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F I A M
WORLD CHAMPIONSHIPS



BRITISH GRAND PRIX

DONINGTON 30-31 JULY-1 AUGUST 1993

OFFICIAL PROGRAMME

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THE BRITISH MOTORCYCLE GRAND PRIX

FRIDAY/SATURDAY/SUNDAY JULY 30/31/AUGUST 1

Britain's rounds of
the 125cc, 250cc,
500cc and Sidecar

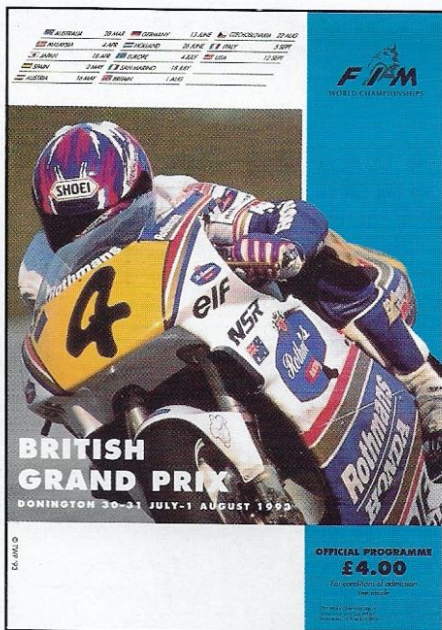


World
Championships

CONTENTS

Headlines	2
Welcome from Tom Wheatcroft	3
Duel to the End	6
Dancing with the Devil	7
Big Bangers!	16
Home Run	16
Style Counts	17
Building a British World Champion	22
It's Not All Bikes for the Honda Men	24

British Motorcycle Grand Prix Timetable	27
British Motorcycle Grand Prix Officials	28
Notices and Information	29
Rothmans 250cc British Grand Prix Entries	32
British 500cc Grand Prix Entries	34
British 125cc Grand Prix Entries	36
British Sidecar Grand Prix Entries	38
Speed Table	40
Superbike Race Entries	41
Donington Park Circuit Map	42



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Grand Prix Facts	44
Sanity Returns	48
New Wave Takeover	49
The Greatest?	49
Size Does Count	58
Superbike Heroes	60
Victors World Superbike Meeting Money Saver Advance Booking Form	61
Sideways Sliding	62
Triumph – Inside Story	64
Look to the Skies	66

HEADLINES

Michael Doohan's victory at San Marino was highly popular – the Aussie ace is still battling back to fitness after the appalling injuries sustained last year which wrecked his hopes of taking a maiden World 500cc Championship crown.

It was a ride that fired a warning shot across the bows of both title aspirants Kevin Schwantz and Wayne Rainey as they head for this crucial tenth round of the championship.

As we closed for press, only three races remain on the calendar after Donington, although there are hopes of staging a replacement for the cancelled South African race, possibly at Jarama.

It is make or break time now in the title stakes – Schwantz holds the upper hand with a 23 points advantage over the three times champ Rainey, but neither can look on the remaining races as just a private power battle.

The emergence of the Rothmans Honda riders on the winner's rostrum poses both of them with more problems as they work out their tactics.

Young Darryl Beattie is fast maturing on the Grand Prix scene, with a fine victory at Hockenheim to his credit – he is keen to improve on his fourth position in the title standings.

A month ago he made his first ever visit to the circuit, to give a reporter from the Sun newspaper a flying lap of the circuit, as pillion passenger on a Honda Fireblade. It made for interesting copy, and showed Darryl just what a rider's circuit Donington is.

He is positive in his thoughts on the race and could be front running along with his friend and rival Doohan who is now back on the winning standard.

Honda took the honours here last year, with Wayne Gardner completing an emotional day by taking the victory – earlier in the day, he had announced his decision to quit the sport at the end of the season.

This year will be the swansong for Rothmans as sponsors of World Motorcycle racing machines – no doubt they would like to go out on top at Donington.

All out to prevent that, and keep their title scrap boiling will be Messrs Schwantz and Rainey.

For the ebullient Texan, Schwantz, Donington has bitter sweet memories. His brilliant riding style has delighted and thrilled the crowds – the complete showman took a hat-trick of Grand Prix victories here, and arguably was putting himself into a great position to challenge for a fourth when he slid out in the final

stages of last year's race.

That incident however has not dented his love of racing here. "Without any hesitation I rate Donington as one of my favourite circuits. It has been very kind to me in the past and I certainly hope it is going to be again this year.

"The championship has reached a crucial stage when victory is a requirement – it will certainly not be any use hanging about in third place.

"I always seem to get a lot of support from the spectators at Donington and that helps me a lot.

"The Suzuki is running well and I feel confident that it will suit Donington and I shall certainly be looking for a victory."

Fighting talk from Schwantz, who faces an equally determined Rainey who enjoyed his first ever Grand Prix triumph here and has always turned in consistent performances.

He is riding as hard and well as ever and now with chassis changes to his Yamaha is well on the pace to give his Texan rival a trying time here.

It should make for a real scrap up front with young Alex Barros also coming into the reckoning, but spare a thought for the "Flying Scot" Niall Mackenzie battling on with his privateer effort.

He knows what it is like to lead a British Grand Prix, albeit briefly, and that will now doubt set the adrenalin flowing even more as he tries to press that bit of extra power out of his Yamaha.

And, spare a thought too for the two youngest riders in the 500cc race – there's James Haydon, making his debut into the top flight aboard the Team Great Britain ROC Yamaha, and Dave Jefferies who made his first appearance at San Marino.

In a race that now boasts nine British riders, it is good see positive steps being taken in the search for the next British World 500cc Champion.

Joining the Team Great Britain effort with a late sponsorship deal, spread over the remainder of this season, and next year are Triton Showers, the Nuneaton based company, who are enthusiastic in their support of this effort.

And sealing what should be a memorable occasion, "Rocket" Ron Haslam, who gave up his chance to ride a "wild-card" in favour of Haydon, is due to ride a Team ROC as replacement for an injured rider – no doubt the ever popular local ace will receive a special cheer.

The 500cc promises to be a cracking showdown in a marvellous festival of road race action, with the three other World Championship races equally competitive affairs, but what price the British national anthem ringing out at the end of any of the races?



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Welcome



I am delighted to welcome you to this great occasion on the Donington calendar – the seventh annual running of the British Motorcycle Grand Prix, bringing with it that special atmosphere and the unique skills of the world's best riders.

They, and you, the valued spectators, will find many changes to the circuit since last year's event, all part of the continuous upgrading of my circuit as it figures so prominently in World Championship action.

Major gravel beds and other safety measures including the erection of debris fencing were completed at a cost of half a million pounds earlier in the year, when also the spectator banking between Redgate and Craner Curves was radically bettered. Go there and enjoy the view – it is superb.

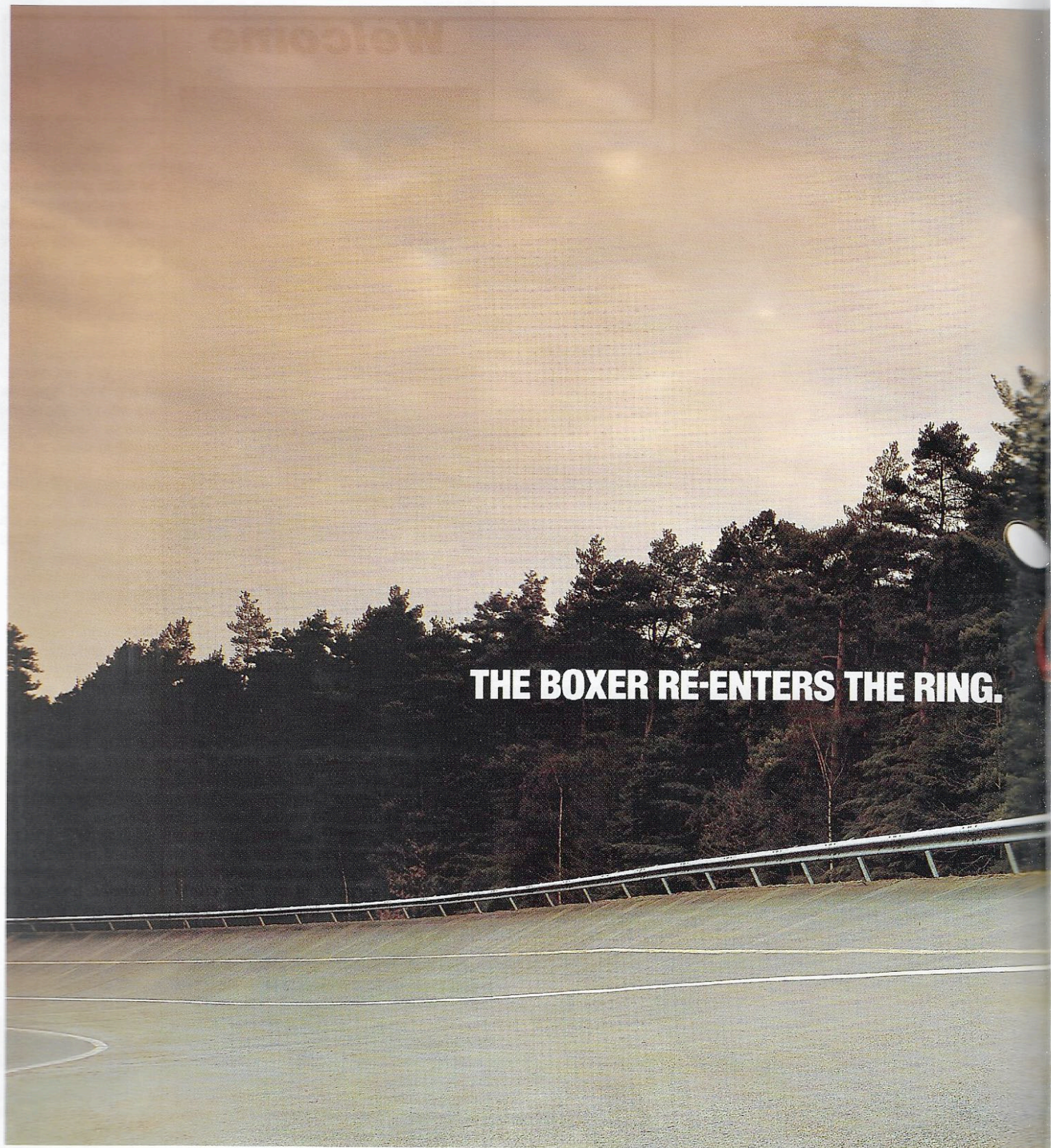
This year saw the realisation of my dream, with the running of a Formula One Grand Prix, a round of the FIA World Championship, but though that event meant a lot to me, I can assure you that the Motorcycle event is equally important, with Robert Fearnall and Maurice Jones and their Two Four Sports team devoted to making it once again the best in the world.

That is something not said lightly, as twice we have received that accolade, the second time with maximum points in all categories. I want that to be the case again, with everyone enjoying what promises to be a day of breathtaking race action.

Our races come at a crucial time in the calendar – Kevin Schwantz needs to add to his three wins here, and Wayne Rainey, who scored his maiden success here, is equally keen to take the maximum points. It adds up to quite a scrap, so sit back and enjoy.

Adding to the interest are the British riders in all of the races – I wish them every success and trust that everyone will have a really enjoyable stay at Donington.

F. B. "Tom" Wheatcroft
Chairman
Donington Park Racing Limited



THE BOXER RE-ENTERS THE RING.

Where better to test BMW's new R1100RS 'Boxer' than the ring? The infamous Nurburgring that is.

The hilly circuit stretches for 21 tortuous kilometres and has long been considered too dangerous for F1 Motor racing.

However, the new R1100RS Boxer coped more than admirably with the seemingly endless series of twists, turns and false cambers.

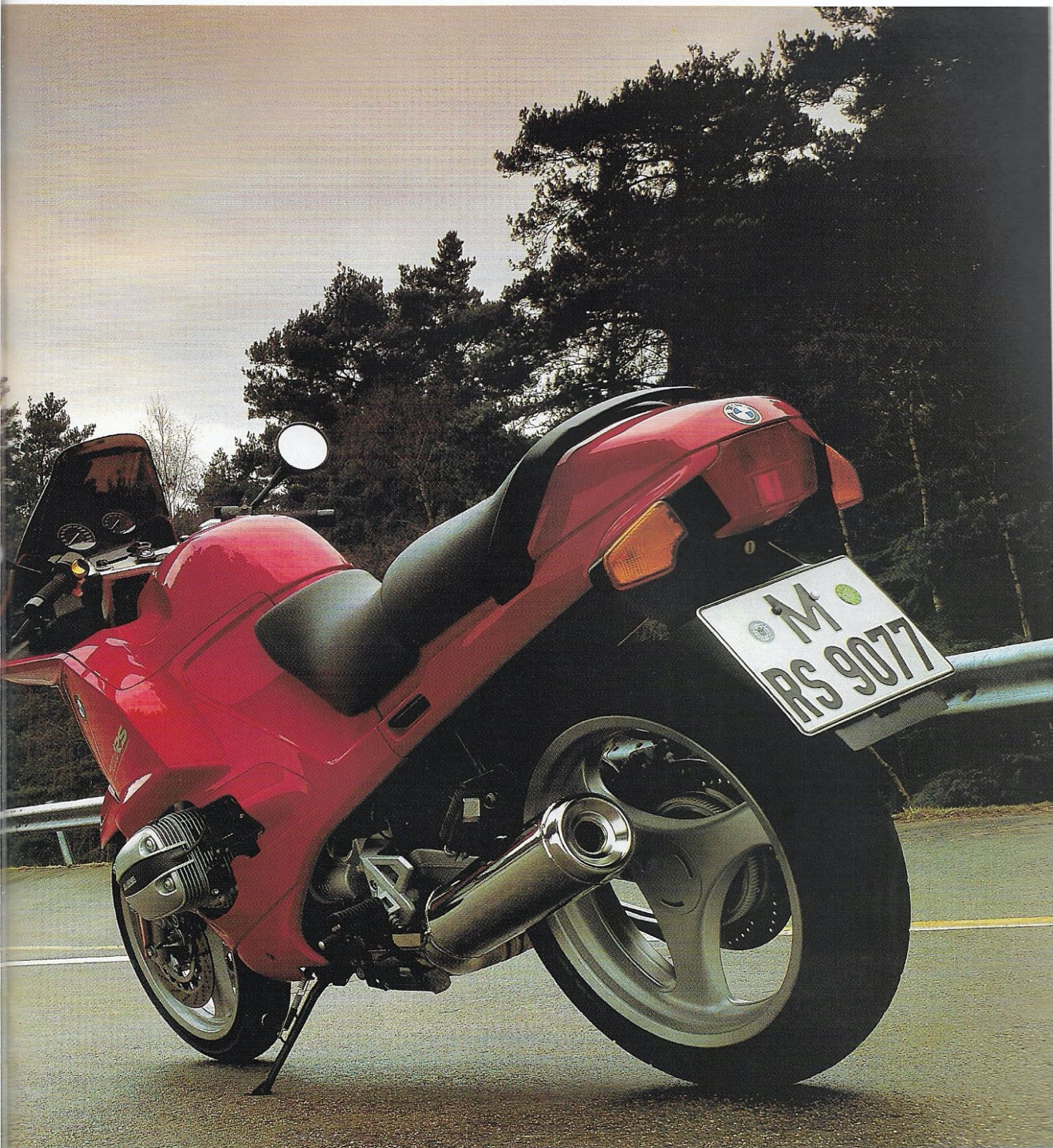
But then, the original Boxer (so called because of its engine's horizontally opposed piston action) has always enjoyed something of a reputation for roadwork since it was first manufactured in 1923.

While it may retain an element from the past, the R1100RS should really be considered the motorcycle of the future.

Weighing in at 239kg, it's more middle than heavyweight. At 7250 rpm it develops 90 bhp, smoothly and effortlessly. (That's an increase of 50% on the previous model.)

Multi-valve technology, more efficient fuel injection and BMW's sophisticated electronic engine management system, Motronic, have all helped to lower overall fuel consumption.

Other features include a revolutionary new front suspension to complement BMW's unique Paralever rear suspension.



BMW Telelever, a single centrally mounted unit solves the problems caused by weighty telescopic front forks.

The lever system gives better stability and handling and prevents the front of the motorcycle from 'dipping' under hard braking.

When the brakes are applied you'll stop safely and quickly, thanks to ABS II, an advanced new system that responds faster than any conventional ABS.

The new R1100RS is also the first production motorcycle with adjustable ergonomic features.

The handlebars, seat and windscreen are all adaptable,

allowing the new Boxer to take on almost any rider irrespective of height or physique.

If you'd like to try out this stronger, faster, leaner R1100RS Boxer for size, contact your nearest BMW dealer.

We're confident you'll agree it's a worthy contender for the title 'The Greatest.'



THE NEW BMW BOXER

Kevin Schwantz and Wayne Rainey are set to fight for the 1993 world title until the bitter end. Every race is crucial, and Donington is about to play its part in another classic motorsport encounter.

DUEL TO

Kevin Schwantz and Wayne Rainey are set to fight for the 1993 world title until the bitter end. Thus every race is a crucial race, and Donington is about to play its part in another classic motorsport encounter.

Wayne Rainey versus Kevin Schwantz: you've seen it all before at Donington. The two Americans had you gasping at their daredevil antics as they battled for supremacy in the British countryside in 1989, 1990 and 1991.

Schwantz won all three of those duels, crowning himself king of Donington's curves, but this time it's a little different. This time it's not just pride, glory and prize money at stake, this time he's slugging it out for the world championship; and the man he HAS to beat this weekend is Rainey.

With nine GPs down and five to go, the 1993 title battle looks like it's going all the way to the wire. The last few 500 world championships have promised nail-biting battles to the finish, but broken bones and bikes have always spoiled the title race. In 1990 and 1991 Rainey won the



Defending champion Wayne Rainey needs the victory as does current points leader

crown before the final GP, and last season Mick Doohan swept all before him, until his famous Assen mistake.

Not this year though. Schwantz has finally got his act together, Rainey and his team are no longer unbeatable, and while Doohan licks his wounds, the American pair are fighting a war reminiscent of the Kenny Roberts v Freddie Spencer classic in 1983.

It's the duel to the end they've been threatening since they battled it out on the US Superbike circuit in 1987. Even in those days Schwantz messed up, but not any more.

In 1989, '90 and '91 he won GPs every other weekend - five or six a season, but he also hit the deck a lot. Between 1988 and 1993 he crashed out of 11 GPs, and 1992 was total

disaster - the Texan Tornado won just one race all year.

Now the problems which stopped him being a title threat have been exorcised: Suzuki have built a bike which doesn't handle like two pogo sticks tied together with string, and Schwantz has finally got his head sorted. In the first half of the season he won four GPs.

As a well-scarred graduate of the school of hard knocks, Schwantz knows his new-found consistency comes as much from Suzuki's re-design as it does from his own maturity. In the old days the RGV500 was a fickle beast: it worked brilliantly at some tracks and disastrously at others. So when it worked Schwantz (29) usually won, and when it didn't he usually crashed.

"The Suzuki always used to be on

500cc World Championship FPM Fact File

Rd 1: AUSTRALIA

Eastern Creek

March 28

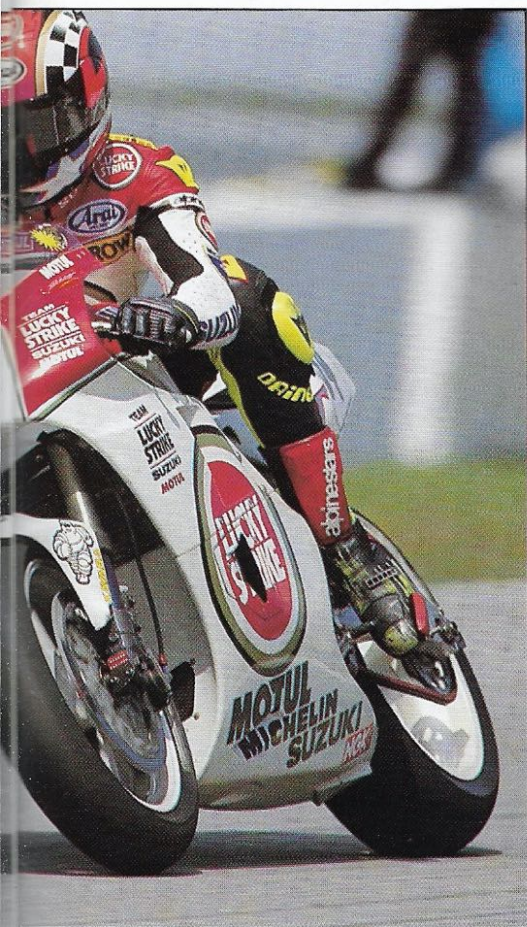
Back markers played a major role as Schwantz finally overcame his Eastern Creek jinx to win the opening round in Australia. After messing up his getaway the pole starting Texan fought through the field to get the better, in the closing stages, of a three way decider with Rainey and Chandler when slower riders came in to play.

Schwantz took victory by just over three seconds from Rainey with Cagiva riding Chandler a close third.

Early leader Beattie dropped back to fourth with suspected electrical problems and a similar set-back ended the race for Doohan. Cadalora was eighth while Aussie Mladin was one place behind in his Cagiva debut, with Mackenzie tenth but Freddie Spencer's much heralded return ended with a heavy crash as he closed on Cadalora.

THE END

by
Mat
Oxley



Kevin Schwantz.

the edge, you had to ride it risky if you wanted to win. You could get the front end or the back end working

but never both together," says Schwantz who puts much of the improvement down to his British engineer Stuart Shenton. "Now we've got a good balance so I can ride the way I want, and I don't have to take big risks on a bike which ain't working right."

Suzuki's great leap forward hardly took Rainey by surprise. The triple world champ knew it was only a matter of time before Suzuki got it right. But he never expected Yamaha to go backwards at the same time.

Last season Rainey (32) hung onto his crown by the skin of his teeth. He crashed twice, riding the outer limits as he struggled to stay with Doohan's flying Honda. During the previous four seasons he'd crashed just once.

And as he goes for a fourth consecutive title he's having to dig even deeper into his reserves of talent. His Yamaha is still the slowest of the factory 500s and, following the factory's first major chassis re-design in years, it doesn't even handle sweetly any more.

By mid-season Rainey was getting desperate - the crown was slipping from his grasp as Schwantz racked up the wins and he languished in the placings. There was only one way out: junk the Yamaha frame and bolt a Big Bang motor into a privateer ROC chassis (as raced by Niall Mackenzie and Co).

The switch was a major loss of face for Yamaha, but better to win the title with a ROC Yamaha, than lose it to Suzuki.

"The ROC chassis gives me more feel, I wasn't getting the feedback I wanted from the factory chassis," says Rainey who won first time out with the French creation at Catalunya. "It's the way racing works: when you're winning the factory doesn't

Factory 500 GP bikes are the most awe-inspiring motorcycles ever built by man. And yet only a handful of humans can ride these 190mph missiles to the limit. Journalist racer Mat Oxley has tested all the factory 500s, no surprises then that he admires the world's fastest 500 riders more than most.

"DANCING WITH THE DEVIL"

It's hard to even begin to image what a 500 feels like in full-flight - 175 mean horses propelling a mere 130kg towards the horizon at a rate which would make a jet fighter pilot blink.

On TV it all looks so remote, so comfortable: Kevin Schwantz casually opposite-locking his RGV500 out of a turn, rear tyre spinning, smouldering trail of rubber on the tarmac.

Watching from the spectator enclosure, the action begins to look a little more hectic: you begin to appreciate the acceleration and the rider wrestling to stay on board.

From the photographer's patch, right by the track, it doesn't even look like fun. You're so close you can sense the violence, almost feel the bikes snap sideways, and it's scary.

But even that cannot prepare you for the ride - being sucked into another dimension, where you need a new pair of eyes and a new brain to keep up with the acceleration, to make some sense of the scenery as it melts into a blur.

Modern 500s rip out so much power that they are indeed in another world. They are not so much motorcycles, more missiles without wings, and putting their performance into perspective for normal earthlings isn't easy. But try this: Kawasaki's ZZ-R1100 is the most brutal road bike on earth, with a wheelspinning 0.59bhp per kilo. A Honda NSR500 sore arms out 1.34bhp per kilo - almost doubling the ZZ-R's power to weight ratio.

The NSR is the most awesome 500 of all, the horsepower king of the grand prix tracks. In its old incarnation its maniac acceleration eclipsed even the factory Suzuki, Yamaha and Cagiva. For the last four years I've kept a date with Honda Racing Corporation engineers to test the beast at Suzuka, Japan. It's journey I've learned to fear.

My first visit put me aboard Eddie

Continued on page 10

Continued on page 11

FIM 500cc World Championship Fact File

Rd 2: MALAYSIA

Shah Alam

April 4

Rainey fought his way back into a four point championship lead over Schwantz with victory on his Yamaha in the sweltering heat of Malaysia.

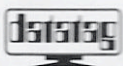
He took the lead from Spaniard Criville on the second corner at Shah Alam and although chased throughout by Beattie was never seriously challenged.

Pole setter Schwantz again made a poor start and after a long recovery had no chance of catching the leaders. After finally getting the better of Criville he settled for third.

Doohan, still fighting for full fitness after last season's crash in Holland, eventually made fourth ahead of Criville and his new Honda team mate Itoh. Mackenzie was again the top privateer in eighth. After the first morning of practice a sore Spencer decided to quit the second round.

"I wanted a bike a 900 and turns

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YAMAHA
A BREED APART

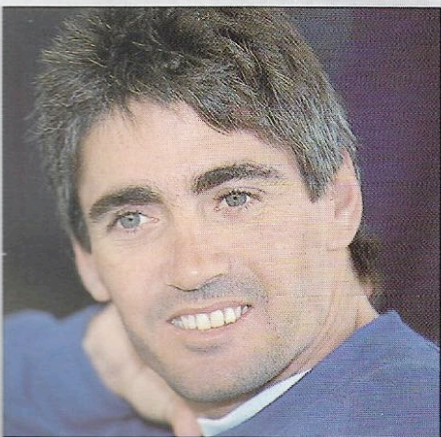
Principal players



Kevin Schwantz



Wayne Rainey



Michael Doohan



Daryl Beattie

Continued from page 7

do the work, and we won again last year."

Ironically the ROC chassis is a copy of Yamaha's 1991 YZR - so in effect Team Roberts are going back two years to go forward.

Whatever his critics suggest, motivation isn't a problem for Rainey. The popular pre-season theory was that three world titles had satisfied his hunger for glory, so he wouldn't mind whether he won or lost this season. Wrong, very wrong.

Rainey had a lot of people tell him that his 1992 title win was a fluke and that made him mad.

Alex Barros - fast maturing rider for Suzuki.

500cc World Championship
FIM Fact File

Rd 3: JAPAN

Suzuka

April 18

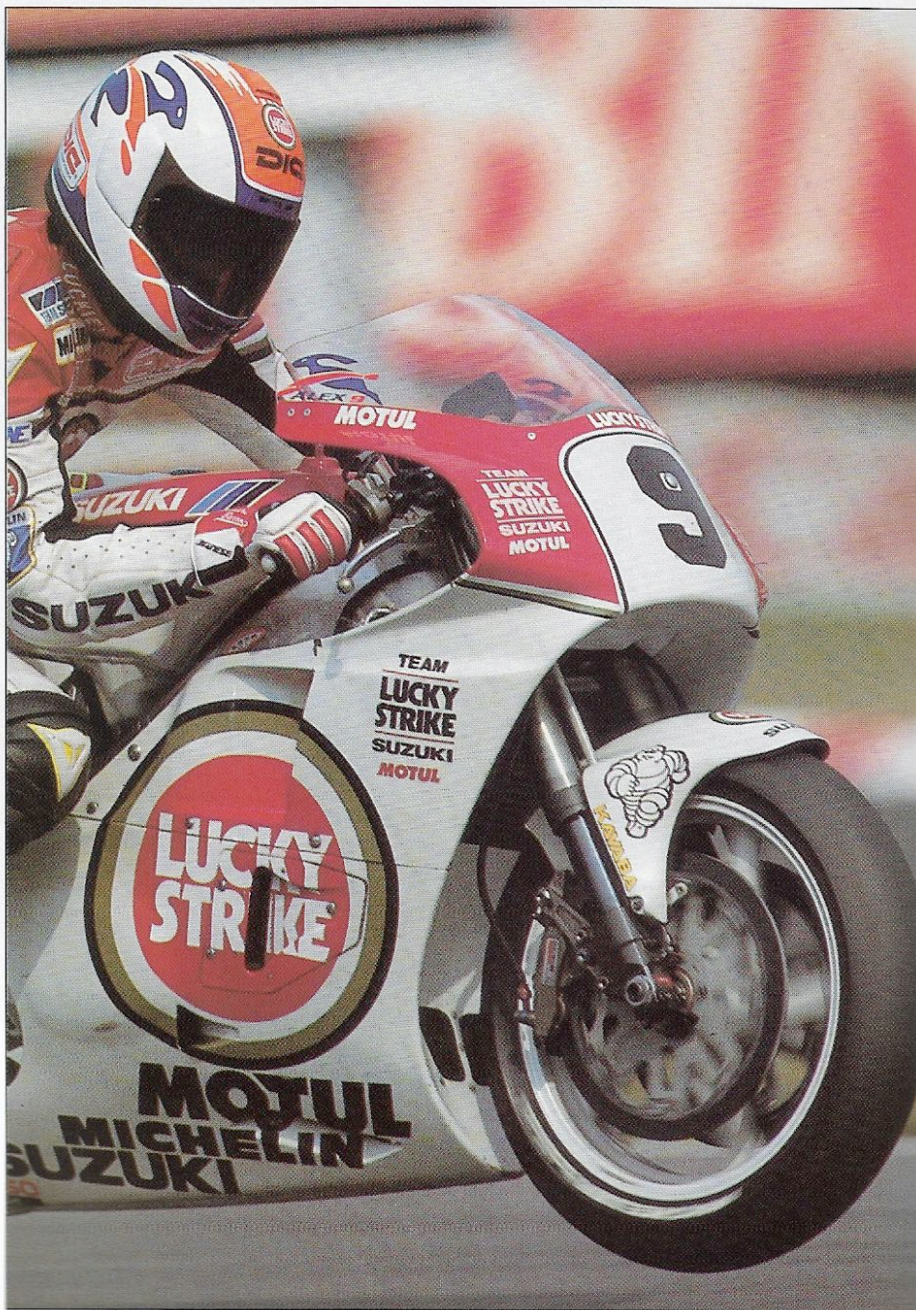
Rainey added a second win but this time he had to fight all the way on the tough Suzuka circuit and at the finish he was only a fraction ahead of Schwantz who again started from pole position.

The two were joined in a near race long battle by Beattie and Itoh, the latter leading for much of the race.

Rainey, who came through from a slowish start took the lead when it mattered with three laps to go. As he dealt with back markers in masterful style Schwantz was left to get the better of Beattie as Itoh lost a little ground.

First lap leader Barros was sixth ahead of Doohan who made a wrong tyre choice.

Spencer again crashed in practice and Honda, who took over the Yamaha France machine, was eighth.





Overdue success came at Hockenheim for Daryl Beattie.

"No one gave me that title. Mick fell down, he made the mistake," says the Californian, who's battling for a fourth consecutive crown. "There's no bigger challenge in racing that fighting to stay on top - it's tougher than getting there in the first place. And I find it easier to get motivated when I'm behind."

Doochan is still paying for that tiny mistake which gave Rainey the 1992 crown. A milli-second's misjudgement cost him a broken right leg, the world title and so nearly so much more. It was an injury that came close to amputation. Things went from bad to worse during the winter when Doochan bent his right tibia and fibula

bones while fighting back to fitness. The leg is a nasty mess, and Doochan may have it re-broken, straightened and pinned for the 1994 season.

The damage is so bad he can't even use his NSR's conventional rear brake pedal, and has thrown away the foot lever, replacing it with a unique thumb-operated lever on the left handlebar.

But perhaps the most amazing thing about his ordeal is that you never, ever hear him complain or moan about his ill-luck.

"I'm just working up to getting my confidence and aggression back. I guess you could say I'm probably not going to win the title this year, but we're aiming at being back up there next season," says Doochan, who gets stronger with every race. "The leg still gets in the way. Because the ankle doesn't bend, the knee's stuck out all the time and it means I can't get out of turns or flick the bike from side to side as hard as I should. I'm not too aerodynamic either - I can't get the foot and leg tucked in behind the fairing."

Top speed has never been a major worry for Honda riders though. While Suzuki have closed the gap this year, there's still nothing quicker in a straightline than an NSR500. At ultra-fast Hockenheim Shinichi Itoh's fuel-injected NSR hit 200mph

Continued on page 14

"Dancing with the Devil"

Continued from page 7

Lawson's '89 title-winning NSR. Just a few weeks earlier I'd ridden Schwantz's RVG500 and yet I'd never ridden anything like this: tank-slappers at 180mph plus, and the lethal beast didn't even want to turn left at the end of the straight! That was when I realised what true super-heroes 500 GP stars are.

In 1991 a bunch of grinning HRC officials put me on their latest NSR in a monsoon - the kind of experience which could leave anyone psychologically scarred for life. I only survived because the NSR, like its rivals, is as gentle as a commuter bike at low rpm. Modern two-stroke technology makes the 500s so tractable low down that they'd make wonderful road bikes. But open the throttle and that all changes - fast.

The NSR's reputation was such that even men like Mick Doochan and Wayne Gardner complained of its violence. So Honda built their crucial Big Bang motor for 1992.

Last autumn I returned to Suzuka with the horror of that soaking '91 ride still fresh in my mind. I needn't have worried - this time the sun shone, and the NSR had evolved from a murderous terror into an almost kindly tyrant.

Throttle control on any old-style 500, whether Honda, Suzuki, Yamaha or Cagiva was like playing with highly volatile explosives - light the blue touch paper and retire. One wrong move, half a degree too much throttle too soon and it was all over - the deal really was that critical, and that's why only the best of the jet jockeys can rip the maximum out of them.

Big Bang motors aren't so risky, they behave more like normal motorcycles than ground-based rocketships. You can be more presumptuous with the throttle and escape disaster, rolling on the power out of corners without that explosive kick which once threatened to overpower the rear tyre.

They're even more impressive in the wet. The overwhelming memory of my nightmare ride in '91 was Doochan's old NSR wheelspinning in fifth gear at 270kph as I peered through the spray, trying to locate the next corner.

Last autumn I rode Eddie Lawson's Big Bang Cagiva in a downpour at Mugello, and it was hard work trying to MAKE the red V4 wheelspin. The Big Bang firing order improves traction so dramatically that the V592 would wheelie out of turns as if the track were bone dry.

Less dangerous they may be, but even Big Bang 500s are still monsters, which beat all but the toughest pilots to a pulp. A 500's braking and acceleration

Continued on page 15

500cc World Championship F.P.M. Fact File

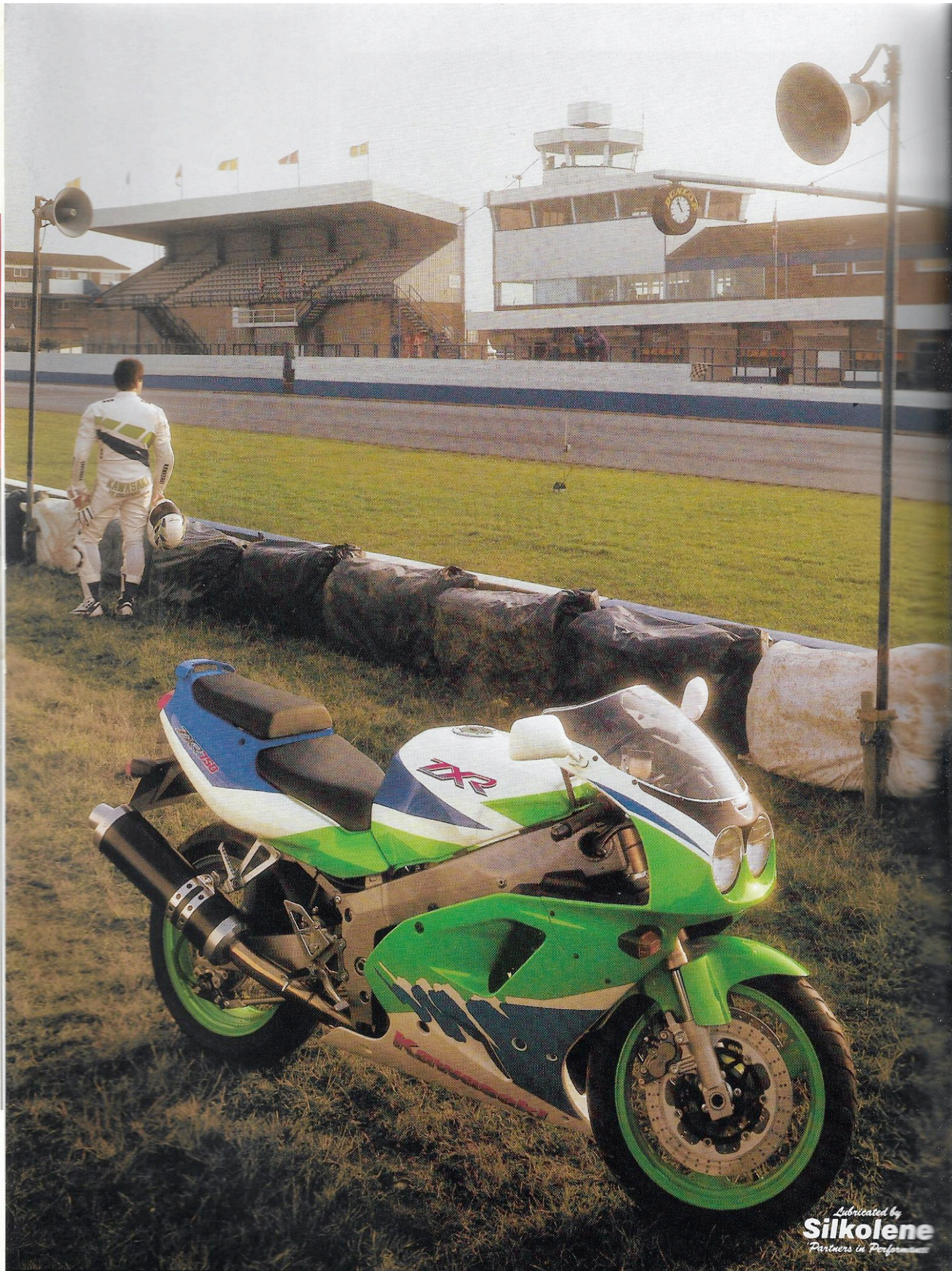
Rd 4: SPAIN

Jerez


May 2

Schwantz, yet again fastest in qualifying, closed the points gap back to four as he beat Rainey by just over a second at the end of a close encounter that was made even more dramatic by the close attentions of Barros. From a mediocre start the young Brazilian came through to pass both Rainey and his own title chasing team mate. But then as he looked set, when a major upset seemed to be on the cards, the front end of his Suzuki broke away and he crashed out of the race. Criville, who was accepting fourth, suddenly found himself with a podium spot.

Doochan, still trying to get himself and his machine set up properly, moved up to fourth. Mackenzie, who qualified faster than sixth finishing Beattie, gave a tough him a tough time to make seventh from a slow start.



Lubricated by
Silkolene
Partners in Performance

 **Kawasaki**

RISE WELL, RIDE SAFE. RESPECT THE LAW AND OTHER ROAD USERS. IMPROVE YOUR SKILLS WITH TRAINING. NEVER EXCEED THE LIMITS OF YOUR SKILLS OR YOUR MACHINE. WEAR APPROVED WEAR.

Last year, in the MCN TT Superbike Series, John Reynolds did precisely that. And then he took his Kawasaki ZXR750R on to win the Championship. Not content with that, John also cleaned up in the MCN Supercup Championship, setting numerous lap records and together with team mate Brian Morrison winning plenty of the old one-tuos. Meanwhile, around the globe, ZXR750Rs were setting the pace. Scott Russell won the fastest ever Daytona 200. Carl Fogarty and Terry Rymer were crowned FIM World Endurance Champions. All in all, Kawasaki won nine championships in six countries. With one bike. And the result of all those results

**THE NEW ZXR750.
HOW TO ARRIVE
1ST AT DONINGTON.**

stands here. The new ZXR750. **MORE POWER TO YOUR WRIST.** While our riders were picking up

trophies, our engineers were getting down to business on the road bike. The bottom line is a staggering

ZXR750R RAM AIR INTAKE SYSTEM



20% increase in power. And that doesn't include the extra boost from the Ram Air system.

It works like this: To the left of the headlights is a scoop that feeds the air box. As velocity increases, more cool, dense air is rammed into the carbs – rather like turbo charging, but without the turbo. On the track at top speed, Ram Air has shown a 5% increase in horsepower.

TRICK, VERY TRICK. But as well as helping the bike to breathe better, we've also breathed on engine components. There are new high compression pistons. A new higher-lift camshaft. Revised digital ignition and a larger, free-flowing air filter to cope with the pressure of the new intake system. Upside-down front forks are lighter, as is the Works style aluminium frame with added gusseting around the steering head. Also, we've built 30% more torsional rigidity into the swing arm to handle the extra power. And if you can

handle a bit more 'tech-spec,' read on.

SHOCK REPORT.

We've revised the rear shock absorber and the Uni-Trak's linkage to

give a softer spring rate and damping, matched to a more linear rising rate action, so the whole rear suspension is better suited for road use. **STOP THIEF.** Doubtless,

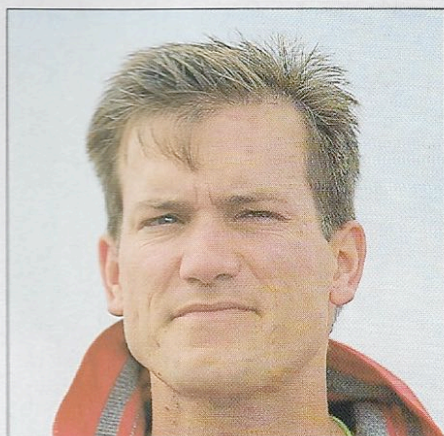
all these improvements make the ZXR750 more tempting than ever. Which is why we've fitted a longer and tougher ignition switch and anti-theft igniter to stop any light fingers from 'hot wiring' the bike. Call 0800 500245 for a free 1993 range brochure or check out the new ZXR750 at your nearest authorised Kawasaki dealer. And come next season, you'll be on the right bike for all these races. After all, as every true race fan will tell you, the real scrutineering goes on in the car park, not the paddock.

LET THE GOOD TIMES ROLL

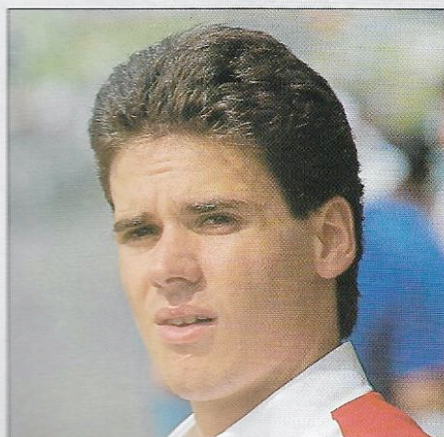
Men of the moment



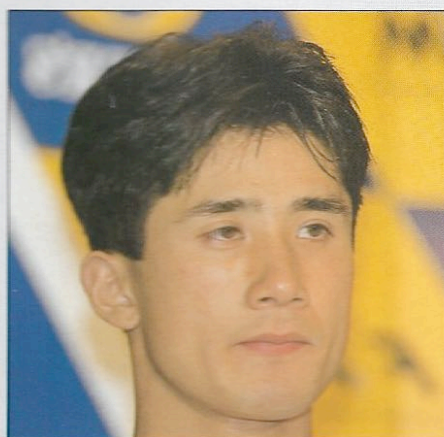
Alex Barros



Doug Chandler



Alex Criville



Shinichi Itoh

Continued from page 11

- the fastest speed ever recorded by a GP machine.

Doohan, however, is convinced Honda have taken a backward step. Last season's Big Bang NSR obliterated the opposition not because it was deadly fast, but because it was user-friendly. Honda engineers had finally stopped worshipping the great god horsepower, and instead built a bike to suit their riders. This season they've recanted, and Doohan and fellow NSR riders Daryl Beattie and Alex Criville aren't impressed.

"It's back to the old lightswitch style," explains Doohan. "Sure it's got more power but you can't get on the throttle so early."

Doohan's been begging all year for a '92 spec engine, but running old parts is an admission of a cock-up for the Japanese, and HRC wouldn't do it. In Germany they finally produced a batch of new 1992 spec parts, and suddenly Doohan was competitive again.

This hasn't been the happiest of seasons for Honda. Last year their NSR was in a class of its own, and it's still ahead. But they didn't win the 1992 crown, and they aren't going to win the 1993 prize either, for while Doohan recovers, Beattie and Itoh are GP apprentices.

Both are ex-Japanese 500 champs, well-versed in the art of riding the NSR500, but they have to learn the GP circuits and the grueling country-hopping lifestyle.

Beattie is a fast learner, however. Only 22 years old he won his first GP in Germany, before the season was half over. The youngster shares much in common with Doohan - he comes from the Gold Coast, he's every bit as laid-back and he shares a similar riding style. No wonder they are good mates - a nice change for Doohan, who was no friend of '92 Donington winner Wayne Gardner.

But Beattie's got plenty on his hands before he can battle with Doohan, Rainey, Schwantz and Co every weekend - there's fast men like Suzuki and Yamaha number two riders Alex Barros and Luca

500cc World Championship
Fact File

Rd 5: AUSTRIA

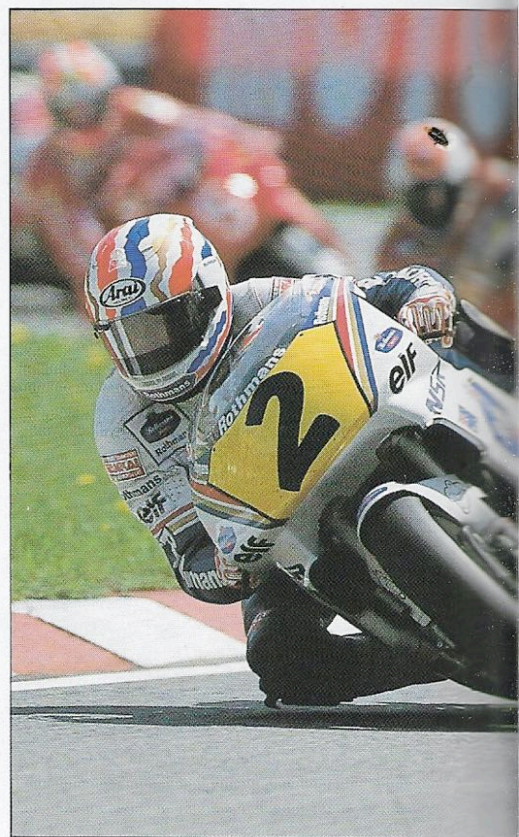
Salzburgring

May 16

Schwantz took over the world championship lead with a closing stages victory burst.

As the race unfolded Doohan, more at ease on the fast Austrian track, and Barros seemed the likely contenders for maximum points. But Schwantz had the situation under control as he got the better of his team mate and headed Doohan over the line. Rainey also pulled an ace to take third from Barros on the last lap.

Pole starting Itoh dropped out of the picture to take sixth when his leathers unzipped and Chandler dropped out of contention with a sticking throttle and suspension problems.



It's close and tight at the head of the pack with Doohan out front.

Cadalora to get the better of first.

The sensation of the 1993 season, Barros hasn't appeared out of nowhere. During his three years with Cagiva, he amazed the paddock, sometimes with his speed, and sometimes with his spectacular and painful get-offs.

Barros first showed the world he's a potential winner at Jerez in May. He blitzed past race leaders Schwantz and Rainey, making them look like old men, and then fell off. Six weeks later he did exactly the

same at Assen, and he also dumped his RGV at Hockenheim.

Cadalora is the first European to ride 500s for Team Roberts, and he's had a steady start to his 500 career. He refuses to run before he can walk, and is sensibly taking his time at acquiring the 500 art. But the Italian is no slouch - he's already qualified on the front row and led a 500 GP for the first time.

Cagiva had chased Cadalora's signature for their 500 effort, but ended up with Doug Chandler and Aussie rookie Mat Mladin. The Italian factory started the season better

than they've ever done, with Chandler taking third behind Schwantz and Rainey.

But then they hit trouble, until they switched from Japanese Showa semi-active suspension to conventional Ohlins gear (Team Roberts also stopped using semi-active suspension earlier in the season, also preferring conventional Ohlins to Ohlins CES).

With no more handling problems to haunt Chandler, the team are now developing other areas of performance, and Chandler's only complaint is a lack of low-down power for punching out of turns.

Cagiva don't yet regularly threaten the Japanese, but European influence keeps growing. British Harris and French ROC chassis now account for over half the 500 grid, and though they may be powered by Yamaha YZR motors, it's only a matter of time before British, European or Australian 500 engines appear.

The Harris and ROC 500s share a similar specification to the factory bikes, but the privateers don't have the budget or personnel to get on equal terms with the factory teams.

Only Niall Mackenzie gets to regularly embarrass the factory bikes on his Valvoline ROC. But being top privateer isn't what the Scot wants out of racing.

"Maybe that's the best I can expect, and to beat a few factory bikes," he says. "But that's no big deal, when I know I'd be doing much better on a factory machine."

The Scot (now a dad, like Rainey) has done an impressive job this season. His team is a tight-knit four man crew, run by GP journalist Peter Clifford, and Mackenzie has scored consistently better than he did with the chaotic Yamaha France squad last season. His performance is living proof that a good rider, on a private bike, with a neat little team behind him can make an impact on the 500 GPs.

Donington is undoubtedly Mackenzie's race of the year. He's out to beat more factory bikes than he's ever done before, and he'll need all your support to make that happen.

"Dancing with the Devil"

Continued from page 11

and forces are so vicious that it's like being in a punch up, and you're always the loser. Honda's evil '89 NSR was the worst - I could only go ten laps of Suzuka with the beast. I ached all over for days after, and only a month before I'd finished fifth in the Bol d'Or 24 hours.

Accelerating hard out of a corner you're kicked into the seat hump while the fairing screen thumps you in the face every time the front wheel jumps skyward. On the brakes you're pulling almost 2g, fighting the bike's attempts to hurl you over the handlebars, your biceps screaming for mercy.

The only way to cope with this sort of treatment is to train like a fighter. And that's exactly what men like Rainey, Doohan and Schwantz do. Recent medical tests have proved these men to be as fit as Olympic athletes. They have to be, because they must be strong enough to hang on for 45 minutes, and fight their bikes into submission.

Since 500 power outputs have leapt from 100bhp in 1975 to almost 180bhp now, riders have had to cast aside the old laws of motorcycling and invent their own techniques.

Their style had developed into a blend of a gymnast's artful finesse and a wrestler's brute force. A 500 rider hardly ever has a moment to sit still. Entering and exiting turns he's climbing all over the seat, locking himself against the bars and fuel tank under braking, clambering back and forth, left and right to steer the bike via the handlebars and footrests, and shifting his body weight to get just the right load through suspension and tyres at just the right moment.

It's hard work, and it has to be done so fast. A 500's manic pace gives you little time to do everything you take for granted on any other racing bike - things like changing gear, shifting body weight and so on. A 500 demolishes straights in an instant, and you find yourself scrabbling to accomplish so much in so little time. All too often you run out of time, hit the brakes too late and scare yourself witless once again.

So 500s are as mentally exhausting as they are physically draining. Even superstars can look totally blitzed at the end of a tough grand prix. Their eyes glaze over, their mouths drop open, their brains are shutting down for an urgent rest. I've seen other journalists after a first ride on a 500 - they climb off, looking like they've just seen a ghost. They've tested ZZ-Rs, Superbikes, the lot, but nothing could prepare them for this.

That's why the fastest few are paid such vast salaries - because they are the only humans who can mentally and physically handle such a battering week after week. And even at their money, I'm not sure I'd want the job.



500cc World Championship Fact File

Rd 6: GERMANY

Hockenheim

June 13

Beattie scored his first grand prix victory despite pressure from the more experienced Schwantz when he raced the world's fastest world championship circuit for the first time. Criville, Beattie, Schwantz, Doohan and Rainey were together on the first lap ahead of pole setting Itoh timed through a speed trap as the first over 200 mph GP machine.

Rear tyre problems slowed fourth finishing Criville and ended the race for victory seeking Doohan, leaving the other three to fight it out for victory.

Although no speed match for the works machines Mackenzie settled for ninth after harrying Mladin and Cadalora.

As Eddie Lawson noted at Daytona, "Just when you think the 500s have come about as far as they can – everything pushed to the limit – along comes a brand-new technology that changes everything," writes Kevin Cameron

Big Bangers!

Lawson was referring to the Big Bang engine concept. Instead of firing a 500cc engine's four cylinders at even intervals, such as one every 90 degrees, or pairs at 180 degrees, a Big Banger fires all its cylinders in a narrow interval of 70 degrees or less. This delivers engine torque as a series of big pulses. Like a tap on the rear brake, or a hard upshift, these pulses snap the tyre loose for an instant, but they do it several times per turn of the tyre.

Most of the violence of acceleration occurs either when a gripping tyre breaks loose, or when a sliding tyre suddenly regains grip. With Big Bang, the tyre is always sliding part of the time, gripping part of the time, so these sharp transitions are softened, making it safer to ride very close to the tyre's limit of grip.

Lawson continued, "At first, when you hear the new engine, it just sounds terrible – dull and flat. Then you see that your time is a second quicker, and you think, 'Maybe this isn't so terrible after all.'"

The teams and the designers backing them respect the limits of human ability. The 500cc machines of 1988 were harsh and difficult to ride, causing pundits to call for higher weight limits and

Continued on page 18

There's big British interest in the 500cc Grand Prix with no less than eight riders bidding for glory on home ground.

HOM

A blistering return to aggressive form this season by Niall Mackenzie has not only set him up as the undisputed number one privateer but also suggests that if the conditions and politics had been right he could well have been a world title challenger during his years as a works rider.

Ironically it was after his best world championship placing to date in 1990 when he finished fourth on a Suzuki that he was left with no option than to return to the private rider ranks.

It could be that he simply enjoys battling against the odds or being among the underdogs but whatever the reason the situation that exists has brought out the best in the Scot who celebrated his 32nd birthday just over a week before qualifying started for his homeland British Grand Prix here at Donington.

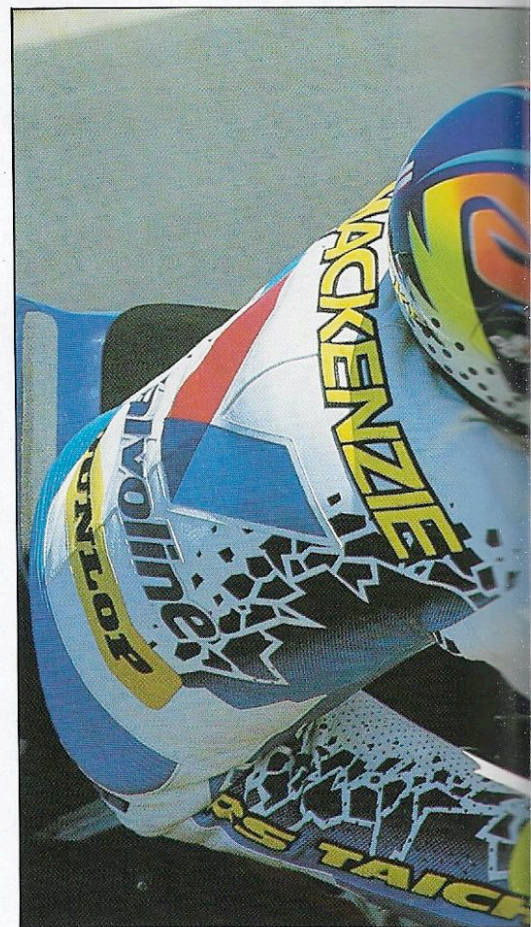
Without doubt a glittering highlight was the way he took on, and almost beat, Lucky Strike Suzuki rider from Brazil, Alex Barros, during the Euro Grand Prix on the Catalunya circuit near Barcelona.

In a Grand Prix that lacked the normal fiery first place fight out it was the battle between these two for fifth place that grabbed the attention of the TV cameras.

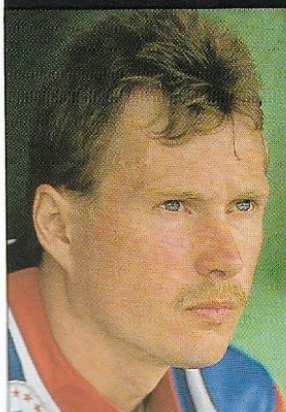
At the end of 25 laps the verdict went to Barros by half a wheel with

both riders being credited with the same average speed. "Another half a horsepower and I could have beaten him," said the delighted Mackenzie after the race. Personally I do not doubt his claim.

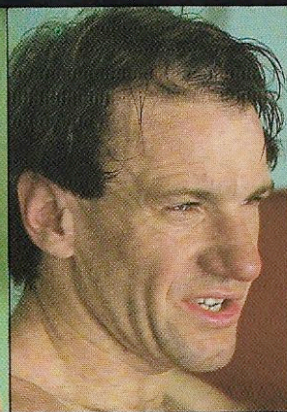
Niall Mackenzie – top Brit.



The likely lads



John Reynolds



Niall Mackenzie



James Haydon



Jeremy Hunt

E RUN

by
John
Brown

His result against a rider ten years his junior who had twice been in the running for victory, boosted him to eighth place in the championship ahead of five works supported rivals!

This year Mackenzie has replaced Peter Goddard in the privately run

Team Valvoline. It is a hard working enthusiastic set-up and it's obvious there is a harmonious link between rider, mechanics and manager. Machine problems are tackled without argument, set-backs are overcome and race days are tackled with gusto.



The sounds of the "Star Spangled Banner" and "Advance Australia Fair" are the norm to be heard at race victory rostrums. Michael Scott investigates why only Criville in 1992, Chili in 1989 and Sarron in 1985 have, in recent years, headed them off.

Style counts

The rise and rise of American and Australian riders is no coincidence. In fact, it was the inevitable consequence firstly of the type of racing background that both nations share combined with the particular direction of technical development of the past 15 years.

It is common knowledge that the key common ingredient is a background of dirt-track racing, invariably from a very young age. An availability of wide open spaces and the competitive streak that is strong in all pioneering New World countries saw hundreds of weekend races for schoolboys, scrambling round rough dirt tracks on an assortment of minibikes.

Racing on loose surfaces inevitably involves skidding and wheel-spinning as part of the natural technique. This new generation of Fifties and Sixties schoolboys thus had the trick of using rear wheelspin to steer the motorcycle deeply ingrained. Chucking the bike sideways wasn't just a clever trick, but a fundamental part of their riding technique.

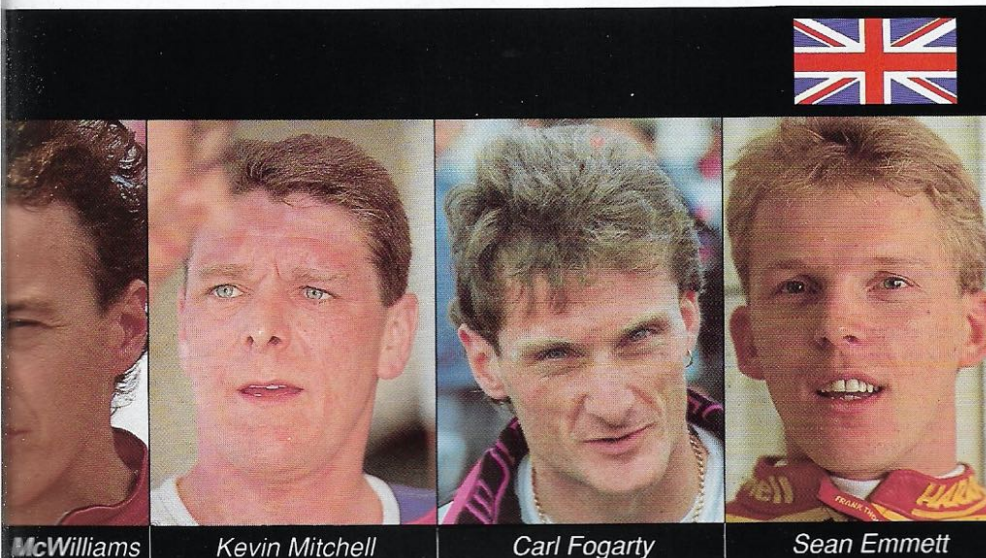
Now the evolution of motorcycle design suddenly made this ability hugely valuable, for it was ideally suited to the new generation of two-stroke racers.

Two-strokes had come to dominate the smaller classes in the Sixties, but it was not until 1975 that Agostini on a Yamaha finally claimed the first two-stroke 500cc crown. By 1978, the technology map had been completely redrawn, and the new breed of GP 500 had become a quite different and rather ill-tempered animal.

Horsepower figures were continually vaulting higher, moving rapidly beyond the 100bhp-odd that had defeated the MV Agusta as Suzuki and Yamaha (and eventually even four-stroke diehards Honda) slugged it out. By the late Seventies, the bikes had half as much power again, and tortured tyres and chassis had been left squirming in abject failure to cope with the two-stroke.

For the European establishment, it became a matter of ever-finer judgement, as riders looked for the narrow line between a good race-long lap speed and destruction of their tyres. Barry Sheene claimed a double world championship in 1976 and 1977 as the man most able to flirt with the limits.

Then came Kenny Roberts with a quite different riding style. He didn't ease off the power when the rear wheel started spin-



McWilliams

Kevin Mitchell

Carl Fogarty

Sean Emmett

Continued on page 18

Big Bangers!

Continued from page 16

power reductions. Unknown to them, the factories were hard at work, developing the electronic engine torque controls that resulted in the far smoother, easier-to-ride – yet even more powerful – 500s of the 1990 season. Improved controllability results in faster lap times. The next step was the Big Bang engine, which delivers power to the ground so much more controllably that most of the engine controls have now been removed. Lawson has commented that the new 500s are now so rideable that "A good clubman could qualify one for most GPs."

GP bikes use two-stroke engines because of their reliability, simplicity, and high power density, but they have been dropped from road vehicles because of high emissions and fuel consumption. This may shortly change. Rapid development of new types of two-strokes by the big auto makers has produced prototypes more efficient and less polluting than the best of current four-strokes. This gives fresh, special relevance to the highly-developed two-strokes in GP racing. The key to the low-emissions two-stroke is high-speed, direct fuel injection (DI). DI injects fuel into the combustion chamber only after closure of the exhaust port has made it impossible for unburnt fuel to reach the exhaust pipe. More development will be necessary before DI reaches the GP circuit, but the throttle-body injection that will be seen on GP grids this season is obviously an important first step. It represents the distillation of the complexities of carburation into computer software.

Technical achievements on the race track usually equate to improvements for road bikes. Watch this space!

It's a formula that deserves success and could produce a surprise or two more before the season's out.

Because he is now in his ninth year of grand prix racing Mackenzie is looked upon rather as the father figure of the battling British contingent.

Unfortunately there are no factory backed riders among the seven strong solo contingent but there are those amongst them who could make the grade.

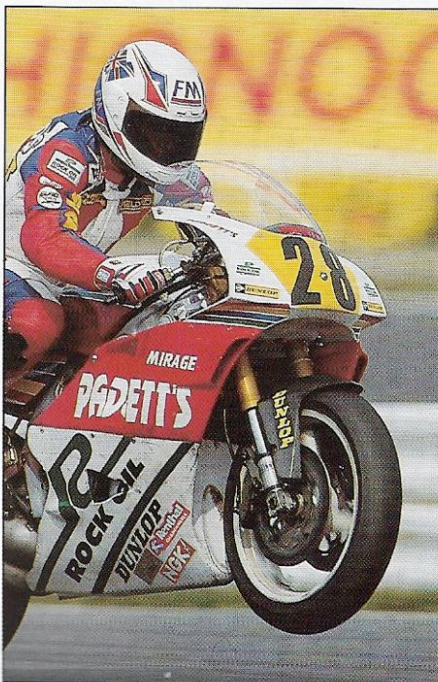
Twenty-two-year old Sean Emmett from Camberley, Surrey, a GP first timer has already been noted for his aggressive riding by several experienced riders including Mackenzie who got some first hand experience of it during the Spanish Grand Prix at Jerez.

Certainly talented, the former prodigie racer has also caught the attention of Suzuki's Gary Taylor and three times world champion boss of the Marlboro Yamaha set-up Kenny Roberts.

Emmett's impressive performance in his new surroundings that brought points from only his second GP in Malaysia is all the more creditable because he is involved in a development team.

Not only is Steve Harris working to perfect the Yamaha that features his own chassis but the team is the only running on unleaded petrol.

This is provided by Shell who are involved in a full scale research pro-



British Champion John Reynolds working hard to score.

500cc World Championship
FIM Fact File

Rd 7: DUTCH TT

Assen

June 26

It was hard to imagine that exactly a year earlier Doohan's very career was in the balance after he crashed during practice in Holland, as he set up a challenge for a first victory in over a year on the same Assen circuit.

At the finish he lost out by under a second to Schwantz who grabbed his fourth win of the series to extend his lead over Rainey who was left struggling in fifth place.

But the first two were almost pipped at the post by that man Barros who again crashed with victory in his grasp.

He was about two bike lengths in front with less than two laps to go when the front wheel tucked under.

Beattie retained third place in the championship despite crashing early in the race. Fellow Aussie Mladin fell at virtually the same spot and sidelined himself with leg and shoulder injuries.

Mackenzie was a cracking eighth just ahead of Kiwi Crafar whose first world championship score on Peter Graves' Yamaha earned him a factory ride in the Suzuki 250 team.

gramme into the new "green" conscious fuel.

Another GP newcomer is double British champion from Kimberley, near Nottingham, John Reynolds who also rides a Harris Yamaha but in the Padgetts of Batley colours.

Despite trouble with carbon fibre brake discs early in the campaign and the tendency to exert a little too much of himself from the onset, the obviously talented Reynolds has managed to brush aside setbacks and in fact after eight rounds was only two points down on the more carefree Emmett.

He certainly has the ability to challenge for a top private rider placing and here at Donington we could witness the big breakthrough that would set Reynolds for an exciting grand prix future.

In the determination stakes a definite front runner is another tasting the ups and downs of grand prix racing for the first time, Ulsterman Jeremy McWilliams.

He has taken over the Harris Yamaha driving seat in the Joe Millar team from Dubliner Eddie Laycock and is certainly gaining his experience the hard, and at times, painful way.

Several crashes, not always his fault it should be stressed, failed to deter McWilliams who was actually riding in a fair amount of discomfort

from an injured left hand when he finally made the points he deserves with eleventh place in the eighth round at Barcelona.

Completing the 500cc British line-up is Lancastrian Kevin Mitchell, the 1987 250 British champion, who joined the world title trail in that class two years ago.

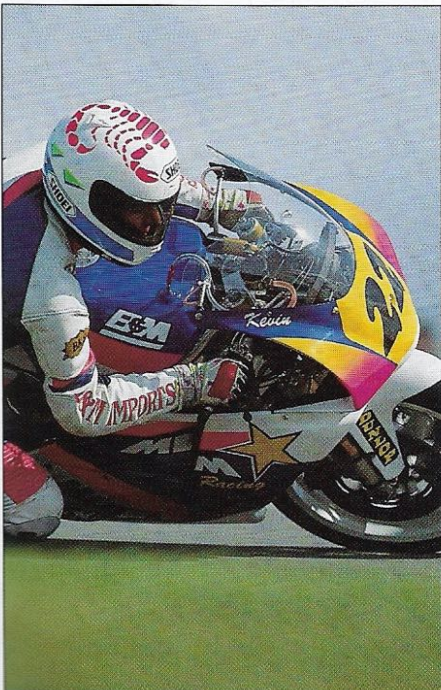
Mitchell switched to the 500cc class last year and has now runs a Harris Yamaha under the MBM Racing team banner.

Mitchell has been haunted by a succession of machine problems that have left him struggling to get on the pace on many occasions and after eight rounds had failed to open his score.

Last year's double 125cc British champion Neil Hodgson is the only rider representing Britain outside the 500cc class.

A protege of grand prix experienced Roger Burnett the promising nineteen year old from Burnley has got the right attitude to make the grade although he is currently finding the going tough in the 125 championship that is highly competitive right through the field.

Only a year ago his qualifying times



Kevin Mitchell – hard grafting rider.



Sean Emmett – turning a few heads with his fine style.

would have produced at least regular front half of the grid starts, and on more than one occasion, even better.

Hodgson, who fully appreciates that there is a lot of work to be done, is ready to take on the challenge and has already got points at Jerez and Assen.

500cc World Championship FAM Fact File

Rd 8: EUROPE

Barcelona

July 4

Start to finish victory for Rainey on the Catalunya circuit as he switches to a production ROC chassis for his Yamaha, brings him to within 19 points of third finishing championship leader Schwantz. Second placed Doohan who started from pole position kept up the pressure throughout but had no chance of catching the leader.

Beattie, who lost touch with the leaders when he was hit by Cadorla on the first lap, had a long hot lonely fourth place ride.

Highlight of a lacklustre race was a fifth place fight out between Barros and Mackenzie that went to the Brazilian by just half a wheel.

McWilliams was the last rider to finish the distance in eleventh place. Emmett was also in the points but a practice crash sidelined Reynolds.

Style counts

Continued from page 17

ning. He kept it nailed open, and let the tail of the bike flick sideways. He even introduced new cornering lines, which exploited the technique. A wide, late entry made it look like he would run wide onto the grass on the exit. But at his late apex he snapped the throttle open, and the power slid the tail round. Then, where a traditional rider was only starting to open the throttle gradually, Kenny was already at full bore and pointing down the straight.

This wheelspin technique – like dirt-tracking on tarmac – exploited the weakness of the rear tyre, but also exacerbated it. The rubber was being torn to shreds. Then again, the rubber didn't last much longer for the traditional riders, who technique then obliged them to slow down much more than the wild wheelspinners, who just got a bit wilder.

In any case, the new style was simply the fastest way round the race-track, and all tyre and suspension development switched to concentrate on creating equipment to suit the technique.

There ensued some fascinating battles between the best of the traditional riders and the tail-sliding Roberts and his successors. One point was that the old technique used a higher speed into the corner and through the middle part. Wheelspinners gained their advantage in a faster corner exit.

The result was that an old-style rider, if he was in front, was an effective blocker, being always in the way just where the tail-sliding needed the full width of the track on the exit. But the race and championship results show that the scales were weighted heavily in favour of riders who knew how to overcome the considerable natural instinct to close the throttle to control a slide.

The Americans and Australian GP men share this knowledge to a man. It was acquired in different ways: the junior Schwantz and Doohan were biased towards motocross; Gardner slugged it out in Australian "short-track" events; Roberts, Spencer, Lawson, Mamola, Rainey and Chandler learned the wheelspin art on the infamous US oval flat-tracks.

They all knew how to do it, and this made them the men of the moment in motorcycle racing, because that was how a modern 500 had to be ridden to win races.

The traditionalists were caught on the wrong foot in more than one way.

The first problem was impossible to solve. The background simply didn't exist for them to go racing from age of seven or eight, and they had a gap in youthful experience that could never be remedied.

The second came when they applied themselves to learn the technique. This coincided with a time when tyre development was going through a bad patch. The rear tyres tended to spin, slip, then suddenly grip again, tossing the rider dangerously over the high side.

These were painful and often damaging accidents, and imposed a sometimes insurmountable barrier to those in the risky business of re-educating their reflexes by trying to change their natural style.

Grand Prix photographs by GOLD AND GOOSE

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Rd 9: SAN MARINO

Mugello July 18

Doohan finally secured his first victory in 13 months at the end of a race long battle with Schwantz.

The Australian fought back twice, once after miraculously holding on during a seventh lap high-side and again after being baulked in the latter stages by two slower riders.

The Rothmans Honda rider opened up a lead of over nine seconds on the final lap when Schwantz slowed with a vibrating Suzuki engine.

As Doohan moved up to third in the championship at the expense of his sixth finishing team mate Beattie, Schwantz increased his lead to 23 points over third placed Rainey.

Yet again the bang on form Mackenzie was the top British and non-works rider with eighth on his Yamaha.

Emmett was brought down by Udagawa on the final lap while going for tenth place and Reynolds crashed on the fourth when a water hose broke.



Double British 125cc Champion Neil Hodgson now on World trail.

Three times formula one world champion and current world endurance champion, Carl Fogarty, is aiming to give the GP regulars a hard time as he takes up one of the 500cc wild cards.

At one stage set to do a full 1993 grand prix season until a sponsorship deal that also involved James Whitham fell through, the rider from Blackburn is on the World Superbike trail with a works Ducati.

In 1990 Fogarty replaced an injured Pier Francesco Chili in Serge Rosset's Honda team. Although he failed to score in his team debut at Doning-

ton he finished in the points in the remaining three outings with a best placing sixth in Sweden.

Second 500 wild card James Haydon is the perfect unknown quantity. This will be the young Buckinghamshire rider's first 500 ride and it comes thanks to mentor Ron Haslam who ruled himself unfit to take up the wild card offer.

Kevin Mawdsley, with ten years' racing experience, has soared back in to the 125cc home championships limelight this year and he and Jamie Robinson, who races an ex-Dirk Raudies Honda, take on the 125cc

guest rides.

Dealt the 250 wild cards are current home championships leader Humbesider Paul Brown on a Castrol Honda Britain machine and local rider from Stoke Golding on a Yamaha Nigel Bosworth.

STOP PRESS: David Jefferies, the 20 year old Yorkshire rider, and Ron Haslam will compete in the British 500cc Grand Prix. David rides for Peter Graves Racing and Ron rides for ROC Yamaha. They bring the total of Brits riding in the main feature event to nine.

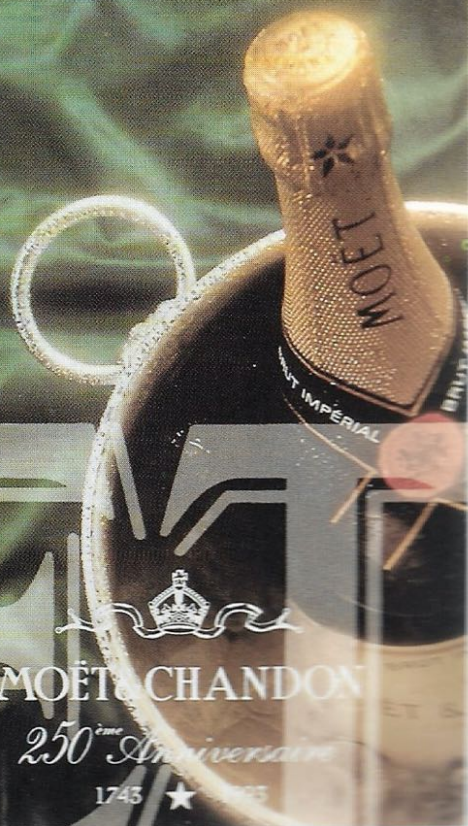


Jeremy McWilliams.

The British Grand Prix is the tenth round of a 13 race championship for 125cc, 250cc and 500cc machines.

Rd 1	March 28	Australia
Rd 2	April 4	Malaysia
Rd 3	April 18	Japan
Rd 4	May 2	Spain
Rd 5	May 16	Austria
Rd 6	June 13	Germany
Rd 7	June 26	Holland
Rd 8	July 4	Europe
Rd 9	July 18	San Marino
Rd 10	August 1	Britain
Rd 11	August 22	Czechoslovakia
Rd 12	September 5	Italy
Rd 13	September 12	USA

Points are scored on the basis of 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.



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World Champions don't just happen, they need to be coached and nurtured all the way to the top. That's exactly why Donington Park's Robert Fearnall established Team Great Britain – the driving force behind 500 wild card James Haydon.

Building a Brit

Donington Park's bosses would love nothing more on Sunday than to give the 500 GP winner's trophy to a Briton, writes Mat Oxley.

We can all dream – and maybe Carl Fogarty, Niall Mackenzie or James Haydon will miraculously overturn the odds stacked so heavily against them. But even the most hopeless optimist would have to admit it's a long shot.

Incredibly there's never been a British winner of a mainland British 500 GP. And it's almost 12 years to the day that Barry Sheene became the last man from these isles to top a 500 GP podium. Even worse, it's 16 years since a Briton won any solo GP title.

Such statistics nag at people like Robert Fearnall, promoter of the British GP since it moved to Donington in 1987, and with no sign of any improvement in British fortunes, Fearnall decided to do something about it.

Late in 1991 he set up Team Great Britain – a project headed by ex-GP star Ron Haslam and aimed at nurturing promising youngsters to world championship glory. Fearnall is fully aware that this is no easy task, and he knows Team Great Britain must be a long-term venture if it's to succeed.

Even so the project spawned its first GP rider last August: eighteen year old James Haydon was the youngest man in the 1992 British 250 GP, and rode well enough to prove we can still produced world class talent.

This week Haydon returns to the world championship scene for his second 'wild card' GP outing, this time in the 500 class. The red hot opportunity came



courtesy of Haslam, who gave up his own wild card entry to boost his protegee's future. Haydon hopes the ride will be the overture to a full 1994 GP season.

If real life read like a Hollywood script, then miracles would happen this weekend and Haydon would become an overnight sensation. But the Bucking-

hamshire youngster knows reality doesn't work like that. He knows this is just the beginning of the long haul into a full-time GP career.

"If I can get in the points on Sunday, that would be fantastic," he says, his feet firmly on the ground. "But the main thing is to set myself up for GPs next season. I HAVE to do GPs in 1994 – I've got to experience stiffer competition."

That stiffer competition did Haydon no end of good at last year's British GP, and now he's one of our top 250 stars.

"That ride pulled me up a long, long way," he adds. "I found myself adapting to the way the GP men ride. It proved to me there's no point sitting around in Britain and winning, you've got to keep pushing yourself up to the next level."

Haydon has had his heart set on GP stardom since he rode his first bike aged eight. A title winning motocrosser, he quit both school and schoolboy motocross at the first opportunity to get serious on the tarmac.

"My dad wanted me to stay at school for A levels," says Haydon, who picked up eight high grade GCSEs. "But it was like: 'Dad – I can be world champion!'"

Since his first road race in 1990, Hay-



Discussing how it should be done – James and Ron.

Photo: Phil Masters

sh World Champion



Pic: Phil Masters

steep learning curve, and the experience of Britain's top racer of the last decade has helped Haydon develop from a hard-riding novice into a GP hopeful:

"Ron helps so much, he's made me a lot better rider. I can keep my head in races now, and I can set up a bike. He's changed my whole approach to racing."

Haslam's 500 GP experience has been invaluable as Haydon prepares for his 500 debut.

"Without Ron I'd have been in trouble," he admits. "Riding the GP last year changed the way I ride a 250, but I've had to change all over again for the 500."

"On a 250 you carry as much speed through a corner as you can, and then snap open the throttle. But I've done my fastest times on the 500 by losing my entry and mid-corner speed and concentrating on getting out of the turn. It's hard, because it means just about everything I've learned on the 250 is void."

Haslam believes Haydon is a natural on a 500.

"He seems to understand the 500 better," says Haslam, who has helped set up the ROC Yamaha, loaned by ROC boss Serge Rosset, during pre-GP tests at Donington.

"It looks promising – he did his fastest times without really trying. That's always a good sign, and it shocked him."

"I know I'd have loved to race a 500 again, but really, helping James is as much fun. And him racing the 500 is the best thing to happen to the team."

Haslam proved just how serious he is about Team Great Britain when he invited Haydon, and team mate Nick Hopkins

(also 19), to base themselves at his Derbyshire farm last winter.

The Haslam home is now Britain's answer to Kenny Roberts' famed Modesto ranch – without the Californian sunshine. Haslam, Haydon and Hopkins train four hours a day in the gym, ride motocross and play squash, so the two youngsters' lives are now totally focused on racing.

Haslam plans to get more riders on his farm, learning from his years of track wisdom, and training hard.

"The great thing is that Ron makes it all fun," explains Haydon. "And he's so good at getting his knowledge across."

This weekend Haydon will need all that knowledge and all his own skill.

"James will pick up most when practice starts," says Haslam. "The big bonus will come when he can get behind Schwantz or Rainey for half a lap. By the end of the GP he'll have learnt so much he'll want it to start all over again."

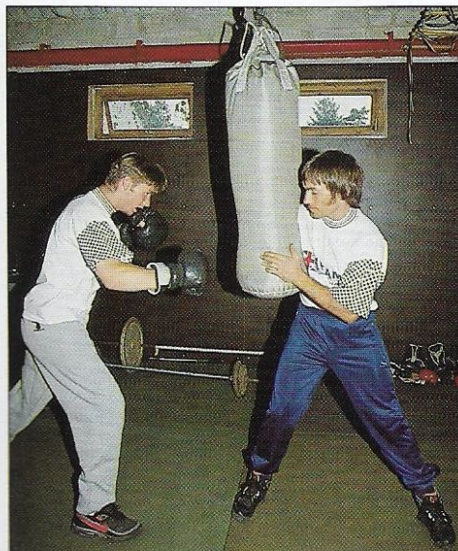
If Haydon does impress enough to win backing for the 1994 GP season, Haslam's and Team Great Britain's part in his career will be over. With Haydon in GPs, the team will pluck another youngster from obscurity, and take him to the top.

And at last Britain will have established a star-making system to match that of the Australians, Italians and Japanese.

STOP PRESS: With 10 days to go to the big race, "Rocket" Ron Haslam was given a 500cc ride by Team ROC. It provides an interesting scrap between teacher and pupil.

Turning on the power – first day aboard the 500!

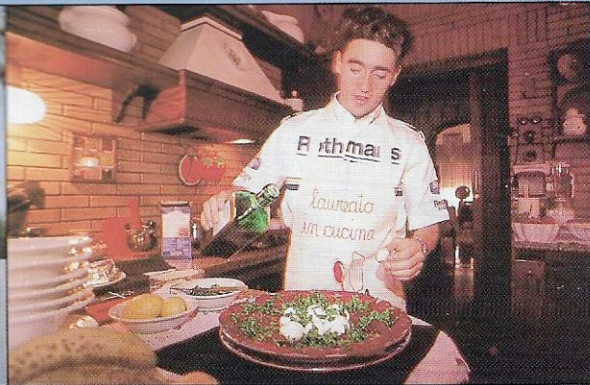
don has graduated from Ministock to Superteen to Supercup. But the turning point came in autumn 1991 when he was talent-spotted by Ron Haslam for Team Great Britain duties. Haslam knew he had to find someone young, climbing a



It's not just bikes – hard work in Ron Haslam's gymnasium to ensure peak fitness.

TRITON ARE SPONSORS OF
TEAM GREAT BRITAIN

Pic: Phil Masters



Flying helicopters, playing around in boats and jet skis or even testing skills on a golf course first perfectly into the image, but cooking is hardly the sort of relaxation associated with the demanding world of grand prix motorcycle racing.

The need to get away from the rigours of wresting a 190bhp GP1 500cc Rothmans Honda around the most demanding tracks in the world, or the constant battling with your very best GP2 250cc rivals may seem to most to be the perfect way of earning a living, but it takes its toll both mentally and physically.

The physical risks are there for all to see but the need to clear out the brain and get right away from decisions about tyre choice, gear ratios and worrying if it's going to rain, is very important. The five riders in the 1993 Rothmans Honda squad provide an interesting contrast in the way they can relax.

Michael Doohan has had far too much spare time on his hands during the past pained-wracked and frustrating 12 months. Last June he broke his right leg in two places when he crashed practising for the Dutch TT. The 27 year old Australian had already won five grands prix and led the Championship by 53 points when his nightmare began. Appalling post-operative complications have caused him great pain, very little movement in his right ankle and weeks of frustration, with far too long to con-

template his future. His great love of the ocean has also been temporarily curtailed with hours of physiotherapy occupying much of the time he would rather spend dodging the waves on his luxury powerboat, or messing around with friends on jet skis.

Doohan's magnificent riverside home on Queensland's Gold Coast is the perfect base for such fun and games, while his European base in Monaco is also close to the sea although hopefully, he will be spending most of his time during the next 12 months doing what he has missed most – testing and racing grand prix motorcycles.

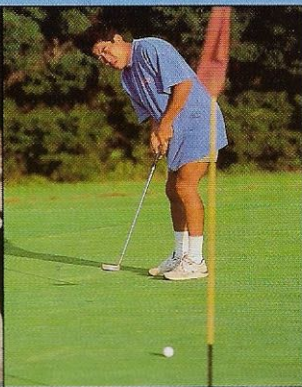
Doohan's new team-mate, another Queenslander, Daryl Beattie has already won his very first 500cc Grand Prix at Hockenheim in Germany. The 22 year old lives near Doohan and also has a European base in Monaco. His father Paul gave up his job with the bank in Queensland to embark on a great adventure, driving Daryl, his girlfriend Megan and their motorhome round Europe from one grand prix venue to the next. When time allows the trio try to do as much sightseeing as possible and certainly, the great adventure both on and off the track has so far been a great success. Daryl is a magnificent fourth in his debut season in the 500cc class, while Paul's map reading and knowledge of Europe gets better every week with a little help from his friends.

Before embarking on the grand prix trail Daryl studied for his helicopter pilot's licence during the winter and passed. He showed off his new found skills during a pre-season Rothmans Honda test session. Also present at the Phillip Island session was Italian Max Biaggi, but he had no opportunity to display his skills away from the track. You expect Australian grand prix riders to love the ocean, to fly helicopters and to keep fit by running on vast sunlit beaches, but Biaggi's love of cooking and his totally different lifestyle, living in the centre of Rome, is the perfect example how different cultures are thrown together in the pursuit of grand prix success.

Twenty-two year old Biaggi is a typical Italian youngster with a passion for music, good food, the cinema and football. What makes him different from the friends that call round to his city centre apartment is that he is a brilliant grand prix rider. Riding round one of Europe's most beautiful cities on a scooter he's just one of the crowd but, out on the track he immediately stands out as somebody very special and a potential world champion.

Far away from the maddening crowd of the Rome traffic, where nobody in their right mind drives a car, and the pressures of grand prix racing, Biaggi has discovered a tranquillity in a pastime not readily found on any other rider's curriculum vitae – cooking. I





It's not all bikes for the Honda men

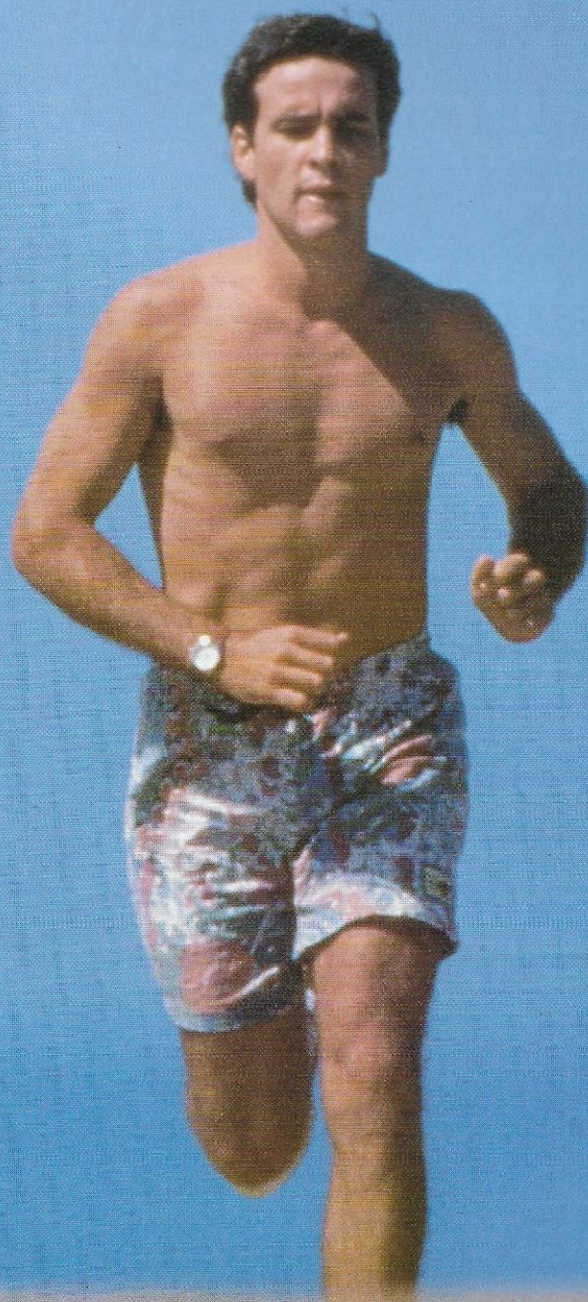
by Nick Harris

speaking with personal experience on the merits of his pasta dishes, which he cooked and served with great pride on a recent visit to Rome.

Word has it that every successful team marches on its stomach and this year Rothmans have employed a Japanese chef to look after their two new riders Shinichi Itoh and Tadayuki Okada, plus the 40 or more Japanese personnel who work in the team. Japanese riders were never regarded as good travellers and despite good results at home never, with a couple of notable exceptions, could bridge the vast differences between living in Japan and travelling in Europe, and achieving grand prix success. Times are changing fast, with Itoh and Okada joining the charge from the Orient.

Despite the chef it's not easy for them to adapt to the European lifestyle and Okada's passion for golf has been curtailed following a crash at the Austrian Grand Prix at the Salzburgring in May, when he broke his left wrist.

The world in general is not a very happy place in these present troubled times. Grand prix motorcycling seems to be the exception to the rule as a sport in which people from many different cultures, and with totally opposed beliefs can still relax together and respect each other. Perhaps the United Nations should take note – but don't forget that Japanese chef and Biaggi's pastas.



Daryl on the run

Pics by Malcolm Bryan

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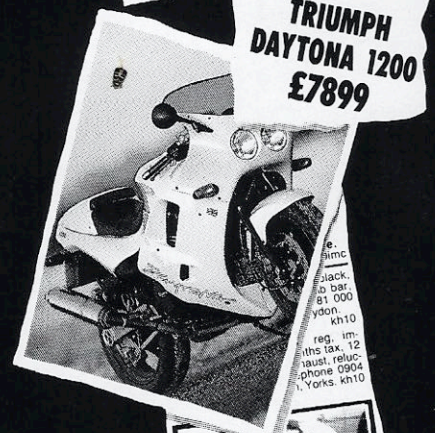
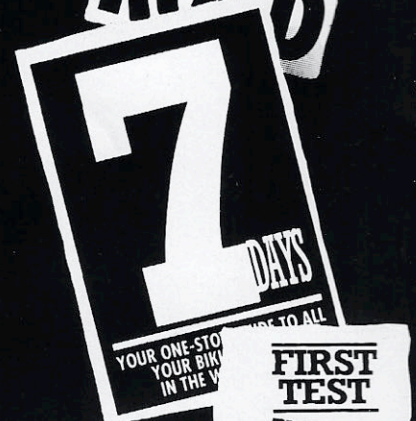
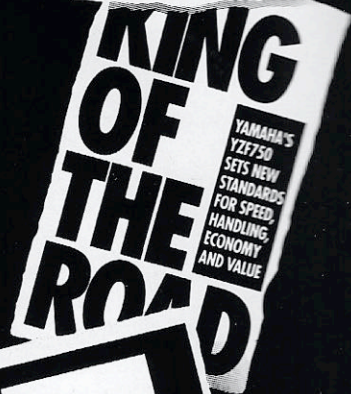
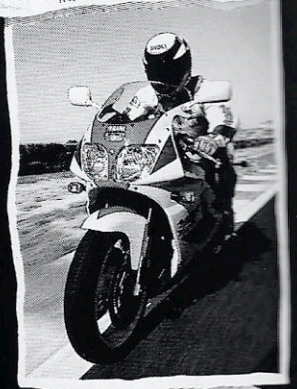
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Racing – and more at this special event of the biking year

The British Grand Prix is the special event on the sporting calendar – it is a major sporting event in its own right, but then there is rather more, with the promoters working hard to create a family fun environment around the world's best riders and their quest for championship points.

Their sheer artistry and control on the race circuit, aboard the prototype racers is the main business of the event – it is a calling for the skilful, the brave and the daring. One of the greatest power sport spectacles. Keep the eyes focused firmly on the track.

But, between times, there is plenty to see and do. For instance, there is the return of a Superbike race to Grand Prix day – extra value for money, making a total of five races in all. The support race paddock is housed in the expanses of the Donington International Exhibition Centre. Why not call in and have a browse around the machines being prepared, perhaps also meet the riders for a chat.

Also in the Exhibition Centre you will find a mini-show with various exhibits and trade stands of interest to motorcyclists.

Remember that while the Support race paddock is open to the general public, the Grand Prix paddock is, by sporting regulations closed to the public, and there is no provision for a pit-lane walkabout.

Trade malls, offering all sorts of goods and special mementoes of the Grand Prix are located at Coppice Corner, near to Starkeys and around the Redgate area. No doubt you will find some interesting memorabilia to purchase!

Also, enjoy the fun and frolics provided by the entertainers wandering around the enclosures. There's Auntie Katie who provides magic, games and Punch and Judy – busy lady! And there is Whizzo the Wizard, takes all sorts, but it's good for a laugh.

And there is the music of a Caribbean band in full flow.

Look to the skies and there are superb aerobatics on Grand Prix day. Headlining the show will be the fabulous Red Arrows, performing their full 20 minute show for the first time here at a Motorcycle Grand Prix.

Add to them the Red Devils parachute team, the Crunchie Flying Circus, and the Lynx display helicopter from HMS Sheffield Flight and there is even more hot action to enjoy.

But the essence of the Grand Prix for many people is to be at the circuit for the full three days – the overnight camping with its own unique atmosphere.

Lots to savour during the day, and plenty into the evening also. On Friday a special motocross event is being staged on land adjoining the main campsite – the course was purpose-built for last year's event and promises the tops in high leaping fun and action.

Then on Saturday evening, there is the annual Grass Track event where a couple of dozen of the best solo riders line up for action on the fast 600 yards long course, which again is within easy walking distance of the main campsite entrance.

And there are the continuous film shows of the best in biking action on both Friday and Saturday evenings on the big screen sited by the campsite entrance – the screen will be moved to the circuit infield overnight Sunday to relay pictures of race coverage to everyone watching on the Redgate bankings.

Racing will always be the main business, but there is so much else to see and do – enjoy this special event. Twice in the past six years the British Grand Prix has been voted the best in the world, it has never been out of the top three. Rest assured the promoters are striving to maintain that pedigree.



1993 BRITISH MOTORCYCLE GRAND PRIX

FRIDAY/SATURDAY/SUNDAY JULY 30/31/AUGUST 1

The British Motorcycle Grand Prix is organised by the Auto Cycle Union and held under the sporting code of the FIM, the national sporting code of the ACU and the Supplementary Regulations of the meeting.

IMN 01/10 PCL 006

Britain's rounds of the FIM World Championships are presented by Two Wheel Promotions, Dorna and IRTA.

TIMETABLE

FRIDAY JULY 30

UNTIMED PRACTICE

09.00–10.00	125cc
10.15–11.15	500cc
11.30–12.30	250cc
12.45–13.15	Sidecars
18.30–18.50	National 750cc

QUALIFYING PRACTICE

13.30–14.30
14.45–15.45
16.00–17.00
17.15–18.15

SATURDAY JULY 31

UNTIMED PRACTICE

09.00–10.00	125cc
10.15–11.15	500cc
11.30–12.30	250cc
12.45–13.15	Sidecars
18.30–18.50	National 750cc
19.00–19.20	Yamaha Parade

QUALIFYING PRACTICE

13.30–14.30
14.45–15.45
16.00–17.00
17.15–18.15

SUNDAY AUGUST 1st

09.30–09.50	250cc Untimed Warm-Up
10.00–10.20	500cc Untimed Warm-Up
10.30–10.50	125cc Untimed Warm-Up
11.00–11.20	Sidecars Untimed Warm-Up

12.00	250cc Rothmans British Grand Prix	27 laps, 108.63kms
13.15	500cc British Grand Prix	30 laps, 120.70kms
14.30	125cc British Grand Prix	26 laps, 104.60kms
15.45	Sidecar British Grand Prix	26 laps, 104.60kms
17.00	TT Superbike 750cc Trophy	20 laps, 80.46kms

Next Motorcycle race action here

Sunday October 3

FIM World Superbike Championship

Supported by FIM European Supersports 600, International Supermono and International 250cc Trophy
— Qualifying through Saturday October 2 — plus International Historic Racing Organisation race



British Grand Prix Officials

Britain's rounds of the FIM World Championships are presented by TWO WHEEL PROMOTIONS, DORNA and IRTA.

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JULY 30/31/AUGUST 1 DONINGTON PARK

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Promoters and event organisers of the 1993 British Motorcycle
Grand Prix and all motor sport events at Donington Park

TWO FOUR SPORTS LIMITED,
DONINGTON PARK, CASTLE DONINGTON,
DERBY DE7 2RP.

Tel: 0332 810048. Fax: 0332 850422.
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Chairman: Maurice Jones; Managing Director: Robert Fearnall; Marketing Director: David Fern.
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Circuit Staff: Rick Grant, John Hesketh, Mark Singleton, Steve Topliss, Peter Lewsey.
Circuit Medical Officer: Mr. L. N. Jarrett, F.R.C.S.



Owners of the Donington Park
Race Circuit:

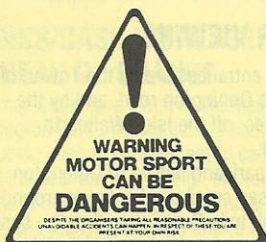
DONINGTON PARK
RACING LIMITED

Tel: 0332 812919 Fax: 0332 811647

Chairman: F. B. Wheatcroft
Director of Events: A. Iddon

*Moët & Chandon Double Magnums and Magnums of Champagne
are presented to the first three riders in each Grand Prix race*

Notices and Information



WARNING

MOTORSPORT IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT THEIR OWN RISK

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

MOTORCYCLE/CAR PARKING

Vehicles are taken into the car park on condition that the Organisers, Promoters and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused. You should ensure your vehicle is locked and secure at all times.

ENQUIRY OFFICE

In the event of an emergency, loss or theft of goods, or the like, either contact the Donington Circuit Office or the Police Station by the main gate.

FILMING

It is a condition of admission to these premises that photography, cine film, video film, sound, or any other visual or audio recording or reproduction of the event or any part or parts of them for any (non-private) use including copies of the recording/reproduction causing it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with it in whole or in part is strictly prohibited. Furthermore, Two Four Sports Ltd. reserves the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

GENERAL NOTICE

It is dangerous to create or erect a stand for private use at any point around the circuit. It is dangerous to climb, stand or sit on the advertising structures around the circuit. It is prohibited to sit on the roofs or any permanent or temporary

buildings including all toilet blocks, hospitality suites, bars, etc. Any person disregarding this warning will be asked to leave the premises and in any event will be deemed to have absolved the promoters and organisers of the meeting and the owners or occupiers of the land from all liability in respect of any damage to property or injury to persons resulting therefrom.

ANIMALS

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

MEDICAL ASSISTANCE

Around the circuit, contact any of the Marshal Posts and ask for a first aider, or go to the First Aid posts at Redgate, Starkeys, Coppice or the Main Entrance, adjacent to the police station.

POSTPONEMENT OF THE MEETING

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

PROGRAMME COPYRIGHT

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

PROHIBITED AREA NOTICES

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

PUBLIC CAMPING

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

PUBLIC TELEPHONES

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

The ultimate Grand Prix Paddock is here!

The biggest Formula 1 Grand Prix paddock in the world is at Donington: Senna's McLaren's, Mansell's Williams, Piquet's Brabhams, the famous Jackie Stewart Tyrrell, and Jim Clark Lotuses. Plus the Maserati of Fangio, the Ferrari of Ascari and famous pre-war cars as raced by Nuvolari.



There's over 130 single seater cars tracing the history of Grand Prix racing from pre-war to present day. There are many other displays to see, including the Speedway Hall of Fame.

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

DONINGTON PARK RACING ASSOCIATION CLUB

The official Donington Supporters Club Membership includes - discount admission to race meetings, special members enclosure at McLeans, newsletters, etc. Details from David Lowndes, 65 Bedford Street, Derby.

RACEWAYS OF DONINGTON

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

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

Tel: 0332 812353

JIM RUSSELL RACING DRIVERS SCHOOL

The Jim Russell Racing Drivers School, which is a founder member of the Association of Racing Drivers' Schools, is based at Donington Park. The longest established racing school in Britain, it operates with three fleets of cars - single seaters using Formula Vauxhall Junior and Formula Vauxhall Lotus together with a fleet of Vauxhall Astra 16 valve GSi saloons.

Under the direction of John Kirkpatrick, the RAC licensed school for the tuition of novice racing drivers provides several types of training programme. Basic introductory lessons, supertrials, the popular seven day courses culminating in an RAC licensed race, plus tuition for the more established driver wishing to "brush up" on certain aspects of performance.

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

Telephone: 0332 811430. Fax: 0332 811422

DONINGTON YAMAHA RACE SCHOOL

Britain's most advanced motorcycle school is at Donington Park with former British champion Rob McEneaney the chief instructor. The school uses a fleet of 25 double TT winning Yamaha FZR400RR SP Supersports machines for a detailed course that includes classroom sessions on the technique, then plenty of time to put the theory into practice on the race track.

Further details ring 0507 343445.

THE DONINGTON INTERNATIONAL EXHIBITION CENTRE

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

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

Over the weekend of the British Motorcycle Grand Prix the Centre has a double role, hosting the Superbike paddock and a "mini" biker show. The Centre's catering facilities will also be open.

Public Catering

Inside the circuit, the permanent Starkeys Bar will be open throughout the event offering licensed bar facilities and various snacks. Bars will be operational at various points around the circuit, with, close at hand, a good selection of fast food outlets. The cafeteria and bar in the Exhibition Centre will also be open - don't forget to call in and see the Support Race Paddock and trade show.

For holders of paddock passes only, the Pit Stop Cafeteria and Redgate Lodge will be open offering licensed bars, snacks and meals.

The Coppice Cafeteria, situated alongside the Donington International Collection, is open daily offering a wide range of snacks and meals.



LOCATION OF DONINGTON FACILITIES

Both the camping and caravan sites are handily placed near to all of Donington Park's main facilities.

In case of emergency help is available on a 24 hour basis at the Main Entrance., Police Headquarters are situated here, along with Fire and First Aid. RAC breakdown service is available at the Main Entrance, telephone 0860 776705, and a mobile workshop from ACE Kawasaki of Birmingham will be on hand. AA service is available at this location, or by ringing 0831 685800. SP Tyres have arranged a tyre fitting service in this area.

Public telephones are available at the Main Entrance on a 24 hour basis, and additional kiosks are located inside the race circuit at Coppice, Starkeys and Redgate.

General information and assistance is available between 08.00-18.00 daily from the Circuit Office.

THE CAMPING SITE

Access to the camping site is via the Main Circuit Entrance, off the B6540 Castle Donington road.

The charge for use of the site is £4 per adult, regardless of length of stay, but the site must be vacated by noon on Monday August 2nd.

The site is well serviced with licensed bar and food outlets. Mains water and toilets are provided.

A mobile grocery shop will call at the entrance to the camping site on each of Friday, Saturday and Sunday between 07.30-09.30 and 19.30-21.00 (not Sunday evening), selling: general groceries and dairy products, milk, bread, fresh fruit and vegetables, newspapers, cigarettes/cigars and toiletries.

At all times please respect the residents of the local villages. Remember, it is an offence to create unnecessary noise between 23.00-07.00.

Firewood will be available near to the Camping Site entrance for those wanting campfires. Keep your fire under control. Fires are not permitted on the Caravan Site.

THE CARAVAN SITE

Access to the caravan site is via the Main Circuit Entrance, off the B6540 Castle Donington road, following the perimeter road towards the Exhibition Centre.

The charge for use of the site is £4 per adult, regardless of length of stay, but the site must be vacated by noon on Monday August 2nd.

The site is well serviced with licensed bar and food outlets. Mains water and toilets are available. A disposal point for emptying portable toilets is available.

A mobile shop will call at the entrance on each of Friday, Saturday and Sunday between 06.00-07.30 and 18.30-19.30 (not Sunday evening), offering items listed above.

SPECTATOR VIEWING

The main public entrances are by the Tower, off the B6540 Castle Donington road, and by the Redgate entrances, off the Isley Walton to Melbourne Road.

The undulating, parkland nature of Donington gives natural raised spectator bankings around the full two and a half mile Grand Prix circuit - basic trackside admission gives access to all of the outer spectator areas from the first corner at Redgate, round to the Melbourne Hairpin. Please note it is not possible to walk completely round the circuit from within the trackside enclosures.

Portable viewing platforms are not allowed in the trackside enclosures.

Gates to trackside enclosures open: Friday 07.30, Saturday 07.30, Sunday 06.30.

Spectators holding advance tickets should go direct to the pedestrian accesses around the circuit - those without advance tickets should buy from the adjacent Box Offices. Only purchase tickets from the official Box Offices - beware of ticket touts.

PARKING

All parking is free - the parking areas are adjacent to the trackside enclosures. No members of the public may take their vehicles into the centre of the circuit or into the trackside enclosures.

Traffic will be directed to the appropriate car park, dependent on the route used - follow the signs and the official directions. Holders of grandstand tickets should plan their journey to arrive in the car parks at the Coppice Main Entrance and not those off the Isley Walton to Melbourne Road.

You are recommended to ensure that your vehicles are secure and that valuables are stowed out of sight. In addition some form of thief-proof device should be fitted and used whenever the vehicle is left. Take note of the Donington Bike Watch.

VEHICLE MOVEMENTS

We request that once you are sited, you do NOT drive around the Donington estate - access to many areas is restricted to pass holders.

A road closure order will prevent any vehicles turning left out of the Main Circuit Entrance towards Castle Donington village from 18.00 on each of Friday and Saturday evenings.

You are reminded that under the provision of the 1992 Road Traffic Act, even though the Donington Park estate is private property, you could face prosecution for certain motoring offences resulting from incidents/conduct on the campsite, perimeter roads or any other estate land. These offences include driving with excess alcohol and dangerous driving.

Please co-operate with the police and stewards on duty at all times - they are at Donington to help your enjoyment of the British Motorcycle Grand Prix.



BIKE WATCH MESSAGE
When you arrive at the Grand Prix park your motorcycle in the designated parking area only.
**IF YOU DO NOT
IT MAY COST YOU YOUR BIKE!**

EVENING ATTRACTIONS

The public houses in the local villages may be closed during the Grand Prix, but food and drink is readily available on site at Donington Park. Stay and enjoy the special evening attractions.

Friday July 30th

Big Screen - Motorcycle race action 'Live' - MOTOCROSS from 17.00

Saturday July 31st

Big Screen - Motorcycle race action 'Live' - GRASS TRACK from 17.00

Location of screen and arenas shown on map on page 42.

ADMISSION TO CIRCUIT - trackside enclosures and grandstands

Admission to the circuit is by purchase of a Trackside Enclosure ticket - this admits to the spacious grassed banks around the circuit. Grandstand seating is available, at extra charge, in the main stand overlooking the start-finish line. Access to the centre infield viewing area is available, at an extra charge.

By sporting regulation, there is NO public access to the paddock areas.

On day prices are:

Friday July 30 - Gates open at 07.30. Admission to trackside enclosures: Adult £11, Children Free*.

Pedestrian transfer to infield viewing areas and start-finish line grandstand Free.

Saturday July 31 - Gates open at 07.30. Admission to trackside enclosures: Adults £13, Children Free*.

Pedestrian transfer to infield viewing areas, extra: Adults £6, Children Free*.

Transfer to start-finish line grandstand Free to holders of Infield Viewing transfer tickets.

Sunday August 1 - Gates open at 06.30. Admission to trackside enclosures: Adults £35, Children Free*.

Pedestrian transfer to infield viewing areas, extra: Adults £8, Children Free*.

Transfer to start-finish line grandstand: Adults £30, Children £30.

In all cases, child is aged 15 years and under. To gain Free* admission, must be accompanied by a paying adult.

Please note that all postal applications for advance tickets closed July 22, credit card and personal applications closed July 29.

ONLY PURCHASE TICKETS FROM OFFICIAL AGENCIES OR FROM THE BOX OFFICES AT THE CIRCUIT.

RADIO DONINGTON 1413khz — *Stay in tune latest Grand Prix*

Notices and Information

BANKS/CASH DISPENSER POINTS/ BUREAU DE CHANGE

Thomas Cook have a unit at the Main Gates of Donington Park offering limited banking facilities including cheque encashment to card limit, credit card transactions and foreign exchange. Banks in the area are open normally on Friday July 30th, and many (marked*) offer a limited service during the morning of Saturday July 31st. All banks are closed Sunday August 1st. Cash dispenser points are available at the following locations:

Barclays: 1 Derby Road, Long Eaton*; 2 Bishops Meadow Road, Loughborough*; Market Square, Nottingham; 850 Osmaston Road, Allenton, Derby; St. James Street, Derby.

Lloyds: 27 Derby Road, Long Eaton; 37 High Street, Loughborough*; 43 Irongate, Derby*; Bath Street, Ashby; Old Market Square, Nottingham*.

Midland: 41 Market Place, Long Eaton; 1 St. Peters Street, Derby*; Long Row, Nottingham*; Gareity Gate, Leicester*; 62 Market Square, Ashby*.

National Westminster: 51 Market Place, Long Eaton; 5 Market Place, Loughborough*; St. Peters Street, Derby*; 16 South Parade, Nottingham*; Granby Street, Leicester*; Market Street, Ashby.

East Midlands International Airport has Bureau de Change facilities available daily 06.00–21.00.

MEDICAL/FIRST AID/POLICE

First Aid points are located inside the circuit at Coppice, Starkeys, Redgate-Craner Curves and on the infield, and are open daily during the normal spectator hours. 24 hour assistance is available at the Main Entrance First Aid Post adjacent to the Police Station, which is also manned on a 24 hour basis during the event together with fire cover.

Emergency dental cover is available at the Delven Lane Dental Practice, 3 Delven Lane, Castle Donington. Telephone: 0332 850890.

TRADE AREAS

Market places selling a wide range of products are located behind the trackside enclosures at Redgate-Craner, Coppice and Starkeys Bar.

New this year is on-circuit betting – Ladbrokes will be operating a betting office on Friday and Saturday offering the opportunity to bet on the Grand Prix action. By law, the office cannot operate on Sunday August 1st, but all prize monies may be claimed from any Ladbroke's office.

HOSPITALITY SUITES

Available for specific race meetings: situated overlooking the pit-lane and in the prestige upper Regate complex, these suites offer splendid views of the race action, with the unique atmosphere in which to entertain. Suites to accommodate 20 to 80 people are available.

Contact Natash Cheatle – 0332 810048 for further details.

Available annually: suites are available in four locations: Melbourne Hairpin, Goddards, Redgate and Craner Curves, with the annual agreement including 20 admission tickets to all motorsport events, with the exception of any Formula One race. **Contact Tony Iddon on 0332 812919 for further details.**

HOSPITALITY SITES

Areas for Hospitality buses and marquees are available at several infield locations. **For further information contact Natasha Cheatle on 0332 810048.**

PADDOCK

Under the sporting rules of the FIM there is no paddock access available to the public at this event.

NO SLOW DOWN LAPS

It should also be noted that there will be no slowing down lap at the end of each race, with riders turning off the circuit at Redgate Corner. This decision has been taken by the organisers on the grounds of safety.

After each race, there is a set procedure, laid down by regulations, for the presentation of awards – all trophies will be presented on the rostrum built at the end of the pit lane.

After the simple presentation, the riders are taken immediately to the television interview studio and subsequently to the Media conference centre.

ADVANCE BOOKING SAVES MONEY

It is possible to book advance tickets for all meetings at Donington Park making big cash savings – see the booking form for the World Superbikes as an example. **For full details ring the Booking Office – 0332 850955.**

INTERNATIONAL FLAG SIGNALS

Red: Signal for stopping race or practice.

Yellow (waved): Great danger, be prepared to stop.

Yellow (motionless): Take care, danger.

Yellow with Vertical Red Stripes: Take care, oil has been spilled somewhere on the road.

Green: Proceed, the hazard has been removed, or proceed on warming up lap.

Blue (waved): Another competitor is trying to overtake you.

Blue (motionless): Another competitor is following you very closely.

White: A service car or slow car is on the circuit.

Black (with competitor's number): Signal for the competitor to stop on the next lap.

Black and White Chequered: Signal for the winner and end of the race.

Light Signals will be used for starting races.

COLLECTIONS

Two organisations are making collections this weekend: St John Ambulance Brigade and the local branch of the Royal British Legion. Please support these worthy causes.

YAMAHA U.S.A. CELEBRATES THE BRITISH GRAND PRIX

A special welcome this weekend to the 10 winners for the Yamaha Motor Corporation U.S.A.-sponsored trip to the British GP: Bradley Alden and Darla Alden from Allentown, Pennsylvania; Eric Madison and Kimberly LaCoste from Baton Rouge, Louisiana; Larry Heffner and Juanita Malavet from Coopers Plain, NY; Mark Emmett and Janet Emmett from Pearland, TX; and, Robin Kyles and Jim Daley from Cleveland, Ohio.

Take the time to visit the Donington
SPEEDWAY HALL OF FAME
– part of the Donington International Collection

SUPPORTERS CLUB PROVIDES VALUABLE AID

The Donington Park Racing Association Club – the circuit's independent supporters body – has a direct link, through its fund raising efforts and the provision of a Welfare Fund with the race action.

The Welfare Fund is a registered charity, itself in a healthy state and each year the club, after consultation with the Emergency Services and The St. John Ambulance, purchases equipment for use at the Circuit.

Over the years this has included such things as an ambulance, a number of scoop stretchers, cutting gear, respirator, a mobile defibrillator, automatic ventilator, and hydraulic cutting gear. The total cost of equipment presented over the years is close on £20,000.

The Welfare Fund has another more personal side. Competitors injured at the circuit who are hospitalised are visited by a DPRAC committee member early on in their stay, and are given £100 in cash to help their immediate needs, or to help their friends or relatives visit, as invariably they are some distance from their homes.

Should their injuries be of such severity that they are retained in hospital for a lengthy period, or are unable to return to work, further similar payments are made.

Over the years many competitors from all walks of life have benefited from this fund. Among these in 1979

was Mike Hailwood who had broken his collar bone whilst practising for his farewell race. Mike returned the cheque he was given with a letter in which he wrote, "It is with great pleasure that I learn that there is such a fund for, as you put it, 'hospital comforts' for injured riders from Donington, as I know from experience how miserable it can be in dock, even for one night ... With all humility I would like to return the cheque and have it



BIKE WATCH MESSAGE
When you arrive at the Grand Prix park your motorcycle in the designated parking area only.
**IF YOU DO NOT
IT MAY COST YOU YOUR BIKE!**

put back in the fund and saved for a much more deserving case than myself."

It's not only British competitors who benefit from the Welfare Fund. Last year Belgian motorcyclist Henris Lemmens received a visit and £100 after sustaining knee injuries and being hospitalised for six days.

And, this season three competitors have already benefited under the scheme.

with the
news and views

RADIO DONINGTON 1413khz



Rothmans 250cc British Grand

NO.	RIDER	NATIONALITY	MACHINE	ENTRANT
3	Pierfrancesco CHILI	Italy	Yamaha TZM	Telkor-Yamaha Valesi
4	Helmut BRADL	Germany	Honda NSR	HB Honda Germany
5	Massimiliano BIAGGI	Italy	Honda NSR	Rothmans Kanemoto Honda
6	Albert PUIG	Spain	Honda NSR	Ducados-Honda-Pons
7	Jochen SCHMID	Germany	Yamaha TZM	JTR-Mitsui Yamaha Racing
8	Carlos CARDUS	Spain	Honda NSR	Carlos Cardus Honda
10	Doriano ROMBONI	Italy	Honda NSR	HB Racing Team Italy
11	Wilco ZEELBERG	Netherlands	Aprilia	Exact Software-DC Sports
13	Loris REGGIANI	Italy	Aprilia RSV	Aprilia Racing Team
14	Nobuatsu AOKI	Japan	Honda NSR	Kanemoto Racing
16	Andy PREINING	Austria	Aprilia	Team Preining
17	Jean Philippe RUGGIA	France	Aprilia RSV	Aprilia Racing Team
18	Tadayuki OKADA	Japan	Honda NSR	HRC Rothmans Honda
20	Eskil SUTER	Switzerland	Aprilia RSV	Mohag Aprilia
21	Paolo CASOLI	Italy	Gilera GFR	Gilera Racing Team
22	Luis Carlos MAUREL	Spain	Aprilia	PR2-Ducados Aprilia
23	Bernard HAENGELI	Switzerland	Aprilia RS	Marlboro Aprilia Suisse
24	Patrick v.d. GOORBERGH	Netherlands	DBS Aprilia	Exact Software-DC Sports
25	Jurgen v.d. GOORBERGH	Netherlands	Aprilia	V.D. Goorbergh Racing
26	Bernd KASSNER	Germany	Aprilia	Rallye Sport Team Munich
27	Frederic PROTAT	France	Aprilia FPR	FP Racing
28	Adrian BOSSHARD	Switzerland	Honda RS	Honda Suisse Muehlebach
30	Juan BORJA	Spain	Honda	Team Aspar
31	Tetsuya HARADA	Japan	Yamaha TZM	Telkor-Yamaha Valesi
32	Volker BAHR	Germany	Honda RS	HB Honda Germany
34	Luis D'ANTIN	Spain	Honda RS	S.S.P. Competicion
37	Simon CRAFAR	New Zealand	Suzuki RGV	Lucky Strike Suzuki
38	Charles CHECA	Spain	Honda	Daytona Pit Lane Racing
39	Alessandro GRAMIGNI	Italy	Gilera GFR	Gilera Racing Team
43	Massimo PENNACCHIOLI	Italy	Honda	PM Racing
44	Jean Michel BAYLE	France	Aprilia	Chesterfield Team De Radigues
51	Jean Pierre JEANDAT	France	Aprilia FPR	FP Racing
65	Loris CAPIROSSI	Italy	Honda NSR	Marlboro Team Pileri
68	Nigel BOSWORTH	GB	Yamaha	
69	Paul BROWN	GB	Honda	Castrol Honda Britain

Results of the Rothmans 1993 250cc British Grand Prix

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____
 13th _____ 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph



500cc British Grand Prix

NO.	RIDER	NATIONALITY	MACHINE	ENTRANT
1	Wayne RAINEY	USA	Yamaha	Marlboro Team Roberts
2	Mick DOOHAN	Australia	Honda NSR	Rothmans Honda Team
4	Daryl BEATTIE	Australia	Honda NSR	Rothmans Honda Team
5	Doug CHANDLER	USA	Cagiva	Cagiva Team Agostini
6	Shinichi ITOH	Japan	Honda NSR	HRC Rothmans Honda
7	Luca CADALORA	Italy	Yamaha	Marlboro Team Roberts
8	Alex CRIVILLE	Spain	Honda NSR	Marlboro-Honda-Pons
9	Alexandre BARROS	Brazil	Suzuki	Lucky Strike Suzuki
11	Niall MACKENZIE	GB	ROC Yamaha	Team Valvoline
12	Mat MLADIN	Australia	Cagiva	Cagiva Team Agostini
14	Marco PAPA	Italy	Librenti	Librenti Corse
15	Tsutomu UDAGAWA	Japan	ROC Yamaha	Team Udagawa
16	Michael RUDROFF	Germany	Harris Yamaha	Rallye Sport
18	Bernard GARCIA	France	ROC Yamaha	Yamaha Motor France
20	Jeremy McWILLIAMS	GB	Yamaha YZR	Team Millar
21	Laurent NAVEAU	Belgium	ROC Yamaha	Euro Team
22	Kevin MITCHELL	GB	Harris Yamaha	M.B.M. Racing Team
23	Serge DAVID	Switzerland	ROC Yamaha	Team ROC
24	Cees DOORAKKERS	Netherlands	Harris Yamaha	Doorakkers Racing
25	Thierry CRINE	France	ROC Yamaha	Ville de Paris
27	Renzo COLLEONI	Italy	ROC Yamaha	Team Elit
28	John REYNOLDS	GB	Harris Yamaha	Padgetts Motorcycles
29	Sean EMMETT	GB	Harris Yamaha	Shell Team Harris
30	Juan Lopez MELLA	Spain	ROC Yamaha	Lopez Mella Racing Team
31	Bruno BONHUIL	France	ROC Yamaha	M.T.D. Objectif 500
32	Jose KUHN	France	ROC Yamaha	Euromoto
33	Andreas MEKLAU	Austria	ROC Yamaha	ARC-Austrian Racing Co
34	Kevin SCHWANTZ	USA	Suzuki	Lucky Strike Suzuki
36	Lucio PEDERCINI	Italy	ROC Yamaha	Team Pedercini
42	Andrew STROUD	New Zealand	Harris Yamaha	Team Harris
43	David JEFFERIES	GB	Harris Yamaha	Peter Graves Racing Team
45	Ron HASLAM	GB	ROC Yamaha	Team ROC
68	Carl FOGARTY	GB	Cagiva	Cagiva Team Agostini
69	James HAYDON	GB	ROC Yamaha	Team Great Britain with Triton

Results of the 1993 British 500cc Grand Prix

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____
 13th _____ 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph



125cc British Grand Prix

NO.	RIDER	NATIONALITY	MACHINE	ENTRANT
2	Fausto GRESINI	Italy	Honda RS	Marlboro Team Pileri
3	Ralf WALDMANN	Germany	Aprilia RSR	Marlboro Aprilia
4	Bruno CASANOVA	Italy	Aprilia RSR	Scot Racing Team
5	Dirk RAUDIES	Germany	Honda RS	Team Europa Raudies
6	Jorge MARTINEZ	Spain	Honda	Team Aspar
7	Noboru UEDA	Japan	Honda RS	Marlboro Team Pileri
8	Kazuto SAKATA	Japan	Honda RS	F.C.C. Technical Sports
9	Carlos GIRO	Spain	Aprilia SPS	Ducados Aprilia
10	Hans SPAAN	Netherlands	Honda RS	Exact Software-DC Sports
11	Peter OETTL	Germany	Aprilia	Team Aprilia Deutschland
12	Herri TORRONTAGUI	Spain	Aprilia RS	Team Semprucci
14	Oliver KOCH	Germany	Honda RS	GP Team Ditter Plastic
15	Oliver PETRUCCIANI	Switzerland	Aprilia AF1	Marlboro Aprilia
16	Ezio GIANOLA	Italy	Honda	Daytona-Pit Lane Racing
17	Akira SAITO	Japan	Honda RS	Elf Team Kepla
19	Kinya WADA	Japan	Honda RS	Jha Racing
20	Manfred BAUMANN	Austria	Honda RS	Team Baumann
21	Stefan KURFISS	Germany	Aprilia	Team Aprilia Deutschland
22	Lucio CECCHINELLO	Italy	Gazzaniga	Gazzaniga Corse
23	Maik STIEF	Germany	Honda	Team & Co
24	Haruchika AOKI	Japan	Honda RS	Moto Bum Honda
25	Neil HODGSON	GB	Honda RS	Burnett Racing
26	Maurizio VITALI	Italy	Honda	IPA Corse Effeuno
27	Julian MIRALLES	Spain	Honda RS	Miralles Racing Team
28	Luigi ANCONA	Italy	Honda	IPA Corse Effeuno
29	Arie MOLENAAR	Netherlands	Honda	Arie Molenaar Racing
30	Giovanni PALMIERI	Switzerland	Aprilia RS	Team Semprucci
31	Garry McCOY	Australia	Aprilia	AGV-Team Germany
33	Stefan PREIN	Germany	Honda	Team & Co
34	Stefano CARACCHI	Italy	Rumi	Team Rumi 125 GP
36	Takeshi TSUJIMURA	Japan	Honda RS	F.C.C. Technical Sports
41	Luis ALVARO	Spain	Honda RS	Zwafink Racing
42	Shinya SATO	Japan	Honda	Team Unemoto and Harc-Pro
43	Manuel HERNANDEZ	Spain	Aprilia	Team Hernandez
65	Gabrielle DEBBIA	Italy	Honda	Daytona-Pit Lane Racing
68	Jamie ROBINSON	GB	Honda RS	
69	Kevin MAWDSLEY	GB	Honda	Raceways Motorcycles

Results of the 1993 British 125cc Grand Prix

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____
 13th _____ 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph



Sidecar British Grand Prix

NO.	DRIVER/PASSENGER	NATIONALITY	MACHINE	ENTRANT
1	Rolf BILAND/Kurt WALTISPERG	Switzerland/Switzerland	Krauser/LCR	Biland Racing
2	Steve WEBSTER/Gavin SIMMONS	GB/GB	ADM/LCR	Steve Webster Racing
3	Klaus KLAFFENBOCK/Christian PARZER	Austria/Austria	ADM/LCR	ADM Racing
5	Darren DIXON/Andre HETHERINGTON	GB/GB	Krauser/LCR	Padgetts Racing Team
6	Yoshi KUMAGAYA/Brian HOUGHTON	Japan/GB	Krauser/LCR	Team Kumagaya
7	Paul GUEDEL/Charley GUEDEL	Switzerland/Switzerland	LCR/ADM	BP Racing Team
8	Ralph BOHNHORST/Peter BROWN	Germany/GB	BRM/LCR	Steinhausen Racing
9	Markus BOESIGER/Beat LEIBUNDGUT	Switzerland/Switzerland	LCR/Krauser	Boesiger Racing
10	Barry BRINDLEY/Scott WHITESIDE	GB/GB	Krauser/LCR	Dennis Trollope Racing
11	Markus EGLOFF/J. EGLI	Switzerland/Switzerland	Yamaha/LCR	Egloff Racing
12	Steve ABBOTT/Julian TAILFORD	GB/GB	Windle/Yamaha	Steve Abbott Racing
13	Reiner KOSTER/Oscar COMBI	Switzerland/Italy	LCR/Krauser	Kroko Racing Team
14	Derek BRINDLEY/Paul HUTCHINSON	GB/GB	LCR/ADM	ADM Racing
15	Tony WYSSEN/Kilian WYSSEN	Switzerland/Switzerland	LCR/Krauser	Wyszen Racing
16	Billy GALLROS/Peter BERGLUND	Sweden/Sweden	LCR/Yamaha	Gallros Racing
17	Theo VAN KEMPEN/Geral DE HAAS	Netherlands/Netherlands	LCR/ADM	Van Kempen Racing
19	Tony BAKER/Simon PRIOR	GB/GB	Krauser/LCR	Cumbria Express
20	Jukka LAUSLEHTO/Jorgen LEVINSEN	Finland/Denmark	LCR/ADM	Team Castrol
21	Gary KNIGHT/Peter HOESS	GB/Germany	Windle/Krauser	Team Redline
22	James HUGLI/Adolf HANNI	Switzerland/Switzerland	LCR	Speedy Racing Team
23	Mark REDDINGTON/Trevor CRONE	GB/GB	LCR/ADM	Reddington Racing
24	Kieron KAVANAGH/Ian STAPLETON	GB/GB	Krauser/LCR	
25	David HOSKINS/David JAMES	GB/GB	LCR/ADM	
26	B. JANSSEN/F. G. van KESSEL	Netherlands/Netherlands	LCR/Krauser	Streuer Racing

Results of the 1993 British Sidecar Grand Prix

1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____
 13th _____ 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph



Speed Table

Grand Prix Circuit
2.5 miles
4.02kms

TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH	TIME	MPH
1 20.0	112.50	1 27.0	103.44	1 34.0	95.74	1 41.0	89.10	1 48.0	83.33	1 55.0	78.26	2 2.0	73.77
1 20.1	112.35	1 27.1	103.32	1 34.1	95.64	1 41.1	89.02	1 48.1	83.25	1 55.1	78.19	2 2.1	73.71
1 20.2	112.21	1 27.2	103.21	1 34.2	95.54	1 41.2	88.93	1 48.2	83.17	1 55.2	78.12	2 2.2	73.64
1 20.3	112.07	1 27.3	103.09	1 34.3	95.44	1 41.3	88.84	1 48.3	83.10	1 55.3	78.05	2 2.3	73.58
1 20.4	111.94	1 27.4	102.97	1 34.4	95.33	1 41.4	88.75	1 48.4	83.02	1 55.4	77.98	2 2.4	73.52
1 20.5	111.80	1 27.5	102.85	1 34.5	95.23	1 41.5	88.66	1 48.5	82.94	1 55.5	77.92	2 2.5	73.46
1 20.6	111.66	1 27.6	102.73	1 34.6	95.13	1 41.6	88.58	1 48.6	82.87	1 55.6	77.85	2 2.6	73.40
1 20.7	111.52	1 27.7	102.62	1 34.7	95.03	1 41.7	88.49	1 48.7	82.79	1 55.7	77.78	2 2.7	73.34
1 20.8	111.38	1 27.8	102.50	1 34.8	94.93	1 41.8	88.40	1 48.8	82.72	1 55.8	77.72	2 2.8	73.28
1 20.9	111.24	1 27.9	102.38	1 34.9	94.83	1 41.9	88.32	1 48.9	82.64	1 55.9	77.65	2 2.9	73.23
1 21.0	111.11	1 28.0	102.27	1 35.0	94.73	1 42.0	88.23	1 49.0	82.56	1 56.0	77.58	2 3.0	73.17
1 21.1	110.97	1 28.1	102.15	1 35.1	94.63	1 42.1	88.14	1 49.1	82.49	1 56.1	77.51	2 3.1	73.11
1 21.2	110.83	1 28.2	102.04	1 35.2	94.53	1 42.2	88.06	1 49.2	82.41	1 56.2	77.45	2 3.2	73.05
1 21.3	110.70	1 28.3	101.92	1 35.3	94.43	1 42.3	87.97	1 49.3	82.34	1 56.3	77.38	2 3.3	72.99
1 21.4	110.56	1 28.4	101.80	1 35.4	94.33	1 42.4	87.89	1 49.4	82.26	1 56.4	77.31	2 3.4	72.93
1 21.5	110.42	1 28.5	101.69	1 35.5	94.24	1 42.5	87.80	1 49.5	82.19	1 56.5	77.25	2 3.5	72.87
1 21.6	110.29	1 28.6	101.58	1 35.6	94.14	1 42.6	87.71	1 49.6	82.11	1 56.6	77.18	2 3.6	72.81
1 21.7	110.15	1 28.7	101.46	1 35.7	94.04	1 42.7	87.63	1 49.7	82.04	1 56.7	77.12	2 3.7	72.75
1 21.8	110.02	1 28.8	101.35	1 35.8	93.94	1 42.8	87.54	1 49.8	81.96	1 56.8	77.05	2 3.8	72.69
1 21.9	109.89	1 28.9	101.23	1 35.9	93.84	1 42.9	87.46	1 49.9	81.89	1 56.9	76.98	2 3.9	72.63
1 22.0	109.75	1 29.0	101.12	1 36.0	93.75	1 43.0	87.37	1 50.0	81.81	1 57.0	76.92	2 4.0	72.58
1 22.1	109.62	1 29.1	101.01	1 36.1	93.65	1 43.1	87.29	1 50.1	81.74	1 57.1	76.85	2 4.1	72.52
1 22.2	109.48	1 29.2	100.89	1 36.2	93.55	1 43.2	87.20	1 50.2	81.66	1 57.2	76.79	2 4.2	72.46
1 22.3	109.35	1 29.3	100.78	1 36.3	93.45	1 43.3	87.12	1 50.3	81.59	1 57.3	76.72	2 4.3	72.40
1 22.4	109.22	1 29.4	100.67	1 36.4	93.36	1 43.4	87.04	1 50.4	81.52	1 57.4	76.66	2 4.4	72.34
1 22.5	109.09	1 29.5	100.55	1 36.5	93.26	1 43.5	86.95	1 50.5	81.44	1 57.5	76.59	2 4.5	72.28
1 22.6	108.95	1 29.6	100.44	1 36.6	93.16	1 43.6	86.87	1 50.6	81.37	1 57.6	76.53	2 4.6	72.23
1 22.7	108.82	1 29.7	100.33	1 36.7	93.07	1 43.7	86.78	1 50.7	81.30	1 57.7	76.46	2 4.7	72.17
1 22.8	108.69	1 29.8	100.22	1 36.8	92.97	1 43.8	86.70	1 50.8	81.22	1 57.8	76.40	2 4.8	72.11
1 22.9	108.56	1 29.9	100.11	1 36.9	92.87	1 43.9	86.62	1 50.9	81.15	1 57.9	76.33	2 4.9	72.05
1 23.0	108.43	1 30.0	100.00	1 37.0	92.78	1 44.0	86.53	1 51.0	81.08	1 58.0	76.27	2 5.0	72.00
1 23.1	108.30	1 30.1	99.88	1 37.1	92.68	1 44.1	86.45	1 51.1	81.00	1 58.1	76.20	2 5.1	71.94
1 23.2	108.17	1 30.2	99.77	1 37.2	92.59	1 44.2	86.37	1 51.2	80.93	1 58.2	76.14	2 5.2	71.88
1 23.3	108.04	1 30.3	99.66	1 37.3	92.49	1 44.3	86.28	1 51.3	80.86	1 58.3	76.07	2 5.3	71.82
1 23.4	107.91	1 30.4	99.55	1 37.4	92.40	1 44.4	86.20	1 51.4	80.78	1 58.4	76.01	2 5.4	71.77
1 23.5	107.78	1 30.5	99.44	1 37.5	92.30	1 44.5	86.12	1 51.5	80.71	1 58.5	75.94	2 5.5	71.71
1 23.6	107.65	1 30.6	99.33	1 37.6	92.21	1 44.6	86.04	1 51.6	80.64	1 58.6	75.88	2 5.6	71.65
1 23.7	107.52	1 30.7	99.22	1 37.7	92.11	1 44.7	85.95	1 51.7	80.57	1 58.7	75.82	2 5.7	71.59
1 23.8	107.39	1 30.8	99.11	1 37.8	92.02	1 44.8	85.87	1 51.8	80.50	1 58.8	75.75	2 5.8	71.54
1 23.9	107.27	1 30.9	99.00	1 37.9	91.93	1 44.9	85.79	1 51.9	80.42	1 58.9	75.69	2 5.9	71.48
1 24.0	107.14	1 31.0	98.90	1 38.0	91.83	1 45.0	85.71	1 52.0	80.35	1 59.0	75.63	2 6.0	71.42
1 24.1	107.01	1 31.1	98.79	1 38.1	91.74	1 45.1	85.63	1 52.1	80.28	1 59.1	75.56	2 6.1	71.37
1 24.2	106.88	1 31.2	98.68	1 38.2	91.64	1 45.2	85.55	1 52.2	80.21	1 59.2	75.50	2 6.2	71.31
1 24.3	106.76	1 31.3	98.57	1 38.3	91.55	1 45.3	85.47	1 52.3	80.14	1 59.3	75.44	2 6.3	71.25
1 24.4	106.63	1 31.4	98.46	1 38.4	91.46	1 45.4	85.38	1 52.4	80.07	1 59.4	75.37	2 6.4	71.20
1 24.5	106.50	1 31.5	98.36	1 38.5	91.37	1 45.5	85.30	1 52.5	80.00	1 59.5	75.31	2 6.5	71.14
1 24.6	106.38	1 31.6	98.25	1 38.6	91.27	1 45.6	85.22	1 52.6	79.92	1 59.6	75.25	2 6.6	71.09
1 24.7	106.25	1 31.7	98.14	1 38.7	91.18	1 45.7	85.14	1 52.7	79.85	1 59.7	75.18	2 6.7	71.03
1 24.8	106.13	1 31.8	98.03	1 38.8	91.09	1 45.8	85.06	1 52.8	79.78	1 59.8	75.12	2 6.8	70.97
1 24.9	106.00	1 31.9	97.93	1 38.9	91.00	1 45.9	84.98	1 52.9	79.71	1 59.9	75.06	2 6.9	70.92
1 25.0	105.88	1 32.0	97.82	1 39.0	90.90	1 46.0	84.90	1 53.0	79.64	2 0.0	75.00	2 7.0	70.86
1 25.1	105.75	1 32.1	97.71	1 39.1	90.81	1 46.1	84.82	1 53.1	79.57	2 0.1	74.93	2 7.1	70.81
1 25.2	105.63	1 32.2	97.61	1 39.2	90.72	1 46.2	84.74	1 53.2	79.50	2 0.2	74.87	2 7.2	70.75
1 25.3	105.50	1 32.3	97.50	1 39.3	90.63	1 46.3	84.66	1 53.3	79.43	2 0.3	74.81	2 7.3	70.69
1 25.4	105.38	1 32.4	97.40	1 39.4	90.54	1 46.4	84.58	1 53.4	79.36	2 0.4	74.75	2 7.4	70.64
1 25.5	105.26	1 32.5	97.29	1 39.5	90.45	1 46.5	84.50	1 53.5	79.29	2 0.5	74.68	2 7.5	70.58
1 25.6	105.14	1 32.6	97.19	1 39.6	90.36	1 46.6	84.42	1 53.6	79.22	2 0.6	74.62	2 7.6	70.53
1 25.7	105.01	1 32.7	97.08	1 39.7	90.27	1 46.7	84.34	1 53.7	79.15	2 0.7	74.56	2 7.7	70.47
1 25.8	104.89	1 32.8	96.98	1 39.8	90.18	1 46.8	84.26	1 53.8	79.08	2 0.8	74.50	2 7.8	70.42
1 25.9	104.77	1 32.9	96.87	1 39.9	90.09	1 46.9	84.19	1 53.9	79.01	2 0.9	74.44	2 7.9	70.36
1 26.0	104.65	1 33.0	96.77	1 40.0	90.00	1 47.0	84.11	1 54.0	78.94	2 1.0	74.38	2 8.0	70.31
1 26.1	104.52	1 33.1	96.67	1 40.1	89.91	1 47.1	84.03	1 54.1	78.87	2 1.1	74.31	2 8.1	70.25
1 26.2	104.40	1 33.2	96.56	1 40.2	89.82	1 47.2	83.95	1 54.2	78.80	2 1.2	74.25	2 8.2	70.20
1 26.3	104.28	1 33.3	96.46	1 40.3	89.73	1 47.3	83.87	1 54.3	78.74	2 1.3	74.19	2 8.3	70.14
1 26.4	104.16	1 33.4	96.35	1 40.4	89.64	1 47.4	83.79	1 54.4	78.67	2 1.4	74.13	2 8.4	70.09
1 26.5	104.04	1 33.5	96.25	1 40.5	89.55	1 47.5	83.72	1 54.5	78.60	2 1.5	74.07	2 8.5	70.03
1 26.6	103.92	1 33.6	96.15	1 40.6	89.46	1 47.6	83.64	1 54.6	78.53	2 1.6	74.01	2 8.6	69.98
1 26.7	103.80	1 33.7	96.05	1 40.7	89.37	1 47.7	83.56	1 54.7	78.46	2 1.7	73.95	2 8.7	69.93
1 26.8	103.68	1 33.8	95.94	1 40.8	89.28	1 47.8	83.48	1 54.8	78.39	2 1.8	73.89	2 8.8	69.87
1 26.9	103.56	1 33.9	95.84	1 40.9	89.19	1 47.9	83.41	1 54.9	78.32	2 1.9	73.83	2 8.9	69.82

20 laps
50 miles
80.46kms

Start 17.00

TT Superbike Race

No.	Rider	Home Town/ Country	Entrant	Machine
5	Philippe Mouchet	France		Ducati 888
9	Alex Buckingham	Barnstaple	Veco/Inch's Cider	Yamaha YZF 750
11	Steve Hislop	Onchan	Castrol Honda Britain	Honda RVF 750
14	Matt Llewellyn	Leicester	Meakin Team Green Silkolene	Kawasaki 750
15	Roger Bennett	Penicuik	Barr Construction	Kawasaki 750
17	Ray Stringer	Stoke Golding	Medd Racing	Wicks ZXR 750
18	Frederic Deleu	France		Honda 750
19	Nigel Nottingham	Willaston	Team Green Kawasaki Silkolene	Kawasaki 750
21	Florian Ferracci	France		Ducati 888
22	Eric Cot	France		Kawasaki 750
23	John Barton	Rochester	Morgan, Read & Sharman Ltd	Kawasaki 750
24	Dean Ashton	Hull	Baxi Heating	Yamaha 750
25	Jim Moodie	Glasgow	Team Crichton Norton	Duckhams Norton 588
26	Didier Pean	France		Honda 750
27	Michael Rutter	Brierley Hill	Medd Racing	Wicks ZXR 750
28	Ian Muir			TBA
30	Graham Ward	Goole	Sheet Metal Services	Kawasaki ZXR 750
31	Simon Watson	Saffron Walden	Fairway Racing	NWS Kawasaki 750
32	Alexander Kvintas	Alvaston	PS Autos	Kawasaki 750
33	Mick Grainger	Earl Shilton	Team Wolf Sports Kawasaki	Kawasaki 750
34	Marc Granie	France		Yamaha 750
35	Jamie Patterson	Belfast	Team Green Kawasaki Silkolene	Kawasaki 750
36	Phillip McCallen	Portadown	Castrol Honda Britain	Honda RC30 750
37	John Mossey	Royston	John Mossey Restorations	Yamaha 750
38	Tim Lee	Coventry	Bondfleet Ltd	Yamaha 750
38	Daragh Smith	Raneleigh	Ruttle Racing WN	Suzuki GSXR 750
40	Ian Cobby	Hatfield	Redkir Racing	Kawasaki 750
41	Andrew Corbett		2/4 Racing	Kawasaki 750
42	Tom Cuddy	London		Yamaha 750
43	Ian Simpson	Dalbeattie	Motul UK, Francis Neill, Lymburn	Kawasaki ZXR 750
44	Mark Farmer	London		Kawasaki ZXR 750
45	Colin Gable	Andover		Ducati 888
46	Paul Mackley	Northallerton	Steve Brown Racing	Honda 750
48	Neil Cray	Kempston	TTS Performance Engineers	Kawasaki 750
51	Jim Halligan	Clane	Esso/Ruttle Racing	Kawasaki 750
52	Peter Graves	Teddington	Team Torco Ducati	Ducati 888
62	Dominique Marzloff	France		Kawasaki 750
80	Alain le Lan	France		Kawasaki 750
83	Louis Luc Maestro	France		Ducati 888
94	Christophe Guyot	France		Kawasaki 750

Superbike racing returns to the programme on Grand Prix day, providing the opportunity to the "best of British" to perform in front of the sport's biggest and most knowledgeable crowd of the season.

A chance for the riders to impress the grand prix team-managers as they provide the on-track thrills to round of a busy day of sporting action.

Castrol Honda's Steve Hislop should be well on the pace aboard the exotic and expensive RVF – he has tasted success here earlier in the season and the nine-times Isle of Man TT winner is keen for an action replay.

Add the challenges of Jim Moodie, on the Duckhams Norton, former GP rider Peter Graves, plus Matt Llewellyn and Phil McCallen and the scene is set for a thriller.

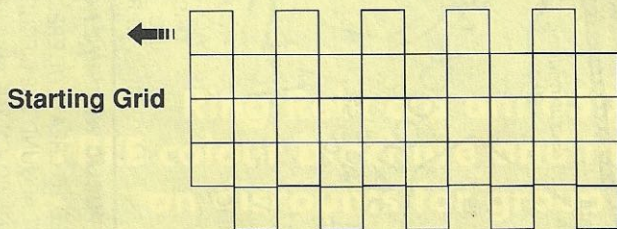
But, never discount the threat of the French riders who are keen to fly the flag on Grand Prix day.

Starting Grid:

Positions on the grid will be allocated on the basis of known performances at Donington Park and elsewhere.

Special Trophy for winner:

The top finishing British rider will receive the Squib Burton Challenge Trophy, presented by the Donington Park Racing Association Club. Squib won Donington's first ever race on May 25th, 1931, riding a 348cc Raleigh – the trophy was originally for Dirt Bike Racing and was won outright by Burton who presented it to the DPRAC on the 50th Anniversary of his Donington victory. Previous winners include John Gainey, Brian Morrison, Terry Rymer, Ron Haslam and John Reynolds.



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

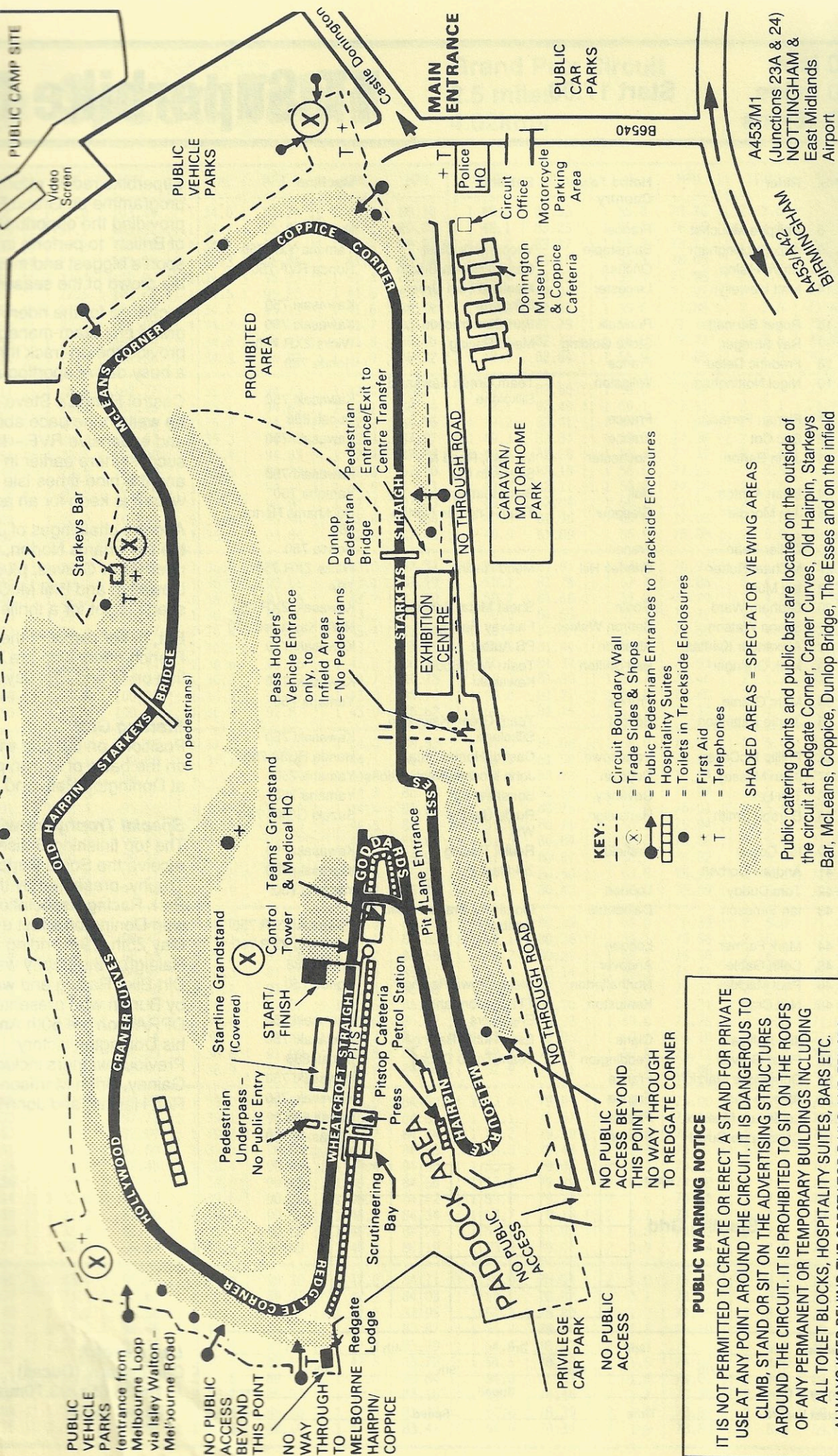
Lap Record:

Carl Fogarty (Ducati)
1m 36.05s, 93.70mph
(June 1993)

The Donington Park Race Circuit

2.5 miles, 4.02kms

Spectator Trackside Enclosures are around the whole of the outside of the circuit from raised bankings — from Redgate Corner to Melbourne Hairpin. **It is not possible to walk around the outside of the circuit.** Centre Transfers enable spectators to view from the infield enclosures (opposite pits, inside of Redgate, from inside of Craner Curves to Starkeys Bridge). Only access/exit to Centre Transfer is via Dunlop Bridge.



PUBLIC WARNING NOTICE

IT IS NOT PERMITTED TO CREATE OR ERECT A STAND FOR PRIVATE USE AT ANY POINT AROUND THE CIRCUIT. IT IS DANGEROUS TO CLIMB, STAND OR SIT ON THE ADVERTISING STRUCTURES AROUND THE CIRCUIT. IT IS PROHIBITED TO SIT ON THE ROOFS OF ANY PERMANENT OR TEMPORARY BUILDINGS INCLUDING ALL TOILET BLOCKS, HOSPITALITY SUITES, BARS ETC. ALWAYS KEEP BEHIND THE SPECTATOR RAILS AND FENCES - FOR YOUR OWN SAFETY.



YAMAHA

RACE SCHOOL

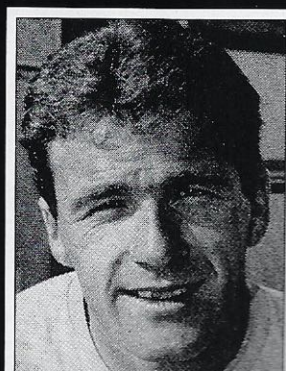
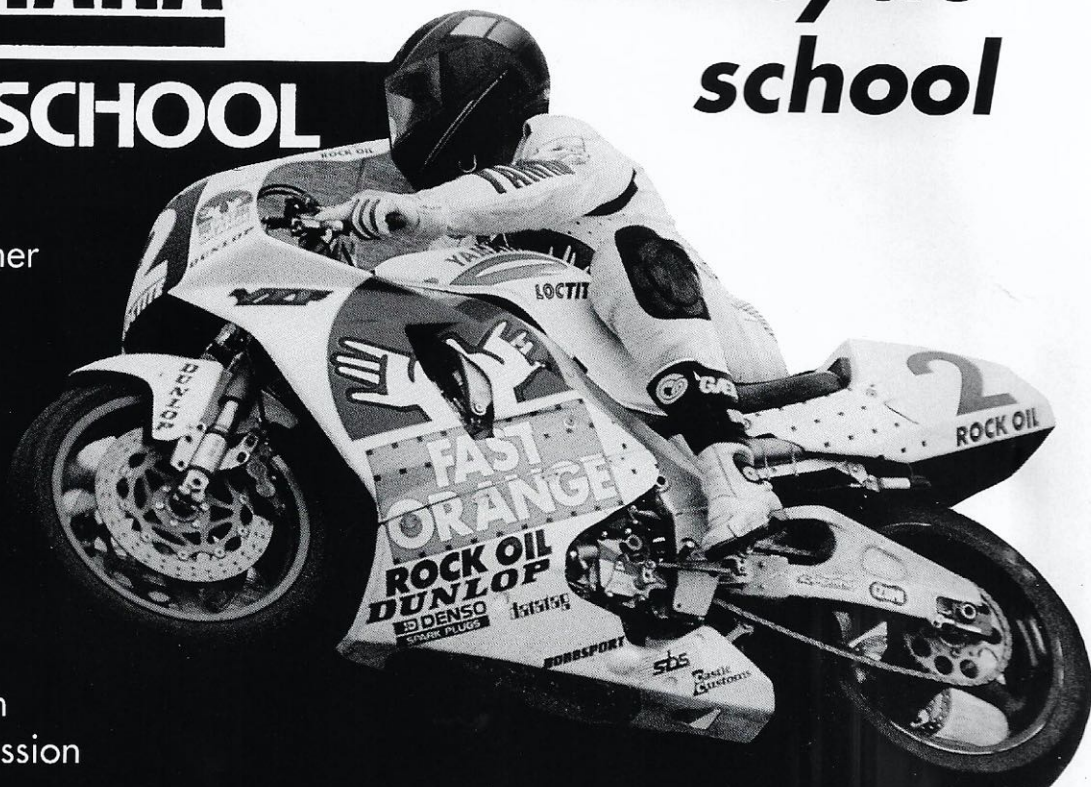
Ever imagined yourself as another Rob McElnea, hurtling around a famous international circuit on a sleek, powerful Yamaha machine?

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for a FREE colour brochure and information
on discounts for group bookings.**

Donington Yamaha Race School
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Britain's most advanced motorcycle school

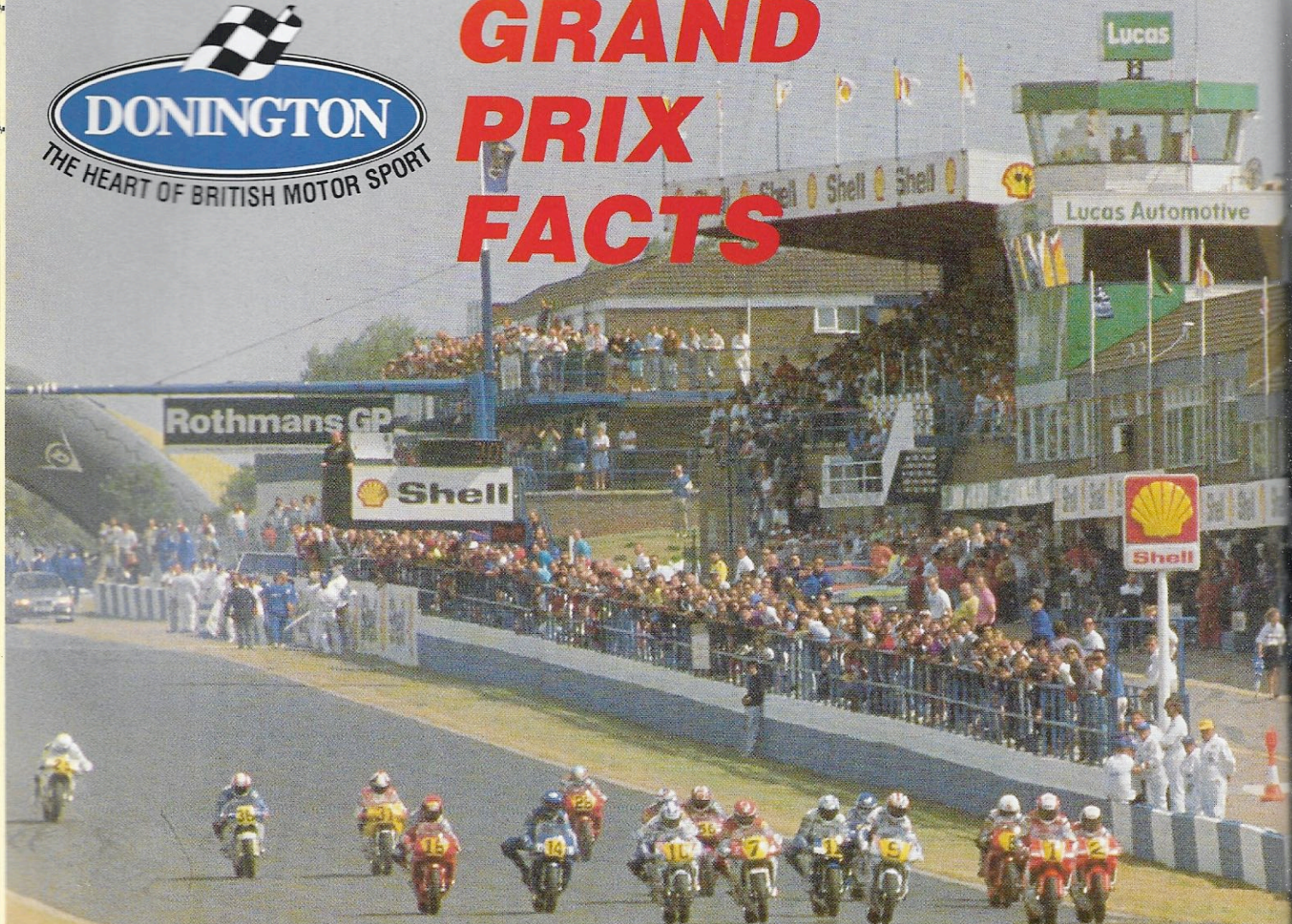


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Rob McElnea



GRAND PRIX FACTS



* Donington Park is the world's only privately owned circuit to this year stage rounds of both the FIM World Championships – the British Grand Prix, and the FIA Formula 1 World Championship – the Grand Prix of Europe (April 11th).

* The cost of staging this year's British Motorcycle Grand Prix has risen to £1.1 million, met by the promoters, Two Four Sports Limited, while all the sponsorship and circuit advertising are retained by rights holders, Dorna.

* The Grand Prix at Donington is worth some £1.8 million to the economy of the local region.

* The British Motorcycle Grand Prix hosts round 10 of the 13 race 125cc, 250cc and 500cc FIM World Championships and round 6 of the 10 race FIM World Sidecar Championship.

* British interest in each of the four Grand Prix races is high. Apart from 500cc regulars Niall Mackenzie, Sean Emmett, John Reynolds, Jeremy McWilliams

and Kevin Mitchell, there are "Wild Card" entries (promoter's option for home event) for Carl Fogarty, 26, from Blackburn, riding a works Cagiva and 19 year old James Haydon from Amersham, riding the Team Great Britain ROC Yamaha. And David Jefferies is a late entrant. Nigel Bosworth and Paul Brown have 250cc "Wild Card" entries, with Jamie Robinson and Kevin Mawdsley getting the 125cc tickets to ride alongside GP regular Neil Hodgson. Steve Webster and Gavin Simmons head the entry in the Sidecar race as they bid to regain the world crown.

* All four World Championship races, plus a British/French TT Superbike Trophy race will be held on Saturday August 1st, with official qualifying staged over Friday/Saturday July 30th/31st.

* Fastest man on two wheels around the Donington 2.5 mile Grand Prix circuit is 500cc World Championship leader Kevin Schwantz – he clocked 1m

32.974s to claim pole for the 1991 Grand Prix, an average speed of 96.80mph. The Suzuki rider also holds the record racing lap, 1m 33.569s, 96.05mph, also in 1991.

* Three men have each recorded three victories in Grands Prix at Donington. Kevin Schwantz won the 500cc races in 1989, 1990 and 1991. Luca Cadalora won the 250cc races in 1988, 1990 and 1991. And in sidecars, Steve Webster won the 1987, 1988 and 1989 races.

* This will be the seventh successive year the event has been held at Donington. Twice it has been voted the best in the world in terms of organisation and promotion, voted second on three occasions, and third once.

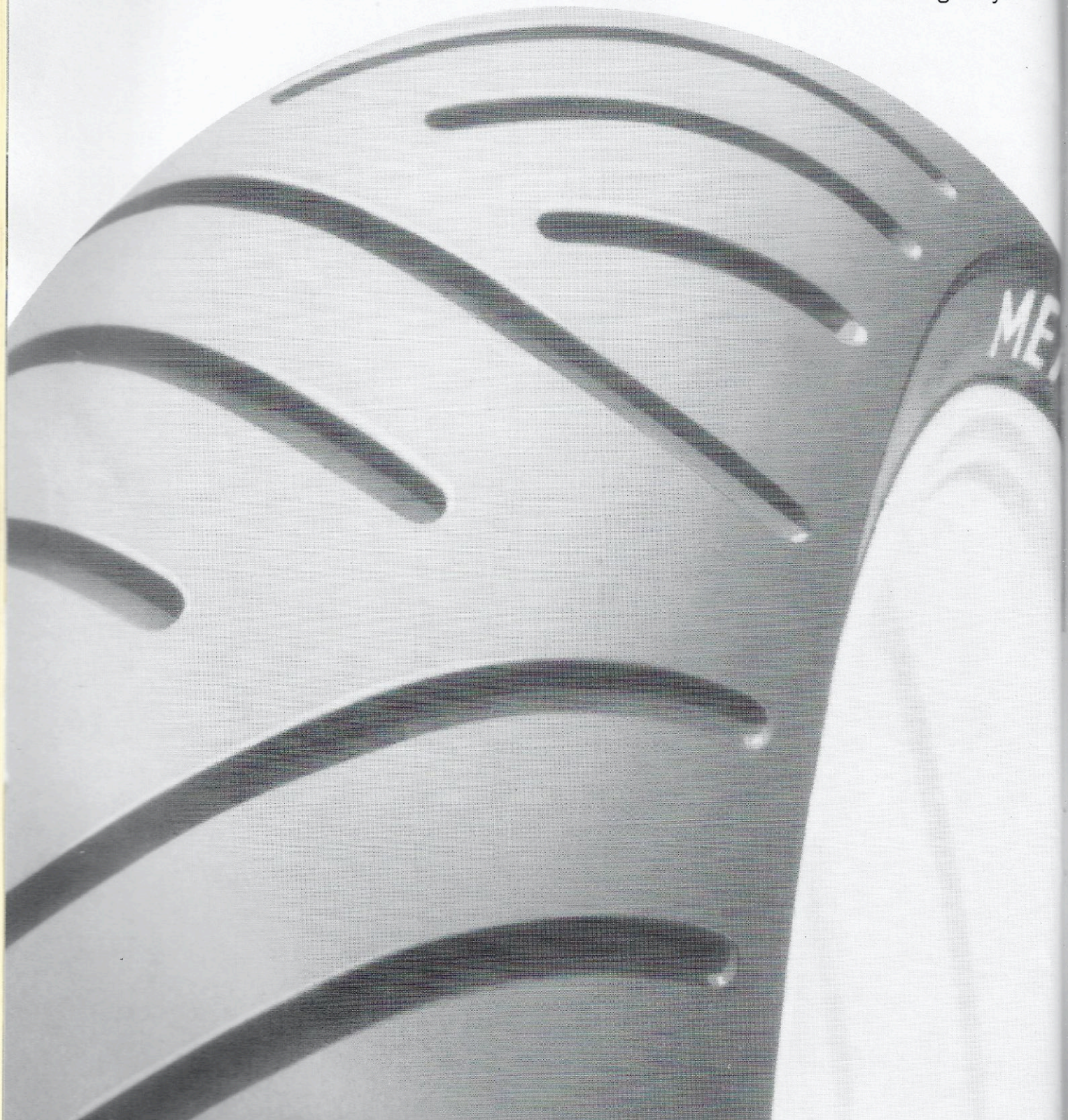
* Around 65,000 people are expected on Grand Prix day and over the weekend the circuit caterers expect 80,000 hot dogs and hamburgers, plus 100,000 pints of beer and 50,000 cans of soft drinks to be consumed.



- * **A major campsite will host some 25,000 racegoers with special attractions, including a motocross event (Friday evening) and grasstrack racing (Saturday evening) plus non-stop motorcycle racing films, to provide extra entertainment.**
- * **Major revisions to the spectator bankings, particularly between Redgate and Craner Curves, provide unparalleled viewing of the track action. Some £500,000 has been spent this year on improvements, including safety fencing.**
- * **Commentary on the Grand Prix will be relayed on both the circuit public address system and also "Radio Grand Prix" broadcasting on 1413 KHz Medium Wave.**
- * **Creating a family sporting day out, children aged 15 years and under, accompanied by an adult are admitted FREE. As well as the sporting action they will enjoy various aerobatic displays including the fabulous Red Arrows, performing at the British Motorcycle Grand Prix for the very first time.**
- * **A team of 40 doctors and specialists will be on duty throughout the event in case of accident or injury, with the circuit's medical centre fully equipped to hospital casualty standards with X-ray equipment and operating theatre.**
- * **BBC TV will be covering the event and feeding pictures to a world-wide audience. Some 600 press, radio and television personnel will be at the circuit to report the event.**
- * **The Donington Park circuit, and surrounding 600 acres of parkland estate, is owned by seventy-one year old Leicester businessman Tom Wheatcroft who bought the then derelict circuit in 1971, restoring it to racing in 1977. The first event to re-open Donington was a national motorcycle meeting on May 15th 1977, the first race won by Stan Woods (500 Suzuki).**
- * **The first Donington Park motorcycle race meeting was held on Whit Monday, 1931, car racing in 1933. Events carrying the name "The Donington Grand Prix" were held for cars and motorcycles prior to the Second World War when the circuit was requisitioned for military use. The first Donington Motorcycle GP took place in May 1935, and the 500cc event was won by Tyrrell Smith (A.J.S.). The last pre-war Donington GP took place in August 1939 and Freddy Frith won the 500cc race on a Norton at an average of 73.69mph for 20 laps.**
- * **Wheatcroft, impatient and frustrated by lack of action to his claims for Grand Prix racing, bought out the remaining years of the ACU's contract for the event to be held at Silverstone, bringing the Motorcycle Grand Prix to Donington for the first time in 1987.**
- * **Since its arrival at Donington the British Motorcycle Grand Prix has attracted over half a million spectators, in a period of sustained growth, and the event is contracted to remain at the Leicestershire circuit until 1996.**

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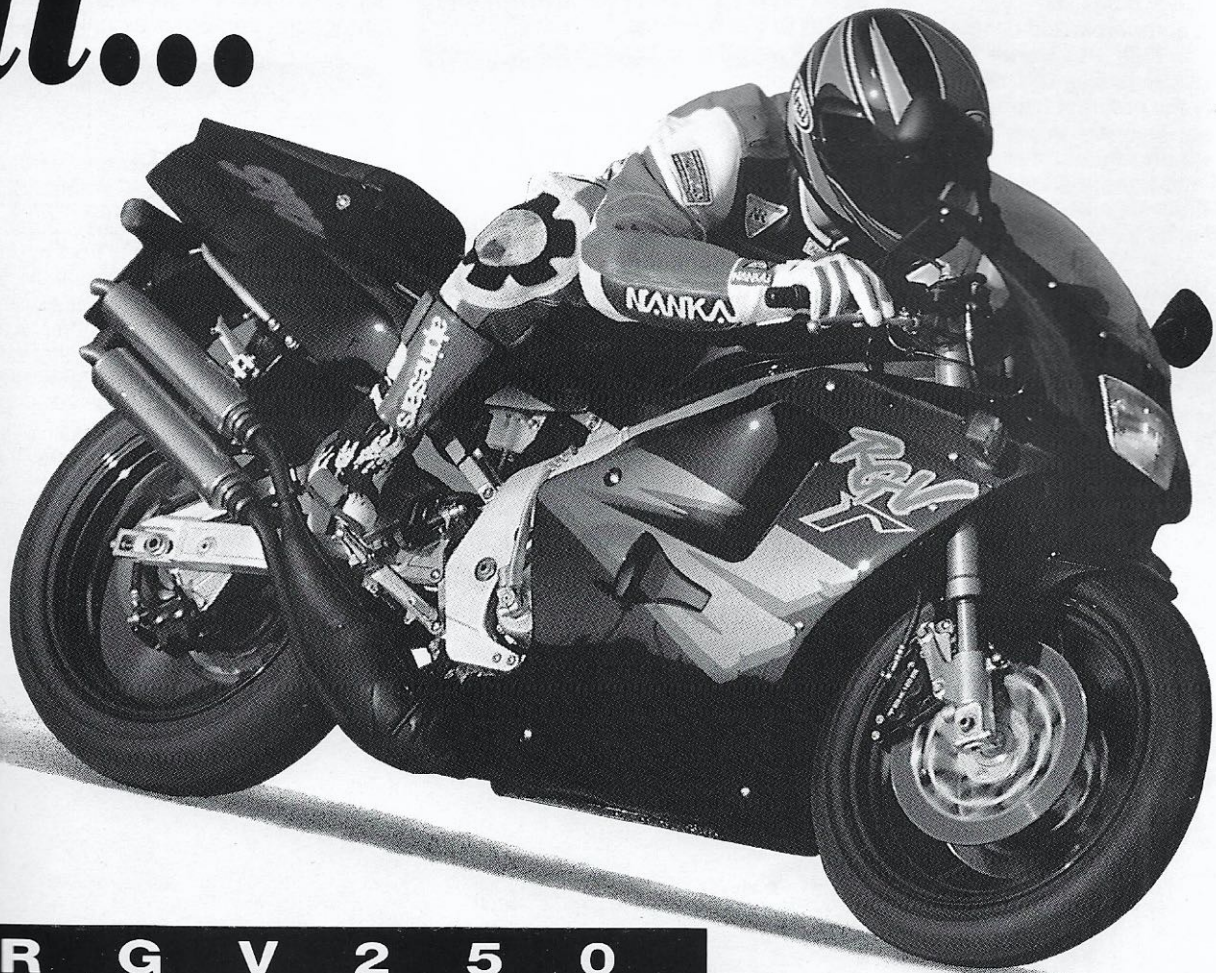
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"Uniformly quick turning ability ... lovely steering ... so easy to chuck around ... regarded by many as the best handling motorcycle money can buy ... when the exhaust chimes in it's just like Schwantz at Assen." PERFORMANCE BIKES

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 **SUZUKI**

Not content with track testing the 500 machines, Mat Oxley exercised the 250s and 125s and enjoyed the challenge

Sanity returns

You just can't compare a 250 GP bike to a 500. The best 250s, like Honda's NSR and Aprilia's AF1 are delightful motorcycles, arguably the greatest two wheelers ever produced. They are superbly light, more than fast enough, and their braking, steering and handling are heavenly.

A 500 may strike awe into its pilot, but it's just too brutal to be the perfect all-rounder. Aboard a 250 you get enough time to think about what you're doing, and the bike goes where you point it, while you're thankful just to keep a 500 between the kerbs.

Thus there's no constant sense of impending doom on a 250 – you feel in charge, rather than the other way round. That makes the bikes fun to ride, but as you chip away at the lap times, you realise 250s aren't that easy. While you always have far too much horsepower available from a 500, you have to keep a 250 working in its powerband. And that means juggling to keep the revs between, say, 11,500 and 13,000rpm, so you have to be spot-on with the throttle.

But factory 250s' chassis are so out of this world, that you'd forgive anything from the engine. They handle so well that you'd think it impossible to lose control and crash (though I didn't find that the case with Sito Pons' '89 title-winning NSR. The Spaniard raced all season without crashing, it took me a dozen laps of Suzuka to drop the bike!).

Even so, you never seem to be able to brake late enough, and you can steer into turns ridiculously late, well past the point of no-return aboard a 500 or Superbike: Simply release the front brake, stamp down a few gears, and slam the bike on its side. Somehow it will get you round.

You'd expect a 125 GP bike to be the same, yet more so. But they aren't. Even though they're lighter and more manageable, a 125 feels too nervous after a 250. The skinny tyres take a bit of getting used to, and the power delivery from a Honda RS125 or Aprilia is knife edge stuff. Relax for one short moment and the motor will drop, way, way out of its powerband.

With only a little more than 40bhp available, your riding has to be inch-perfect. Make a mistake on a 500 and you're likely to be flying through the air to make a date with the catch fencing. Make a mistake on a 125 and you lose ten places – even sticking out an elbow or a knee from behind the fairing will lose you a few hundred rpm, scrubbing off vital speed.

Riding a 500 and a 125 at the same race track is a truly strange experience. You climb off the rocketship and squeeze yourself into a little ball to get on the 125. Then you take to the track again, and wonder where on earth did all these straights come from?

The latest generation of Latin and Japanese riders has changed the face of the 250cc class this season and riders used to winning last year are now relegated to the placings, writes Mat Oxley

NEW

The latest generation of Latin and Japanese riders has changed the face of the 250 class this season, and riders used to winning last year are now relegated to the placings.

Last year the 250 class had its critics: how tough could the class really be when 20 year old Max Biaggi could turn up and start grabbing pole positions in his first few GPs? And how difficult could it really be when Luca Cadalora could control races to his liking, always ducking through to win at the line?

Maybe the critics had a point. But not any more. The 250s are revitalized this season – new blood has totally transformed the racing. Men who got used to spraying champagne from the podium throughout 1992, are having to learn to cope with returning to a darkened pit for another grim post-race de-briefing. "Why aren't we winning any more?" they ask themselves.

The reason is simple. Men like Tetsuya Harada and Nobuatsu Aoki didn't exist in GPs last year, and little stars like Doriano Romboni and Loris Capirossi didn't have the right bikes.

This new Latin/Japanese bloc has raised 250 racing onto an altogether higher level, and monopolised the race winner's podium in the process. Their speed through the corners is astonishing to be-

250cc World Championship
FIM Fact File

Rd 1: AUSTRALIA

Eastern Creek March 28

Japanese newcomer Harada caused a sensation as he took victory from Kocinski with a perfectly timed drive out of the final corner in an action packed 250 title opener. The pair were left to fight it out for victory after Capirossi fell on lap 18 and fellow Italian Biaggi slowed with gearbox problems to end a four way battle.

Fourth place was snatched in a photofinish by Okada from fellow Japanese Aoki.

- 1 T. Harada (Telkor-Yamaha Valesi)
- 2 J. Kocinski (Lucky Strike Suzuki 250)
- 3 M. Biaggi (Rothmans Kanemoto Honda)
- 4 T. Okada (HRC Rothmans Honda)
- 5 N. Aoki (Kanemoto Racing)
- 6 C. Cardus (Carlos Cardus Honda)



WAVE TAKEOVER

hold, and it's even got the 500 stars a little nervous. The top 250 men are now closer to the 500 lap times than ever before. At Jerez Harada was just 1.1mph off Kevin Schwantz's pole position lap speed, on a bike which goes almost 30mph slower.

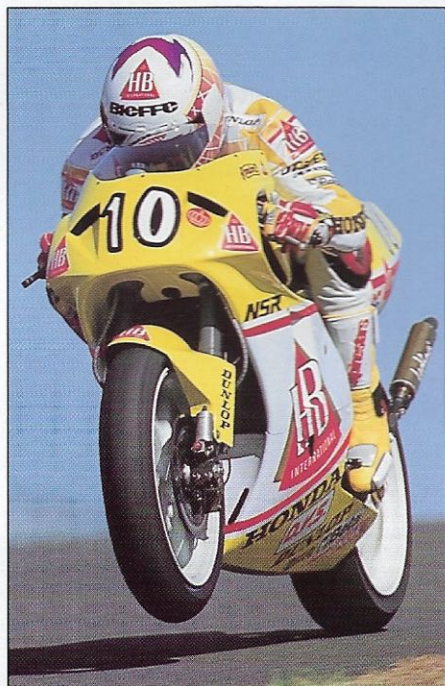
Harada exploded onto the GP scene at the very first GP of the year in Australia. His factory Yamaha TZM250 was far from the fastest bike in the race, but he ran rings round the Hondas, and out-foxed none other than 1990 250 champ John Kocinski on the rush to the line.

That dizzy victory signalled two things: the arrival of a Japanese genius, and the beginning of the end for Kocinski and Suzuki. Those who considered the win a fluke ate their words at the next GPs in Malaysia and Japan where Harada was second and first.

But the doubters still weren't silenced. "Wait till we get to Europe!" they cried. And Harada won first time out in Spain.

There have been fast Japanese riders before, but Harada leads a new genera-

Tetsuya Harada – the new broom sweeping clean.



Romboni set to fight back from injury?
tion from the Land of the Rising Sons: bloodied in red-hot Japanese national racing, coached by factory technicians and thrown into GPs with full-factory backing.

Even amongst this new wave, Harada stands head and shoulders above his compatriots.

It's true that Japanese riders often lose momentum when they hit Europe. The unfamiliar lifestyle and race tracks take their toll, but Harada has proved up to the task. He's a genius at learning new circuits and is quite capable of riding for

FIM 250cc World Championship Fact File

Rd 2: MALAYSIA

Shah Alam

April 4

Aoki won his first grand prix with a close call victory over Harada at the end of a 250 race that saw the result thrown into confusion when several top placed riders were penalised for jumping a controversial start. Okada remained third after a close race with Capirossi who was relegated to 12th by the officials while fifth over the line Biaggi dropped to 17th. Romboni and Kocinski were credited as fourth and fifth. Cardus and Ruggia were the other penalised riders.

- 1 N. Aoki (Kanemoto Racing)
- 2 T. Harada (Telkor-Yamaha Valesi)
- 3 T. Okada (HRC Rothmans Honda)
- 4 D. Romboni (HB Racing Team Italy)
- 5 J. Kocinski (Lucky Strike Suzuki 250)
- 6 H. Bradl (HB Honda Germany)

As the action unfolds and the competition increases, it seems the modern day rider is the total all-rounder, but is he any more complete than yesterday's hero? Michael Scott investigates ...

The Greatest?

After the umbrella girls and uniform-clad chief mechanics have left the starting grid, it remains a blaze of colour. The vivid fairings, leathers and signature crash helmets see to that, as the riders themselves withdraw into their special pre-race world.

But wait. Here is a late-comer, dressed in all-black leathers (rather tatty, with tape round the top of his black boots) who walks out to his bike with a confident swagger, grinning broadly, and giving some of his rivals a concentration-sapping slap on the back. Then he straddles his bike, snaps his two-plane goggles into place, and his prominent chin, swathed in a white handkerchief, juts out beneath the silver pudding-basin helmet as he turns a piercing gaze on the starting lights.

Is it ... can it be? Yes. It's none other than Mike the Bike, back (at least in the imagination) to answer the old question – can yesterday's heroes stand up against today's main men?

The modern world championship series began in 1949 – but the club saloon arguments go back far further into racing history. Fans between the wars may have argued the merits of new superstar Stanley Woods against early TT hero Charlie Collier, who won twice on a Matchless of his own design. How about Duke versus Surtees. Nieto versus Spencer. Agostini against Roberts.

And so it goes on – perm any names from the Hall of Fame, and you can speculate all night on their relative merits.

On the one hand, the previous generation of heroes had things tougher, not least because the machines were more primitive and they commonly used to race in three classes in one day. The circuits were challenging (in other words, frighteningly dangerous) and the races generally last an hour (the Isle of Man TT two hours) compared with a modern 45-minute gallop.

On the other hand, the new generation have it tougher, because they are operating much more exacting technology at much higher speeds.

Of all racing's greatest heroes, the man to answer the question would have been Mike Hailwood. Indeed, in a way he did so.

Mike retired from bike racing in 1967 after a glittering eight-year career including 76 individual race wins, and nine World Championships, (he subsequently drove F1 cars, among other things). When he left, four-strokes still ruled all but the smallest classes, tyres had tread patterns, and riders wore open-face helmets and (at least in his case) appeared to enjoy themselves.

Then, 11 years on, he made an unexpected return to the Isle of Man, one of his finest stamping grounds, and not only took a Ducati four-stroke to a fine win in the 1978 F-One TT, but more significantly rode a Suzuki RGV to a magnificent runaway win in the 1979 500cc Senior.

His 14th TT win, after more than a decade away, was accomplished at record speed on a modern-era GP bike, a feisty four-cylinder two-stroke with expansion-chamber exhausts and a snappish throttle response that had actually pitched him off in practice. It was a world away

Continued on page 57

Principal players



Tetsuya Harada



Doriano Romboni



Helmut Bradl



Massimiliano Biaggi

FIM 250cc World Championship
Fact File

Rd 3: JAPAN

Suzuka

April 18

Harada added another 250 win to his tally that was handed to him on a plate by Capirossi who fell while leading on the last lap.

The Telkor Yamaha rider however was not allowed to cruise home as he came under heavy pressure from Okada.

Romboni continued his progress up the table with a good third after holding off Ruggia and staving off a closing laps attack from Aoki.

- 1 T. Harada (Telkor-Yamaha Valesi)
- 2 T. Okada (HRC Rothmans Honda)
- 3 D. Romboni (HB Racing Team Italy)
- 4 L. Capirossi (Marlboro Team Pileri)
- 5 J. Ruggia (Aprilia Racing Team)
- 6 J. Kocinski (Lucky Strike Suzuki)

points when his TZM is out-powered on fast tracks. On tighter, more technical circuits he is devastating. His last lap moves on Kocinski at Assen had the mouths of seasoned GP hacks dropping open. And if you need final proof of just how good he is – check the results of fellow TZM riders: Pier-Francesco Chili and Jochen Schmid.

Harada is stunning on the track, but he has another crucial weapon in his race-winning armoury: he's technically brilliant, and as GP racing gets more high-tech with every race, riders must be able to handle computer technology. It is said Harada can notice and expertly analyse the difference achieved by the tiniest adjustment to the TZM's engine or chassis. As Honda Racing Corporation chief Yoichi Oguma says:

"Our new generation Japanese riders are digital riders, our old generation were analog."

Honda must be kicking themselves for not spotting Harada's talent when Yama-

Biaggi needs victory here.





Brad, fast and hard charging.

he did – when he was just 19. Because without Harada, Honda's two new Japanese stars, Aoki (him with the Dr Spock ears) and Tadayuki Okada would be impressive debutants. As it is they live in Harada's shadow.

True, Aoki beat Harada to win the Malaysian GP, but he's fallen victim to the problems which afflict so many Japanese on the long European haul. Okada has yet to win a GP, but he looked stronger than Aoki until he broke an arm in a nasty tumble at the Salzburgring.

By rights the Honda NSR which Aoki, Okada and six other men ride should be leading the title charge. After Honda came close to getting beaten by Aprilia's lightning fast AF1 in 1992, HRC technicians got their fingers out over the winter and turned the NSR from an unwilling slug into a rocketship. Nothing can live with an NSR250 in a straightline this year. And

while the NSR isn't a sweet handling as Yamaha's TZM, it's not the pig it used to be.

Harada has been let off lightly though. HB Honda's Romboni was well into a mid-season title charge when he baled-out at Assen, broke a leg, and ended his championship hopes.

You'll probably remember Romboni from Donington '92. Both he and Capirossi were loaned NSRs for one race to see what they could do on full-factory bikes. Romboni made the podium, while Capirossi went backwards with tyre problems. Both did enough to justify full-time NSR berths for 1993, so the race was on – to see who could be the first to top a 250 podium.

Romboni won the battle. The man with the cropped cranium bullied his way past Capirossi to win the Austrian and German GPs on the very last lap. In Austria he barged past his compatriot five corners from the flag, clashing fairings at 140mph. Obviously he wanted to win.

But Romboni overdid it in Holland, leaving Capirossi to score his first win on his Marlboro Team Pileri NSR. Only 20 years old, Capirossi became the youngest ever world champion when he won the first of two 125 crowns in 1990, aged just 17. He won his first GP that year at Donington, and he rates the track as his favourite.

Last season Honda only ran four NSRs, but the Aprilia scare prompted HRC to make a rapid U-turn on their plans to reduce the number of 250 factory bikes. There are now eight NSRs, with Helmut Bradl, Max Biaggi, Alberto Puig and Carlos Cardus completing the line-up.

German Bradl is back to form this year on his HB NSR after a grim '92 racing Michelins for the first time; Max Biaggi left Aprilia to join Erv Kanemoto and Rothmans, and took the first half of the season

The Greatest?

Continued from page 49

from the MV Agustas and Hondas and even Nortons that had brought him victory there before.

And it was proof incarnate that ability was more important than technology, that talent spanned the generations ...

Or was it.

By then the TT was a downgraded meeting, its world championship status gone, the current generation of mainly American stars were tyresliding on purpose-built tracks. Sure it was great that Mike won, but he really didn't have a whole lot of his peers to race against.

The usual way to resolve these questions is to ask those concerned, then balance up their opinions. Alas, in this case it is a waste of time. All the old racers will say (indeed, have said many times) that of course they could win again now. Just give them their youth back and a competitive bike, and they'd show these youngsters a thing or two. I have heard such sentiments expressed many times, by riders including Stanley Woods and Phil Read. Hailwood, asked the same question before his premature death in a road accident in 1981, gave his usual self-deprecating grin and said succinctly: "Can't see why not."

Some of the current heroes, especially the Americans, don't really even know who Hailwood is. They're too busy making racing history to go studying it as well. And they tend to share a viewpoint firmly rooted in the here-and-now: that those old guys don't know nuthin' about what it's like to ride a modern GP bike on modern tyres and suspension.

In this respect, the new guys have a point. The technology has leapt ahead so as to make completely new physical and mental demands on the riders. Today's carbon-fibre brakes, for example, generate power undreamed of by Hailwood and his peers, imposing tremendous strains on the wrists and forearms; and the horsepower similarly makes acceleration into a wrestling match.

But it is in the corners that the difference between ancient and modern 500s is most acute. Riders of both machines play the same game – flirting with the outermost limits of the tyres capabilities; but these have changed radically.

In the days of treaded tyres, the riders tried to stop just fractions short of loss of adhesion. As Geoff Duke explains: "We used to get to the point on the Norton, which steered superbly, where we would be drifting both front and back wheels slightly on fast corners. But in general when a slide developed, you'd close the throttle to get it back under control. Sliding tyres meant you were scrubbing off speed, losing time."

All that has changed. Vaulting power outputs now give the riders wheelspin at will, and they use it to the full. The riders who win races are those who exploit to the maximum the grey area between sliding and crashing. Like crazily fast dirt-trackers, they use the spin to pitch their bikes sideways out of turns, allowing them to get the power on earlier and harder.

One of the first to exploit this technique was Freddie Spencer, in his classic title win over Kenny Roberts in 1983. "We were sliding the bikes because we had no choice," he explained. "We were each pushing the other, raising one another's ability race by race. At that pace, the tyres would only last a few laps before they had no grip left. And we were still racing as hard as we could go."

Certainly the physical effort and the need for athlete-standard fitness is part of modern racing as never before, and this is reflected by the fact that it became increasingly rare for riders to contest more than one class as modern racing developed. Kenny Roberts attempted both 250 and 500 in his victorious GP debut in 1978, but found he had to abandon the smaller bike to concentrate his efforts in claiming the first of three back-to-back championships in the premier 500 class.

Spencer was the last rider to make a serious double bid, winning 250 and 500 titles in 1985. But

250cc World Championship Fact File

Rd 4: SPAIN

Jerez

May 2

Harada stormed away to a clear victory to open a 41 point lead over Okada who ran off the track on the third lap and had to fight from the tail end to make seventh.

All the action was for second place that started with advantage to Capirossi but ended with him slipping back to tenth with tyre problems.

The decision finally went to Biaggi by a fraction from Ruggia as Kocinski kept his slower Suzuki in fourth.

- 1 T. Harada (Telkor-Yamaha Valesi)
- 2 J. Ruggia (Aprilia Racing Team)
- 3 M. Biaggi (Rothmans Kanemoto Honda)
- 4 L. Capirossi (Marlboro Team Pileri)
- 5 L. Reggiani (Aprilia Racing Team)
- 6 D. Romboni (HB Racing Team Italy)

Continued on page 54

Continued on page 55

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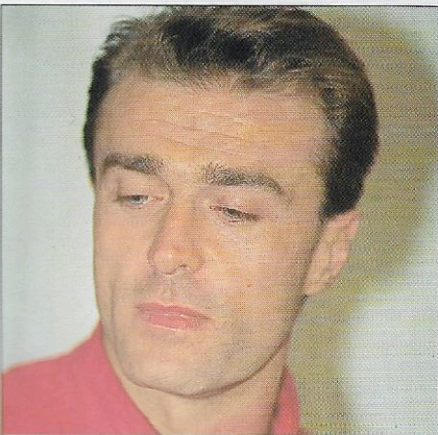
Men of the Moment



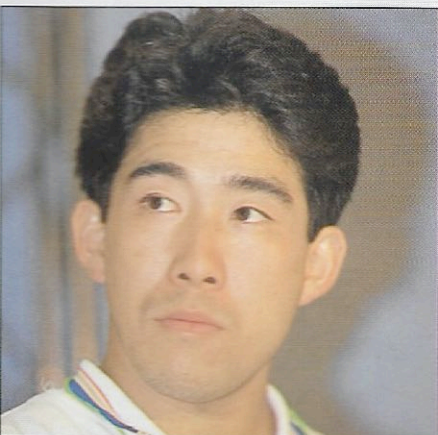
Loris Capirossi



Nobuatsu Aoki



Pierfrancesco Chili



Tadayuki Okada

FIM 250cc World Championship Fact File

Rd 5: AUSTRIA

Salzburgring

May 16

Romboni moved in to challenge for the championship lead with a close call victory over Capirossi and Bradl.

Down on speed championship leader Harada could only manage sixth behind a disappointed Biaggi and a delighted Reggiani who at least produced some of his old form.

- 1 D. Romboni (HB Racing Team Italy)
- 2 L. Capirossi (Marlboro Team Pileri)
- 3 H. Bradl (HB Honda Germany)
- 4 L. Reggiani (Aprilia Racing Team)
- 5 M. Biaggi (Rothmans Kanemoto Honda)
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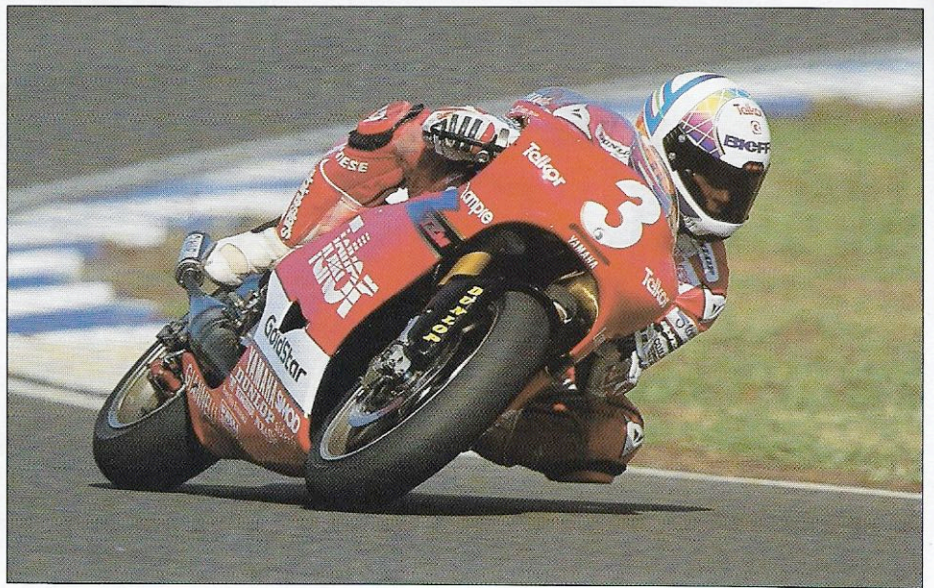
Continued from page 54

to get up to speed; and Spaniards Puig and Cardus have both struggled to stay on the pace forced by the new breed of 250 men.

HRC's steamroller would've worked if it hadn't been for Harada, but it's certainly flattened Aprilia's 1993 effort, spearheaded by veteran Loris Reggiani and elbow-scraping Jean-Philippe Ruggia, has .

The Italian factory worked hard last winter to maintain their technical advantage but they never expected Honda to make such a giant leap forward. It took them several GPs to get their 1993 chassis working and even now Ruggia and Reggiani's disc valve AF1s can barely hold onto an NSR's slipstream. They get faster with every race though, and by the time they get to Donington...

This year there are more factory 250s on the grid than ever before (16 in all), and with points going to the top 15 finishers in



Pierfrancesco Chili needs to find winning ways.

Capirossi broke his seasonal "duck" at the Dutch TT.

FIM 250cc World Championship Fact File

Rd 6: GERMANY

Hockenheim

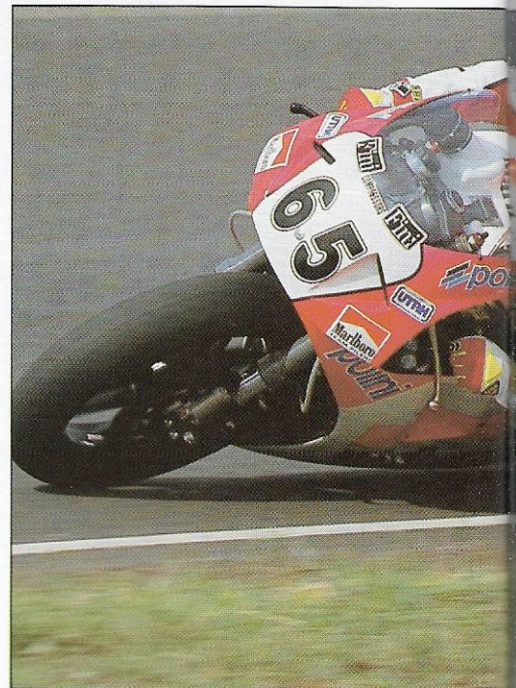
June 13

With two wins in a row Romboni moved a little bit closer to sixth placed championship leader Harada.

But the Italian had to thank fellow countryman Capirossi for the title chase boost because the former 125 champion let him through when he ran wide on the last lap.

Bradl desperate for a home win to re-charge his title hopes, missed the last lap signal and failed to make a planned final counter attack.

- 1 D. Romboni (HB Racing Team Italy)
- 2 L. Capirossi (Marlboro Team Pileri)
- 3 H. Bradl (HB Honda Germany)
- 4 M. Biaggi (Rothmans Kanemoto Honda)
- 5 L. Reggiani (Aprilia Racing Team)
- 6 T. Harada (Telkor-Yamaha Valesi)



Rd 7: DUTCH TT

Assen

June 26

Capirossi finally clinched his first victory of the season in masterful style. He led from the start and was never headed.

Harada, performed the impossible by overtaking Kocinski twice on the final lap to take second place from the American who performed miracles himself to get from tenth to a challenging position, but still parted company with Suzuki after the race.

Second in the championship Romboni crashed as fifth finishing Bradl strengthened his third place.

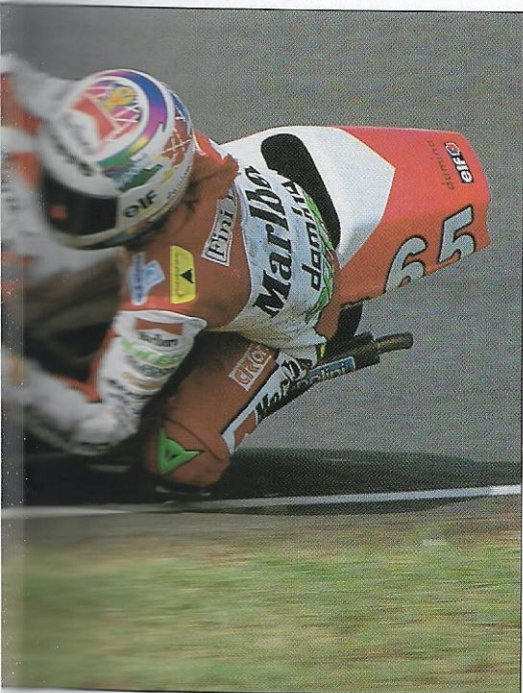
- 1 L. Capirossi (Marlboro Team Pileri)
- 2 T. Harada (Telkor-Yamaha Valesi)
- 3 J. Kocinski (Lucky Strike Suzuki)
- 4 J. P. Ruggia (Aprilia Racing Team)
- 5 H. Bradl (HB Honda Germany)
- 6 L. Reggiani (Aprilia Racing Team)

each race, you don't get to run up front just because you've got a factory missile between your legs.

That fact has struck home hardest on Suzuki and Gilera. Suzuki's RGV250 is now in its third season, and factory bosses must've thought they'd already got the title won when they signed up Kocinski. After all, he'd won the 1990 250 crown at his first attempt, thrashing a posse of Honda riders on his slow Yamaha YZR.

History will record the Suzuki plan didn't quite work like that. The RGV is well short of the NSRs, and Kocinski quickly fell out with his French Lucky Strike team. By mid-season the two sides were reduced to hurling insults at each other in the international press. John Boy finally went too far when he (allegedly) blew up an engine on the slow-down lap at Assen, and failed to keep his date with the podium for a spot of champagne spraying.

He left Suzuki! The team hired impres-



sive Kiwi Simon Crafar, while Kocinski cast around for a spare bike. He may be on an Aprilia at Donington, or he may not be there at all. A tragic waste of a brilliant talent.

Honorary Brit Crafar (he's an ex-Honda Britain pilot) rode to tenth in his first ever race on the RGV, a week after he caught Suzuki's eye with his ride to ninth at the Dutch 500 GP on a year-old Harris. One day he was a struggling privateer, the next a handsomely-paid factory rider, living in the south of France.

But money isn't (quite) everything in GP racing – as Alessandro Gramigni and Paolo Casoli will tell you. They both

Rd 8: EUROPE

Barcelona

July 4

Biaggi finally won his first race in the Rothmans colours. He broke clear thanks to back markers with two laps to go and crossed the line just over two seconds ahead of team mate Okada.

Local rider Puig, Aoki and Ruggia were in close attendance.

Crafar finished tenth first time out on the Lucky Strike Suzuki and sealed a contract for the rest of the season.

Championship leader Harada struck engine trouble on the first lap.

- 1 M. Biaggi (Rothmans Kanemoto Honda)
- 2 T. Okada (HRC Rothmans Honda)
- 3 A. Puig (Ducados Honda Pons)
- 4 N. Aoki (Kanemoto Racing)
- 5 J. P. Ruggia (Aprilia Racing Team)
- 6 C. Cardus (Carlos Cardus Honda)

signed for the massive Gilera concern, but however much money the Italian factory throws at its pretty 250 GP bike, the machine remains doggedly uncompetitive. Both men have crashed regularly trying to make up through the corners what their bikes lack on the straights, but, as any 250 privateer will tell you, it's a method of attack which doesn't work.

Rd 9: SAN MARINO

Mugello

July 18

Capirossi gained his second 250 win with a finish line decision over pole setting fellow Italian Reggiani.

The pair were left to battle it out for victory after championship leader Harada was forced to drop out of a three way contest by tyre problems and settle for third.

Ruggia was a close fourth, heading off the challenge of Biaggi who was involved in a real scrap with Okada.

- 1 L. Capirossi (Marlboro Team Pileri)
- 2 L. Reggiani (Aprilia Racing Team)
- 3 T. Harada (Telkor-Yamaha Valesi)
- 4 J. Ruggia (Aprilia Racing Team)
- 5 M. Biaggi (Rothmans Kanemoto Honda)
- 6 T. Okada (HRC Rothmans Honda)

The Greatest?

Continued from page 51

the effort took so much out of him that he has come nowhere near the front of a GP ever since.

Contrast this with the established practice of the Fifties and Sixties, where works riders were contractually obliged to race three classes (usually 250, 350 and 500) while the impecunious privateers did so in order to bump up their start and finish money.

The first rider to win three races in a day was Jim Redman, riding Hondas at the 1964 Dutch TT at Assen. Hailwood went on to repeat the feat five times, all but once in the 250/350/500 combination. Admittedly two were at the Isle of Man, where races took place over a week, but the rest were same-day wins in East Germany, Czechoslovakia and Assen ... off one bike and onto the next. He also took 11 double victories in his eight-year GP career; which was almost crowned in his last year of 1967 by a triple championship: he won the 250 and 350 crowns for Honda, but was just pipped by Agostini's MV Agusta for the 500 title after a bitter struggle.

Sure now, that was tough work. The bikes may have been less physically demanding, but the effort of concentration over three races must have been utterly draining. But if it can hardly be more tough, it is certainly not less so at a modern GP, where just one 40-minute bout can leave a rider looking like an old man. Both cases demanded 100 per cent, and the common factor is the riders' ability to provide that dedication.

Not surprisingly, Giacomo Agostini supports the view that talent is what matters, and that great riders would be great riders whenever they were born. In other words, bring back Mike in his prime and he (or indeed 122-times GP winner Ago himself) would win again.

"Of course, riding ability is important," he said. "But the vital element is the passion. The rider must want to win with all his heart, so that it is the only important thing in his life. That is what made Mike and I have such great races together, and now as a team manager I am always looking for riders who have the same passion to win."

Contemporary team boss and later racer Kenny Roberts propounds a more scientific view, while agreeing in every respect. "Racing a motorcycle is not an art, but a science, dealing with things like adhesion, centrifugal force and momentum. I believe that the riding skill can be learned. The important thing is wanting to learn it, and applying yourself."

Both of them end up with the same conclusion: that a rider who in his time had been dominant – like Hailwood, or indeed like themselves – would be so again if he could be transplanted to another time. It is not that he has special physiological equipment that enables him to control a bike better than his rivals, but that he applies the same or similar techniques to better effect than them.

But there is another factor to consider – what might be called the Olympian Effect. It is that ultimately entirely physiological phenomenon whereby athletes continually set new records.

A modern sportsman can run faster and jump further and higher than his counterpart of only 10 years ago. Some of this is due to science, and some to the simple matter of having a goal to beat. But the first four-minute miler, if asked whether he could have run that race at today's world record time, would have to answer no. He was at his limit. That was his best.

A modern GP racer must also hone himself to peak physical condition. All spend long hours running, mountain biking, working out: if they do not, then they will surely have problems with fatigue during a GP. But even this is not a direct matter of physical tiredness making it difficult to control the bike, but the adverse effect fatigue has on mental concentration.

Motor sport is different from athletics. It involves machines and technology, where annual improvements are easily quantified, and record power figures owe nothing to illicit performance-

Continued on page 58

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Fixtures 1993

Sat/Sun September 4/5

FIA Historic Championships

FIA Historic Championship for Historic Cars (Sports Prototype, GT Cars, 2 seater racing cars up to '65), FISA Trophy for Historic Cars (single seater up to '66), FIA Cup for Historical GT Cars, Historic F1, F2, Group 6 Sportscars



Sat/Sun September 11/12

AUTO TRADER BRITISH TOURING CAR CHAMPIONSHIP
Spectacular 'double' round of the British Touring Cars plus F. Vauxhall Lotus, F. Vauxhall Junior, F. Renault, R. Clio, F. Fiesta, FF1600, Int. Supersports

Sat/Sun September 24/25

INTERNATIONAL SPORTSCARS

Int. Sports GT Cup race (Sat), 1993 Interserie Sportscar Cup plus Euro F. Ren, Euro FF1600, Ferrari v Porsche, Citroen Eurocup, Euro VW Polo, Porsche Prod, Hist Sals, Nat. Sals, Prospert 3000, Beetles

Fri/Sat/Sun October 1/2/3

FIM WORLD SUPERBIKE CHAMPIONSHIP

The penultimate round of the FIM World Superbike Championship held over 2 legs, plus FIM Euro S-Sports 600, Int. Singles, Int. 250

The promoters/organisers reserve the right to amend/cancel a programme or meeting without notice.



Sat/Sun Oct 9/10

British F2 Championship Final

The final round - British F2, Thundersaloons, Tandon F3, TVR Tuscan, Honda CRX, VW Polo, F. First, Sup Road Sals, Vecta Fords, Caterham Vauxhall



Sun October 31

International "Shoot-Out"

Touring Car Shoot-Out race plus FF1600, F. Vauxhall Junior, Caterham Vauxhall

Sun November 21

RAC Rally Special Stage

Double stage counting to Britain's round of the FIA World Rally Championship

DERBY EVENING TELEGRAPH JUNIOR MEMBERS CLUB

PRIZE WINNERS - FRIDAY JULY 30th

Members of the Derby Evening Telegraph Donington Members Club receive benefits at all Donington race meetings and with a membership of approximately 3000, we welcome many of you here to Donington today as this is Members Day - with free admission.

In addition, there is a Junior Members Club where all Junior Members are eligible to enter the Lucky Draw competition held at each meeting.

The following prize winners were pulled out of the hat for the Grand Prix Lucky Draw.

Prize winners are to collect their prizes on Friday July 30th between 10 and 4pm from the RACEWAYS SHOP which is located in the Donington Museum Buildings, at the main public entrance. To collect your prize, please produce your membership card.

1st prize - 1 set of Donington Junior Team Overalls won by:

Jamie Hinchliff (Membership No 59) from Ripley.

Twelve runners-up prizes, each win a Donington T-shirt or Hat:

Richard Fletcher (No 96) from Castle Gresley;

Wayne Bridges (No 153) from Long Eaton;

Steven Blagg (No 165) from Ripley;

Matthew Fisher (No 179) from Burton-on-Trent;

Kelly Garratt (No 186) from Spendon;

Laura Bowler (No 226) from Sinfin Moor;

Claire Bowler (No 227) from Sinfin Moor;

Karron Bowler (No 228) from Sinfin Moor;

Jason Bowler (No 229) from Sinfin Moor;

William Lee (No 279) from Castle Donington;

Nathan Thakar (No 296)

Darren Hayes (No 306) from Belper.

**PRIZES HAVE TO BE
COLLECTED ON
FRIDAY JULY 30th**

The **GROAN** of burning rubber, the **AROMA** of
toasted brake pads, the **WALL** of tortured engines,
the **SKID SCRAPE THUD HISSSSSS** of
perfectly good motorcycles being reduced to scrap and
the **EEEWAAH EEEWAH** of the ambulance.

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Performance
BIKES

Rd 1: AUSTRALIA
 Eastern Creek March 26

German rider Raudies was a clear victor of a race that did not live up to the exciting expectations of the class. Sakata was left a secure second after Waldmann went out with machine trouble on lap 21 while pole setting Spaniard Giro lost a third place chance when he crashed out with German rider Koch on the last lap.

Rd 2: MALAYSIA
 Shah Alam April 4

Raudies added a second victory again over Sakata in the 125 race. Raudies was always in command while Sakata had a lucky escape when he and Saito, who crashed, touched on lap nine as they battled for second. His teenage team mate Tsujimura then took over third spot.

Rd 3: JAPAN
 Suzuka April 18

Raudies continued his 125 domination when he again took victory from Sakata and Tsujimura. Britain's lone representative Hodgson missed the points by just one place.

Rd 4: SPAIN
 Jerez May 2

Sakata finally made the number one spot he deserved and actually took over a 10 point lead from Raudies who crashed on the second lap while trying to make up time from a poor start. Waldmann at last got his Aprilia into contention with second place ahead of Tsujimura. Hodgson made the points for the first time with 12th place.

Rd 5: AUSTRIA
 Salzburgring May 16

In just his fifth grand prix Tsujimura headed team mate Sakata over the line for a first victory. After beating Raudies fair and square Sakata extended his championship lead.

Rd 6: GERMANY
 Hockenheim June 13

Raudies was back on winning form and romped away to a nine second victory over Sakata whose championship lead dropped to ten points. Just the same the Japanese rider was the hero of the day, fighting back to the runner-up spot after dropping to 19th when he ran off the track on the fifth lap.

Rd 7: DUTCH TT
 Assen June 26

Although he did not make the expected rapid start Raudies added another victory that brought him to within four points of second placed leader Sakata who again fought back from a mid-race excursion. Austrian rider Baumann gained his first podium in third while third in the championship Tsujimura crashed out on the last lap while battling with Baumann.

Rd 8: EUROPE
 Barcelona July 4

Ueda snatched a close 125 verdict in a race to the line with Waldmann as third finishing Saito completed a form book upset. Championship leader Raudies could only make fifth when an electrical fault slowed his Honda and his main challenger Sakata went out with a failed water pump. Local rider Giro crashed with four laps to go while a clear leader and retained his non-scoring record for the season. Hodgson finished 19th after being run off the track in a first corner incident.

Rd 9: SAN MARINO
 Mugello July 18

Raudies again dominated the 125cc race finishing well clear of a second place scrap that finally ended with Sakata and Saito grabbing second and third places. Lone Brit Hodgson finishing 20th despite riding for much of the race with a loose clip-on.

by John Brown

The smaller the better in 125 GP racing. Eight stone "weaklings" are running away with the glory this year, but these are no ordinary eight stone weaklings, writes Mat Oxley.

SIZE

Bravery comes pretty high on the list of requirements for 125 GP racing.

A 45bhp Honda RS125 or Aprilia AF1 may not be as fast or as scary as a 180bhp Honda NSR500. But 500 riders don't spend much of their time locking knees and elbows, barging rivals off the track, and doing the best motorsport impression of a rugby scrum.

In 125 racing it's just all part of the fun. Berserk ten man battles for the lead are the norm, or at least they are until microscopic German Dirk Raudies gets into gear.

More often than not this season Raudies has achieved the impossible – clearing off to win on his own in peace, while his pursuers are relegated to ten man dogfights for second place

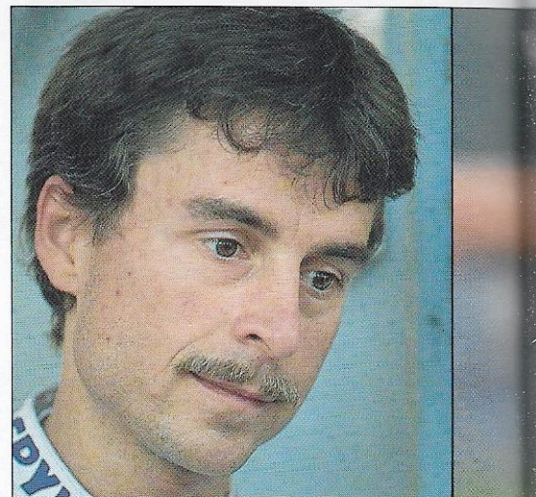
Ex-computer programmer Raudies has the fastest Honda RS125 in GPs – though that may have something to do with his weight. He tips the scales at less than eight stone, and is under five foot four inches tall.

His rivals, including factory Aprilia pilot Ralf Waldmann, have demanded a combined minimum weight for bike and rider to prevent the 125s becoming a class for midgets and misfits.

"Dirk has a combined 20kg advantage over me and my bike, and that is too much on a 125. It would probably

be too much on a 250 or 500 as well," said Waldmann. "He should have to add some weights to his bike to even things up a bit."

Raudies' bike doesn't even benefit from A-kit tune up goodies given to



Dirk Raudies – man in a hurry for the title.

favoured riders by HRC (the Honda Racing Corporation). Only four men got A-kits this year – Ezio Gianola, Noboru Ueda, Fausto Gresini and Jorge Martinez – and they've been off the pace most of the season. Instead Raudies got a B-kit from HRC, which his little team improved with some clever tuning work.

Sixth in last year's 125 series after

Kazuta Sakata – determined challenger.



DOES COUNT

winning his first GP in Brazil, Raudies only serious rival for the 1993 prize is Kazuto Sakata, who also got a B-kit. Hardly surprisingly, the A-kit men feel cheated.

Sakata burst onto the GP scene in

Japan in 1991, and then proved Japanese could win on unfamiliar tracks when he won first time out in Europe. Marlboro Team Pileri signed him in 1992, but it took him until Catalunya last month to get back to winning form.



1991, reinforcing the European theory that all Japanese GP racers are reincarnations of World War Two Kamikaze pilots. Sakata crashed at just about every race track, and if he didn't take anyone out with him, his rivals considered themselves lucky.

He was already fast in 1990, and got faster last year when he joined the Technical Sports Honda team. But he still fell off too often. Now the ex-Japanese champion has finally mastered the art of riding on the limit, instead of way, way over it. Back in May he won the Spanish GP to snatch the title lead from Raudies for five races.

Sakata has his allies this year too. Takeshi Tsujimura is his new Technical Sports team mate, and the 19 year old is already racing GPs like a veteran. He scored points in all but one of the first eight GPs, and won his first GP in Austria.

Last year Tsujimura only finished ninth in the Japanese 125 series; that should give you some idea of the depth of country's depth of talent. So far this season Tsujimura has even eclipsed the great Noboru Ueda.

'Nobby', as his Italian team crew call him, was the man who blazed the trail for Japan's new generation of GP stars. He won a GP first time out in

Poor Nobby had been struck by the A-kit curse.

"It's embarrassing having an A-kit," he said. "We are factory riders and yet we have some of the slowest Hondas on the grid."

Honda RS125s, whether A-kit or B-kit have utterly dominated GP racing's smallest class this season. Last year Aprilia won the crown for the first time, and in theory the Italian disc valve singles should be the better machines. The disc valve motors are arguably more suitable for 125 racing, and the bikes have hand-crafted chassis and trick rear suspension. Meanwhile the Hondas use disc valve motors (which have hardly changed since 125s first went single cylinder in 1988) and ultra-basic cantilever suspension. The Aprilias may handle better, but not well enough to make up for their straightline handicap.

Honda-defector Waldmann has proved Aprilia's most valuable asset. The German is a real never say die merchant, and however often the Hondas fly past him on the straights, he still rides round the outside through a turn, only to get blitzed on the next straight.

At Assen Waldmann got too brave,

The Greatest?

Continued from page 55

enhancing drugs. And while clearly to be successful a rider must hone his personal fitness to athletic levels, ability at press-ups or marathon running has never been the most important factor.

Winning races is more mental than physical, and Mike Hailwood was one who proved time and again that the man was more important than the machine. His reputation among his rivals was of a formidable competitor to whom machine weaknesses seemed relatively unimportant. It was Mike who won races, not the bike.

Nowhere was this more clearly illustrated than in his final season of 1967, on the phenomenally powerful four-cylinder Honda 500. In sheer speed, the Honda quite outclassed Agostini's MV Agusta, until then the dominant bike in the class. But the frame was too weak and the roadholding appalling. The 500 Honda was a tortured beast to ride, and the forthright Hailwood described it as "a camel"; and in another characteristic throwaway line said: "It'd be a good bike if they hadn't put the engine into last year's 350 frame."

Mike won the 250 and 350 titles that year, but not even he was man enough to win the 500 world title on this savage creature. That went to the superbly balanced man-machine combination of Agostini and MV Agusta. But it was close, damned close, and would have gone the other way had gearbox failure not robbed Mike of victory in the penultimate GP at Monza.

Hailwood made such a magnificent fight of it. It went over 10 rounds, some at tracks or at venues still used in today's championship. At the end, both Mike and Ago had five race wins, with Hailwood usually coming off best when circumstances brought them into direct confrontation. But Ago had three second places and Hailwood only two, and that was enough to give victory to Ago.

The battle yielded a number of classic races, still spoken about today. Perhaps the greatest of them was the Isle of Man Senior TT, where Hailwood struck spectators dumb as he wrestled the writhing, screaming Honda from bump to bump, almost ricocheting off the stone walls lining the supremely difficult 37.75-mile road circuit. Separated on the road by the staggered starting system, the two fought back and forth, first Ago leading, the Hailwood. But when he pitted the Honda, he called for a hammer. The throttle twist-grip had worked loose on the handlebar, making it difficult and dangerous to ride at all, let alone at lap record speed.

Ago led after the pit stop, but a rampant Hailwood gradually cut the gap back over the next three laps of the mountain circuit. Timekeepers at the start of the final lap had Hailwood in front, but Ago had fought back. Then barely four miles from the finish, his MV's drive chain broke, and his race was over. Just as well, for Mike, whose throttle was loose again, to the point that "I rode almost the whole last lap one-handed."

Modern two-stroke GP racing is replete with heroes who have fought against machine adversity, and sometimes won: Kenny Roberts on tyres that would barely last quarter of a race before being all used up; Freddie Spencer on the four-stroke NR Honda of 1981, lying fifth at Silverstone before it blew up; Wayne Gardner winning in Australia in 1990 after snapping off the fairing during a near-crash so that the belly-pan was dragging on the track in left-hand corners ... This is the stuff of legends of heroism.

And since that is the one thing about racing that hasn't changed, from the birth of the world championship until today, that means that the heroes are essentially the same breed of men, no matter how different the manner and machinery of their achievements.

In other words, yes, Mike Hailwood would win again today, all other things being equal. But he probably wouldn't win every race, and the modern class heroes would certainly give him a hard time. And there are more of them in 1993 than before, with racing more competitive now than ever in its history.

Perhaps it is better for everything to stay the way it is after all, and just keep on arguing about it.

Continued on page 60

Size does count

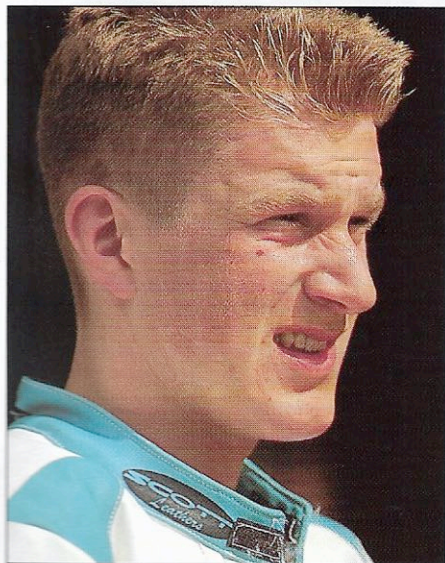
Continued from page 59

and caught his front brake lever in a Honda rival's fairing, his front wheel locked and Waldmann was ejected over the handlebars. Two weeks later he was six hundredths of a second off winning his first GP on the Italian single. Brave man.

Of course it's the riders to get the gravel rash and broken bones, but the 125 class is just as unforgiving for engineers. Half a horsepower makes a crucial difference when you've only got around 45 to race with. And in 125 racing, you don't simply lay out half a million dollars to lease a factory bike. You have to do the work at home yourself.

That's okay if you've got a budget to pay for days of dyno time, days of tuning work, and more days on the dyno.

Britain's sole 125 charger Neil Hodgson certainly doesn't have that kind of cash behind him. His team, run by ex-GP rider Roger Burnett, is in the midst of its first world championship year, so both his crew and the 19 year old from Burnley are finding their way in racing's first division.



Hodgson – learning fast and very competent.

The 1992 Supercup champ is already scoring points, and is climbing a steep learning curve. Last he raced abroad for the first time, and entered the 125 Euro round at Hockenheim. When he returned there for June's German GP, he lapped the high-speed track 17 seconds faster than he'd done in 1992. If he can maintain that rate of progress, he'll be right there in 1994. But he won't do it without decent cash backing.

Superbike heroes

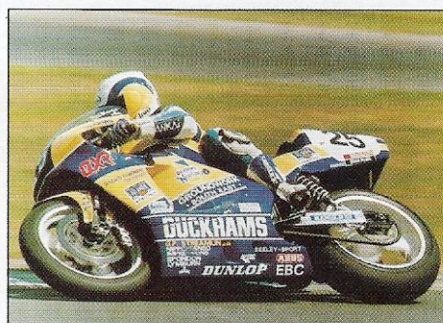
Superbike racing is back on the menu at the British Grand Prix, and it has an International flavour, bringing together not only the best of British but also a strong French contingent.

The continental visitors may be taking a step into the unknown, but for the Brits, it is a case of business as usual in front of the sport's biggest domestic crowd.

Two years ago, when Superbike racing was last on the GP card, Ron Haslam took a highly popular victory for the JPS Norton team, and now the marque is back and looking for more glory, with the Duckhams-backed machine, in the hands of Jim Moodie.

The "Flying Scot" is keen to grab a slice of the Donington glory in a year that has seen him achieve his big ambition of winning TT races at the Isle of Man.

But the task ahead of him will be pretty tough. Steve Hislop lines up



Norton won the Superbike race at the GP two years ago – can Moodie complete the double?

with an expensive and exotic Castrol Honda RVF determined to take another victory here.

Hislop, another rider with TT glory on his CV, won here back in May, outpacing James Whitham just, to win a British Championship race, and then, looking set to take a double,



Steve Hislop chases more Donington glory.

sliding off at the Esses in the great scrap with the Yorkshireman.

Whitham is expected to miss out on the GP date, to ride in Sweden alongside his Yamaha team-leader Rob McElnea, but that should not detract too much from the promised thriller.

Phil McCallen boosts the Honda challenge, and local ace Ray Stringer could be on song to upset the form-book with a rare Donington triumph.

And Peter Graves, the entrant of a machine in the British 500cc Grand Prix for Dave Jeffereies, will be in action in the support race, no doubt thinking back to last year when he featured in the day's main race, aboard his Harris Yamaha.

MOTORCYCLES SAVE LIVES

That's the slogan of worldwide motorcycling's own development program, Riders for Health. Working with development agencies in eight African countries, Riders for Health has brought the skills of the motorcycle community to bear in building up the management and training programs that enable health workers to use motorcycles to save lives in some of the world's most difficult terrain. Among those here today who have worked hard to raise funds and make the program work are Kenny Roberts, Randy Mamola, Kevin Schwantz, Wayne Rainey and hundreds of people in the paddock who want, as you do, to enhance the image of motorcycling and motorcyclists everywhere.

Further information:
Andrea Coleman, The Old Vicarage,
Norton, Daventry, Northamptonshire
NN11 5ND, United Kingdom.





October 1/2/3

Victors SBK

SUPERBIKE

WORLD CHAMPIONSHIP

RACE MEETING

"Carl's back for more"

FOGARTY v FALAPPA v MERKEL v SLIGHT v RUSSELL AND MORE AS THE BIG BIKES TAKE TO THE TRACK

The big meeting!

Friday October 1

1300-1400 European Supersports 600 - Free Practice
 1400-1430 Supermono - Free Practice
 1500-1550 World Superbikes - Free Practice
 1610-1640 International 250 - Free Practice

Saturday October 2

0920-0945 IHRO - Qualifying
 1000-1045 European Supersports 600 - Qualifying
 1100-1150 World Superbikes - Qualifying
 1200-1225 International 250 - Qualifying
 1235-1300 Supermono - Qualifying
 1400-1445 European Supersports 600 - Qualifying
 1500-1550 World Superbikes - Qualifying
 1615 10 laps International Historic Racing Organisation (IHRO Race)
 1700-1725 International 250 - Qualifying
 1735-1800 Supermono - Qualifying

Sunday October 3

0900-0915 European Supersports 600 - Warm-Up
 0925-0940 International 250 - Warm-Up
 0950-1005 World Superbikes - Warm-Up
 1015-1030 Supermono - Warm-Up
 1200 27 laps **FIM SUPERBIKE WORLD CHAMPIONSHIP**
 1330 25 laps **FIM European Supersports 600 Championship**
 1430 15 laps **International Supermono Trophy Race**
 1530 27 laps **FIM SUPERBIKE WORLD CHAMPIONSHIP**
 1645 20 laps **International 250 Trophy Race**

Book now - save cash

Advance Ticket Order Form

(Only orders received by September 20 will be accepted)

Saturday October 2: Qualifying & IHRO Race

Adult Trackside Enclosures at Advance Price* @ £5 £.....
 Support race Paddock Transfer EXTRA @ £3 £.....

Sunday October 3: 2 x 27 Lap FIM World Superbike Championship races and more!

Adult Trackside Enclosures at Advance Price* @ £13 £.....
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CREDIT CARD HOTLINE 0602 483456

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*Child aged 15 years and under, accompanied by an adult, FREE

Please send the tickets as shown I enclosed cheque/postal order, value £..... made payable to Two Four Sports Ltd.

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 Donington Park Racing,
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(No postage stamp required in UK)

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Tickets will be despatched two weeks prior to the event.

Sidecar World FIM Championship Fact File

The Sidecar World Championship is scheduled to be decided over ten races, five held at Grands Prix and five at rounds of the World Superbike Championship. The Donington race should have been the sixth round, but weather conditions forced the cancellation of the Zeltweg round and at the time of going to press it was not known if this race would be replaced.

Rd 1: GERMANY

Hockenheim (WSC)

Webster and Simmons got off to a perfect start in their bid to regain the world title as they took maximum points at the end of a slipstreaming battle with defending champions Biland and Waltisberg. The British duo were some 1.5 seconds clear at the finish after getting the chance to pull clear as Biland's engine momentarily died on the twelfth lap. Klaffenbock and Derek Brindley were front runners throughout and finished in third and fourth places.

Dixon set about taking fourth from Brindley but after succeeding dropped back to eighth when he struck engine trouble on the final lap.

Rd 2: GERMANY

Hockenheim (GP)

Biland was a winner all the way as Webster's title bid took a knock when he was forced to go into the pits for a wheel change when a tyre punctured as he battled for second place with the Guedel brothers. Although only four laps remained Webster salvaged some points with 14th place.

After dropping down to ninth Abbott and passenger Taifford forced back to second at the end of a three way closing stages battle with Guedel and Derek Brindley.

Despite losing their sidecar wheel arch in an early race collision, Dixon and brave passenger Hetherington made sixth place.

Rd 3: HOLLAND

Assen (GP)

Biland extended his championship lead with a clear cut victory of over four seconds. Webster fought back to second in the race after facing a tough challenge from Dixon. Abbott in only seventh place dropped down to joint third in the title hunt with Derek Brindley yet again just one place away from his first podium finish.

Rd 4: AUSTRIA

Zeltweg (WSC)

Race cancelled because of heavy rain.

Rd 5: CZECHOSLOVAKIA

Brno (WSC)

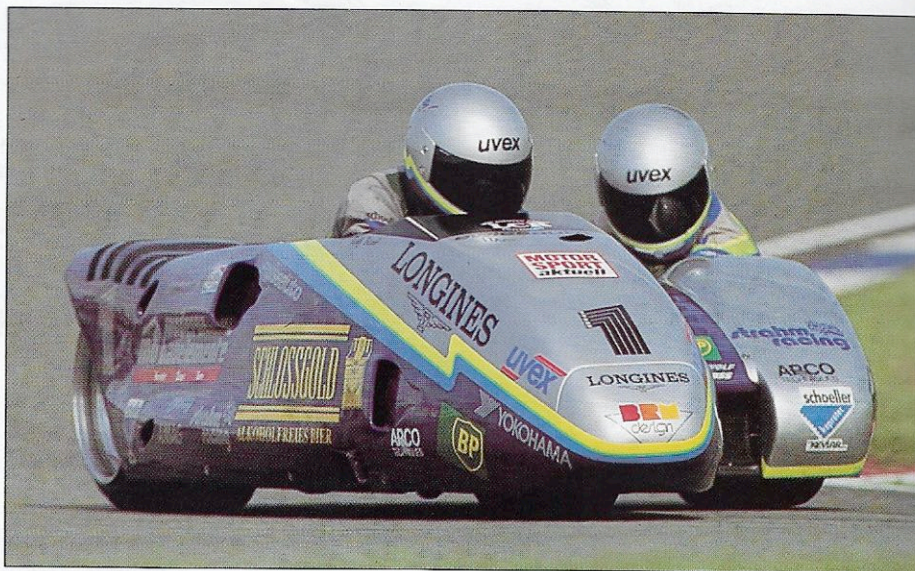
Biland took a big step towards retaining the world title with yet another victory while slow starting Webster could only manage fifth place. The British driver's second place in the title hunt has also come under threat with Brno runner-up Klaffenbock moving to within two points.

Impressive Derek Brindley missed the podium by one place for a second time but consolidated a challenging fourth in the championship.

In a disappointing day for the Brits Dixon failed to score.

Points are scored on the basis of 25-20-16-13-11-10-9-8-7-6-4-3-2-1 to the first 15 finishers in each race. All rounds count.

John Brown



Rolf Biland and Kurt Waltisberg – set to keep title?

It is a sad state of affairs but the three-wheel brigade is running out of road so far as Grand Prix racing is concerned. The number of countries prepared to welcome sidecar teams to their Grand Prix paddocks are getting less every year and there is little doubt that the future of their world championship is in jeopardy, writes George Turnbull.

Sidecars, of course, have not been popular in a number of countries since the world championships began in 1949 but they had to run a Grand Prix for them because they were part and parcel of the International Motorcycle Federation's championships.

But as soon as the FIM sold the rights to the championships for mega-bucks to private organisations the sidecars were out in the cold. Promises were made but it soon became clear that privatisation

of the championships did not include three-wheelers.

Teams were treated like lepers in some paddocks, were not even allowed into others. They went to Grands Prix not knowing whether they would race or not, whether they would be paid or not. Promoters said they were not their responsibility, and so it went on with no-one wanting to know the sidecars.

But the charioteers pressed on, generally at their own expense, and eventually common sense prevailed with the FIM organising a 10 round world championship for the sidecars ... five rounds to be run with Grands Prix and the remainder at various rounds of the World Superbike Championship. It was intended to be a two year deal.

This has run well so far this season but the Italian organisation which controls the Superbike series has now declared they do not want

“Get Redgate right and it

Steve Webster, who will be battling for a fourth Donington Grand Prix victory, to enhance his hopes of regaining the World crown, reckons that the secret of success here is all dependent on taking Redgate Corner correctly.

“Every corner, at least to Coppice, begins at Redgate, and because of the width of a sidecar, compared to a solo, it is even more important to get the right line.

“If you do, Craner can be taken flat and you are on the right line for the Old Hairpin – get it wrong and you can be fighting for the rest of the lap to put yourself back on course.

“Taking Redgate best of all is done by leaving a late apex and trying to make as

straight a line as possible through Craner Curves.

“It is possible to scrub off speed going into the Old Hairpin, you are flat out on the approaches, by throwing the machine in sideways.

“You need to stay on the right, on the exit, to make the best line through Starkeys, and then hang left into McLeans which should be a third gear corner, get it wrong and you have to drop back into second.

“Coppice is next, and this is a very tricky corner – I set the outfit up like a rally car and get it drifting, which helps, and then exit on full power onto the fastest part of the circuit, reaching 150mph under the Dunlop Bridge.

“Hard braking into the Esses, a first gear

Sideways Sliding?

the sidecars next season. So where do they go to next year?

This no doubt will be exercising the minds of the FIM and the International Sidecar Racing Association and there are many British fans who hope they will come up with an answer that will keep the chairs in action.

There has always been a strong following for sidecars in this country and they have always been made welcome at the British Grand Prix.

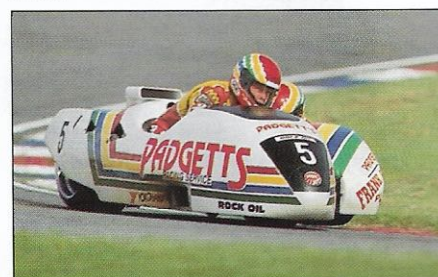
Our affection for the three wheels no doubt stems from their very popular use as an excellent means of transport in days gone by (alas they

are no longer a commercial proposition which is one of the racing problems) and our early dominance of the world championships where Eric Oliver won the first title in 1949 and completed a hat-trick with '50 and '51. He was foiled in 1952 by Cyril Smith but then powered his Norton to victory again in 1953.

It was the last time a British machine won the sidecar series and it was not until 1977 that we found another champion in George O'Dell and then the brilliant Jock Taylor shot into the limelight taking the world title in 1980. Sadly his career ended too early.



Steve Abbott (above) and Darren Dixon should make real impressions on the race.



Yorkshire's Steve Webster put Britain back on top in 1987 and followed up with championship victories in '88, '89 and 1991. His tremendous run of success was broken in 1990 when he had to be content with runner-up spot.

He is having a tough time this season chasing his fifth title and is trailing well behind arch-rival Rolf Biland in the points table. A victory at Donington would do his morale a great deal of good and so would the support of a vociferous British crowd.



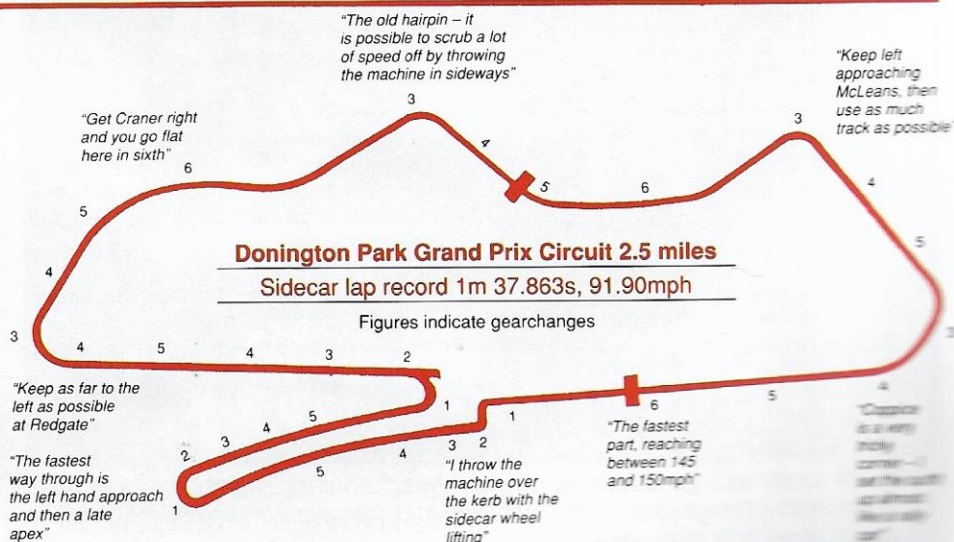
Gavin Simmons and Steve Webster need Donington glory.

all flows"

corner sequence which is best taken by straight lining it and then throwing the machine over the kerbing, lifting the wheel, and then onto the Melbourne Hairpin.

"This is best taken by a left hand approach and then across the track for a late apex to get the power on and steer the machine round – the only problem is that this can leave the door open for others to nip past, you have to keep an eye on the rest.

"Up the hill and to Goddards, another first gear corner, late apex, drift, and then power down, clipping the kerb and onto the start-finish straight, and up to 125mph before approaching the all important Redgate for the next lap."



TRIUMPH

Inside View

Twice a week organised groups of customers are invited to tour the modern hi-tech production facilities of Triumph Motorcycles in Hinckley. It is all part of Triumph's strategy of working closely with its customers and dealer network.

For customers it provides a unique opportunity to see the care taken behind the development and construction of a modern motorcycle.

For dealers it provides a unique opportunity to book the factory for half a day and take existing and prospective customers to what is arguably the most modern motorcycle manufacturer in the world. For Triumph it is an opportunity to eliminate any doubts amongst visitors that this is a long term commitment.

So popular are these visits that Triumph is now quoting a 12 month waiting list with over 2000 visitors having visited the facility since the tours started in Spring of last year. Indeed some dealers have been so inundated with requests that they have made the tour a condition of purchase.

Customers are given a presentation on the development and history of the new company, currently capable of producing 8000 bikes a year with a view to doubling this in 3-4 years. Visitors are then shown around the plant which includes all machining stages on the cylinder head, crankcase, crankshaft and

con-rod lines. They also see production of swinging arms, frames, downpipes and numerous small turned parts which combined represent a third of the com-

taken place on-site.

Triumph has invested heavily during the past decade in research and the best machining and tooling that money



Designing for the future. Triumph's in-house design team at work using the latest three dimensional computer aided systems.

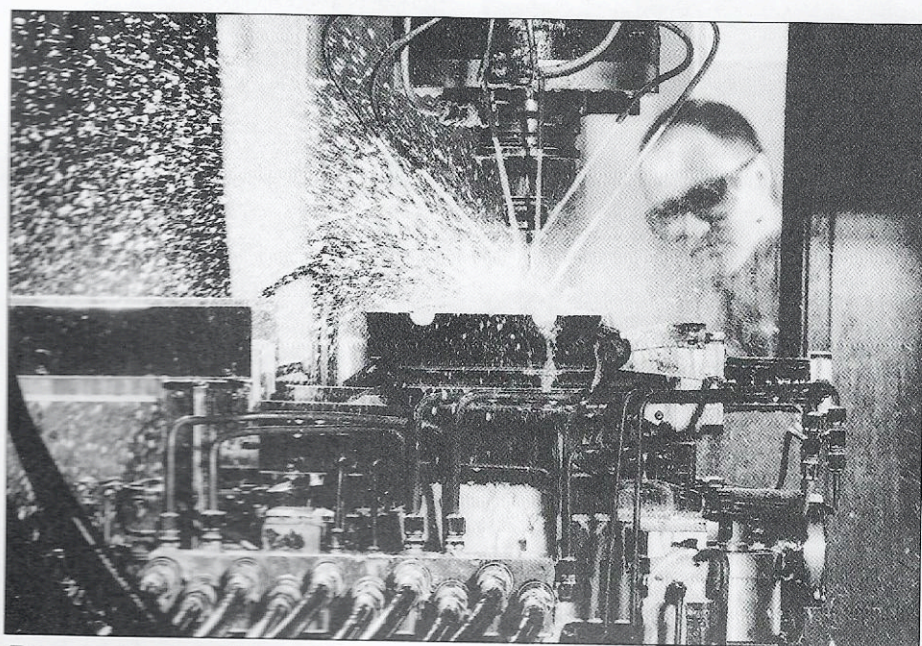
ponents on the motorcycle; a figure the competitors find hard to match. The tours prove conclusively that the bike is BRITISH with over 80 line items sourced within the UK. Furthermore, development of engine and chassis has

can buy, a fact appreciated by customers. The factory helps customers feel part of the Triumph team and provide reassurance that they have invested wisely. It's simply the best story Triumph has to tell.

The assembly area is the last part of the tour bringing together all components produced internally or sourced externally. All completed engines are cold engine tested prior to fitment to the frame, while at the end of the line all completed machines undergo rigid safety and quality checks prior to delivery to one of Triumphs twenty markets as far afield as New Zealand, Brazil and Canada.

There is also an opportunity for a question and answer session and to exchange feedback which has enabled the factory to respond effectively to criticism associated with the early series models. The current range reflects numerous engineering and styling enhancements over the previous models and have undoubtedly contributed to the sales success currently being enjoyed.

Triumph has been quick to structure itself abroad and is already represented in all key Western Europe countries,



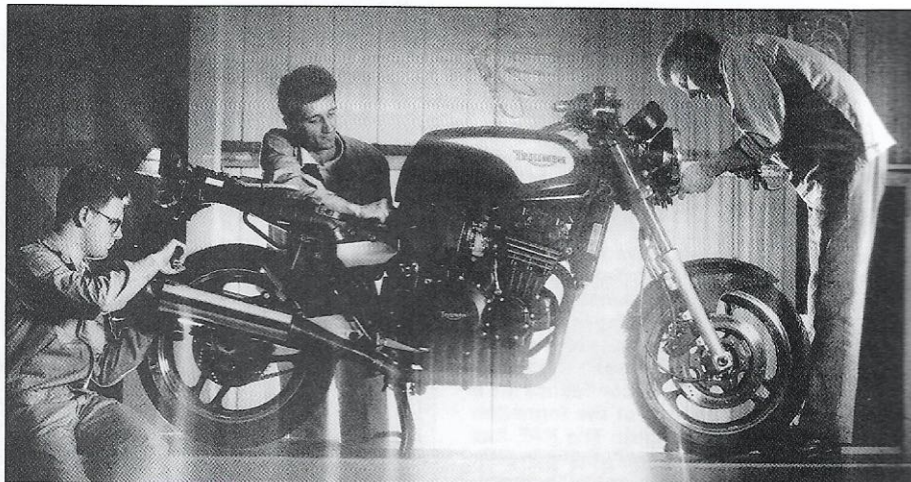
From raw local castings to finished cylinder head, another Triumph cylinder head embarks on its 12 stage journey of machining and in process testing on multi-million pound purpose built machinery.

Sweden, Australia, New Zealand, Japan, South America and, more recently, Canada. A detailed study of the American market is currently underway with a view to launching there within the next couple of years. In Europe's two prime markets, Germany and France, Triumph has created wholly owned subsidiaries, and as a result is enjoying strong sales activity. Sales for Germany this year are set to treble the previous year's total, while sales in France are likely to be second only to Triumph's domestic market. In other markets importers, with enthusiasm, have been carefully selected to ensure this new marque affords the best level of marketing and service support.

In the UK Triumph sales have shown a 140% increase this year with market share averaging 13-14% of big capacity sales. Triumph has provided its 50 strong national network with a genuine British alternative motorcycle capable of selling in sizeable numbers. In return the dealers have provided Triumph and its customers with excellent sales and service support. The factory days being arranged are helping to create this three way dialogue and bond.

In terms of support to its new customers Triumph has been quick to respond and also has already established its Triumphcare range of benefits, including special rider insurance, competitive consumer finance, free 12 months RAC Euro Assistance and approved extended warranties. Possibly the most important of these is its own highly competitive insurance offering significant premium reductions for those riders with no-claims history, low annual mileage and members of the Triumph Owners Club. Restrictions on rider age set at 25 years, minimum two years' full licence and the need for an overnight garage are amongst the few exclusions enabling the majority of Triumph customer profile to benefit from the scheme.

The launch of its own insurance scheme was only made possible through the co-operation and information provided by its own customers; further evidence of the closeness between manufacturer and customer. An amazing 80% response rate to a questionnaire quickly revealed that Triumph's customer base was mature, responsible and experienced, enjoying a relatively free accident claims history. In



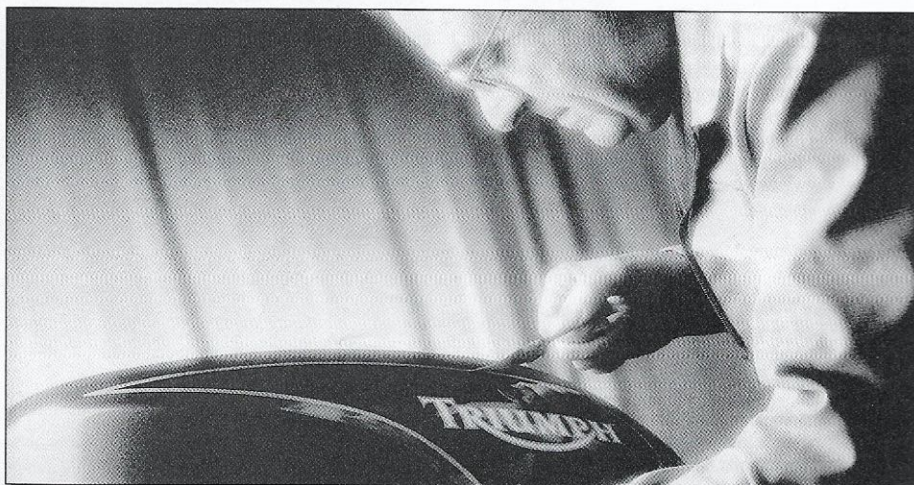
Quality inspection checks at all stages of the production programme.

the underwriters' eyes they were low risk and coupled with Triumph's modular and competitive pricing philosophy on parts enabled a speedy introduction of their own scheme.

Triumph's recently introduced customer finance is currently the most competitive motorcycle finance on the market and also offers optional payment protection including redundancy protection. For total peace of mind all new Triumph models now carry a 24 month unlimited mileage warranty and 12 months' free Euro Assistance ad-

has recognised the importance of demonstration facilities for potential customers and has encouraged and supported dealers to offer this benefit. Customer evaluation helps ensure the correct model selection and improves customer satisfaction.

Triumph has gained by being a new company. By research it has been able to adopt the best production techniques, utilise proven quality control systems and employ young and talented staff in specialist areas. It has also learned from the production, marketing



Attention to detail at its best. Hand painting of coachlines on Triumph fuel tanks. A final lacquer coat enhances the finish.

ministered by the RAC, equivalent to the RAC's top of the range scheme. The factory has also been quick to provide customers falling outside of the manufacturer's guarantee with an approved extended manufacturer supported warranty.

Within the dealer network, Triumph

and distribution techniques utilised by its competitors which has enabled the new company to successfully launch a product worldwide. It is now, 2 years after its initial launch, starting to create its own style and identity and with the help of its own customers trying to do this the Triumph way.

TRIUMPH

Triumph Motorcycles are used by the travelling marshals and officials of the British Grand Prix

The Red Arrows

– display 11.30a.m. on Grand Prix day

Aerobatics have always played a prominent part in Royal Air Force pilot training and allow a new pilot to develop confidence in himself and his aircraft. Formation flying is an essential part of the tactical operations of any front line squadron. Formation aerobatics not only encourages the growth of confidence in a leader and other members of the formation but also develops team spirit. The RAF has recognised the value of display flying in pilot training as well as for prestige and for recruiting purposes and since the earliest days of the service there have been aerobatic display teams.

The Red Arrows were formed in 1965 with seven pilots, the team expanded to nine pilots in 1968 and since then the Diamond Nine formation has become their trademark and is recognised throughout the world.

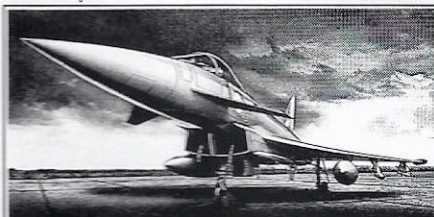
The Red Arrows flew the Folland Gnat until 1980 when it was replaced by the British Aerospace Hawk aircraft. The Red Arrows Squadron, part of the RAF Central Flying School and based at RAF Scampton in Lincolnshire, is commanded by Squadron Leader Adrian Thurley. During the season the Team will perform over 100 displays. In order to ensure the successful completion of this task the Squadron has a support staff of 72 Engineers and Administrators.

The primary role of the Red Arrows in peacetime is to demonstrate the teamwork and excellence of performance demanded of all RAF personnel. However, in time of war, the aircraft would be armed with 30mm cannon and Sidewinder missiles and would be used to augment the UK Air Defence forces.

A tour on the Red Arrows normally lasts for three years and each year three new pilots will join the Team. The nine display pilots and the flying Team Manager have previously flown a cross section of the RAF's fast jet aircraft and have amassed in excess of 24,000 flying hours between them.

Royal Air Force Static Displays

In addition to the Red Arrows the Royal Air Force is displaying a number of static displays in the infield of the circuit. Spectators will get the opportunity to see first hand one of the RAF's front line Jaguar aircraft and a multitude of different types of operational equipment. Any young people interested in a career in the RAF can chat with the staff from the local RAF Careers Information Office at Nottingham.



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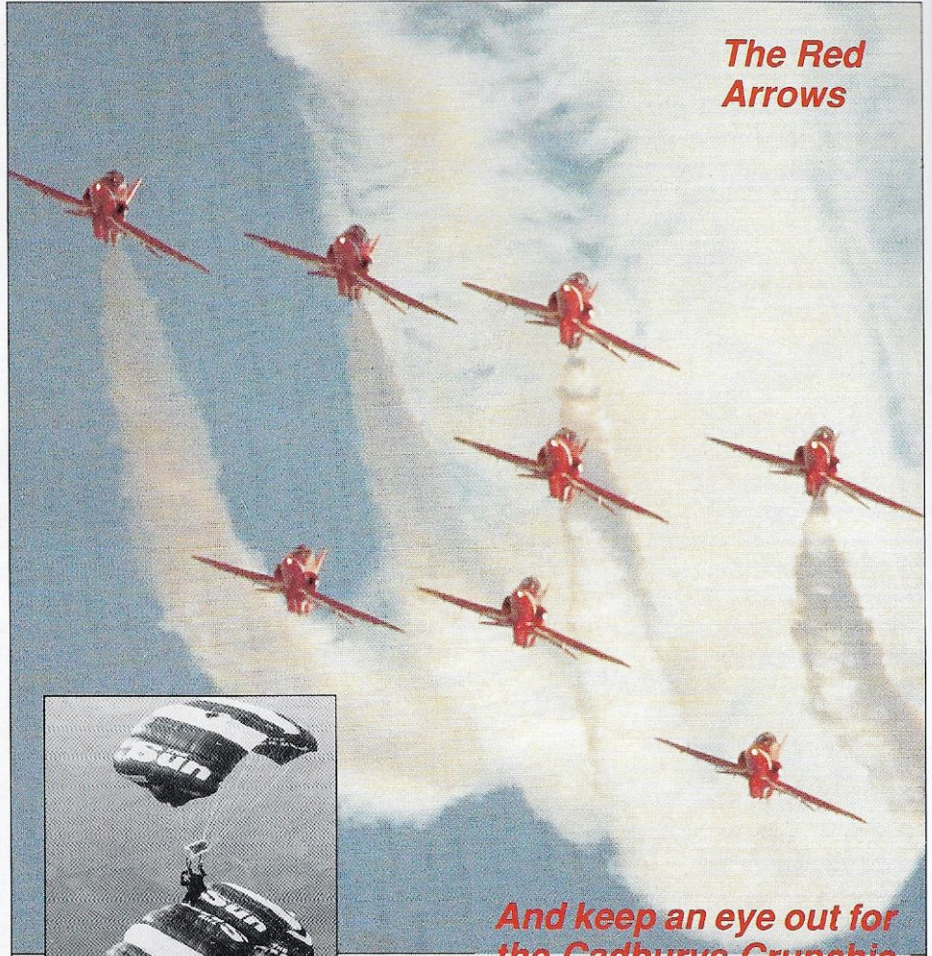
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Nottingham (0602) 476407

RAFCAREERS

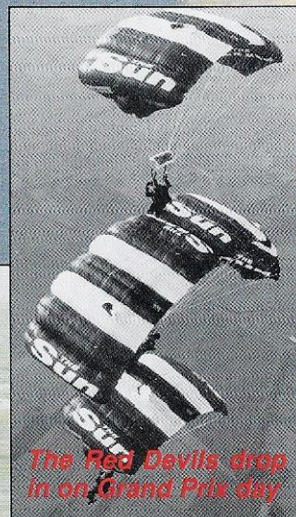
The Armed Forces are Equal Opportunity Employers under the terms of The Race Relations Act 1976

“Look to the skies”

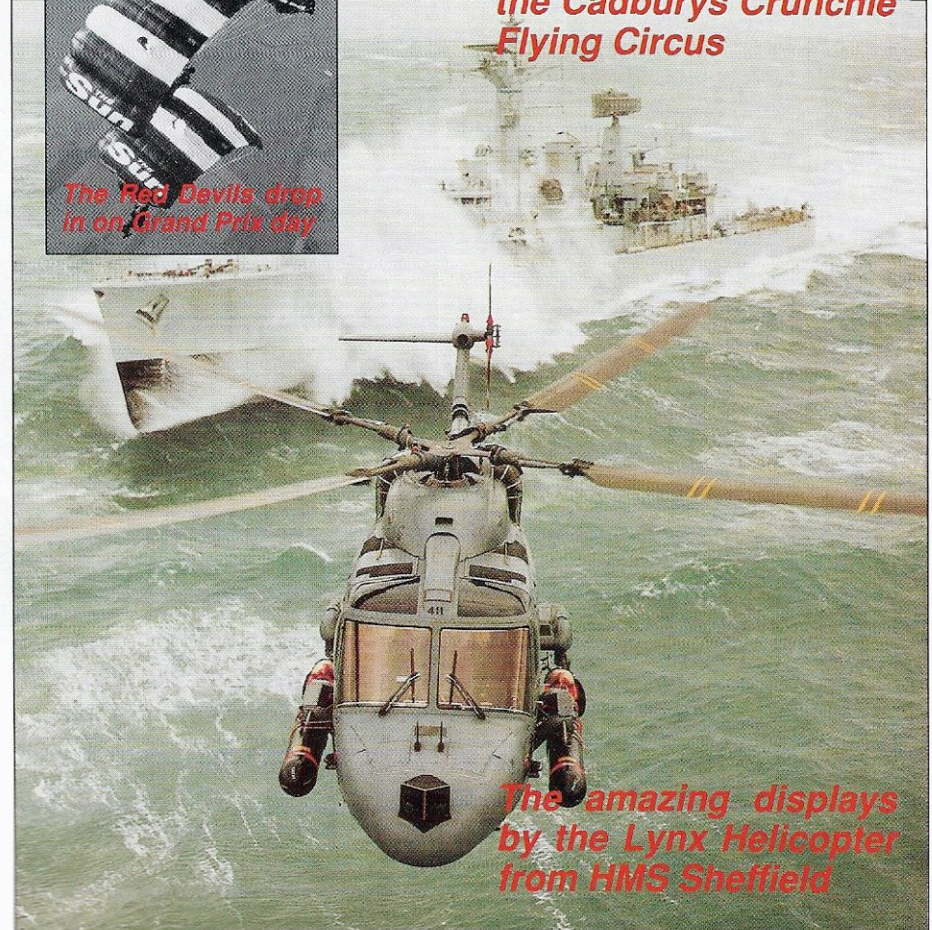
The Red Arrows



And keep an eye out for the Cadburys Crunchie Flying Circus



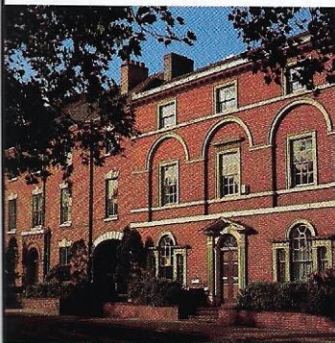
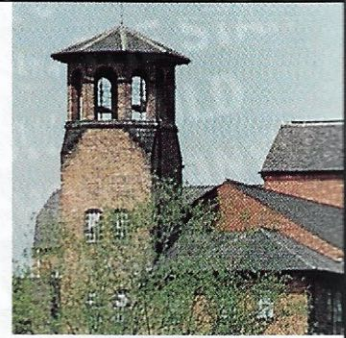
The Red Devils drop in on Grand Prix day



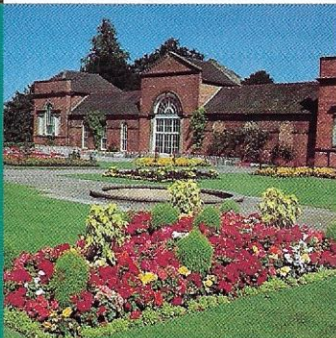
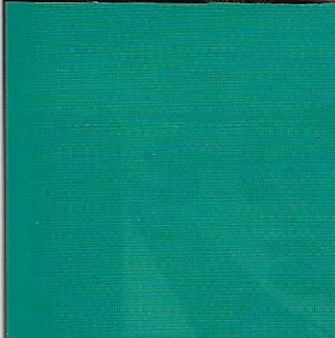
The amazing displays by the Lynx Helicopter from HMS Sheffield

City of Derby

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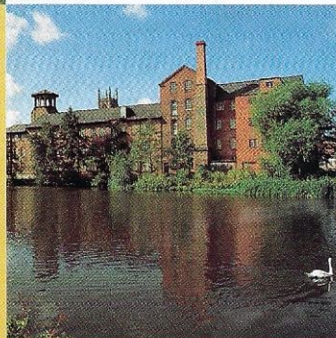
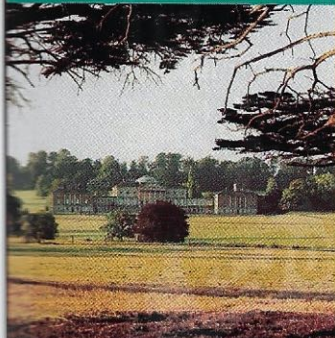


- ◆ For over 200 years Derby has been at the forefront of industrial advance. The birth of the Midland Railway, development of Rolls-Royce and recent arrival of Toyota have continued an engineering tradition of which the city is proud.
- ◆ Derby's colourful history is reflected in its many attractions including Royal Crown Derby and three fascinating city museums. Also within easy reach of the city are magnificent stately homes such as Chatsworth, the fun of Alton Towers and the beautiful countryside of the Peak District and the Derbyshire Dales.



- ◆ With its central location, superb communications and excellent quality of life, Derby is ideal for an enjoyable stay or a business relocation.

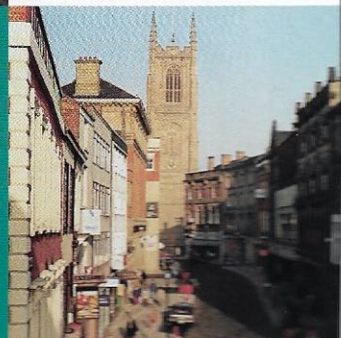
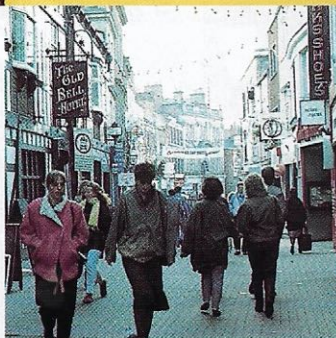
Why not see the city on display? Visit the **City of Derby Raceday, Donington Park, Sunday 12th September.**



For further information please contact:
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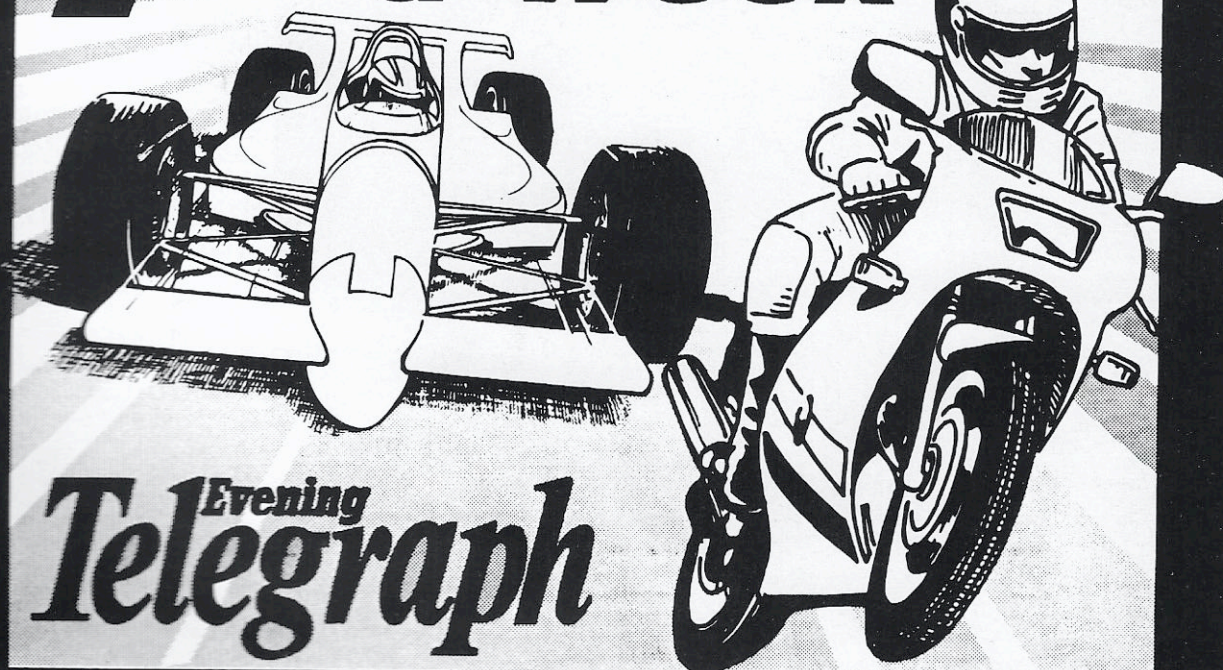
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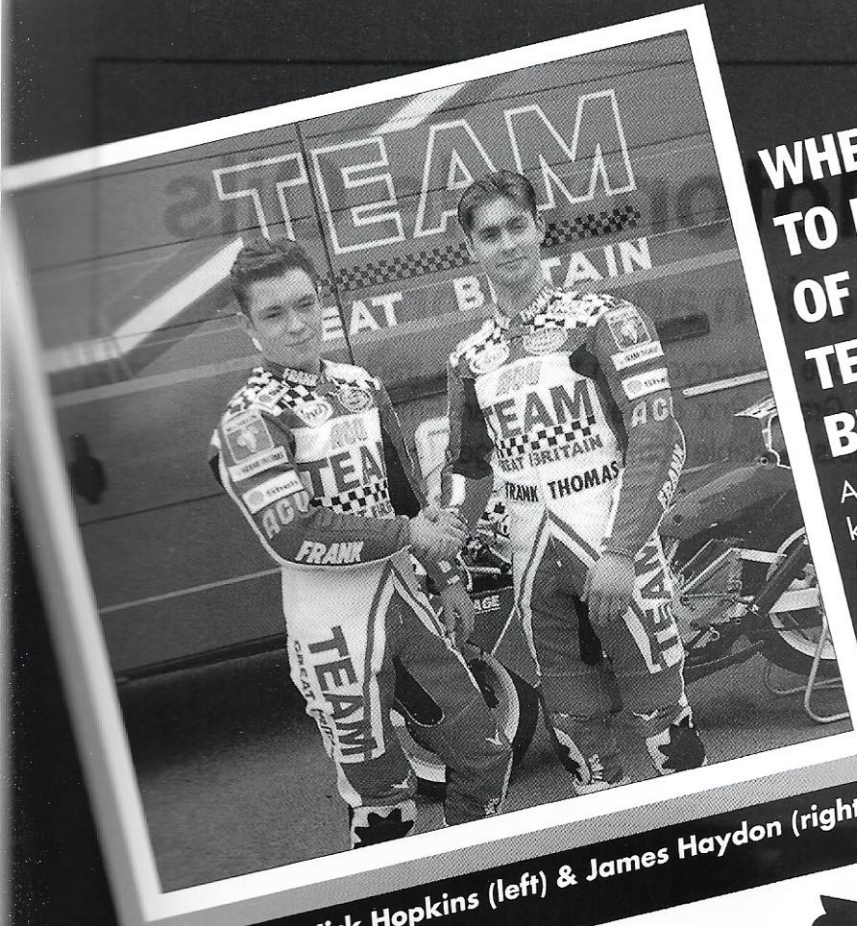


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the wine £12.99
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Team G.B. - Nick Hopkins (left) & James Haydon (right)

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