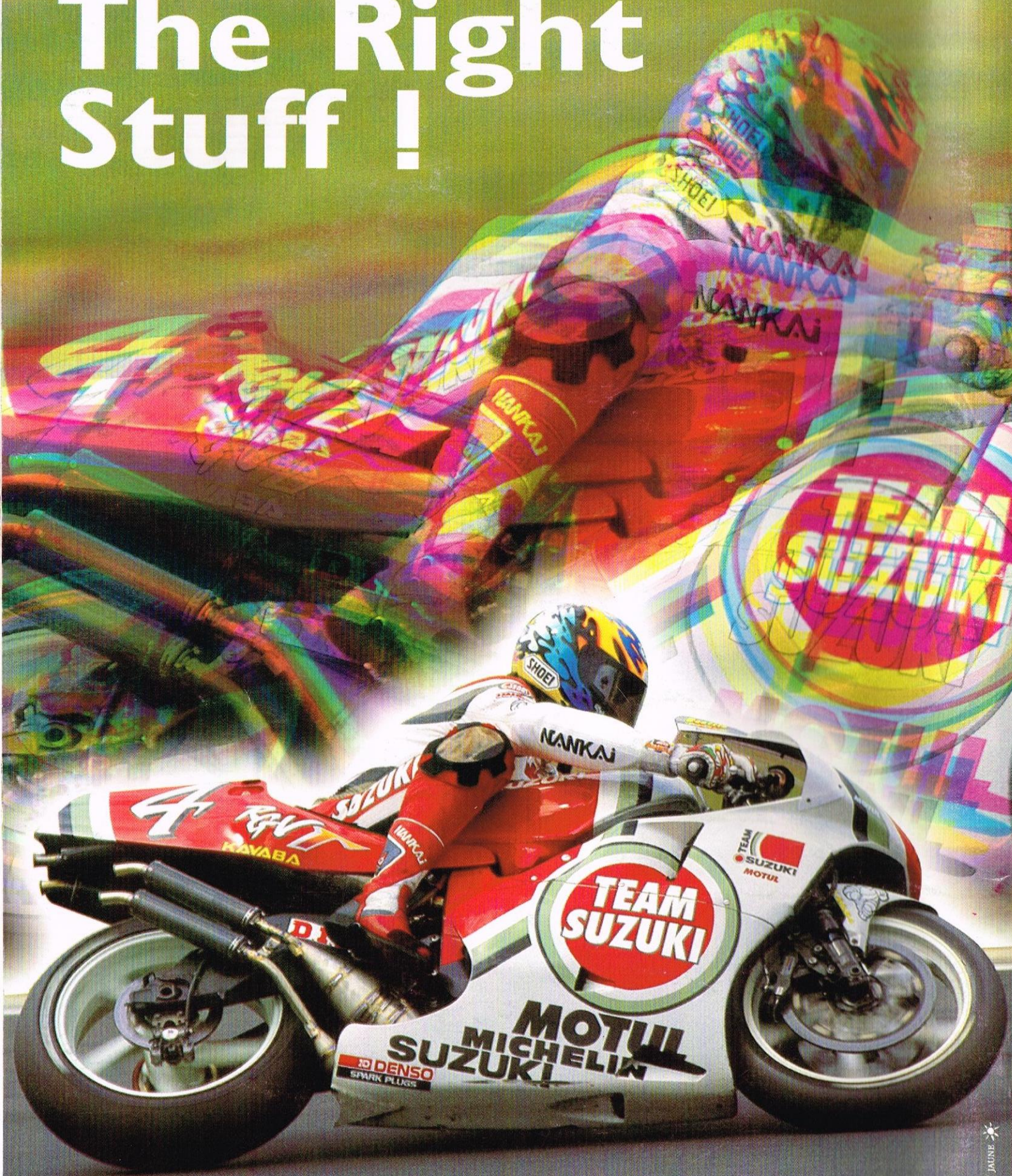


# The Right Stuff!



TAKI JAUNE

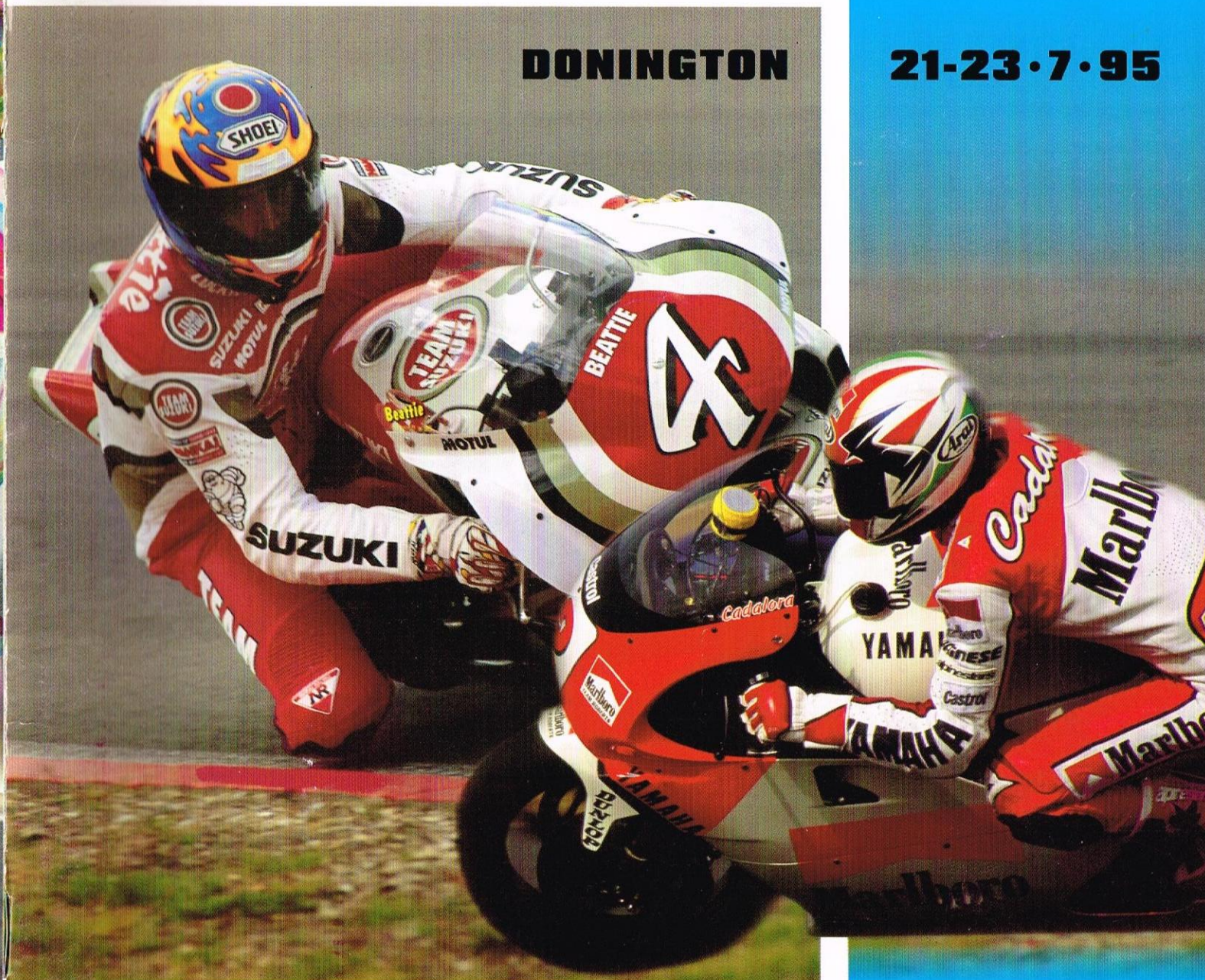
# MOTUL

# 1995 BRITISH GRAND PRIX

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**DONINGTON**

**21-23.7.95**



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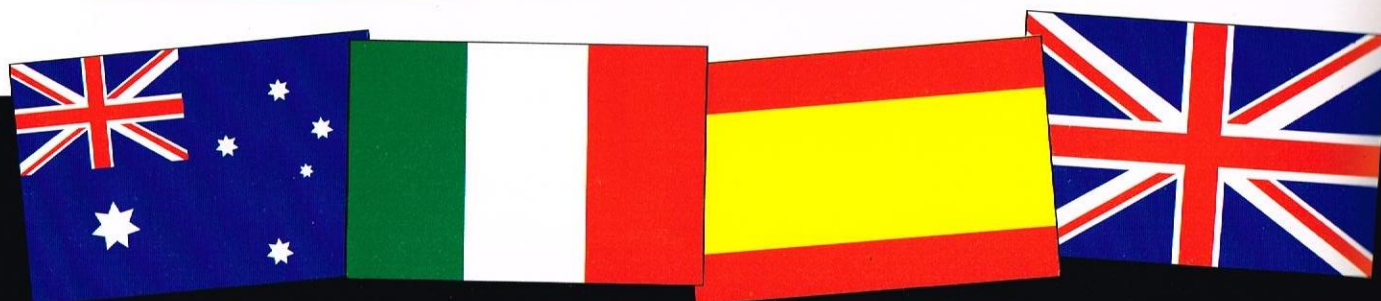
## MOTOR CYCLE NEWS

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THE WORLD'S NUMBER ONE BIKING PAPER IS  
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# 1995 BRITISH GRAND PRIX

You've watched the track action, now get all the news and behind-the-scenes insight in MCN's special GP issue — on sale Wednesday.

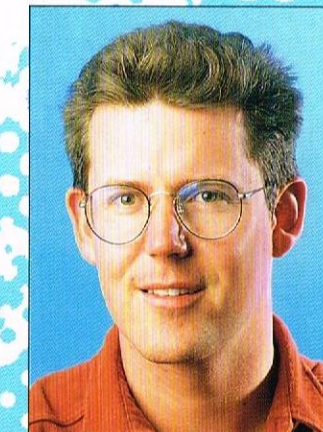


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## WELCOME TO THE MOTOR CYCLE NEWS-BACKED BRITISH GRAND PRIX AT DONINGTON

As the world's No 1 bike publication, MCN is proud to be associated with the biggest and most prestigious event in the British circuit racing year — now a massive four-day festival of motor cycling. The British GP is race fans' once-a-year chance to see the world's most skillful riders taking their ultra high-tech machines to the limit. And the programme of four world championship races plus rounds of the European 125cc and new Thunderbike series makes for an unbeatable range of track drama. From the awesomely potent powersliding 500s to the closely-matched 125s, and from the ultra fast-cornering 250s to the unique dynamics of the sidecars, you'll witness everything today that goes toward making bike racing one of the most spectacular sports there is.

MCN works closely with bikesport's promoters and organisers to try to ensure the best deal for the race fans. In response to our readers' views, Donington last year agreed to slash ticket prices for the British GP, and this year it has frozen entry prices at 1994 levels. And thanks to the inclusion for the second year running of the Riders for Health "Day of Champions" charity event in the GP programme, fans will again have the chance to take part in a series of fun activities AND get close up to their heroes and their amazing machines — while raising money for a good cause in the process. And MCN has also added extra value to the event by giving away a free



colour GP preview supplement in last week's issue, as well as providing everyone who comes through the gate on Sunday with a free eight-page special, bringing spectators all the up-to-date qualifying news from Saturday.

MCN hopes you'll have a terrific time at Donington this weekend and be encouraged to visit the remaining big MCN-backed races this season — the MCN World Superbike round at Brands Hatch in Kent on August 6th and the final round of the Shell Advance International Superbike Trophy series, back here at Donington on

September 24th.

But we're always keen to try to improve the service you get, so why not write and tell MCN what you enjoyed about your day today — as well as what would have made it better still. Donington is as committed to MCN to looking after the interests of you, our customers, and where possible we do endeavour to respond to your views.

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

**SEAN WARWICK**  
EDITOR, MOTOR CYCLE NEWS

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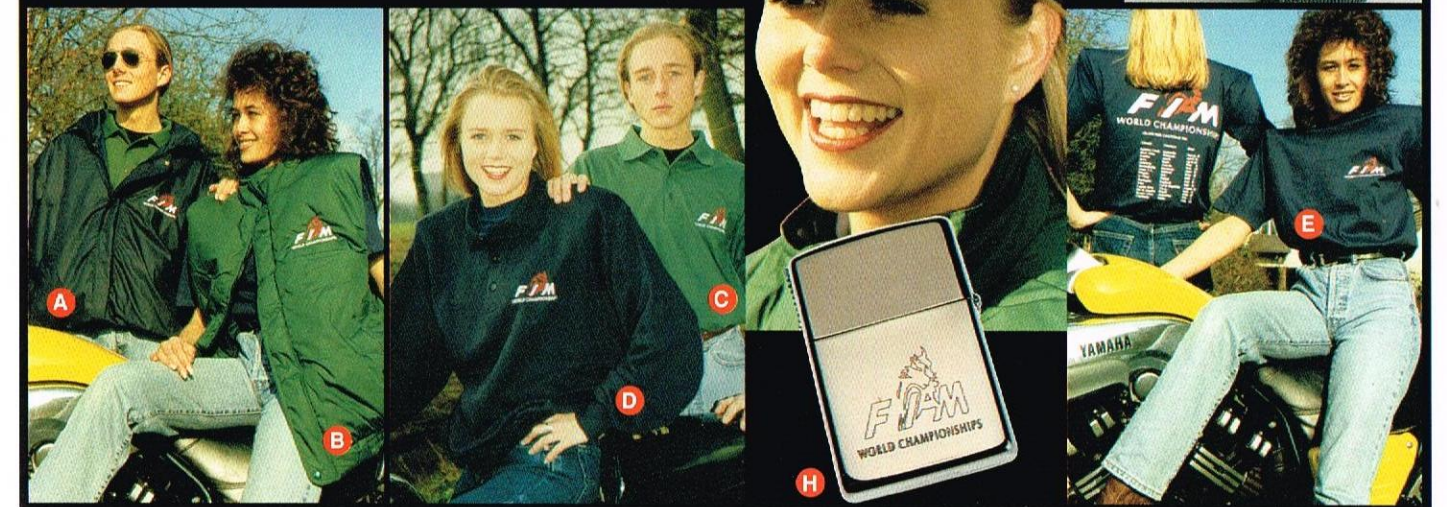


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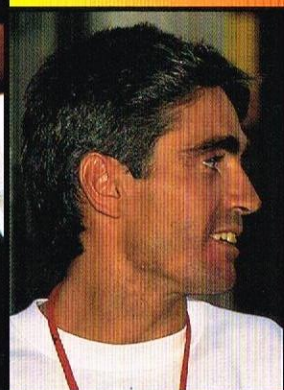
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## 1 MICHAEL DOOHAN GP1

- DATE OF BIRTH: 04/06/65 Brisbane, Australia
- FIRST RACE: 1984
- GP DEBUT: Japan 1989 (500cc)
- FIRST GP VICTORY: Hungary 1990 (500cc)
- WORLD TITLES: 500cc, 1994
- BACKGROUND: Solid shows on 'big bikes' including World Superbikes
- GP PEDIGREE: Quickly established himself as a front runner. Third overall in 1990 and looked set to take title in 1992 after being runner-up previous year, but hopes wrecked by injury. Fourth in '93 but nine wins in 1994 made him champion.  
1994 500cc World Champion (317 pts)

# 500cc

Doohan came into GP racing in 1989 riding a rocketship career that catapulted him from production bikes in Australia to the top levels in barely three years.

Always a factory Honda rider, in 1992 he had a huge lead in the title chase when he fell in practice at Assen and broke his leg badly. The injury not only spoiled that season, but also the next, as the after-effects lingered on.

Since then, Doohan's career has been an example of sheer guts against adversity. With his right leg almost useless, he shifted the rear brake to a thumb lever on the left handlebar and fought to regain his old form.

The reward came with a dominant overall win in 1994. The Doohan/Honda partnership was so strong that he was inevitably the title favourite for 1995.

The 30-year-old Queenslanders is taciturn and unaffected. "I'm just an ordinary guy who was lucky enough to get the chance of a works ride, and the determination to make the most of it," he modestly insists.

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
M DOOHAN	25	25	20	-	-	25	25	120



## ● 34 KEVIN SCHWANTZ GP1

- DATE OF BIRTH: 19/06/64 Paige, Texas, USA
  - FIRST RACE: 1984
  - GP DEBUT: Dutch TT 1986 (500cc)
  - FIRST GP VICTORY: Japan 1988 (500cc)
  - WORLD TITLES: 500cc 1993
  - BACKGROUND: Solid footing in US Superbikes
  - GP PEDIGREE: Consistent, flamboyant, fast and stylish with unique race winning celebration - frequently seen. A worthy Champion in 1993 despite rival Rainey's injuries, and then seeing his own title defence marred by injury
- 1994 500cc 4th in Championship (169 pts)

RESULTS	1	2	3	4	5	6	7	Total
K SCHWANTZ	11	13	10	-	-	-	-	34

The spectacular and popular Texan superstar has said that 1995 will be his last season. If he sticks to that, it will be the end of an era that began in 1988, when a win in the first race of his first full season marked him out as a giant of racing.

His swashbuckling style made him an instant folk hero, though a tendency to crash or win meant that while his tally of pole positions, lap records and race wins kept on rising, the ultimate prize of the title remained tantalisingly out of reach.

That was to come in 1993, after he had made a conscious effort to tame his more outrageous tendencies and concentrate on racking up good-scoring finishes.

His career has been punctuated by injuries, which spoiled his title defence last season. Even so, racing with his arm in a plaster cast, he racked up a 25th win in Britain, making him the winningest 500 rider on the grid.

Schwantz, who is still single, turns 31 in June.

KEVIN SCHWANTZ ANNOUNCED HIS RETIREMENT FROM THE SPORT IN MUGELLO ITALY JUNE 10th 1995.



## ● 2 LUCA CADALORA GP1

- DATE OF BIRTH: 17/05/64 Modena, Italy
  - FIRST RACE: 1981
  - GP DEBUT: Italy 1984 (125cc)
  - FIRST GP VICTORY: Germany 1986 (125cc)
  - WORLD TITLES: 125cc 1986, 250cc 1991 & 1992
  - BACKGROUND: Instant success, Italian Junior Champion 1982, third overall following year in Euro 125cc Championship
  - GP PEDIGREE: Great experience with superb winning record in all three classes and second overall in 1994
- 1994 500cc Runner-up (174 pts)

THE MID-SEASON RESULTS

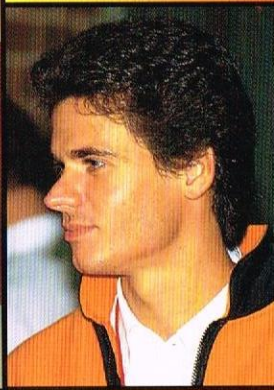
	1	2	3	4	5	6	7	Total
L CADALORA	13	-	13	20	20	4	9	79

Leading light in the European resistance, Luca has a distinguished past in the smaller classes. He joined the 500 class in 1993, claimed two race wins in his first year, and two more last year after a slow start to the season when the Yamaha effort ran into problems.

Now he is back for a third Yamaha year, with the Kenny Roberts team threatening a revival in their fortunes after a thorough factory rethink of the YZR500 machine.

A master of the smooth, understated style of riding, Luca's personality is similarly laid back. But he is a fierce competitor, and anxious at the age of 30 to achieve his ambition of a 500 crown. If he is successful, he will be the first rider to score a 125/250/500 "full house" since Phil Read more than 20 years ago.



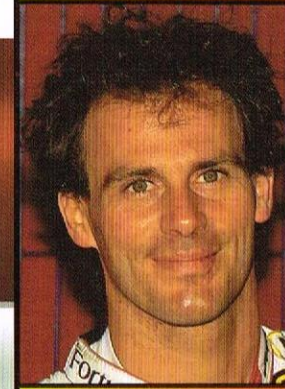


## 6 ALEX CRIVILLE GP1

- DATE OF BIRTH: 04/03/70 Sera, Spain
- FIRST RACE: 1985
- GP DEBUT: Spain 1987 (80cc)
- FIRST GP VICTORY: Australia 1989 (125cc)
- WORLD TITLES: 125cc, 1989
- BACKGROUND: Won Spanish Solo Moto 80cc then moved into European competition
- GP PEDIGREE: Ridden at 80cc, 125cc, 250cc and 500cc levels showing speed and skills in each - deservedly took 125cc title in '89, consolidated on 250cc machines and now looking good in 500cc 1994 500cc 6th in Championship (144 pts)

### THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
A CRIVILLE	16	16	-	16	13	11	20	92

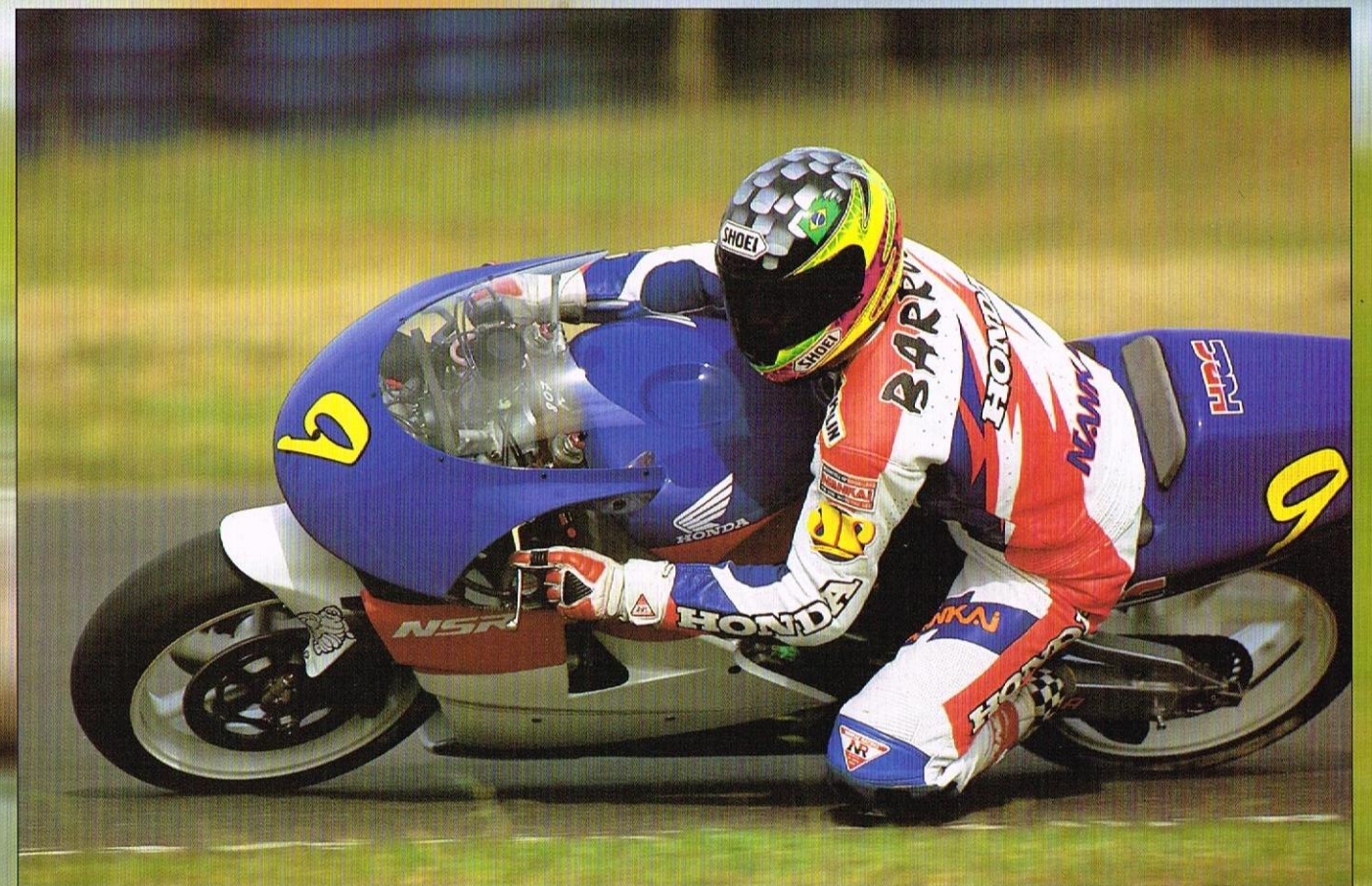


## 5 ALBERTO PUIG GP1

- DATE OF BIRTH: 16/01/67 Barcelona, Spain
- FIRST RACE: 1975
- GP DEBUT: Dutch TT 1987 (250cc)
- BACKGROUND: Domestic racing and one year in Euro 250cc Championship. Spanish 250cc Champion in 1988
- GP PEDIGREE: Five years in 250cc action with best overall position, sixth in 1992. Graduated and showed great consistency, running with the 500cc pack last season 1994 500cc 5th in Championship (152 pts)

### THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
A PUIG	9	11	11	25	11	16	16	99

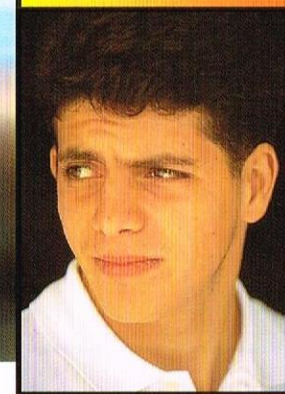


## 17 NORIFUMI ABE GP1

- DATE OF BIRTH: 07/09/75 Tokyo, Japan
- FIRST RACE: 1991
- GP DEBUT: Japan 1994 (500cc)
- BACKGROUND: Runner-up in Japanese 250cc Championship in 1992, and the following year the National 500cc Champion made him 'hot' property
- GP PEDIGREE: 1994 proved a tough year, but learning fast with two good results towards end of season 1994 500cc 17th in Championship (20 pts)

### THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
N ABE	7	-	7	13	8	10	10	55



## 9 ALEXANDRE BARROS GP1

- DATE OF BIRTH: 18/10/70 São Paulo, Brasil
- FIRST RACE: 1978
- GP DEBUT: Spain 1986 (80cc)
- FIRST GP VICTORY: FIM 1993 (500cc)
- BACKGROUND: Schoolboy racer, making big impression on everything from mopeds to 250cc machines
- GP PEDIGREE: This will be his tenth season having seen action in 80cc and 250cc before joining Cagiva's 500cc team in 1990. Fast and skillful 1994 500cc 8th in Championship (134 pts)

### THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
A BARROS	10	10	-	11	9	9	11	60



## 7 SHINICHI ITOH GP1

- DATE OF BIRTH: 07/12/66 Miyagi, Japan
- FIRST RACE: 1984
- GP DEBUT: Japan 1988 (500cc)
- BACKGROUND: Quickly made his mark winning novice TT F3 title in '85, moving through 250cc to be runner-up in All Japan 500cc Championship in 1988. Took the title in 1990 and was third overall the following year.
- GP PEDIGREE: Accomplished rider long overdue victory. Best result so far second in Czech Republic race last year. Confidently starts fourth year in 500cc series 1994 500cc 7th in Championship (141 pts)

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
S ITOH	6	9	-	8	16	13	8	60



## 10 JEREMY McWILLIAMS GP1

- DATE OF BIRTH: 04/04/64 Carmoney, Northern Ireland
- FIRST RACE: 1988
- GP DEBUT: Australia 1993 (500cc)
- BACKGROUND: Solid base in Irish competition, then busy year in Euro 125cc and 250cc Championships 1993
- GP PEDIGREE: 1993 proved tough season, but showed consistency last year with ten points scoring rides 1994 500cc 12th in Championship (49 pts)

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
J McWILLIAMS	-	2	-	5	-	-	-	18



## 4 DARYL BEATTIE GP1

- DATE OF BIRTH: 26/09/70 Charleville, Australia
- FIRST RACE: 1986
- GP DEBUT: Australia 1989 (250cc)
- FIRST GP VICTORY: Germany 1993 (500cc)
- BACKGROUND: Double 1986 short circuit Champion, was domestic 250cc Champion in 1989. Gained experience in Japan, on Superbikes, then winning 500cc title in 1992. Also won Suzuka Eight Hours
- GP PEDIGREE: Excelled on 500cc GP taking third place in Australia (1992) then showed consistent form following year to take 3rd place overall. Injuries wrecked '94 campaign. 1994 500cc 13th in Championship (44 pts)

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
D BEATTIE	20	20	25	9	25	20	-	119



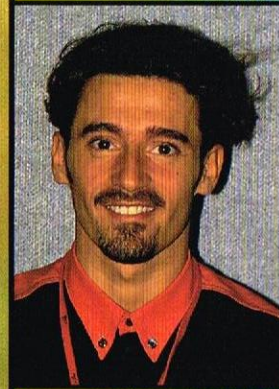
## 65 LORIS CAPIROSSI GP1

- DATE OF BIRTH: 04/04/73 Bologna, Italy
- FIRST RACE: 1987
- GP DEBUT: Japan 1990 (150cc)
- FIRST GP VICTORY: GB 1990 (125cc)
- WORLD TITLES: 125cc 1990, 1991
- BACKGROUND: Rapid rise through Italian production and Euro 125cc Championships
- GP PEDIGREE: Fast, winner at 125cc and 250cc with consistently good style. Graduates to 500cc for 1995 1994 250cc 3rd in Championship (199 pts)

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
L CAPIROSSI	8	-	-	10	10	7	13	48





## ● 1 MAX BIAGGI GP2

- DATE OF BIRTH: 26/06/71 Rome, Italy
  - FIRST RACE: 1989
  - GP DEBUT: France 1991 (250cc)
  - FIRST GP VICTORY: South Africa 1992 (250cc)
  - WORLD TITLES: 1994 (250cc)
  - BACKGROUND: Fast, aggressive riding style took him to Italian 125cc Sport Production title in only second season. A busy year of Euro and World Championship action readied him for a title push
  - GP PEDIGREE: Tasted glory and fifth place overall in 1992 went one place higher the following year, but in 1994, underlined intent with winning double start, then as pressure grew, delivered the goods in a title winning finale
- 1994 250cc World Champion (234 pts)

# 250CC

A real rider's rider, Massimiliano "Max" Biaggi and his Chesterfield Aprilia won the title last year in the most dramatic possible way. Riding with maximum risk until the last crucial race, he took five brilliant victories, but also tumbled three times while at or near the front.

A man of many parts, the Roman is natural star material, speaking fluent English and dressing in dashing style.

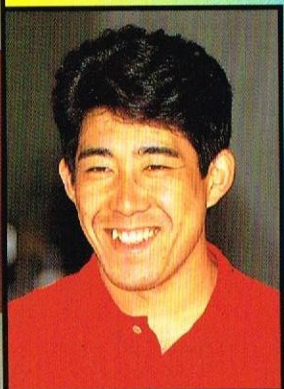
On the track, his exuberant natural talent shows as he exploits his Aprilia's good top speed then fights to make up ground again under braking and in the corners.

Max's first full GP season was in 1992, arriving full tilt among the leaders to score a first-season GP win.

Then he switched to Honda, and in spite of another win the results dropped away, and his spirits dropped along with them. This was when he gained a reputation for moodiness.

Aprilia forgave everything, and he returned to sweep to a hard-fought victory in 1994, and to start as favourite for 1995.

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
M BIAGGI	16	25	7	20	25	25	25	143



## ● 2 TADAYUKI OKADA GP2

- DATE OF BIRTH: 13/02/67 Ibaragi, Japan
- FIRST RACE: 1985
- GP DEBUT: Japan 1989 (250cc)
- FIRST GP VICTORY: Japan 1994 (250cc)
- BACKGROUND: Won the Japan 250cc National Championship in 1986 and was three times All-Japan 250cc Champion 1989, 1990, 1991, runner-up in 1992, having also thrilled with great ride to second place in debut at Japanese GP
- GP PEDIGREE: Solid first full season in 1993, with two second places prepared him for assault on title in 1994. Consistently scored points in every round but had to settle for second best 1994 250cc Runner-up in Championship (214 pts)

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
T OKADA	-	16	-	10	16	11	16	69

The Japanese Honda rider is the steady man of the 250 pack. In 1994, he was the only rider in any class who did not fall off once the whole year. Not even in practice.

In the process, he came within a whisker of lifting the title; defeated only in a final show of Biaggi bravado in the final race.

All the while, he has been learning the big adjustment to European racing, gaining familiarity with the tracks, and maturing still further. His third season on the factory Honda could be his best yet.

Okada is a quiet and reserved man, to be seen taking the evening paddock air with his wife and infant daughter.

And he's a formidable competitor once the flag drops.



## ● 4 DORIANO ROMBONI GP2

- DATE OF BIRTH: 08/12/68 Lerici, Italy
- FIRST RACE: 1986
- GP DEBUT: Spain 1989 (125cc)
- FIRST GP VICTORY: Germany 1990 (125cc)
- BACKGROUND: Learned trade in Italian Honda Trophy and Euro 125cc Championship
- GP PEDIGREE: Starting his seventh season, fifth in 250cc hoping to capitalise on consistent form of past two seasons. 1994 250cc 4th in Championship (170 pts)

Another Italian prodigy of the 125 class, "Rambo" has found the going tough in the 250 class. Though he added two victories last year to his total of five, it seemed like hard work.

One reason is that he's prone to nerves, an area where good team backing can play a valuable role.

This year he is with multiple world champion Giacomo Agostini's team, with Ago fresh from two years running the works 500 Cagiva team.

The dashing talented Romboni is on a familiar Honda, but riding unfamiliar Michelin tyres. The strength of his challenge depends to a large extent on how well he can adapt.

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
D ROMBONI	10	-	-	13	-	-	-	23





### ● 3 TAKESHI TSUJIMURA GP2

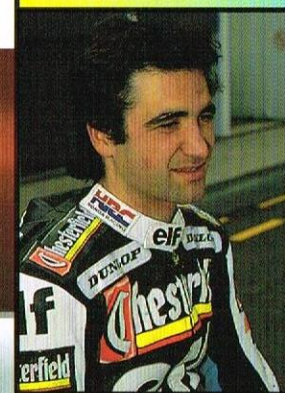
- DATE OF BIRTH: 04/07/74 Osaka, Japan
- FIRST RACE: 1991
- GP DEBUT: Austria 1993 (125cc)
- BACKGROUND: Won the 125cc series at local Nakayama circuit prior to full season, finishing ninth in All-Japan Championship
- GP PEDIGREE: Rapidly underlined his potential in 125cc, winning fifth time out to end his first full season third overall. Won four times in 1994 to match that position  
1994 125cc 3rd in Championship (190 pts)

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
T TSUJIMURA	7	-	-	-	-	-	-	7



# GP2

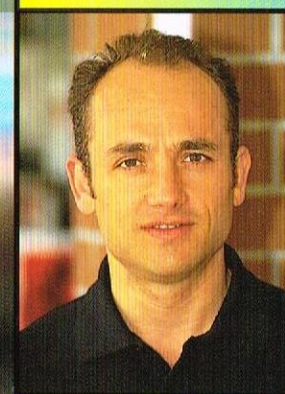
THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
J BAYLE	-	10	-	7	10	-	-	10



### ● 6 JEAN-PHILIPPE RUGGIA GP2

- DATE OF BIRTH: 01/10/65 Toulon, France
- FIRST RACE: 1984
- GP DEBUT: Japan 1987 (250cc)
- FIRST GP VICTORY: GB 1993 (250cc)
- BACKGROUND: Domestic success, then runner-up, at first attempt in 1987 Euro 250cc Championship
- GP PEDIGREE: Vastly experienced, this will be his eighth full season in 250cc Championship  
1994 250cc 6th in Championship (149 pts)

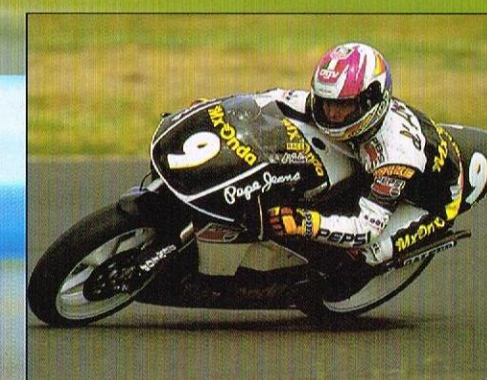
THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
J RUGGIA	-	11	11	9	11	7	13	62



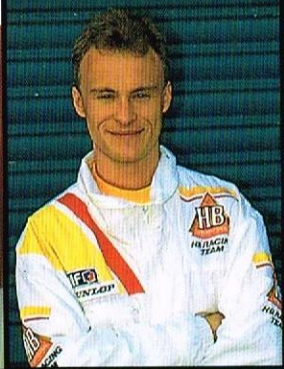
### ● 9 LUIS D'ANTIN GP2

- DATE OF BIRTH: 02/01/64 Madrid, Spain
- FIRST RACE: 1986
- GP DEBUT: Japan 1992 (250cc)
- BACKGROUND: Six times Spanish Champion at 125cc 250cc and Superstreet levels. Two years in Euro 125cc Championship and the 1991 European Supersport Champion
- GP PEDIGREE: Steady progress, points scorer in half of the 1993 races and last year improved consistency, regularly running in top ten  
1994 250cc 9th in Championship (100 pts)

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
L D'ANTIN	-	8	-	16	7	-	7	38



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**28 RALF WALDMANN GP2**

- DATE OF BIRTH: 14/07/66 Ennepetal, Germany
- FIRST RACE: 1986
- GP DEBUT: Germany 1987 (80cc)
- FIRST GP VICTORY: Germany 1991 (125cc)
- BACKGROUND: Successful rider in German 80cc and 125cc Championships also enjoyed a single triumph in the Euro 80cc Championship campaign of 1988.
- GP PEDIGREE: Consistently in the points and involved in the 125cc title battle of 1991, 2, 3 finishing third twice and fourth. Moved to 250cc last year in style

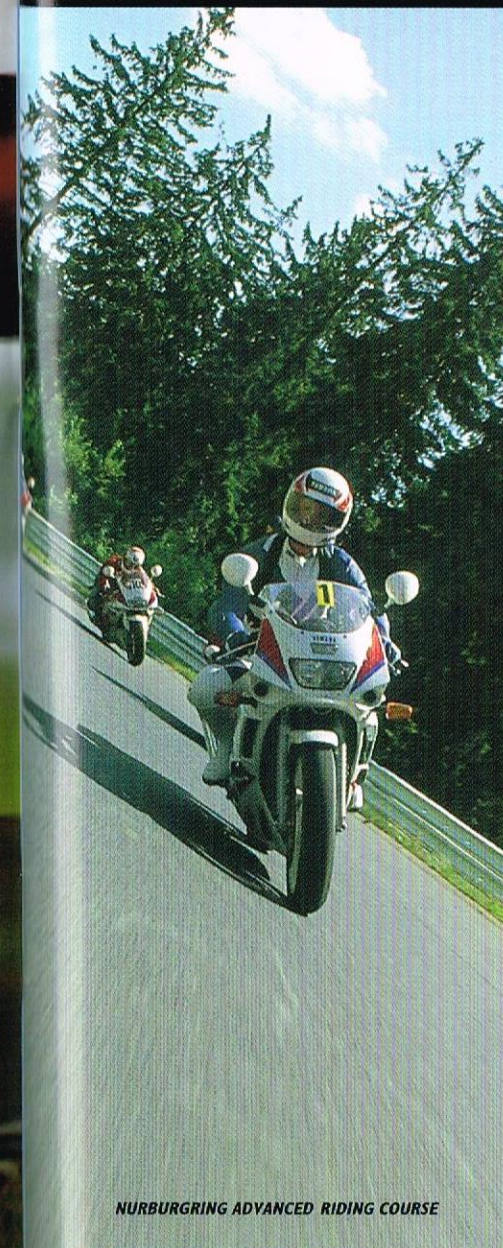
THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
R WALDMANN	25	13	25	11	-	13	20	107



**7 TETSUYA HARADA GP2**

- DATE OF BIRTH: 14/06/70 Cheba, Japan
- FIRST RACE: 1987
- GP DEBUT: Japan 1990 (250cc)
- FIRST GP VICTORY: Australia 1993 (250cc)
- WORLD TITLES: 1 1993 (250cc)
- BACKGROUND: Stylish performer in domestic racing: 1988 Junior 125cc Champion then twice runner-up in 250cc Championship prior to taking title in 1992
- GP PEDIGREE: Took the 1993 season by storm - winner first time out in Australia, consistent riding took him to the crown at the first attempt. Hard act to follow in injury hit 1994

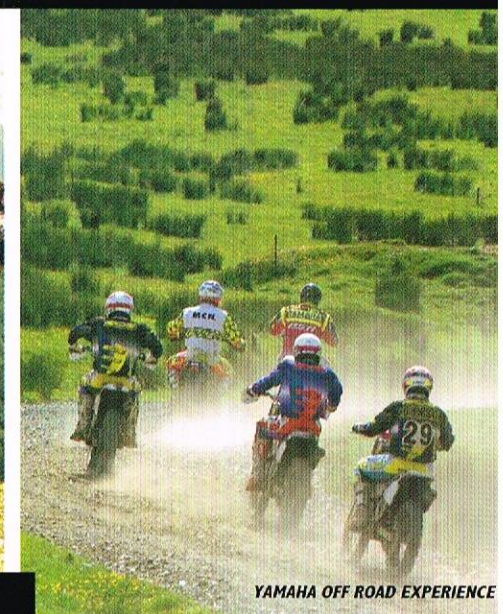
THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
T HARADA	20	20	13	25	20	20	-	118



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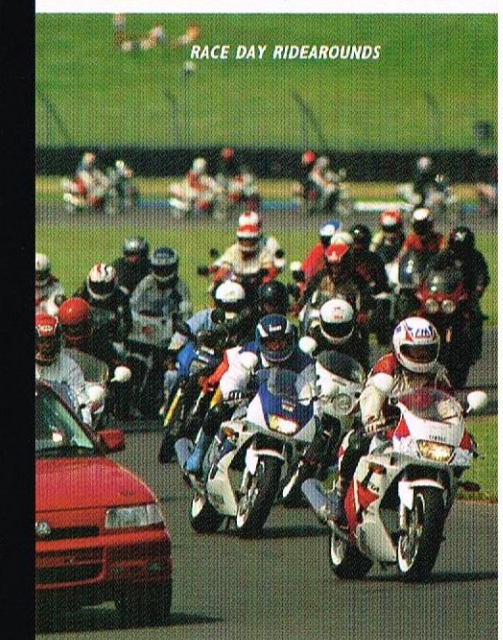
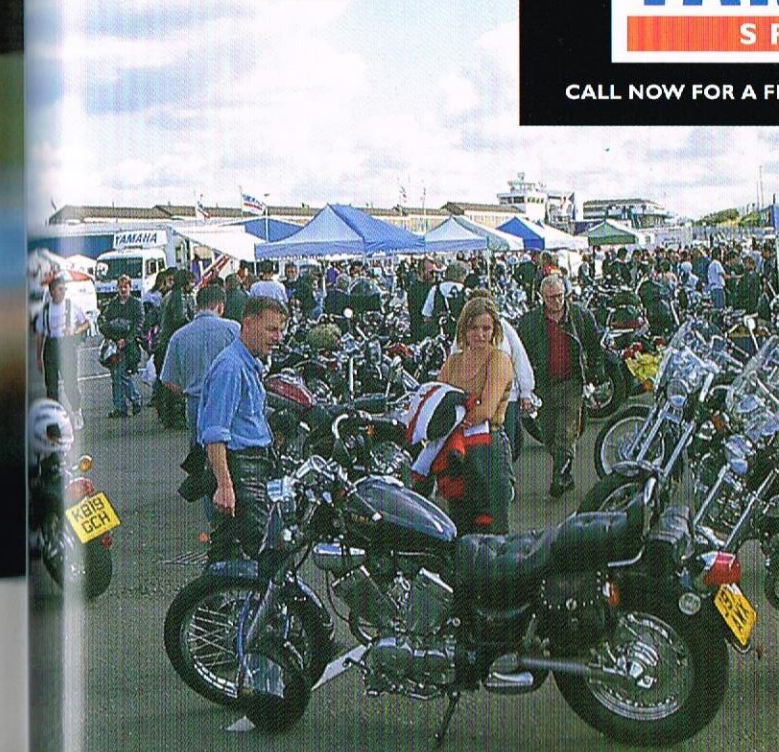


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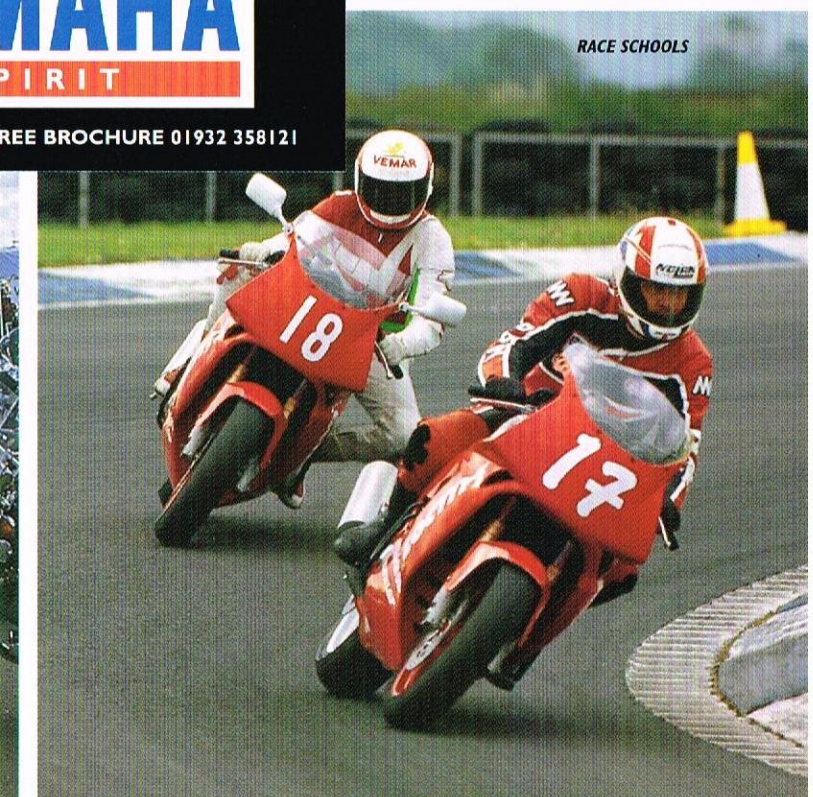
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# THE SEASON SO FAR

ARTICLE: MICHAEL SCOTT

Halfway through the season, a series of stunning developments had upset many predictions in the 500 class, modified the expected line-up of the front row of the grid, and put the main contenders back on almost level pegging, to start the battle again.

Michael Doohan (Repsol Honda) was favourite before the season, and was reliably the fastest man on the track. But a series of four race errors in consecutive rounds in Japan, Spain, Germany and Italy saw him twice lose the lead and twice crash out altogether. A return to winning form in an ultra-close race in Assen took him back into the title lead ..... but by only one point, and only because chief challenger Daryl Beattie had broken his own remarkable consistency and crashed in practice.

Beattie, in his first year on the Lucky Strike Suzuki, was not expected to be challenging for the crown. Nor was he expected to be heading the works Suzuki team. That was superstar Kevin Schwantz's job.

But Schwantz caused a sensation when, after a mediocre (for him) performance in the first three rounds, he quit racing unexpectedly. The Texan Superstar had at last succumbed to accumulated injuries, and with a left wrist too weak to hold on to the handlebar under braking, he ran out of motivation too. After a time in hiding, he confirmed his decision and received a standing ovation at the Italian GP. His achievements were recognised with an unprecedented honour - his racing number 34 was retired from the 500 class, and will never be used again.



MICHAEL DOOHAN



His mid-season replacement was as sensational. Ex-World Superbike Champion Scott Russell defected from the Kawasaki Superbike team to take over the Suzuki. A triple Daytona winner and Suzuka Eight-Hour winner, Russell's stature as a four-stroke racer was enormous, and all eyes were on the 30-year-old Georgian as he threw himself enthusiastically into the task of adapting to the fast and feisty GP two-strokes.

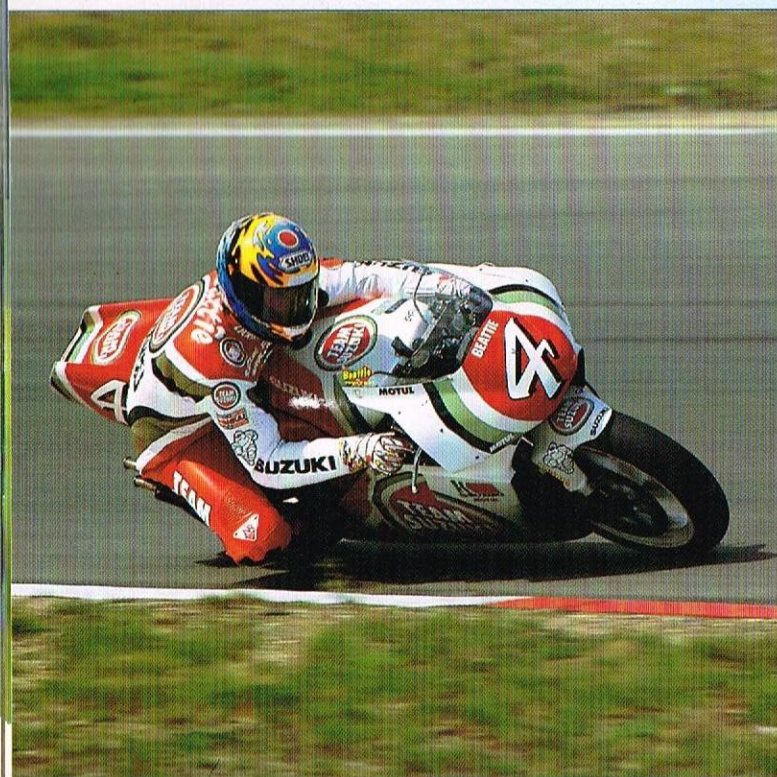
The performance of the works Marlboro-Yamaha team has been equally dazzling ..... in the wrong direction. The new machine was dubbed "the best yet" by team owner, ex-triple World Champion Kenny Roberts. The problem was the Dunlop tyres, and with their main factory totally destroyed in the Kobe earthquake in January, the Anglo-Japanese firm were unable to solve it in a hurry.

This soon led a disgruntled ex-125 and double 250 World Champion Luca Cadalora into open revolt. Get Michels or I quit, he said after the first three races. But the French tyre company were already contracted to Honda and Suzuki, and the Marlboro men were able to use only over-the-counter production tyres available to the privateers instead of the cutting-edge development rubber.

CONTINUE ON PAGE 32

DARYL BEATTIE

SCOTT RUSSELL



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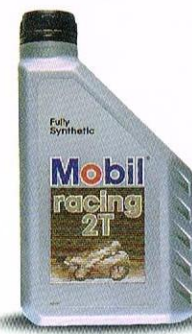
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# WAYNE RAINEY

**"Wayne Rainey - The Two Lives of a World Champion"**

The frank and candid authorised biography of triple World Champion Wayne Rainey is scheduled for publication at the end of 1995.

Written by Motocourse editor and top grand prix journalist Michael Scott, in conjunction with Wayne Rainey, the book is an account of a glittering life cruelly divided into two parts by the accident that crippled the triple world champion in September, 1993.

Rainey speaks with complete honesty about his life before and after the accident, revealing a side of

racing unknown except to a handful of insiders, always showed on the racetrack, sharing the agonies

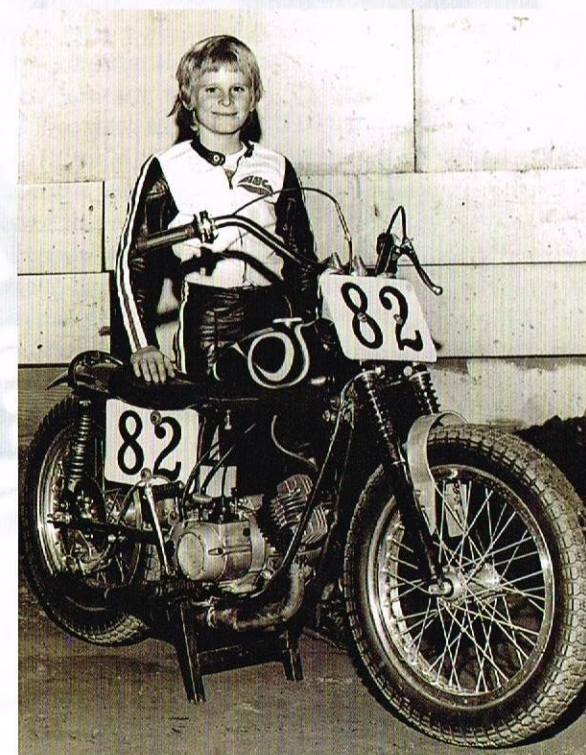
of coming to terms with life in a wheelchair, and showing how his indomitable spirit drove him back into racing barely six months after the near-fatal

crash as a successful team manager.

Scott also interviews those who have been close to Rainey throughout his life, adding breadth and depth to a remarkable life story that reaches beyond the racing fraternity to touch the heartstrings of humanity.

The following extracts from this "work in progress" are culled from many hours of frank tape recordings with

Wayne Rainey, and deal with his progress from his first-ever ride on a motorcycle to his classic rivalry with Kevin Schwantz.



PROUD! TWELVE-YEAR-OLD WAYNE WAS THE FIRST KID AT THE DIRT-TRACKS TO HAVE DISC BRAKES ON HIS YAMAHA 80 (SEE REAR WHEEL).



### THE FIRST TIME ON A MOTORCYCLE

I was six when I first started riding. My father Sandy made me a bike out of a step-thru Honda. I'd been on other bikes before, sitting on the gas tank; but the step-through had a kind of underbelly thing that came down to where the chassis was. He put a leather seat down there and the back of the seat up to where the fuel tank was, so I could set down in there. So there was this big old bike with this little guy sitting down in the middle, kinda reaching up to the handlebars.

I remember the seat was leather, and it had dirt-track handlebars and everything rigged up so it had a proper throttle and brake. It didn't look like a step-thru Honda no more - Sandy is a craftsman, real meticulous, and when it got going it'd always work and it'd always look right. He'd make something the way it wasn't supposed to be made, and for me it always worked really well. He put a lot of effort into it. It was his hobbies that kept my dad happy.

He wanted to teach me how to shift: the shift was down at the back, then up at the front, and if you'd hold the shifter down it'd be like in neutral because it operated the clutch. Then when you let go, it goes.

He had a straight pipe on so it was really loud, and I couldn't hear what he was saying and he couldn't hear me. So I let go of that thing, and it did a wheelie right there. There were workbenches there, and it busted right through one of them things.

It scared the shit out of me, and I leapt out of there crying. It scared me so bad.

But it did something else to me as well. It made me really excited. That danger of doing the wheelie and getting out of control gave me such a strong feeling inside. I can remember the feeling even now when I talk about it.

### BICYCLE DAYS - LEARNING HOW TO SLIDE

Sandy raced go-karts, then tried bike racing. He hurt himself, so he quit right there. Then he started tuning bikes for other guys. So I'd go out to Ascot Park when I was like five or six.

I'd watch every race in every class, Novice, Junior and Expert. I knew every guy's name - tell me a number, and I'd tell you the name, and the other way round. I'd run around from one part of the racetrack to the other - it's a half-mile oval - and so I grew up at Ascot watching guys race.

Afterwards I couldn't wait to get home. The next day I'd get up on my old Schwinn bicycle, and there was this one corner by my house on the smooth concrete sidewalk. I'd go

out there first thing in the morning and ride round that corner, that left-hand-turn, 300 turns a day right there .... pedal your ass off, then flick it in, use a little bit of back brake, and you'd slide that thing. All day long.

I'd wear out tyres - I did that forever. I'd get kids and line them up, and our race was that one turn - who could go round it the best. Two guys would hold cover in the street.

I'd seen how the real racetracks would groove up on the line. On the bicycle I wanted to see that groove slowly starting to form. I'd make sure I'd always keep it on that groove, but I always went as fast as I could.

We used to go to these concrete riverbeds where there was a lotta green moss. On the bicycle you'd get in the moss and flick your kickstand down - and you'd slide forever with your feet up on the pedals.

I had a lotta time when I was a kid messing round on bicycles. We'd make wooden ramps and do jumps, and do wheelies and drag the fender. That went on from when I was five years old until I was about 14.

### LOOKING FOR THE EDGE

I started off asking my father if I could race. He dropped all his other stuff and we did it. At first, he enjoyed it probably more than I did. But he never pushed it on me, and he was the first one to take it away from me. He hated me not doing it, but if I got into trouble like getting bad grades or I lied or some childish stuff he would put the bike back in the garage.

My folks were really strict. They made me appreciate what I had and not abuse it. I was kind of afraid of my dad, because he could get really mad.

There were so many dirt-tracks in the LA area then so you could race three or four nights a week - Corona, Saddleback Park, Paris Raceway, Trojan Speedway, Ascot Park ..... all closed down now. They had these groups: 7-11/one to three hp, 7-11/four to six horsepower, and nine-and-over/seven horsepower and over.

By the time I was 10 or 11 I was starting to win a lot. Sandy was always looking for an edge, and he ended up putting nitro and alcohol in the petrol. He'd make the right-size jets and needles in the carburetors and we'd go test it. It really increased the horsepower a lot.

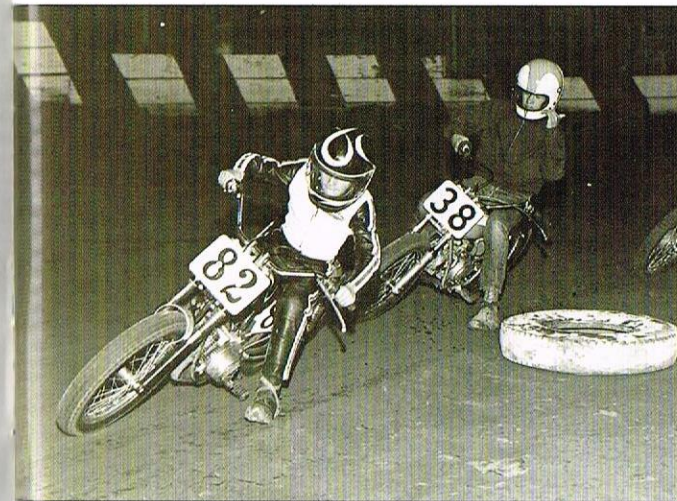
Back then everyone would line up in the warm-up area before going out on the track. And with the special fuel my bike used to put out an odour and burn your eyes really bad. So I'm in the group and all of a sudden everyone starts going nuts, they didn't know whose bike was making this smell. Everyone's eyes were watering, even my eyes were watering, and nobody knew whose bike it was.

We just killed those guys out there and nobody could figure out what we were doing.

We never cheated - we always got accused of it, because my dad worked harder than anybody else. But we never cheated. There was no rule against that fuel mixing. They ended up banning it about two years later because everyone was doing it. It took people some time to work out what we were doing.

### CAREER CRISIS IN THE DIRT

I turned professional at 16, and started doing the national dirt-track circuit as a novice, a junior, and an expert. Because of my success in California I'd thought I could do good, and now I started losing confidence in myself. It went down a whole bunch.



I was riding a Yamaha 750 twin up against all these Harleys. Even Kenny had trouble doing that, and I was on my own. The Harleys had also gotten better.

The problem was getting traction - the Harleys had a real thump and they hooked up good. The Yamaha revved higher and had smoother power, and just spun the wheel instead of hooking up.

I used to line up at the start and look at the line to see who I was racing against, and I'd think heck I can't beat these guys. So I was already beaten before I started. Being such a young guy I just wasn't smart enough to figure out the circumstances. At that time it got hard for me, because mentally I wasn't nearly as strong as in the years coming up.

It took me about three years to get out of that slump.

The reason I didn't get a Harley went back to my dad's ideas of winning on something the other guys don't have. And basically we couldn't beat them on that Yamaha.

At the end of 1979 I went to the San Jose Mile with no bike because the Yamahas weren't ready. I showed up with my racing gear, but I forgot my boot and steel shoe. Some guy lent me a Harley to race, my first time on one.

I qualified in the top ten, but I had a bad feeling. Having to borrow the shoe meant I just wasn't properly prepared. I felt as though I wasn't meant to be racing that day - later I'd always have five helmets race-ready and 10 sets of leathers.

I went into the corner, doing about 120 screwing off in, and this guy in front of me just parked it. I locked it up, and with the brake on my back tyre blew out.

I hit the fence head on. I woke up on the race-track, and I didn't know what was going on. My back hurt a whole lot. I ended up with two crushed vertebrae. And I'd moved my heart - that's how hard I hit that guardrail. I was lucky to live through that.

That was the first feeling I ever had in my whole life that racing could hurt me. I was doing something I loved to do, and I ended up hurting a lot.

I questioned my dedication then, because I was chasing girls more and partying more. I was just a kid, and it seemed like racing was the least of my worries. I'd gone from being the best guy to not even being sure he could run with these guys again. It concerned me,

I'd never done any training. I remember once at Peoria I won my heat race, the fastest heat, and everybody thought I was going to win. But they didn't know that anything over ten laps I was junk. Physically wore out. The race was 25 laps, so .... I was never going to win.

The one thing I'd wish to do over would be my dirt-track

career, because I didn't know enough, and I just relied on my talent. But I didn't even know I was even doing that. I didn't train at all. I know I could have done a lot better.

### FOLLOWING IN EDDIE'S FOOTSTEPS

From the time I started racing, Eddie Lawson was always one step ahead of me, because he was one year older. He helped me a lot after he turned professional. I was riding a dirt-track Shell Thuet Yamaha when he was with Kawasaki, and he got me a ride on their short-tracker. Then I became his team-mate in the Kawasaki Superbike team the last year he won the US title.

So in 1982, riding for the factory, he was pretty sly as far as set-ups and stuff went. Not so much in the beginning, because he was pretty much quicker than I was, and the factory was all around Eddie. That was okay, he was the established star.

TROJAN SPEEDWAY WAS WAYNE'S LOCAL TRACK, AND HE WAS THE LOCAL HERO. HERE HE LEADS AS USUAL ON HIS 80cc YAMAHA IN 1972.

AT NINE, RAINEY JR WAS ALREADY ESTABLISHING HIMSELF AS A LOCAL HERO. HIS FATHER SANDY BUILT BIKES, LOOKING FOR A WINNING EDGE.



THE WEST COAST CHARGERS. RAINEY FOLLOWED OLD FRIEND AND RIVAL LAWSON INTO THE KAWASAKI TEAM, AT FIRST RIDING THESE 250 "SHORT-TRACKERS" IN 1981 AT THE HOUSTON ASTRODOME. BETWEEN THEM IS THE CREW CHIEF STEVE JOHNSON.

But he knew that I was coming. I was getting better and better. By the end of the year I was running with him. But I learned a lot from Eddie, because he was the only team-mate I should say beat me ever, that year I first went Superbike racing.

He was sly because he wouldn't answer some questions,





WAYNE FOLLOWED FELLOW DIRT-TRACKER EDDIE LAWSON (LEFT) INTO THE KAWASAKI SUPERBIKE ROAD-RACE TEAM. HERE HE CELEBRATES HIS FIRST WIN AT LOUDON, NEW HAMPSHIRE, IN 1982.

and wouldn't tell me what gears he was running in some places. Or he'd tell me he was in third gear instead of second gear. I'd figure it out, but I'd just wonder what he was doing. I just wanted to compare his notes to mine.

One time at Daytona I had this huge wobble coming onto the banking. I'd get into 160mph tank-slappers, really bad. The backing the back would start to wobble a little bit and I'd grab the bars and try and stop it; but that just magnified it - threw all the wobble back into the chassis so it'd shake so bad I'd have to shut off, and then it'd shake even worse. So I came in and I told them, and they said: Eddie's not wobbling. Let Eddie ride the bike. So he rode it and he come back in, and he's not wobbling on my bike either.

I realised it had to be something I was doing. So I thought about it, and I heard something Wes Cooley said about another rider, that he was holding onto it too tight. So the next day I went out and when it started to wobble, I just let go of the bars a bit. And it never got any worse. But Eddie'd never tell me that. I had to hear it from someone else.

We were pretty good friends all the same. We'd go out and have some fun, though Eddie wasn't into partying like I was.

One time in Daytona in 1982 with my girlfriend of five years there - Lori Henderson - Eddie and me went and got shit-faced: Lori was our designated driver. He and I went skinny-dipping in the ocean, and jumped back in the car naked, and she drove off. I'd throw it in reverse and Eddie'd throw it in drive, and I'd throw it in reverse again.

Well, she panicked, and went head-on into this telegraph pole. Put me into the windshield, still naked, and knocked out all the lights at Daytona Beach Airport. So the cops show up, and I'd just got my pants on, and I had some cowboy boots. And they're looking at the skid marks, wondering what was

going on. I told them I was driving, and somebody ran me off the road. They could see there was something weird going on, but they never did worked it out.

### KEVIN SCHWANTZ- THE RIVAL OF A LIFETIME

I still hear people talking about me and Kevin in the Easter Match Races in England in 1987.

You know we were really stupid there, because they had 100,000 pounds sterling for the guy who won all the races. If we were smart we'd have agreed that whoever won the first race could try and win all the rest, then we'd split the money with the whole US team. I said I'd talk to Kevin about it, but I wasn't going to let him think he could win all the races, and in the end I kinda avoided talking to him.

That year we had three races at Brands Hatch in one day, and then three races in one day at Donington, and the same the next day. I won five races and Kevin won four, but he won more points because one race in the rain I had the wrong tyres on and finished way back.

We were banging into each other there, and that's when the tough rivalry started, right there in England. At Donington I'd suck him into those tight corners, and that old cowboy'd be so sideways all I could see was Suzuki written down the side of the bike.

We left our mark there, and from then on we were real serious. We boned each other all year long back in the US.

We raced each other hard, but he was making mistakes and I was getting points.

I knew from losing the title the year before that falling down wasn't a good way to win a championship. And I needed that title because I wanted the money that went with it.



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### TIMETABLE

19-7-95	Free Practice	Qualifying Practice	22-7-95	Free Practice	Qualifying Practice
Sidecars		14.15 - 15.00	250cc	9.00 - 10.00	13.30 - 14.30
Euro 125cc	12.30 - 13.00	15.30 - 16.00	500cc	10.15 - 11.15	14.45 - 15.45
Thunderbikes	13.15 - 14.00	16.15 - 17.00	125cc	11.30 - 12.30	16.00 - 17.00
<b>20-7-95</b>	<b>No Sporting Activity</b>				
<b>21-7-95</b>	Free Practice	Qualifying Practice	Sidecars	(Warm Up) 12.45 - 13.00	(Race 26 laps) 17.30
Sidecars		12.45 - 13.15	<b>23-7-95</b>	Warm Up	Races
250cc	09.00 - 10.00	13.30 - 14.30	Euro 125	9.00 - 9.15	
500cc	10.15 - 11.15	14.45 - 15.45	250cc	9.30 - 9.50	(27 laps) 12.00
125cc	11.30 - 12.30	16.00 - 17.00	500cc	10.05 - 10.25	(30 laps) 13.15
Thunderbikes		17.15 - 17.45	125cc	10.40 - 11.00	(26 laps) 14.30
Euro 125		18.00 - 18.30	Thunderbikes	11.15 - 11.30	(23 laps) 15.45
Sidecars		18.45 - 19.45	Euro 125		(18 laps) 17.00



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3	D BRINDLEY/P HUTCHINSON	GB/GB	LCR/HONDA	VAN KEMPEN RACING
4	M BOESIGER/J EGLI	CH/CH	LCR/ADM	PNEU BOESIGER RACING
5	P GUEDEL/C GUEDEL	CH/CH	LCR/SWISSAUTO	BP RACING SCHWEIZ
6	K KLAFFENBOCK/C PARZER	A/A	WINDLE/SWISSAUTO	OKM RACING TEAM
7	D DIXON/A HETHERINGTON	GB/GB	WINDLE/ADM	DARREN DIXON RACING
8	S ABBOTT/J TAILFORD	GB/GB	WINDLE/ADM	STEVE ABBOTT RACING
9	B BRINDLEY/S WHITESIDE	GB/GB	LCR/YAMAHA	DENNIS TROLLOPE RACING
10	Y KUMAGAYA/M FINNEGAN	J/IRL	LCR/ADM	TEAM KUMAGAYA/NISSIN
11	J LAUSLEHTO/H MATSARANTA	SF/SF	LCR/ADM	TEAM LAUSLEHTO
12	R BOHNHORST/P BROWN	D/GB	LCR/SWISSAUTO	BOHNHORST/KUMANO MOTORSP.
13	R KOSTER/C CAVADINI	CH/CH	LCR/HONDA	KROKO RACING
14	T WYSSEN/K WYSSEN	CH/CH	LCR/YAMAHA	WYSSEN RACING
15	K WEBSTER/H HOFSTEENGHE	GB/NL	LCR/ADM	KEVIN WEBSTER RACING
16	M REDDINGTON/T CRONE	GB/GB	LCR/ADM	REDDINGTON RACING
17	B GALLROS/P BERGLUND	S/S	LCR/YAMAHA	BG SIDECAR TEAM
18	B JANSSEN/F G V. KESSEL	NL/NL	LCR/YAMAHA	JANSSEN RACING
19	A VOGELI/H WICKLI	D/D	LCR/STEINHAUSEN	STEINHAUSEN RACING
20	I WILFORD/M WYNN	GB/GB	LCR/HONDA	STEVE WEBSTER RACING
21	M SCHLOSSER/A HANNI	CH/CH	LCR/HONDA	HANNI RACING
22*	M NEUMAN/U MULLER	D/D	LCR/YAMAHA	
27*	M MEIER/D BRUHWILER	CH/CH	LCR/YAMAHA	
30***	M WHITTINGTON/S BIRKETT	GB/GB	LCR/KRAUSER	
31***	T BAKER/I STAPLETON	GB/GB	LCR/KRAUSER	
	*** (WILDCARD) * (RESERVE)			

## 1995 BRITISH GRAND PRIX • RESULTS

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

# SIDECARS 22.7.95

RACE NO. 5

## PAP-BY-LAP LEADING POSITIONS

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

## POINTS SCORED SO FAR

### FIM-ISRA SIDECAR WORLD CHAMPIONSHIP TOP 20

	Total		Total		
1	D DIXON/A HETHERINGTON	90	11	R BILAND/K WALTISPERG	25
2	S ABBOTT/J TAILFORD	61	12	J LAUSLEHTO/H MATSARANTA	21
3	M BOESIGER/J EGLI	44	13	M REDDINGTON/T CRONE	18
4	B BRINDLEY/S WHITESIDE	41	14	I WILFORD/M WYNN	18
5	D BRINDLEY/P HUTCHINSON	40	15	M SCHLOSSER/A HAENNI	17
6	Y KUMAGAYA/T HOPKINSON	30	16	R BOHNHORST/P BROWN	16
7	K KLAFFENBOCK/C PARZER	29	17	A VOGELI/H WICKLI	10
8	B GALROSS/P BERGLUND	29	18	M NEUMANN/U MULLER	5
9	B JANSSEN/FGV KESSEL	26	19	R HOLLWEG/O MAEDLER	4
10	P GUEDEL/C GUEDEL	25	20	K WEBSTER/H HOFSTEENGE	4

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

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

# 1995 BRITISH GRAND PRIX

27 LAPS • 108.621km • START 12.00

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	MAX BIAGGI	ITALIAN	APRILIA	CHESTERFIELD-APRILIA
2	TADAYUKI OKADA	JAPANESE	HONDA	TEAM HRC
3	TAKESHI TSUJIMURA	JAPANESE	HONDA	F.C.C. TECHNICAL SPORTS
4	DORIANO ROMBONI	ITALIAN	HONDA	HONDA TEAM AGOSTINI
5	NIALL MACKENZIE	BRITISH	APRILIA	DOCSHOP RACING
6	JEAN PHILIPPE RUGGIA	FRENCH	HONDA	ELF-HONDA-TECH 3
7	TETSUYA HARADA	JAPANESE	YAMAHA	MARLBORO TEAM RAINEY
8	JEAN MICHEL BAYLE	FRENCH	APRILIA	CHESTERFIELD-APRILIA
9	LUIS D'ANTIN	SPANISH	HONDA	MX ONDA-S.S.P. COMPETICION
10	NOBUATSU AOKI	JAPANESE	HONDA	BLUMEX RHEOS RACING
13	ESKIL SUTER	SWISS	APRILIA	MOHAG APRILIA
15	OLIVER PETRUCCIANI	SWISS	APRILIA	EDO RACING TEAM
14	RUBEN XAUS	SPANISH	HONDA	FORTUNA HONDA PONS
16	PATRICK VAN DEN GOORBERGH	DUTCH	APRILIA	DOCSHOP RACING
17	JURGEN VAN DEN GOORBERGH	DUTCH	HONDA	MAXELL TEAM GLOBAL
18	ROBERTO LOCATELLI	ITALIAN	APRILIA	APRILIA RACING TEAM
19	OLIVIER JACQUE	FRENCH	HONDA	ELF-HONDA-TECH 3
21	GREGORIO LAVILLA	SPANISH	HONDA	MX ONDA-S.S.P. COMPETICION
22	ADI STADLER	GERMAN	APRILIA	VEITINGER
23	LUIS CARLOS MAUREL	SPANISH	HONDA	MAUREL COMPETICION
24	BERND KASSNER	GERMAN	APRILIA	TEAM MUNICH
25	KENNY ROBERTS JNR.	AMERICAN	YAMAHA	MARLBORO TEAM RAINEY
26	DAVIDE BULEGA	ITALIAN	HONDA	GIVI RACING
27	SADANORI HIKITA	JAPANESE	HONDA	MAXELL TEAM GLOBAL
28	RALF WALDMANN	GERMAN	HONDA	HB HONDA GERMANY
29	JURGEN FUCHS	GERMAN	HONDA	HB HONDA GERMANY
30	JOSE LUIS CARDOSO	SPANISH	APRILIA	PR2 APRILIA
31	MIGUEL CASTILLA	SPANISH	YAMAHA	10x10-YAMAHA-REPSOL
32	PERE RIBA	SPANISH	APRILIA	BJC RACING
41	JAMIE ROBINSON	BRITISH	APRILIA	DOC SHOP RACING
55	REGIS LACONI	FRENCH	HONDA	EQUIPE DE FRANCE GP
84	CALLUM RAMSAY	BRITISH	APRILIA	APRILIA MOTO UK
85	CHRIS WALKER	BRITISH	HONDA	PADGETTS RACING TEAM
88	SCOTT SMART	BRITISH	HONDA	TOTAL MORTIMER FERRARI

## 1995 BRITISH GRAND PRIX • RESULTS

1 st	1	2 nd	7	3 rd	28	4 th	19	5 th	6
6 th	5	7 th	17	8 th	2	9 th	13	10 th	
11 th		12 th		13 th		14 th		15 th	
16 th		17 th		18 th		19 th		20 th	
WINNER'S TIME		SPEED mph		FASTEST LAP No.		TIME		SPEED mph	

# 250cc

RACE NUMBER 9



## LAP-BY-LAP LEADING POSITIONS

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

## THE SEASON SO FAR

9•7•95

### GP2 - 250cc

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
1 M BIAGGI	16	25	7	20	25	25	25	20							163
2 R WALDMANN	25	13	25	11	-	13	20	25							132
3 T HARADA	20	20	13	25	20	20	-	11							129
4 T OKADA	-	16	-	10	16	11	16	16							85
5 N AOKI	11	9	20	8	8	9	9	-							74
6 J RUGGIA	-	11	11	9	11	7	13	8							70
7 K ROBERTS JR	9	7	-	-	13	10	11	10							60
8 L D'ANTIN	-	8	-	16	7	-	7	9							47
9 C CHECA	13	-	-	-	9	5	5	13							45
10 J BAYLE	-	10	-	7	10	-	-	5							32

F.I.M. FRENCH  
 GRAND PRIX

- Pos Rider
- R Waldmann (GER)
  - M Biaggi (ITA)
  - T Okada (JPN)
  - C Checa (SPA)
  - T Harada (JPN)
  - K Roberts JR (USA)
  - L D'Antin (SPA)
  - J Ruggia (FRA)
  - O Jacque (FRA)
  - E Suter (SUI)

OTHER POINTS SCORERS: JVD GOORBERGH 32; E SUTER 27; J CARDOSO 24; J FUCHS 24; D ROMBONI 23; M LUCCHI 22; O JACQUE 22; S HIKITA 19; PVD GOORBERGH 18; A GRAMIGNI 11; N MACKENZIE 11; O MIYAZAKI 10; R LOCATELLI 9; T TSUJIMURA 7; A STADLER 7; L MAUREL 5; B KASSNER 3; M PAYTEN 2; M MORIKANE 2; G LAVILLA 2; O PETRUCCIANI 2; R LACONI APRILIA 166; HONDA 156; YAMAHA 140

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

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

# 1995 BRITISH GRAND PRIX

30 LAPS • 120.69kms • START 13.15

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	MICK DOOHAN	AUSTRALIAN	HONDA	TEAM REPSOL HONDA
2	LUCA CADALORA	ITALIAN	YAMAHA	MARLBORO TEAM ROBERTS
4	DARYL BEATTIE	AUSTRALIAN	SUZUKI	LUCKY STRIKE SUZUKI
6	ALEX CRIVILLE	SPANISH	HONDA	TEAM REPSOL HONDA
7	SHINICHI ITOH	JAPANESE	HONDA	TEAM REPSOL HONDA
8	SEAN EMMETT	BRITISH	HARRIS YAMAHA	HARRIS GRAND PRIX
9	ALEXANDRE BARROS	BRAZILIAN	HONDA	BARROS-KANEMOTO-HONDA
10	JEREMY McWILLIAMS	BRITISH	YAMAHA	TEAM MILLAR
11	BERNARD GARCIA	FRENCH	ROC YAMAHA	TEAM ROC
12	CARLOS CHECA	SPANISH	HONDA	FORTUNA HONDA PONS
13	LORIS REGGIANI	ITALIAN	APRILIA	APRILIA RACING TEAM
14	ADRIAN BOSSHARD	SWISS	ROC YAMAHA	THOMMEN ELF RACING TEAM
17	NORIFUMI ABE	JAPANESE	YAMAHA	MARLBORO TEAM ROBERTS
18	LAURENT NAVEAU	BELGIAN	ROC YAMAHA	ROC EUROTEAM
19	JUAN BORJA	SPANISH	ROC YAMAHA	TEAM ROC NRJ
20	CRISTIANO MIGLIORATI	ITALIAN	HARRIS YAMAHA	HARRIS GRAND PRIX
21	BERNARD HAENGGELI	SWISS	ROC YAMAHA	HAENGGELI RACING
22	LUCIO PEDERCINI	ITALIAN	ROC YAMAHA	TEAM PEDERCINI
23	EUGENE McMANUS	BRITISH	HARRIS YAMAHA	PADGETTS RACING TEAM
24	SCOTT GRAY	AMERICAN	HARRIS YAMAHA	STARSPORT
25	NEIL HODGSON	BRITISH	ROC YAMAHA	WORLD CHAMP. MOTORSPORTS
28	BRUNO BONHUIL	FRENCH	ROC YAMAHA	M.T.D.
32	TOSHI ARAKAKI	JAPANESE	HARRIS YAMAHA	PADGETTS RACING TEAM
37	FREDERIC PROTAT	FRENCH	ROC YAMAHA	F.P. RACING
44	MARC GARCIA	FRENCH	ROC YAMAHA	D.R. TEAM SHARK
45	SCOTT RUSSELL	AMERICAN	SUZUKI	LUCKY STRIKE SUZUKI
51	JEAN PIERRE JEANDAT	FRENCH	PATON	J.P.J. PATON
65	LORIS CAPIROSSI	ITALIAN	HONDA	MARLBORO TEAM PILERI
69	JAMES HAYDON	BRITISH	HARRIS YAMAHA	HARRIS GRAND PRIX
70	MARCO PAPA	ITALIAN	ROC YAMAHA	TEAM MARCO PAPA
96	JAMES WHITHAM	BRITISH	YAMAHA	TEAM ROC YAMAHA

## 1995 BRITISH GRAND PRIX • RESULTS

1 st	1	2 nd	4	3 rd	6	4 th	65	5 th	2
6 th	7	7 th	25	8 th	19	9 th	11	10 th	14
11 th		12 th		13 th		14 th		15 th	
16 th		17 th		18 th		19 th		20 th	
WINNER'S TIME		SPEED mph		FASTEST LAP No.		TIME		SPEED mph	

**500cc**  
RACE NUMBER 9



## LAP-BY-LAP LEADING POSITIONS

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

9•7•95

### GP1 - 500cc

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
1 M DOOHAN	25	25	20	-	-	25	25	25							145
2 D BEATTIE	20	20	25	9	25	20	-	16							135
3 A PUIG	9	11	11	25	11	16	16	-							99
4 L CADALORA	13	-	13	20	20	4	9	20							99
5 A CRIVILLE	16	16	-	16	13	11	20	-							92
6 S ITOH	6	9	-	8	16	13	8	13							73
7 A BARROS	10	10	-	11	9	9	11	11							71
8 N ABE	7	-	7	13	8	10	10	-							55
9 L CAPIROSSI	8	-	-	10	10	7	13	-							48
10 L REGGIANI	5	8	6	-	7	8	7	-							41

OTHER POINTS SCORERS: J BORJA 35; K SCHWANTZ 34; B GARCIA 22; N HODGSON 21; S RUSSELL 19; C MIGLIORATI 17; T AOKI 16; J McWILLIAMS 16; T ARAKAKI 15; L NAVEAU 12; A BOSSHARD 12; F PROTAT 9; S EMMETT 7; M GARCIA 7; P CHILI 6; A STROUD 5; E McMANUS 2; J HAYDON 2; B HAENGGELI 2; B BONHUIL 1; J JEANDAT 1; P MONNERET 1  
 HONDA 186; SUZUKI 139; YAMAHA 108; ROC YAMAHA 49; APRILIA 41; HARRIS YAMAHA 36; CAGIVA 6; PATON 1

### F.I.M. FRENCH GRAND PRIX

Pos	Rider
1	M Doohan (AUS)
2	L Cadalora (ITA)
3	D Beattie (AUS)
4	S Itoh (JPN)
5	A Barros (BRA)
6	S Russell (USA)
7	J McWilliams (GBR)
8	N Hodgson (GBR)
9	T Arakaki (JPN)
10	L Naveau (BEL)

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

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

# 1995 BRITISH GRAND PRIX

26 LAPS • 104.598km • START 14.30

No.	RIDER	NATIONALITY	MACHINE	TEAM
1	KAZUTO SAKATA	JAPANESE	APRILIA	TEAM KRONA-APRILIA
2	NOBORU UEDA	JAPANESE	HONDA	GIVI RACING
4	DIRK RAUDIES	GERMAN	HONDA	HB TEAM RAUDIES
5	PETER OETTL	GERMAN	APRILIA	MARLBORO-APRILIA-ECKL
6	JORGE MARTINEZ	SPANISH	YAMAHA	TEAM ASPAR CEPESA
7	STEFANO PERUGINI	ITALIAN	APRILIA	TEAM IPA APRILIA
8	MASAKI TOKUDOME	JAPANESE	APRILIA	TEAM DITTER PLASTIC
9	HIDEYUKI NAKAJOH	JAPANESE	HONDA	Jha RACING
10	HERRI TORRONTGUEI	SPANISH	HONDA	PIT LANE RACING
11	STEFAN PREIN	GERMAN	YAMAHA	ENERGIZER ELF TEAM PREIN
12	HARUCHIKA AOKI	JAPANESE	HONDA	BLUMEX RHEOS RACING
14	AKIRA SAITO	JAPANESE	HONDA	DOCSHOP RACING
17	GIANLUIGI SCALVINI	ITALIAN	APRILIA	TEAM IPA APRILIA
18	OLIVER KOCH	GERMAN	APRILIA	TEAM DITTER PLASTIC
19	YOSHIAKI KATOH	JAPANESE	YAMAHA	TEAM ASPAR CEPESA
20	TOMOMI MANAKO	JAPANESE	HONDA	F.C.C. TECHNICAL SPORTS
21	TOMOKO IGATA	JAPANESE	HONDA	F.C.C. TECHNICAL SPORTS
23	MANFRED GEISSLER	GERMAN	APRILIA	MARLBORO-APRILIA-ECKL
24	GABRIELE DEBBIA	ITALIAN	YAMAHA	DEBBIA TEAM SEMPRUCCI
25	VITTORIO LOPEZ	ITALIAN	APRILIA	L. B. RACING TEAM
26	EMILIO ALZAMORA	SPANISH	HONDA	SCOT-SAN PATRIGNANO
28	TAKEHIRO YAMAMOTO	JAPANESE	HONDA	MOTO BUM TEAM HARC PRO
29	YOSHIYUKI SUGAI	JAPANESE	HONDA	RACING SUPPLY
31	STEFAN KURFISS	GERMAN	YAMAHA	SCOTT-ATTAC! TEAM
32	HIROYUKI KIKUCHI	JAPANESE	HONDA	ELF TEAM KEPLA
37	KEN MIYASAKA	JAPANESE	HONDA	Jha RACING
38	LUIGI ANCONA	ITALIAN	HONDA	SCOT-SAN PATRIGNANO
40	MASSIMILIANO D'AGNANO	ITALIAN	APRILIA	SCUDERIA ALFA DUCADOS
44	DARREN BARTON	BRITISH	YAMAHA	SCOTT-ATTAC! TEAM
63	JOSEP SARDA	SPANISH	HONDA	TEAM EUROPA ZWAFINK
72	STEFANO CRUCIANI	ITALIAN	APRILIA	TEAM KRONA-APRILIA
83	PETE JENNINGS	BRITISH	HONDA	KNOTTS HONDA
84	JIM FALLS	BRITISH	HONDA	COLIN APPELYARD RACING
85	STEVE PATRICKSON	BRITISH	HONDA	HAZLETON MOTORS

## 1995 BRITISH GRAND PRIX • RESULTS

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

**125cc**

RACE NUMBER 9



## LAP-BY LAP LEADING POSITIONS

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

## THE SEASON SO FAR

9•7•95

GP3 - 125cc

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

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
1 H AOKI	25	-	25	25	25	25	11	25							161
2 S PERUGINI	10	10	-	20	13	20	9	10							92
3 A SAITO	5	8	20	8	-	9	16	13							79
4 K SAKATA	20	3	16	10	-	11	13	4							77
5 D RAUDIES	-	4.5	-	16	11	-	25	20							76.5
6 P OETTL	-	-	5	13	-	13	20	16							67
7 T MANAKO	16	-	6	7	7	10	7	11							64
8 E ALZAMORA	13	-	9	9	16	-	-	9							56
9 H NAKAJOH	9	2	13	-	10	5	8	5							52
10 N UEDA	11	-	2	11	20	-	-	-							44

F.I.M. FRENCH GRAND PRIX

- Pos Rider
- H Aoki (JPN)
  - D Raudies (GER)
  - P Oetl (GER)
  - A Saito (JPN)
  - T Manako (JPN)
  - S Perugini (ITA)
  - E Alzamora (SPA)
  - M Tokudome (JPN)
  - Y Katoh (JPN)
  - H Torrontegui (SPA)

OTHER POINTS SCORERS: Y.KATOH 40; H.TORRONTGUEI 35.5; G.SCALVINI 31.5; M.TOKUDOME 29.5; K.MIYASAKA 24.5; M.GEISSLER 21; G.McCOY 16.5; T.IGATA 14; S.IBARAKI 11; T.YAMAMOTO 10; A.BALLERINI 8.5; L.BODELIER 7; Y.SUGAI 6; L.ANCONA 6; J.MARTINEZ 6; O.KOCH 5; G.DEBBIA 4.5; J.SARDA 2; S.PREIN 1; Y.UI 1; S.KURFISS 1 / HONDA 187.5; APRILIA 135; YAMAHA 47.5

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

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

## THUNDERBIKE TROPHY • 1995

23 LAPS • 92.529 Km • START 15.45 • RACE NUMBER 6

No.	RIDER / NATIONALITY	MACHINE	TEAM / Pos	No.	RIDER / NATIONALITY	MACHINE	TEAM / Pos
1	YVES BRIGUET / SWISS	HONDA	TEAM YVES BRIGUET / 1	25	GILSON SCUDELER / BRAZILIAN	HONDA	HONDA PEPSI GALP / 18
2	CHRISTIAN ZWEDORN / AUSTRIAN	HONDA	CASTROL-HONDA AUSTRIA / 8	26	YUICHI TAKEDA / JAPAN	HONDA	Jha RACING TEAM / 14
3	FRED BAYENS / AUSTRALIAN	HONDA	DC RACING TEAM / 4	27	THEO DIETLIN / SWISS	HONDA	RACING HEIDELBERGER
4	IDALIO GAVIRA / SPANISH	HONDA	HONDA-SSB-MOBIL 1 / 6	28	URS SCHNEIDER / SWISS	HONDA	SCHESTAUBER RACING
5	EUSTAQUIO GAVIRA / SPANISH	HONDA	HONDA-SSB-MOBIL 1 / 11	60	ERIC MAHE / FRENCH	HONDA	TEAM MAHE / 7
7	STEPHANE MERTENS / BELGIAN	HONDA	DHOLDA-WANTY S.M.R. / 3	61	JEFFRY DE VRIES / DUTCH	YAMAHA	MOTOPOST YAMAHA / 12
8	WILCO ZEELENBERG / DUTCH	HONDA	DC RACING TEAM / 5	81	MIKE EDWARDS / BRITISH	HONDA	V & M RACING
9	PHILLIP McCALLEN / BRITISH	HONDA	TEAM TURKINGTON	82	DAVE HEAL / BRITISH	YAMAHA	CADBURY'S BOOST ATLANTIC 252
10	GIOVANNI BUSSEI / ITALIAN	BIMOTA	TEAM PEDERCINI / 22	83	IAIN DUFFUS / BRITISH	HONDA	V & M RACING
14	OSCAR SAINZ / SPANISH	KAWASAKI	OSCAR SAINZ TEAM / 10	84	PETE JENNINGS / BRITISH	HONDA	SWEET DREAMS
15	IAIN MacPHERSON / BRITISH	HONDA	IAN MacPHERSON RACING / 15	85	ADAM LEWIS / BRITISH	YAMAHA	
16	MARCO RISITANO / ITALIAN	BIMOTA	GI MOTORSPORT / 29	86	JOHN CRAWFORD / BRITISH	HONDA	T FRENCH & SON
17	UDO MARK / GERMAN	KAWASAKI	RUBATTO LORTZ RACING / 2	87	DAVE MARTIN / BRITISH	KAWASAKI	
18	ENRIQUE DE JUAN / SPANISH	KAWASAKI	ARBIZU RACING / 9	88	HOWARD WHITBY / BRITISH	HONDA	P & S GLAZING LTD
21	CEES DOORAKKERS / DUTCH	BIMOTA	RACING TEAM DOORAKKERS				
22	JEAN FORAY / FRENCH	BIMOTA	JEAN FORAY RACING TEAM				

### LAP-BY LAP LEADING POSITIONS

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

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

## EURO 125 • 1995

18 LAPS • 72.414km • START 17.15 • RACE NUMBER 6

No.	RIDER	TEAM / Pos	No.	RIDER	TEAM / Pos
1	MARC FISETTE	H.V.B. DOC SHOP / 27	30	MARTIN PSOTNY	SLOVAKIA TEAM BALAZ
2	JAROSLAV HULES	TEAM RDM SKALA BANK / 11	32	LUIS ALVARO	TEAM E. CASTRO / 7
4	VALENTINO ROSSI	MOTORACING / 3	33	JUAN MATURANA	TEAM E. CASTRO / 22
5	ALAIN BRONEC	PROMOTOP 41 / 15	36	VICENTE ESPARRAGOSO	TEAM ESPARRAGOSO / 34
6	FREDERIC PETIT	R.M.S. / 2	39	HAKAN OLSSON	STAROL
7	LUCIO CECCHINELLO	PILERI RACING / 1	40	MARKUS HOLLENSTEIN	YAMAHA RACING TEAM SCHWEIZ / 24
11	IVAN TSCHUDIN	KNECHT RACING / 4	41	MARCO TRESOLDI	TEAM SANDRONI / 37
12	FRANK BALDINGER	DITTER PLASTIC / 28	62	ANGEL NIETO	ASPAR CEPESA
15	ARMIN FISCHER	TEAM APRILIA DEUTSCHLAND / 26	64	MARCO CARNEVALE	TEAM PILERI / 6
16	ZOLTAN GYORFI	CASTROL BIRO RACING	66	ENGELBERT HIERL	RS RALLYE SPORT / 33
17	FABIO COLOMBO	AEB TEAM / 8	67	CHRIS JENSEN	YAMAHA MOTOR DENMARK
18	GINO BORSOI	TEAM ITALIA	72	SONNI HARMS	MC JORNET / 41
19	MARCO DELLINO	TEAM ITALIA / 14	77	BERTRAND STEY	STEY MOTOS / 13
20	FRANCO BATTAINI	TEAM ITALIA / 5	78	DAVID MICO	APRILIA MARATHOON
21	ELIO IORI	TEAM ITALIA / 40	80	MARCEL NOOREN	BERT SMIT RACING TEAM
25	CHE MANOLO OMARINI	TEAM KRONA / 30	82	BENJAMIN WEISS	WERNBERGER R.T. HANUSCH / 38
26	PAOLO TESSARI	TEAM SANDRONI / 9	85	GILBERT DE ROVER	MOLENAAR RACING
27	MAURIZIO CUCCHIARINI	MOTORACING / 19	86	ROB FILART	
28	GIAN DI MARIO SANTO	TEAM NOCCIOLI / 16	87	LINDSAY GORDON	RON EASTON / PETE BANKS RACING
29	MASSIMILIANO GAMBINO	SLOVAKIA TEAM BALAZ / 35	88	CHRIS PALMER	LEE RUMNEY RACING

### LAP-BY LAP LEADING POSITIONS

Lap/Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
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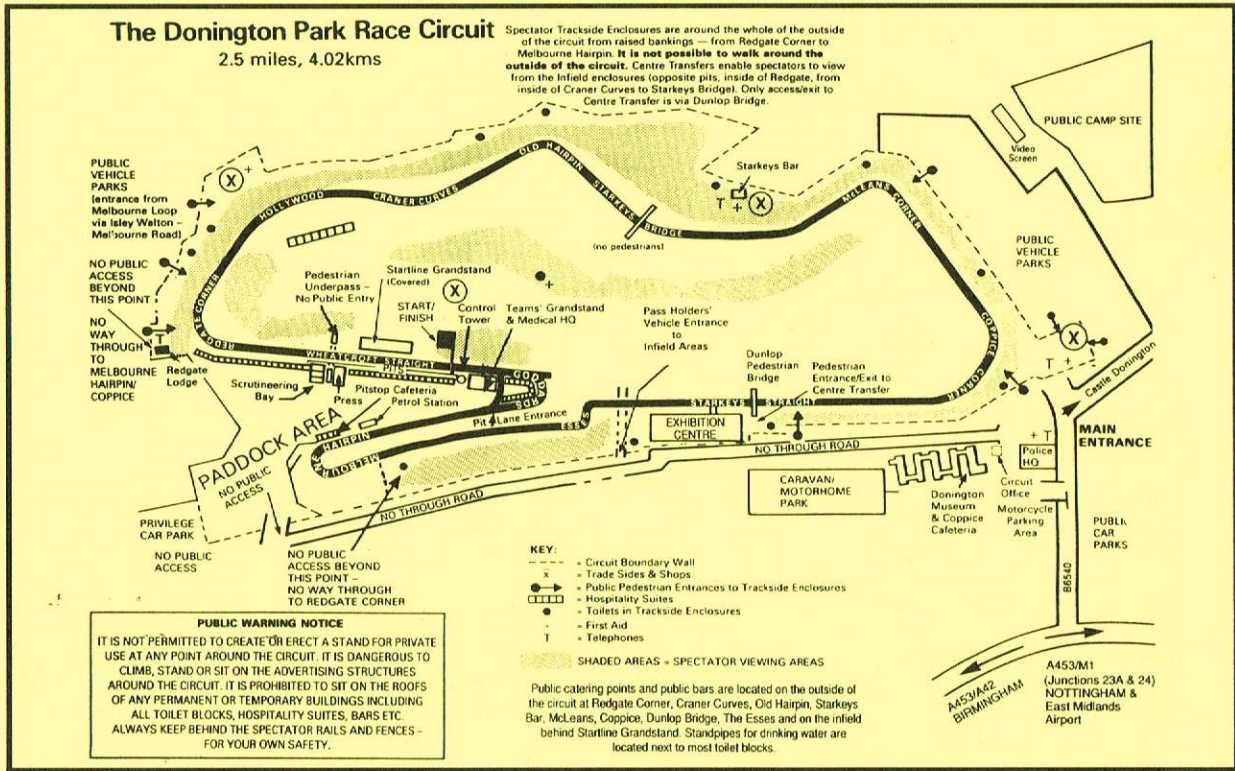
### EURO 125 • RESULTS

1 st	2 nd	3 rd	4 th	5 th
6 th	7 th	8 th	9 th	10 th
WINNER'S TIME	SPEED mph	FASTEST LAP No.	TIME	SPEED mph

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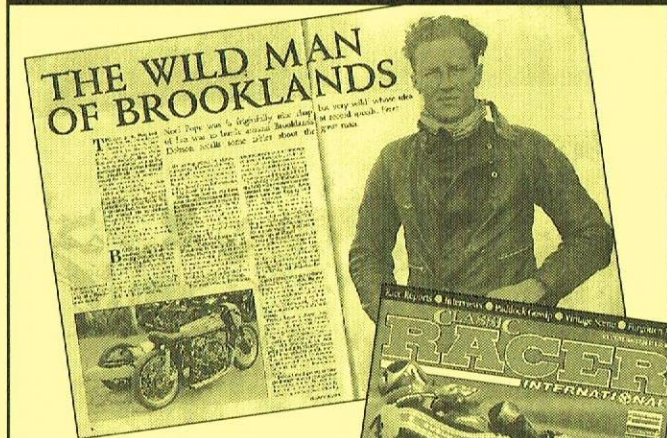
# 1995 BRITISH GRAND PRIX



<b>1994 125cc WINNER</b>			
1	T TSUJIMURA	HONDA	44m 22.659s
<b>LAP RECORD</b>			
	K SAKATA	APRILIA	1m 41.027s
<b>1994 250cc WINNER</b>			
1	L CAPIROSSI	HONDA	43m 18.624s
<b>LAP RECORD</b>			
	J P RUGGIA	APRILIA	1m 34.888s
<b>1994 500cc WINNER</b>			
1	K SCHWANTZ	SUZUKI	47m 31.632s
<b>LAP RECORD</b>			
	K SCHWANTZ	SUZUKI	1m 33.569s

DONINGTON: 2.5 MILES / 4.023 km

## From Brooklands to Barry Sheene



The magazine dedicated to motor cycle road racing this century

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# BRITISH GRAND PRIX PREVIEW

BY PETER CLIFFORD

500cc World Champion Mick Doohan comes to Donington Park as favourite to win his 25th Grand Prix and thereby match the number of wins achieved by last year's British Grand Prix winner Kevin Schwantz. It was the Texan's fourth win at Donington and his last Grand Prix victory.

Doohan was beaten last year by a combination of Schwantz determination and ability allied to the way that the Lucky Strike Suzuki performs through the contrasting fast sweeping curves and almost dead stop hairpins that make Donington so special. It is now up to Daryl Beattie to make use of the Suzuki's Donington ability and exploit what maybe one of the very few weak points in the Doohan/Repsol Honda arsenal.

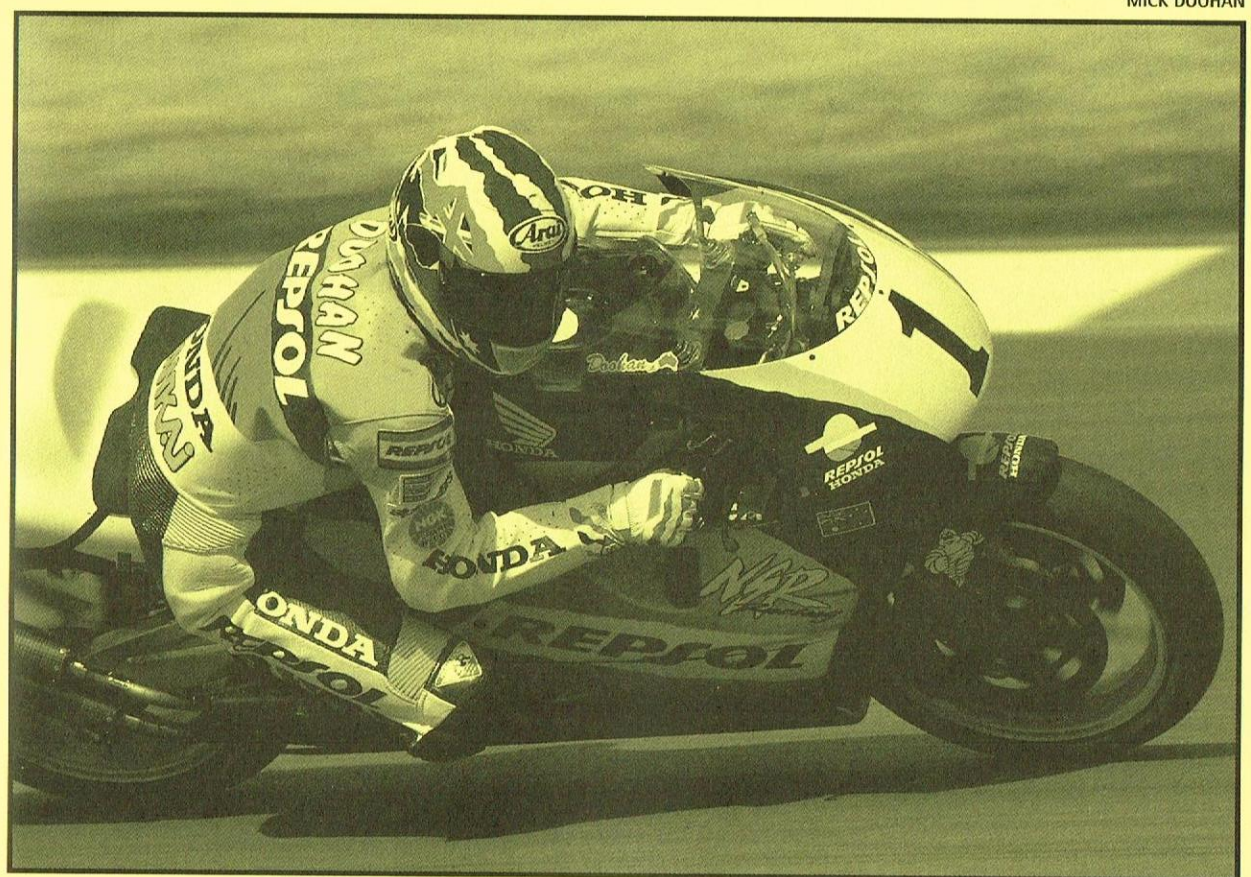
That is not to say that Doohan is slow at Donington, far from it for he sat on pole last year and finished second but it is not his favourite track and his race engineer Jerry Burgess identified where his rider lost

time, "Mick loses his time at Donington in the very slow corners. They, for one reason or another, aren't corners that Mick seems to be able to come to grips with as he does with faster flowing corners. Whether it's a set up in the bike or whatever I'm not sure but in the section times it was obviously in that area."

A year on, Doohan may have added slow corner superiority to what is already quite a list, having destroyed the opposition in winning the French Grand Prix on the Repsol Honda around the Bugatti Circuit, which is little more than a test of braking and first and second gear corners.

Beattie was only then recovering from the operation

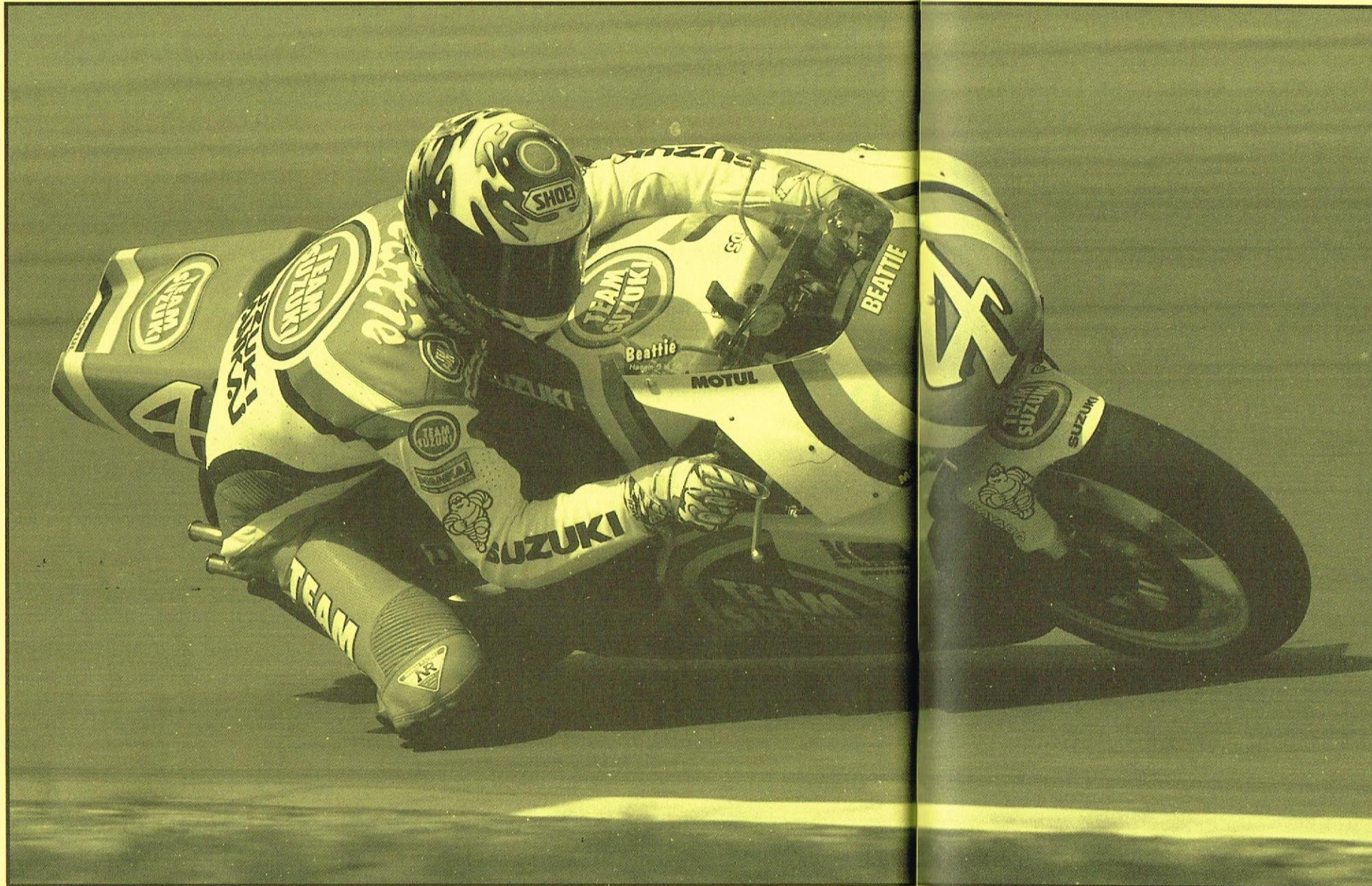
MICK DOOHAN



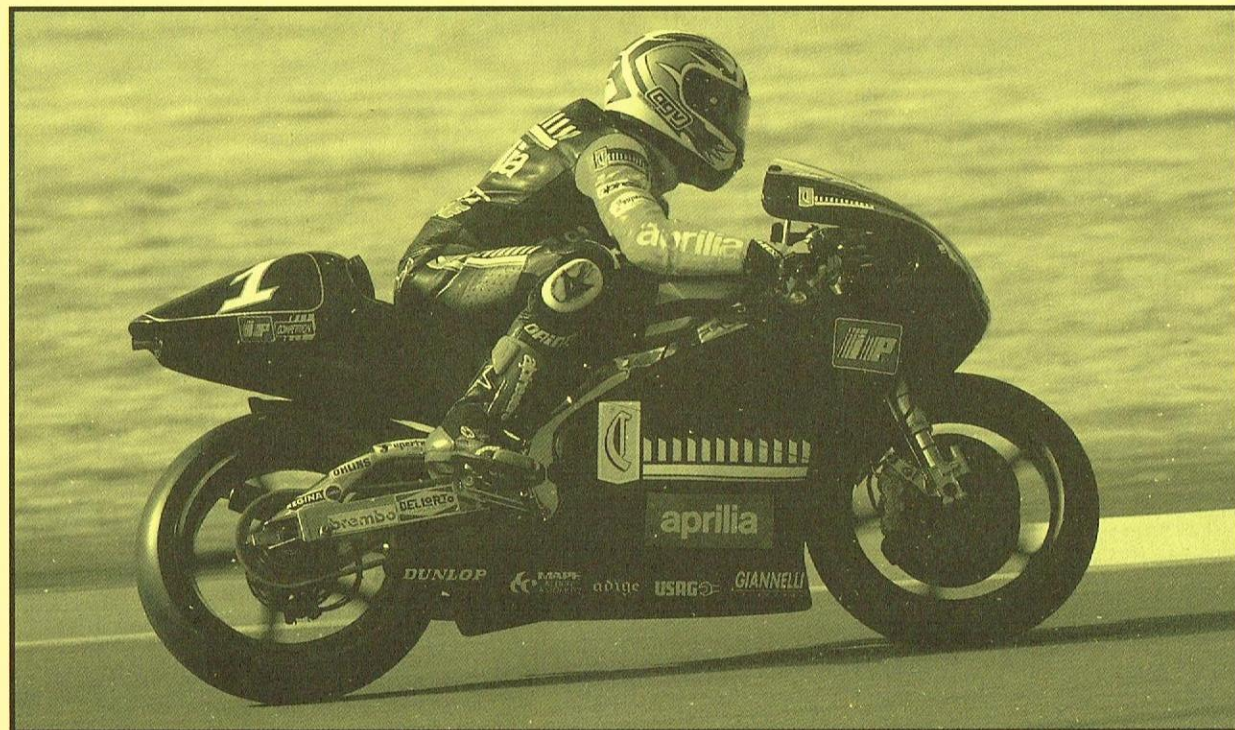
**EBC** THE WINNING BRAKE PADS  
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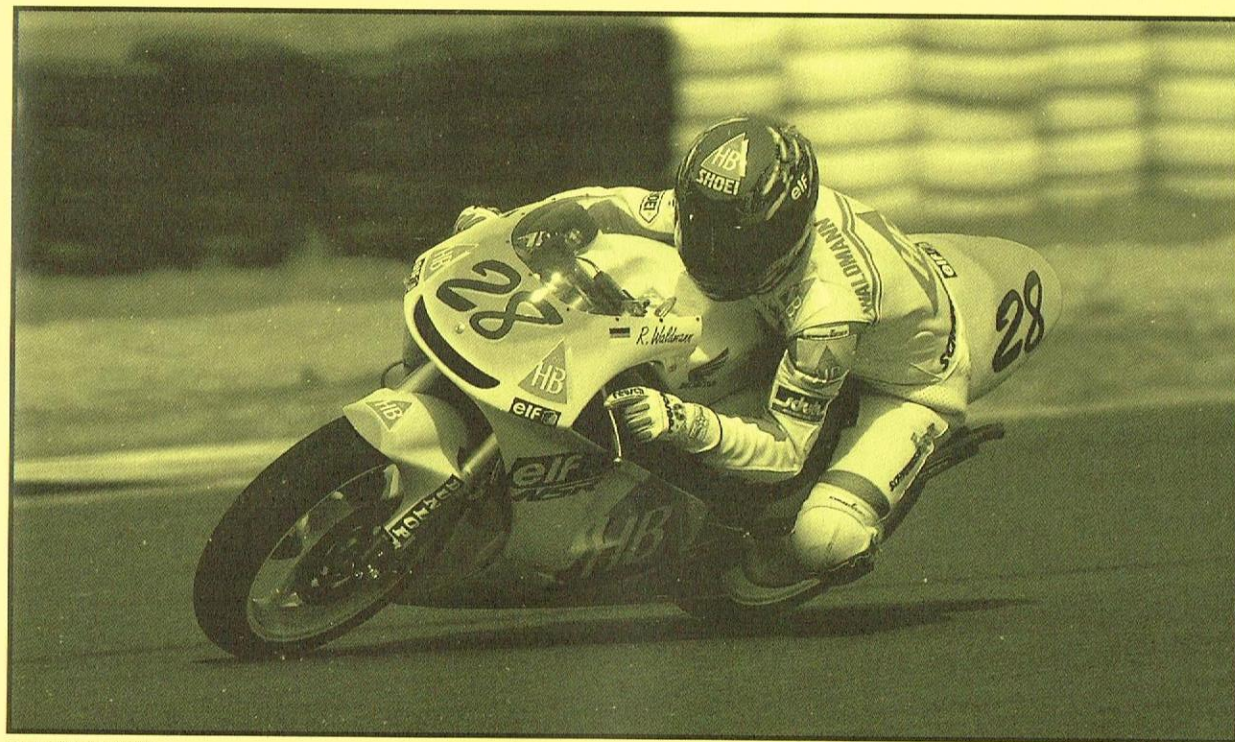
'SPRINT' GREEN, SOFT KEVLAR ROAD/CIRCUIT RACE COMPOUND



DARYL BEATTIE



MAX BIAGGI



RALF WALDMANN

to plate the broken left collarbone he sustained practising for the Dutch Grand Prix and two weeks should see a significant improvement in his physical state and make him much more of a threat. Whether or not he still has a machinery advantage over Doohan at Donington remains to be seen. Lucky Strike Suzuki team mate Scott Russell will certainly be hoping that they do and he has the advantage of already visiting Donington once this season on the Kawasaki superbike.

It is hard to see who else can challenge Doohan, considering his current form, though Repsol Honda team mate Alex Crivillé came very close at Assen and Luca Cadalora won on the Marlboro Yamaha just two years ago.

250cc World Champion Max Biaggi took pole position at Le Mans on the Chesterfield Aprilia and then said it was virtually impossible for him to win. He picked Ralf Waldmann as favourite and then proved himself right. The Italian was a very close second to the HB Honda but his reasoning behind the prediction may carry over to Donington. "The Aprilia is not good on the brakes. The worst track this year will be Le Mans with Donington a close second. It is not stable on the brakes and it is too easy for the Hondas to pass me."

Waldmann must now be considered a championship threat by Biaggi and the pair could produce an even more fierce battle in Britain but the race is far more open than that. The Marlboro Yamaha team may

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HARUCHIKA AOKI

produce their disc valve machine for Tetsuya Harada and Kenny Roberts Junior or Harada may simply be as competitive on the reed valve engine bike as he was when he won so convincingly in Jerez.

It is time that world number two Tadayuki Okada had a slice of good fortune and he was second last year behind Loris Capirossi who now rides a 500. Okada's third place at Le Mans shows he is on form.

As for the 125cc race it seems to be a question of who can stop Haruchika Aoki adding to his score of six Grand Prix wins already this season. It doesn't seem to matter who he is racing with or what sort of track it is, Aoki simply increases the pace by just enough to be in front when it counts. The races are always thrilling, the victory margins minute but Aoki has only failed twice this year to be in front at the flag.

To hope for a British victory in the solo classes you have to be an optimist at the very least but with Darren Dixon and Andy Hetherington dominating the sidecar battle there is every chance that the national anthem will get an airing once over the weekend. Dixon is convinced that his British built Windle chassis will give him a significant advantage at Donington being quicker through right handers than the LCRs.

It could well be that his biggest threat comes from fellow British crews like Steve Abbott and Julian Tailford or Derek Brindley and Paul Hutchinson. The LCRs powered by the new Swiss-auto built BRM engines certainly cannot be counted out though. The new V fours are getting ever more reliable and are fearsome pieces of equipment in the hands of aces like World Champions Rolf Biland and Kurt Waltisperg.

I did win the US title, but Kevin won more races - and all year I heard more about Kevin's winning than I did about my title. Maybe that was because I'd only read what Kevin was saying - that he could beat me, and that when we got to Europe he was going to smoke me.

The press would ask me what I thought about that stuff, and I'd say well he's always said that, but he can't stay on the motorcycle. He might be fast, but he's not fast for very long.

It was always me and Kevin racing each other, though as a matter of fact I was holding back because I needed that championship.

Kevin was like in a bull ring. He was just nuts. And I could sucker him into these corners, and watch him buck and turn right off the racetrack. And I'd beat him. And I'd think when this guy gets smart someday he's gonna be tough. And he never did - leastways not until after we'd been GP racing a while.

That year at Laguna, I started the final from the back row because I'd jumped the start in my heat, and Schwantz was on the front row, and he was gone. By the time I got to second, he had an eight-second lead. I started chipping away at it - in one lap I caught him by about half-a-second, and got it down to seven seconds or something like that. And he came onto the front straight and high-sided the thing, so I won that race. Again he was out front, but I beat him.

We just hated each other, and we hated getting beaten by the other. There was just something there. He was probably the only guy I never really liked. Besides Fred Merkel. They were buddies.

We never said anything to each other's face, but it was one of those rivalries that when you race, you race them really hard, don't leave them much room and run into them and stuff.

I never did that to anybody except with Kevin Schwantz. He was the only guy I'd run into. And he was the only guy to run into me.

We didn't even know there were people watching us race. It was just me and him on the racetrack, like two fighters in a ring, and there's only one winner. We would ride each other right into the grandstands and we just didn't care.

I didn't want to be known as the guy who was just consistent, and raced for championships the easiest way. Because I didn't. I raced the smartest way. I used my brain, and racing's all part of using your brains and using your talent and using situations. I did the best I could with what I had and I won. And that was because I was smarter.

So Kevin shows up with his mom and dad and their big motorhome - you know, his way of doing it, I hated it. I always thought Kevin had everything given to him as a kid, and I'd gotten there by working for it. He was spoiled, and he'd never known what it was like to go without money. That's the way it seemed to me, though I didn't really know nothing about it.

Once we got to the GPs it improved. It wasn't just me and him no more. It was Gardner and Lawson also. We'd still race each other hard, but we realised that we couldn't let our personal battle get the better of us.

Towards the end of '88 Kevin and I started saying hello to one another.



RAINEY LEADS SCHWANTZ AT THE DONINGTON PARK MATCH RACES IN 1987. "THAT WAS WHERE THE RIVALRY BEGAN".





# SIDECARS

ROLF BILAND / KURT WALTISPERG



## ● 1 SCHLOSSGOLD RACING TEAM

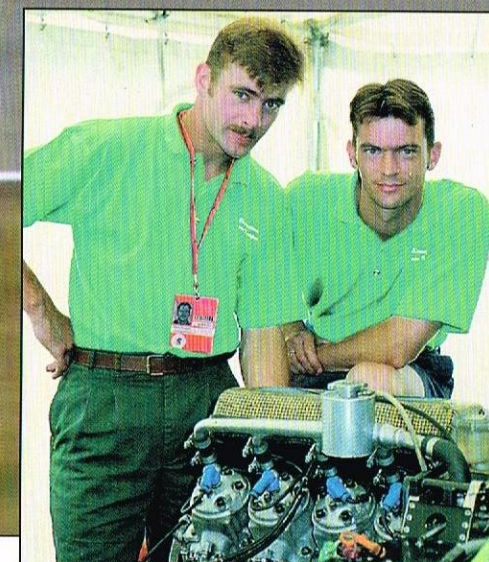
- RIDER: Rolf Biland
- DATE OF BIRTH: 01/04/51
- PROFESSION: Engineer
- HOBBIES: Waterskiing
- FIRST RACE: 1970
- FIRST GRAND PRIX: 1974
- FINAL STAND. 1994: 1
- No. OF WORLD CHAMPS: 7, 1978, 79, 81, 83, 92, 93, 94
- PASSENGER: Kurt Waltisperg
- DATE OF BIRTH: 02/07/53
- PROFESSION: Businessman
- HOBBIES: Motorsport
- FIRST RACE: 1973
- FIRST GRAND PRIX: 1978
- MACHINE: LCR-Swissauto
- TEAM ADDRESS: BRM Mittelstrasse2, 2555 Brugg, CH

## ● 3 VAN KEMPEN RACING

- RIDER: Derek Brindley
- DATE OF BIRTH: 18/07/69
- PROFESSION: Engineer
- HOBBIES: Sidecar racing
- FIRST RACE: 1987
- FIRST GRAND PRIX: 1991
- FINAL STAND. 1994: 3
- No. OF WORLD CHAMPS: 0
- PASSENGER: Paul Hutchinson
- DATE OF BIRTH: 08/07/67
- PROFESSION: Carpenter
- HOBBIES: Swimming
- FIRST RACE: 1987
- FIRST GRAND PRIX: 1992
- MACHINE: LCR-Swissauto
- TEAM ADDRESS: 53 Churchstr, Bawtry, South Yorkshire GB

## ● 4 PNEU BÖSIGER RACING

- RIDER: Markus Bösiger
- DATE OF BIRTH: 20/08/57
- PROFESSION: Businessman
- HOBBIES: Mountainbike riding
- FIRST RACE: 1988
- FIRST GRAND PRIX: 1990
- FINAL STAND. 1994: 4
- No. OF WORLD CHAMPS: 0
- PASSENGER: Jurg Egli
- DATE OF BIRTH: 27/12/64
- PROFESSION: Mechanic
- HOBBIES: Sidecar racing
- FIRST RACE: 1990
- FIRST GRAND PRIX: 1991
- MACHINE: LCR-ADM
- TEAM ADDRESS: Bahnhofstrasse 1, Rogwill, CH



DEREK BRINDLEY / PAUL HUTCHINSON



MARKUS BÖSIGER / JURG EGLI



CONTINUED FROM PAGE 22

KAZUTO SAKATA

By the midpoint Cadalora had shown he would cruise round mid-field rather than try and race when he wasn't happy with the equipment, and it was far from certain that he would complete the year with the team. It was left to his new team-mate Norifumi Abe to impress by pressing on regardless, but in his first full GP year on tracks he hadn't seen before, he couldn't expect to win.

Doohan's Honda team-mate Alex Criville has shown improved maturity; fellow-Spaniard Alberto Puig race-winning form; class newcomer Loris Capirossi great promise; Alex Barros flashes of speed - but sixth Honda rider Shinichi Itoh has been troubled by injury all season long.

An excellent privateers' battle has thrown up a new star - Spaniard Juan Borja (ROC-Yamaha); with two British class newcomers Neil Hodgson (ROC-Yamaha) and James Haydon (Harris-Yamaha) showing well among his rivals.

Two men hold the high ground in a vintage 250 year.

Defending World Champion Max Biaggi (Chesterfield Aprilia) and 1993 winner Tetsuya Harada (Marlboro Rainey Yamaha) between them have seized the imagination with a classic battle. The Italian is a superb rider, his Aprilia the fastest all-round bike. Harada's Yamaha lacks both acceleration and top speed by comparison, but the Japanese rider is often called a genius for the way he can make up time in the corners.

Biaggi had more race wins, but until crashing out of practice in Assen, Harada was on level pegging on points. Missing that race made his task for the rest of the year much harder, and he is desperately anxious for a new more powerful bike to arrive.

Best of the rest is HB Honda rider Ralf Waldmann, with HRC Honda man Tadayuki Okada snapping at his heels. But Agostini-Honda rider Dorian Romboni has fallen well short of expectations after a

series of technical and injury problems.

Aprilia's second factory man Jean-Michel Bayle, former superhero of Motocross, has come closer than ever to his first GP rostrum as he matures in his third GP year. Other stars in the making include Aprilia recruit Roberto Locatelli, though he has been dogged by injury; exciting French newcomer Olivier Jacque (Elf-Honda); Harada's team-mate Kenny Roberts Junior; and leading privateer Jurgen vdGoorbergh (Maxell Honda).

Fortuna-Honda rider Carlos Checa, so promising last year, has shown himself the rider most likely to crash.

The seething 125 class seems to throw up a new dominant rider every season. In the first half of 1995 it's been Japan's Harachuki Aoki, on the Blumex-Rheos Honda. The youngest of three racing brothers, he came from nowhere to runaway winner on the bike, prepared by ex-racer Hans Spaan.

This has put the pressure on defending champion Kazuto Sakata (Krona Aprilia), as well as class elder Dirk Raudies (HB Honda) and last year's Rookie of the Year Stefano Perugini (Nastro Azzurro Aprilia).

Each of the three classes has, in a different way, produced an excellent season, with interest running high for the second half of the year.

Can Doohan regain consistency to match his dominant speed? Will Beattie continue to get faster and faster and pressure him into more costly errors?

Will Harada's expected new Yamaha arrive in time for him to get back on terms with Biaggi?

And will the 125 old hands find the wherewithal to claw back Aoki's huge lead.

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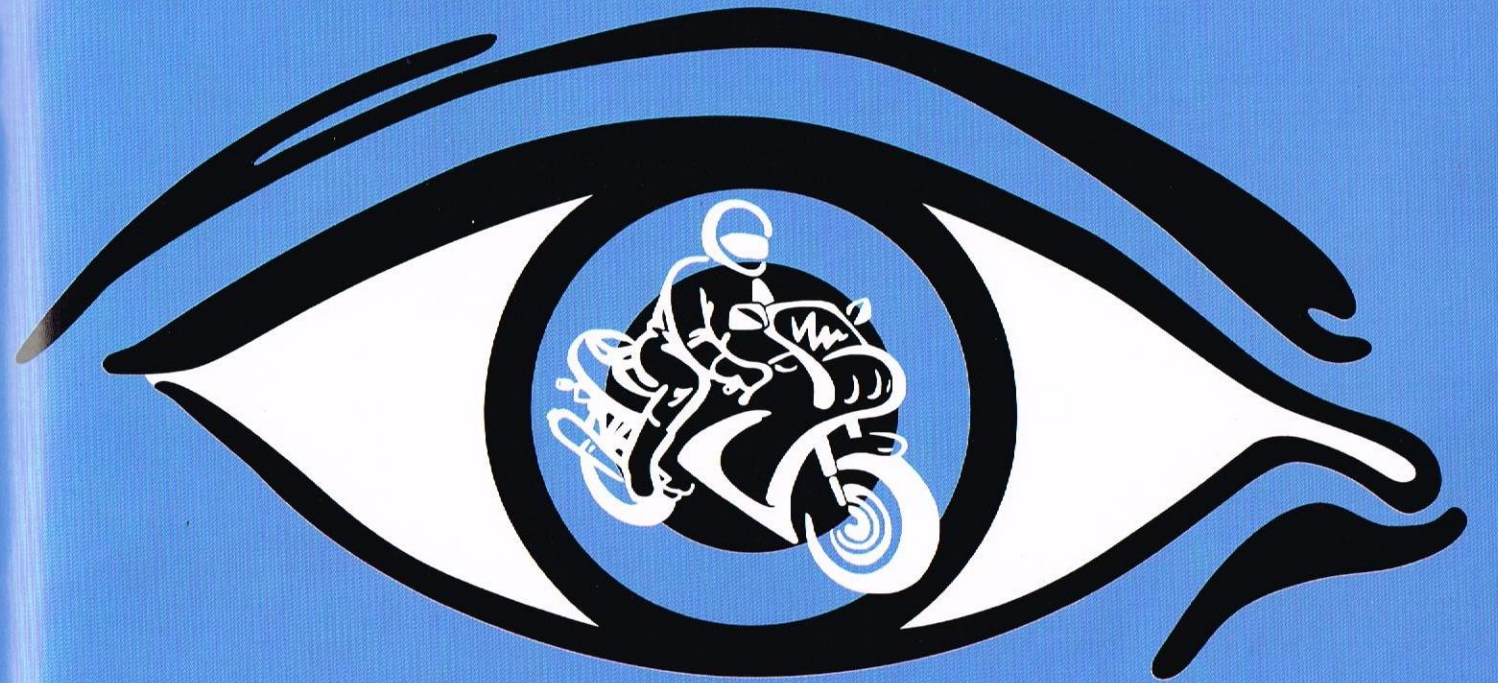
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## FIM MOTORCYCLE AWARENESS CAMPAIGN



## ● 1 KAZUTO SAKATA GP3

- DATE OF BIRTH: 15/08/66 Tokyo, Japan
  - FIRST RACE: 1988
  - GP DEBUT: Japan 1991 (125cc)
  - FIRST GP VICTORY: Spain 1993 (125cc)
  - WORLD TITLES: 1994 (125cc)
  - BACKGROUND: Quickly established in the Tsukuba Championship, then two Japanese titles in subsequent seasons
  - GP PEDIGREE: Steady start in '91 and '92 but consistent form in '93: two victories and ten second places took him to runner-up spot. Clinched title in '94
- 1994 125cc Champion - victories in Australia, Spain and Czech Republic (224 pts)

# 125cc

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
K SAKATA	20	3	16	10	-	11	13	73

The diminutive Tokyo rider is something of a veteran who achieved his vast superiority last year by a combination of matured talent and strong machinery.

The first-ever Japanese rider to win a works seat in a European works team, he fully justified Aprilia's faith.

Given his consistency, it is strange to remember that he was once the rider most likely to fall off, in a class where tumbles are frequent. Now he has tipped the win-or-crash equation in his favour, and in 1994 that made him almost unbeatable.

Can he do it again in 1995?





## ● 2 NOBORU UEDA GP3

- DATE OF BIRTH: 23/07/67 Aichi, Japan
- FIRST RACE: 1989
- GP DEBUT: Japan 1991 (125cc)
- FIRST GP VICTORY: Japan 1991 (125cc)
- BACKGROUND: Two relatively quiet seasons in Japanese competition fully prepared him
- GP PEDIGREE: Stunned with a brilliant debut victory in home race that paved way for full 1991 season. Two further successes in next two years as he prepared for a title challenge last season 1994 125cc Runner-up. Victories in Malaysia, Italy and France (194 pts)

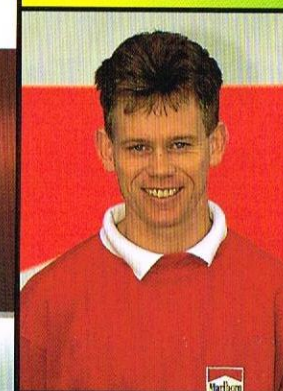
Nobody enjoys racing more than Nobbie Ueda, the clown of the 125 class. Nobody races harder, either; and on his day he can also be unbeatable.

Ueda was one of the first of the new generation of Japanese riders to come to world attention, after an astonishing win in his first GP saw him invited to join the world party forthwith.

Now he adds maturity to his obvious vitality. Even so, he remains prone to over-exuberance, a factor that usually wins more fans than it does championships.

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
N UEDA	11	-	2	11	20	-	-	44



## ● 5 PETER ÖETTL GP3

- DATE OF BIRTH: 24/03/65 Airing, Germany
- FIRST RACE: 1982
- GP DEBUT: Germany 1986 (80cc)
- FIRST GP VICTORY: Germany 1989 (80cc)
- BACKGROUND: Won the German 80cc junior title in 1990 and used it to launch World and Euro title bids
- GP PEDIGREE: Strong contender for 80cc title in 1989 finishing third overall. Switched to 125cc in 1991 with modest success 1994 125cc 5th in Championship (160pts) three second places

Öttl is a smooth and very experienced 125 rider, but a nervous disposition has seen him make costly mistakes under pressure; a tendency he needs to hold in check if he is ever to achieve his fullest potential.

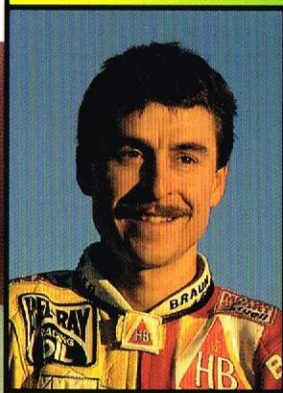
The German has a friendly nature, and a natural modesty when off the bike.

On it, he is fiercely competitive, and the factory-backed Marlboro Aprilia gives him another clear chance at the title.

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
P ÖETTL	-	-	5	13	-	13	20	51





## 4 DIRK RAUDIEN GP3

- DATE OF BIRTH: 17/06/64 Biberach, Germany
  - FIRST RACE: 1986
  - GP DEBUT: Germany 1989 (125cc)
  - FIRST GP VICTORY: Brazil 1992 (125cc)
  - WORLD TITLES: 1993 125cc
  - BACKGROUND: Early campaigns in domestic Yamaha Cup laid basis for two years in Euro Championships and '90 German title win
  - GP PEDIGREE: Consistent rides in '91 and '92 paved the way for title challenge. Nine victories and 280 points clinched the 1993 crown, but defence proved difficult
- 1994 125cc 4th in Championship (194 pts) four victories

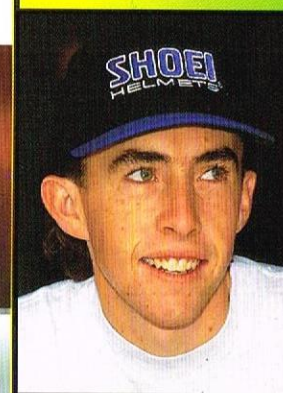
THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
D RAUDIEN	-	4.5	-	16	11	-	25	56.5



## 12 HARUCHIKA AOKI GP3

- DATE OF BIRTH: 28/05/76 Gumma, Japan
  - FIRST RACE: 1991
  - GP DEBUT: Australia 1993 (125cc)
  - BACKGROUND: Started riding as a six year old, winning various mini bike titles before stepping up to 80cc and 125cc competition. Won 30 out of 38 races in 1992 and three titles
  - GP PEDIGREE: Strong runner, showing good speed and tactics in two seasons of action
- 1994 125cc 12th in Championship (59 pts)

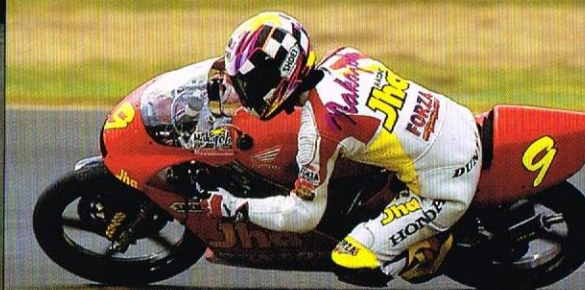
THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
H AOKI	25	-	25	25	25	25	11	136



## 13 GARRY McCOY GP3

- DATE OF BIRTH: 18/04/72 Camden, Australia
  - FIRST RACE: 1991
  - GP DEBUT: Australia 1992 (125cc)
  - BACKGROUND: Rapid rise in Australian Winfield Challenge and 250cc Championship paved way for two GP rides in 1992
  - GP PEDIGREE: 1993 was difficult, but 1994 began well with two third places in first five races
- 1994 125cc 13th in Championship (56 pts)

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
G McCOY	-	12.5	-	4	-	-	-	16.5



## 9 HIDEYUKI NAKAJOH GP3

- DATE OF BIRTH: 06/09/68 Japan
  - GP DEBUT: Japan 1992
  - GP PEDIGREE: Looking good for victory on debut but crashed, eighth in Japan '93 GP prior to full '94 season highlighted by a third place in Japan
- 1994 125cc 11th in Championship (70 pts)

THE MID-SEASON RESULTS								
	1	2	3	4	5	6	7	Total
H NAKAJOH	9	2	13	-	10	5	8	47



## 7 STEFANO PERUGINI GP3

- DATE OF BIRTH: 10/09/74 Viterbo, Italy
  - FIRST RACE: 1992
  - GP DEBUT: Australia 1994 (125cc)
  - BACKGROUND: Brilliant prospect winning Italian sport production title at first attempt, and, next season, graduating to 125cc European Championship, winning title
  - GP PEDIGREE: Took time to settle, but running strong towards end of 1994 with four consecutive top four finishes
- 1994 125cc 7th in Championship (106 pts) second in Great Britain and USA

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
S PERUGINI	10	10	-	20	13	20	9	82



## 8 MASAKI TOKUDOME GP3

- 
- 
- 
- 

THE MID-SEASON RESULTS

	1	2	3	4	5	6	7	Total
M TOKUDOME	4	0.5	-	1	-	16	-	21.5

# THE EUROPEAN REVIVAL



LORIS CAPIROSSI

STORY: MIKE SCOTT

For almost two decades, Americans have dominated the world championship. Australians have provided the occasional interlude - Wayne Gardner in 1987, now Michael Doohan in 1994. But virtually since 1978, when the young Kenny Roberts arrived in Europe to claim the first of three consecutive world titles, the championship has been a battleground where US riders held the high ground.

Now the arrival of 125 and 250-class hero Loris Capirossi in the senior class, aboard a works Honda, might be the final proof that the wheel has come full circle.

For Little Loris is just the latest recruit to a field where 10 years ago there was no place for ex-125cc or 250cc riders, with their particular type of riding technique. Now, Loris, riding a Marlboro Honda, is the third ex-125 champion on the grids. The others are Marlboro Yamaha rider Luca Cadalora and Repsol-Honda man Alex Criville - GP winners both. And the time may be coming when the European riders can reclaim what was taken away from them.

"Everything has its season. It looks as though the American years might be coming to an end," said Italian former rider Franco Uncini, now the official riders' representative on safety, and in 1982 the last European rider to win the 500cc crown.

And when you start looking for reasons as to why the winter may be ending for the Europeans, you find a number of factors that now stack the cards .... not so much against

the Americans and Australians, but at least in such a way that the Europeans are no longer actually at the disadvantage under which they have laboured for so long.

Much has changed since Uncini's consistency gave him victory over Roberts, one year before Freddie Spencer arrived in full force to take over as standard-bearer of the stars and stripes.

National attitudes have shifted, moving the finger of pre-conception (and the confidence it brings) away from a generation of brash Americans. This is something impossible to measure, but a factor nonetheless.

At least as important has been the changes in various domestic racing scenes - the ladders to the world championship.

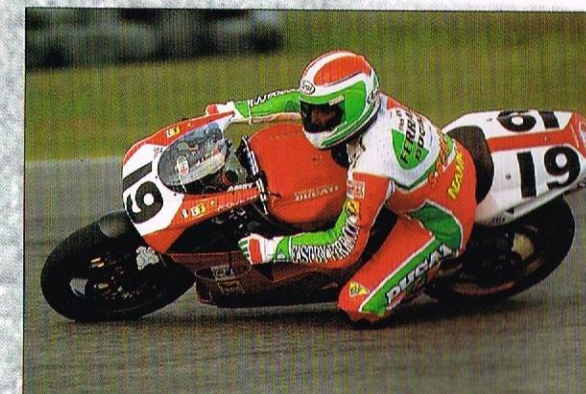
When Kenny Roberts came on the scene the USA had a mixed-discipline championship, riders gathering points not only in road-racing, but somewhat more importantly on the rough, tough world of oval-track dirt-bike racing, where the front and rear wheels hardly ever point in the same direction, where corners are accomplished in great rooster-tail wheelspinning power slides, and even braking is achieved by throwing the bike sideways.

His title successors - Spencer, Eddie Lawson and the triple-champion giant Wayne Rainey all cut their teeth on the ovals, with only Kevin Schwantz the exception. Instead, he learned similar skills in motocross racing.

The biggest change, appropriately in a sport where human effort is only half the story, has been in technology. Tyre and machine development have come such a long way since the days of King Kenny that it may soon come about that the habits of spinning and sliding around may even be a drawback.

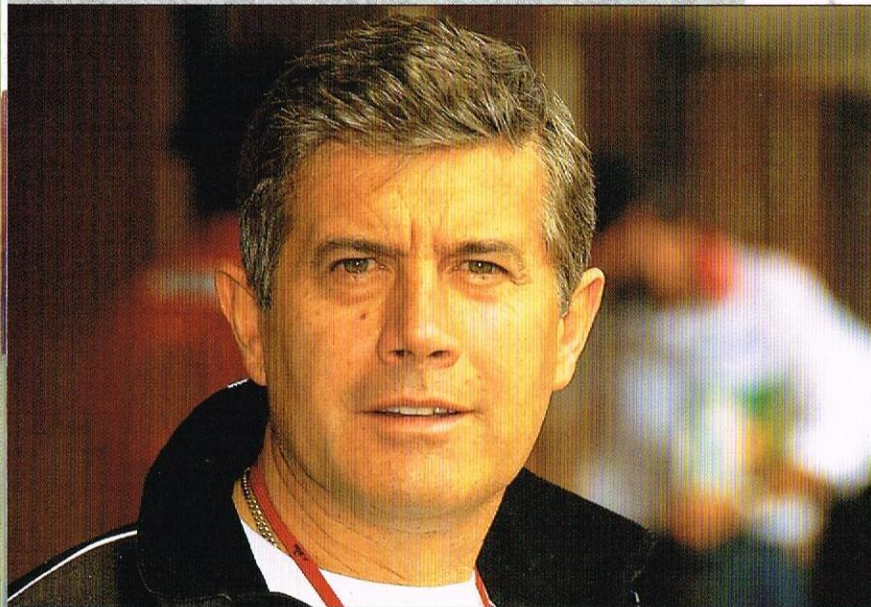
Back then, there was no choice. Riders were obliged to use dirt-track techniques to compensate for machine weaknesses.

For years, the accepted racing technique had been based on making the most of relatively meagre power outputs - much as a 250 rider or more especially a 125 rider does today. Smoothness was everything, and high cornering



FREDDIE SPENCER





GIACOMO AGOSTINI

speeds were achieved with late braking and sweeping lines through the bends.

Then came the two-stroke revolution: the first 500-class title won by a new-generation screamer was in 1975, by multiple four-stroke champion Giacomo Agostini on a Yamaha. From then on, two-strokes were rampant. Power outputs were vaulting year by year, and chassis and tyre technology were left behind.

"We slid the bikes because there was no choice," explains Roberts. "After a couple of laps, your tyres would be wrecked, and the rear wheel would spin every time you opened the throttle. We had to find ways to ride that would mean we could keep racing in spite of it."

Thus was evolved the simulated dirt-track technique, with a slower corner entry, less lean angles, and bike turned by means of the slide. The rooster-tail of flying dust and stones was an abstract, but as on a dirt-track the bike was

flung sideways against the power to complete the turn under maximum acceleration. And riders who did not have this skill as second nature were left behind.

It seemed it did have to be second nature. A 180-horsepower 500 on tarmac was far too brutally powerful for the skill to be easily practiced and perfected. And 250s and 125s, like Superbikes, were not powerful enough. And thus the Americans and their similarly trained Australian rivals achieved supremacy.

Technology, however, always moves forwards. In this case, it involved three separate and crucial areas.

Engine power was already more than enough, and development has concentrated on making it more user-friendly. A modern 500 GP bike has its 180-odd bhp spread over a wider rev range, and coming in gently rather than with a big bang. Throttle response has improved hugely compared with the old all-or-nothing days.

At the same time, chassis technology has improved to contain the power. When Kenny Roberts came on the scene, frames and rear swing-arms were made of welded-up tubes. Putting on the power would make them twist and contort then spring back in shape, a process that was repeated so that the whole bike would shimmy. Now a typical frame is fabricated out of pressings, extrusions and pieces machined from solid, put together in a girder-like construction that can withstand a lot more power before it starts to distort. Swingarms were also made in a similar way. They are now so large that the top chain run passes through a tunnel in the structure.

Perhaps the biggest advance has come in tyres. Huge strides have been made in endurance and in the character of the grip, so that instead of letting go in a rush when the power bites a rider can now dial in as much or as little wheelspin he needs. And he can do it pretty much all race long. At the same time, what engineers call "side-grip" has

KENNY ROBERTS

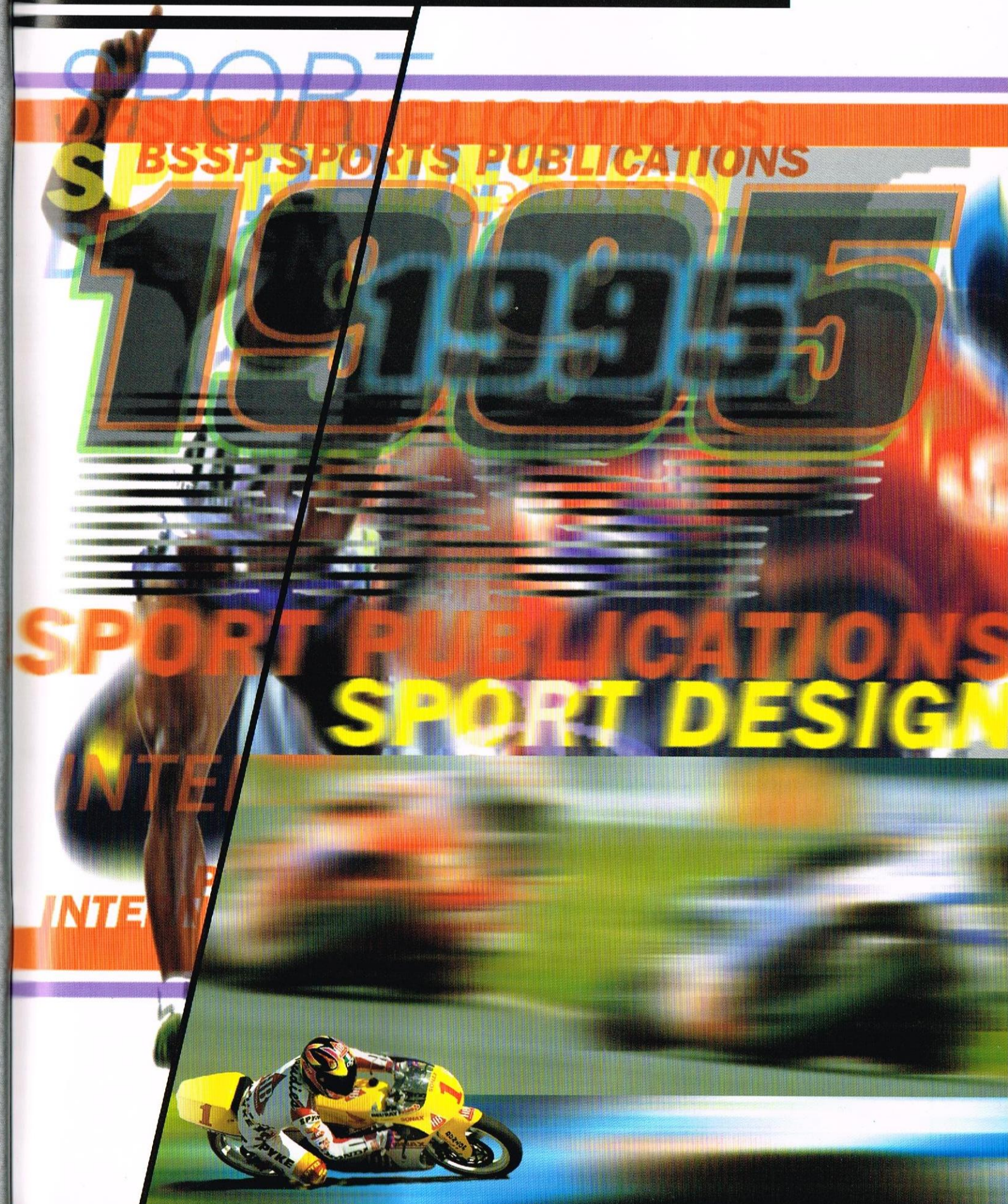


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SCHWANTZ,  
DOOHAN, RAINEY

also taken big strides. This means that riders can lean the bike over further and still put on the power, with less fear of the dangerous "slide-grip-flick" high-sider crash that was such a problem five years ago.

One curious effect has been to slow the progress in lap times. Some lap records still stand from 1991, one even from 1990 (see chart), while others have improved only marginally. At the same time, the 250 and 125 classes have continued to slash away at their times at the same tracks and in the same conditions. But individual one-off lap times are only part of the story. Race averages have come down without fail, proving the real worth of the improvements.

And at the same time, European riders, with their more traditional riding style, have come back into the picture. Lacking any dirt-track background, the majority have come up the ladder through the smaller classes, and their riding style is based on keeping the tyres gripping rather than forcing them to let go. As the 500cc bikes have changed, this style has become more competitive once again.

This doesn't mean that riders like American Kevin Schwantz (Lucky Strike Suzuki) and Australians Michael

### TABLE OF LAP 500cc RECORDS

Grand Prix / Circuit	Name	Machine	Date
Australia / Eastern Creek	M Doohan	Honda	1992
Malaysia / Shah Alam	J Kocinski	Yamaha	1991
Japan / Suzuka	K Schwantz	Suzuki	1994
Spain / Jerez	K Schwantz	Suzuki	1994
Austria / Salzburgring	M Doohan	Honda	1994
Germany / Hockenheimring	M Doohan	Honda	1994
Netherlands / Assen	K Schwantz	Suzuki	1991
Italy / Mugello	M Doohan	Honda	1993
France / Le Mans	M Doohan	Honda	1991
Great Britain / Donington Park	K Schwantz	Suzuki	1991
Czech Republic / Brno	W Rainey	Yamaha	1993
USA / Laguna Seca	K Schwantz	Suzuki	1990
Argentina / Buenos Aires	M Doohan	Honda	1994
Europe / Catalunya	M Doohan	Honda	1992

Doohan (Repsol Honda) and Daryl Beattie (Lucky Strike Suzuki) are going to be left behind. Another thing they learned on loose surfaces was how to be adaptable. But it does mean that they have to work harder.

So who are the new standard-bearers of European tradition?

Top of the tree is Luca Cadalora, who at 30 is hardly a newcomer. Luca has won titles in both the 125 and 250 classes, and if he repeats his success in the 500 class he will be the first rider to score a full house since Phil Read in the Seventies. Luca's trade mark is a smooth style, with very fast corner entries and mid-corner speeds. As he explains: "You still need to know how to slide the rear, because the power means it is inevitable. But with the bikes as they are now you are more in control of the slide, and it is easier to use it to advantage."

There are a number of riders figuratively on his heels. Like Alberto Puig (Fortuna Honda), an ex-250 rider who made a blistering 500-class debut last year, with a best finish of third.

Another is Brazilian Alex Barros (Kanemoto Honda), who numbers one GP win in his five-year 500-class career, and whose switch to a Honda after half a decade on Cagivas and Suzukis could presage a revival in his fortunes. Alex was an under-age 80cc rider way back in 1986, and his late braking and fast corner entry speed is legendary.

Alex Criville (Repsol Honda), another ex-125 champion, is also a former GP winner with three years of 500-class experience.

Then there are the Japanese contenders, whose national racing has also brought them up on tarmac rather than on the dirt. Shinichi Itoh (Repsol Honda) is now in his third GP year. But his countryman Norifumi Abe, in his first full GP season, is something of an exception. The Marlboro-Yamaha rider has spent time in the US specifically to learn dirt-track techniques. We will see if this broadening of his skills pays dividends.

The latest recruit to the class is Loris Capirossi. Riding a Marlboro-backed Honda, the diminutive Italian has two masterful 125 titles in his background, and two near misses in the 250 class. His first title came at the tender age of 17, making him the youngest ever world champion. Clearly, he is a special talent.

Thus while it may be a bit much to expect for him to be up with the front-runners in his first 500 year, it will be a crucial time by the end of which his future prospects in the top class in racing should be more clear. And everyone will be watching, because he carries with him the hopes of all the traditional-style riders who are dreaming of a new dawn.

# HIGH-SPEED ARMIES

STORY: MAT OXLEY

## Modern GP teams are like armies - vast organisations created to win the fastest land-battles in history.

Just like victorious war-time generals, GP superstars tend to get all the glory for winning. Everyone knows the Duke of Wellington won Waterloo, just as we all know Mick Doohan won last year's 500 World Championship.

But they didn't do it alone, did they? Wellington wouldn't have triumphed over Napoleon without a roll-call of thousands, and neither would Doohan have carried off the '94 crown all alone.

Twenty or thirty years ago he might've done just that. In those days a GP 'team' meant a rider supported by a couple of faithful helpers, who turned up to the track in a rusty old box-van. Everyone shared jobs in those days, rolling up their sleeves to do a spot of spannering, lap-timing or making the tea.

But the world moves on, and modern GP bikes are hideously more complex than they were in those faraway times. And the more complex the bikes, the more people you need to fix them. And the more people you have wielding spanners, the more people you need to organise them and look after them.

It's just possible that GP teams are growing in an ever-expanding, never-ending spiral. And why shouldn't they? That's the way racing goes - every year the bikes get trickier, better, and faster, so it follows that you need more people to master the technology.

Nowadays the biggest teams are the top factory 500 squads, which can number 50 people or more. They roll into the paddock in style, in air-conditioned coaches, glistening motorhomes and juggernauts full of enough engineering gear to set up a small factory, and enough kitchen equipment to feed a small army (which is just what they're doing).

The teams look like military outfits too - resplendent in their uniforms, looking sinister behind dark shades and visors, their lethal weaponry ready for action in the darkened bunkers, er sorry, pits.

And these people are not just paddock-poseurs and hangers-on; working in a modern GP team is no holiday. Mechanics, cooks and other team members think nothing of

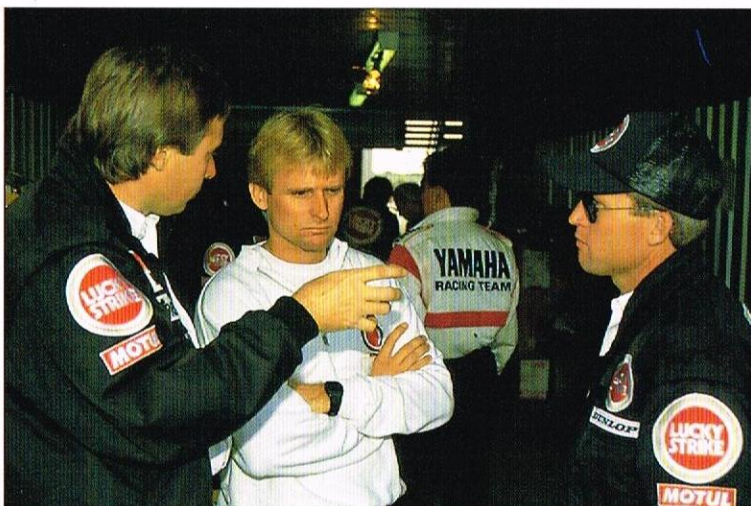


working 14 hour days, before trucking on to the next GP or test session for another dose of over-work. And a GP doesn't just last a couple of days for these dedicated people. A lot of paddock personnel are on site for almost a week, from the Tuesday before the race, until Sunday night, when they struggle through that nastiest of jobs - packing up.

Of course, some Grand Prix armies are bigger and tougher than others, and at the poorer end of the paddock, the not-so-rich privateer set-ups still have to do their fighting with a few helpers. No wonder they stand little chance out on the track.

But big or small, a team's focus is always the same. Everyone in every team is ultimately working for the riders, whether they're fitting spark plugs, cooking pasta, writing computer software or booking plane tickets. The riders' support network fans out, from the people who work side-by-side with the riders, in the glare of the pit-lane cameras, to the people who work well out of the limelight, never winning acknowledgement for their labours.

The support network starts with the men whom the riders work closest with - their mechanics and chief engineers. Most factory 500 teams assign one chief engineer two or three mechanics and a helper to each rider. Chief engineers - like Jerry Burgess (Mick Doohan), Stuart Shenton (Kevin Schwantz) and Warren Willing (Luca Cadalora) - have the high profile job of communicating with their riders. They



WARREN WILLING,  
WAYNE RAINEY,  
KENNY ROBERTS

must be able to translate a rider's feelings into the right kind of engine or chassis adjustments. The mechanics are the men who wield the spanners to make those adjustments, working non-stop to keep their rider's machines in perfect condition.

Working alongside the mechanics is a helper or gofer - who mixes fuel, fetches wheels and tyres, and generally makes sure the mechanics dedicate their time doing what they do best - fixing bikes. Plenty of paddock gofers have jobs away from the paddock too - often as truck or motorhome drivers.

But the gofers, mechanics and engineers don't work on their own with the riders. All the top teams have their own line-up of technical specialists, hired by the team, the factory, or sub-contracted from specialist companies. First of all are the factory technicians. Of the 500 teams, Honda and Suzuki have the highest presence of Japanese factory personnel because the teams are directly owned and run by the factories, while Team Roberts is owned by King Kenny himself, and uses Yamahas under contract.

Apart from the Suzuki, Honda, Yamaha (and of course, Aprilia) technicians are the men who are concerned with just one aspect of machine performance: the tyre gurus from Michelin and Dunlop, the suspension boffins from Ohlins, Showa, Kayaba and White Power, the brake people from Brembo and AP, the lubricant and fuel technicians from Elf, Castrol, Shell and so on.

Then there's the computer technicians - a rapidly grow-



ing gang in the paddock. The biggest teams employ several computer boffins to monitor and control the performance of their bikes - men who spend their days squinting at computer screens without ever getting a glance at a racetrack. Team Roberts even have one man - Tom O'Kane - whose sole job is to sit in his truck unit behind the pits writing software to help extract more data from the bikes.

Further away from the pits are the hospitality and media units, both with vital jobs to do in modern racing. All major teams now have hospitality set-ups which wouldn't look out of place at a royal garden party. Team Roberts, for example, fly out three cooks to every race, where they cook up to 200 meals a day. The cooks work with two or three helpers who keep all their team-members, plus VIP visitors and sponsors well fed and watered. Napoleon once said that an army marches on its stomach, and race teams are no different.

Of course the sponsors don't spend all this money for fun - they do it because they want global publicity, and most of the top teams now hire journalists and photographers whose job it is to ensure their teams get plentiful worldwide media coverage. And that doesn't mean mailing stories and photos to magazines and newspapers, nowadays news is instant, so words and pictures are zapped down modem lines, arriving on the other side of the world in mere seconds, ready for printing in the next morning's newspapers.

The men charged with keeping these vast armies on the move are the team managers and owners like Roberts, Garry Taylor (Suzuki), Carlo Pernat (Aprilia), Sito Pons (Fortuna Honda Pons) and Dieter Stappert (HB Honda). They have to build a chain of command which will stand up to the stresses and strains of all-year round travel. Much of their work isn't glamorous - you might call it paper-pushing - and they need their own network of secretaries and assistant co-ordinators to help them keep the whole show on the road.

From the team owner down to the humblest gofer, there's little rest for the modern day GP team member, so it's just as well there's plenty of team doctors doing their rounds nowadays. If these paddock medics aren't fixing a rider's broken limb, they're likely to be seeing to an over-worked mechanic's headache or sore feet!



Italy's legendary MV Agusta marque may have been world champs when man first walked on the moon in 1969, but Honda's NSR500 is the first GP bike to truly belong to the space age.

More missile than motorcycle, Mighty Mick Doohan's NSR500 could probably have a pretty good go at getting to the moon itself. The bike bristles with the kind of technology which was strictly limited to the aerospace industry a quarter of a century ago, plus of course a pilot who would have made Neil Armstrong look positively pedestrian.

No doubt about it, the 190bhp NSR is the best 500 out there, but it wasn't always thus. Honda have long had a reputation for building fearsome 500s, capable of reducing the bravest men to sobbing, gibbering wrecks. Even Fast Freddie Spencer refused to ride early NSR500s on occasion, and four times 500 champion Eddie Lawson lived in fear of the NSR he wrestled to the '89 world title.

"Riding the NSR was like death," remembers Lawson. "Every time you went into a corner, you didn't know if you'd make it out."

The single crank NSR has always been super-fast, the problem was getting the power to the ground. HRC didn't help matters by fitting the most evil GP motor into the most evil 500 chassis. It wasn't until 1991 that the NSR began to behave itself, and just a year later it became the best behaved 500 of all, when Honda made their Big Bang breakthrough.



HONDA'S NSR500

# KING HONDA

**Honda's NSR500 is the best 500 of them all. But it didn't get to be king of the castle overnight.**

STORY: MAT OXLEY

The now universally employed Big Bang concept is well-known - bunch together the V4's power pulses to give the rear tyre time to regain traction between each salvo - and makes slides more controllable and tyres longer lasting. "We told HRC we needed acceleration between the corners, not outright top speed because you only need that once a

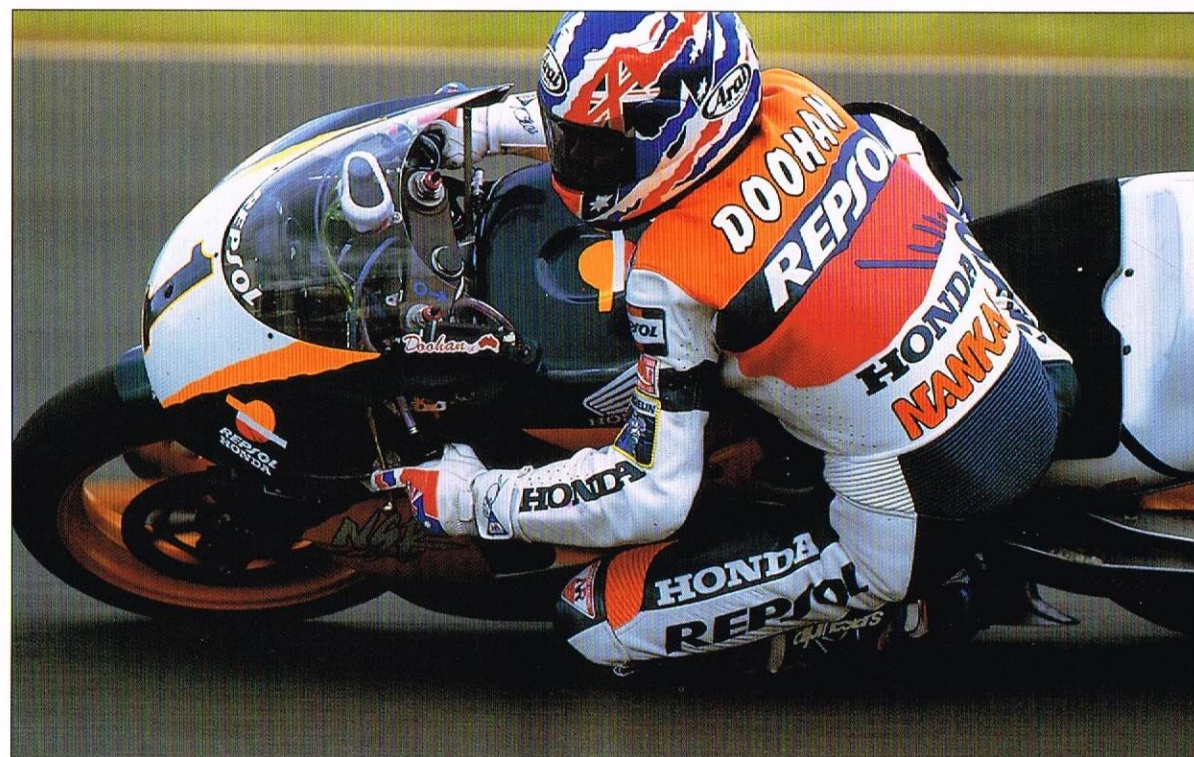


lap," remembers fellow Aussie Jerry Burgess, who been Doohan's engineer since '89. "We drew the parallel with Freddie Spencer and Honda's NS500 triple. Freddie had 15bhp less than Kenny Roberts' V4 Yamaha in '83 and won the title. We wanted to get a few minds thinking in that direction, rather than being blinded by top speed."

So Honda stopped worshipping the great god horsepower and built their first Big Bang power plant. Initially Doohan had less power to play with, but he didn't mind and the motor has remained basically unchanged since '92, apart from the introduction of a pressurised airbox, and the on/off use of fuel and water injection.

The bike's chassis has hardly changed since 1991, the first season Doohan had real input into development.

"(Wayne) Gardner always ran the engine low in his bikes, which made them tip in real nice but not turn," explains Doohan. "My only trouble in '91 was lack of front tyre grip. I was happy with the frame so there was no point changing it."



Since Doohan's entry into 500s, Burgess has helped develop the NSR into a dominant force.

"Mick's built a bike that's easy to do the job on," says Burgess. "The bikes developed by Wayne weren't like that. Wayne didn't have the finesse, he rode with his heart, rather than making the bike do the work for him. When Mick first rode 500s he couldn't tell us what to do, but he could tell us what he didn't like, so by a process of elimination we built a good bike."

"The bike's biggest advantage is that it doesn't have any obvious disadvantages. Everyone used to say anyone could ride a Yamaha fast, and that's what everyone says about the Honda now. We've been through a period of evolution, rather than radical re-design. It means you know how the bike works at every track, so your set-up time is quick and that's a major plus."

Doohan does seem to finish 'set-up' chores earlier than his rivals, allowing him more time for tyre testing and chatting with his growing army of high-tech engineers.

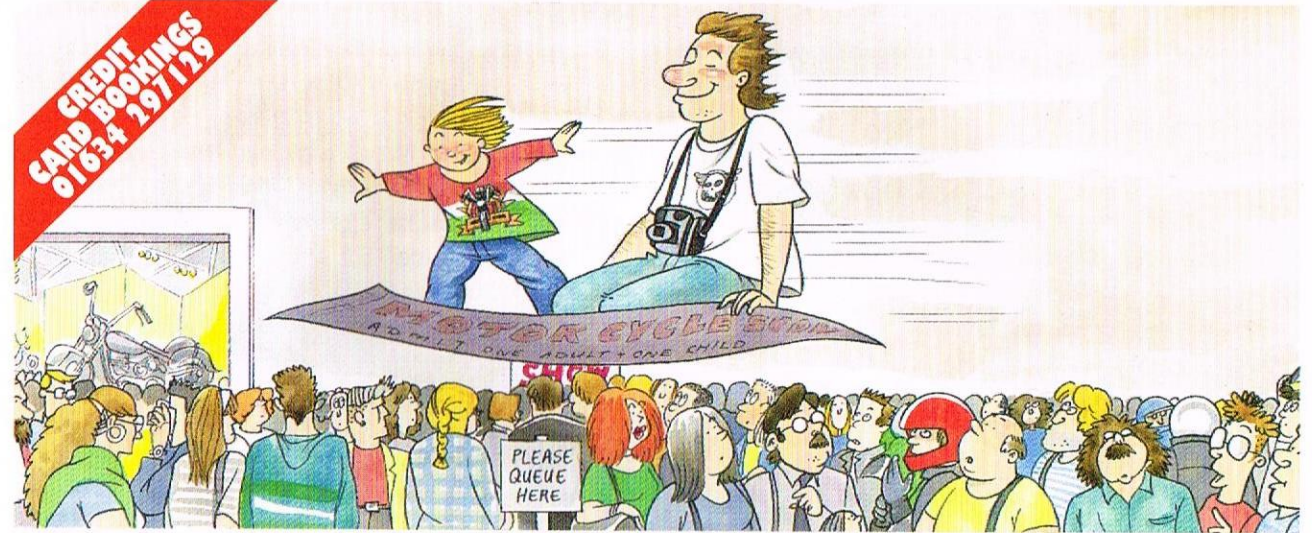
Even Burgess can sense the influx of pit-lane computer nerds, and perhaps it won't be long before mechanics in overalls are replaced by the men in white coats.

"Everything on the NSR can be changed without putting a spanner to it," adds Burgess. "There's wires running into everything - the electric harnesses are huge. It's an area that's changed a lot which the average punter wouldn't understand - even we don't understand it!"

Honda will be employing rocket scientists next...

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For those of you who want a truly exclusive look round, we've introduced a SPECIAL PREVIEW DAY on Friday 27th October: tickets cost £20 for the day (no concessions). Great news for families this year is that children 10 and under get in free! \*

## NO QUEUES OUTSIDE - MORE SPACE INSIDE

Getting into the Show has never been easier and now there's more space inside too! Because in the interests of personal comfort we've extended the length of the Show and now take in an extra weekend. Not only does it give you more choice as to when you come but it will ease the crowds and give you more room to move freely.

Remember, book now, save money, save time and see the very best in motorcycling. And don't forget your free catalogue on entry.

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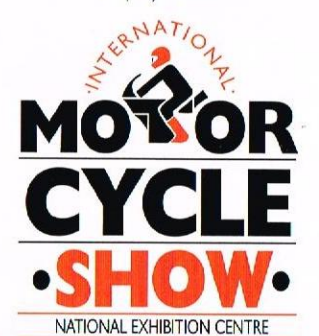
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**BIRMINGHAM NEC 28TH OCTOBER - 5TH NOVEMBER 1995**

## RIDERS FOR HEALTH

### Motorcycles save lives

When did a motorcycle last save your life? Not lately. Well that's to be expected. Most of us would get a surprise if the doctor we were expecting turned up on a motorcycle. But to the children in rural Lesotho, a beautiful rocky kingdom in southern Africa, it is a regular occurrence.

The fleets of health workers on motorcycles are making a huge impact on the lives of people in remote villages which previously were too difficult to reach.

Kevin Schwantz, proudly wearing his Motorcycles Save Lives T-shirt went to Lesotho to see how the money raised by motorcycle community was being used.

There he met Mahali Hlasa, one of a team of 27 health workers recently trained in the Riders for Health/Save the Children motorcycle training programme. Before Mahali had her bike, she had to visit villages on foot which meant she could visit very few and then not regularly. What a waste! People in distant villages were dying and Mahali had the

skills, knowledge and the medicines to prevent this happening.

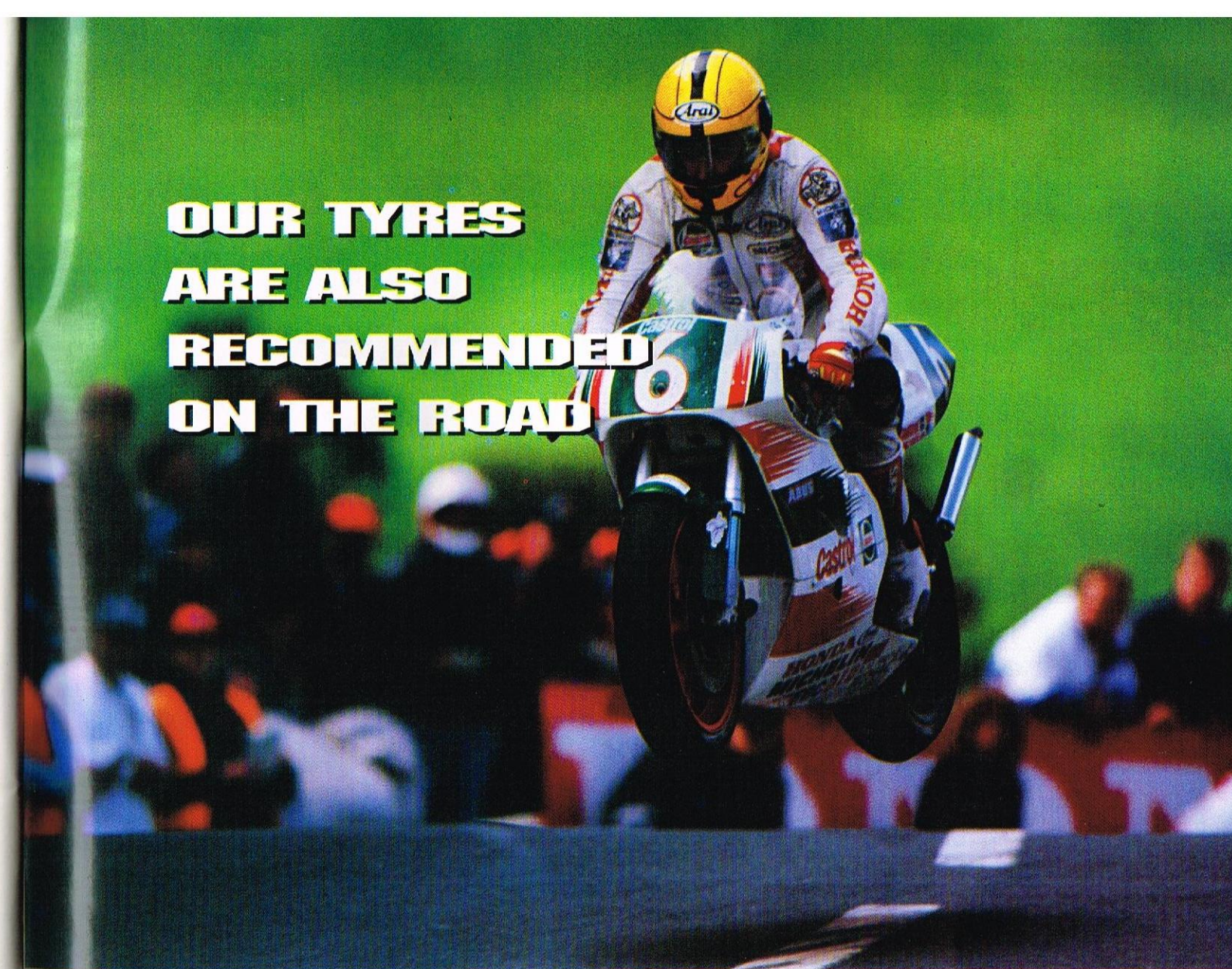
But now the fleets of Kawasaki KV175's are changing all that. They have proved to be the right bike for the job. Mahali on her bike can visit 40 villages a day delivering primary health care. Mahali explained "These days I can visit places which even four-wheeled vehicles can't reach".

The motorcycles have proved to be tough, long-lasting and cheap to run. Ideal for Africa. And for the price of one four-wheel drive jeep, ten motorcycles can be run. But Riders for Health/Save the Children puts the greatest emphasis on the training of health workers in riding techniques and motorcycle maintenance.

Mahali's bike is over two years old, but it gleams like new. Hers is not the only one. There has not been a single breakdown among any of the bikes since the start of the programme. They keep on going and keep on saving lives.

If you are interested in either volunteering to help Riders for Health, or in making a donation, please contact:

Andrea Coleman  
Riders for Health, The Old Vicarage  
Norton, Daventry  
Northamptonshire NN11 5ND



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### Grand Prix Action, Superbike Showdown — On Eurosport!



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#### 1995 GP Calendar

1. March 26th	Australia	Eastern Creek
2. April 2nd	Malaysia	Shah Alam
3. April 23rd	Japan	Suzuka
4. May 7th	Spain	Jerez
5. May 21st	Germany	Nürburgring

6. June 11th	Italy	Mugello
7. June 24th	Holland	Assen
8. July 9th	France	Le Mans
9. July 23rd	UK	Donington Park

10. To be announced	USA	Elkhart Lake
11. August 20th	Czech Republic	Brno
12. September 17th	Brazil	Rio de Janeiro
13. September 24th	Argentina	Buenos Aires
14. October 8th	Europe	Catalunya

#### 1995 World Superbike Calendar

1. May 7th	Germany	Hockenheim
2. May 21st	Italy	Misano
3. May 28th	UK	Donington Park
4. June 18th	San Marino	Monza

5. June 25th	Spain	Albacete
6. July 9th	Austria	Salzburgring
7. July 23rd	USA	Laguna Seca
8. August 6th	Europe	Brands Hatch

9. August 27th	Japan	Sugo
10. September 10th	Holland	Assen
11. October 15th	Indonesia	Sentul
12. October 29th	Australia	Phillip Island

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