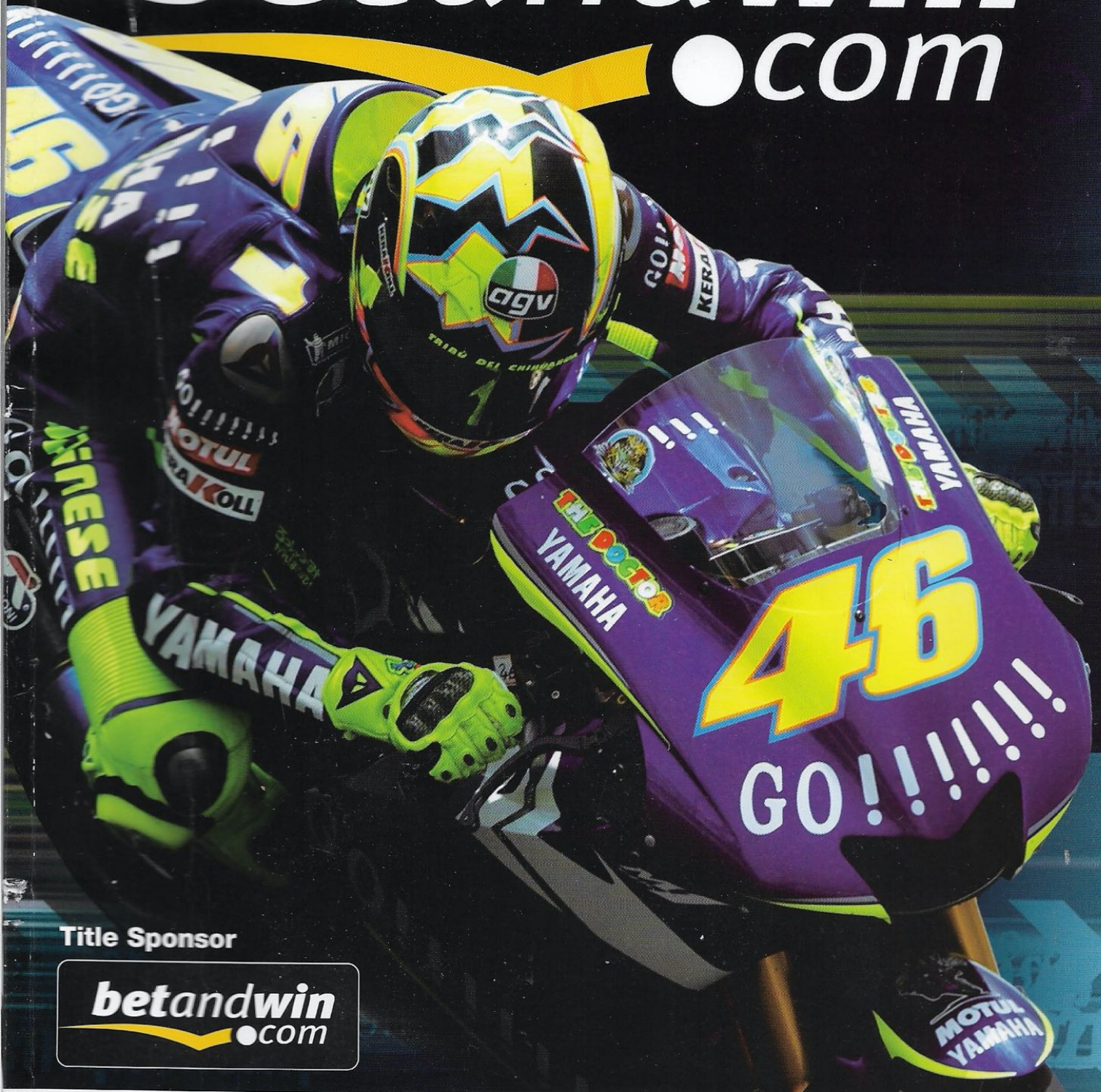


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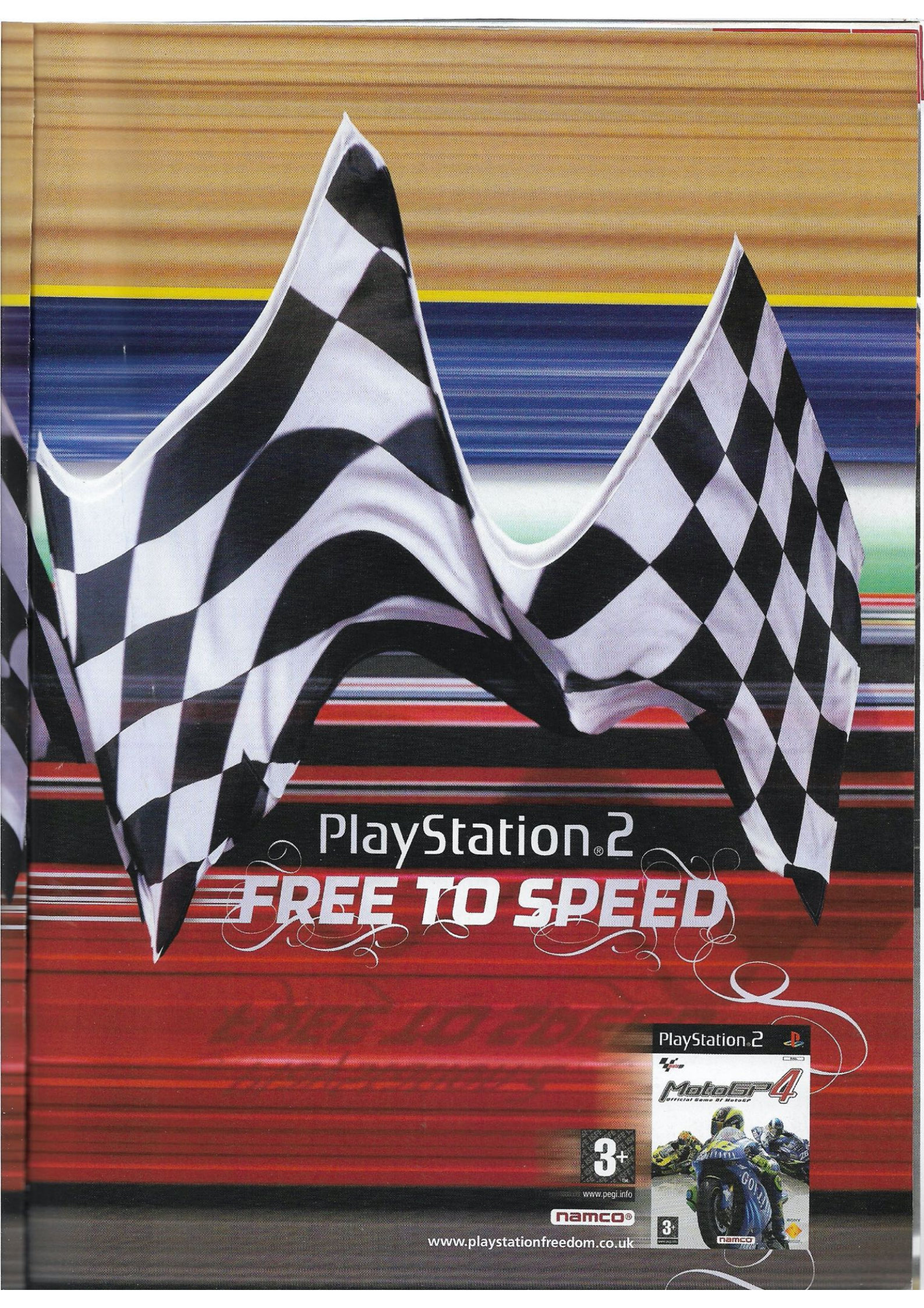
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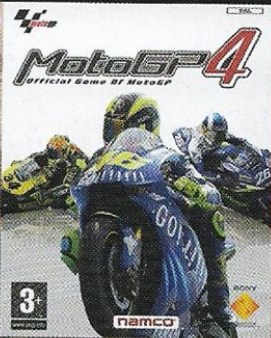
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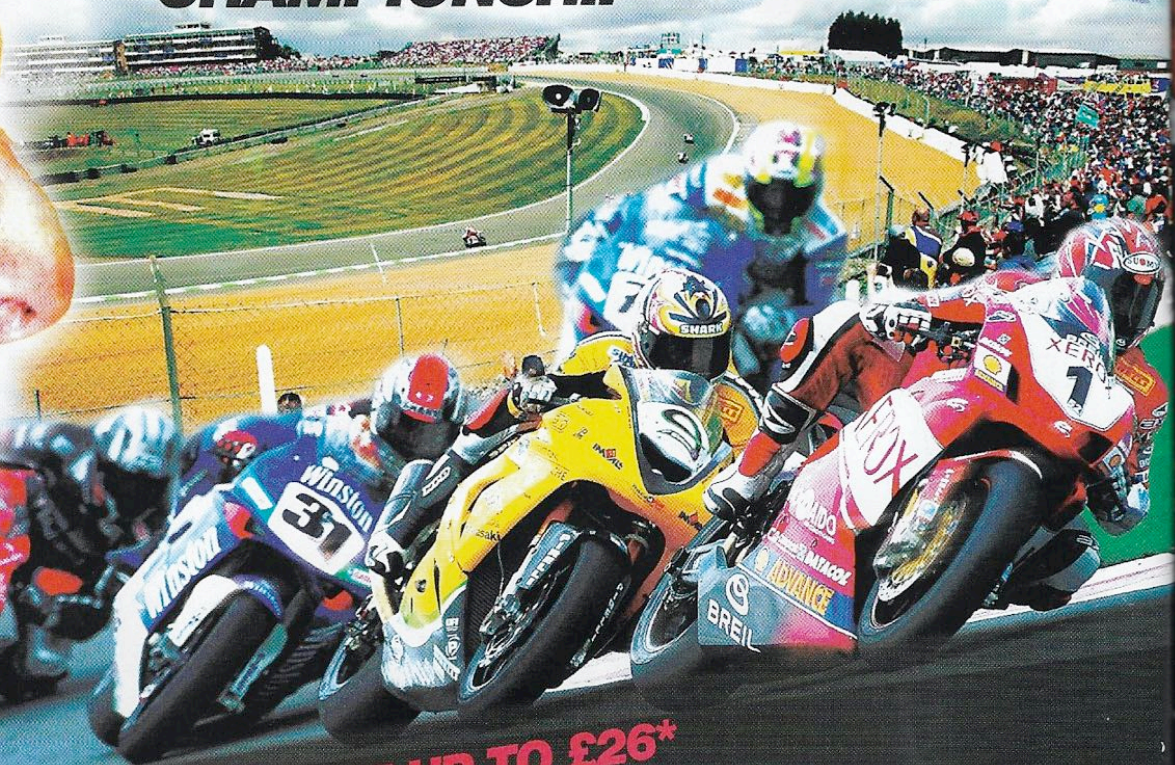
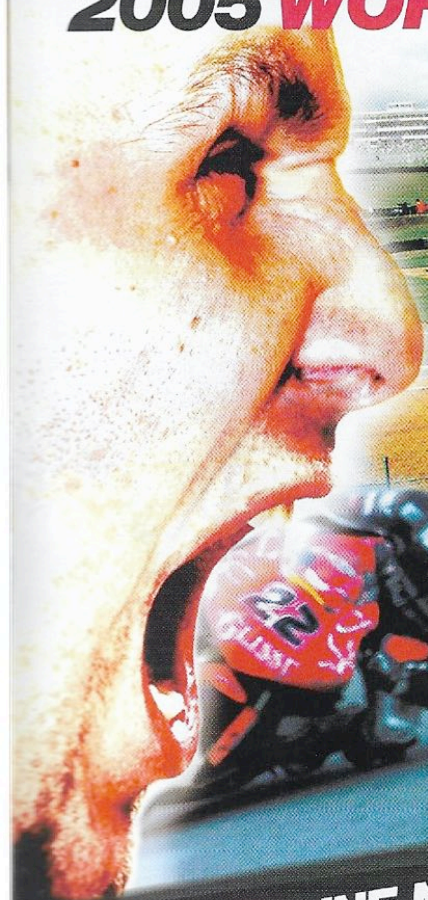
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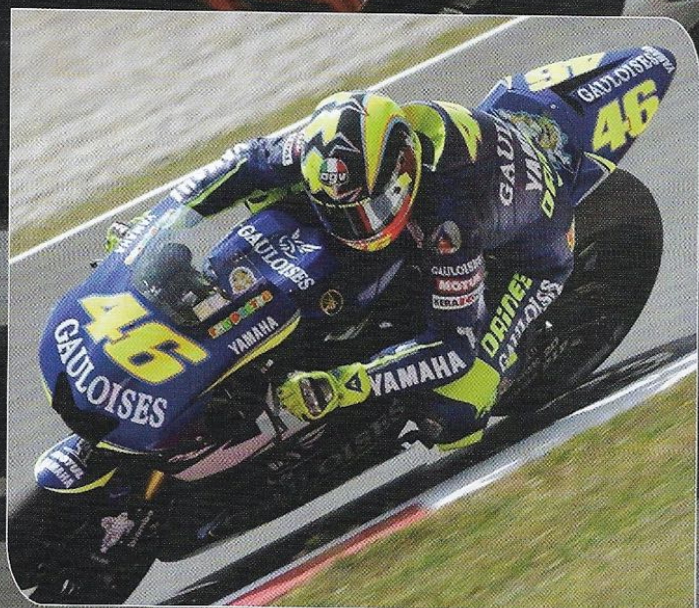




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Contents

6	Circuit Map
9	Timetable
10	Season So Far
14-18	Sheene vs Roberts 1979
20-45	MotoGP Profiles
46-47	Donington 2004
50-64	Entry Lists and Championship Standings
66-67	BMW Motorrad Power Cup
68-69	Suzi Perry Interview
70-81	250cc Profiles
83-92	125cc Profiles
96-97	VIP Gallery
102	Did You Know?
104	Riders for Health
106	2005 Calendar



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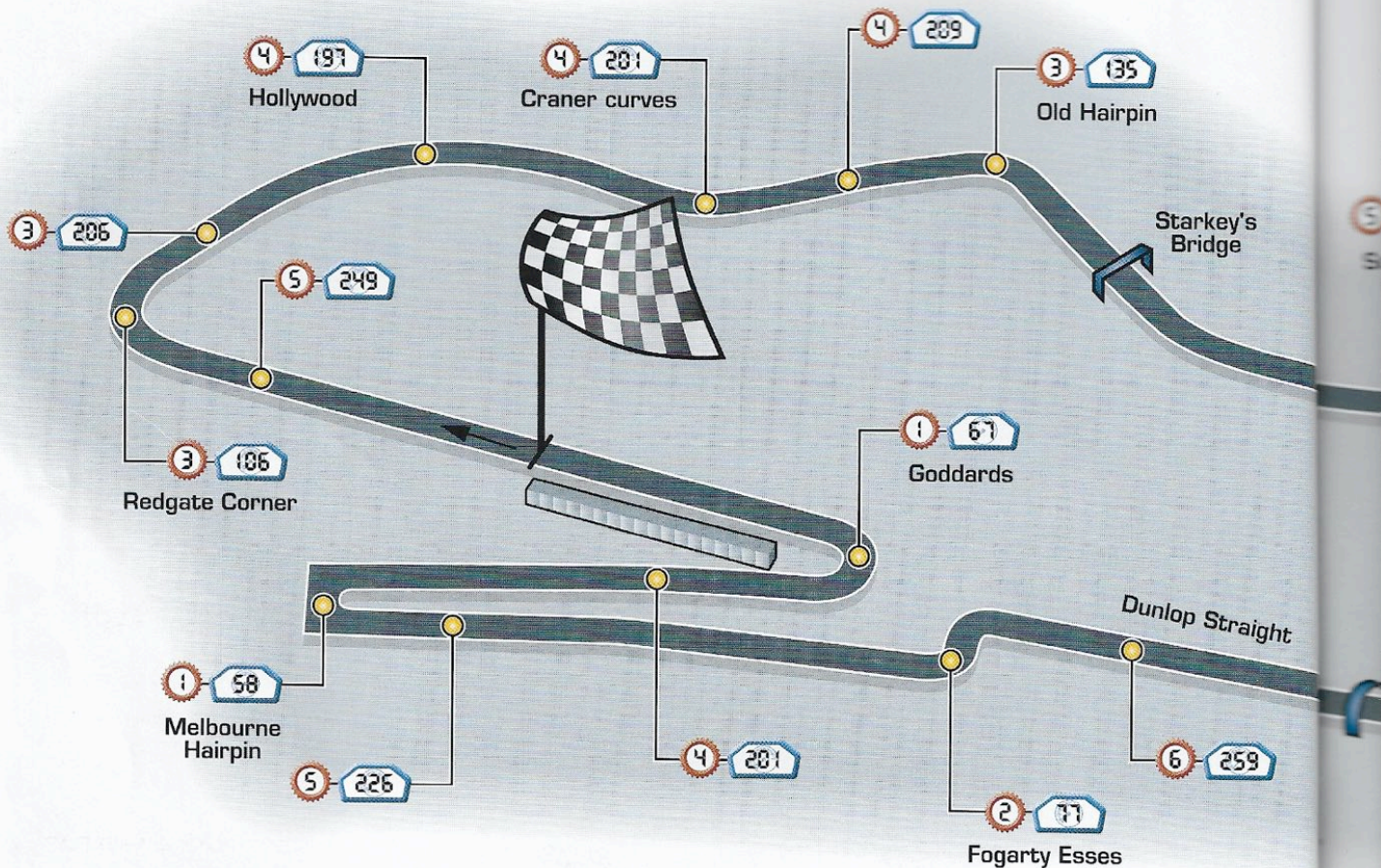
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DONINGTON PARK

LENGTH 4,023 m./2.500 miles | WIDTH 10 m. | POLE Left | RIGHT CORNERS 7 | LEFT CORNERS 4 | LONGEST STRAIGHT 564 m./0.350 miles



2004 winners

125cc A.Dovizioso (ITA), Honda
250cc D.Pedrosa (SPA), Honda
MotoGP V.Rossi (ITA), Yamaha

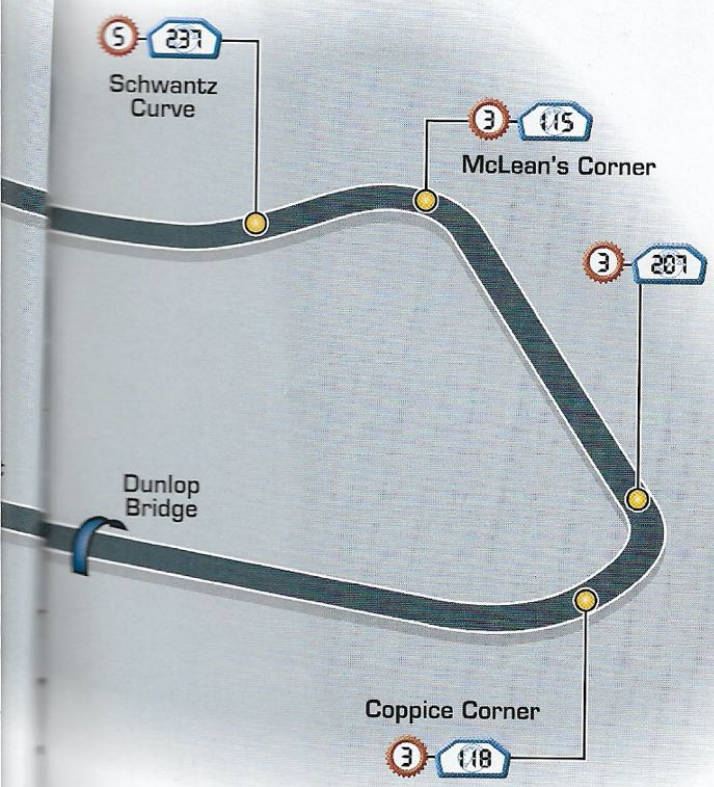
Records

125cc 1'38.263, A.Bautista, '04, Aprilia
250cc 1'33.217, D.Pedrosa, '04, Honda
MotoGP 1'29.973, C.Edwards, '04, Honda

THE CIRCUIT

The rolling hills of the English Midlands and the town of Castle Donington play host to the Cinzano British Grand Prix at Donington Park. Built in 1931 to stage motorcycle events, but closed down during the Second World War, the derelict Donington circuit was bought in 1971 by local businessman and motor sport enthusiast Tom Wheatcroft. It was re-opened in 1977 after huge investment and is regarded as one of the best circuits in Britain. The undulating track is a real technical battle for riders, and it is set in a natural amphitheatre to allow excellent spectating. Its flowing layout is broken up by a slow section of tight corners meaning a combination of smooth racing and good corner speed must be combined with last-gasp braking and hard acceleration.

miles



	GEAR
	SPEED (km/h)

FLAGS

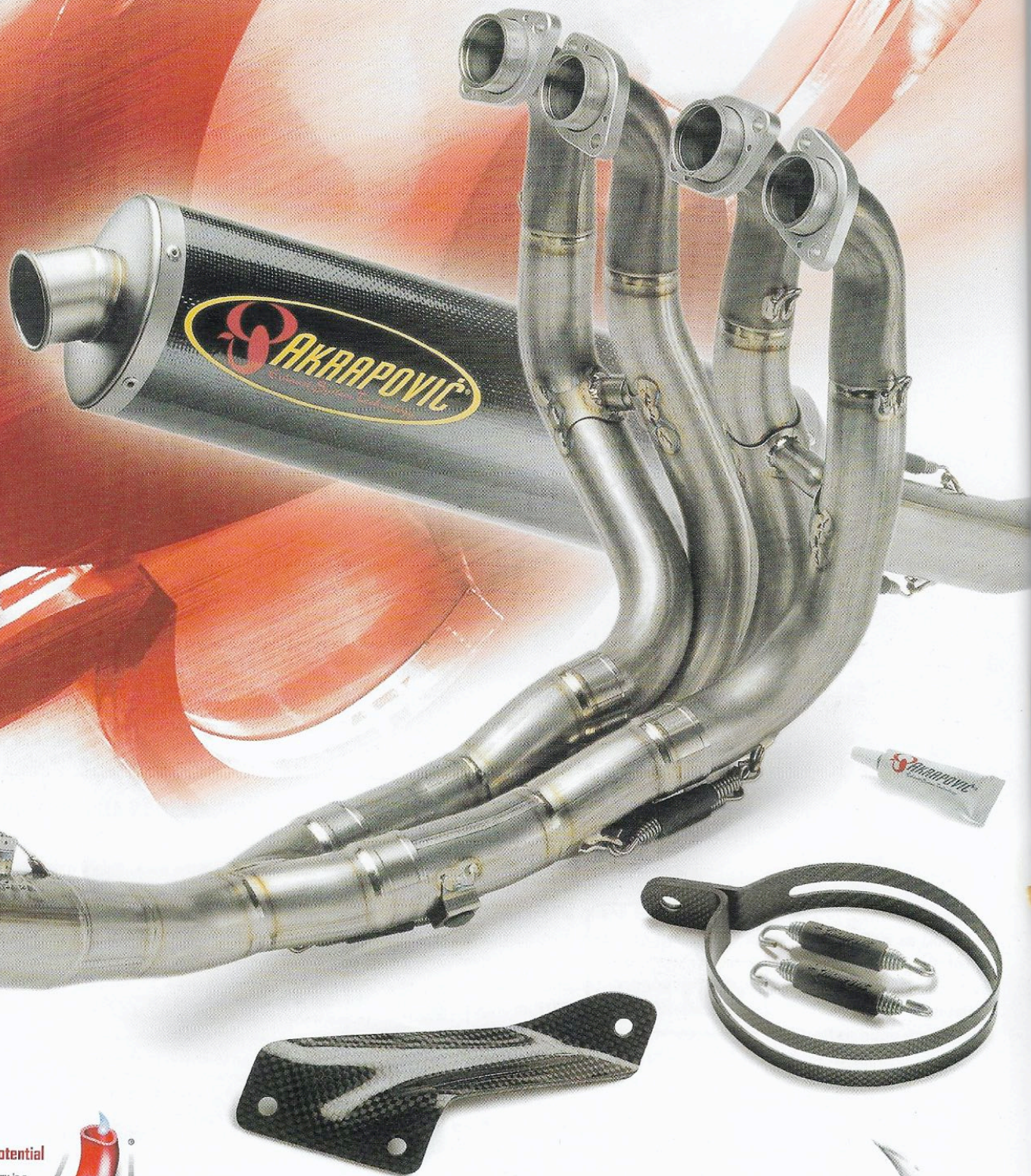
- GREEN FLAG**
Course is clear of hazards.
- YELLOW AND RED STRIPED FLAG**
Oil, water or another substance is affecting adhesion on this section of the track.
- WHITE FLAG WITH DIAGONAL RED CROSS**
Drops of rain on this section of the track.
- WHITE FLAG WITH DIAGONAL RED CROSS AND YELLOW AND RED STRIPED FLAG**
Rain on this section of the track.
- BLUE FLAG**
You are about to be overtaken by a faster rider. Give way.
- CHEQUERED BLACK & WHITE FLAG**
Finish of race or practice session.
- CHEQUERED BLACK & WHITE FLAG, WHITE FLAG AND BLUE FLAG**
Shown at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS

- YELLOW FLAG**
Danger on this section of the track. Riders must prepare to slow down.
- WHITE FLAG**
Waved at the flag marshal post during the race, this flag indicates that the riders are allowed to change machine.
- RED FLAG**
The race or practice is being interrupted. Riders must return slowly to the pits.
- BLACK FLAG**
This flag is designed to convey instructions to one rider only and is displayed together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.
- BLACK FLAG WITH ORANGE DISK**
The flag is to be displayed with a rider's number giving an instruction.

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09.00 - 09.45	125 cc	Free Practice 1
10.00 - 11.00	MotoGP	Free Practice 1
11.15 - 12.15	250 cc	Free Practice 1
13.15 - 13.45	125 cc	Qualifying Practice 1
14.00 - 15.00	MotoGP	Free Practice 2
15.15 - 16.00	250 cc	Qualifying Practice 1
16.15 - 16.35	Yamaha R6 Cup	Free Practice
16.45 - 17.15	Power Cup	Free Practice
17.25 - 17.45	Yamaha R6 Cup	Qualifying Practice

SATURDAY 23RD JULY 2005



09.00 - 09.45	125 cc	Free Practice 2
10.00 - 11.00	MotoGP	Free Practice 3
11.15 - 12.15	250 cc	Free Practice 2
12.20 - 13.00	VIP Village Pit Walk	
13.15 - 13.45	125 cc	Qualifying Practice 2
14.00 - 15.00	MotoGP	Qualifying Practice
15.15 - 16.00	250 cc	Qualifying Practice 2
16.30 - 17.00	Power Cup	Qualifying Practice 1
17.00	Qualifying Press Conference	
17.30	Yamaha 6 Cup	Race (10 Laps)
18.30 - 19.00	Power Cup	Qualifying Practice 2

SUNDAY 24TH JULY 2005



09.00 - 09.20	125 cc	Warm up
09.30 - 09.50	250 cc	Warm up
10.00 - 10.20	MotoGP	Warm up
10.25 - 10.55	VIP Village Pit Walk	
11.15	BMW Boxer Cup	Race (18 Laps)
12.30	125 cc	Race (25 Laps)
	Press Conference in the media room, immediately after podium ceremony	
13.45	250 cc	Race (27 Laps)
	Press Conference in the media room, immediately after podium ceremony	
15.30	MotoGP	Race (30 Laps)
	Press Conference in the media room, immediately after podium ceremony	
16.45	Yamaha R6 Cup	Race (12 Laps)

Season so far



1 Gran Premio Marlboro de Espana

1 Valentino Rossi	Yamaha	45'43.156	156.722Km/h
2 Sete Gibernau	Honda	45'51.787	156.231Km/h
3 Marco Melandri	Honda	46'01.616	155.675Km/h

2 betandwin.cm Grand Premio de Portugal

1 Alex Barros	Honda	47'14.056	148.743Km/h
2 Valentino Rossi	Yamaha	47'16.824	148.597Km/h
3 Max Biaggi	Honda	47'20.124	148.425Km/h

3 Taobao.com Grand Prix of China

1 Valentino Rossi	Yamaha	50'02.463	139.304Km/h
2 Olivier Jacque	Kawasaki	50'04.163	139.225Km/h
3 Marco Melandri	Honda	50'19.037	138.539Km/h

4 Grand Prix Alice de France

1 Valentino Rossi	Yamaha	44'12.223	158.864Km/h
2 Sete Gibernau	Honda	44'12.605	158.841Km/h
3 Colin Edwards	Yamaha	44'17.934	158.523Km/h

5 Grand Prix Alice d'Italia Mugello

1 Valentino Rossi	Yamaha	42'42.994	169.444Km/h
2 Max Biaggi	Honda	42'43.353	169.421Km/h
3 Loris Capirossi	Ducati	42'46.868	169.189Km/h



6 Grand Premi Gauloises de Catalunya

1 Valentino Rossi	Yamaha	43'16.487	163.848Km/h
2 Sete Gibernau	Honda	43'17.581	163.779Km/h
3 Marco Melandri	Honda	43'24.336	163.369Km/h

7 Galoises TT Assen

1 Valentino Rossi	Yamaha	38'41.808	176.670Km/h
2 Marco Melandri	Honda	38'43.391	176.550Km/h
3 Colin Edwards	Yamaha	38'49.451	176.090Km/h

8 Red Bull US Grand Prix

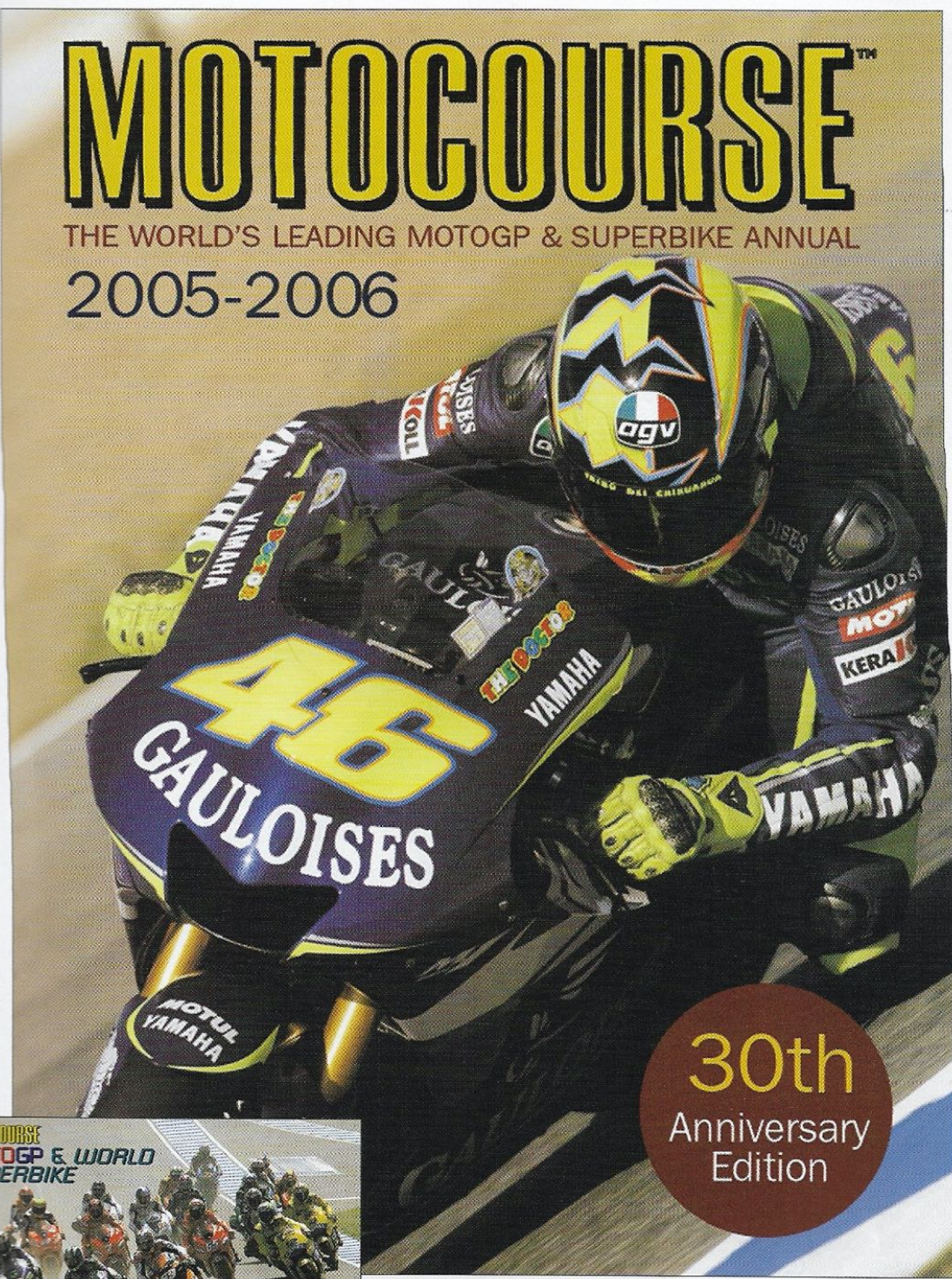
1 Nicky Hayden	Honda	45'15.374	153.154Km/h
2 Colin Edwards	Yamaha	45'17.315	153.045Km/h
3 Valentino Rossi	Yamaha	45'17.686	153.024Km/h

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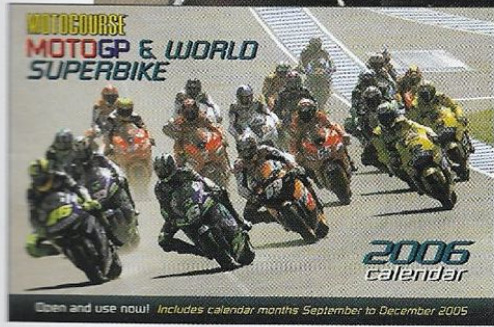
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The 2005 MotoGP World Championship had to reach round eight before the winners circle extended to only three riders. Nicky Hayden joined a long list of American racing legends as he clinched a first MotoGP victory of his career at Laguna Seca for the Red Bull US Grand Prix. The 23 year old Honda rider led his home race from start to finish, bolting from pole position and leaving the rest of the field trailing in his wake. With celebrities including Brad Pitt, Matt LeBlanc and Michael Jordan amongst the 57,932 sell-out crowd cheering him throughout 32 intense laps, Hayden established a two-second advantage over the chasing Valentino Rossi in the first part of the race and then held strong under late pressure from compatriot Colin Edwards to take a memorable maiden win. His efforts represented the first taste of success by an American rider since 2000.

"I can honestly say that this is a dream come true for me," remarked Hayden afterwards, who admitted climbing over the Laguna Seca fences to witness the last Grand Prix at the venue as a 12-year-old in 1994. "You spend your whole life rehearsing the speech for a day like this but now it has happened I can't find the words to describe how I feel. It hasn't been easy for me in MotoGP over the past two seasons but every dog has its day and this was mine. Hopefully it can be the start of bigger things from now on."

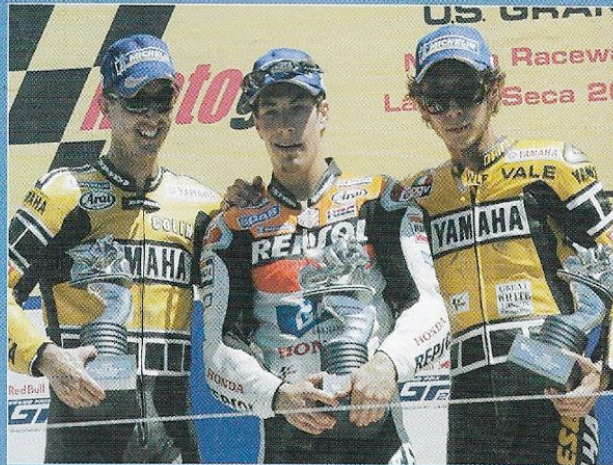
With Edwards having snatched second place from Rossi with a daring move in the Corkscrew corner at the halfway stage of the race, the American fans

were able to celebrate a memorable home one-two in the first MotoGP event on US soil for over a decade. With Edwards also celebrating consecutive podium finishes for the first time in his Grand Prix career, Rossi was equally delighted with a tenth straight top three result in third place.

So far the campaign has been a Rossi whitewash. The World Champion has won six races, five in a row prior to Laguna and has a numerical advantage of more than three Grand Prix in the standings, a massive 79 points over Marco Melandri, who crashed out with Alex Barros at the end of a combative first lap and picked up his first DNF of the campaign in America. Apart from Hayden and Rossi, Barros climbed the top step after victory at round two in Portugal but has since fallen out of two further races.

As well as losing ground on Rossi in the championship Melandri is also coming under pressure for second place from Max Biaggi, who took one of his better results of the season with fourth place in the US to close the gap to just seven points. Sete Gibernau is also looming a further five points behind Biaggi after a spirited ride at Laguna, when he charged from thirteenth on the grid to take fifth place in his first visit to the Californian circuit.

It has been a miserably bare season for Britain in MotoGP with James Ellison scrabbling a few points

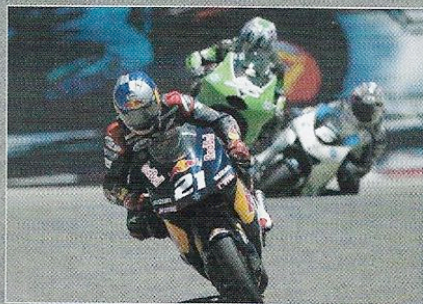


and Shane Byrne picking up his historic first point for the KTM-powered Proton KR machine in America.

Round eight represented a solo outing for the MotoGP category with the 250cc and 125cc series' off the Laguna programme. Both classes last raced at Assen for the Dutch TT.

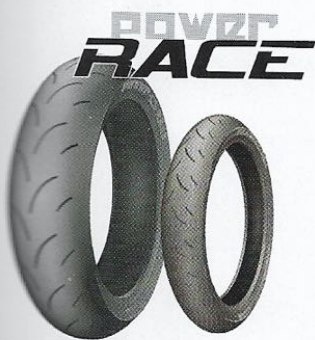
Dani Pedrosa, riding with a rarely seen number 'one' on his works Honda, has not been enjoying quite the same level of dominance as in 2004 but still leads despite wins from Casey Stoner and Sebas Porto. The Spaniard is 37 points ahead and earned three consecutive races from France to Catalunya.

The 125cc contest has been a close and unpredictable one. Many '04 protagonists transferred to the 250s this season allowing a new generation of talent to shine in the smaller cylinder competition. KTM have been enjoying their richest period in Grand Prix racing with success for Mika Kallio and Gabor Talmacsi, while riders such as Thomas Luthi and Mattia Pasini have also come to the fore.



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Instant classic: The British Grand Prix, Silverstone 1979

It is over twenty-five years since the United Kingdom last had a rider that was truly capable of winning the British Grand Prix. For more than a quarter of a century the premier-class of motorcycle racing has been lacking a British representative that could challenge for victory on home turf.

There have been plenty of podiums and admirable performances from the likes of Ron Haslam, Niall Mackenzie, Jeremy McWilliams and even Carl Fogarty in a wild-card appearance, but the void from the hallowed days of the late Barry Sheene still has to be fulfilled at the highest level. The last home-grown winner of a MotoGP/500cc British GP was Mick Grant on the Isle of Man exactly 30 years and





two months ago.

The visit of the World Championships to

Silverstone in 1979 not only produced a thrilling spectacle, long discussed and reminisced by fans, but also weighted a millstone around the neck of UK road racing. Sheene came within a half a bike's length of capturing his 18th 500cc triumph and,

depressingly, no-one since has come closer to sampling the winner's spoils on British shores.

The British Grand Prix only really came into being during 1977 when the TT lost its World Championship status (many of the top GP stars had refused to ride there for the last few seasons, Sheene being the most high profile objector) and the UK round was shifted to Silverstone.

American Pat Hennen was the first winner of the British race on the mainland. Sheene had set pole position but suffered mechanical trouble.

Coming into 1979 and the Silverstone meeting had already grown in status as the unmissable motorcycling event of the year. There was also a sense of expectation as Sheene had broken down in five Grand Prix prior to the meeting and was out of the World Championship picture; Silverstone represented his last chance of salvaging something from a miserable season. The BBC had caught the biking bug and their live coverage would ensure that the British race would enter more homes and reach more eyes than ever before.

It was a fantastic platform and the event had many ingredients of being a memorable occasion. The cheeky relationship between World Champion Kenny Roberts and Sheene had been played on by the press and neither were shy in pulling their punches regarding any little snipes concerning the other. A bumper crowd defied the nightmare of the Silverstone traffic and the facility back then maintained its pure and simple high-speed layout. The rapid curves forced copious amounts of stress onto the machines and the vision of the bikes twitching under acceleration and 'G' was an impressive sight to behold.

The race also had some curiosity factors. Kork Ballington won his second 250cc

World Championship and the David Essex star vehicle feature film 'Silver Dream Racer' was shot there with Roger Marshall riding the futuristic looking dream machine. The Grand Prix also bore witness to the embarrassing first showing for the Honda NR500. Although quite hard to believe at the time, this was the machine that would initiate the manufacturer's modern day pursuit of the MotoGP crown. Back in 1979 the rasping four-stroke was shrouded in secrecy but the lap-times could not be hidden. The bike was off the pace and when Grant crashed and Takazumi Katayama's engine stopped the debut fell flat.

The sport was also in a political mess. An announcement of a breakaway World series had been declared by the riders and the FIM were left to try and resolve the possible dissolution of the World Championships. The stance by the majority of notable names and regular GP runners, Roberts, Ferrari, Sheene et al, began a power shift that would eventually lead to more comprehensive rider's representation and the formation of IRTA years later.

The Marlboro British Grand Prix began with Roberts on pole and heading a very crowded front row that also included Sheene who had been having a nightmare trying to set up the Suzuki during practice. The then 28 year old had been 5th quickest and almost two seconds slower than Roberts as he fought to sort out the unpredictable hydraulic suspension.

A sign of what was to come appeared from the first seconds of the race as the grid push-started and Sheene produced a massive wheelie. Dutchman Wil Hartog led the early laps and when Sheene and Roberts joined him the trio were split by half a second and swapped positions in a tight contest. Eventually the tussle became a duel.

"To be honest when the Grand Prix arrived at Silverstone in 1979 Barry was not having a great season and was being well beaten in the Championship by his great rival Kenny Roberts," reflects MotoGP statistician Dr Martin Raines. "Of course for me as a Sheene fan Roberts was the arch-enemy. Even though Barry had qualified more than 1.7 seconds down on Roberts I always had the belief that he could come good in the race."

As Sheene and Roberts played their shadowing slipstream chase at speeds near 170 mph the crowd were held enraptured, both at the track

Sheene vs Roberts



looked over his shoulder and flipped two fingers at his rival when exiting Copse corner on lap 16 of 28.

"Barry's cheeky 'v' sign' behind his back to Kenny behind him, is still talked about today," says BBC journalist and former friend of Sheene's Nick Harris. "It was one of the few races shown live on BBC television and people in no way connected with racing still remember and talk about it."

"Silverstone had everything going for it - a scarily

Dutch supporters as I was in the Woodcote stands and there was about 50 of them in a group just behind us and went mad every time Hartog came around. But once Sheene and Roberts got to the front it was just a great race and also a great atmosphere there in the stand. I am sure both Kenny and Barry thought they had the other covered but then it happened right in front of where I was sitting, a back-marker got in the way of Barry going onto the last lap and we thought then that the race was run."



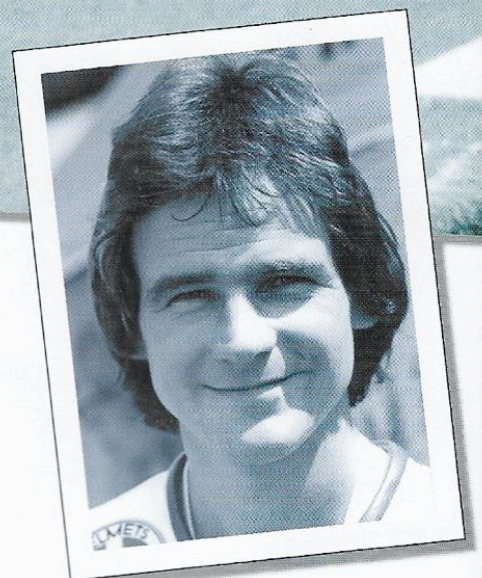
and at home.

"Roberts had already virtually secured a second successive title; Barry's only chance at salvaging a bad season was a home win," confirms long-time GP scribe, author of 'Barry Sheene: A will to win' and Motocourse editor Mike Scott. "The race had everything - even light relief."

As Roberts and Sheene sensed the platform on which they were performing, the theatrics appeared. Neither could break free of the other and the sparring reached a peak when Sheene, leading the Yamaha,

close race, Sheene's improbable V-sign and so on, plus it came at the peak of the British biking boom, when sales were going through the roof," comments former racer and journalist Mat Oxley. "I was a punter stood at Stowe corner during the race. All I can remember is that the PA system was so rotten that we couldn't even hear who'd won for some while afterwards."

"Early in the race Wil Hartog was up front," adds Raines. "This was my first experience of the fanatical



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Sheene vs Roberts

"I think Kenny and I both knew that we only had each other to worry about," remarked Sheene years afterwards in a TV feature. "We'd be together and he'd have a real go to get rid of me and vice-versa but we both realised that it would come down to the last lap."

With the race building up to a climax the duo were cutting through the backmarkers. Sheene has always insisted that his intention was to pass Roberts on the final Woodcote corner; in typically heroic style, similar to the mugging he had performed on Giacomo Agostini five years prior at Assen for his first ever 500cc win. When the pair entered the fast, right-handed bend on the penultimate lap, Roberts dove inside George Fogarty (World Superbike Champion Carl's dad) and Sheene had committed himself to the outside, essentially getting baulked as the corner opened up and Fogarty drifted wide. Sheene lost time and stared at 100 metre gap to his rival for the last minute and a half of the GP. Making up time into

Stowe and Club, willed on by the crowd, he threw everything into a charge at Woodcote and finished a yard behind at the line which was on the cusp on the start straight. Sheene had smashed the lap record on that concluding circulation. "If the line had been another yard further on it would have been alright; I had the run but not the distance to do it," he said.

"Barry always blamed Carl Fogarty's dad George for baulking him at Woodcote while he was lapping

him," says Harris, "but his efforts to overtake Kenny on the last corner, with the wheels on the grass, summed up the determination and ability of the man."

"Barry broke the record on the last lap (amazingly more than one and half seconds faster than his qualifying time) to challenge Roberts right in front of where I was sitting," recalls Raines. "What a great finish to a great race but of course a great disappointment for all Sheene fans."

Roberts took the race, his fifth and last of that season, and of course would go on to win his second World Championship but it is no exaggeration to say that the real winner was Grand Prix motorcycling, at least in its public portrayal, thanks to the amazing show and the characters involved.

"Silverstone may have been a bit of a watershed," muses Oxley. "You didn't get a lot of bike GPs on TV back then, despite Sheene's success, but it seemed like everyone saw that race. It was the kind of event that made good pub conversation for a while, even your granny mentioned it; the battle really caught the British public's imagination."

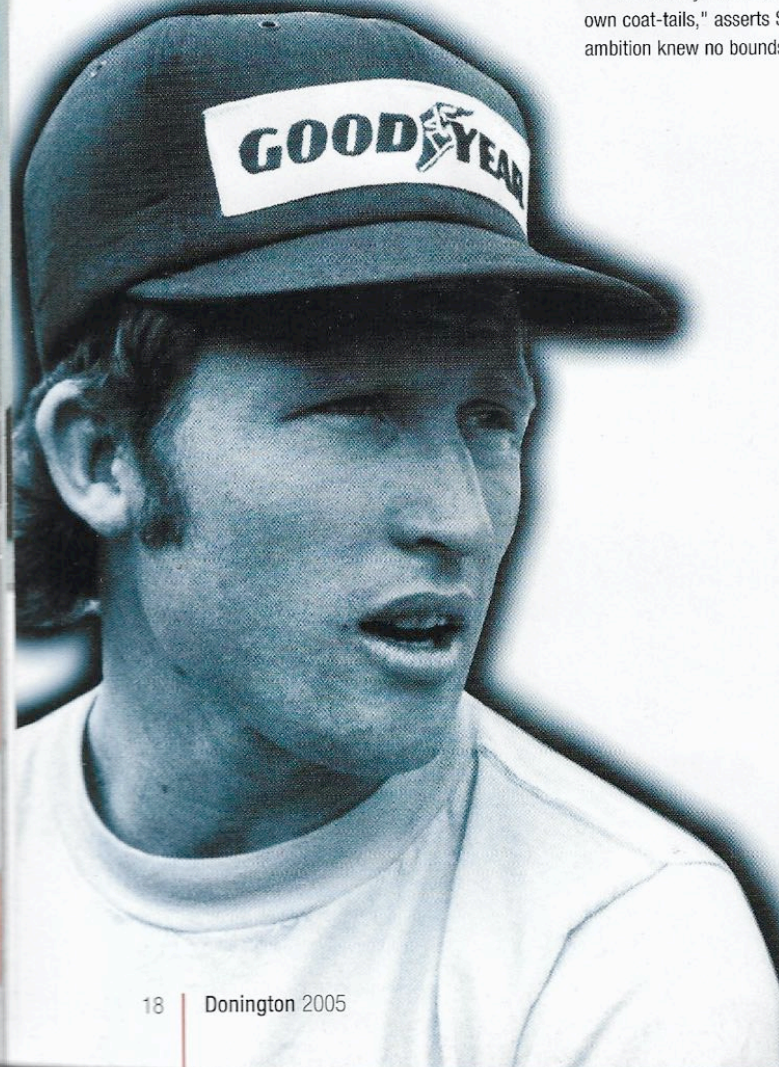
Sheene's reputation had slipped a little after his defeat by Roberts in 1978 and his noises about his rivals and reliability problems in the press, but his profile soared even higher after Sunday August 12th 1979. His impact on British motorcycling and his role in transferring it to the mainstream for the first time during the mid-to-late seventies can be neatly summed up by the Grand Prix and everything good about bike racing and what it represented.

"What Barry did for the sport was to drag it on his own coat-tails," asserts Scott. "His personal ambition knew no bounds, his charisma and

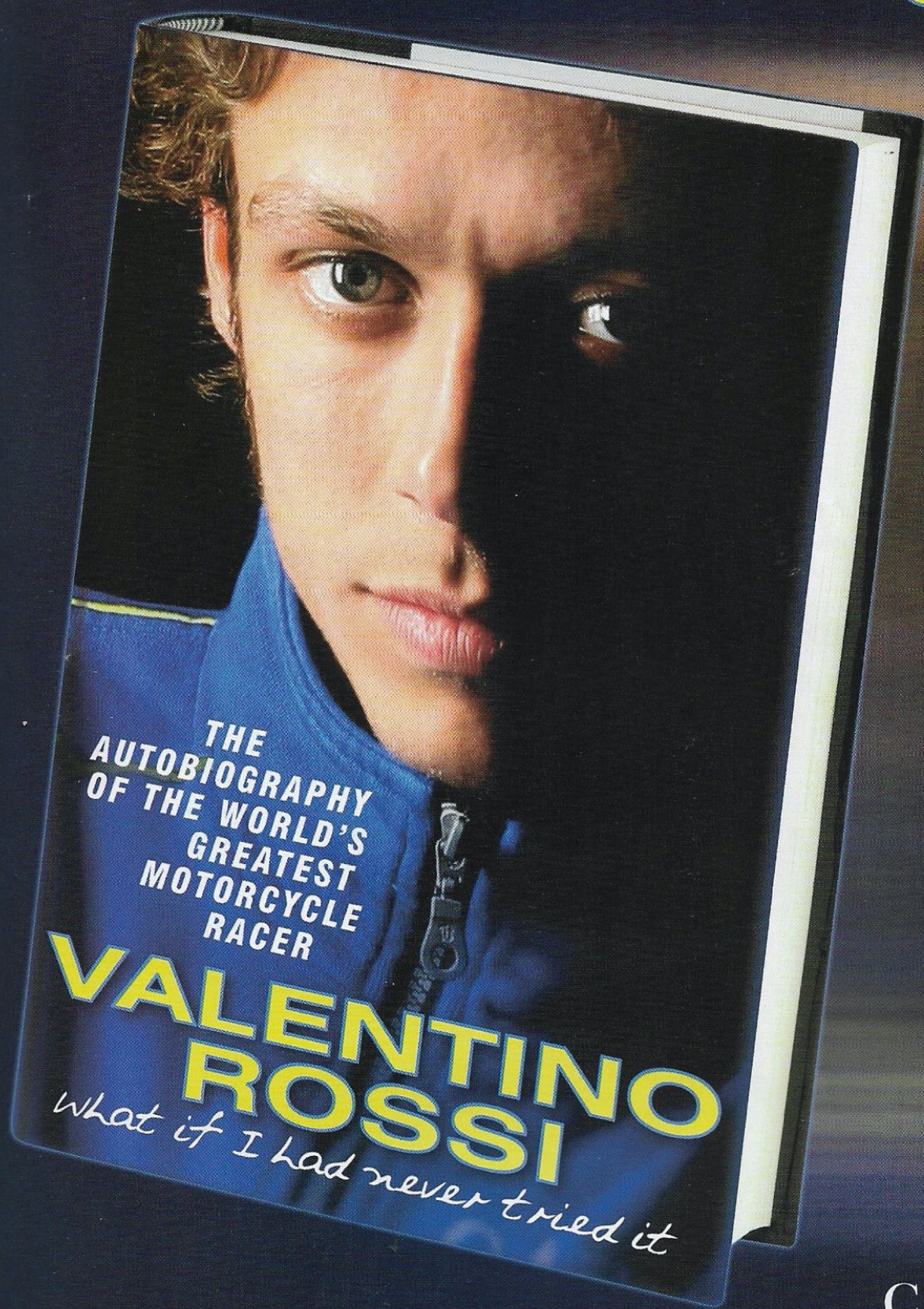
magnetism dragged almost everyone along with him. His was a powerful combination – a born entertainer, but at the same time ruthlessly determined to win. Valentino Rossi shows some of the same characteristics now. Barry's riding skills were obvious, but not transcendental. His courage and commitment, however, were unsurpassed, as well as his all-round understanding of the nature and value of success. He was an ambassador first and foremost for himself. It was to bike racing's great benefit to be along for the ride."

"Not only was he a fantastic rider but also incredibly hard and determined," offers Raines. "I think the only way I could compare the effect Barry had on racing and the way he brought it to the notice of the ordinary guy in the street was just imagine if Valentino Rossi was English....someone who is not only the best rider in the world but also has style and charisma. At Silverstone I don't think I have been as excited by a race since....or more disappointed at the result. Of course now I am involved in producing statistics I know that the record books show this as the fifth closest race finish of all time in the premier-class – but, as always, the record books do not give the full story."

Incidentally Sheene had to wait less than a month afterwards for his 18th win, at Le Mans in France. He is still the last British victor of a 500cc race, way back at the Anderstorp, Sweden in 1981...how long ago....



Speed reading



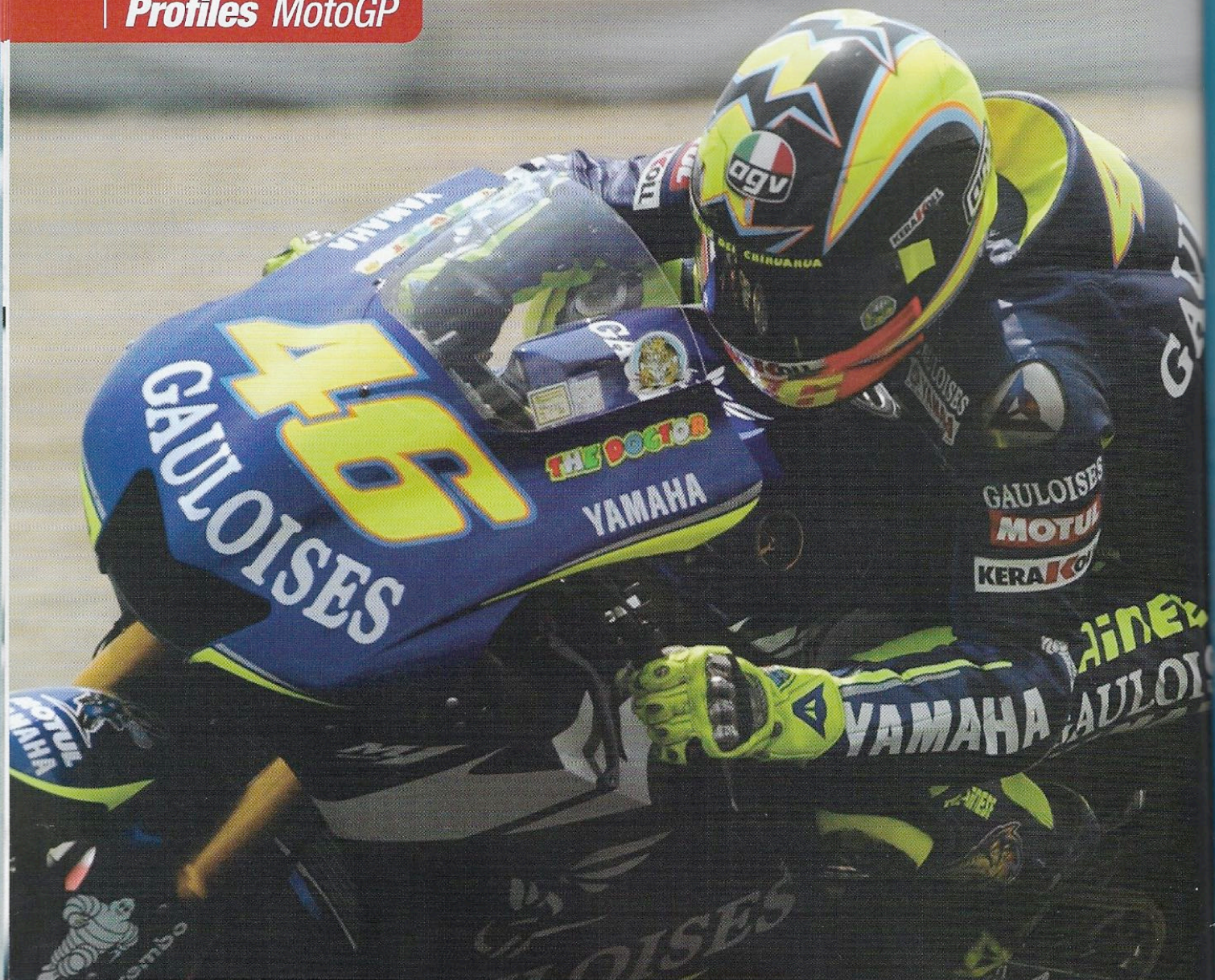
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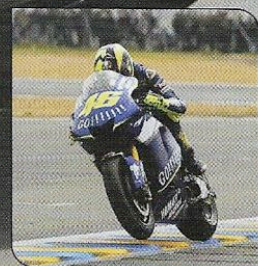
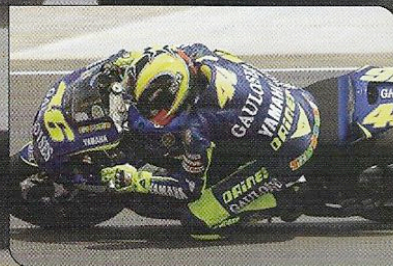
Valentino Rossi

ITA Urbino, 16/02/79

46



First GP	MAL '96
Starts	148
Victories	74
Podiums	109
Pole Positions	39
Fast lap	63
World Titles	6 ('04 '03, '02, '01, - MotoGP '99 - 250 '97 - 125)



The true master and conqueror of modern motorcycle racing and perhaps the greatest rider that ever lived. In 2001 Valentino Rossi, winner of the 125, 250 and 500 World Championships in his second season in each class, became only the second rider in the history of motorcycling to lift all three titles. Son of Graziano, celebrated rider of the seventies, the charismatic Italian entered Grand Prix with Aprilia in 1996 winning 125cc races in his first season. Rossi's natural skill and flair have already made him a huge fans' favourite and at just 26 years of age, he is already one of the sports true legends. In 2002 he dominated the first ever MotoGP four-stroke series aboard the Honda RC211V and looked just

as untouchable in 2003 despite the efforts of Gibernau and Capirossi. A flamboyant character, Rossi undertook the biggest challenge of his career by leaving the Honda camp and taking a Yamaha berth for 2004. The Italian delivered another fantastic season, fending off the efforts of Gibernau and Biaggi and retaining the MotoGP crown with nine wins. In the first half of 2005 he has been unstoppable, mirroring the 2002 campaign, and has won six from seven races leading up to the first US GP since 1994.

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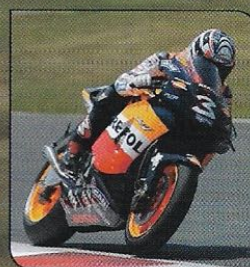


Max Biaggi

ITA Roma, 26/06/71



First GP	EUR '91
Starts	204
Victories	42
Podiums	109
Pole Positions	56
Fast Lap	42
World Title ('97, '96, '95, '94 - 250)	4



Max Biaggi fell in love with motorcycles when a friend invited him to ride at the local Vallelunga circuit during 1988 and his natural talent blossomed as he graduated swiftly through the Italian Sport Production Series, the 125 Italian Championship and the European 250 Championship, which he won in 1991. A year later he marked his arrival in 250 Grand Prix with victory in South Africa and 5th place overall. Over the next six seasons Biaggi recorded 33 pole positions, 29 wins and was crowned World Champion 4 times. In 1998 he moved onto a 500 and finished 2nd behind Mick Doohan in his rookie year. After four terms with Yamaha, Biaggi returned to Honda for 2003 and finished third. With the departure of arch-

rival Valentino Rossi, Biaggi remained one of Honda's main challengers for '04 but some early season consistency was wrecked by mistakes and mechanical glitches, leaving him just off the chase between Rossi and Gibernau. 2005 was supposed to be one of his best and final shots at the MotoGP crown as he joined the official works unit of Repsol Honda as the new HRC leader but only two podiums so far prior to Laguna Seca has been disappointing.

Repsol Honda Team Honda

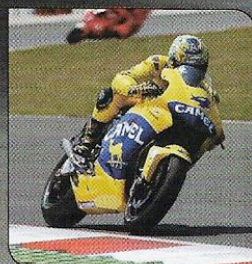


Alex Barros

 BRA Sao Paulo, 18/10/70



First GP	SPA '86
Starts	249
Victories	7
Podiums	30
Pole Positions	5
Fast Lap	12
World Titles	-



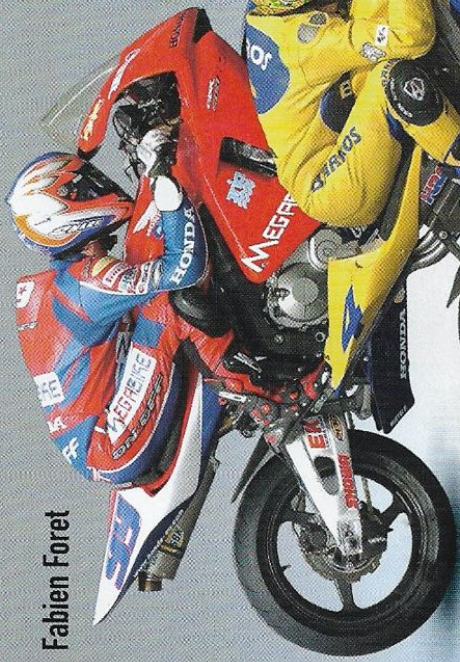
After 16 years in the top class of motorcycle racing, Alex Barros is easily the most experienced rider in MotoGP. Barros began his apprenticeship racing scooters in his hometown of Sao Paulo and, after winning the Brazilian 125cc and 250cc Championships, he moved to Spain in 1986 and debuted in the 80cc World Championship at the tender age of 15. In 1988 he returned home to contest the Brazilian 250 Championship before moving back to the international stage the following season. After one campaign in 250s he was recruited by Cagiva to race a 500 and took the first of 4 Grand Prix wins in 1993 with Suzuki. After four seasons with Honda Pons, Barros accepted an offer of a factory ride with Yamaha for 2003

but his plight was affected by injury from the first GP. He partnered Nicky Hayden for 2004 taking Valentino Rossi's vacant saddle and despite fleeting appearances at the front wasn't able to repeat the form at the tail end of 2002 that saw him score two wins in three races. For 2005, he re-teamed with Sito Pons and the old partnership sparked again as he clinched victory at round two in Portugal.

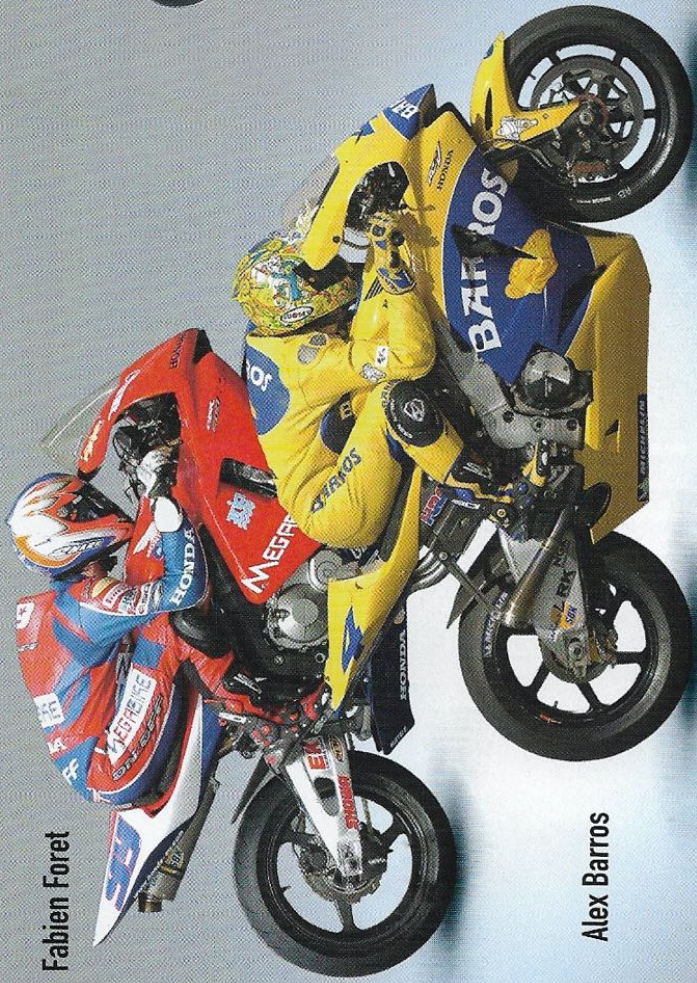
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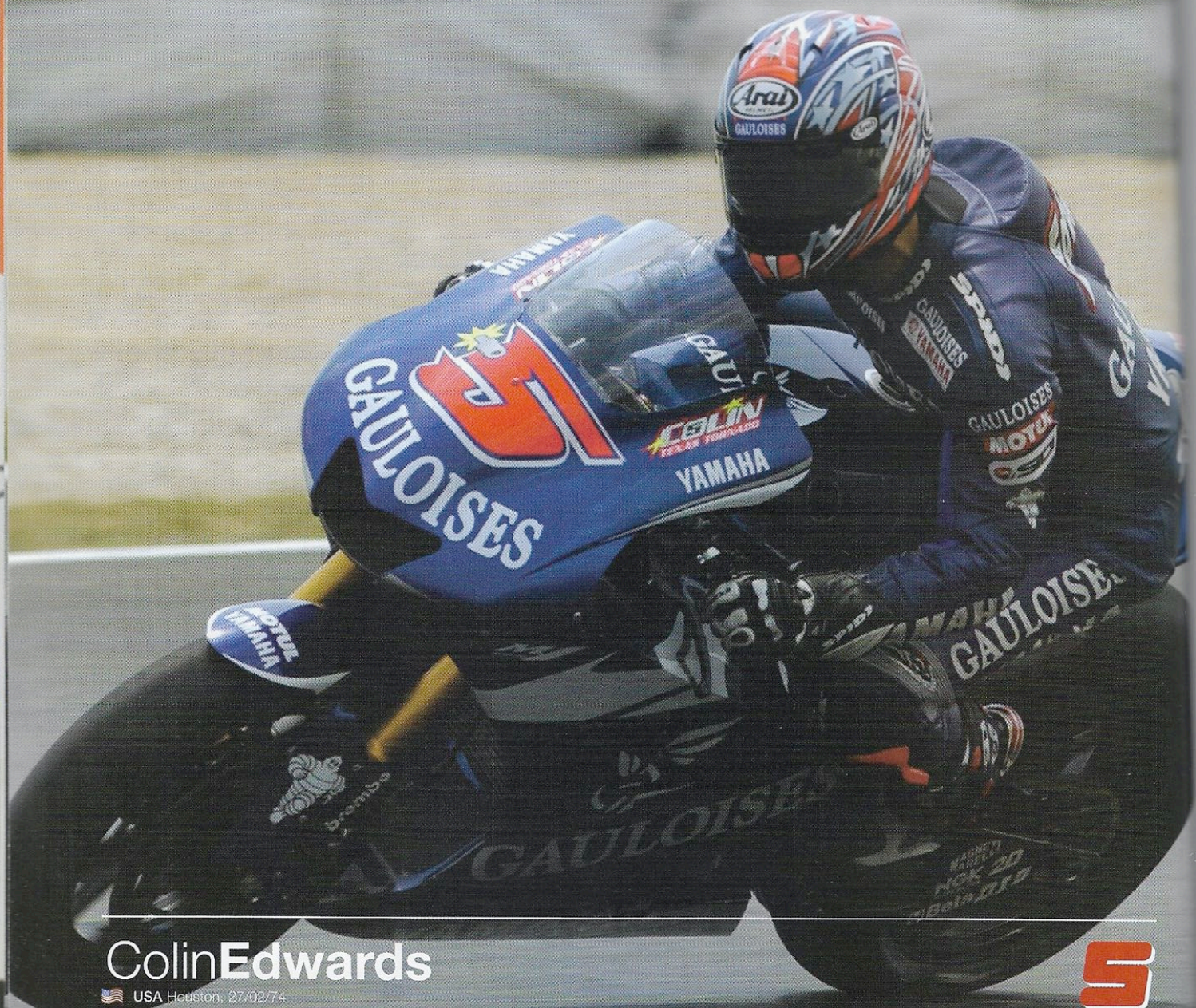
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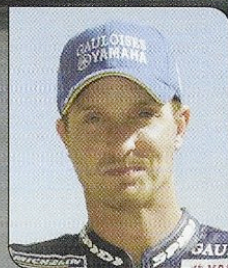
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Colin Edwards

USA Houston, 27/02/74



First GP	JPN '03
Starts	40
Victories	-
Podiums	4
Pole Positions	-
Fast lap	2
World Titles	-



Well known to British fans for his World Superbike tussles with Carl Fogarty, Colin Edwards started out as a promising motocrosser, winning the 80cc US National Championship before switching to road racing at the age of 16. The youngster won every event he contested in his first year on a 600 Honda, RC30 Honda and a TZ250 Yamaha and remained unbeaten in his amateur career, winning a record thirteen national titles in the AMA/CCS Race of Champions at Daytona and the WERA/GNF meeting at Road Atlanta. In 1992 he turned pro, winning the AMA 250cc title ahead of Kenny Roberts Jr, and spent two further years in AMA Superbike before clinching a factory Yamaha WSB ride. A move to Grand Prix

collapsed in '97 and he returned to WSB with Honda, going on to clinch the crown twice - in 2000 and 2002. In 2003 the 'Texan Tornado' finally realised his MotoGP dream with Aprilia but failed to shine as he developed the four-stroke. Rejoining Honda and racing alongside Sete Gibernau in 2004 Edwards showed his capability by registering several podiums and taking fifth overall. In 2005 he changed saddles and competes as an official Yamaha rider again. Alongside reigning World Champion Valentino Rossi he has not been shamed and collected two podiums approaching his home GP.

Gauloises Yamaha Team Yamaha



Makoto Tamada

JAP Ehime, 04/11/76

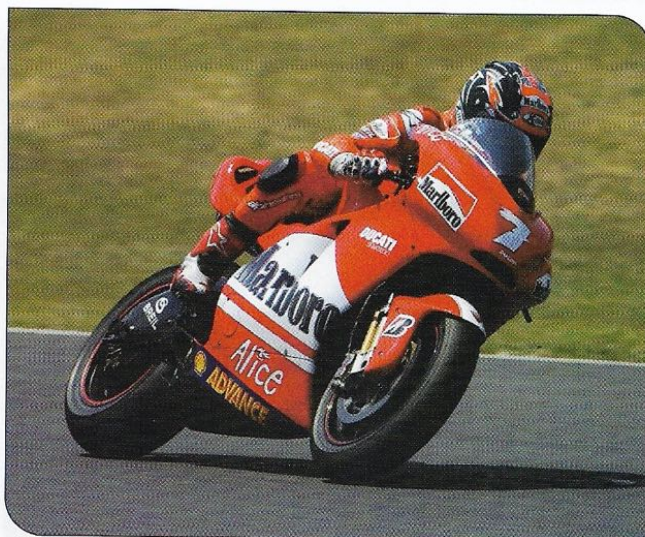


First GP	JPN '98
Starts	38
Victories	2
Podiums	4
Pole positions	2
Fast Lap	2
World Titles	-



A pocket bike rider in his youth, Makoto Tamada began his career in 1998, in the 250cc All Japan Championship. After a promising debut - clinching 4th overall - he switched to the All Japan Superbike class the next year. He finished runner-up three times in a row from 2000 to 2002 and moved to the World stage in 2003. Riding the Honda RC211V prepared by Luca Montiron's staff, the Japanese rider soon displayed his 'take no prisoners' style and became Bridgestone's most successful rider by scoring his first two wins last year, in Rio and Motegi, to finish sixth overall. In 2005, the 28 year-old races for the new Konica Minolta Honda team with Michelin tyres. A broken wrist prior to the Portuguese Grand Prix has afflicted his cause.

Konica Minolta Honda Honda



Carlos Checa

SPA Sant Fruits, 15/10/72



First GP	EUR '03
Starts	174
Victories	2
Podiums	22
Pole positions	1
Fast Lap	5
World Titles	-



In 1991 Carlos Checa dominated the Catalan 80cc Championships with pole position, fastest lap and race victory at every round and moved into the 125 European Championship one year later. After making various wildcard appearances in the 250s he was offered an NSR250 in the Sito Pons Honda Team in 1995. An injury to his 500 team-mate Alberto Puig meant that Checa made his top class debut in the same year and quickly adapted to the more powerful bike. In 1996 he lined up alongside Puig and won his home GP in Catalunya. Checa, who almost lost his life after a huge spill at Donington in 1998, finished his sixth season as a factory Yamaha rider in 2004 with 7th position overall and still has yet to emerge as a consistent contender for GP success. 2004 was a pressurised and difficult year for Checa thanks to the presence of team-mate/World Champion Valentino Rossi. He managed a single podium while Rossi grabbed the title with the same bike. The Spaniard left the official Yamaha set-up in the off-season joining Ducati Marlboro whereby he still hasn't managed to trouble the leaders and a podium place eludes him running up to Laguna Seca.

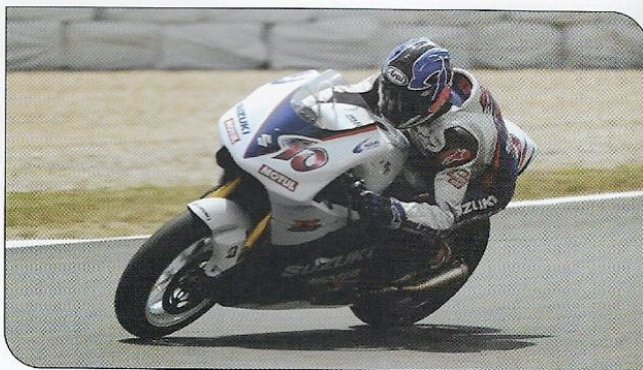
Ducati Marlboro Team Ducati

Kenny Roberts 10

USA Mountain View, 25/7/73



First GP	USA '93
Starts	155
Victories	8
Podiums	19
Pole positions	10
Fast lap	8
World Titles	1



Son of a three time World Champion, Kenny Roberts Jr. made history in 2000 by becoming the first rider to emulate his father and lift the 500cc title. Having learned his trade as a dirt track rider, the Californian competed in both the American and Spanish National Championships before moving into the 250 World Championship. In 1996 he jumped up into the 500s with Yamaha and then had a stint with his father's Modenas team before changing to Suzuki in 1999. Within two seasons the Japanese factory were celebrating their first 500 crown since Kevin Schwantz in 1993. Roberts endured a tough title defence in 2001 and finished in 11th place overall. After two years developing the four-stroke machine with little to show for his efforts Roberts was again Suzuki mounted for 2004. It was another term of struggle for the American, despite a pole in Rio, as he missed the last rounds of the season through injury. 2005 has been equally as unspectacular and perhaps the arrival of his home Grand Prix may turn a page for the 31 year old as his MotoGP career enters its twilight.

Team Suzuki MotoGP Suzuki



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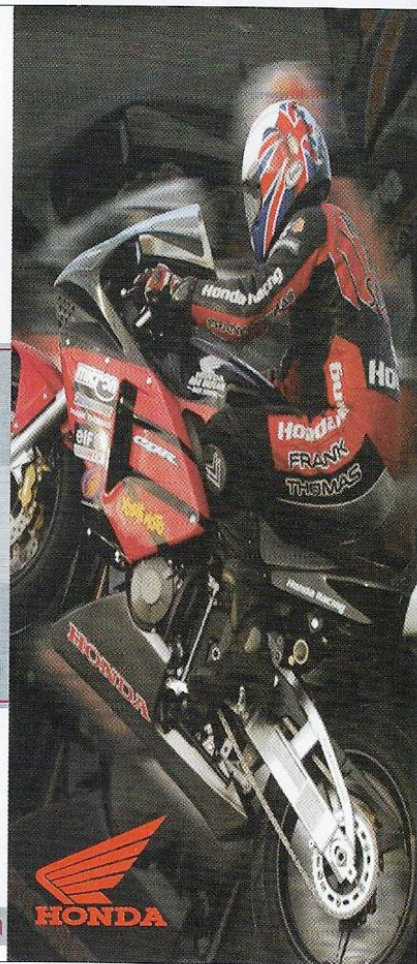
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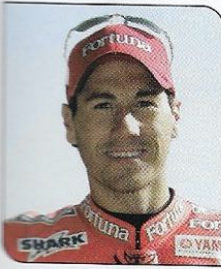
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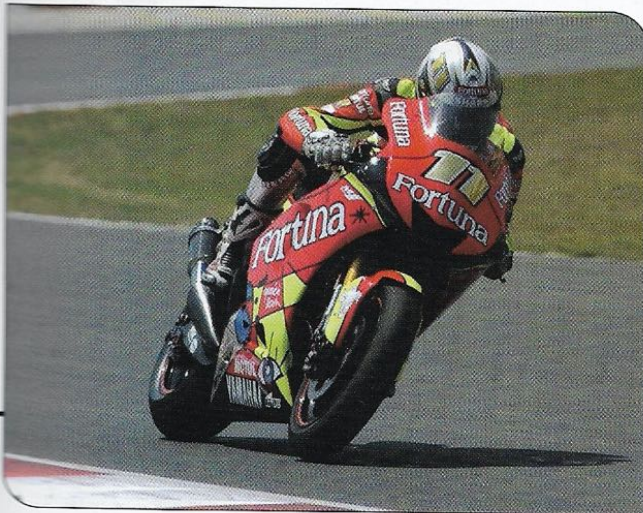
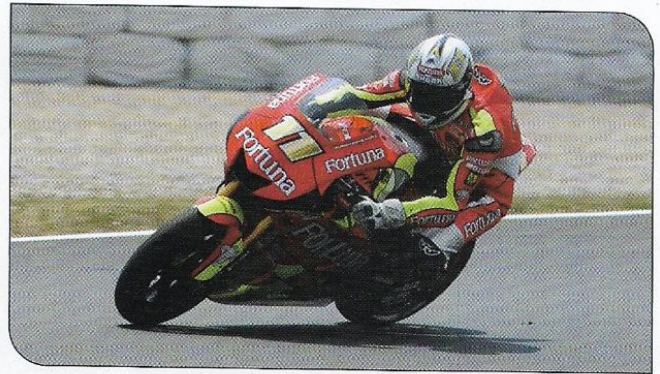


Ruben Xaus

SPA Barcelona, 10/02/78



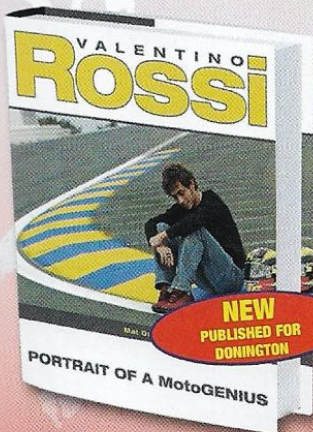
First GP	RSA '04
Starts	29
Victories	-
Podiums	1
Pole positions	-
Fast Lap	-
World Title	-



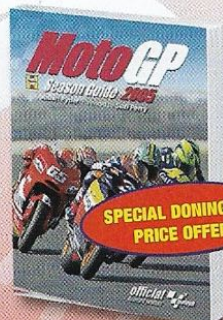
Born in Barcelona Ruben Xaus, encouraged by his father, started riding at the age of five and enjoyed dirt bikes throughout his youth. He began road-racing at the age of 14 in the national 125cc series and also went on to claim the domestic Supermoto title. 3rd place in the 1995 Spanish Supersport series was also the year where he made his Grand Prix debut with four 250cc race appearances. Xaus entered the Superbike arena with 6th place in the 1998 German Championship before a brief two year stint in World Supersport where he made his name with some impressive performances and two victories. WSB bound in 2001 with Ducati he was a podium regular over his three season four-stroke education and joined '03 team-mate Neil Hodgson as part of the new D'Antin Ducati team in 2004. The fiery Spaniard clinched the Rookie of the Year award and a first podium in Qatar, performances which allowed him to secure a ride with the Fortuna Yamaha Tech3 team for 2005. Xaus has been unable to breach the top ten in the first seven races of the campaign.

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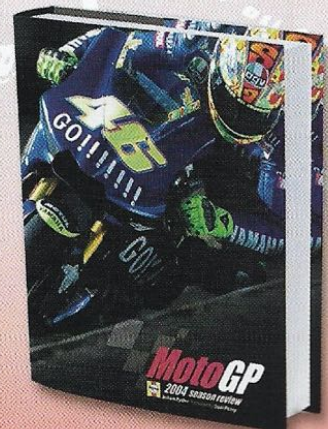
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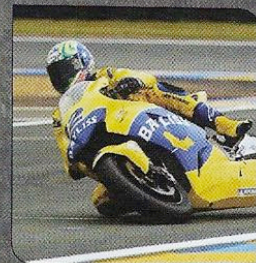


Troy Bayliss

AUS Taree, 30/03/69



First GP	JPN '03
Starts	41
Victories	-
Podiums	4
Pole Positions	-
Fast Lap	-
World Titles	-



12

Reaching his mid-30s Troy Bayliss finally arrived at the very highest level of motorcycle racing in 2003. Bayliss started racing at the relatively late age of 22 after a sporty and competitive childhood. He participated within national series for numerous years and rarely has a more successful apprenticeship been served before earning a chance at GP glory. Bayliss has raced and won in Australia (several top three finishes in the Superbike Championship), Britain (Superbike Champion in 1999), America (setting two pole positions in the AMA contest) and the World Superbike series (Champion in 2001 and runner-up in 2002). A Ducati

stalwart since 1998 the friendly and unassuming Aussie made his MotoGP debut in 2003 as team-mate to Loris Capirossi gaining a very creditable 6th in the Championship and 3 podiums. Part of the same team for 2004 Bayliss had a tough time with the '04 version of the Ducati and disappointingly barely troubled the front runners. Having parted company with the Italian manufacturer in the winter, he has ridden under Camel Honda colours this season and a 6th position has been his best finish prior to the US GP.

Camel Honda Pons Honda

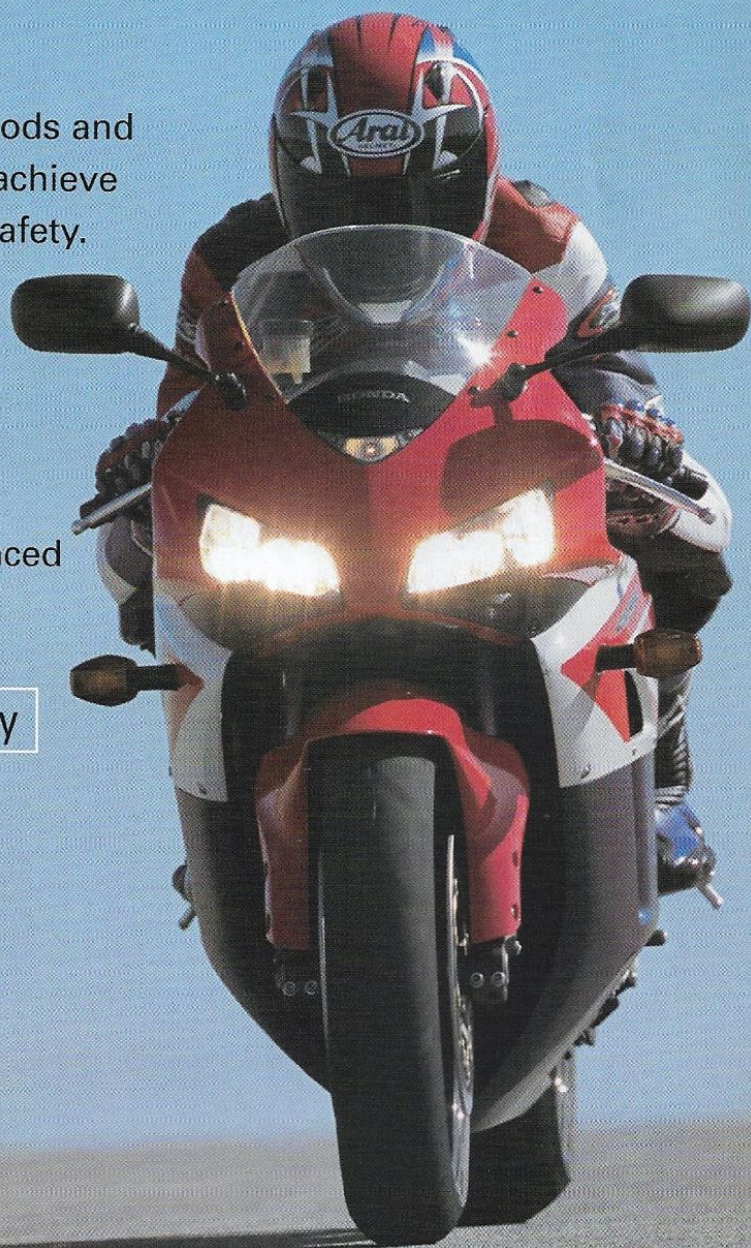
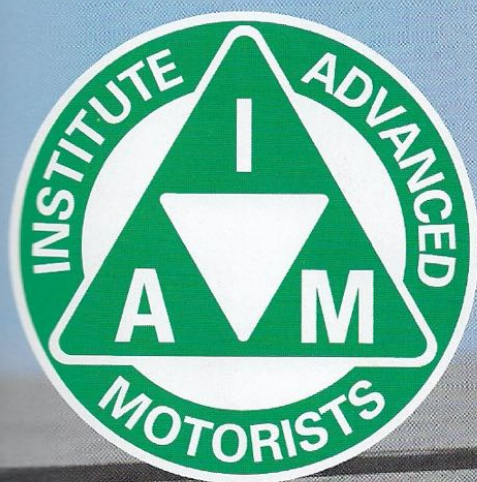
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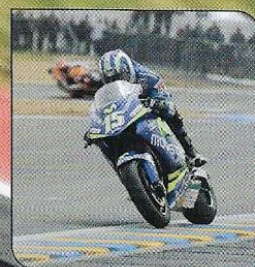
Sete Gibernau

 SPA Barcelcha, 15/12/72

15



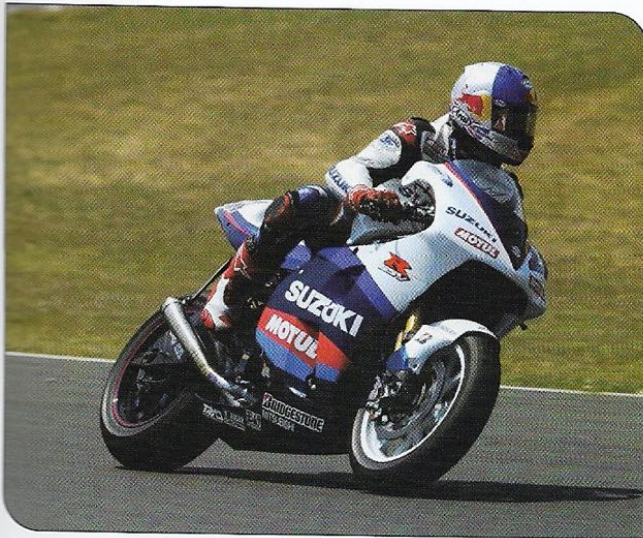
First GP	SPA '92
Starts	151
Victories	9
Podiums	28
Pole Positions	8
Fast Lap	7
World Titles	-



Grandson of the founding father of the Bultaco factory, Don 'Paco' Bulto, Sete Gibernau was born into motorcycles. After starting off in trial and motocross, he was spotted by Wayne Rainey in the Ducados Open in 1996 and was drafted into the former World Champion's 250 Yamaha squad before moving into the 500s the following year. In 1998 the Spaniard piloted a Honda NSR500 V2 before taking over the V4 vacated by the injured Mick Doohan after three rounds of the 1999 season. Sete recorded 4 podiums that year but slumped in 2000 and was signed by Suzuki at the end of the season. Gibernau picked up his first ever victory at Valencia but endured a frustrating term of development in 2002 with the new four-stroke and returned to Honda for 2003. That season

was a revelation for the Catalan after the tragic death at Suzuka of his teammate Daijiro Kato. Gibernau was the only rider to regularly fight with Valentino Rossi and scored 4 wins and 6 podiums on the way to the runner-up spot. Another season with Telefonica Movistar Honda in 2004 allowed him to duke it out with Rossi once more. The Spaniard took 4 wins again, and pushed the title chase to the penultimate round, in Phillip Island, where he was eventually beaten by his Italian rival. In 2005, he was again expected to be one of the favourites but has not managed to challenge the might of Rossi as effectively as in previous seasons.

Team Movistar Honda MotoGP Honda



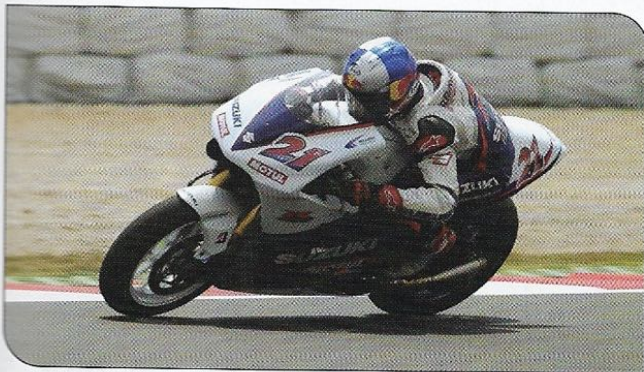
John Hopkins

USA Ramona, 22/05/83

21

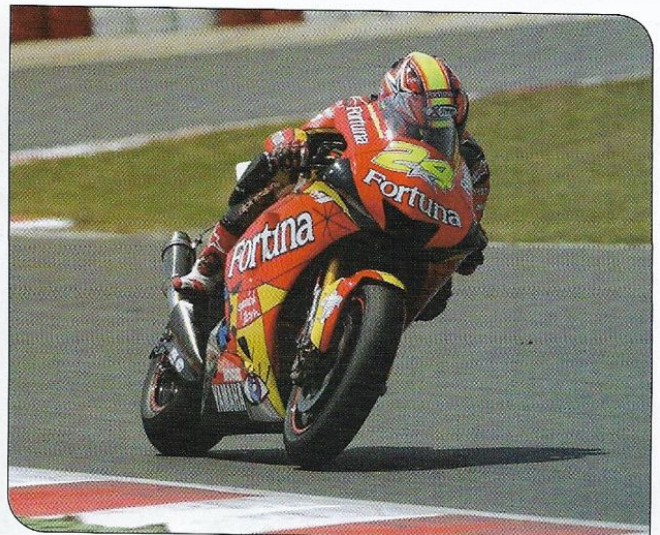


First GP	JPN '02
Starts	52
Victories	-
Podiums	-
Pole Positions	-
Fast Lap	-
World Titles	-



American born of British parents, John Hopkins has been racing since he was four years old, winning countless minibike events and regional titles in California before emerging victorious from the Aprilia Cup Challenge Series in 1999 at the age of 15. In the same year he won and came second in the Suzuki GSXR600 and GSXR750 Cup Series Finals respectively, as well as winning four CCS Championships at Daytona Race of Champions, being named Unlimited Supersport Expert, Middleweight Grand Prix Expert, GTU Expert and Heavyweight Superbike Expert. In 2000 he won the AMA 750cc Supersport Championship and became AMA Formula Xtreme Champion one year later, before sealing a dream move to MotoGP with Red Bull Yamaha for 2002. In 2003 he swung his leg over a four-stroke Suzuki riding the GSV-R but struggled along with the slow development of the bike. Hopkins enjoyed some better showings in 2004 and is regularly Suzuki's best performer on the Bridgestone-shod GSV-R. A best finish of 7th at Shanghai marks a sparse scorecard entering Laguna Seca.

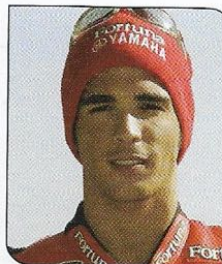
Team Suzuki MotoGP Suzuki



Toni Elias

SPA Manresa, 26/03/83

24



First GP	SPA '99
Starts	87
Victories	9
Podiums	29
Pole Positions	9
Fast Lap	7
World Titles	-



Growing up in the family bike shop near Barcelona, Toni Elias was destined for a career on two wheels. In 1999 he finished third in the 125cc Spanish Championship under the watchful eye of Alberto Puig. He was a largely anonymous figure during his first Grand Prix season in 2000, but became the revelation of 2001 after signing up to ride with the 125cc junior project run by Puig. His natural talent and fearless aggression contributed to some of the most exciting action of the season and saw him fighting for the title until the penultimate race, a scenario he repeated in 2003 where a fall on the last lap in Rio scrubbed his 250cc Championship aspirations. Elias failed to shine on the 250cc Honda in 2004 and was over-shadowed by countryman Pedrosa's impact. In 2005, he made the jump to MotoGP with the Fortuna Yamaha Tech3 team and his speed has been impressive although injury problems have been a setback.

Fortuna Yamaha Team Yamaha

Franco Battaini 27

ITA Brescia, 22/07/72



First GP	JPN '03
Starts	130
Victories	-
Podiums	7
Pole Positions	4
Fast Lap	3
World Titles	-



Fanatical about physical preparation, Franco Battaini is probably the most complete athlete on the Grand Prix circuit, a claim sufficiently supported by his excellent performances between races in triathlon competitions. A latecomer to motorcycle racing, the Italian made his first track appearance at the age of 21 but it wasn't long before his natural talent shone through. In 1994 he was runner-up in the Italian Sport Production 125 series and lifted the Suzuki 250 Trophy after five race wins. He has ridden a Grand Prix bike ever since, arriving on the World scene in 1997 on a Yamaha 250 and moving to Aprilia in 1999. Battaini became a regular fixture within the top 10 and clinched four Best Privateer trophies. He managed to take sixth in the Championship in 2002 and 2003, before completing his last 250 campaign last year. This term he has stepped up to the MotoGP class with the new V6 Blata-WCM but has yet to register any points.

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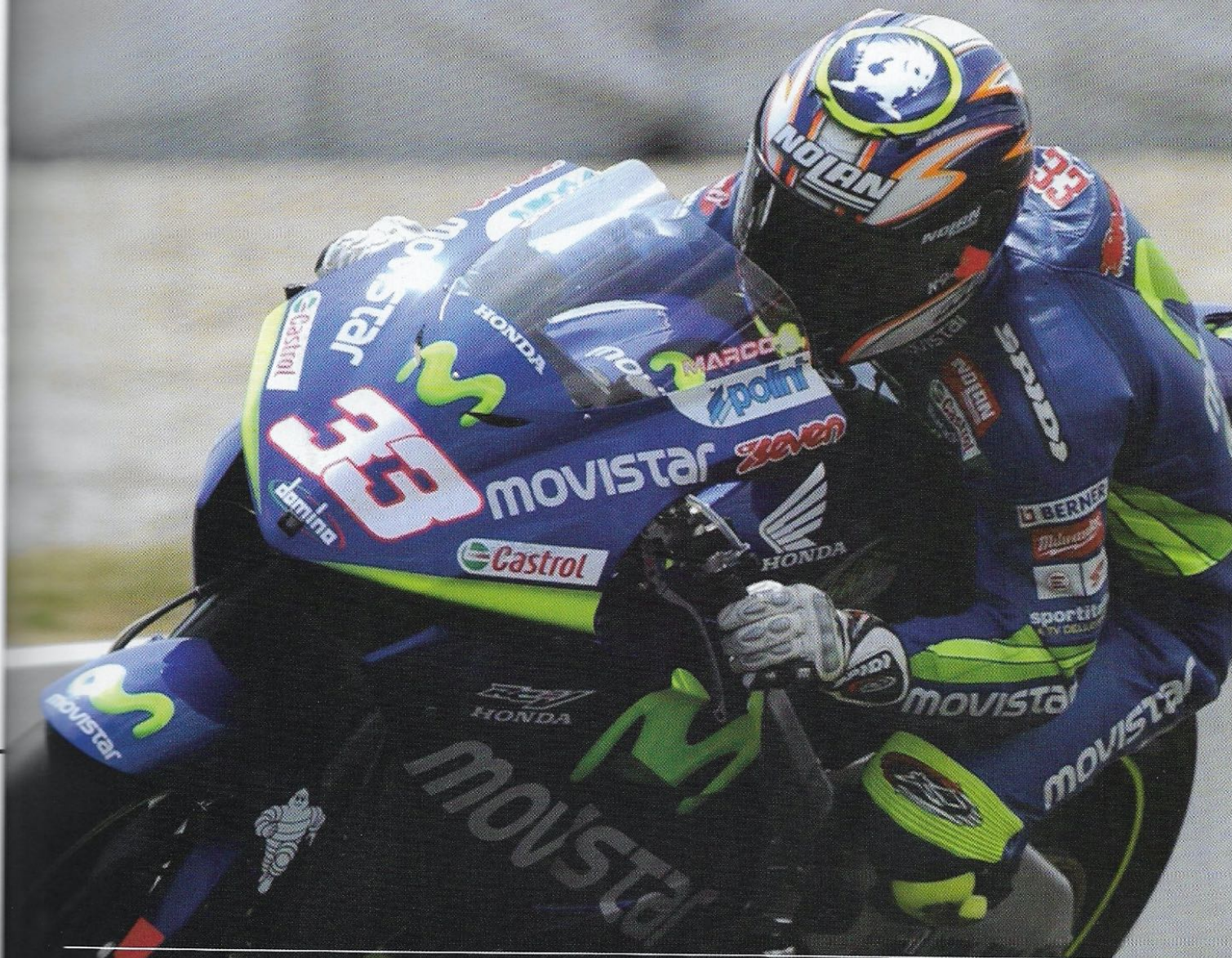
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Marco Melandri

ITA Ravenna, 07/08/82



First GP	CZE '97
Starts	112
Victories	17
Podiums	48
Pole Positions	9
Fast Lap	13
World Titles	1 (250 '02)



The revelation of 2005 so far Marco Melandri was introduced to racing at just six years of age by a friend of former rider Loris Reggiani. He shone in motocross, minibikes and the national 125 championship and was competing in Grand Prix by the time he was just 15. He came close to the 125 title in his first two seasons in 1998 and 1999 and in 2000 he was selected by Aprilia to continue his development in 250. Riding the machine vacated by Valentino Rossi, Melandri took his first 250 victory at Sachsenring in 2001, finishing third in the championship behind Kato and Harada. He began the 2002 season as the favourite for the title

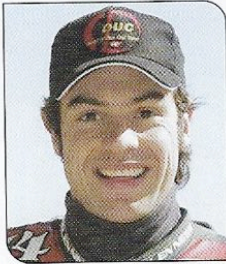
and did not let his growing army of fans down, clinching nine wins and the crown with a brave showdown against Fonsi Nieto at Phillip Island. For 2003 he moved up to MotoGP but a broken leg at the opening GP was the first of several nagging injuries in his debut campaign. Flashes of speed and brilliance were seen last year on the factory Yamaha including consecutive podiums at Catalunya and Assen but Melandri has already delivered the goods this season, often overshadowing his Telefonica Movistar team-mate Sete Gibernau, by notching four top three finishes from the first six races and tying second in the Championship prior to the US GP.

Team Movistar Honda MotoGP Honda

Roberto Rolfo

44

ITA Torino, 23/03/80




First GP	MAL '96
Starts	110
Victories	3
Podiums	18
Pole Positions	-
Fast Lap	3
World Titles	-





Like Battaini and Elias, Roberto Rolfo makes his MotoGP debut this season as part of the d'Antin Ducati team. Rolfo entered the World Championships in 1997 riding for Honda after finishing 3rd in the 250cc European Championship. It would be another three years before he would have his GP career-launching season by finishing top privateer and fourth in the 250 series. His results led to a factory supported ride in 2002. Rolfo rose to the challenge and notched seven podiums and third overall but with a debut victory eluding him. In 2003 he moved up another step again, riding the works Honda, and won his first GP, finishing second to Manuel Poggiali. 2004 was a disappointment as he slumped to 8th spot, with only a triumph at a wet Jerez to celebrate. The jump into MotoGP fulfils realisation of a dream for the friendly, well-educated and multi-lingual Italian, although he has yet to record a finish worthy of note.

Team d'Antin Pramac *Ducati*




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Shinya Nakano

🇯🇵 JPN Chiba, 10/10/77

56



First GP	JPN '98
Starts	105
Victories	6
Podiums	20
Pole Positions	5
Fast Lap	9
World Titles	-



After winning the Japan 250 series in 1998, Shinya Nakano abandoned his engineering studies in Tokyo to join Olivier Jacque in the Tech 3 250cc World Championship team and was an immediate hit. He won his first GP at Motegi in 1999 and made the podium a further four times before the season was out. In 2000 he had an incredible season alongside Jacque, finishing runner-up behind his French team-mate after a thrilling race to the line at the final round in Australia. In 2001 the team carried their project into 500, where Nakano picked up

seven top five finishes and one podium from nine front row starts. Like many of the two-stroke riders he struggled to make an impression in 2002 on the four-stroke and again achieved less than desirable results steering the D'Antin Yamaha in 2003. Shinya took up the mantle of pushing the Kawasaki racing project further up the grid in 2004 and has been successful, giving the green machine a podium place. In 2005 he has again been riding for the Japanese factory and displaying his usual high levels of consistency.

Kawasaki Racing Team Kawasaki

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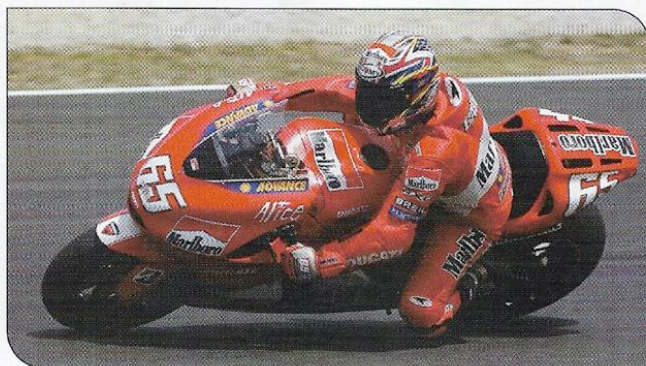


Loris Capirossi **65**

ITA Bologna, 04/04/73

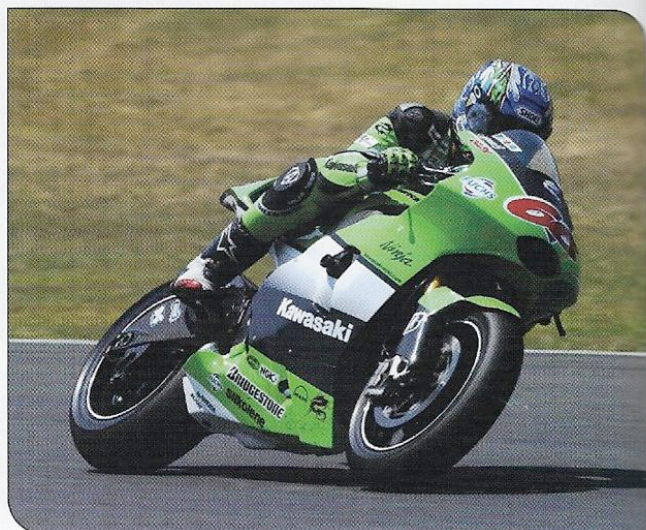


First GP	JPN '90
Starts	224
Victories	23
Podiums	83
Pole Positions	36
Fast Lap	25
World Titles	3
(98 - 250, '91, '90 - 125)	



A decorated and popular racer Loris Capirossi was 125cc World Champion by the age of 17 and went on to win the title twice more before moving into 250 in '92. The Italian picked up 16 podiums, including 7 victories and switched to the 500s with Honda in '95, where he was named Rookie of the Year. Capirossi took his first 500 triumph on a Yamaha at Eastern Creek in '96 but then dropped back to the 250s with Aprilia the following year. He was crowned 250cc World Champion in '98 but failed to retain his title in '99 and was signed by Sito Pons to ride a Honda NSR500. Capirossi picked up 15 podiums and a race win in three seasons on the Japanese two-stroke before switching to Ducati for 2003 to ride the promising debutant four-stroke Desmosedici. A surprising victory at Catalunya along with 5 podiums and 4th place overall is testament to Capirossi's skill and experience. The veteran spearheaded the Ducati challenge again in 2004 but the bike did not live up to expectations. The Italians switched from Michelin to Bridgestone during the winter and produced the refined GP5 version of the Desmosedici, Capirossi secured a podium at his home GP but the rest of the campaign has been underwhelming so far.

Ducati Marlboro Team *Ducati*



Alex Hofmann **66**

GER Mindelheim, 25/05/80



First GP	GER '97
Starts	72
Wins	-
Podiums	-
Poles	-
Fastest laps	-
World Titles	-



Alex Hofmann began his racing career in motocross but soon transferred his talents to road racing and his first victories were not long in the offing. Under the supervision of Dieter Theis he was crowned European Champion - a title which brought him instant recognition as Germany's brightest racing talent. Since then his progress has been hindered by military service and injury, but Hoffman has established himself as a consistent performer. At just 22 years of age Hofmann, who speaks four different languages, undertook the role of test rider for the Kawasaki during 2003 and in his few race appearances manage to impress on the new bike scoring points in two GPs. Alex's reward for the work put in and potential shown behind the scenes was a full factory ride under the green banner for 2004 and more development work. He went through highs and lows in his first full season in the MotoGP class, but displayed an interesting potential with the improved Ninja ZX-RR. A broken wrist prior to round two at Portugal has limited his appearances in 2005.

Kawasaki Racing Team *Kawasaki*



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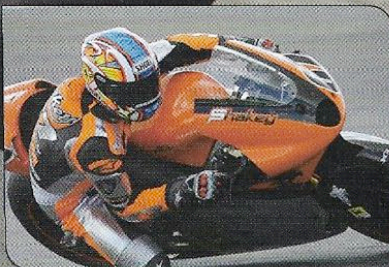
Shane Byrne

GBR Lambeth, 10/12/76

67



First GP	RSA '04
Starts	16
Victories	-
Podiums	-
Pole Positions	-
Fast Lap	-
World Titles	-



Like many of his peers, Shane Byrne entered the world of motorcycling racing after taking a muddy baptism through the discipline of motocross. This Londoner's first contact with the asphalt arrived in 1996 at the age of 18 and he managed to start winning straight away despite a lack of road racing experience. Two years later and his career began to take off thanks to becoming British Supersport Champion. Riding with Suzuki and then Honda, Byrne became a regular points-scorer in the competitive British Superbike Championship. He

progressed through his apprenticeship earning 14th, 8th and then 4th positions before a successful union with Ducati finally bore fruit and he clinched the Championship in 2003. He made his MotoGP debut having signed with Aprilia for 2004 and earned an impressive 10th in Italy although the season was ruined by injury and the tall order of trying to tame the fearsome Italian machine. This year he takes on the challenge of developing the new Team Roberts and KTM project but has yet to reach the points.

Team Roberts Proton KR

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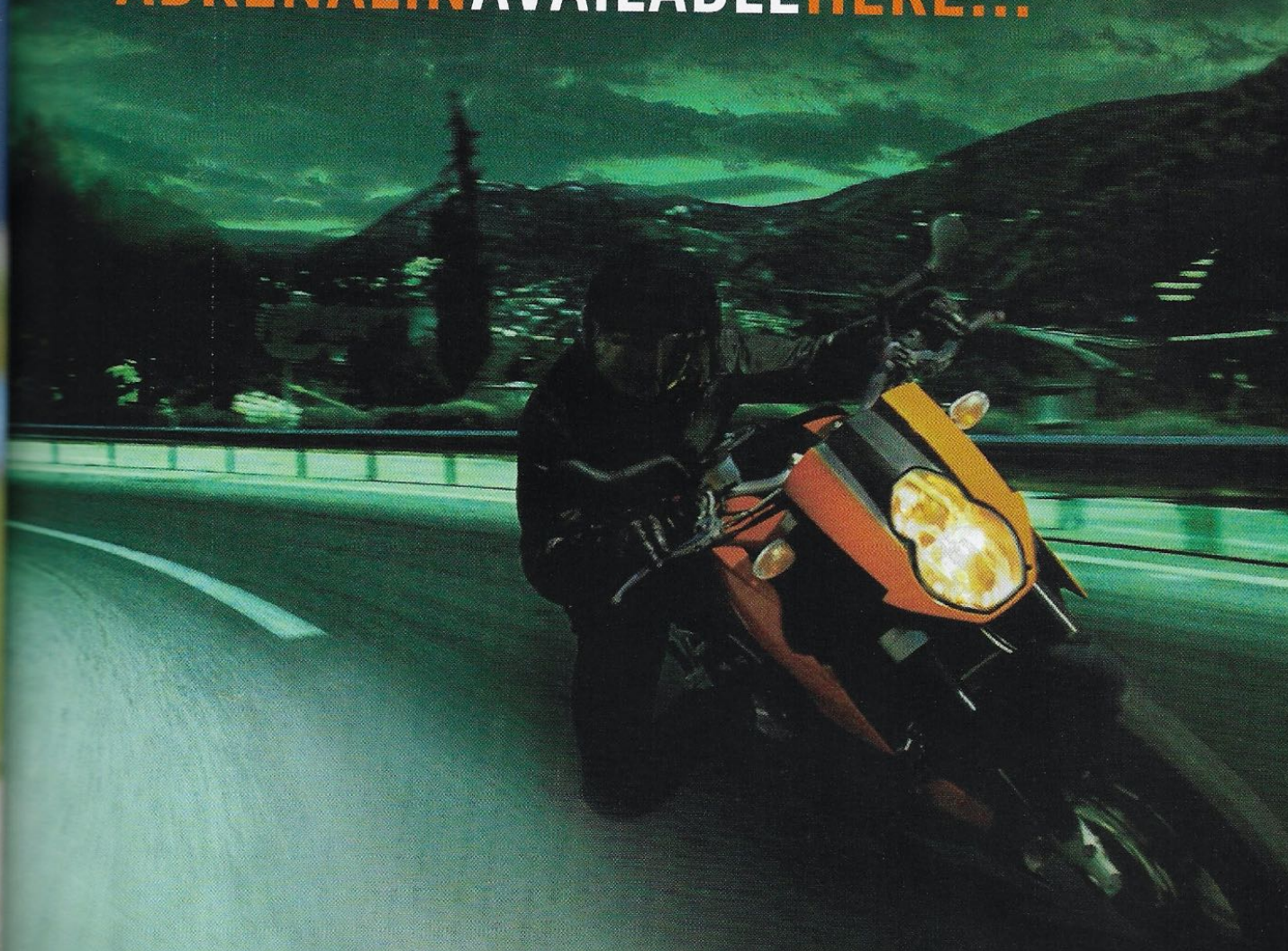


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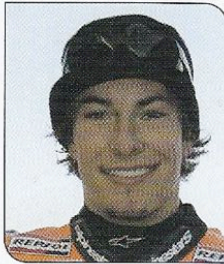
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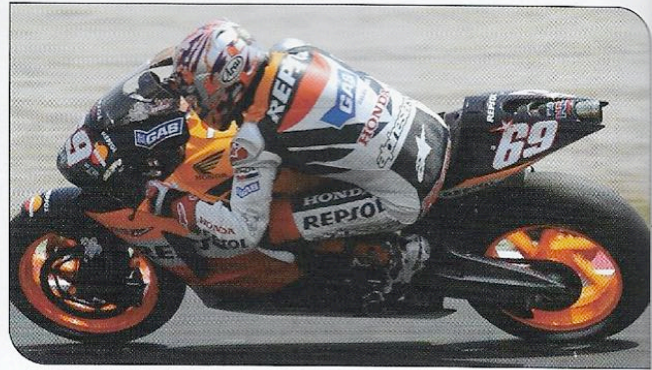
Nicky Hayden

USA Owensboro, 30/07/81

69



First GP	JPN '03
Starts	38
Victories	1
Podiums	5
Pole positions	1
Fast Lap	-
World Titles	-



Entering the 2003 season Nicky Hayden jumped straight into the MotoGP deep-end as team-mate to Valentino Rossi in the Repsol Honda factory team. Born in Kentucky and from a family with a strong name in US racing the 2002 AMA Superbike Champion was a wanted man with various teams at only 21 years of age but took the hottest seat in the paddock next to the reigning Champ. Naturally the friendly and happy-go-lucky American took some time to find his feet but towards the end of his debut campaign began to show his potential with some electrifying race performances and two podiums in the last four GPs lifting him to an excellent fifth overall. Hayden scored two consecutive podiums in Brazil and Germany last year, but his lack of consistency saw him end the campaign 8th overall. For his third season in the Repsol Honda team the pressure is on to post results but a poor start to the term has effectively ruled Nicky out of the title chase.

Repsol Honda Team Honda

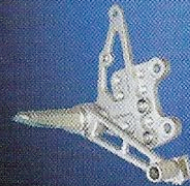
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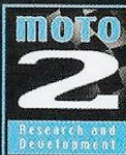
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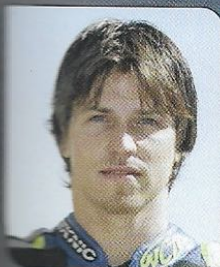
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James Ellison

GBR Kendal, 19/09/80

77



First GP	CZE '04
Starts	14
Victories	-
Podiums	-
Pole positions	-
Fast Lap	-
World Titles	-



James Ellison made his MotoGP debut at Brno last year, replacing the injured Chris Burns for the WCM team. He gained 4-stroke experience in the European Superstock and the British Superbike Championships: he clinched two consecutive European Superstock titles, in 2000 and 2001, before switching to the British scene. In 2004, he was leading the Privateer Cup when Peter Clifford asked him to replace Burns. The 25 year-old from Cumbria scored his first points on his third appearance, taking 13th in Qatar. In 2005, for his first full season in

the MotoGP World Championship, Ellison has steered the new V6 Blata WCM and is the only rider to have scored points for the prototype so far.

Blata WCM Blata



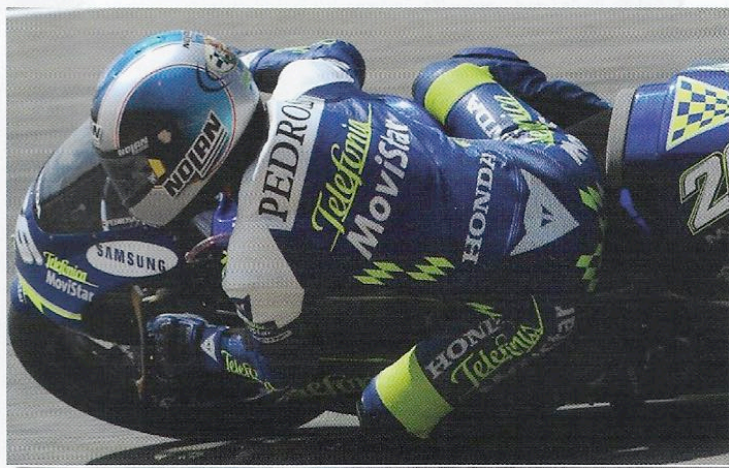
One year ago.....

Rossi reassumes control

Twelve months ago Valentino Rossi celebrated his fifth victory of a triumphant season in front of a record crowd of 82,091 fans at Donington Park after a dominant display in the Cinzano British Grand Prix.

Rossi started from pole position and, after briefly losing the lead to Loris Capirossi and dropping to fourth place on the first lap, he swept back to the front just moments later and never looked back, opening up a two second gap over chasing Honda riders Colin Edwards and Sete Gibernau which he maintained until the chequered flag. It was a splendid return to form after a stick patch whereby he had crashed in Brazil and finished off the podium in Germany.

Edwards overcame his then team-mate Gibernau to clinch second place and seal his first ever MotoGP podium. Friends and future Yamaha pair Rossi and Edwards collapsed in a dramatic sumo-style hug in the parc ferme; something of an antithesis of the cool relationship the Italian shares with Gibernau. After two crashes in the last two races, third place was a



welcome result for the Spaniard, who moved back into second place overall, level on points with Max Biaggi but with a superior win total. Gibernau would only win another two races the entire season.

Capirossi eventually slipped back through the order, with his Ducati team-mate Troy Bayliss and Honda rider Nicky Hayden coming through to battle for fourth place, with the American youngster eventually winning out after passing the Australian and then seeing him run straight across the grass at Craner Curves as he tried to recover.

Bayliss did manage to get back on track and bring his machine home in fifth place ahead of Carlos Checa in sixth and Capirossi, who eventually dropped back to seventh.

Neil Hodgson, who would depart to AMA SBK after an unhappy year, clinched tenth to the delight of the home crowd.

Dani Pedrosa extended his lead at the top of the 250cc World Championship with another stunning performance which simply destroyed the rest of the quarter-litre field at Donington.

The Spanish 'rookie' hit the front on the first lap and made a typical break from the lead group, lapping alone as he had done at the Sachsenring seven days previously and eventually winning by over six seconds from Sebastian Porto. Randy De Puniet returned to the podium in third place and defended second in the championship, 18 points ahead of Porto but trailing Pedrosa by 34 with just seven rounds remaining; the trio would eventually scoop the top three positions in the series but Porto would capture the runner-up spot from his current team-mate.

It was a lively race for some of the big names with



rider from the top five championship contenders to pick up any points at all, with Casey Stoner missing through injury and Hector Barberá, Roberto Locatelli and Pablo Nieto all falling.

Alvaro Bautista clinched second place to step onto the podium for the first time in his Grand Prix career, with fellow Spanish teenager Jorge Lorenzo benefiting from Locatelli's spill just three laps from the end to return to the rostrum in third. Aside from Nieto and Bautista all of the 125cc protagonists transferred to the 250s for 2005 at the end of the year.

defending Champ Manuel Poggiali, Toni Elias and Hiroshi Aoyama all crashing in the opening stages of the race. Elias and Aoyama were both able to return to the track, the Spaniard eventually retiring with a mechanical problem and the Japanese rider coming back from 26th to clinch ninth.

Andrea Dovizioso took a clear and concise victory to consolidate his 125cc World Championship advantage. Dovizioso was the only



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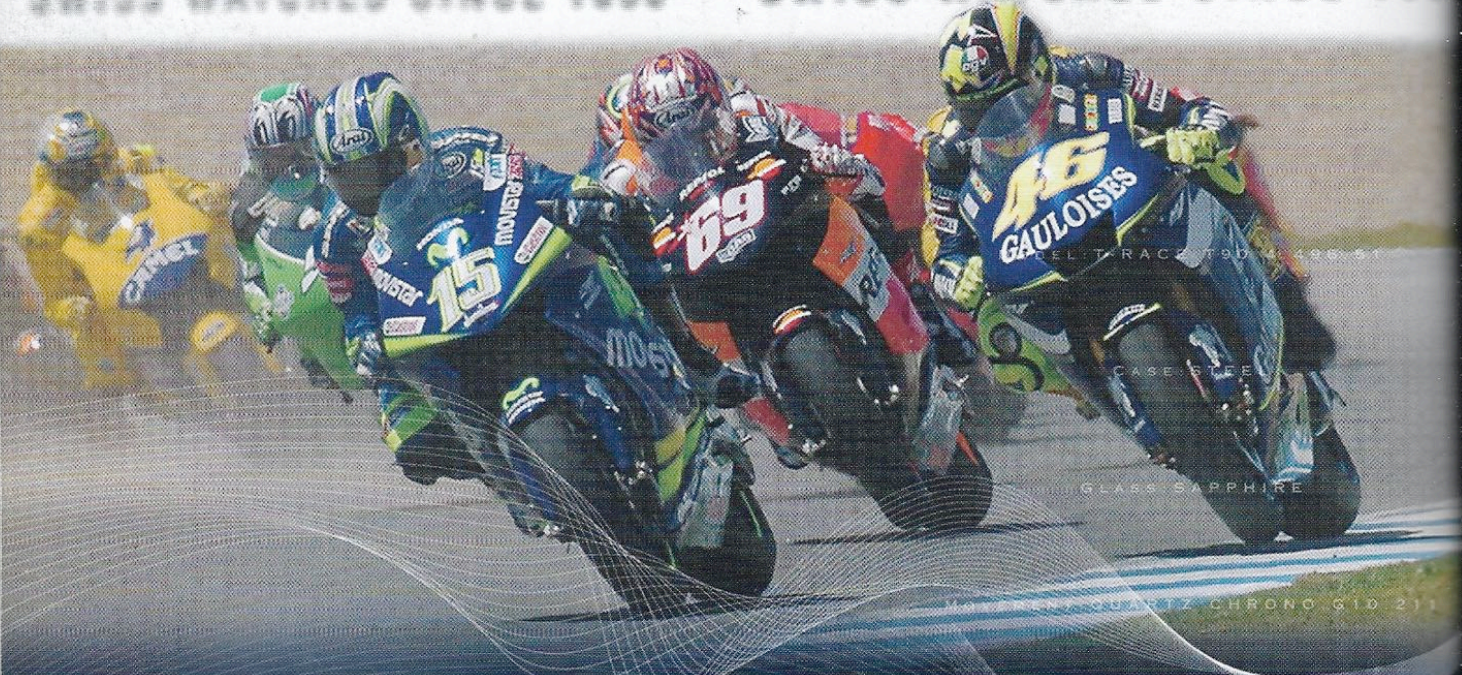
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MotoGP

NO.	RIDER	NAT	MACHINE	TEAM
3	MAX BIAGGI	ITA	Honda	REPSOL HONDA TEAM
4	ALEX BARROS	BRA	Honda	CAMEL HONDA PONS
5	COLIN EDWARDS	USA	Yamaha	GAULOISES YAMAHA TEAM
6	MAKOTO TAMADA	JPN	Honda	KONICA MINOLTA HONDA
7	CARLOS CHECA	SPA	Ducati	DUCATI MARLBORO TEAM
10	KENNY ROBERTS	USA	Suzuki	TEAM SUZUKI MOTOGP
11	RUBEN XAUS	SPA	Yamaha	FORTUNA YAMAHA TEAM
12	TROY BAYLISS	AUS	Honda	CAMEL HONDA PONS
15	SETE GIBERNAU	SPA	Honda	TELEFONICA MOVISTAR HONDA MOTOGP
21	JOHN HOPKINS	USA	Suzuki	TEAM SUZUKI MOTOGP
24	TONI ELIAS	SPA	Yamaha	FORTUNA YAMAHA TEAM
27	FRANCO BATTAINI	ITA	Blata	BLATA WCM
33	MARCO MELANDRI	ITA	Honda	TELEFONICA MOVISTAR HONDA MOTOGP
44	ROBERTO ROLFO	ITA	Ducati	D'ANTIN MOTOGP
46	VALENTINO ROSSI	ITA	Yamaha	GAULOISES YAMAHA TEAM
56	SHINYA NAKANO	JPN	Kawasaki	KAWASAKI RACING TEAM
65	LORIS CAPIROSSI	ITA	Ducati	DUCATI MARLBORO TEAM
66	ALEX HOFMANN	GER	Kawasaki	KAWASAKI RACING TEAM
67	SHANE BYRNE	GBR	Proton KR	TEAM ROBERTS
69	NICKY HAYDEN	USA	Honda	REPSOL HONDA TEAM
77	JAMES ELLISON	GBR	Blata	BLATA WCM



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Season So Far

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
1	VALENTINO ROSSI	25	20	25	25	25	25	25	16	-	-	-	-	-	-	-	-	-	191
2	MARCO MELANDRI	16	13	16	13	13	16	20	-	-	-	-	-	-	-	-	-	-	110
3	MAX BIAGGI	9	16	11	11	20	10	10	13	-	-	-	-	-	-	-	-	-	108
4	SETE GIBERNAU	20	-	13	20	-	20	11	11	-	-	-	-	-	-	-	-	-	98
5	COLIN EDWARDS	7	10	8	16	7	9	16	20	-	-	-	-	-	-	-	-	-	90
6	NICKY HAYDEN	-	9	7	10	10	11	13	25	-	-	-	-	-	-	-	-	-	88
7	ALEX BARROS	13	25	5	-	9	13	9	-	-	-	-	-	-	-	-	-	-	74
8	LORIS CAPIROSSI	3	7	4	9	16	4	6	6	-	-	-	-	-	-	-	-	-	55
9	SHYNYA NAKANO	11	8	-	8	6	7	8	7	-	-	-	-	-	-	-	-	-	55
10	TROY BAYLISS	10	5	-	6	3	8	5	10	-	-	-	-	-	-	-	-	-	47
11	CARLOS CHECA	6	11	-	-	11	5	7	-	-	-	-	-	-	-	-	-	-	46
12	RUBEN XAUS	-	6	6	4	2	6	4	5	-	-	-	-	-	-	-	-	-	38
13	MAKOTO TAMADA	8	-	-	-	8	-	2	9	-	-	-	-	-	-	-	-	-	27
14	JOHN HOPKINS	2	-	9	-	5	-	3	8	-	-	-	-	-	-	-	-	-	27
15	OLIVIER JACQUE	-	-	20	5	-	-	-	-	-	-	-	-	-	-	-	-	-	25
16	TONI ELIAS	4	2	2	7	-	-	-	3	-	-	-	-	-	-	-	-	-	18
17	ALEX HOFMANN	5	-	-	-	4	-	-	4	-	-	-	-	-	-	-	-	-	13
18	JURGEN vdGOORBERGH	-	-	10	2	-	-	-	-	-	-	-	-	-	-	-	-	-	12
19	KENNY ROBERTS	-	4	-	3	1	1	-	2	-	-	-	-	-	-	-	-	-	11
20	ROBERTO ROLFO	1	3	-	1	-	2	-	-	-	-	-	-	-	-	-	-	-	7
21	JAMES ELLISON	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
22	DAVID CHECA	-	-	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	4
23	SHAYNE BYRNE	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
24	TOHURU UKAWA	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
1	YAMAHA	25	20	25	25	25	25	25	20	-	-	-	-	-	-	-	-	-	191
2	HONDA	20	25	16	20	20	20	20	25	-	-	-	-	-	-	-	-	-	168
3	KAWASAKI	11	8	20	8	6	7	8	7	-	-	-	-	-	-	-	-	-	75
4	DUCATI	6	11	4	9	16	5	7	6	-	-	-	-	-	-	-	-	-	64
5	SUZUKI	2	4	9	3	5	1	3	8	-	-	-	-	-	-	-	-	-	33
6	BLATA	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
7	PROTON KR	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
8	MORIWAKI	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

Pos
Pts

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



Play **moto-lotto** to win a
KTM 450 SMR and
sponsor your favourite rider
Only £14 a ticket

play:
moto-lotto.com

Season So Far

Total		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
186	1	DANI PEDROSA	25	13	10	25	25	25	20	-	-	-	-	-	-	-	-	-	143
107	2	CASEY STONER	-	25	25	13	13	20	10	-	-	-	-	-	-	-	-	-	106
100	3	ANDREA DOVIZIOSO	13	20	20	16	8	16	9	-	-	-	-	-	-	-	-	-	102
95	4	SEBASTIAN PORTO	20	7	11	-	11	-	25	-	-	-	-	-	-	-	-	-	74
93	5	HIROSHI AOYAMA	-	10	16	10	9	13	13	-	-	-	-	-	-	-	-	-	71
85	6	JORGE LORENZO	10	6	7	11	20	-	16	-	-	-	-	-	-	-	-	-	70
74	7	ALEX DE ANGELIS	16	11	13	-	16	-	11	-	-	-	-	-	-	-	-	-	67
55	8	RANDY DE PUNIET	-	16	-	20	-	10	8	-	-	-	-	-	-	-	-	-	54
55	9	HECTOR BARBERA	11	5	9	9	10	-	7	-	-	-	-	-	-	-	-	-	51
47	10	SIMONE CORSI	7	-	8	5	7	11	6	-	-	-	-	-	-	-	-	-	44
40	11	ALEX DEBON	8	3	5	8	-	5	3	-	-	-	-	-	-	-	-	-	32
33	12	YUKI TAKAHASHI	-	9	6	6	-	9	1	-	-	-	-	-	-	-	-	-	31
27	13	SYLVAIN GUINTOLI	-	8	4	7	-	8	4	-	-	-	-	-	-	-	-	-	31
27	14	ROBERTO LOCATELLI	9	-	-	2	-	4	5	-	-	-	-	-	-	-	-	-	20
25	15	MIRKO GIANSAANTI	6	2	-	-	4	7	-	-	-	-	-	-	-	-	-	-	19
18	16	CHAZ DAVIES	5	-	-	4	6	-	2	-	-	-	-	-	-	-	-	-	17
13	17	ALEX BALDOLINI	3	-	3	3	-	6	-	-	-	-	-	-	-	-	-	-	15
12	18	ANDREA BALLERINI	2	-	-	1	5	-	-	-	-	-	-	-	-	-	-	-	8
11	19	RADOMIL ROUS	4	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	6
7	20	JAKUB SMRZ	-	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-	6
4	21	GREGORY LEBLANC	1	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	4
4	22	ERWAN NIGON	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	3
1	23	HUGO MRACHAND	-	-	-	-	1	2	-	-	-	-	-	-	-	-	-	-	3
1	24	DIRK HEIDOLF	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
1	25	MARTIN CARDENAS	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

Total		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
190	1	HONDA	25	20	20	25	25	25	20	-	-	-	-	-	-	-	-	-	160
166	2	APRILIA	25	20	20	25	16	20	25	-	-	-	-	-	-	-	-	-	151

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

play: **moto-lotto**.com

Play **moto-lotto** to win a Honda CBR 600RR



Only £18 a ticket and sponsor 125cc GP rider James Westmoreland

play: **moto-lotto**.com



250cc

NO.	RIDER	NAT	MACHINE	TEAM
1	DANI PEDROSA	SPA	Honda	TELEFONICA MOVISTAR HONDA 250CC
5	ALEX DE ANGELIS	RSM	Aprilia	MS APRILIA ITALIA CORSE
6	ALEX DEBON	SPA	Honda	WURTH HONDA BQR
7	RANDY DE PUNJET	FRA	Aprilia	APRILIA ASPAR TEAM 250CC
8	ANDREA BALLERINI	ITA	Aprilia	APRILIA ABRUZZO RACING TEAM
12	GABOR RIZMAYER	HUN	Yamaha	TEAM KURZ PRISTA OIL
15	ROBERTO LOCATELLI	ITA	Aprilia	CARRERA SUNGLASSES LCR
17	STEVE JENKNER	GER	Aprilia	NOCABLE.IT RACE
19	SEBASTIAN PORTO	ARG	Aprilia	APRILIA ASPAR TEAM 250CC
20	GABRIELE FERRO	ITA	Fantic	SCUDERA FANTIC MOTOR GP
21	ARNAUD VINCENT	FRA	Fantic	SCUDERA FANTIC MOTOR GP
23	NIKLAS CAJBACK	SWE	Yamaha	TEAM KURZ PRISTA OIL Replacement
24	SIMONE CORSI	ITA	Aprilia	MS APRILIA ITALIA CORSE
25	ALEX BALDOLINI	ITA	Aprilia	CAPETELLA RACING
27	CASEY STONER	AUS	Aprilia	CARRERA SUNGLASSES LCR
28	DIRK HEIDOLF	GER	Honda	KEIFER-BOS-CASTROL HONDA
32	MIRKO GIANSAANTI	ITA	Aprilia	MATTEONI RACING
34	ANDREA DOVIZIOSO	ITA	Honda	TEAM SCOT
36	MARTIN CARDENAS	COL	Aprilia	APRILIA TEAM GERMANY
38	GREGORY LEBLANC	FRA	Aprilia	EQUIP GP DE FRANCE-SCRAB
44	TARO SEKIGUCHI	JPN	Aprilia	CAPETELLA RACING
48	JORGE LORENZO	SPA	Honda	FORTUNA HONDA
50	SYLVAIN GUINTOLI	FRA	Aprilia	EQUIP GP DE FRANCE-SCRAB
55	YUKI TAKAHASHI	JPN	Honda	TEAM SCOT
57	CHAZ DAVIES	GBR	Aprilia	APRILIA GERMANY
64	RADOMIL ROUS	CZE	Honda	WURTH HONDA BQR
73	HIROSHI AOYAMA	JPN	Honda	TELEFONICA MOVISTAR HONDA 250CC
80	HECTOR BARBERA	SPA	Honda	FORTUNA HONDA
96	JAKUB SMRZ	CZE	Aprilia	ARIE MOLENAAR RACING

WildCards Riders

NO.	RIDER	NAT	MACHINE	TEAM
41	ALVARO MOLINA	SPA	Aprilia	ANDALUCIA MAS RACING
42	YVES POLZER	AUT	Aprilia	SEBRING MAS RACING



play:
moto-lotto.com

Play **moto-lotto** to win
a GasGas Wild H.P. 240cc



Only £10 a ticket and sponsor
125cc GP rider Dan Linfoot

play:
moto-lotto.com

Lap

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1																											
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26																											
27																											

250cc Round 9 27 Laps 108.621 kms

Results

1st	2nd
3rd	4th

play:
moto-lotto.com

Play **moto-lotto** to win
 Gianluca Nannelli's
 DUCATI 749R Supersport
 Only £28 a ticket



125cc

NO.	RIDER	NAT	MACHINE	TEAM
6	JOAN OLIVE	SPA	Aprilia	NOCABLE.IT RACE
7	ALEXIS MASBOU	FRA	Honda	AJO MOTORSPORT
8	LORENZO ZANETTI	ITA	Aprilia	FONTANA SPORT
9	TOSHIHISA KUZUHARA	JPN	Honda	ANGAIA RACING
10	FREDERICO SANDI	ITA	Honda	ANGAIA RACING
11	SANDRO CORTESE	GER	Honda	KIEFER-BOS-CASTROL HONDA
12	THOMAS LÜTHI	CHE	Honda	ELIT GRAND PRIX
14	GABOR TALMACSI	HUN	KTM	RED BULL KTM GP125
15	MICHELE PIRRO	ITA	Malaguti	MALAGUTI REPARTO CORSE
16	RAYMOND SCHOUTEN	NED	Honda	ARIE MOLENAAR RACING
18	NICOLAS TEROL	SPA	Derbi	CAJA MADRID DERBI RACING
19	ALVARO BAUTISTA	SPA	Aprilia	SEEDORF RC3 CLUB TIEMPO HOLIDAYS
22	PABLO NIETO	SPA	Derbi	CAJA MADRID DERBI RACING
25	DARIO GIUSEPPE	GER	Aprilia	AB CARDION BLAUER USA
26	VINCENT BRAILLARD	SUI	Aprilia	ROAD RACING TEAM HUNGARY
28	JORDI CARCHANO	SPA	Aprilia	MVA ASPAR TEAM
29	ANDREA IANNONE	ITA	Aprilia	ABRUZZO RACING TEAM
31	SASCHA HOMMEL	GER	Malaguti	MALAGUTI REPARTO CORSE
32	FABRIZIO LAI	ITA	Honda	KOPRON RACING WORLD
33	SERGIO GADEA	SPA	Aprilia	MASTER ASPAR TEAM
35	RAFFAELE DE ROSA	ITA	Aprilia	MATTEONI RACING
36	MIKA KALLIO	FIN	KTM	RED BULL KTM GP125
41	ALEX ESPARGARO	SPA	Aprilia	SEEDORF RC3 CLUB TIEMPO HOLIDAYS
42	GIOELE PELLINO	ITA	Malaguti	MALAGUTI REPARTO CORSE Replacement
43	MANUEL HERNANDEZ	SPA	Aprilia	TOTTI TOP SPORT -3C
44	KAREL ABRAHAM	CZE	Aprilia	AB CARDION BLAUER USA
45	IMRE TOTH	HUN	Aprilia	ROAD RACING TEAM HUNGARY
47	ANGEL RODRIGUEZ	SPA	Honda	LG MOBILE GALICIA TEAM
52	LUKAS PESEK	CZE	Derbi	METIS RACING TEAM
54	MANUEL POGGIALI	SAN	Gilera	METIS RACING TEAM
55	HECTOR FAUBEL	SPA	Aprilia	MASTER ASPAR
58	MARCO SIMONCELLI	ITA	Honda	NOCABLE.IT RACE
60	JULIAN SIMON	SPA	KTM	RED BULL KTM GP125
63	MIKE DE MEGLIO	FRA	Honda	KOPRON RACING WORLD
71	TOMOYOSHI KOYAMA	JPN	Honda	AJO MOTORSPORT
75	MATTIA PASINI	ITA	Aprilia	TOTTI TOP SPORT -3C
84	JULIAN MIRALLES	SPA	Aprilia	MVA ASPAR

Wildcard Riders

NO.	RIDER	NAT	MACHINE	TEAM
56	CHRISTIAN ELKIN	GBR	Honda	E3 MOTORSPORT
57	ROB GUIVER	GBR	Honda	WWW.SP12RACING.COM
94	DAN LINFOOT	GBR	Honda	TEAM LINFOOT RACING.COM
95	JAMES WESTMORLAND	GBR	Honda	KRP
96	KEV COGLAN	GBR	Honda	UK1 RACING

Lap

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
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58																										
60																										
63																										
71																										
75																										
84																										
85																										
86																										

125cc Round 9 25 Laps 100.575 kms

Results

1st	2nd
3rd	4th

Standings 125cc

Season So Far

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
1	MATTIA PASINI	13	8	25	-	13	25	16	-	-	-	-	-	-	-	-	-	-	101
2	GABOR TALMACSI	11	-	16	10	25	13	25	-	-	-	-	-	-	-	-	-	-	85
3	THOMAS LUTHI	-	16	13	25	20	9	6	-	-	-	-	-	-	-	-	-	-	82
4	MIKA KALLIO	20	25	5	16	-	16	-	-	-	-	-	-	-	-	-	-	-	72
5	MARCO SIMONCELLI	25	6	10	11	-	20	-	-	-	-	-	-	-	-	-	-	-	63
6	FABRIZIO LAI	16	13	20	-	8	6	-	-	-	-	-	-	-	-	-	-	-	59
7	MANUEL POGIALLI	10	11	4	6	10	10	8	-	-	-	-	-	-	-	-	-	-	55
8	JULIAN SIMON	7	7	6	8	9	8	10	-	-	-	-	-	-	-	-	-	-	52
9	TOMOYOSHI KOYAMA	-	10	11	-	11	11	9	-	-	-	-	-	-	-	-	-	-	50
10	HECTOR FAUBEL	9	20	1	-	-	-	20	-	-	-	-	-	-	-	-	-	-	30
11	SERGIO GADEA	-	-	-	20	-	3	7	-	-	-	-	-	-	-	-	-	-	30
12	PABLO NIETO	4	4	8	9	-	-	5	-	-	-	-	-	-	-	-	-	-	29
13	JOAN OLIVE	8	-	2	-	16	-	3	-	-	-	-	-	-	-	-	-	-	28
14	ALVARO BAUTISTA	-	9	-	-	4	2	13	-	-	-	-	-	-	-	-	-	-	25
15	MIKE DI MEGLIO	5	5	-	13	-	-	2	-	-	-	-	-	-	-	-	-	-	20
16	ALEXIA MASBOU	-	3	-	-	6	-	11	-	-	-	-	-	-	-	-	-	-	16
17	ALEX ESPARGARO	2	-	9	4	-	1	-	-	-	-	-	-	-	-	-	-	-	14
18	LORENZO ZANETTI	-	-	-	5	2	7	-	-	-	-	-	-	-	-	-	-	-	12
19	MANUEL HERNANDEZ	6	1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	9
20	TOSHIIHISA KAZUHARA	-	2	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	8
21	LUKAS PESEK	-	-	7	-	-	-	1	-	-	-	-	-	-	-	-	-	-	8
22	MICHAEL RANSEDER	-	-	-	-	-	4	4	-	-	-	-	-	-	-	-	-	-	7
23	IMRE TOTH	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	5
24	ANDREA IANNONE	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	5
25	MICHELE CONTI	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	3
26	DARIO GUISPPETTI	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	3
27	MICHELE PIRRO	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
28	JORDI CARCHANO	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
1	APRILIA	25	20	25	20	16	25	20	-	-	-	-	-	-	-	-	-	-	151
2	KTM	20	25	16	16	25	16	25	-	-	-	-	-	-	-	-	-	-	143
3	HONDA	16	16	20	25	20	11	13	-	-	-	-	-	-	-	-	-	-	121
4	GILERA	10	11	4	6	10	10	8	-	-	-	-	-	-	-	-	-	-	59
5	DERBI	4	4	8	9	-	-	5	-	-	-	-	-	-	-	-	-	-	30
6	MALAGUTI	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3

Pos
Pts

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



Play **moto-lotto** to win a Suzuki Bandit 1200s and sponsor your favourite rider
Only £18 a ticket

play:
moto-lotto.com

SPONSORSHIP

How much of a problem is it?

When they start out most riders fund their racing career with savings from hard earned cash or, perhaps, help from parents. More often than not, just as success becomes a real possibility, this money threatens to give out and an even bigger challenge looms into sight - *how to win a sponsor*.

Most riders don't win one, and for those that do, as we know, irrespective of the amount of money they manage to acquire, *there is never enough!*

Historically, Race Teams and Riders have only ever asked businesses for sponsorship money. Of course, the formula of cash in return for brand name promotion, works very well. The problem with this arrangement, however, is that promotion and sponsorship budgets can change from year to year. Which results in the question *"is our sponsor going to support us next season?"* always being on the minds of Race Team and Riders. The difficult challenge of winning new sponsors, therefore, never ends.

This time last year I bought a £50 raffle ticket at the airport with the hopes of winning a Bentley supercar. I was sitting on the plane looking at the pamphlet I had been given in return for my £50 purchase, and the *moto-lotto concept came to me*. Given that there are millions of motorcycle racing fans in the world that follow Race Teams and Riders, why is it they only ask businesses for sponsorship money? Why do they not ask the millions of individuals who follow their every move? Their "Fan Base", as well?

moto-lotto does just this. It gives Fans the opportunity to sponsor motorcycle racing by letting them donate their ticket purchase fee to their favourite Race Team or Rider, while playing moto-lotto to win a Motorbike (road or race), Component, VIP Paddock Pass or other prize.



Play moto-lotto to win a
HONDA CBR 1000RR and
sponsor your favourite rider
Only £21 a ticket

play:
moto-lotto.com

With more to come, there are presently over 120 different road bikes of varying types on moto-lotto to be won, with *ticket prices starting at just £5* to win mini-motos, scooters and quads, up to tickets at £20 to £25 to win R1s, GSX-R1000s, MVF4s, *Gold Wings* etc. The website is multi-lingual (nine languages in total) operating in *several currencies*.

There are *also some race bikes up for grabs* (becoming available at the end of the 2005 season). *Norick Abe's and Sebastien Gimbert's R1 Yamahas*, Lorenzo Lanzi's Ducati 999RS, Gianluca Nannelli's Ducati 749R and Johan Stigefelt's Honda CBR600RR (yes, their bikes) can all be won from buying tickets priced between £28 and *£35 each*. Helmets and leathers worn by Chaz Davies (who is in desperate need of cash) can be won from £5 a ticket.

Can you, a race going fan help?

moto-lotto has not been created to benefit the elite. Lack of money at both Club and National racing level is an on-going problem. Race Teams and Riders competing at any level can register, free of charge to benefit from moto-lotto.

And what if *you, yourself, are a much sought after rider / ex-rider?* Then why not put some of your racing items on moto-lotto, and raise thousands of pounds for either yourself, or if not, for some other racers? For example, your country's youth academy's riders.

moto-lotto is not about, *he with the fattest wallet takes the prize*. You play, you take your chance. You win, great. You lose, well never mind, there is always another chance of winning and in the meanwhile whomever you chose to donate your ticket purchase fee to gets some well-deserved sponsorship money. Take a look and spread the word. Hopefully one day there will be a TEAM MOTO-LOTTO in MotoGP. But *that's your call!* - Thanks for reading.

play:
moto-lotto.com

Play moto-lotto to win
an Aprilia RSV 1000 R



Only £20 a ticket and sponsor
250cc GP rider Chaz Davies

play:
moto-lotto.com



**Yamaha R46,
Reach for the moon**

YAMAHA

SPECIAL EDITION
R46
No.

**Ride With
The Best**

50th
Anniversary



YAMAHA

Touching Your Heart

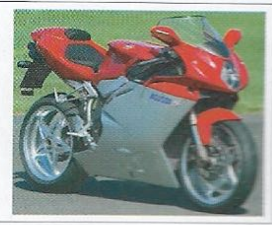
Entry List

No.	RIDER	HOMETOWN/COUNTRY	ENTRANT	BIKE	CC
2	Alex Jenkins	Cardiff		Yamaha R6	600
3	Conor Cummins	Ramsey	Milntown Motorsport I.O.M	Yamaha R6	600
4	Jimmy Hill	Lingfield	Racetrux	Yamaha R6	600
6	Leon Hunt	Brighton	L.H Racing	Yamaha R6	600
9	Brendan Fairbrother	Whitwick	Fairbrother Racing	Yamaha R6	600
11	Adam Jenkinson	Manchester	RP Bikes / Pallet Force Racing	Yamaha R6	600
12	Alex Camier	Bethersden		Yamaha R6	600
13	David Anthony	Australia	Astro Group	Yamaha R6	600
17	Ian Lowry	Lisburn	Image Motorsport	Yamaha R6	600
18	Tommy Bridewell	Devizes	Wayside Racing	Yamaha R6	600
19	Michael Niblett	Nuneaton	Rex Judd /Smarts / Astro	Yamaha R6	600
20	Daniel Hegarty	Nottingham	Wheel 2 Wheel Racing	Yamaha R6	600
21	John Eastwood	Sevenoaks	Eastwood Racing	Yamaha R6	600
22	Craig Beggs	Crewe	Envirostrip UK Racing	Yamaha R6	600
28	James Rose	Doncaster	Shaun Rose Racing/Motografix	Yamaha R6	600
33	Steve Mercer	Maidstone	Steve Mercer Racing	Yamaha R6	600
34	Mark Pollock	Dublin	Wals Motors Yamaha	Yamaha R6	600
35	Tom Dean	Tonbridge	TCR Motosport	Yamaha R6	600
42	Brendan Roberts	Australia	GP Glen Racing	Yamaha R6	600
43	Lance Cronshaw	Great Harwood	Bob Wright-Keith Dixon Racing	Yamaha R6	600
51	Matthew Whitman	Swindon	Darack Motorsport	Yamaha R6	600
69	Peter Newell	Cookstown	Newells Racing	Yamaha R6	600
70	Tom Grant	Shiptonthorpe	Peter Stockill Chrysler Jeep	Yamaha R6	600
75	Billy McConnell	Adelaide	Tamworth Yamaha	Yamaha R6	600
76	Ross Walter	Poole	Interserve Racing	Yamaha R6	600
78	Jon Boy Lee	Cannock	Paddock / Car Electrics	Yamaha R6	600
82	Ben Castleton	Scarborough		Yamaha R6	600



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BMW Motorrad Power Cup

Entry List

NO.	RIDER	NAT	MACHINE	TEAM
3	Stéphane Mertens	BEL	BMW	BMW Motorrad Belux Herpigny Motors
4	Dirk Buylinckx	BEL	BMW	BMW Motorrad Belux Lievens Mechanics
5	Andy Hofmann	CH	BMW	Elit Grandprix Racing Team
6	Markus Barth	GER	BMW	barthlines.com
7	Thomas Hinterreiter	AUT	BMW	Pro KASRO Team Austria
8	Josep Maria Busquets	SPA	BMW	Auto Sport Busquets
11	Robert Van der Molen	NED	BMW	LINKIT-SIMAKO-BMW MOTORRAD NEDERLAND
13	Rico Penzkofer	GER	BMW	BMW Cloppenburg Racing Team
14	Jeroen Oudeman	NED	BMW	BMW Motorrad Team Bakker Nederland
16	Sergio Fuertes	SPA	BMW	Auto Sport Busquets
17	Gwen Giabbani	FRA	BMW	Pro KASRO Team France
18	José Luis Nion	SPA	BMW	Auto Sport Busquets
21	Philippe Hubert	FRA	BMW	VIP
29	Christer Lindholm	SUE	BMW	Bike Performance BMW
31	Irek Sikora	POL	BMW	BMW Polska Team Sikora
35	Mauro Lucchiari	ITA	BMW	BMW Motorrad Italia - Dream Car Team
41	Klaus Nies	GER	BMW	Fallert Team WITEC
45	Sébastien Legrelle	BEL	BMW	BMW Motorrad Belux Herpigny Motors
49	Hilton Hincks	IRE	BMW	Team BMW Motorrad Ireland
55	Bernat Martínéz	SPA	BMW	Aspar Team
63	Stefan Heinrichs	GER	BMW	Bürgens Team WITEC
66	Jorge Diaz	SPA	BMW	Riders Sport S.L.
77	Michael Bursa	CZE	BMW	KL INTERMOTO team ELIT
99	Roberto Panichi	ITA	BMW	BMW Motorrad Italia - Dream Car Team



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Qualifier Award



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just imagine how good four wheels feel.**



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Season So Far

NO.	RIDER	NAT	NAT	POINTS
3	Stéphane Mertens	BMW Motorrad Belux - Herpigny Motors	BEL	38
16	Sergio Fuertes	Auto Sport Busquets	ESP	36
99	Roberto Panichi	BMW Motorrad Italia - Dream Car Team	ITA	36
7	Thomas Hinterreiter	Pro KASRO Team Austria	AUT	31
55	Arturo Tizon Ibañez	Aspar Team	ESP	25
45	Sébastien Legrelle	BMW Motorrad Belux - Herpigny Motors	BEL	22
31	Irek Sikora	BMW Polska Team Sikora	POL	13
18	Jose Luis Nion	Auto Sport Busquets	ESP	11
17	Gwen Giabbani	Pro KASRO Team France	FRA	10
13	Rico Penzkofer	BMW Cloppenburg Racing Team	GER	10
35	Mauro Lucchiari	BMW Motorrad Italia - Dream Car Team	ITA	10
29	Christer Lindholm	Bike Performance BMW	SWE	8
63	Stefan Heinrichs	Bürgens Team WITEC	GER	8
4	Dirk Buylinckx	BMW Motorrad Belux - Lievens Mechanics	BEL	7
41	Peter Kratzer	Fallert Team WITEC	GER	7
49	Hilton Hincks	Team BMW Motorrad Ireland	IRE	3
5	Andy Hofmann	Elit Grandprix Racing Team	CH	3
14	Jeroen Oudeman	BMW Motorrad Team Bakker Nederland	NED	2
8	Josep Maria Busquets	Auto Sport Busquets	ESP	1
11	Robert Van der Molen	Linkit-Simako-BMW Motorrad Nederland	NED	1
66	Jorge Díaz	Riders Sport S.L.	ESP	0
39	Gramigni Alessandro	BMW Motorrad Italia - Dream Car Team	ITA	nc
77	Michael Bursa	KL INTERMOTO team ELIT	CZ	nc



BMW Motorrad



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Riding Machine

K1200 R

“Has BMW gone completely mad?”

ENTS

38

36

36

31

25

22

15

11

10

10

8

8

7

7

3

3

2

1

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The new K 1200 R

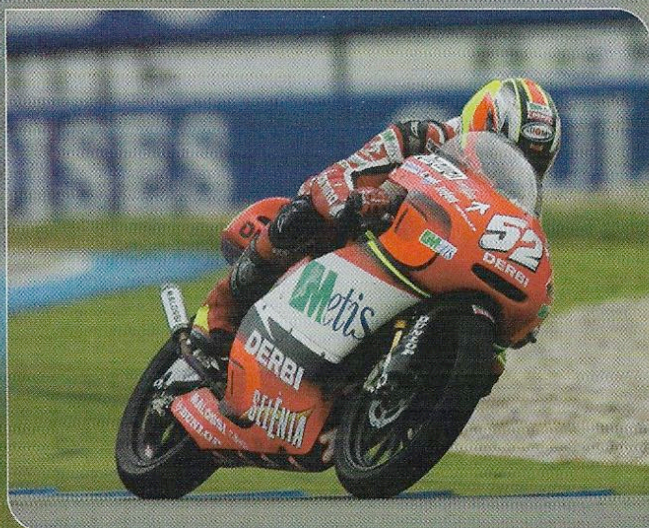


Brooding looks, brutal power, silky acceleration with an urban growl, yet poised for the track. The new K 1200 R is BMW's highly evolved super-naked. With 163 horses between the wheels you can leap from 0 to 62 mph in 2.9 seconds. Unique Duolever suspension controls the beast with mastery. An outstanding animal, the K 1200 R has astounded the press. "There's nothing else of the 'naked' genre that comes close," asserts Trevor Franklin. Don't you think it's time you discovered the radical side of BMW?

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Call 0800 777 155 or visit www.bmw-motorrad.co.uk to book your test ride

Images from MCN 02/02/05 and 04/05/05 (Trevor Franklin)



The BMW Power Cup

The BMW Power Cup rumbles into Donington for the fourth round of seven this weekend with the all new BMW K 1200 R machines filling the field for the first race on Sunday morning. The BMW K 1200 R with its 175 horsepower makes it the most powerful naked bike in the world, a point not lost on the riders this year...

With races so far at Le Mans, Mugello and Assen, three strong and different winners have cropped up, whilst at times the favourites have crashed, or faded.

Former World Endurance Champion Stéphane Mertens, Spaniard Sergio Fuertes and Frenchman Gwen Giabbani have stood on top of the podium so far this year but Roberto Panichi and Sebastian Legrelle will be knocking on the winners door very soon after wins in the past and top three finishes this year.

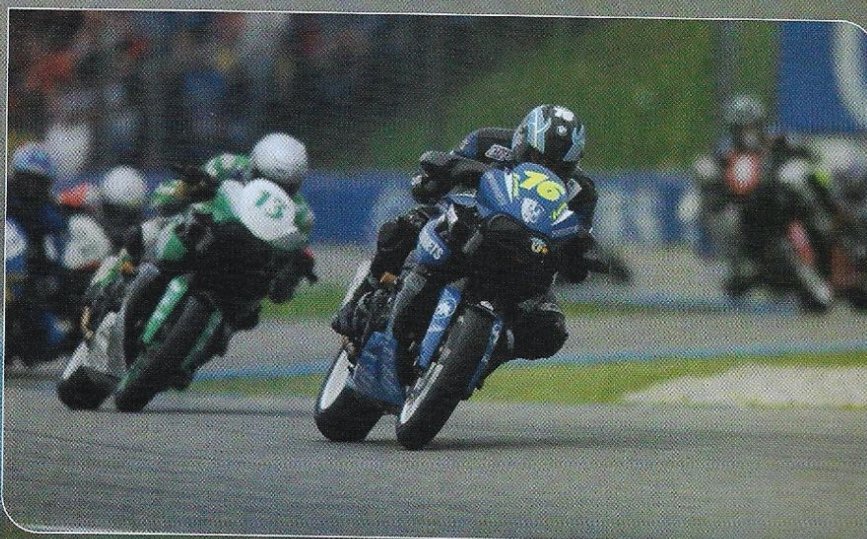
Three VIP riders will appear in the shape of ex 250cc GP star Jürgen Fuchs, Young Star Under 21 winner in the BMW BoxerCup from 2004, Richard Cooper and MCN's Bruce Dunn, experiencing the BMW K 1200 R machine for the first time at Donington, but ready to write about his race for next Wednesday's issue.

Donington will be one hell of an experience for the BMW Power Cup riders due to the flowing nature of

the track that was laid out pre-war, having hosted the British Car Grand Prix up until 1938. Fortunately most of the original layout remains, meaning that there are no 'built for cars' chicanes that kill the rhythm of the course for riders. The torque and power from the 4 cylinder 1200cc engine will pull the bike brilliantly up from the old hairpin towards McLeans, with those

brave enough to sneak a passing manoeuvre up on the inside at McLeans.

However, don't forget the last corner where last year Mertens and Panichi tumbled onto the grass, leaving Legrelle the winner...or can Richard Cooper win just as he did at Oulton Park in 2003 when he beat the late David Jefferies? Cheer him on!



1. Where did your fascination with bikes come from?

It came out of a negative I suppose: it came out of being fed up of watching Formula 1, the same old procession and, at the same time I was going out with a guy who was obsessed with motorcycles as were all his friends. Then it happened to me - I became obsessed as well and loved motorcycle racing, went to watch loads of races, took my test and got hooked and since then it's been my life.

2. How did you get your break in the world of bike racing?

I went to Sky to talk to them about a reporting job with some ideas for the pit lane and to my utmost surprise they took me on. So in 1997 it all started at Brands Hatch. It was very special to me as it was my first television broadcast: it was 6 hours of live broadcast and although I was only a junior reporter, at the time it seemed like such a huge task but it was such an honour to be working on television with Keith and Julian who I thought were a magnificent duo. The Sky Sports team had production values that were second to none, so it was a terrific start for me and because it was quite a small audience I was allowed to make my own way and learn on the job. That proved to be a huge learning curve.

3. Do you have a favourite rider?

Oh dear! That's a really hard question for me to answer. I think over the years I have probably worked just about the same amount of time in World Supers as Grand Prix, so.....James Toseland is like my younger brother and I love him to pieces: Neil Hodgson is a great mate and I suppose in GP, from the Super Bike years Colin and Troy are...I'm probably closer to them than maybe...I don't know....I mean I get on well with Valentino but it's really an impossible question. If it's socially, you know, after the race for a drink then I'd probably say Troy, Shakey, Jeremy McWilliams, those kinds of guys. My favourite rider on track.....(long pause).....I like aggression, you know, determination, so for that I'd say Valentino Rossi has to be number one to watch, coming through the field like he can, the way he just picks them off, I just love to watch close, exciting racing.

4. What does a typical race weekend consist of for you?

Turn up on a Thursday but the week has already started for me via emails, planning, ideas, talking about stuff, setting stuff up, thinking about the editorial content of the show, especially now we've got the half hour magazine format build up, which is terrific. For Donington, we start planning 4 weeks before the event and we have ideas and meetings continuously throughout the year we just try and put them in place so it's kind of like a rolling job but in terms of actually getting to the track, yeah we get there on a Thursday, sit down, work out exactly what we're going to put into the show, think of anything new that needs to be looked at, you know if there are any new stories etc. So we loosely have a plan on a Thursday and then Friday we all kind of scoot around checking out further information. . Slowly we start putting the show together and obviously any

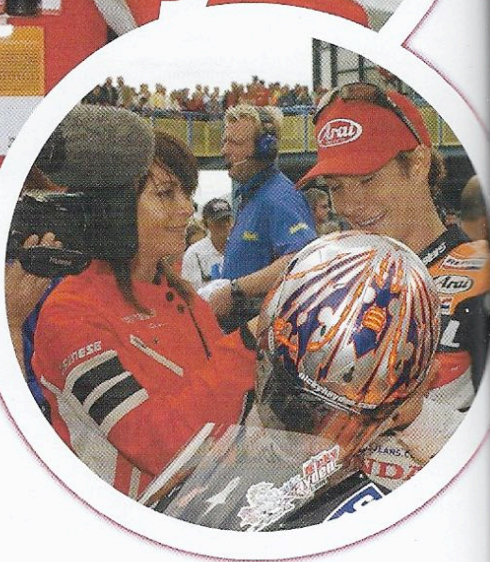


Interview: Suzi Perry

interviews that need to be done tend to be looked at on either the Thursday night or Friday morning, when the riders are feeling more human and before they go into their 'race face'. So we get those out of the way as we don't want to be doing them on the Saturday with qualifying. It means that the days are pretty busy, lots of to-ing and fro-ing, following what is going on. There are so many things to look out for, you've got to really be over everything all of the time.

On Saturday it's qualifying day and we cover it live on BBC1, so I just have a look at that in the morning and plan what's going to go into that programme. Then we get the grid for the race so I sit down and plan the grid walk, where each rider will be, how we are going to get from A to B, how much time we've got, whether Grandstand have nicked any time off us, or given us any extra time.....you know all this stuff has to be taken into consideration because I work without a script, so you need to know in your head how long you've got to do an interview, plan a route so the camera man knows where to go because technically it's a difficult job for the camera man to do. Because it's live TV you also have to be able to study body language to be on the grid and a lot of people say to me 'I can't believe you talk to the riders before a race' but I always set it up. I will always make sure they want to do it and if I get there and look at them (and you'll be able to see this on TV now I've told you) I give them a sort of look as if to say 'ok?' and if they just kind of turn away or put their head down, I know not to go there....and that's fine because it's their race and I think that's why I can get to talk to them time and time again. They know I won't hassle them.

5. You obviously travel a lot with your job, what is



your favourite venue & why?

Philip Island. I just think it's an awesome track, the scenery is so fantastic, the track layout is brilliant and you get really good racing there: the races always tend to be close. I also have lots of good memories there from World Super Bikes, Valentino winning there last year and of course seeing Sheeny there in the pit lane.

6. What do you do to relax in the little spare time you have?

Ummm, I'm very domesticated at home, I like to think! I've just re-styled my house and it's taken me 2 years to re-build and re-design it which I'm very proud of: not that anybody else sees it as I haven't really got time but I like entertaining; I like having friends round for dinner. I like to ride motor cycles when I get time and I've got a Honda CBR 600 RR. I also like to do a lot of training. I run a lot but that kind of went out of the window last year when I got a bit lost in too much work but I do like to stay fit, so I've got three routes depending on whether I feel tired, not so tired or really great!!

7. Motor sport aside, what has been your most enjoyable project to date?

International Treasure Hunt - I just don't think it gets any better than that. I was being paid to play a game, flying round in a helicopter. I didn't have to do any research and didn't have to know anything; in fact, I wasn't allowed to know anything and when I was hovering over the Golden Gate Bridge in San Francisco and I looked down, I thought 'it doesn't get any better than this!'. That was extraordinary and we ended up going to Mexico City, Arizona, New Orleans, and in Australia, Alice Springs, Melbourne and then New Zealand... it was a dream job, I loved it, it was fantastic.

8. Out of all the people you've interviewed, who sticks in your mind the most?

I would say that one of the most memorable interviews I ever did was for a bike magazine with Eddie Kidd and I got a whole huge story attached to it. So to cut a long story short, I went to see him in his nursing home and he was just amazing. We got to know each other so quickly and we clicked, got on really well and I got an amazing interview. I said that I couldn't believe that he wasn't trying to walk and get up there. He seemed to be on a bit of a low at the time and he said 'I want a quad bike' and I said 'I'll get you a quad bike if you walk... you walk and I'll get you a bike'.

6 months later we had a charity event in Derbyshire. When I had told Honda about Eddie and his wish, they gave me a quad bike to present to him but unbeknown to me, Eddie had learnt to walk. So there I was, on the stage with a thousand bikers surrounding me. Carl Fogarty, James Hayden, Julian Ryder, Keith Heuwan and so many people from the biking world were there. Eddie Kidd came on the stage in his wheel chair and I was so excited as the quad bike was being wheeled up behind him. Then, he got out of his wheel chair and tentatively walked over to me. I nearly died and I looked around the

QUICK FIRE QUESTIONS:

1. Chinese or Indian? - Indian
2. Heels or flat shoes? - Heels
3. Duvet or blanket? - Duvet
4. Rain or shine? - Shine
5. Skirt or trousers? - Trousers
6. Blonde or brunette? - Brunette
7. Half full or half empty? - Half full
8. MotoGP or SBK? - MotoGP
9. F1 or Indy Cars? - Indy Cars
10. Schumacher or Senna? - Senna
11. Tea or coffee? - Tea
12. Football or rugby? - Football
13. Sean Connery or Roger Moore? - Connery
14. PJ's or nightie? - Just a smile!!!
15. Terminator or Rambo? - Terminator
16. USA or Europe? - Europe
17. Cereal or fry-up? - Fry-up
18. Pacino or Hopkins? - Both
19. Cuddles on the sofa or walks in the park?
- Cuddles on the sofa
20. Dog or Cat? - Cat

room to see a thousand men with tears in their eyes... it was unbelievable. It's just one of those moments in your life that you will never ever forget!!

9. If you could have any job in the world and money wasn't an issue, what would it be?

I'm already doing it. I look at programmes on TV and I don't think 'oh, I'd like to do that'. To be honest, a lot of what is on TV at the moment is a load of old rubbish anyway and I'm really happy doing what I'm doing: I'm really grateful for the path my career has taken.

10. What plans do you have for the future?

I'm really not very good at

making plans and in fact I'm not a planner at all although I should be really. I'm doing bikes for at least the next 2 years and I have The Gadget Show next year in my diary. There's possibly 2 or 3 new shows maybe and I was hoping I might be able to confirm something to you today but I can't. I also feel it was a huge accolade for me to be asked by the Times and Telegraph to write for them this year. After being in the industry for 8 years and taking quite a lot of crap at times, to be honest it was lovely to get a paper like that coming up to me because you know, the motoring section of the Telegraph is legendary. I still can't believe when I look and my bi-line is there I've probably taken 3 times longer than their regular journalists because I'm a bit slower at writing but I've done it and for me that's terrific. Out of all the things I've done, that really does it for me!!

11. Finally, what is your prediction for Wolves next season?

That we go up into the Premiership and everybody is happy... hoorah!!! We will go up definitely... now what's happened you see is that last season they didn't quite understand what the new manager wanted them to do. If you went to any of the matches and saw him on the sidelines, it was kind of like all this bizarre signage going on and I don't think they actually clicked. As a result we just drew all our matches but then at the end of the season things started working well. So as long as we start the next season the way we finished the last, then we will definitely go up!!!

MOTOGP ON THE BBC

All of our MotoGP coverage will be on BBC Two, all timings are in UK time.

LIVE: Sunday 24 July - UK (Donington), 1500-1630

Saturday's qualifying, **BBCi**, 1255-1410

LIVE: Sunday 31 July - Germany (Sachsenring), 1100-1230

Saturday's qualifying, **BBCi**, 1255-1410

LIVE: Sunday 28 August - Czech Rep (Brno), 1235-1400

Saturday's qualifying, **BBCi**, 1255-1410

Sunday 18 September - Japan (Motegi), 1320-1420

Sunday 25 September - Malaysia (Sepang), 1305-1410

LIVE: Saturday 1 October - Qatar (Doha), 1252-1410

Sunday 16 October - Australia (Phillip Island), 1230-1345

LIVE: Sunday 23 October - Turkey (Istanbul), 1245-1400

Saturday's qualifying, **BBCi**, 1255-1410

LIVE: Sunday 6 November - Comunitat Valenciana, 1230-1400

Saturday's qualifying, **BBCi**, 1255-1410

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Chaz Davies

GBR Knighton, 10/02/87

57



First GP	JPN '02
Starts	54
Victories	-
Podiums	-
Pole Positions	-
Fast Lap	-
World Title	-



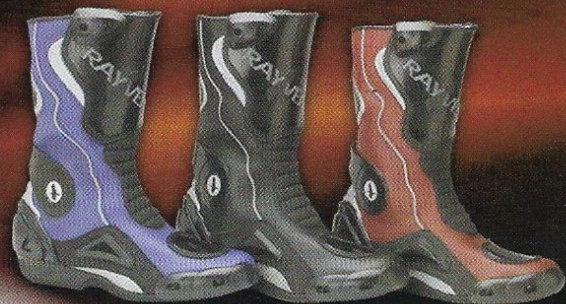
Chaz Davies is only the third of three British riders competing across all three classes. Having started out riding minibikes at his father's circuit on the border between England and Wales, schoolboy Davies won the national championship in the discipline three times before stepping up to an 80cc machine. In 1999 he was given special dispensation to contest the Aprilia 125 Superchallenge and two years later became the youngest ever winner of a 125cc British Championship race. In

his first year with the 125 Matteoni Racing Aprilia he only took points in Estoril with 11th position. In 2003, he became the youngest rider to score points in the quarter litre class, and despite out-dated machinery, confirmed his potential by taking 13th overall last season. Having wracked up a slew of top ten finishes against the odds in '04, Davies is expected to fight amongst the best privateers again this term and hopefully earn some works bikes for '06.

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Hugo Marchand

FRA Perigny, 22/04/81

Team UGT Kurz Yamaha

First GP	FRA '00
Starts	52
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

9



Frederick Watz

SWE Linköping, 09/09/76

Team UGT Kurz Yamaha

First GP	POR '03
Starts	6
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

12



Anthony West

AUS Maryborough, 17/07/74

Red Bull KTM GP250 KTM

First GP	AUS '98
Starts	80
Victories	1
Podiums	4

Pole Positions	-
Fast Lap	-
World titles	-

14



Roberto Locatelli

ITA Bergamo, 05/07/74

Carrera Sunglasses - LR Aprilia

First GP	ITA '94
Starts	154
Victories	9
Podiums	22

Pole Positions	17
Fast Lap	9
World titles	1 (125, '00)

15



Steve Jenkner

GER Lichtenstein, 31/05/76

Nocable.it Race Aprilia

First GP	GER '96
Starts	128
Victories	1
Podiums	14

Pole Positions	1
Fast Lap	6
World titles	-

17



Sebastian Porto

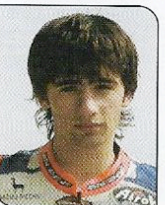
ARG Rafaela, 12/09/78

Aprilia Aspar Team 250cc Aprilia

First GP	ARG '94
Starts	147
Victories	7
Podiums	17

Pole Positions	11
Fast Lap	7
World titles	-

19



Gabriele Ferro

ITA Biella, 17/08/88

Scuderia Fantic Motor GP Fantic

First GP	SPA '05
Starts	2
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

20



Arnaud Vincent

FRA Nancy, 10/09/74

Scuderia Fantic Motor GP Fantic

First GP	FRA '96
Starts	111
Victories	7
Podiums	19

Pole Positions	4
Fast Lap	1
World titles	1 (125 '00)

21

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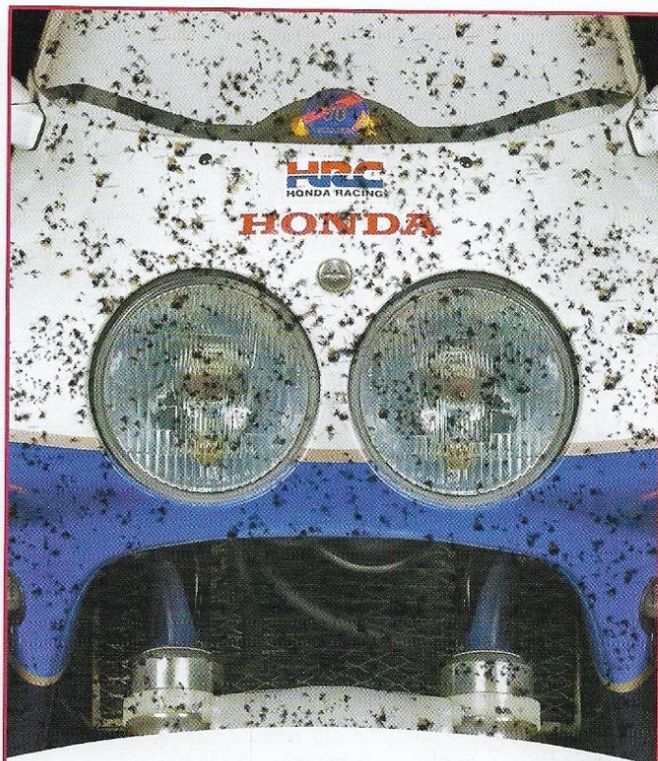
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forms a concentrated
foam which painlessly
dissolves squashed insect and
bug remains from bodywork,
windscreens and headlights.

Let's face it,
there's little that
beats a cross country
blast on a warm
summer's evening.



When you first
take the bike out of the garage, it's
lovely and shiny and quite a looker.
But by the time you get home, the
front end can appear as though it's
been fifteen rounds with a horde
of locusts!

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going to pay for your
fun and it's your finger-
nails which are going
to bear the brunt.

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our **Active Insect
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And the longer you leave them,
the harder they are to remove. So
get rid of those flies as soon as
you can. If you want to remove

insects from hot surfaces, though,
let them cool down first. Simply
spray the affected areas and let
the product do its stuff for about
30 seconds.

Then simply
wipe the surface
over with a soft
cloth; some-
thing like our
**Perfect
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is ideal.

If the incon-
siderate beasts that have
attacked your bike have been
flying extra quickly and are proving
reluctant to leave their new home,
spray a little **Active Insect
Remover** on to your cloth and
wipe again.

When you're giving the whole
nine yards and are giving the bike
a complete wash, we recommend
that you remove the insects before
getting the bike wet, as water
doesn't really help dislodge the
little blighters.

So, next time you set out to do
battle with the animal kingdom,
don't forget to
have **Active
Insect Remover**
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Morocco

Nov 2005

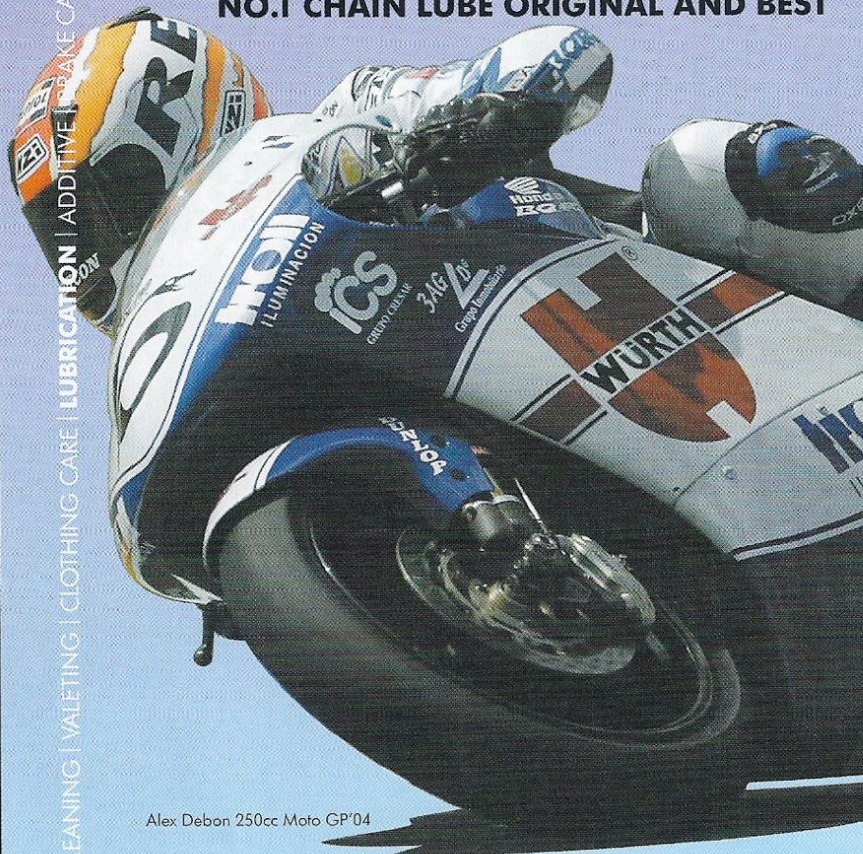
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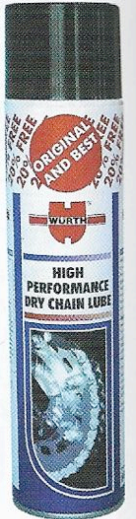
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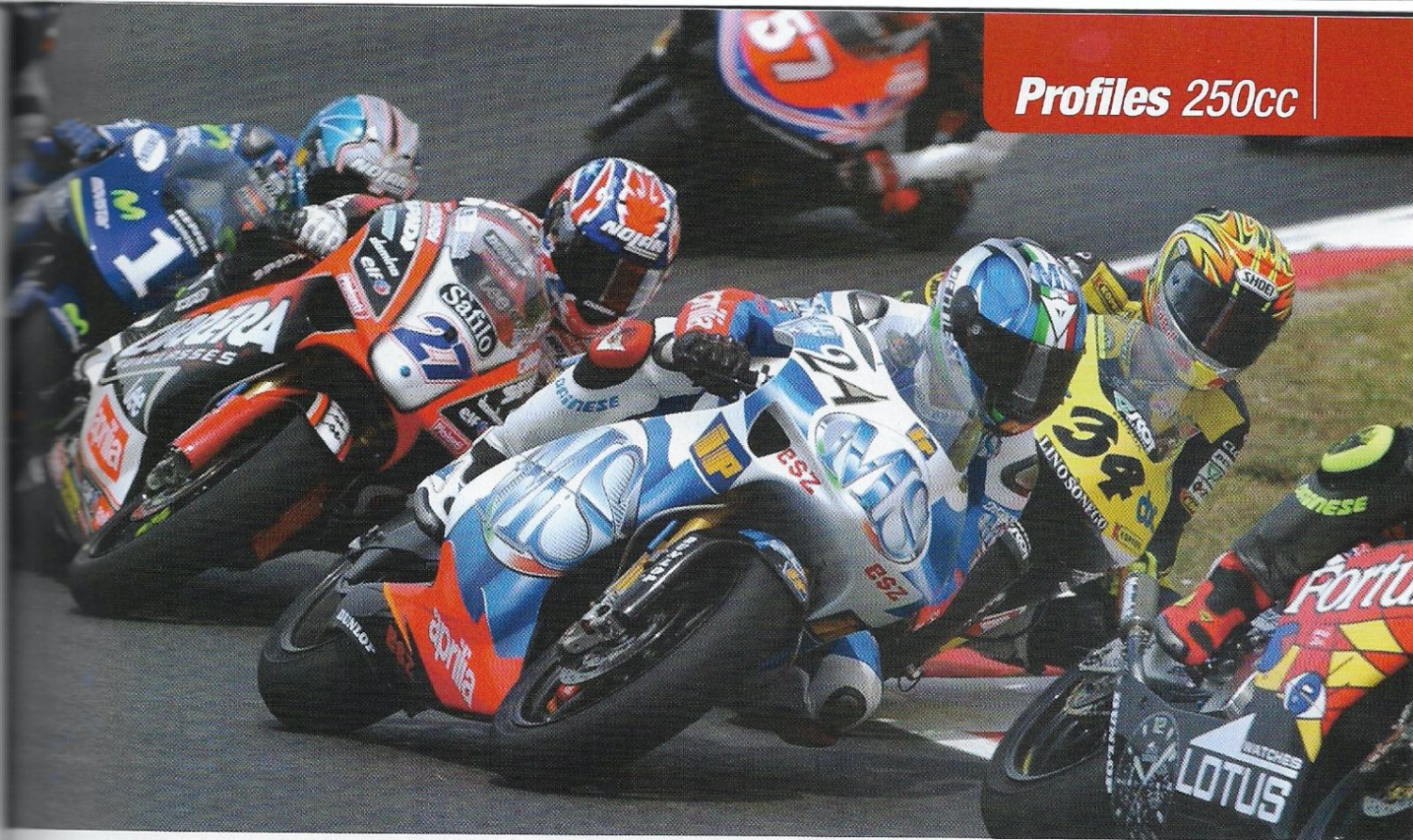
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Simone Corsi

ITA Roma, 24/04/87

MS Aprilia Italia Corse Aprilia

First GP	ITA '02
Starts	38
Victories	-
Podiums	1

Pole Positions	-
Fast Lap	-
World titles	-

24



Alex Baldolini

ITA Cesena, 24/01/85

Capetella Racing Aprilia

First GP	JPN '02
Starts	54
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

25



Casey Stoner

AUS Kurri-Kurri, 16/10/85

Carrera Sunglasses - LCR Aprilia

First GP	GBR '01
Starts	52
Victories	4
Podiums	13

Pole Positions	3
Fast Lap	3
World titles	-

27



Dirk Heidolf

GER Hohestein, 14/09/76

Kiefer-Bos-Castrol Honda Honda

First GP	GER '97
Starts	54
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

28



Mirko Giansanti

ITA Termi, 14/09/76

Matteoni Racing Aprilia

First GP	ITA '96
Starts	131
Victories	-
Podiums	12

Pole Positions	-
Fast Lap	3
World titles	-

32



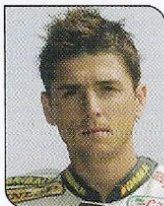
Andrea Dovizioso Team Scot Honda

ITA Forlì, 23/03/86

First GP	ITA '01
Starts	56
Victories	5
Podiums	18

Pole Positions	9
Fast Lap	4
World titles (125 '04)	1

34



Martin Cardenas Aprilia Team Germany Aprilia

COL Medellin, 28/01/82

First GP	SPA '05
Starts	5
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

36



Gregory Leblanc Equip GP de France - Scrab Aprilia

FRA Meaux, 30/06/85

First GP	FRA '99
Starts	16
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

38



Taro Sekiguchi Campetella Racing Aprilia

JPN Tokyo, 06/12/75

First GP	JPN '99
Starts	39
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

44



Jorge Lorenzo

SPA Palma de Mallorca, 04/05/87

Fortuna Lotus Honda Honda

First GP	SPA '02
Starts	53
Victories	4
Podiums	11

Pole Positions	5
Fast Lap	3
World titles	-

48



Sylvain Guintoli

FRA Montelimar, 24/06/82

Equipe GP de France - Scrab Aprilia

First GP	JPN '01
Starts	56
Victories	-
Podiums	1

Pole Positions	-
Fast Lap	-
World titles	-

50

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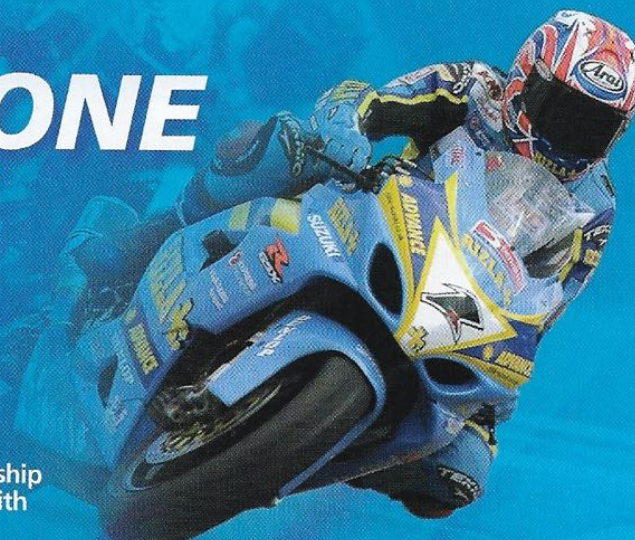
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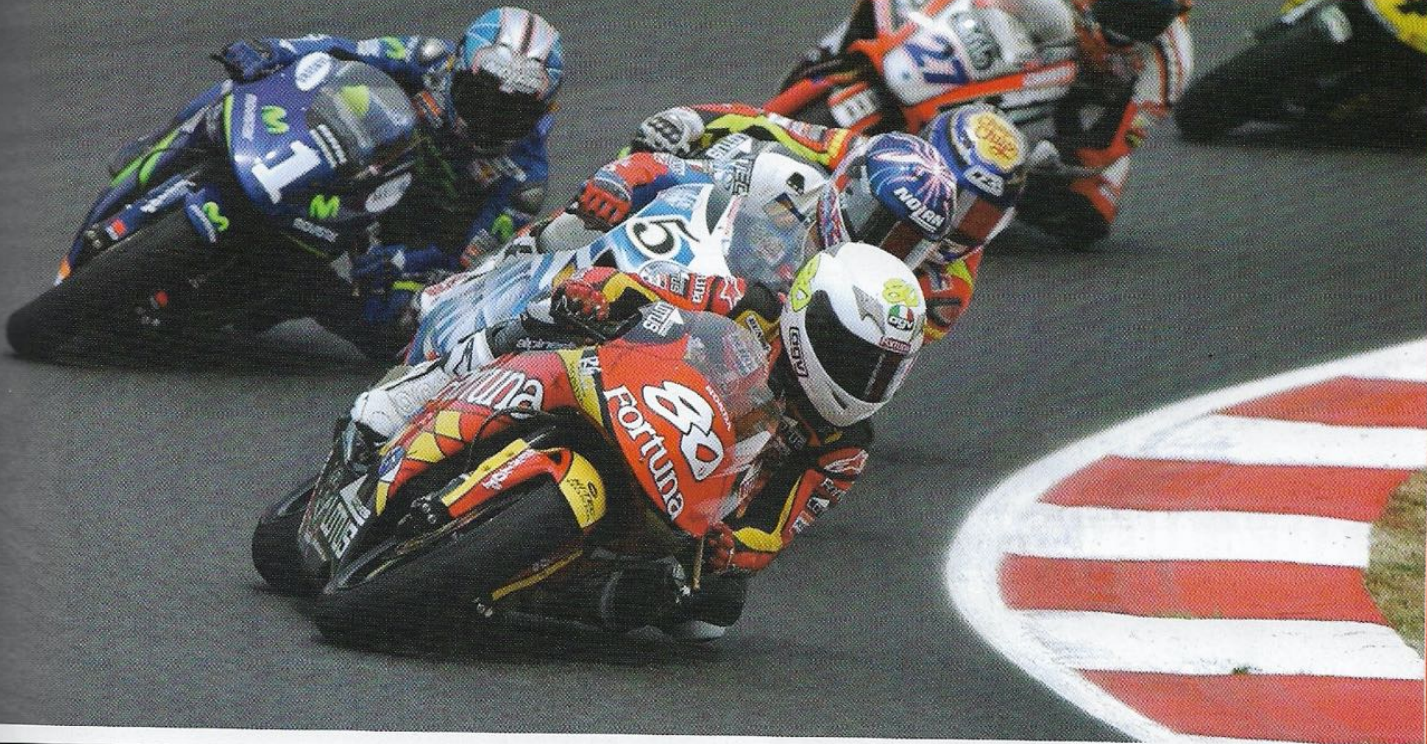
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Yuki Takahashi

JPN Saitama, 12/07/84

Team Scot Honda

First GP	MOT '01
Starts	12
Victories	-
Podiums	2

Pole Positions	-
Fast Lap	-
World titles	-

55



Radomil Rous

CZE Trebic, 25/05/78

Wurth Honda BQR Honda

First GP	SPA '05
Starts	22
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

64



Hiroshi Aoyama

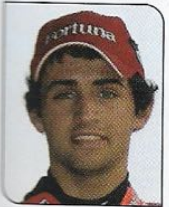
JPN Chiba, 25/10/81

Telefonica Movistar Honda 250cc Honda

First GP	MOT '00
Starts	30
Victories	-
Podiums	4

Pole Positions	1
Fast Lap	1
World titles	-

73



Hector Barbera

SPA Dos Aguas, 02/11/86

Fortuna Lotus Honda Honda

First GP	JPN '02
Starts	54
Victories	6
Podiums	12

Pole Positions	1
Fast Lap	6
World titles	-

80



Jakub Smrz

CZE Jilovice, 07/04/83

Arie Molenaar Racing Honda

First GP	CZE '98
Starts	68
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World titles	-

96



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The safe is smaller than a garden shed, will free up your garage space and can be taken with you should you move. The ventilation prevents condensation and with a powder coated exterior, the safe is maintenance free and carries a life time guarantee. The Impregna is available in British Racing Green, Black or Silver as a special request. It is available in two sizes for sports bikes and tourers and uses a unique trolley and adjustable wheel clamp system to enable you to glide your bike in. A patented release mechanism operates the bike conveyor so no need to heave the heavy machine inside. Both the conveyor and wheel clamp are made from rust resistant stainless steel ensuring smooth operation with the minimum of effort.

Specifications

Material

Zintec, 2mm thick.
Polyester powder coated finish for weather resistance.

Locking Mechanism

Lock-Cisa 56505-28 dead bolt version.
Barrel - OA314-04 6mm single euro profile cylinder Nickel finish, compliant with EN1303 durability grade 6, grade 3 security 10 pin anti drill anti pick with hardened steel inserts into cylinder body.

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Construction

Available in 'built' or in 'self assembly kit form'.
All edges of the bike safe are returned for higher strength.
Heavy duty fastenings throughout with all hinges welded to the main construction.
Ventilated to prevent condensation build up.
Ground anchor points supplied.

Finish

Available in British Racing Green, Black or Silver.

Replacement Panels

Replaceable panels are available if any panels or doors should become damaged by thieves trying to gain entry.

The Unique Trolley System

Glide your bike in with no effort

The Impregna uses a unique trolley system made from rust resistant aluzinc steel which carries your bike inside the safe. The front wheel is placed into a clamp where stainless steel ball bearing runners enable your bike to glide into place. It is a very smooth operation requiring minimum effort. The wheel clamp too, is made of stainless steel. A patented foot release mechanism operates the bike conveyor so no need to heave the heavy machine inside.

The Bolt System

The system is virtually impregnable

The Impregna is equipped with tough, secure anti-drill and anti-pick locks to ensure your bike stays where you want it. Using a 6 pin deadlock manufactured from hardened steel thieves will need specialist cutting equipment to gain entry to this safe.

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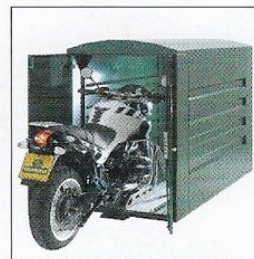
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The Impregna has been subjected to an independent FULL ATTACK TEST as part of the Sold Secure testing.

01



02



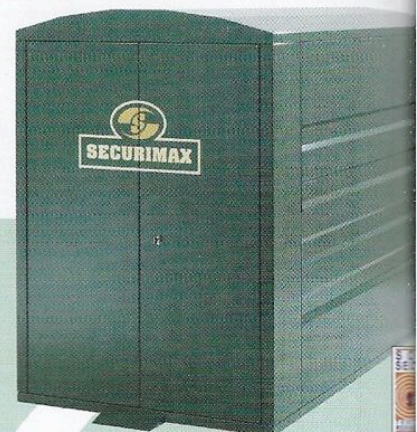
03



Sizes

dimensions (in metres)	impregna	impregna XL
height	1.54m	1.8m
width	1.10m	1.35m
length	2.44m	2.82m

04



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Joan Olivé

SPA Tarragona, 22/11/84

Nocable.it Race *Aprilia*

First GP	JAP '01
Starts	71
Victories	-
Podiums	2

Pole Positions	-
Fast Lap	1
World Titles	-

6



Alexis Masbou

FRA Albi, 02/06/87

Ajo Motorsport *Aprilia*

First GP	SPA '05
Starts	9
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

7



Lorenzo Zanetti

ITA Brescia, 10/08/87

Fontana Sport *Aprilia*

First GP	ITA '04
Starts	13
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

8



Toshihisa Kuzuhara

JPN Tokushima, 23/05/80

Angaia Racing *Honda*

First GP	JPN '04
Starts	13
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

9



Federico Sandi

ITA Voghera, 12/08/89

Angaia Racing *Honda*

First GP	SPA '05
Starts	6
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

10



Sandro Cortese

GER Ochsenhausen, 06/01/90

Keifer-Bos-Castrol Honda *Honda*

First GP	SPA '05
Starts	7
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

11



Thomas Luthi

SUI Oberdiessbach, 06/09/86

Elit Grand Prix *Honda*

First GP	GER '02
Starts	42
Victories	1
Podiums	3

Pole Positions	-
Fast Lap	-
World Titles	-

12



Gabor Talmacsi

HUN Budapest, 28/05/81

Red Bull KTM GP 125 *KTM*

First GP	CZE '00
Starts	71
Victories	2
Podiums	3

Pole Positions	-
Fast Lap	-
World Titles	-

14



Michele Pirro

ITA San Giovanni, 05/07/86

Malaguti Reparto Corse Malaguti

First GP	ITA '03
Starts	10
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

15



Raymond Schouten

NED Scholier, 15/03/85

Arie Molenaar Racing Honda

First GP	NED '02
Starts	24
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

16



Nicholas Terol

SPA Alcoy, 27/09/88

Caja Madrid - Derbi Racing Derbi

First GP	SPA '05
Starts	8
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

18



Alvaro Bautista

SPA Avera de la Reina, 21/11/84

Seedorf RC3 - Club Tiempo Holidays Honda

First GP	SPA '02
Starts	42
Victories	-
Podiums	4

Pole Positions	-
Fast Lap	1
World Titles	1

19



Pablo Nieto

SPA Madrid, 04/06/80

Caja Madrid Derbi Racing Derbi

First GP	CAT '98
Starts	103
Victories	1
Podiums	8

Pole Positions	3
Fast Lap	4
World Titles	-

22



Dario Guiseppetti

GER Berlin, 01/03/85

AB Cardion Blauer USA Aprilia

First GP	GER '02
Starts	29
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

25



Vincent Braillard

SUI Montet-Glâne, 29/04/85

Road Racing Team Hungary Aprilia

First GP	SPA '05
Starts	8
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

26



Jordi Carchano

SPA St Quirze del Valles, 02/07/84

WVA Aspar Team Aprilia

First GP	CAT '03
Starts	22
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

28



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Andrea Iannone

ITA Vasto, 09/08/89

Abruzzo Racing Team Aprilia

First GP	SPA '05
Starts	6
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

29



Sasha Hommel

GER Reichenbach, 25/02/90

Malaguti Reparto Corse Malaguti

First GP	SPA '05
Starts	3
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

31



Fabrizio Lai

ITA Rho, 14/12/78

Racing World Honda

First GP	VAL '01
Starts	40
Victories	-
Podiums	3

Pole Positions	-
Fast Lap	1
World Titles	-

32



Raffaele de Rosa

ITA Napoli, 25/03/87

Matteoni Racing Aprilia

First GP	GBR '04
Starts	8
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

35



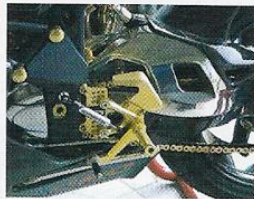
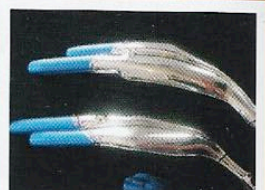
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Sergio Gadea

SPA Valencia, 31/12/84

Master Aspar Team Aprilia

First GP	SPA '03
Starts	27
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-



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Mika Kallio

FIN Valkeakoski, 08/11/82

First GP	GER '01
Starts	57
Victories	1
Podiums	5

Red Bull KTM GP125 KTM

Pole Positions	3
Fast Lap	-
World Titles	-

36



Aleix Espargaro

SPA Barcelona, 31/07/89

First GP	VAL '04
Starts	8
Victories	-
Podiums	-

Seedorf RC3 - Club Tiempo Holidays Aprilia

Pole Positions	-
Fast Lap	-
World Titles	-

41



Manuel Hernandez

SPA Cartagena, 24/08/84

First GP	SPA '04
Starts	12
Victories	-
Podiums	-

Totti Top Sport - 3C Aprilia

Pole Positions	-
Fast Lap	-
World Titles	-

43



Karel Abraham

CZE Brno, 02/01/90

First GP	SPA '05
Starts	7
Victories	-
Podiums	-

AB Cardion Blauer USA Aprilia

Pole Positions	-
Fast Lap	-
World Titles	-

44



Imre Toth

HUN Budapest, B06/09/85

First GP	JPN '02
Starts	55
Victories	-
Podiums	-

Road Racing Team Hungary Aprilia

Pole Positions	-
Fast Lap	-
World Titles	-

45

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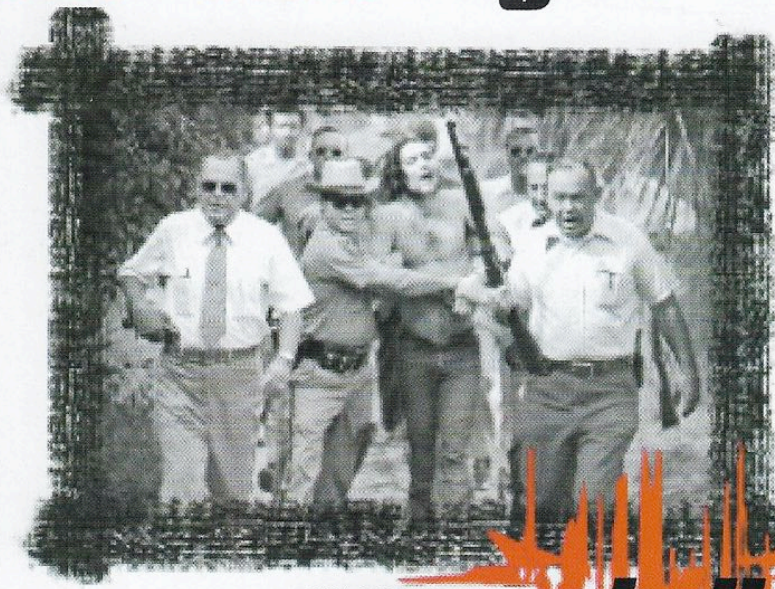
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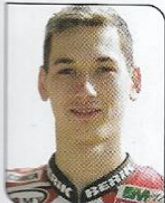
Galacia Team Honda

SPA Elche, 20/05/85

First GP	JPN '01
Starts	49
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

47



Lukas Pesek

Metis Racing Team Gilera

CZE Praha, 22/11/85

First GP	CZE '02
Starts	33
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

52



Manuel Poggiali

Metis Racing Team Gilera

RSM San Marino, 14/02/83

First GP	IMO '98
Starts	97
Victories	12
Podiums	35

Pole Positions	11
Fast Lap	7
World Titles	2
('03 - 250, '01 - 125)	

54



Hector Faubel

Master Aspar Team Aprilia

SPA Liria, 10/08/83

First GP	SPA '00
Starts	57
Victories	-
Podiums	2

Pole Positions	-
Fast Lap	3
World Titles	-

55



Marco Simoncelli

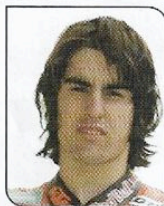
Nocable.it Race Aprilia

ITA Cattoliba, 20/01/87

First GP	SPA '02
Starts	41
Victories	2
Podiums	2

Pole Positions	3
Fast Lap	-
World Titles	-

58



Julian Simon

SPA Villacañas, 03/04/87

Red Bull KTM KTM

First GP	SPA '02
Starts	41
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

60



Mikedi Meglio

FRA Toulouse, 17/02/88

Honda Racing World Honda

First GP	CZE '02
Starts	36
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

63



Tomoyoshi Koyama

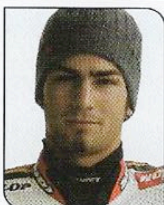
JPN Kanagawa, 19/03/83

Ajo Motorsport Honda

First GP	MOT '00
Starts	12
Victories	-
Podiums	-

Pole Positions	-
Fast Lap	-
World Titles	-

71



Mattia Pasini

ITA Rimini, 13/08/85

Totti Top Sport - 3C Aprilia

First GP	RSA '04
Starts	22
Victories	1
Podiums	1

Pole Positions	-
Fast Lap	-
World Titles	-

75



Julian Miralles

SPA Alberic, 16/11/88

MVA Aspar Team Aprilia

First GP	SPA '04
Starts	9
Victories	-
Podiums	3

Pole Positions	-
Fast Lap	-
World Titles	-

84



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LEGENDS

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Since the launch of the MotoGP Hall of Fame in 2000, a series of riders that have been key protagonists throughout more than half a century of Grand Prix racing have been nominated as MotoGP Legends and inducted into the MotoGP Hall of Fame.

Each of the MotoGP Legends has had an induction ceremony at one of the Grand Prix events, at which a special and unique silver medal commemorating the occasion was presented to the new member.



The first rider to become a MotoGP Legend was Australia's five-time 500cc World Champion Mick Doohan, who was honoured at Mugello, Italy, on Sunday 28th May 2000.

Since then, various other illustrious names from different eras of racing have been inducted into the MotoGP Hall of Fame, including Giacomo Agostini, Angel Nieto, Mike Hailwood, Kenny Roberts, Kevin Schwantz, Wayne Rainey, Carlo Ubbiali, Freddie Spencer, Anton Mang, Wayne Gardner, Barry Sheene, Geoff Duke, Phil Read, John Surtees and Daijiri Kato. Several of our other champions are due to be given their deserved recognition in the near future.



Mick DOOHAN
5 world titles and 54 victories in MotoGP



Wayne RAINEY
3 world titles and 34 victories in MotoGP



Giacomo AGOSTINI
15 world titles and 122 victories in MotoGP



Mike HAILWOOD
7 world titles and 74 victories in MotoGP



Kevin SCHWANTZ
1 world title and 25 victories in MotoGP



Angel NIETO
13 world titles and 70 victories in MotoGP



Kenny ROBERTS
3 world titles and 28 victories in MotoGP



Freddie SPENCER
2 world titles and 27 victories in MotoGP



Carlo UBBIALI
7 world titles and 39 victories in MotoGP



Wayne GARDNER
1 world title and 18 victories in MotoGP



Anton MANG
5 world titles and 42 victories in MotoGP



Barry SHEENE
2 world titles and 21 victories in MotoGP



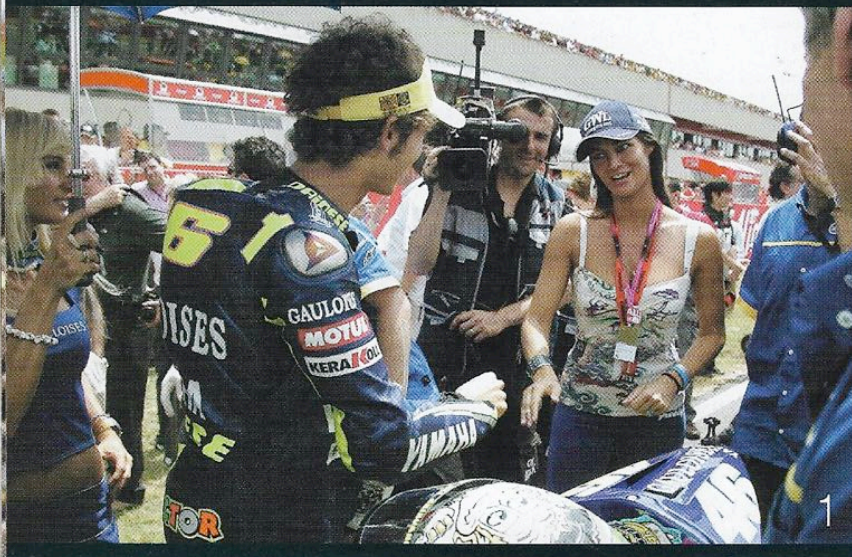
Daijiri KATO
1 world title and 17 victories in MotoGP



Phil READ
7 world titles and 32 victories in MotoGP



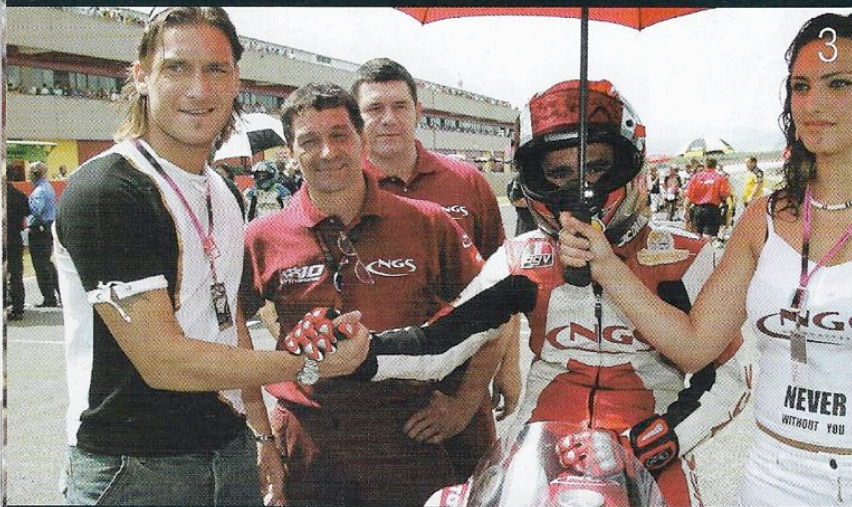
John SURTEES
7 world titles and 36 victories in MotoGP



1



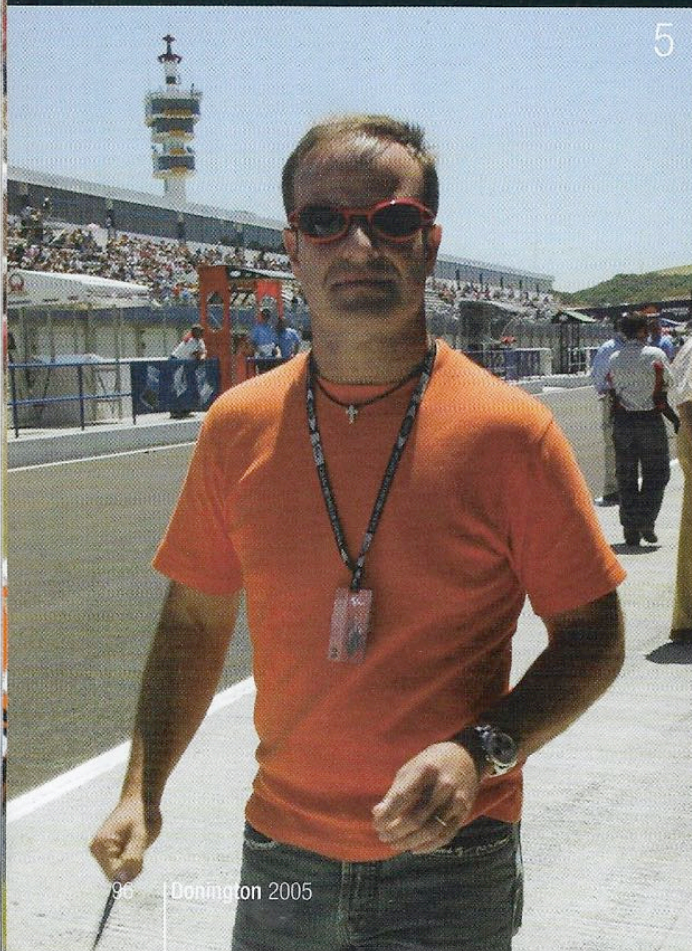
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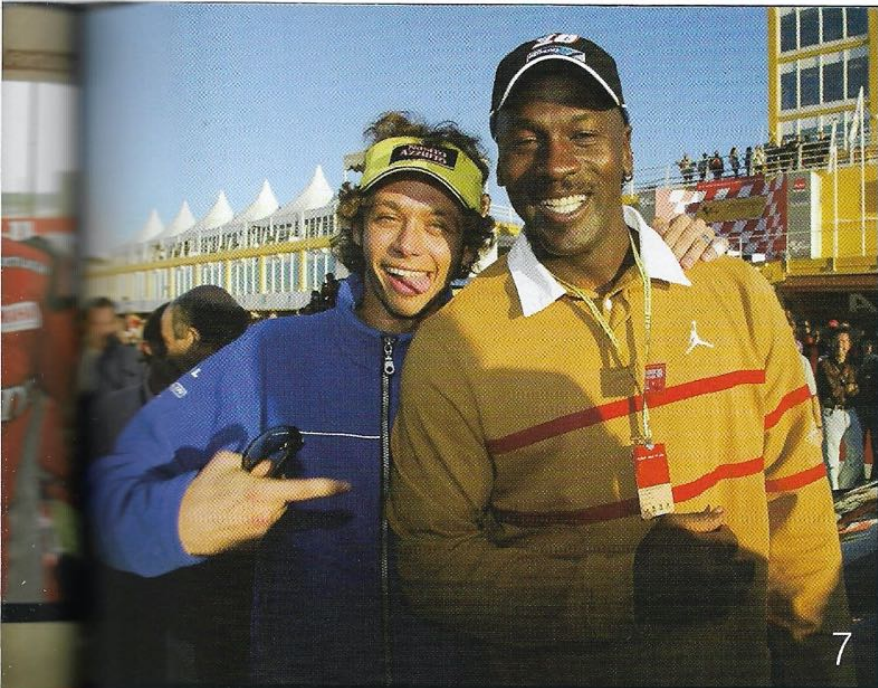


5

- 1. Valentino Rossi & Imra Miss Italy
- 2. Pep Guardiola, footballer
- 3. Francesco Totti, footballer
- 4. HRH Princess Anne
- 5. Rubens Barrichello, F1 driver
- 6. Juan Pablo Montoya, F1 driver

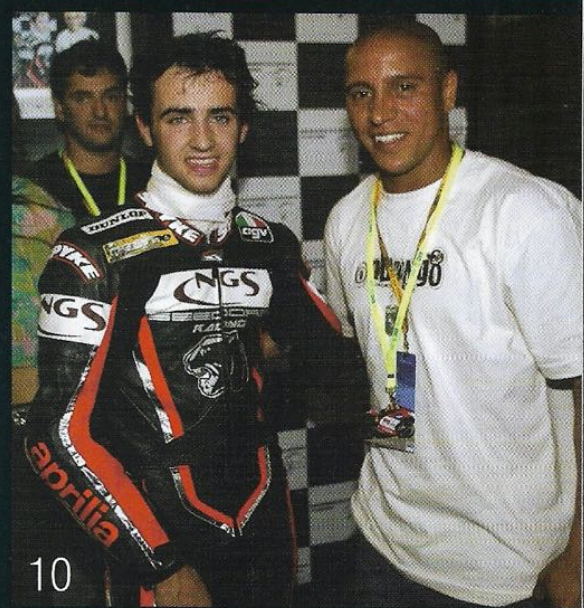
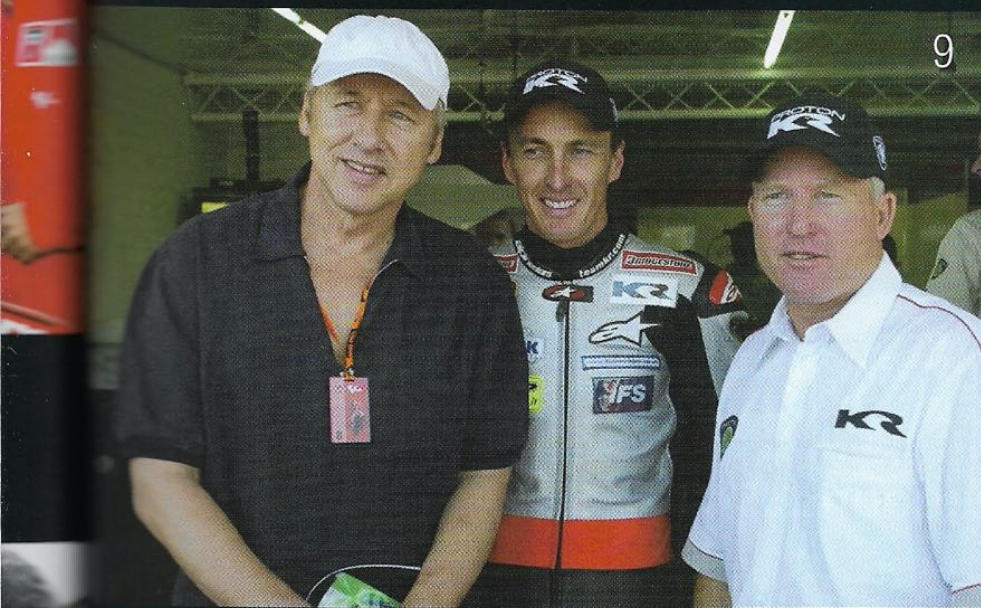


6



7. Michael Jordan, basketball legend
 8. Gabriel Batistuta, footballer
 9. Mark Knopfler, singer
 10. Roberto Carlos, footballer
 11. Clarence Seedorf, footballer
 12. Richard Ashcroft, singer

8



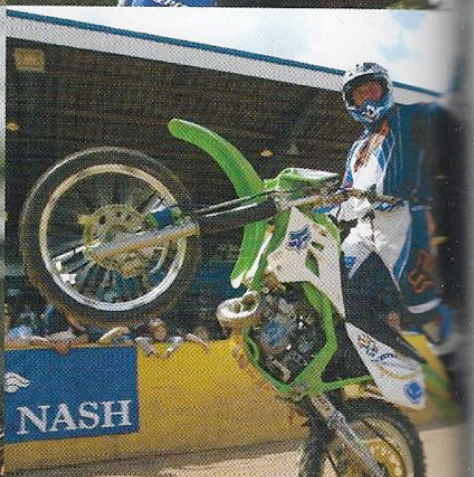
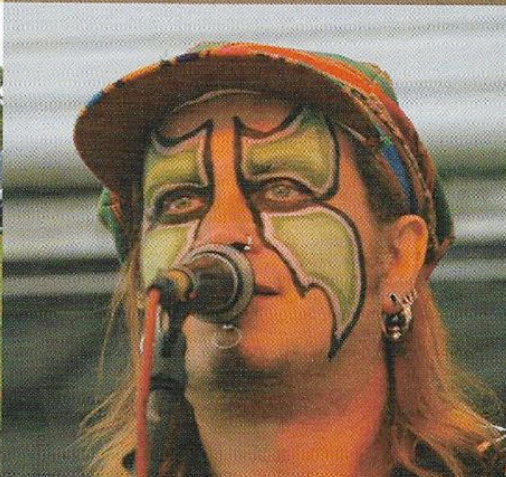
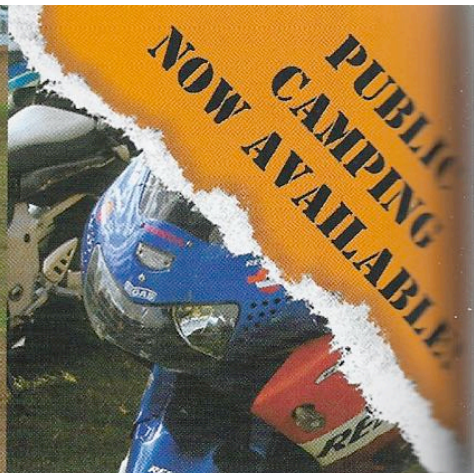
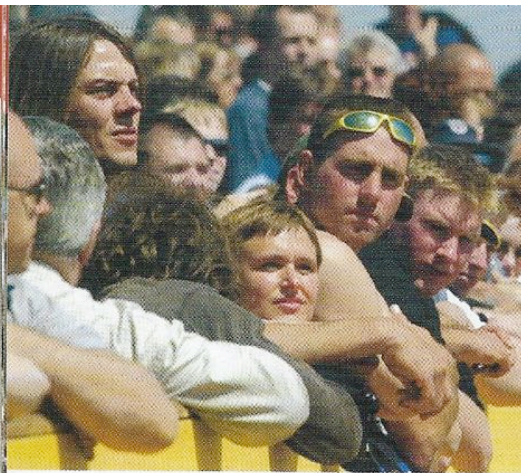
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10



12

11



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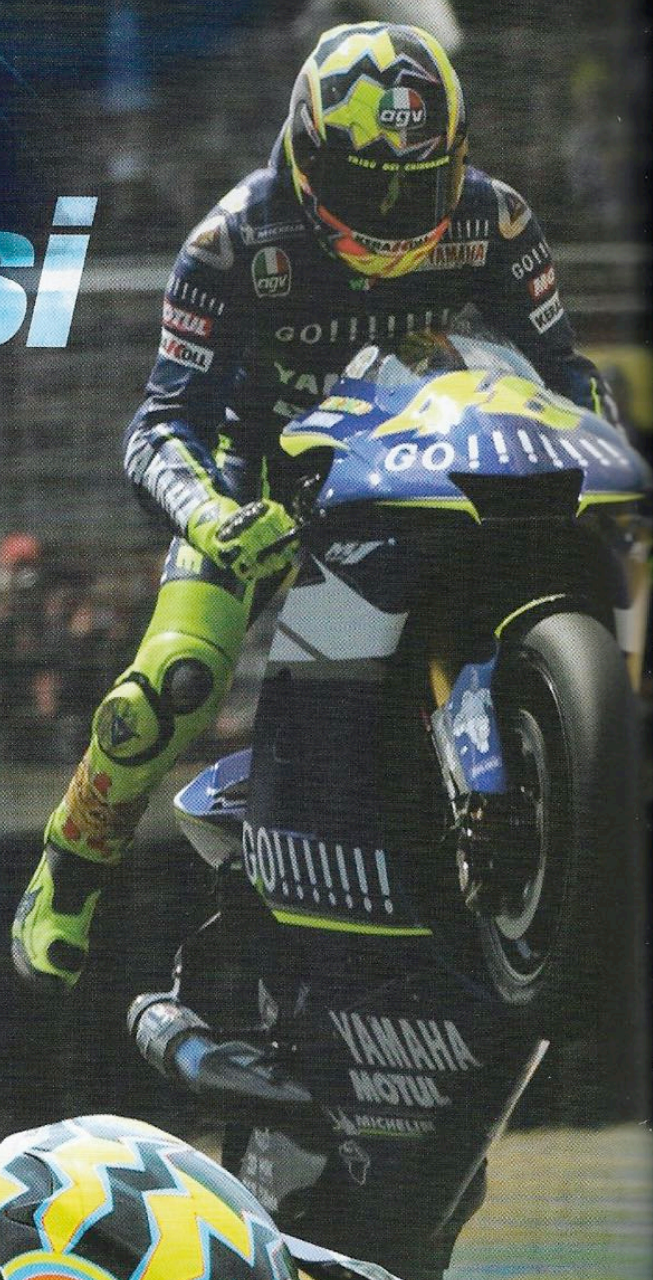
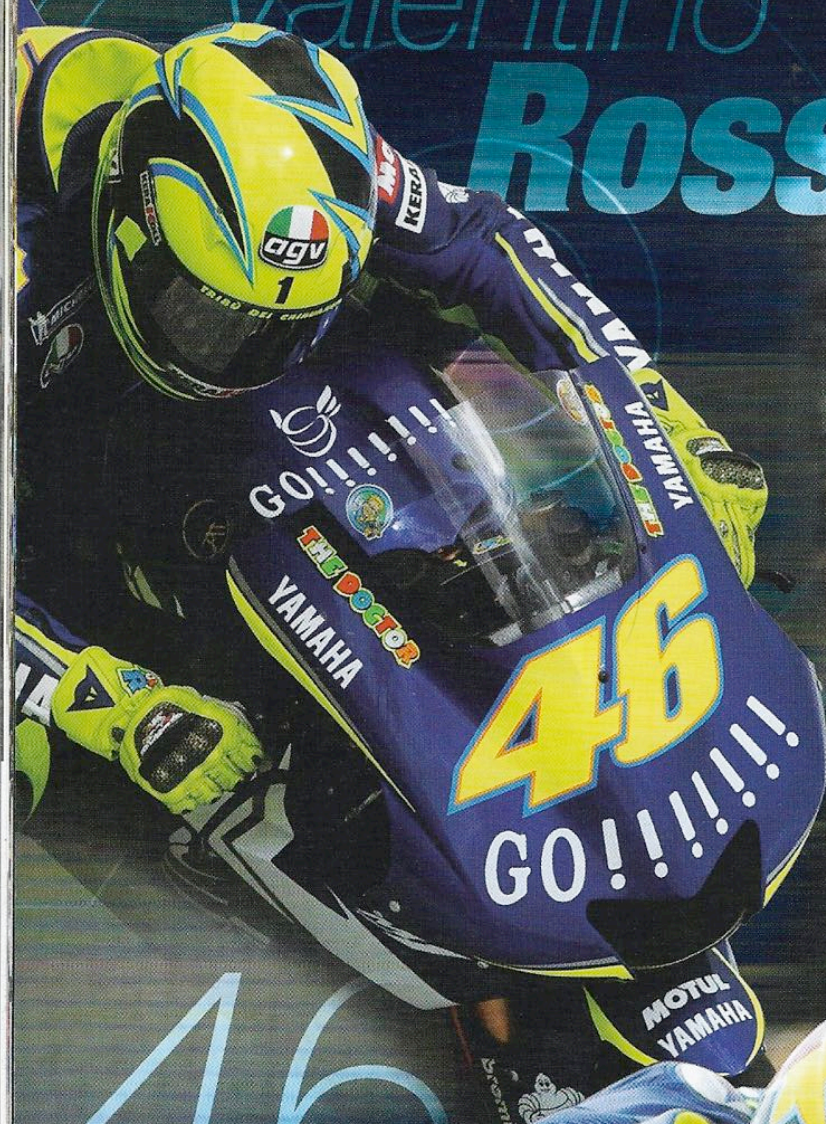
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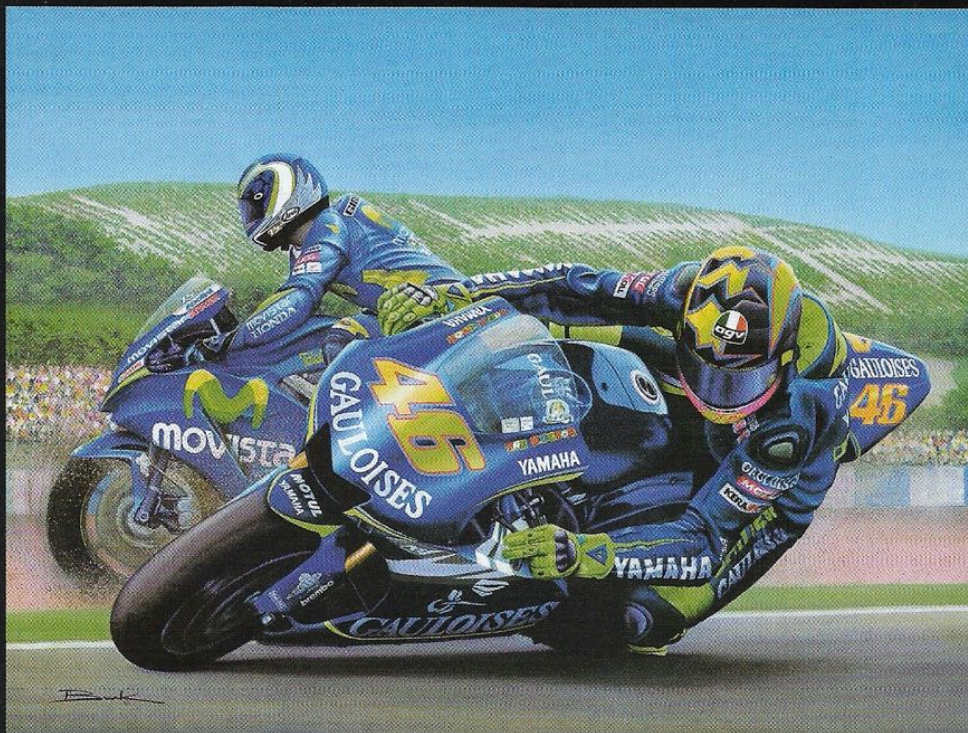
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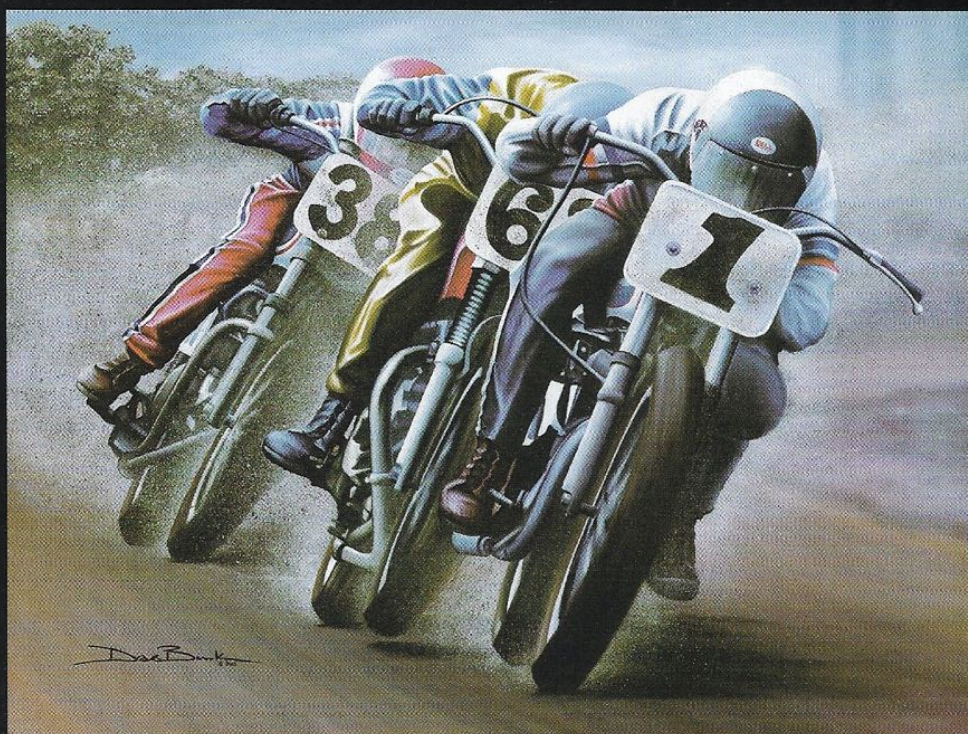
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Did you know...?



Alex Barros missed the 2003 British GP last year due to an injury sustained in a notorious collision with Yukio Kagayama in the morning warm-up session. Barros has made eleven starts on a 500cc at Donington and has finished on the podium on three occasions; in 1997 on the V-twin and in both 2001 and 2002 on the V-four two-stroke Honda. In 2004 he was ninth on the Camel Honda.

Valentino Rossi has won six of his last seven finishes at Donington; the 125cc race in 1997, the 250cc race in 1999 and in the premier-class for three successive years. Rossi broke down while leading the 125cc race in 1996 and crashed out of the 250cc race in 1998 at McLean's after completing just two laps. His victory at Donington in 2000 was his first ever win in the 500cc class. In 2003 he was penalised for passing under a yellow flag even though he took the chequered flag. He reigned once more with Yamaha twelve months ago.



Did you know

Marco Melandri, who crashed out on lap five at Donington in 2003, won the 250cc race at the British Grand Prix on his way to winning the World Championship in 2002.

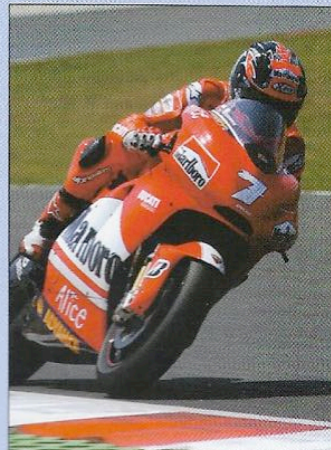


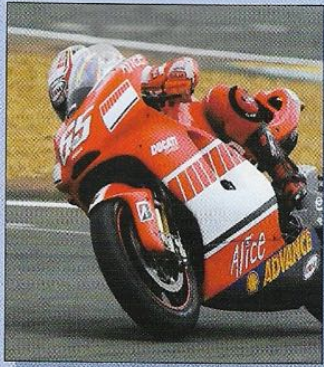
Max Biaggi's 2003 win at Donington was his first at the circuit in the premier-class having finished runner-up in both 2001 and 2002. Biaggi also started from pole last year and in 2001 at the British Grand Prix and won the 250cc race in 1995 and 1996.



In the MotoGP class Honda have taken eight wins in the past eleven years. Prior to Rossi's success in 2004 the last Yamaha win at Donington was with Simon Crafar in 1998, when the Kiwi defeated Mick Doohan. The last winner on a Suzuki was Kevin Schwantz more than ten years ago back in 1994.

Carlos Checa has crashed out four times from his eight starts in the premier-class at Donington, including sliding off in 2002 while leading the race on lap 20. He banished part of the hoodoo last year when he finished sixth riding the factory Yamaha that Edwards now steers.

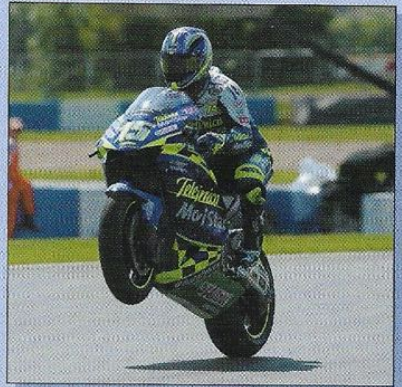




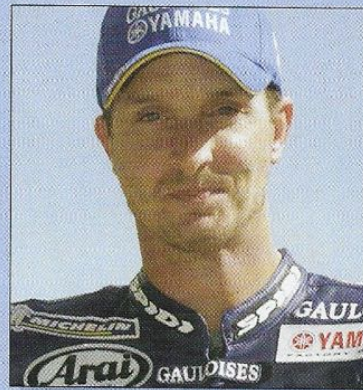
Donington was Loris Capirossi's most successful circuit when he competed in the smaller classes having won twice in both the 250cc class and the 125cc class. Capirossi, who finished fourth in 2003 on his

Ducati, missed the British GP in 2002 due to injuries suffered in a crash at the Dutch TT. Last year he was briefly leading until dropping back to seventh.

Sete Gibernau's second place finish at Donington in 2003 was his first podium finish at the circuit and he followed it up with another (3rd) last year.



This will be the 29th British GP since it moved to the mainland from the IOM in 1977. The first 10 GP's were held at Silverstone, this year's race will be the 19th at Donington Park. 2005 will represent the first time that World Championship events held on the British mainland outnumber the quantity previously held on the Isle of Man.



Colin Edwards has had two race wins at Donington riding a Honda in World Superbike, in 1999 and 2000. He took his first ever MotoGP podium here last season.

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***Riders for Health –
the official charity of MotoGP:
a unique partnership set to get Africa on the road to development***

Riders for Health is the pioneering organisation that runs cost-effective motorcycle-management systems in Africa to save and transform thousands of lives throughout the continent. And it all began in the GP paddock!

In the mid-eighties a group of people working in grand prix racing – led by Randy Mamola, Andrea Coleman and Barry Coleman – began raising money in support of disadvantaged children in Africa. When they visited Somalia in 1988 they noticed that lots of motorcycles and four-wheeled vehicles had broken and been discarded after very short lives – less than 10,000 kilometres in many cases. It was clear that health delivery depended on these vehicles and if they did not work normally, health delivery would be impossible. Somalia was not unique and the problem represented by these motorcycles and other vehicles was affecting the whole continent of Africa.

Within a few years Riders for Health was born and developed enduring systems to ensure that vehicles

used for the delivery of health care and associated development in Africa are available for the maximum time at the minimum cost. Public health care given by trained health workers is the key to improving health and life chances in Africa and, as one public health worker is often responsible for up to 20,000 people, mobility is vital. The motorcycle – tough, versatile and cost-efficient – is the perfect weapon to attack preventable diseases.

Riders for Health is the only organisation to tackle the problem of the 'last mile' of health care delivery. Too many development agencies don't ask the key question when it comes to the provision of drugs, vaccines, mosquito-nets, or condoms: 'how will it actually get right out to the people in isolated rural communities who are in such desperate need?' That's where the motorcycle comes in.

In addressing this crucial health care issue Riders has gone from strength to strength and uses its' expertise in transport for development to run large-scale national programmes in the Gambia, Nigeria

and Zimbabwe. Many Riders-managed vehicles have run for more than 500,000 kms in the harshest conditions and hundreds of health workers have been trained at the Riders Academy of Vehicle Management so that they can ride safely and carry out daily preventive maintenance on their bikes so that they never break down. Riders' ultimate goal is to ensure that reliable transportation is available for the delivery of health care across Africa by 2015.

MotoGP teams, riders, officials and circuit organisers regularly give valuable time out of their hectic schedules for a vital cause. Such constant support from the people in MotoGP, as from the rest of the motorcycling community, has enabled Riders to be an independently-funded organisation and to tackle development in Africa in the way that is proven to work best – motorcycles saving lives, day in, day out.

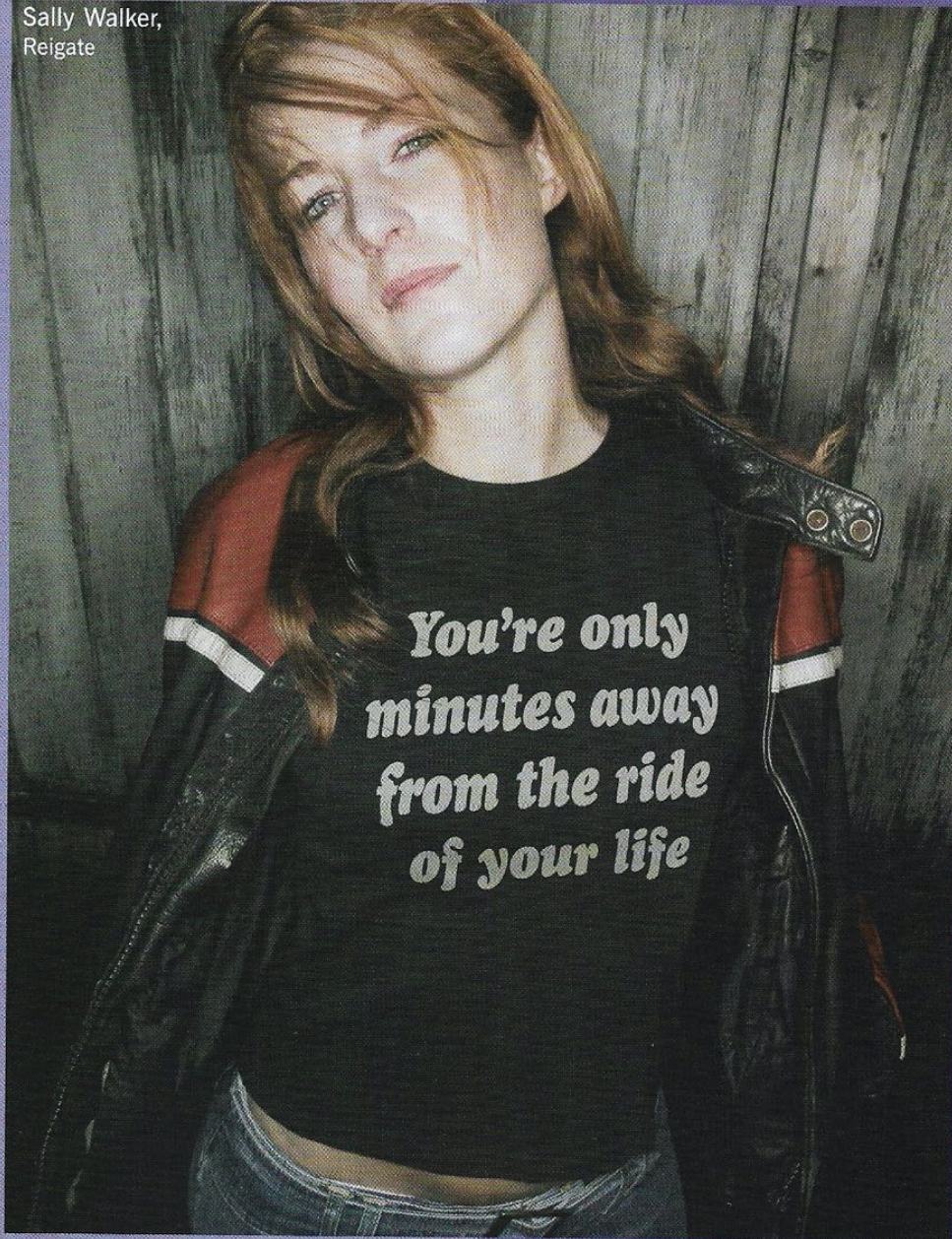
If you would like any more information about MotoGP's official charity, please visit www.riders.org or email info@riders.org. Charity number 1054565



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APRIL 17TH	betandwin.com GRANDE PREMIO DE PORTUGAL	ESTORIL	PORTUGAL
MAY 1ST	TAOBAO.COM GRAND PRIX OF CHINA	SHANGHAI	CHINA
MAY 15TH	GRAND PRIX ALICE DE FRANCE	LE MANS	FRANCE
JUNE 5TH	GRAN PREMIO ALICE D'ITALIA	MUGELLO	ITALY
JUNE 12TH	GRAN PREMI GAULOISES DE CATALUNYA	CATALUNYA	SPAIN
JUNE 25TH	GAULOISES TT ASSEN**	TT ASSEN	NETHERLANDS
JULY 10TH	REDBULL US GRAND PRIX *	LAGUNA SECA	USA
JULY 24TH	betandwin.com BRITISH GRAND PRIX	DONINGTON PARK	UK
JULY 31ST	MOTORRAD GRAND PRIX DEUTSCHLAND	SACHSENRING	GERMANY
AUGUST 28TH	GAULOISES GRAND PRIX CESKE REPUBLIKY	BRNO	CZECH REPUBLIC
SEPTEMBER 18TH	betandwin.com GRAND PRIX OF JAPAN	TWIN RING MOTEGI	JAPAN
SEPTEMBER 25TH	MARLBORO MALYSIAN MOTORCYCLE GRAND PRIX	SEPANG	MALAYSIA
OCTOBER 1ST	MARLBORO GRAND PRIX OF QATAR **	LOSAIL INT CIRCUIT	QATAR
OCTOBER 16TH	POLINI AUSTRALIAN GRAND PRIX	PHILLIP ISLAND	AUSTRALIA
OCTOBER 23RD	GRAND PRIX OF TURKEY	ISTANBUL	TURKEY
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