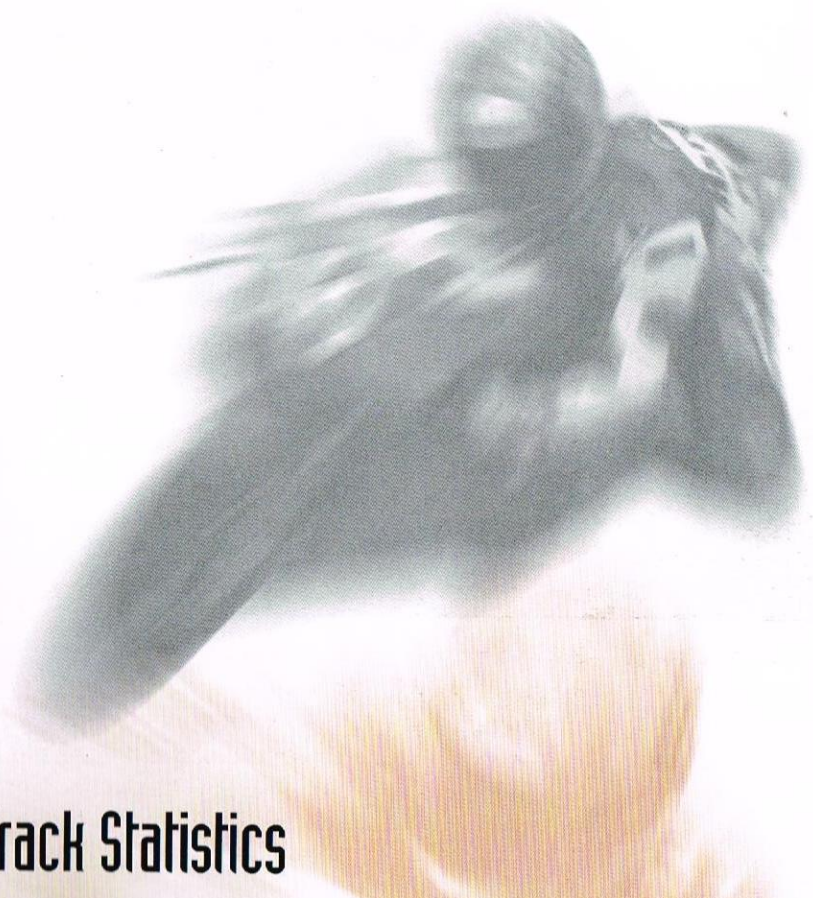
This is hardly a combination likely to crowd the rostrum on a regular basis. "We're taking a year to build for the future, rather than trying to win the championship," explained Kenny when the news broke. "I'm really happy about how it's worked out. What I'm good at and what I enjoy is taking young guys and developing them into winners. That's what I'll be doing this year."

But these bland statements only scratch the surface. There are two teams here, serviced by the same manufacturer and the same sponsor, and supposedly with the same status. This is not a situation that seems likely to last. In racing, the winning principle is to be totally focused. Marlboro and Yamaha are both operating with their effort divided.

At the same time, there have been high-level changes at the Yamaha factory, particularly in the racing department. Roberts greeted the news with great pleasure. "They've put the right people in the right places, and they've promised to put a lot more into their race-development, especially during the season. It's what I've wanted for some time." But the upbeat comments mask what must be a disturbing fact: on a personal level, Kenny's old allies - the ones who remember him as a rider even before he won them

three titles as a team owner - are now gone, replaced by hard-nosed businessmen untouched by the old sentiments.

Out on the track, the four Marlboro-Yamaha 500 riders are doing battle with every other team out there. But they are also soldiers in another war, and we will have to wait a little longer than the last chequered flag of the year to know the outcome.



The On-Track Statistics

	250cc		500cc		TOTAL	
	ROBERTS	RAINEY	ROBERTS	RAINEY	ROBERTS	RAINEY
GP-Starts	7	12	58	82	65	94
GP-Wins	2	0	22	24	24	24
% Wins	28.6	0.0	37.9	29.3	36.9	25.5
Podiums	5	1	39	64	44	65
% Podiums	71.4	8.3	67.2	78.0	67.7	69.1
Poles	4	1	18	15	22	16
% Poles	57.1	8.3	31.0	18.3	33.8	17.0
Front Row	5	4	46	67	51	71
% Front Row	71.4	33.3	79.3	81.7	78.5	75.5
Point / Race*	15.14	5.33	17.16	17.6	16.94	16.03
Consecutive Wins	1	0	3	2		
Consecutive Podium	3	1	6	15		
Consecutive Poles	2	1	2	4		

* - points all corrected to 1995 scoring system / Compiled by Denis Noyes

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PIRELLI PRESENTS

THUNDERBIKE TROPHY 1996

Launched last year, and certain to be better and even more exciting than ever in 1996, is the so-called Thunderbike series. With an explosive mixture of rising stars and experienced campaigners on the 600 c.c. four cylinder machines the racing is not only fierce but also as fast as 125 c.c. GP-racing!

These bikes are based on road going production machines with only limited and clearly defined modifications allowed, such as

- free gearbox, but defined engine compression rate
- free rims and brakes
- free suspensions, but no frame modifications

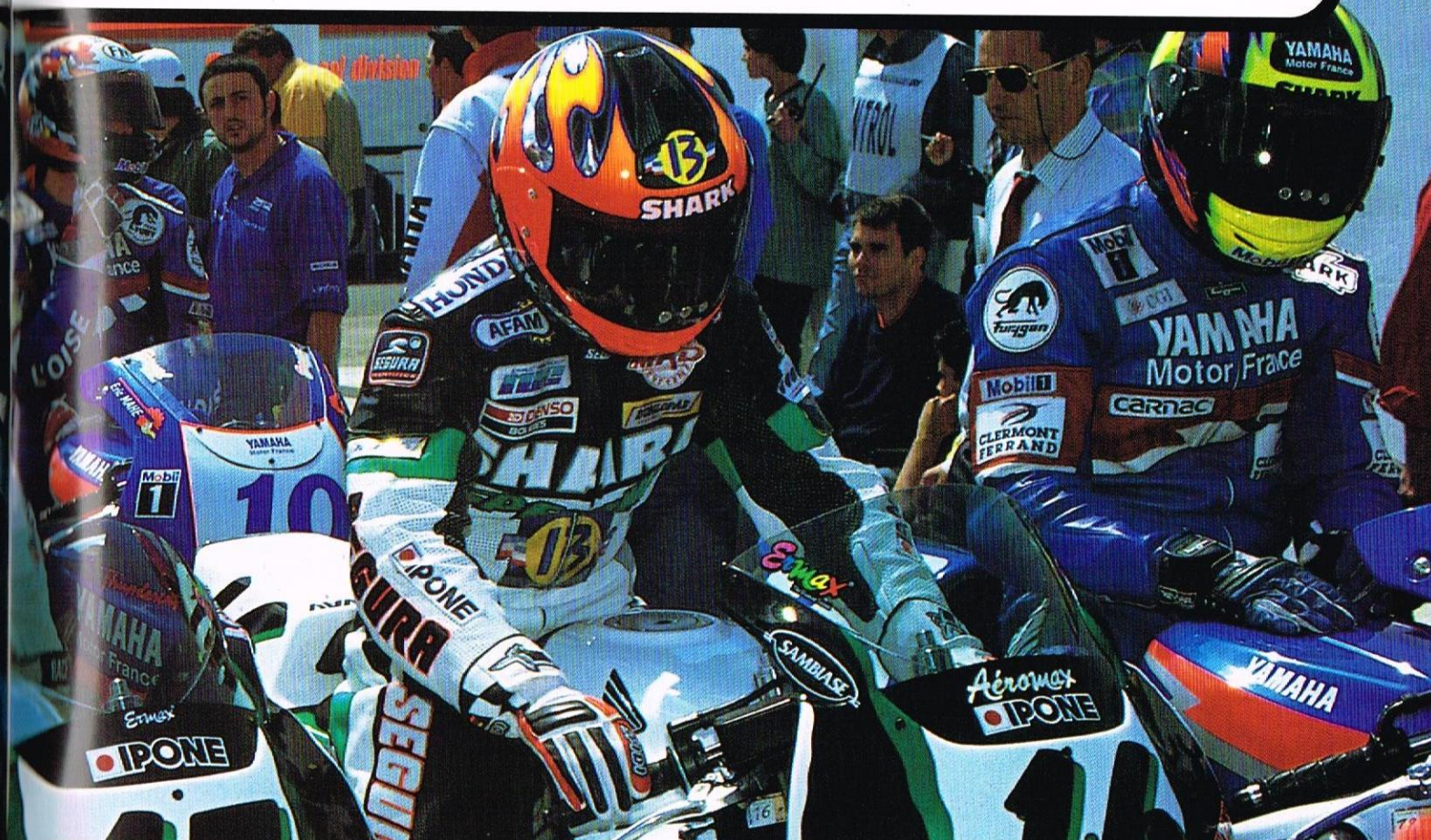
- free size of tyres, but same construction as fitted originally and streetlegal as well

The end result is a fascinating competition eagerly supported by not just motorcycle manufacturers from Europe and Japan, but also by all important m/c tyre companies such as Metzeler and Pirelli, fully conscious of the fact that success can lead on to demonstrate the high level of saleable and fully streetlegal radial tyres of today. The aim is to provide great racing on bikes the fans can buy and identify with and at the same time give the top men a

chance to prove their riding skill in the shared spotlight with the established GP-Top Stars.

The 1996 competition, staged at all the European GP meetings, is over nine rounds with the points scored on the same basis as the World Championships events.

Twenty four internationally proven riders have been picked to do the entire series, with the grid topped up by local heroes at the discretion of each GP organiser.



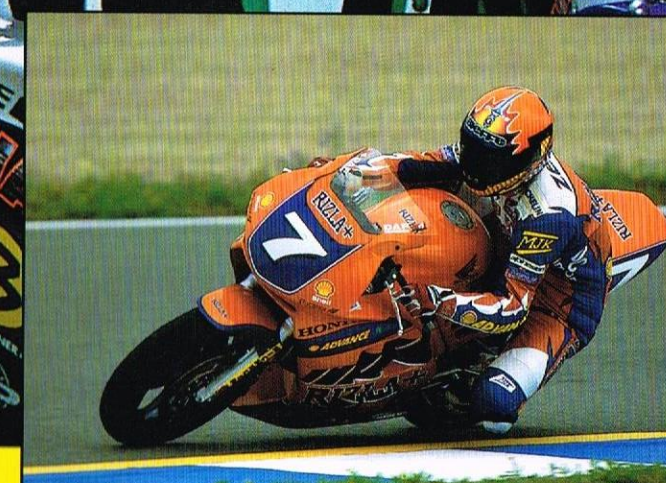
Yves Briguët



Stéphane Mertens



Stefan Scheschowitsch

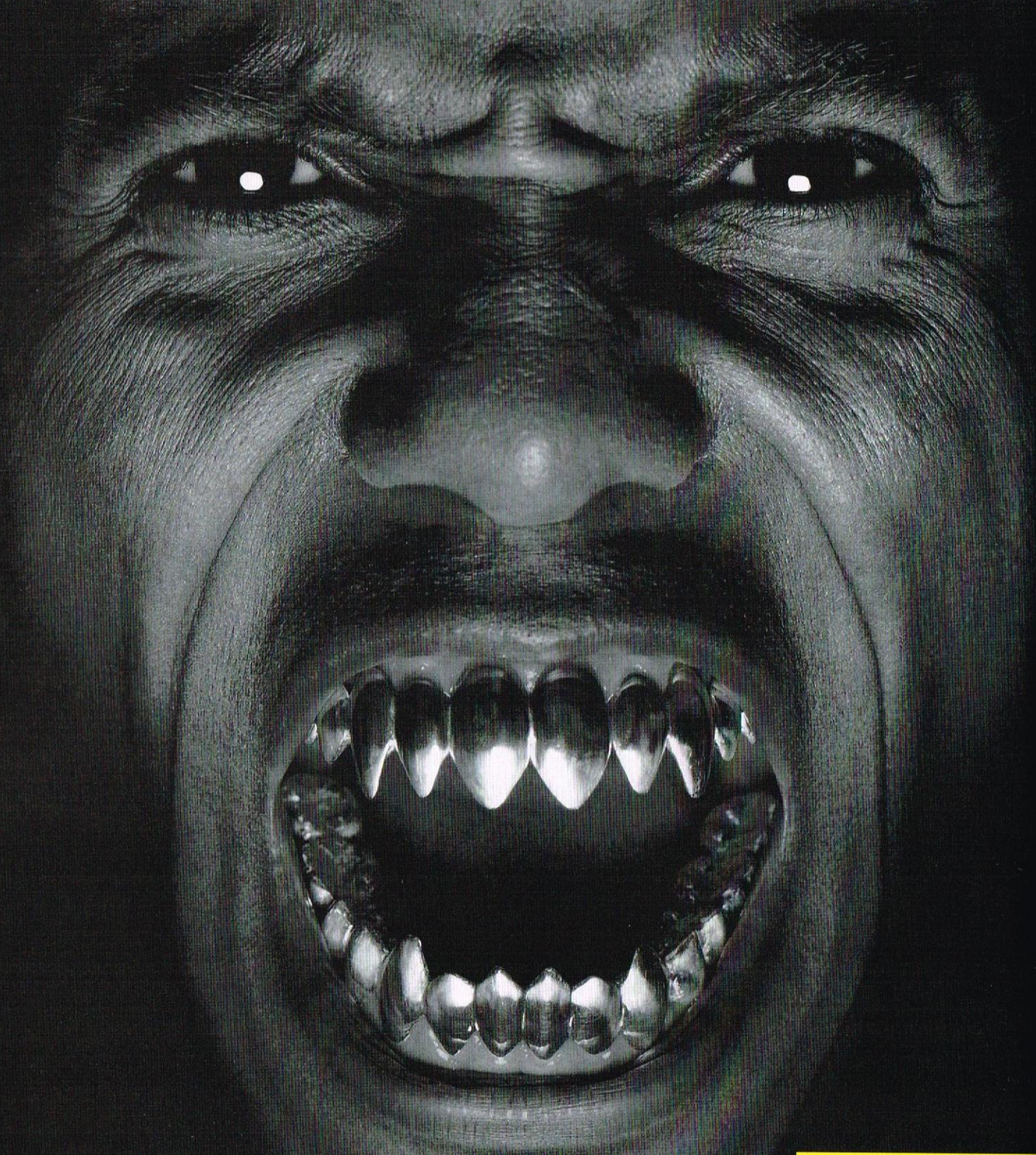


Wilco Zeelenberg

DRAGON GT

AW-2604/D40GB

EAT THE MILES



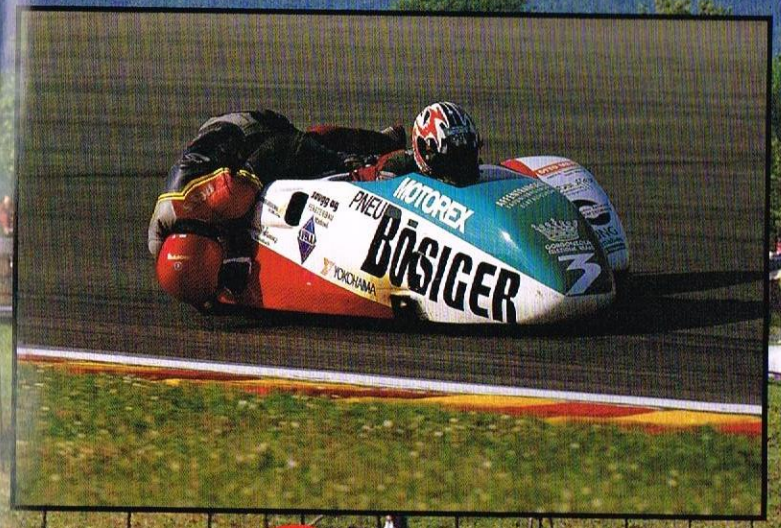
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MOTORCYCLE TYRES

Attribution: Carl Lewis (member of the Santa Monica Track Club); photographer: Albert Weiszon



M Boesiger / J Egli



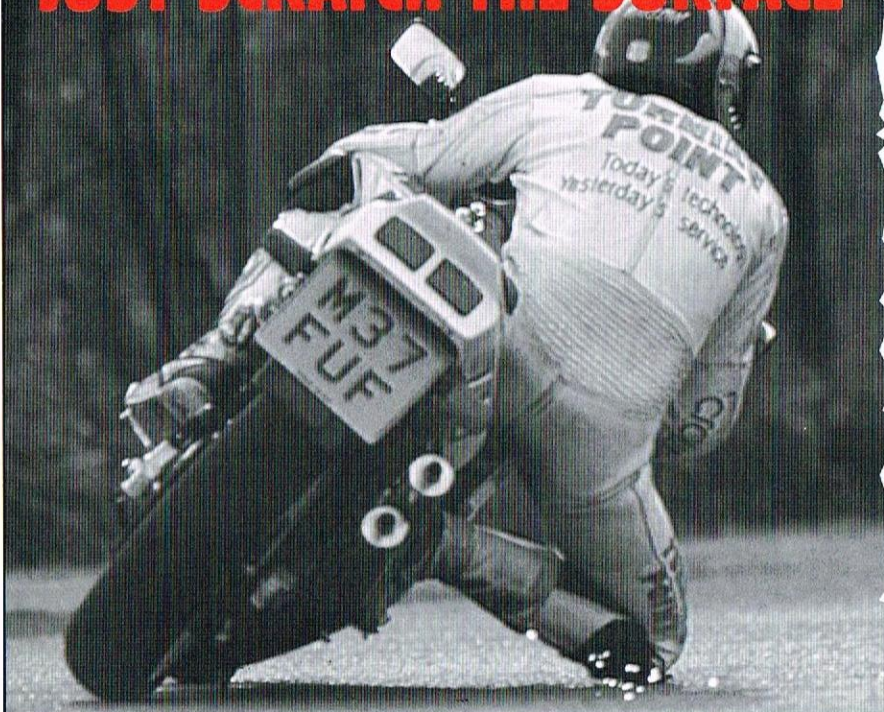
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Sidecars



R Biland / K Waltisberg

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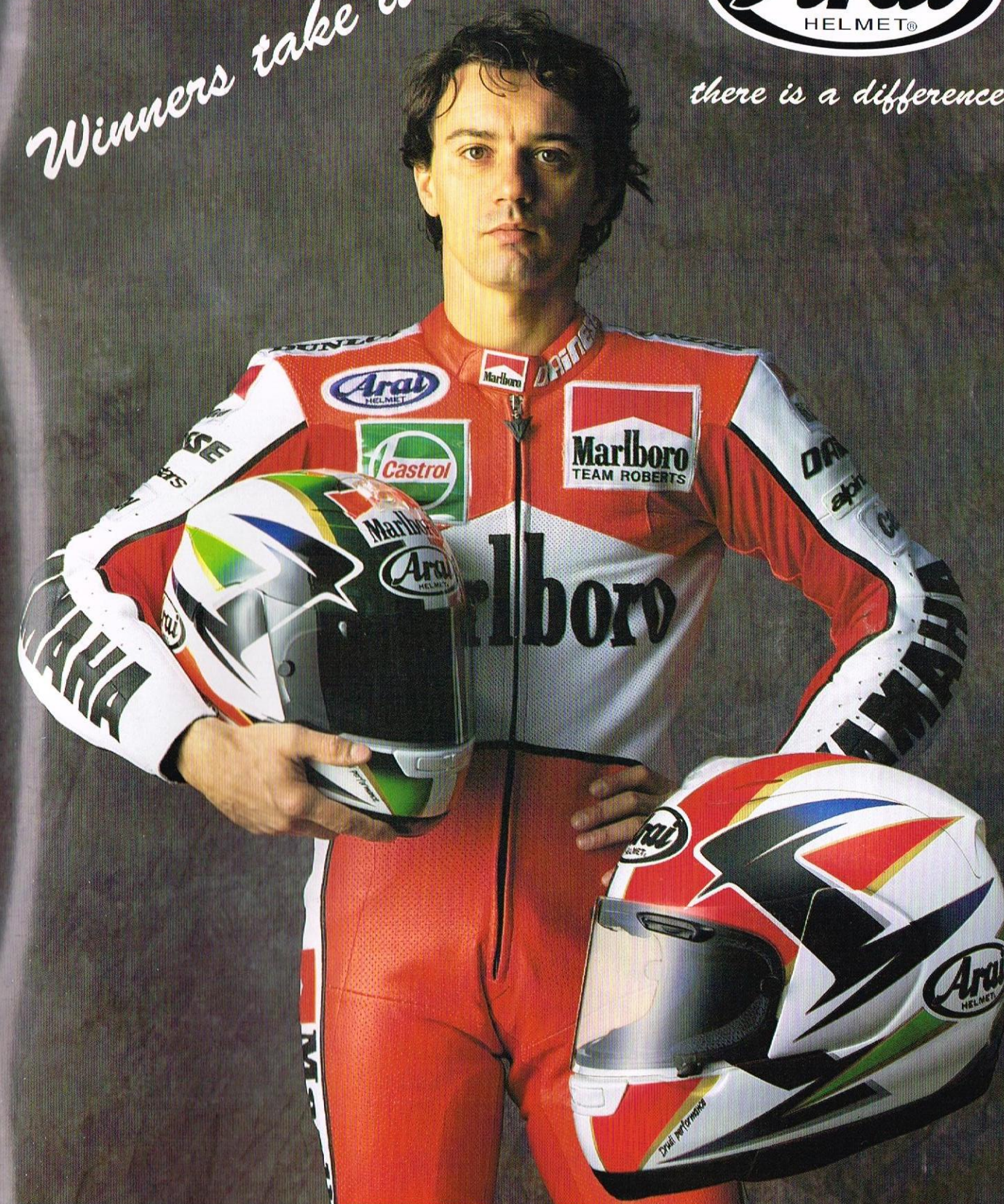
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