

Cinzano British Grand Prix



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Donington 23-25/07 2004

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Cinzano British Grand Prix

Donington 23-25/07

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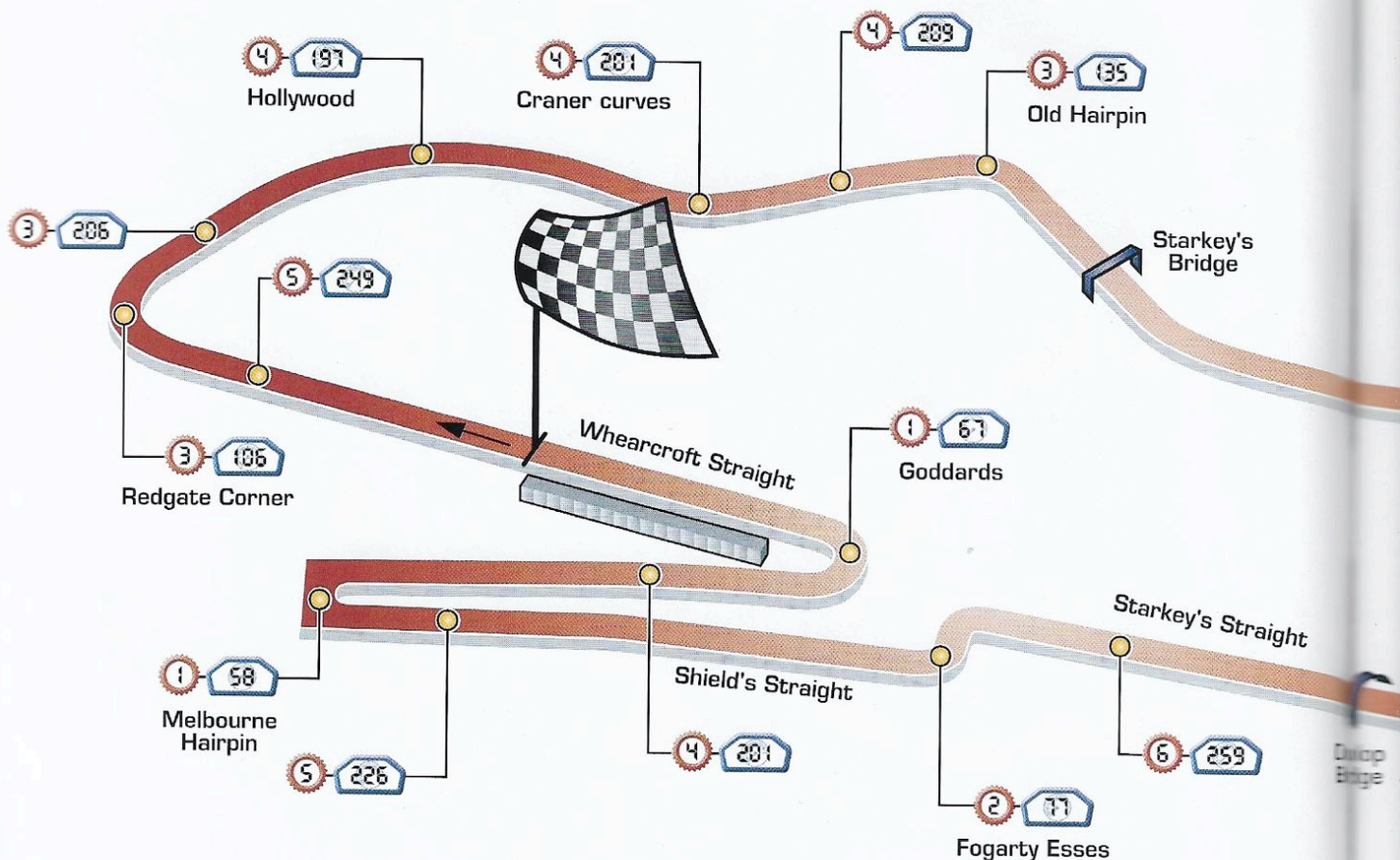
Cover Photo by Richard J Richards

FIM World Championship in Association with Two Wheel Promotions IRTA & DORNA

Circuit Map

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

DONINGTON



2003 winners

125cc H.Barbera (SPA), Aprilia
 250cc F.Nieto (SPA), Aprilia
 MotoGP M.Biaggi (ITA), Honda

Records

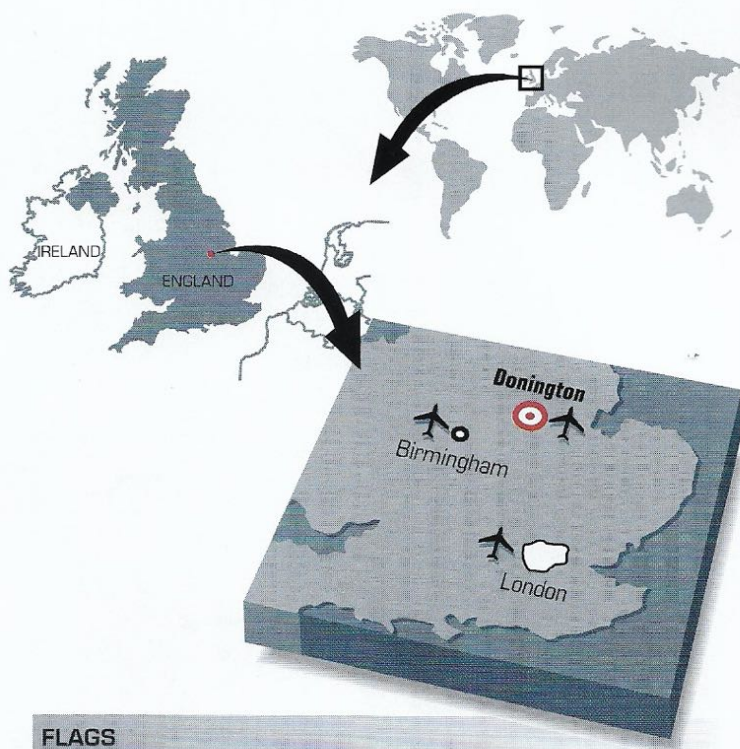
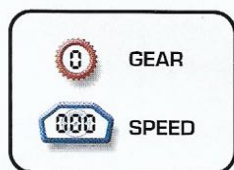
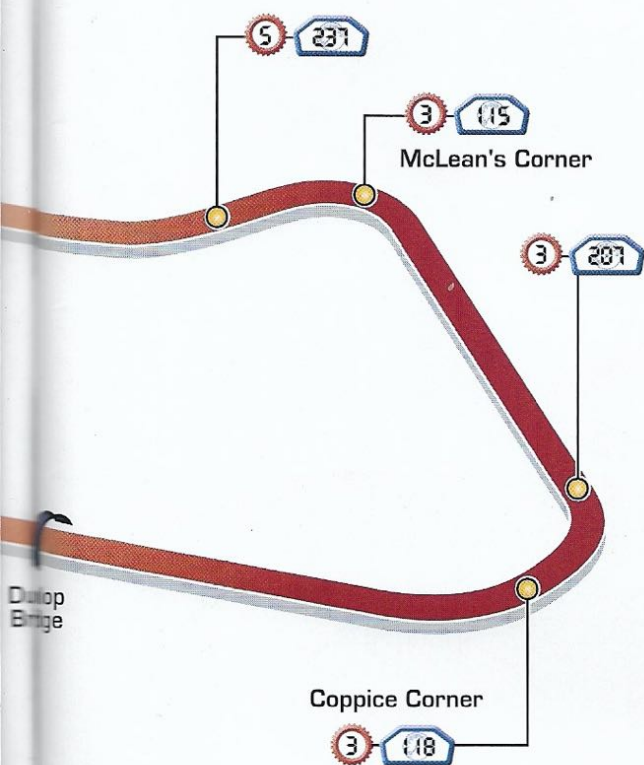
125cc 1'38.312, L.Cecchinello, '02, Aprilia
 250cc 1'34.096, D.Kato, '01, Honda
 MotoGP 1'31.023, V.Rossi, '03, Honda

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.

PARK



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
There is a slow moving car, ambulance or similar vehicle on the track. It is forbidden for a rider to overtake another rider



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

Hodgson's Season So Far

"I went down in instalments and Hopkins and Abe came with me. I think one of the bikes hit me and broke my two ribs, as well as cutting my arm."



Big fish in a bigger pond: Hodgson

Most people visiting Donington over the weekend may be aware of the fact that Britain currently have two Champions pitting their wits and machinery against the biggest and best teams and riders in the world.

Neil Hodgson is Britain's most well-known motorcycle racer. The World Superbike Champion might have pulled off a surprise at the BBC Sports Personality of the year awards if the England Rugby team had not won the World Cup in sensational fashion with that last minute Wilkinson kick. As it was the sight of the Ducati rider being interviewed by Gary Lineker outside of the West London studios while performing a burn-out on a 998 was heart-warming for bike racing fans everywhere and life after the awesome shadow of Carl Fogarty seemed bright. It was inevitable that the 30-year-old would move into MotoGP and protracted speculation finally gave way to Ducati announcing that the Isle of Man resident would be a member of the first works satellite team for the Italian manufacturer under the guidance of former racer Luis D'Antin who had been running Yamaha machinery up until the chance to get his hands on the blood-red speed demons.

This may be Neil's first MotoGP campaign but he is no stranger to Grand Prix having completed three seasons between the 125 class and the old 500cc category during the mid-90s, before moving to World Superbike and then BSB with varying degrees of success. Spearheading a new team naturally it has taken time for the whole operation to start functioning. With old WSB team-mate Ruben Xaus also signed up – interestingly the only rider ever in GP history with a name starting with 'X' to score points – the Ducati MotoGP effort has been nullified a little after their spectacular debut results last

season were subdued by development hiccups with their 2004 model.

Hodgson was under no illusions that his season of glory in 2003 would be a very distant memory. Testing was even an uphill struggle as poor weather wrecked precious preparation time for the four-stroke GP rookie to get up to speed. He was almost within the top ten at the opening round in South Africa but mechanical problems ruined a promising first MotoGP outing. "It was a bit frustrating to not finish the first race but the bike began to play up and I had to stop. Anyway, I have to keep working hard, because I never got comfortable here in Welkom, perhaps because of the track's conditions too. I'm still learning but I need to keep doing so," he remarked at the time. Things got slightly better before becoming worse. A certain top ten in Spain was halted by more engine gremlins and then a crash on the first lap in Le Mans resulted in two broken ribs. "It was two corners from the end of the lap and I felt the front end start to slide. I went down in instalments and Hopkins and Abe came with me. I think one of the bikes hit me and broke my two ribs, as well as cutting my arm, which needed a couple of stitches." Some time before Mugello was well spent in recovery and Hodgson gained his first points with an 11th spot in a spilt race, although still far from fit.

Since then it has been an up-and-down trek for the rider from Burnley. A 12th in Barcelona was followed by his

first top ten at the familiar setting of Assen. "I had fun in Holland and I'd say that was my first proper race this season. I felt comfortable with everything – the bike, the tyres. I started from way back on the grid and I was 19th after the first lap. I took it fairly steady at the start but once I got my rhythm together I just got stronger. I was gradually overtaking riders." Suffering from the French rendezvous with the asphalt, Rio brought him back down to earth with a lowly 16th but after Germany you can be sure that Hodgson will be pumped for this weekend. It was here at Donington after all when he left the World Superbike field in his wake during the 2001 season with a 1st and 2nd in the two legs, the last time he has raced internationally at the venue. There will be a lot of media attention and nobody will be expecting miracles but cheering on the white, blue and yellow machine might just end up with a result that upsets the establishment...

Neil Hodgson's Season so Far:
(Qualifying/Race position)

Welkom:	15/DNF
Jerez:	18/DNF
Le Mans:	14/DNF
Mugello:	19/11
Circuit de Catalunya:	17/12
Assen:	20/10
Rio:	19/16
Sachsenring:	19/13

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Gibernau counting cost of German faux pas

Max Biaggi lies just one point behind MotoGP World Championship leader Valentino Rossi after taking his first win of the season at the Veltins Motorrad Grand Prix Deutschland, where Rossi took fourth place and Sete Gibernau crashed out for the second Grand Prix in succession.

In another sensational race which marked the halfway point of the season, Alex Barros challenged Biaggi all the way to the line and clinched second place, with Nicky Hayden completing an all-Honda podium. Gibernau's crash and sees him slip to third in the championship, after initially leading the standings for the first time in his career prior to the first slip in Rio, and now twelve points adrift of Biaggi.

The German Grand Prix took place at the short and twisty Sachsenring circuit and saw perhaps the most accident-laden event for some seasons. Gibernau's fall came on the ninth lap of a hectic opening half of the race, with compatriot Carlos Checa having slid out of

third place in front of him just four laps previously. Loris Capirossi provisionally moved up into what seemed to be a jinxed final podium position before also crashing out, with Marco Melandri adding to the 'crashee' tally with a spectacular high-speed fall which also took out his team-mate Norick Abe.

So far Checa, Melandri, Hayden and Barros have been the riders to appear in the top three alongside the more consistent trio of Gibernau, Rossi and Biaggi. Gibernau's recent errors could have very serious implications for the Championship come the final few races of the 2004 campaign. The Ducati posse, doubled this season with the entrance of rookies Neil Hodgson and Ruben Xaus,

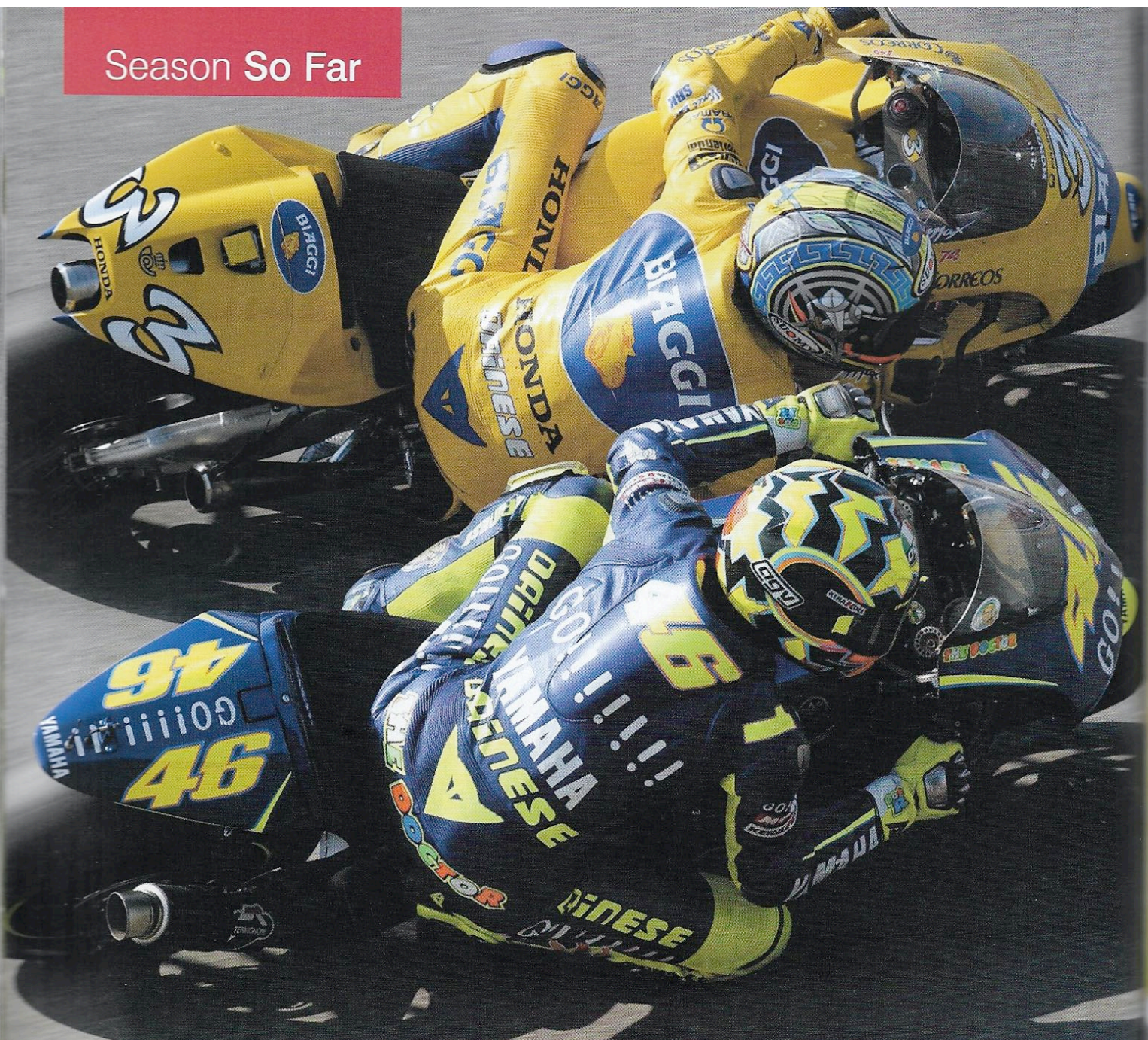


have been a disappointing absence from the leading group so far.

Dani Pedrosa strengthened his grip on the 250cc World Championship with the third win of his rookie season in a dominant performance in Germany. Toni Elias crashed out as he also tried to push and chase Sebas Porto, leaving a fight for the final podium position between Alex De Angelis, Roby Rolfo, Hiroshi Aoyama and Randy De Puniet. De Angelis went on to seal his first podium top three in the class. Fifth place for De Puniet means he now lies 25 points adrift of Pedrosa in the championship, with Porto a further 22 points behind in third.

Like Biaggi in the premier-class, fellow Italian Roberto Locatelli demonstrated that his championship challenge is far from over with his second victory of the season in the German 125cc race. Locatelli burst from the second group in the final stages of the race to contest victory with Hector Barberá eventually claimed second place, with Nieto edging out Dovizioso by 0.009 seconds for the final podium slot. Locatelli moves back ahead of Barberá to second in the championship by two points, with Dovizioso hanging on to his series lead by seven in what is a typically open and exciting series.

Season So Far



betandwin.com Africa's Grand Prix - Welkom

1 Valentino Rossi	Yamaha	43'50.218	162.569Km/h
2 Max Biaggi	Honda	+0.210	162.556Km/h
3 Sete Gibernau	Honda	+7.255	162.122Km/h



Gran Premio Marlboro de España - Jerez (Wet Race)

1 Sete Gibernau	Honda	52'01.293	137.736Km/h
2 Max Biaggi	Honda	+5.452	137.452Km/h
3 Alex Barros	Honda	+52.570	135.454Km/h



Grand Prix Polini de France - Le Mans

1 Sete Gibernau	Honda	44'22.750	158.236Km/h
2 Carlos Checa	Yamaha	+1.671	158.137Km/h
3 Max Biaggi	Honda	+1.908	158.123Km/h



Gran Premio Cinzano D'Italia - Mugello (Restart Part 2 Wet Race)

1 Valentino Rossi	Yamaha	12'06.803	155.877Km/h
2 Sete Gibernau	Honda	+0.361	155.799Km/h
3 Max Biaggi	Honda	+1.540	155.547Km/h



Gran Premi Gauloises de Catalunya - Catalunya

1 Valentino Rossi	Yamaha	44'03.255	160.949Km/h
2 Sete Gibernau	Honda	+0.159	160.939Km/h
3 Marco Melandri	Yamaha	+13.923	160.105Km/h



Gauloises TT Assen - Assen

1 Valentino Rossi	Yamaha	38'11.831	179.876Km/h
2 Sete Gibernau	Honda	+0.456	179.840Km/h
3 Marco Melandri	Yamaha	+9.909	179.102Km/h



Cinzano Rio Grand Prix - Nelson Piquet

1 Makoto Tamada	Honda	44'21.976	160.110Km/h
2 Max Biaggi	Honda	+2.019	159.989Km/h
3 Nicky Hayden	Honda	+5.740	159.764Km/h



VELTINS Motorrad Grand Prix Deutschland - Sachsenring

1 Max Biaggi	Honda	42'23.287	155.888Km/h
2 Alex Barros	Honda	+0.349	155.866Km/h
3 Nicky Hayden	Honda	+4.293	155.625Km/h

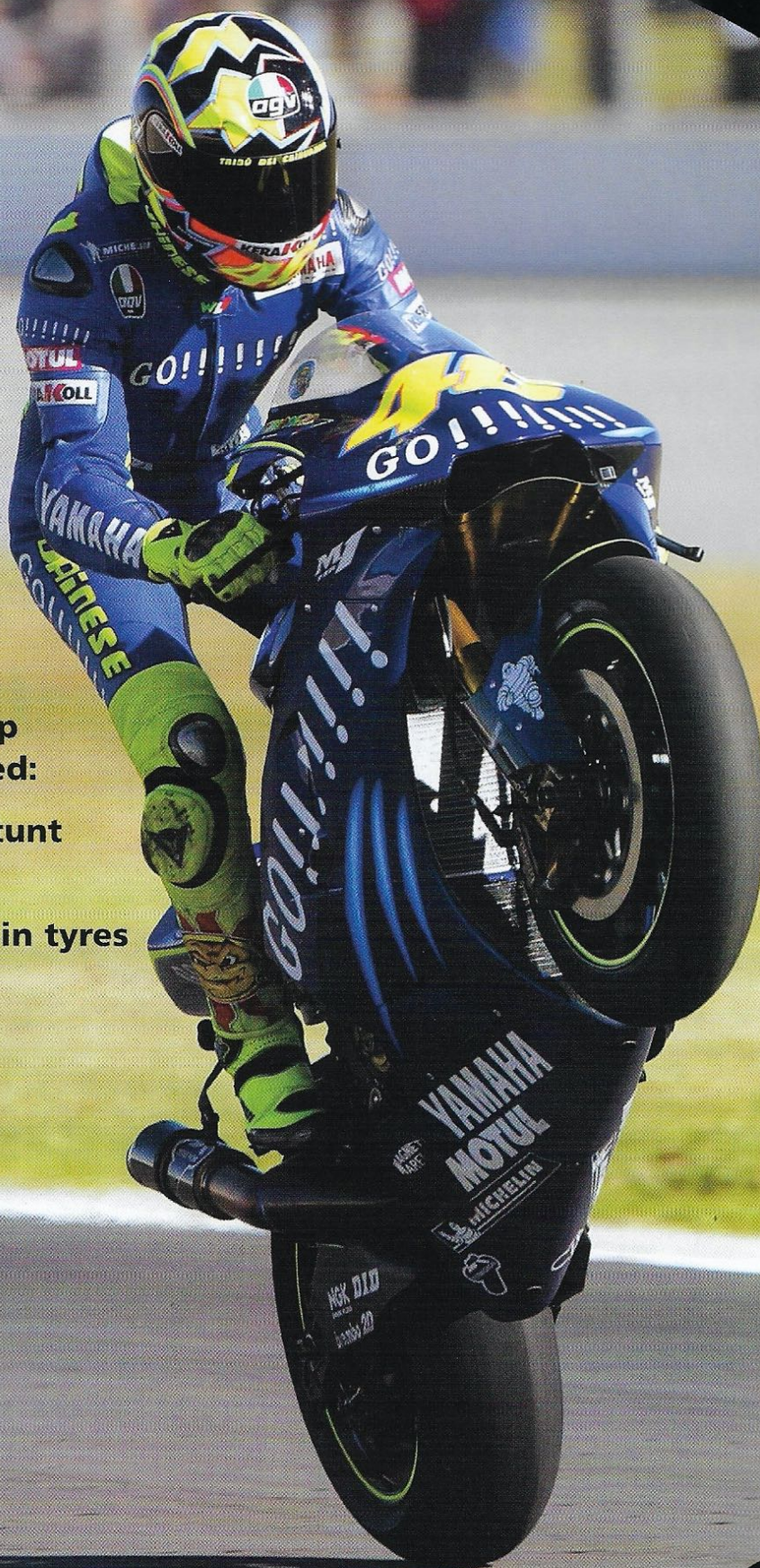


Photo: Dppl - chaff

To control a 230 bhp
motorcycle, you need:

- ☐ the skills of a stunt
rider
- ☐ a pair of Michelin tyres

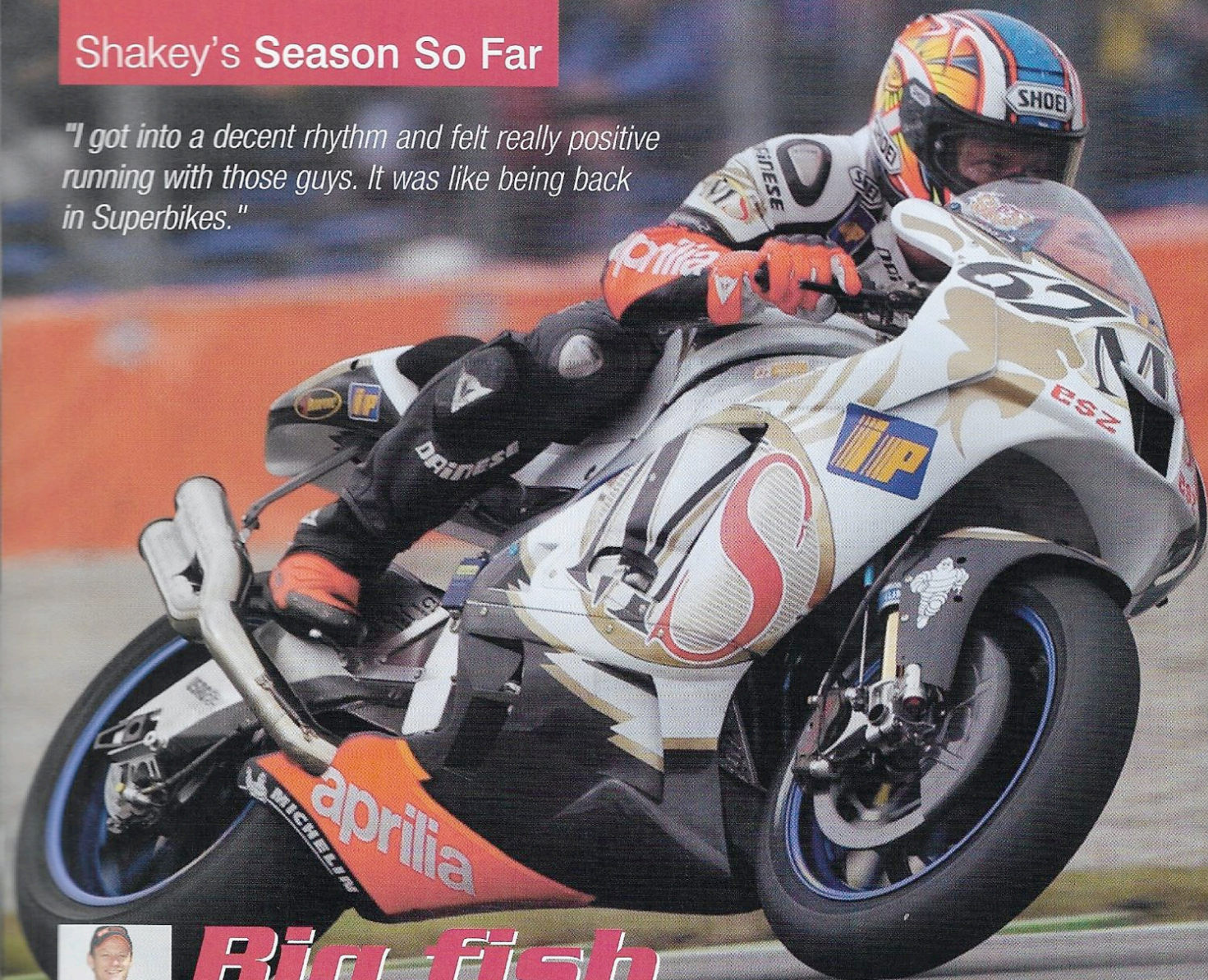


Valentino Rossi - Team Yamaha



Shakey's Season So Far

"I got into a decent rhythm and felt really positive running with those guys. It was like being back in Superbikes."



Big fish in a bigger pond: Shakey

Shane Byrne is not only the first high profile and successful motorcycle racer to hail from London since the days of the lanky frame of Terry Rymer but he is also the reigning British Superbike Champion; one of the most competitive national series' in the world.

Shakey's signature for the factory Aprilia team during the off-season was something of a surprise. While the 27 year old should be congratulated for making the leap to the highest level (and the ambition of the Italian team in backing a MotoGP debutant should not go un-praised) it was clear immediately that Byrne would be facing a tall order to tame the wild power of the RS cube Aprilia which even multi WSB Champion Colin Edwards found a little too hot for comfort on the occasion.

So far at the time of writing (before the German Grand Prix) Shakey has gained the best result between himself and Hodgson with a tenth spot at Mugello and he is in very close proximity to his countryman in the bottom half of the riders standings. Hodgson has racked up more years at the top level (unbelievably this is Byrne's first stab at international racing) but the southerner is used to putting his rival in their place; it was during the World Superbike round at Brands Hatch last year that the eventual British Champion would take an emphatic double win.

Shakey has admitted that his goal is to get inside the top 15 at every race and so far he has managed it at three GPs. There have been the obvious teething troubles

with set-up, getting the engine sorted and solving a rear end chatter problems but there have also been some very encouraging moments.

In South Africa for his debut he claimed a solid 15th. "It was hard to do consistent laps," he reflected after the race. "I just need more experience in MotoGP. One lap I'd go into a corner perfectly and then the next not quite so good."

At Jerez he placed fifth in his first wet practice session on the Aprilia, also using treaded Michelins for the first time. The race was less fortunate with a high-side crash meaning a fractured right hand and being forced into the stands for the race in France. A decent recovery was around the corner as Byrne crossed the line three weeks later with a surprising tenth in Italy. "I got into a decent rhythm and felt really positive running with those guys. It was like being back in Superbikes."

Since then Shane has taken another points scoring ride at Barcelona and is making visible progress. Not bad for a guy who admitted that he was visibly in awe of Rossi and Biaggi at a pre-season bike show and had to restrain himself in asking for their autograph!

Shane Byrne's Season so Far:
(Qualifying/Race position)

Welkom:	19/15
Jerez:	16/DNF
Le Mans:	DNS
Mugello:	17/10
Circuit de Catalunya:	20/13
Assen:	18/DNF
Rio:	20/17
Germany:	23/14





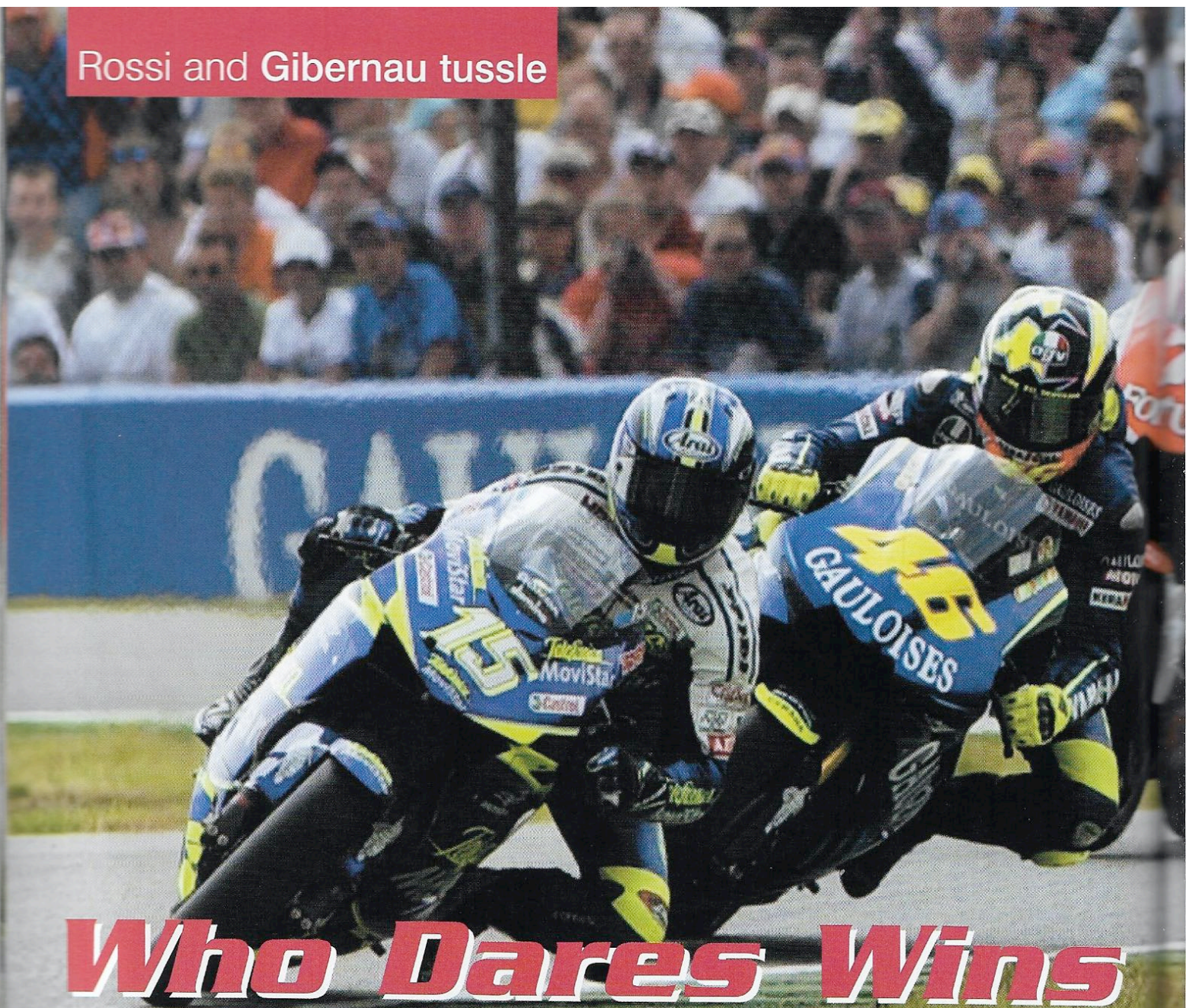
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Who Dares Wins

The on-track tussle between Rossi and Gibernau

Many of the previews for this season's MotoGP Championship predicted one of the most open contests for years after the lengthy period of dominance by Honda in the hands of Mick Doohan and Valentino Rossi. For once the pundits would seem to have squarely hit the nail on the head.

While the winter talk of whether Rossi would be competitive on the Yamaha turned out not to be particularly necessary, the excited debates taking place throughout the motorcycle racing community were not without substance. The line-up of teams and riders seemed mouth-watering enough but as we anticipate the ninth round of sixteen this Sunday the playing field between the usual suspects at the top of the MotoGP tree has been levelled and the series is all the richer for it.

Perhaps the most encapsulating contest has been the duel between Rossi and Sete Gibernau that began in earnest last year and has extended into this season. Former Honda team-mates, Gibernau's consistent speed and results was the only form of pressure Rossi's faced in his charge to the third of three consecutive titles during 2003. Now in different camps the Spaniard represents the main thrust of Honda's efforts to hang onto their prestigious winning streak while Rossi is now placed in the role of challenger. As fans we know that Gibernau has the potent machinery and backing but 'The Doctor' is a once-in-a-lifetime talent that is

virtually unparalleled.

Of course Gibernau has the ability and speed but he also has the Honda, while Rossi is maybe making up for the short-falls of the Yamaha with his breath-taking skill on two wheels; just look at his team-mate Carlos Checa's results with at least four times the amount of races with Yamaha in contrast to see the startling transformation Rossi has bought to the manufacturer. Rossi, at only 25, has won everything, broken almost every record and is running out of personal goals within the sport. Gibernau is in the fierce glow of a career sunset enjoying a late spell of glory. The hunger is equal, as are the scales, and the racing is subsequently awesome.

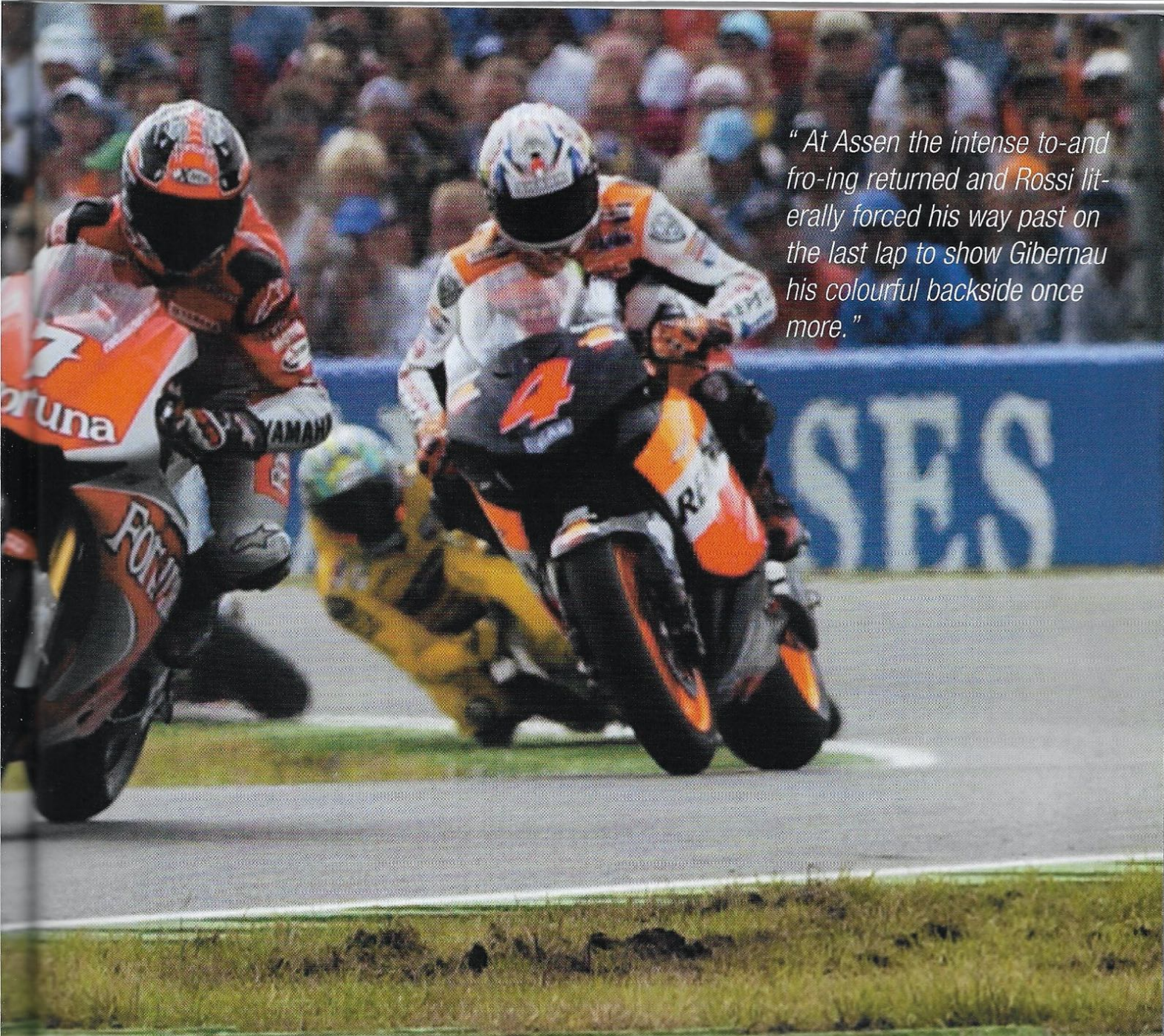
The fun and games kicked off at Le Mans last year when an audacious move by Gibernau on the last hairpin of the second part of the race sprint to the line gave Rossi a wake-up call. He repeated the gesture five GPs later in Germany and seized the win at the death after a rare moment of hesitation by Rossi on the final corner. Up until the second half of the season Gibernau had actually won more races than Rossi but those two close finishes will go down as modern classics.

Going into 2004, Rossi flirted with proverbial and perennial thorn-in-the-side Biaggi in South Africa but Gibernau struck back at Jerez a race that saw the end of the Welkom winner's record streak of consecutive

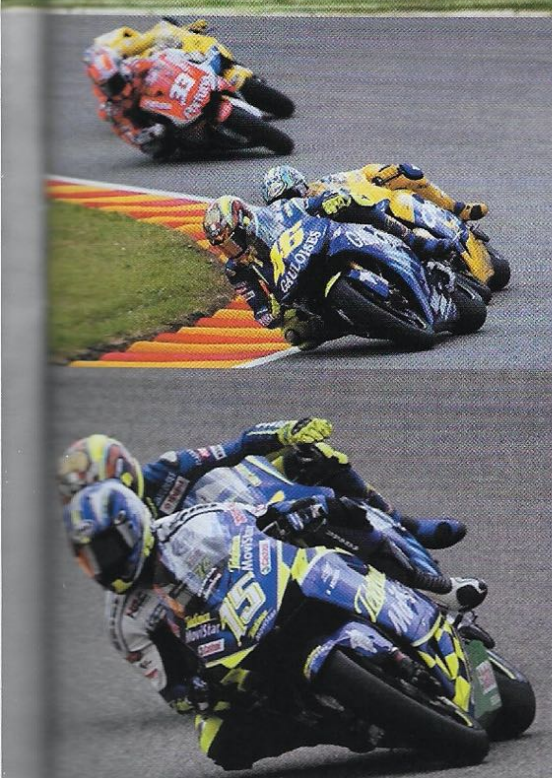
podiums. At Assen the intense to-and-fro-ing returned and Rossi literally forced his way past on the last lap to show Gibernau his colourful backside once more.

Both Rossi and Gibernau are both appealing in their apparent fallibility; there are no villains here or egos to dislike, simply a case of preference. Rossi has a new bike to develop and has seemed ragged in more than one race this year as he pushes the Yamaha to the limit in search of GP success. His achievements are nothing short of incredible and his propensity for error minimal, but the fresh challenge he has undertaken has not only won him respect but also an extra appreciative edge of excitement and uncertainty. His crash at Rio was initially a real shock but highlighted the fact that he was not some faultless, perfect racing 'machine'.

Gibernau's career seemed to be going backwards after that emotional first win at Valencia at the end of 2001. There was a feeling of 'borrowed time' but with a return to Honda in 2003 and dealing with the death of his team-mate Daijiro Kato at the very first GP seemed to propel the 31 year old to a higher level and certainly to the fore-front of Honda's attention once Rossi had packed his bags and waved 'arrivederci'. The crash at Jerez in 2003, with that old useful tool of hindsight, cost him a realistic shot of pushing Rossi to the end for the Championship, and the fall at Rio a few weeks ago, some laps before the Italian, also showed that the



"At Assen the intense to-and-fro-ing returned and Rossi literally forced his way past on the last lap to show Gibernau his colourful backside once more."



campaign would not be without its twists and turns, something that has not been overly prevalent in the last decade.

Gibernau has often been over-complimentary to the point of sycophantism with Rossi; seemingly congratulating him on every occasion the pair finished on the podium, normally with Rossi in the central winner's chair of the post-race press conference. The mood had noticeably changed at Assen when the Spaniard deemed that his rival's last lap attack (where both touched as Rossi moved through and Gibernau's mudguard was broken) was unnecessary and for once the relationship between the two former Honda riders looked icy. Any signs of retribution were wiped out as both surprisingly fell a week later for the Brazilian Grand Prix and, at the time of going to print, swords will certainly be drawn for Germany where the battle between the riders went down to the last corner of the final lap and involved less than a bike length at the finish line.

Rossi may have been belatedly bumped to the lower step of the podium last year at Donington but he passed the chequered flag first; with Gibernau not far away in third the stage is set for a cracking 'gunfight' Sunday afternoon.

Rossi's Season so Far: (Qualifying/Race)

Welkom:	1/1
Jerez:	1/4
Le Mans:	4/4
Mugello:	3/1
Catalunya:	2/1
Assen:	1/1
Rio:	8/DNF
Sachsenring:	2/4

Gibernau's Season so Far: (Qualifying/Race)

Welkom:	2/3
Jerez:	2/1
Le Mans:	1/1
Mugello:	1/2
Catalunya:	1/2
Assen:	3/2
Rio:	4/DNF
Sachsenring:	4/DNF



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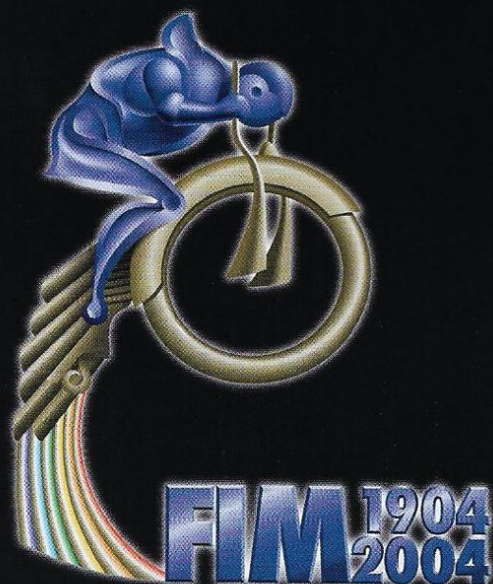
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Silver plaque	Canon EF28-300 mm f/3.5-5.6L IS USM
Bronze plaque	Canon EF70-300mm f/4.5-5.6 DO IS USM

■ For Amateur photographers

Gold plaque	Canon EOS 300D
Silver plaque	Canon PowerShot S1 IS
Bronze plaque	Canon Digital IXUS IIs

(All Canon products are European models)

Regulations of the contest on the FIM Website: www.fim.ch

Period of application of the photo contest

2004 season until 30 September 2004 (deadline for sending the pictures to the FIM Executive Secretariat: 11 route Suisse, CH-1295 Mies).

Subjects of the pictures

Motorcycle pictures taken during the 2004 season, during sporting or non-sporting events

Selection of photos by the Jury, first exhibition of the photos and winners' announcement

2004 FIM Congress (Paris, October 18 to 23)

Prize Giving to the winners of the contest

2004 World Champions Awards Ceremony (December 11, venue to be announced)

Exhibition places of the winning pictures

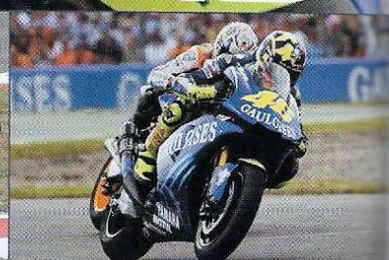
2004 FIM Congress, Paris
2004 World Champions Awards Ceremony
FIM headquarters
2005 FIM World Championship events

Valentino Rossi

ITA Urbino, 16/02/79



First GP	MAL '96
Starts	129
Wins	63
Podiums	94
Poles	33
Fast Laps	57
World Titles	5
('03, '02, '01, - MotoGP '99 - 250 '97 - 125)	



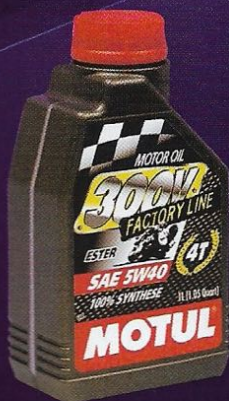
In 2001 Valentino Rossi, conqueror of the 125, 250 and 500 World Championships in his second season in each class, became only the second rider in the history of motorcycling to lift all three titles. Son of Graziano, celebrated rider of the seventies, the charismatic Italian entered Grand Prix with Aprilia in 1996 winning 125cc races in his first season. Rossi's natural skill and flair has already made him a huge fans' favourite and at just 24 years of age, he is set to become one of the sport's 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 has just undertaken the biggest challenge of his career by leaving Honda and joining Yamaha, and seems to be succeeding judging by his thrilling GP wins this season. Another Championship under another manufacturer's flag would probably confirm Rossi as the greatest rider ever.

Gauloises Fortuna Yamaha Yamaha

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Max Biaggi

ITA Roma, 26/06/71



First GP	EUR '91
Starts	186
Wins	41
Podiums	102
Poles	55
Fast Laps	40
World Titles	4
('97, '96, '95, '94 - 250)	



As a youngster, Max Biaggi always dreamed of playing football for AS Roma. However, in 1988 he fell in love with motorcycles when a friend invited him to ride at the local Vallerlunga circuit 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 seasons with Yamaha, Biaggi returned to Honda for 2003 and finished third. With the departure of arch-rival Valentino Rossi Biaggi is now one of Honda's main challengers and a sure favourite for the crown in 2004, already collecting a host of top three results in the first part of the season.

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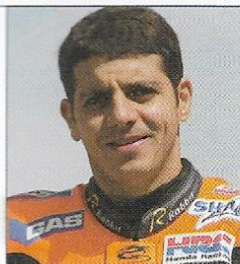
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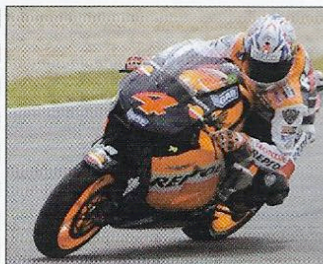
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Alex Barros

 BRA Sao Paulo, 18/10/70

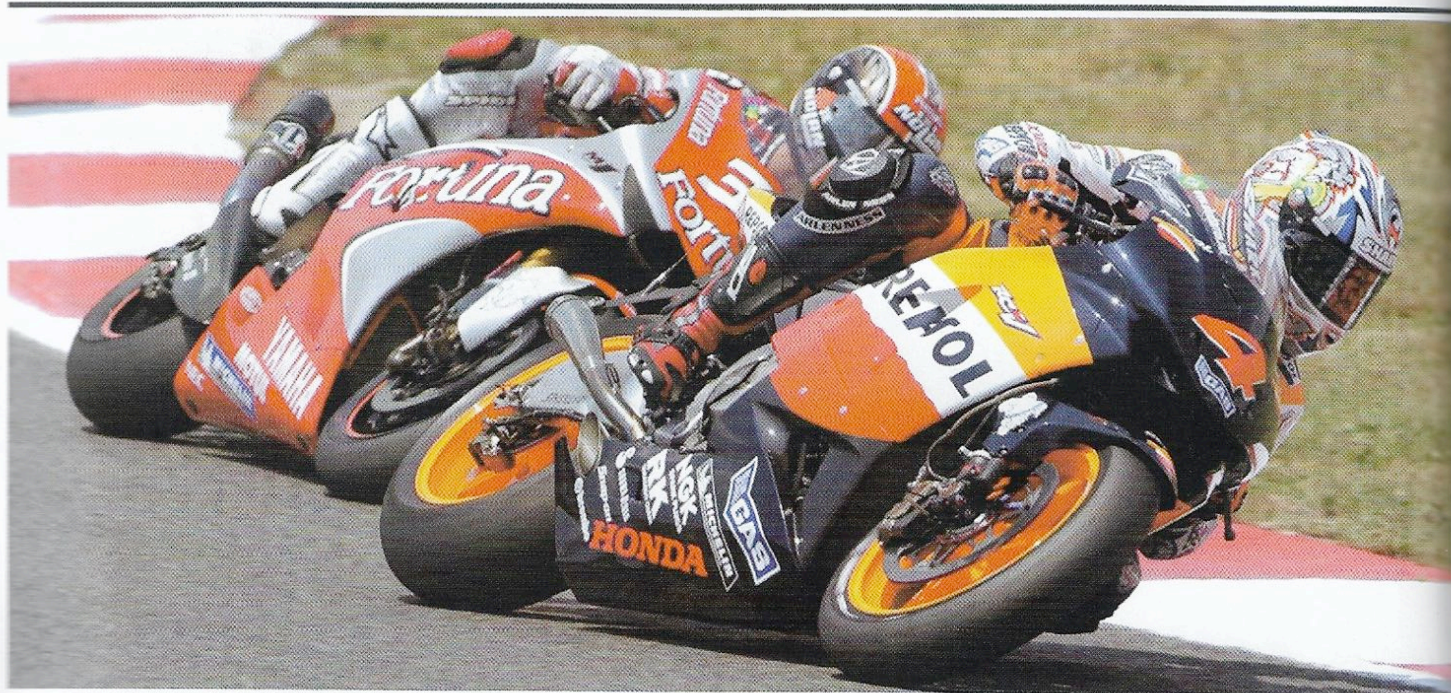


First GP	SPA '86
Starts	230
Wins	6
Podiums	26
Poles	4
Fast Laps	10
World Titles	-



After 13 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 world 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 at the first GP. He partners Nicky Hayden for 2004 taking Valentino Rossi's vacant saddle and despite one top three appearance has yet to repeat the form at the tail end of 2002 that saw him score two wins in three races.

Repsol Honda Team *Honda*

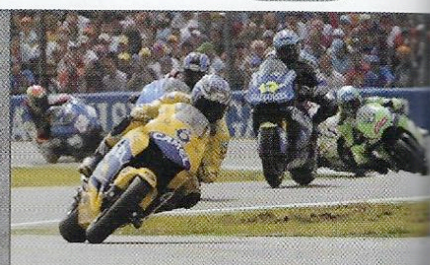


Makoto Tamada

 JPN Ehime, 04/11/76



First GP	JPN '98
Starts	22
Wins	-
Podiums	1
Poles	-
Fast Laps	-
World Titles	-

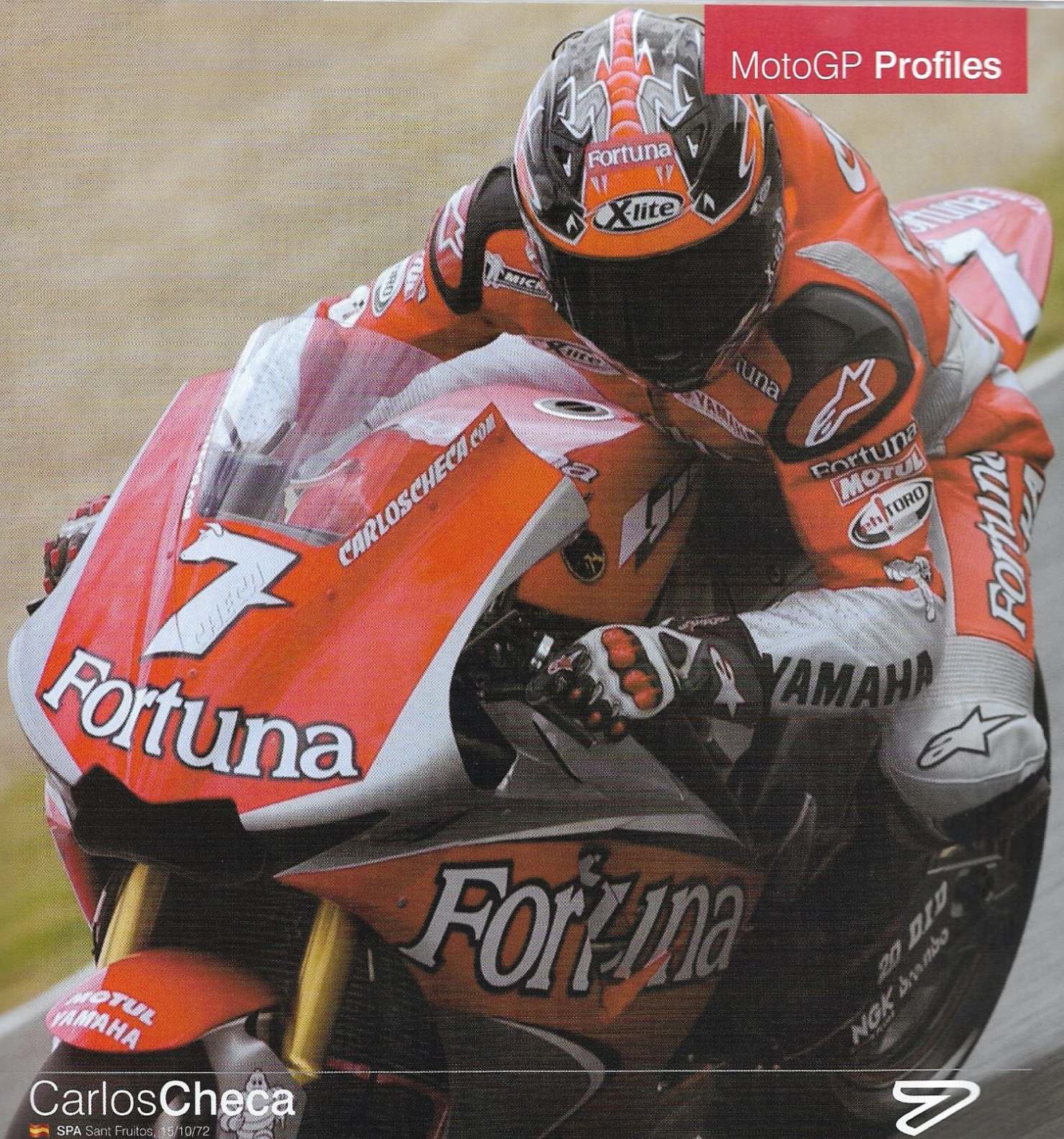


Starting out during 1994 riding a 250cc production machine in his native Japan, Makoto Tamada learned his apprenticeship in the quarter-litre national series over four years, all the while Honda mounted.

In 1999 he entered the Superbike arena and proved to be one of the fastest riders on the scene. He came to international attention with two World Superbike wins in 2001, a second place at the 2002 Suzuka 8 hour and four victories from seven starts in the Japanese SBK series that same year.

27 year old Tamada completed his first full season of MotoGP racing in 2003 armed with a Honda, the same machine that he takes into the 2004 campaign but as part of the Camel Pramac Pons team. Tamada earned his first podium at Rio 2003 and collected his debut win at the same venue this season.

Camel Honda *Honda*

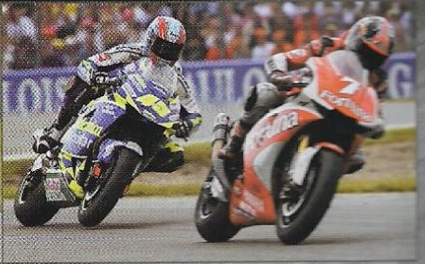


Carlos Checa

SPA Sant Fruits, 15/10/72



First GP	EUR '93
Starts	157
Wins	2
Podiums	22
Poles	2
Fast Laps	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 250 Grand Prix 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 fifth season as a factory Yamaha rider in 2003 with 7th position overall and still has yet to emerge as a consistent contender for GP success. The pressure is on the 31 year old in 2004 as he partners Valentino Rossi and he has already managed to gain a podium but Rossi is often placing the same bike at the front of the field.

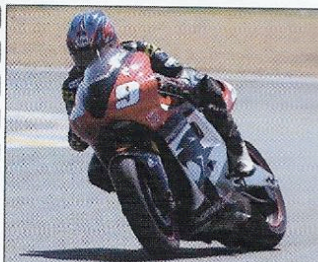
Gauloises Fortuna Yamaha Yamaha

Nobuatsu Aoki

JPN Sumaga, 31/08/71



First GP	JPN '90
Starts	153
Wins	1
Podiums	7
Poles	1
Fast Laps	1
World Titles	-



The eldest of the three Aoki brothers, Nobuatsu was introduced to motorcycle racing by his father. By the time he was 11 years old Nobu was racing with his brothers in the pocket bike series, and they progressed together through mini-bikes, sport production and the All Japan Championship. In 1993 he completed his first full season in the 250 World Championship and 4 years later, with just one victory under his belt, he demonstrated that he can be competitive in 500 after making the switch to a V4 Honda and finishing 3rd in his first season. After 3 seasons with Suzuki, Aoki spent a year developing Bridgestone tyres, before returning to MotoGP in 2002 with Proton KR. In 2003 he scored the team's first points with the brand new four-stroke machine that he will continue to develop in 2004.

Proton Team KR Proton

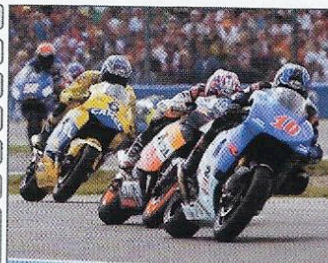


Kenny Roberts

USA Mountain View, 25/07/73



First GP	USA '93
Starts	140
Wins	8
Podiums	19
Poles	9
Fast Laps	8
World Titles	1 ('00 - 500)



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 500 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 moved into 500 with Yamaha and then had a stint with his father's Modenas team before moving to Suzuki in 1999. Within two seasons the Japanese factory were celebrating their first 500 title since Kevin Schwantz in 1993. Roberts endured a tough defence of his crown in 2001 and finished in 11th place overall. Now after two years developing the four-stroke machine with little to show for their efforts Roberts remains Suzuki mounted for 2004 and despite a typically steady start seems to be making progress if his pole position in Rio is anything to go by.

Team Suzuki MotoGP Suzuki

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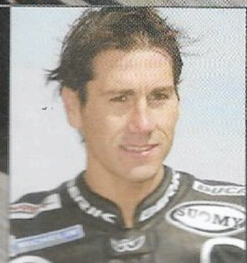
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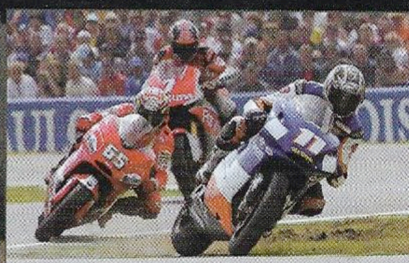


RubenXaus

SPA Barcelona 10/02/78



First GP	RSA '04
Starts	10
Wins	-
Podiums	-
Poles	-
Fast Laps	-
World Titles	-



The latest Spaniard to enter the MotoGP World Championship is 2003 World Superbike runner-up Ruben Xaus. Born in Barcelona Xaus, encouraged by his father, started riding at the age of five and enjoyed dirtbikes 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 Supersport 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 1996 German Championship before a brief two year stint in the World Supersport series where he made his name with some impressive performances and two victories. NSB bound in 2001 with Ducati he has been a podium regular over his three season four-stroke education and now joins '03 team-mate Neil Hodgson as part of the new D'Antin Ducati team.

D'Antin MotoGP Ducati



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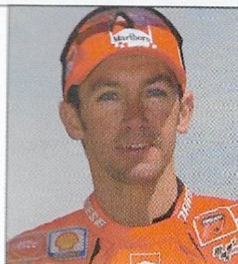
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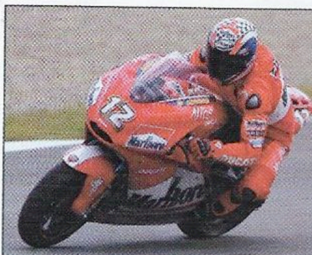
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Troy Bayliss

AUS Taree, 30/03/69



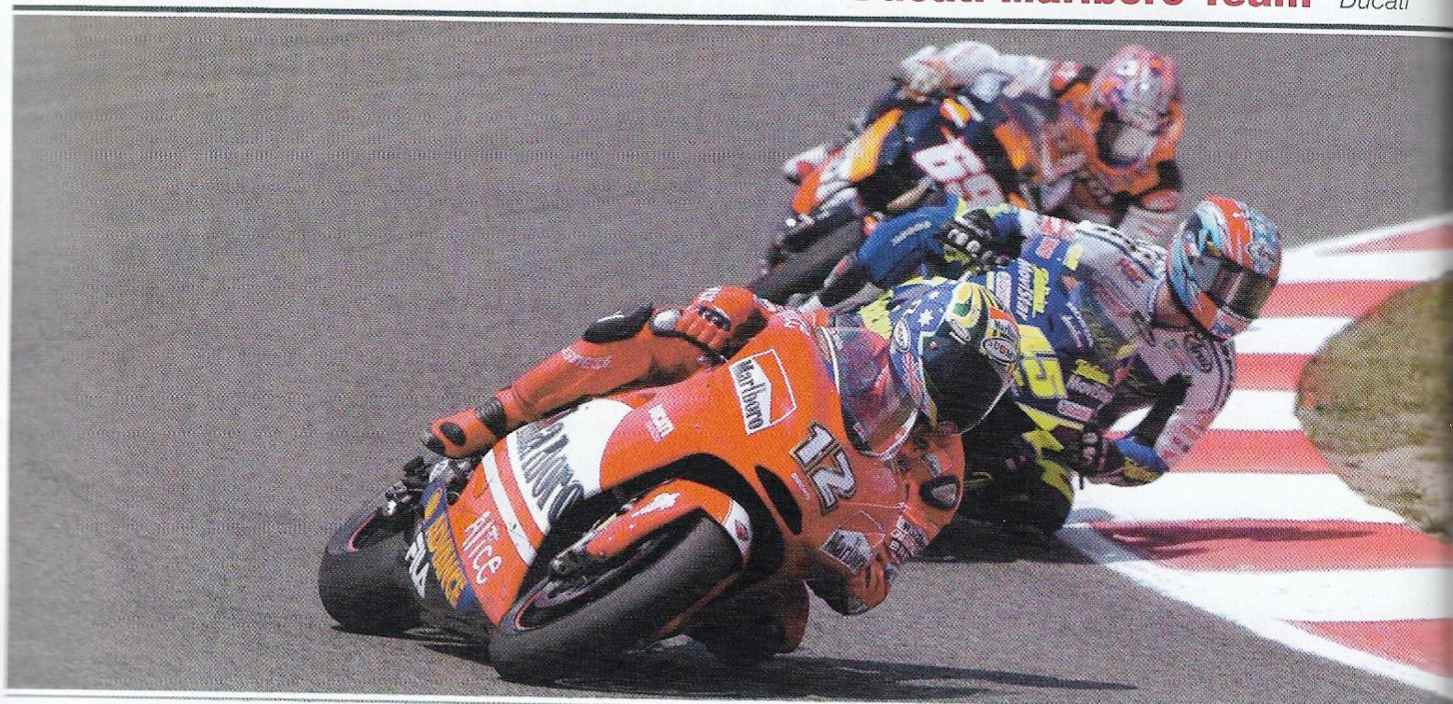
First GP	AUS '97
Starts	22
Wins	-
Podiums	3
Poles	-
Fast Laps	-
World Titles	-



12

Reaching his mid-30s Troy Bayliss finally arrived at the very highest level of motorcycle racing as part of the Ducati team. Bayliss started racing at the relatively late age of 22 after a sporting and competitive childhood. He participated on the domestic scene 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 his native 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. He remains in the same team this season and like Capirossi is having a tough time with the '04 version of the Ducati.

Ducati Marlboro Team *Ducati*

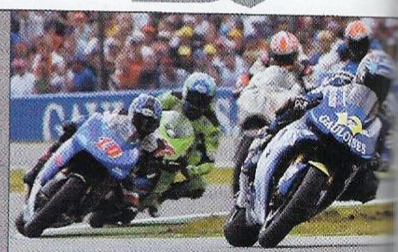


Norick Abe

JPN Tokyo, 07/09/75



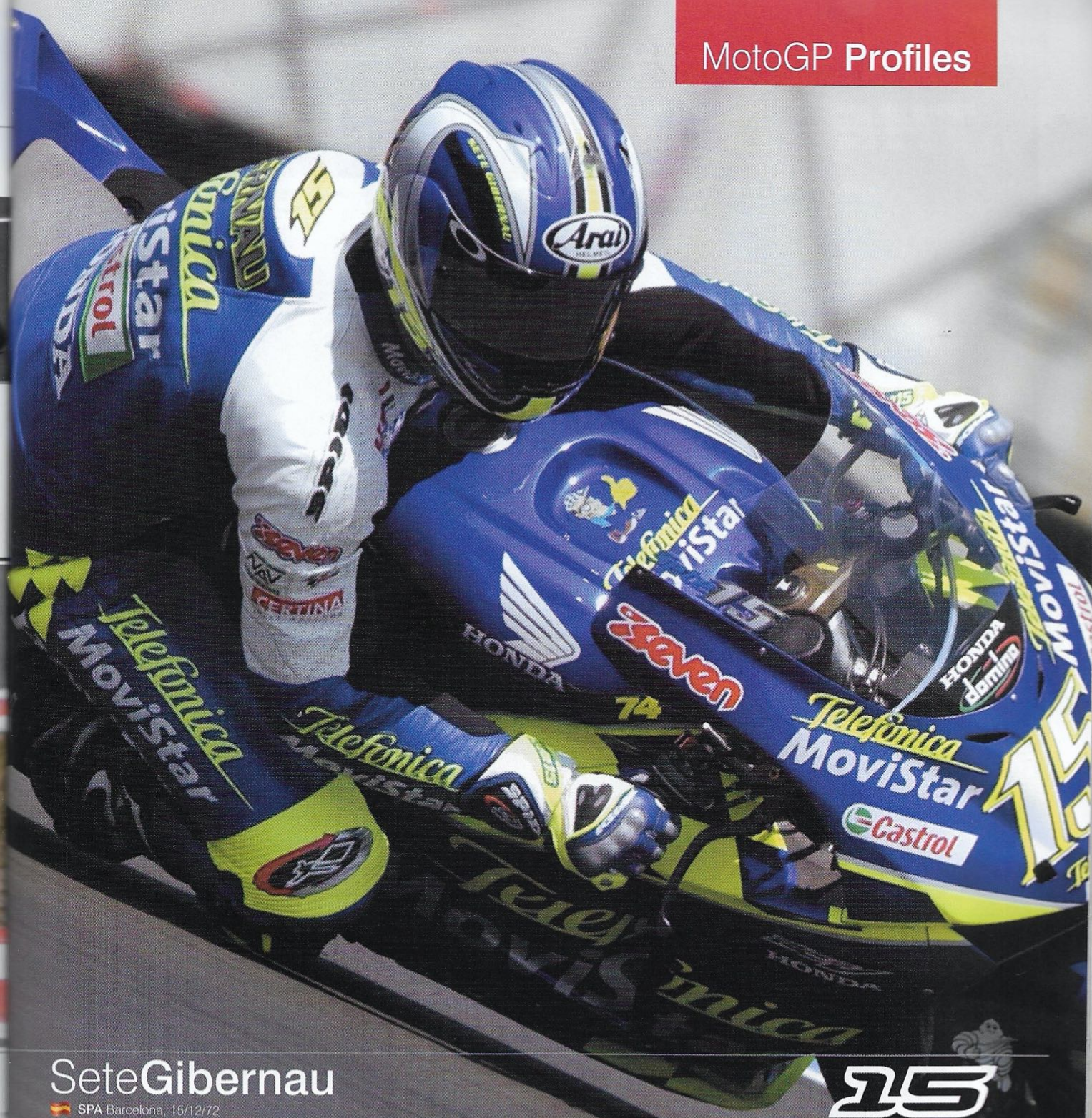
First GP	JPN '94
Starts	133
Wins	3
Podiums	17
Poles	-
Fast Laps	1
World Titles	-



17

Norick Abe shot to fame after an incredible wild card ride at the 1994 Japanese Grand Prix, which saw the 19 year old rookie battle for the lead until 3 corners from the finish line. His performance earned him a ride with Marlboro Yamaha Team Roberts, with whom he gained his first Grand Prix victory at Suzuka in 1996 and became a national hero as the first ever home winner of the Japanese GP. A year later he moved to Yamaha Team Rainey but struggled to fulfil his potential in a period blighted by injury and inconsistent performances. He has been with the Luis d'Antin Team since 1999, in which time he has added 2 more victories to his resumé and brought his total of podium finishes to 17. After fulfilling a role as test rider Abe has earned a seat next to Marco Melandri in the factory Yamaha team for 2004.

Fortuna Gauloises Tech 3 *Yamaha*



Sete Gibernau

SPA Barcelona, 15/12/72



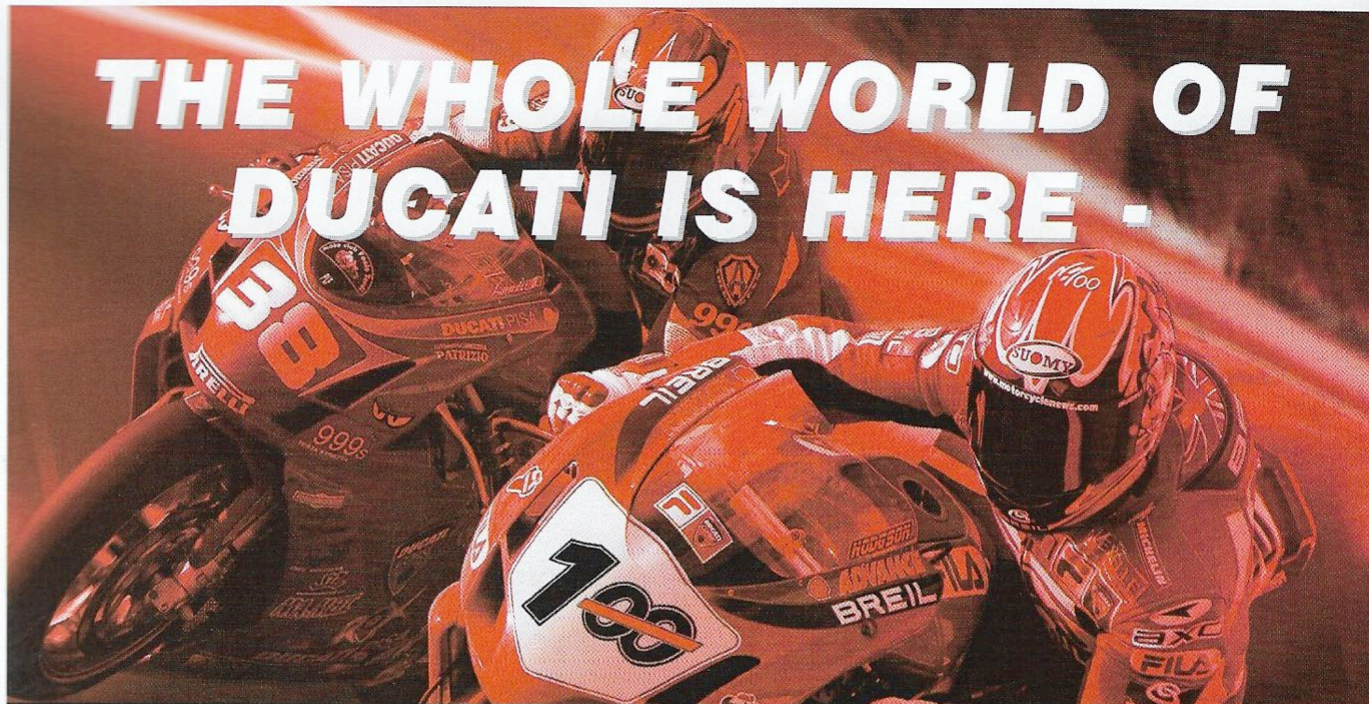
First GP	SPA '92
Starts	132
Wins	7
Podiums	22
Poles	5
Fast Laps	7
World Titles	-



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, the budding star 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 500 the following year. In 1998 the Spaniard piloted a Honda NSR500 V2 before taking over the V4 vacated by Mick Doohan after three rounds of the 1999 season. Sete recorded 4 podiums that year but failed to live up to expectations in 2000 and was signed by Suzuki at the end of the season. Gibernau picked up his first ever victory at Valencia that year but endured a frustrating term of development in 2002 with the new four-stroke and returned to Honda for 2003. Last season was a revelation for the Catalan after the tragic death at Suzuka of his team-mate 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. He stays with the Telefonica Gresini team for 2004 and has already won races and headed the World Championship standings for the first time in his career. One of the firm title favourites.

Telefonica Movistar Honda MotoGP Honda

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John Hopkins

USA Ramona, 22/05/83

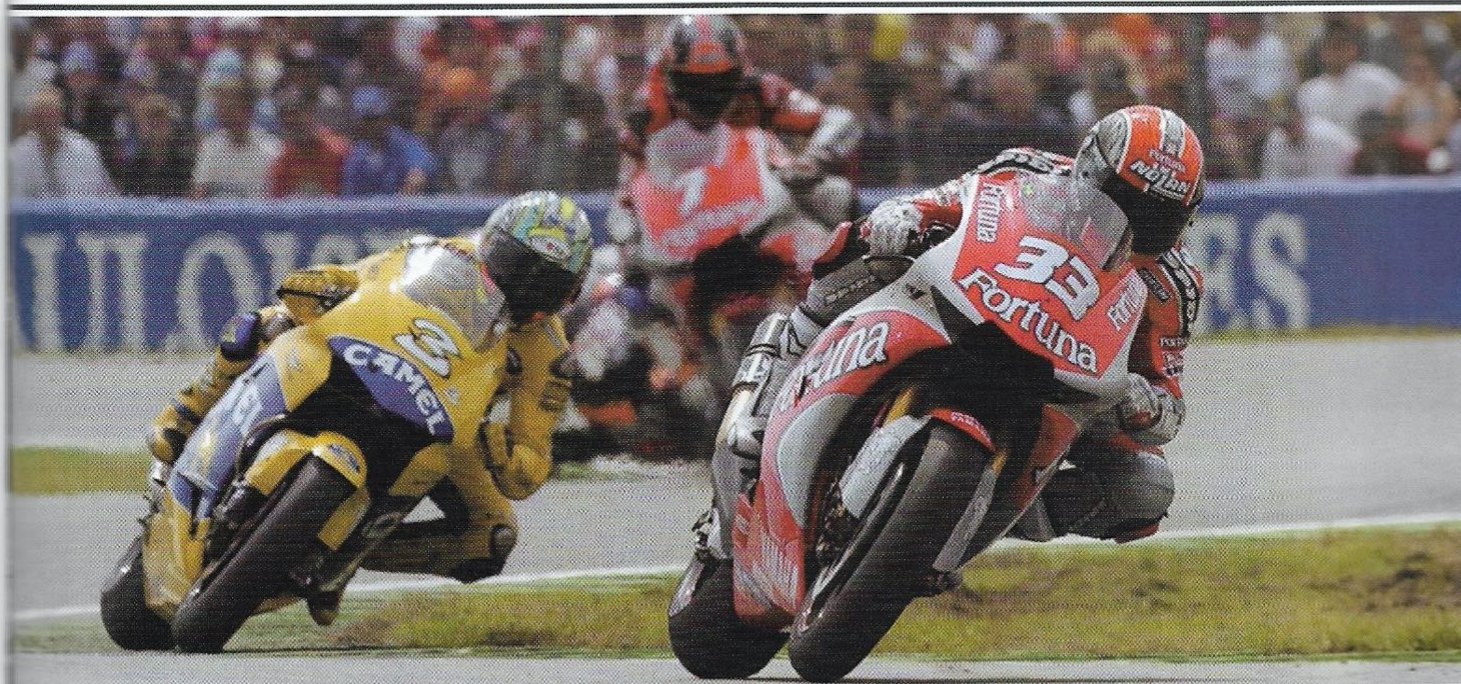


First GP	JPN '02
Starts	34
Wins	-
Podiums	-
Poles	-
Fast Laps	-
World Titles	-



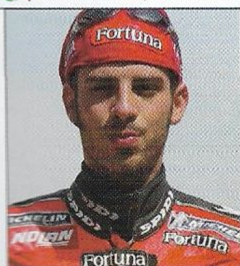
American born of British parents, John Hopkins has been racing since he was four years old, winning countless minibike events and regional titles in California before emerging victorious from the Aprilia Cup Challenge Series in 1999 at the age of 15. In the same year he won and came second in the Suzuki 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. For 2004 Hopkins remains on the Suzuki and knows that the time to prove himself on the highest stage is running out.

Team Suzuki MotoGP Suzuki

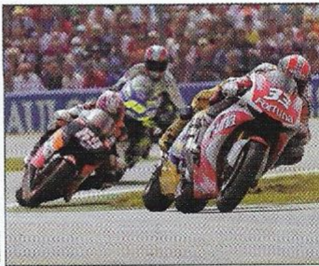


Marco Melandri

ITA Ravenna, 07/08/82



First GP	CZE '97
Starts	94
Wins	17
Podiums	43
Poles	10
Fast Laps	13
World Titles	1
	('02 - 250)



Introduced to racing at just six years of age by a friend of former rider Loris Reggiani, Marco Melandri shone in motocross, minibikes and the national 125 championship and was racing 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 title 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 already this season on the factory Yamaha including consecutive podiums at Catalunya and Assen hint at the future potential of the Italian youngster.

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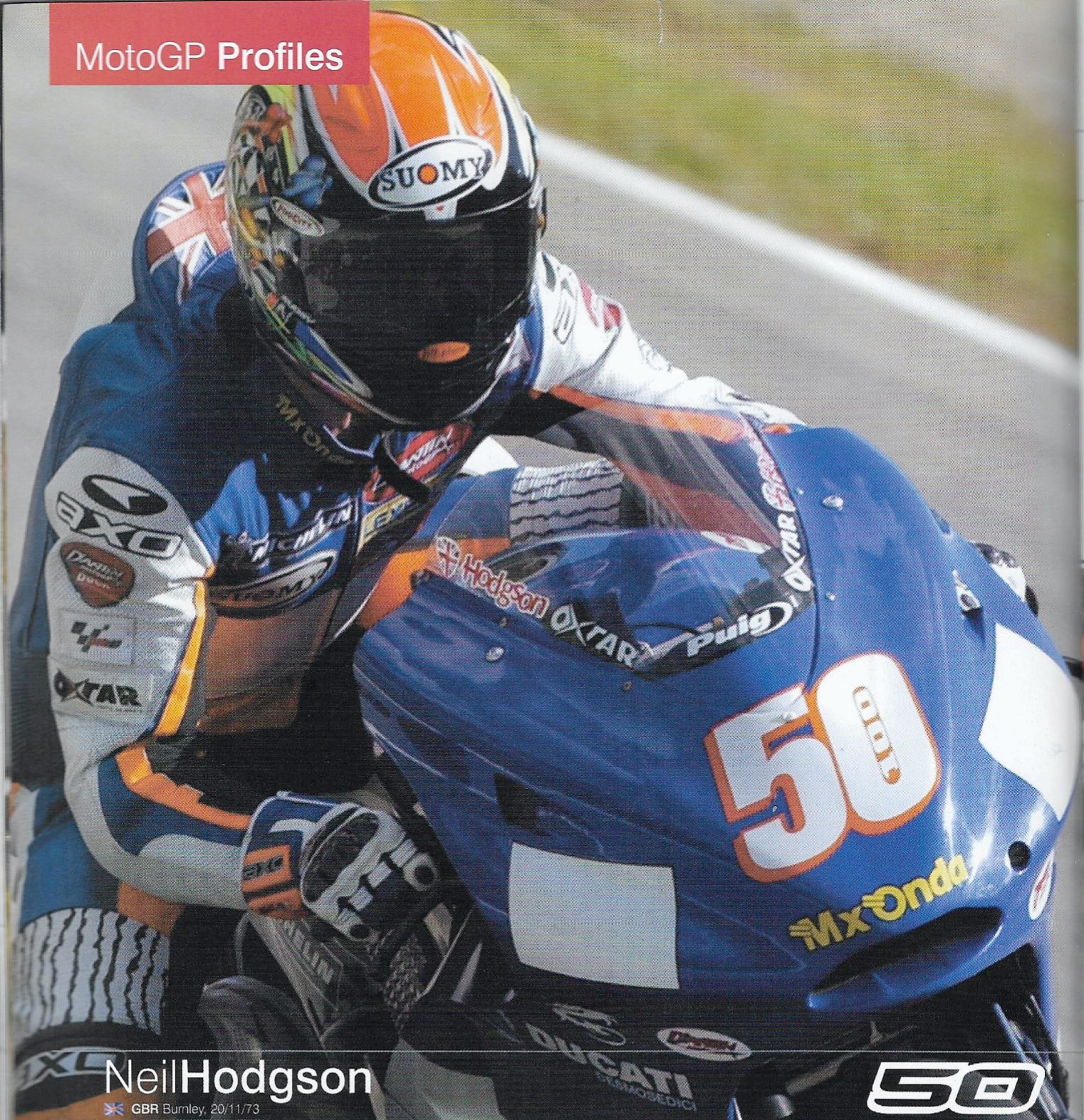
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Neil Hodgson

GBR Burnley, 20/11/73



First GP	GBR '93
Starts	7
Wins	-
Podiums	-
Poles	-
Fast Laps	-
World Titles	-

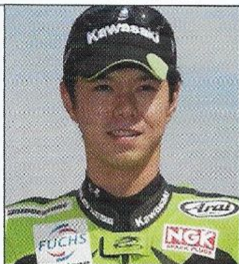


Neil Hodgson has raced at the top level for the past decade. Making his GP debut in 1993 and completing a full season in the 125s that term he then spent the next two years hovering around the 500cc World Championship impressing with some privateer machinery before signing for Ducati to ride as part of their factory World Superbike effort. The 30 year old's career then ebbed and flowed including an unhappy spell with Kawasaki on the WSB circuit until winning the British Superbike crown in 2000 that was swiftly followed up by the World Superbike title in 2003 as part of the Ducati Corse works set-up once again. An Isle of Man resident and former schoolboy motocross rider who followed in his father's footsteps by taking up road racing, Neil is the most recognisable motorcycle racer in the UK and his efforts with the D'Antin Ducati team for 2004, while difficult and injury-struck so far, will no doubt attract a lot of attention as the season progresses.

D'Antin MotoGP Ducati

Shinya Nakano

JPN Chiba, 10/10/77

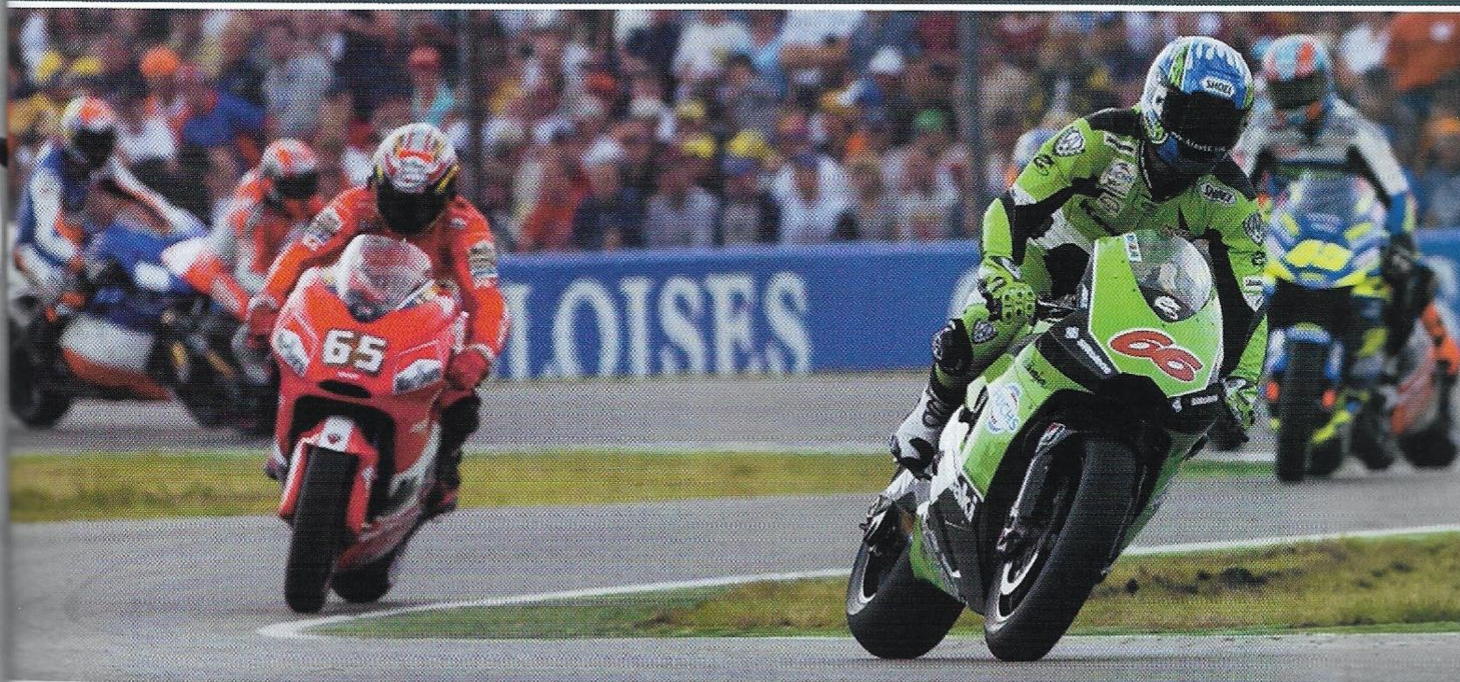


First GP	JPN '98
Starts	86
Wins	6
Podiums	19
Poles	5
Fast Laps	9
World Titles	-



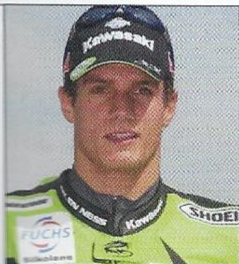
After winning the Japan 250 series in 1998, Shinya Nakano abandoned his engineering studies in Tokyo to join Olivier Jacque in the Tech 3 250cc World Championship team and was an immediate hit. He won his first GP at Motegi in 1999 and made the podium a further four times before the season was out. In 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 remains in the premier class for 2004 and has taken on the mantle of pushing the Kawasaki racing project further up the grid.

Kawasaki Racing Team Kawasaki

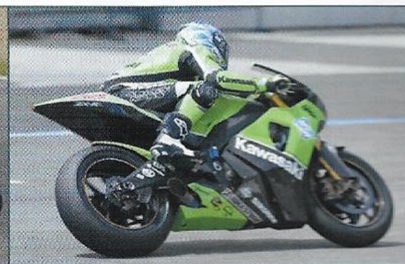


Alex Hofmann

GER Mindelheim, 25/05/80

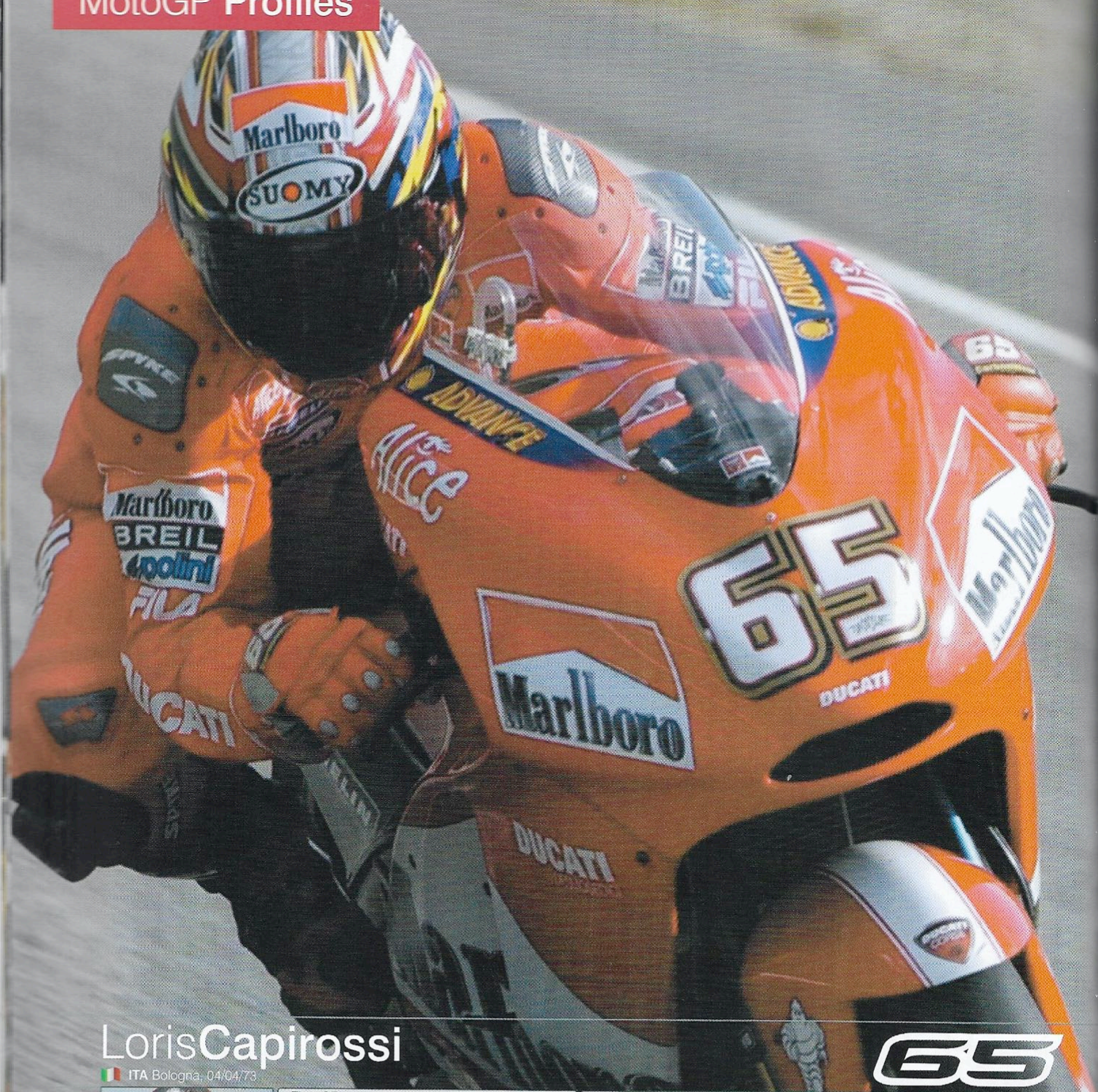


First GP	GER '97
Starts	56
Wins	-
Podiums	-
Poles	-
Fast Laps	-
World Titles	-



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 over the past three seasons and has made nine top ten finishes on private machinery. 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 races appearances manage to impress on the new and troublesome bike scoring points in two GPs. Alex's reward for the work put in and potential shown behind the scenes is a full factory ride under the green banner for 2004 and more development work ahead.

Kawasaki Racing Team Kawasaki

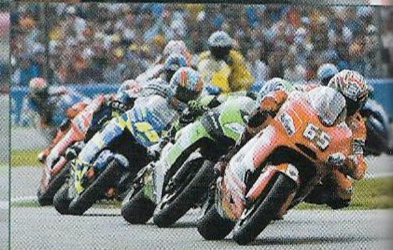


Loris Capirossi

ITA Bologna, 04/04/73




First GP	JPN '90
Starts	205
Wins	23
Podiums	81
Poles	36
Fast Laps	25
World Titles	3
('98 - 250 '91, '90 - 125)	



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 friendly and popular 30 year old spearheads the Ducati challenge again in 2004 and so far the latest version of the bike has not lived up to expectation with Loris unable to mix with the Yamahas and Hondas as much as he did in 2003.

Ducati Marlboro Team *Ducati*

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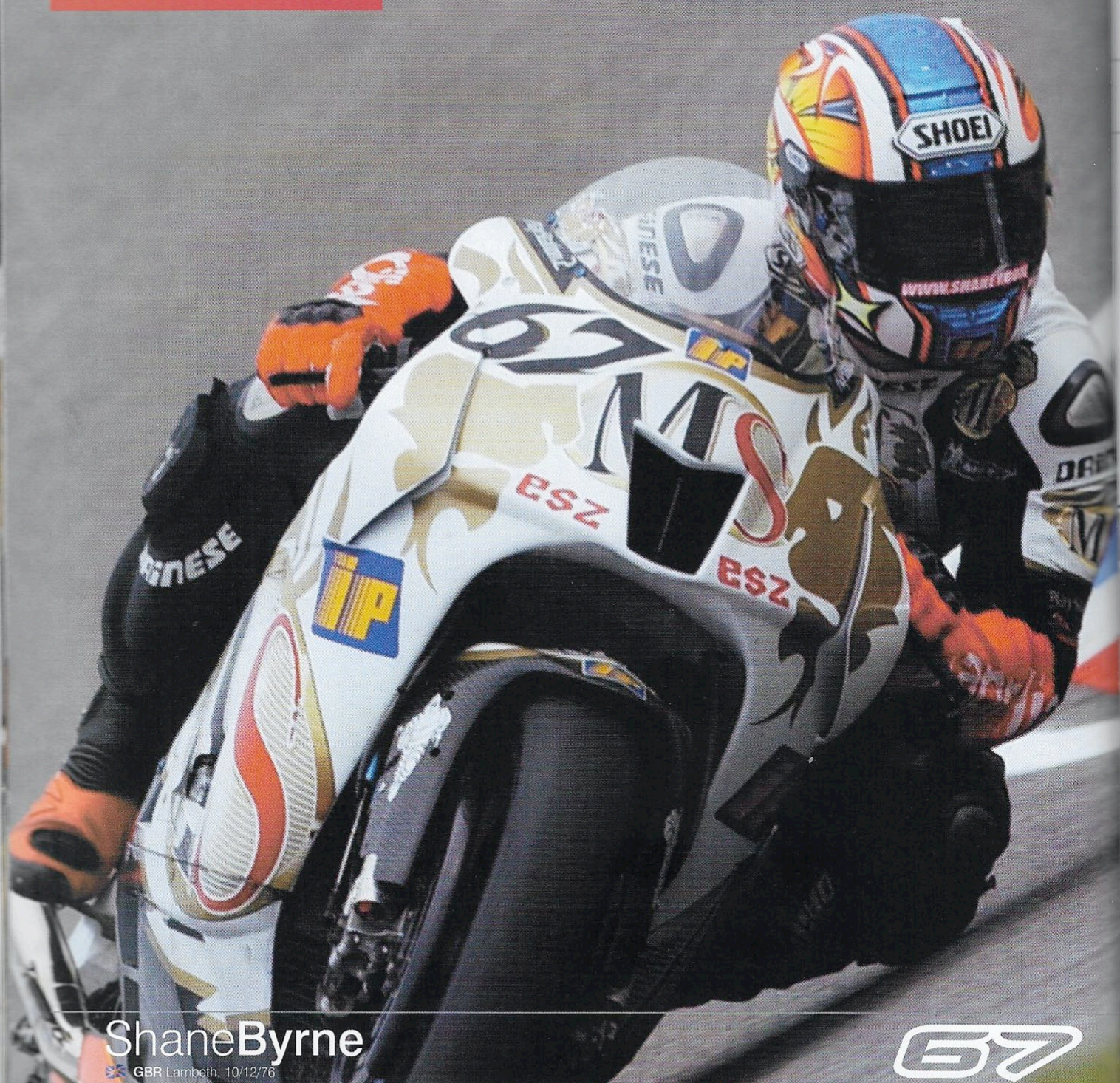
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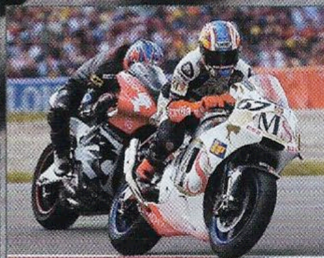


Shane Byrne

GBR Lambeth, 10/12/76



First GP	RSA '04
Starts	4
Wins	-
Podiums	-
Poles	-
Fast Laps	-
World Titles	-

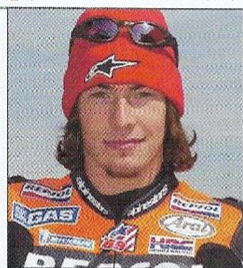


Like most of his peers Shane Byrne tumbled into road racing through school boy motocross. His first foray into asphalt occurred in 1996 at the age of 20 and he won. 1998 saw his career kick into gear with the British Supersport title and he began contesting the high-profile and competitive British Superbike Championship midway through 1999. Riding a Honda, Suzuki and then Ducati in the following seasons he racked up results of 14th, 8th and 4th respectively in a creditable line of progression. A works Ducati rider from 2002, Byrne scored his first win that season and went on to claim the Championship title in 2003. The 26 year old has signed with the factory Aprilia team to make his MotoGP debut alongside fellow Briton Jeremy McWilliams for 2004 and has a tricky job in taming the powerful Italian machine as well as learning his craft at the very top level.

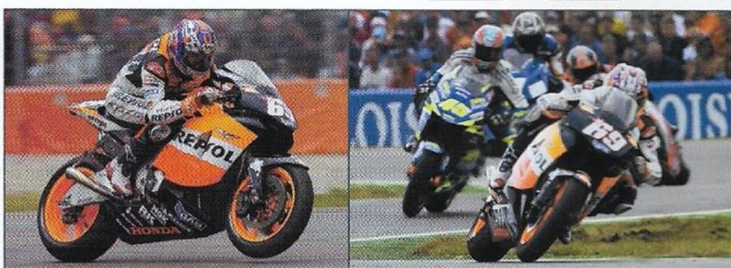
MS Aprilia Racing Aprilia

Nicky Hayden

USA Owensboro, 30/07/81



First GP	JPN '03
Starts	21
Wins	-
Podiums	2
Poles	-
Fast Laps	-
World Titles	-



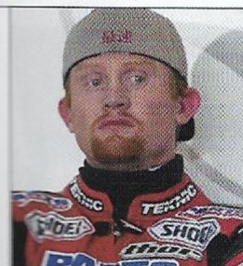
Entering the 2003 season Nicky Hayden jumped straight into the MotoGP deep-end as team-mate to Valentino Rossi in the Repsol Honda factory team. Born in Kentucky and from a family with a strong name in US racing the 2002 AMA Superbike Champion was a wanted man with various teams at only 21 years of age but took the hottest seat in the paddock next to the reigning Champion. 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. Nicky is one of Honda's bright young talents and lines up with Biaggi, Gibernau and Edwards and the Japanese firm's strong arm for 2004, taking his first podium at Rio.

Repsol Honda Team Honda

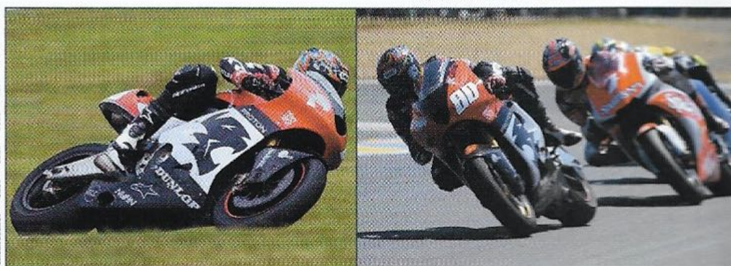


Kurtis Roberts

USA Turlak, 17/11/78



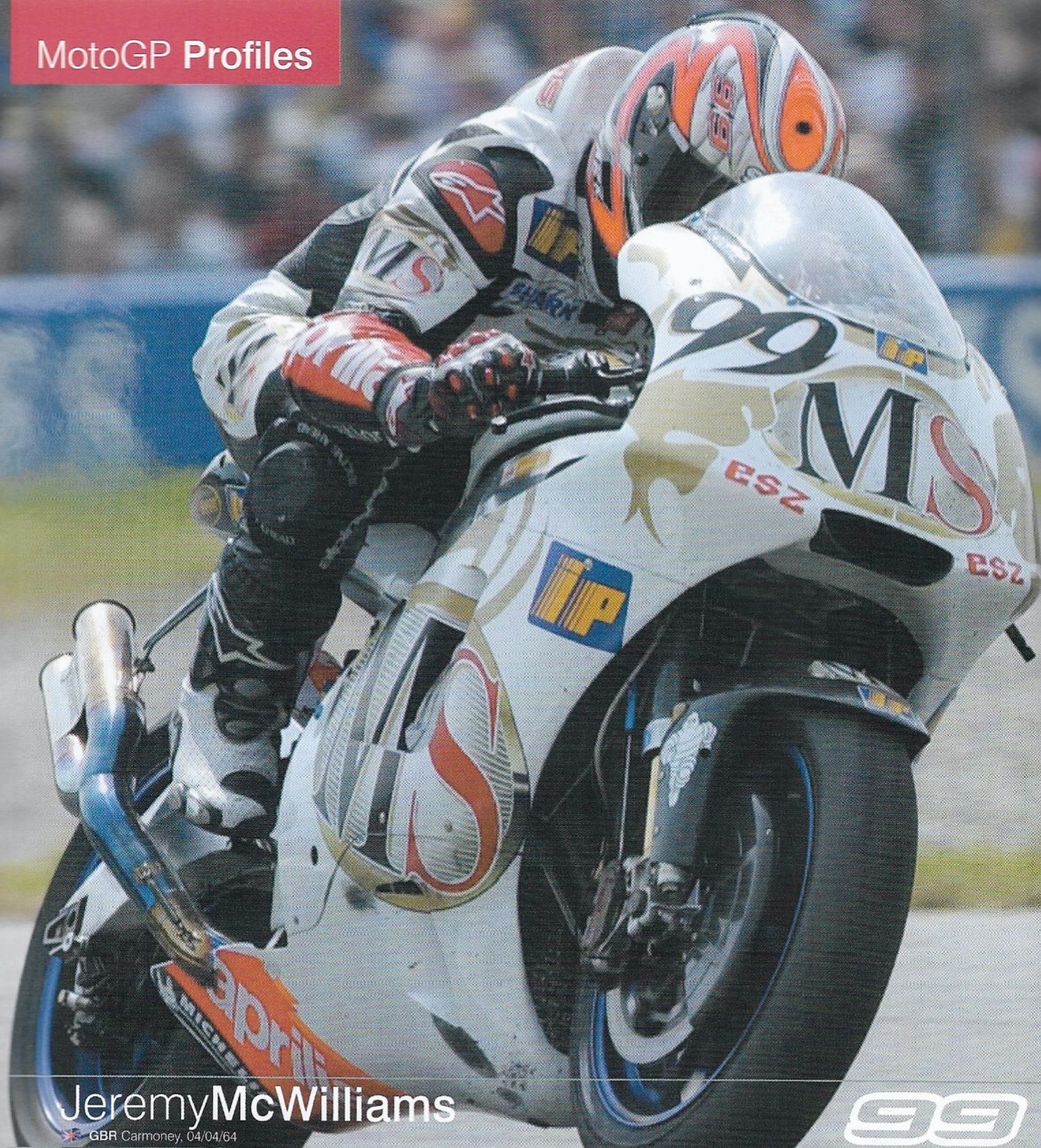
First GP	MAL '97
Starts	16
Wins	-
Podiums	-
Poles	-
Fast Laps	-
World Titles	-



By signing for his father's Proton team Kurtis Roberts completes the presence of the family dynasty in MotoGP. The 25 year old is also the fourth rookie to be making his debut in the premier class in 2004 and 9th new face to appear on the MotoGP grid within the last two years. A former AMA Supersport champion and twice Formula Extreme number one that is renowned for his hard charging and relentless style it seemed inevitable that Kurtis would follow his World Championship winning father and brother onto the GP stage, backed by an immense wealth of experience and knowledge at his disposal.

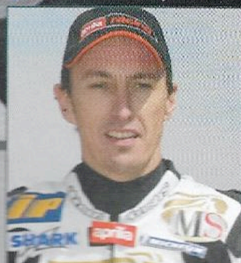
Mirroring the status of its rider in the series, the V5 proton machine is ready for a first full season after a hectic 2003 term of development. Roberts has had a tough rookie term so far with several big crashes and a few injuries but can count on the assistance of Nobu Aoki in trying to turn the Proton into a winner.

Proton Team KR Proton



Jeremy McWilliams

GBR Carmaney, 04/04/64



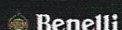
First GP	AUS '93
Starts	164
Wins	1
Podiums	6
Poles	3
Fast Laps	-
World Titles	-



Jeremy McWilliams came into competitive riding at a relatively late age, beginning racing at 24 and making his Grand Prix debut at 29. After four tough years on a V4 Yamaha, McWilliams decided to try his luck on a Honda RS in 250, where his aggressive style enabled him to compete with the factory riders. In '99 he moved to Aprilia and a year later the Italian factory put him on the 500 V-twin, which he rode to podium finishes in Italy and Great Britain. He returned to the 250 class the following season, when he became the first British rider to win a GP in two decades at the Dutch TT. McWilliams again fought against adversity with the lightweight Proton KR3 in 2002, the highlight being a sensational pole at Phillip Island. Despite trying his hardest to develop the brand new V5 during 2003 decent results were not forthcoming and entering 2004 the Brit once again lines-up with the factory Aprilia team at the ripe age of 40.

MS Aprilia Racing Aprilia

tradition *n* the handing down from generation to generation of opinions and practices; custom



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"I won the race but I understand how Rossi must feel because it happened to me in 1998,"

Biaggi reaps the rewards

Max Biaggi celebrated his first win of the 2003 season at this circuit twelve months ago but the Italian's success was not witnessed by another sell-out crowd (72,000) and neither by the millions following the action on TV that had made a welcome return to BBC primetime slot on 'Grandstand'.

Max Biaggi celebrated his first win of the 2003 season at this circuit twelve months ago but the Italian's success was not witnessed by another sell-out crowd (72,000) and neither by the millions following the action on TV that had made a welcome return to BBC primetime slot on 'Grandstand'. Instead Biaggi learned of his 25 points in the post-race bustle of meetings, discussions, replays and finally reluctant acceptance on the part of World Champion Valentino Rossi who had comfortably controlled proceedings on the track to pass the chequered flag first but had overtaken Loris Capirossi under yellow flags negotiating Redgate corner to be penalised ten seconds and slip back to third. The aftermath of Tohru Ukawa's crash on the opening lap saw the illegal move that turned the initial classification on it's head and elevated third placed Sete Gibernau to second.

"I won the race but I understand how Rossi must feel because it happened to me in 1998," said Biaggi. "I am happy to have the 25 points but it is not like a normal celebration. All I can say is that I have sympathy for Rossi but the rules have to be applied." Meanwhile Rossi, though disappointed, held his head high defeat. "I know I was the best rider on the day," he said. "I deserved the win - I rode well. On the first three laps and on the podium the atmosphere and support for me was incredible - it was like being at Mugello again.

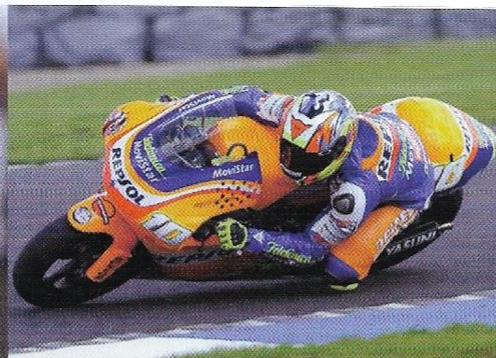
I didn't see the yellow flag - there was no debris from Ukawa's bike or any visible danger, but it is clear from the video footage that I passed Capirossi under the flag."

The GP was mainly about the three Honda riders at the front of the field and the trio pulled away after Marco

Melandri spectacularly vaulted out of fourth spot at Foggy's Esses on lap six. Biaggi seemed to be holding the reins but briefly ran off the track under pressure from Rossi (that must have made his rival's subsequent post-race win even harder to swallow for 'The Doctor') and gifted the chequered flag.

It would have been Rossi's fourth victory of the year but instead kept his 100% podium streak of results alive and a testament to the quality of his performance was the fact that he only dropped to third in spite of the penalty. Capirossi and Troy Bayliss rounded out the top five with the factory Ducatis; a feat that would be impressive this season considering the team's form so far.

2002 250cc Championship contender Fonsi Nieto answered his critics by placing the factory Aprilia number '10' on top of the podium for the first time in 2003.



The nephew of multi-World Champion Angel Nieto was dicing with Melandri for the elusive crown a season before but had struggled to make a similar impression in 2003, notching only two podiums before Donington. The win pushed the Spaniard up into second place in the standings just behind eventual Champion Manuel Poggiali who was able to follow Nieto on the day. After his surprising triumph at Assen and his first podium just prior in Catalunya, Anthony West collected his third trophy in a row by beating Toni Elias to the final step of the podium.

The 125cc contest marked the first career success for baby-faced Spaniard Hector Barbera. Andrea Dovizioso claimed his third podium of the year with the runner-up slot. The race had more serious repercussions for the title



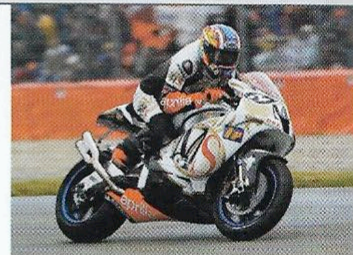
chase when Dani Pedrosa came off the worse after a collision with main-rival Stefano Perugini. The young Spaniard recorded his only DNF of his World Championship title campaign (before the Australian smash that broke both his feet) when the duo touched and Pedrosa hit the deck at the Melbourne loop. The Honda man was seething and blasted the Italian veteran again for his aggressive tactics (Perugini was involved in the incident that sent Lucio Cecchinello onto the grass at Suzuka for the season-opener while travelling at full speed and missing the Armco barrier by mere metres). The clash cost Pedrosa 20 points (Perugini went on to finish third) but fans were relishing the venom between the pair. For a while it would seem that Perugini might be able to launch a valid fight for the main prize but five top five finishes from Pedrosa in the next six races proved to be the decisive factor.

Time Table 2004



Friday

09.00 - 09.45	125cc	Free Practice
10.00 - 11.00	MotoGP	Free Practice
11.15 - 12.15	250cc	Free Practice
13.15 - 13.45	125cc	Qualifying Practice
14.00 - 15.00	MotoGP	Qualifying Practice
15.15 - 16.00	250cc	Qualifying Practice
16.15 - 16.35	Yamaha R6 Cup	Free Practice
16.45 - 17.30	Supersport	Qualifying Practice
17.40 - 18.00	Yamaha R6 Cup	Qualifying Practice
18.10 - 18.40	BMW Motorrad BoxerCup	Free Practice



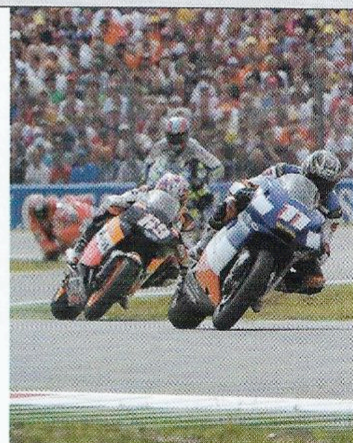
Saturday

09.00 - 09.45	125cc	Free Practice
10.00 - 11.00	MotoGP	Free Practice
11.15 - 12.15	250cc	Free Practice
13.15 - 13.45	125cc	Qualifying Practice
14.00 - 15.00	MotoGP	Qualifying Practice
15.15 - 16.00	250cc	Qualifying Practice
16.30	Virgin Mobile Yamaha R6 Cup	12 Laps
17.15 - 17.45	BMW Motorrad BoxerCup	Qualifying Practice
18.00 - 18.45	Supersport	Qualifying Practice
19.00 - 19.30	BMW Motorrad BoxerCup	Qualifying Practice



Sunday

09.00 - 09.20	125cc	Warm Up
09.30 - 09.50	250cc	Warm Up
10.25 - 10.55	MotoGP	Warm Up
10.25 - 10.55	Dorna VIP Pits Walkabout	
11.30	BMW Motorrad BoxerCup	18 Laps
12.45	Cinzano British GP 125cc	25 Laps
14.00	Cinzano British GP 250cc	27 Laps
15.30	Cinzano British GP MotoGP	30 Laps
16.45	MCN Supersport Cup	23 Laps
17.45	Virgin Mobile Yamaha R6 Cup	12 Laps





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Start List MotoGP



NO.	RIDER	NAT	MACHINE	TEAM
3	MAX BIAGGI	ITA	Honda	CAMEL HONDA
4	ALEX BARROS	BRA	Honda	REPSOL HONDA TEAM
6	MAKOTO TAMADA	JPN	Honda	CAMEL HONDA
7	CARLOS CHECA	SPA	Yamaha	GAULOISES FORTUNA YAMAHA
9	NOBUATSU AOKI	JPN	Proton KR	PROTON TEAM KR
10	KENNY ROBERTS	USA	Suzuki	TEAM SUZUKI MOTOGP
11	RUBEN XAUS	SPA	Ducati	D'ANTIN MOTOGP
12	TROY BAYLISS	AUS	Ducati	DUCATI MARLBORO TEAM
15	SETE GIBERNAU	SPA	Honda	TELEFONICA MOVISTAR HONDA MOTOGP
17	NORICK ABE	JPN	Yamaha	FORTUNA GAULOISES TECH 3
21	JOHN HOPKINS	USA	Suzuki	TEAM SUZUKI MOTOGP
33	MARCO MELANDRI	ITA	Yamaha	FORTUNA GAULOISES TECH 3
35	CHRIS BURNS	GBR	WCM Harris	WCM
45	COLIN EDWARDS	USA	Honda	TELEFONICA MOVISTAR HONDA MOTOGP
46	VALENTINO ROSSI	ITA	Yamaha	GAULOISES FORTUNA YAMAHA
50	NEIL HODGSON	GBR	Ducati	D'ANTIN MOTOGP
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	Aprilia	MS APRILIA RACING
69	NICKY HAYDEN	USA	Honda	REPSOL HONDA TEAM
80	KURTIS ROBERTS	USA	Proton KR	PROTON TEAM KR
84	MICHEL FABRIZIO	ITA	WCM Harris	WCM
99	JEREMY MCWILLIAMS	GBR	Aprilia	MS APRILIA RACING





Lap

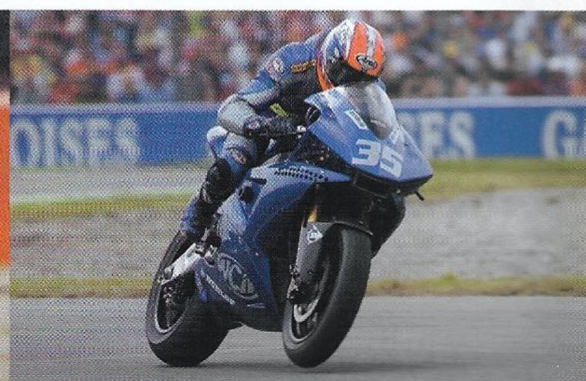
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99																														

MotoGP Round 9

30 Laps 120.69 kms

Results

1st	2nd
3rd	4th



Classification MotoGP

Season So Far



		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	VALENTINO ROSSI	25	13	13	25	25	25	-	13									139
2	MAX BIAGGI	20	20	16	16	8	13	20	25									138
3	SETE GIBERNAU	16	25	25	20	20	20	-	-									126
4	ALEX BARROS	13	16	9	10	-	-	11	20									79
5	COLIN EDWARDS	9	9	11	4	11	10	10	11									75
6	NICKY HAYDEN	11	11	5	-	-	11	16	16									70
7	CARLOS CHECA	6	10	20	-	13	7	6	-									62
8	MARCO MELANDRI	5	-	10	7	16	16	3	-									57
9	LORIS CAPIROSSI	10	4	6	8	6	8	13	-									55
10	MAKOTO TAMADA	8	-	7	-	-	4	25	10									54
11	RUBEN XAUS	-	-	2	11	10	9	4	5									41
12	NORICK ABE	7	5	-	9	7	5	8	-									41
13	SHINYA NAKANO	4	7	-	-	9	-	7	9									36
14	KENNY ROBERTS	-	8	4	-	-	-	9	8									29
15	ALEX HOFMANN	-	3	-	2	5	3	5	6									24
16	TROY BAYLISS	2	-	8	13	-	-	-	-									23
17	NEIL HODGSON	-	-	-	5	4	6	-	3									18
18	JOHN HOPKINS	3	1	-	-	-	2	1	7									14
19	SHANE BYRNE	1	-	-	6	3	-	-	2									12
20	JEREMY McWILLIAMS	-	-	3	-	-	1	2	4									10
21	MICHEL FABRIZIO	-	6	-	1	-	-	-	1									8
22	NOBUATSU AOKI	-	2	-	3	1	-	-	-									6
23	ANDREW PITT	-	-	-	-	2	-	-	-									2
24	KURTIS ROBERTS	-	-	1	-	-	-	-	-									1

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	HONDA	20	25	25	20	20	20	25	25									180
2	YAMAHA	25	13	20	25	25	25	8	13									154
3	DUCATI	10	4	8	13	10	9	13	5									72
4	KAWASAKI	4	7	-	2	9	3	7	9									41
5	SUZUKI	3	8	4	-	-	2	9	8									34
6	APRILIA	1	-	3	6	3	1	2	4									20
7	HARRIS WCM	-	6	-	1	-	-	-	1									8
8	PROTON KR	-	2	1	3	1	-	-	-									7
9	MORIWAKI	-	-	-	-	2	-	-	-									2

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Start List 250cc

NO.	RIDER	NAT	MACHINE	TEAM
2	ROBERTO ROLFO	ITA	Honda	FORTUNA HONDA
6	ALEX DEBON	SPA	Honda	WURTH HONDA BQR
7	RANDY DE PUNIER	FRA	Aprilia	SAFILO CARRERA - LCR
8	NAOKI MATSUDO	JPN	Yamaha	TEAM UGT KURZ
9	HUGO MARCHAND	FRA	Aprilia	FREESOUL ABRUZZO RACING TEAM
10	FONSI NIETO	SPA	Aprilia	REPSOL-ASPAR TEAM 250CC
11	JOAN OLIVÉ	SPA	Aprilia	CAMPETELLA RACING
12	ARNAUD VINCENT	FRA	Aprilia	EQUIPE GP DE FRANCE - SCRAB
14	ANTHONY WEST	AUS	Aprilia	FREESOUL ABRUZZO RACING TEAM
16	JOHAN STIGEFELT	SWE	Aprilia	APRILIA GERMANY
17	KLAUS NOHLES	GER	Honda	CASTROL-HONDA KIEFER RACING
19	SEBASTIAN PORTO	ARG	Aprilia	REPSOL-ASPAR TEAM 250CC
21	FRANCO BATTAINI	ITA	Aprilia	CAMPETELLA RACING
24	TONI ELÍAS	SPA	Honda	FORTUNA HONDA
25	ALEX BALDOLINI	ITA	Aprilia	MATTEONI RACING
26	DANI PEDROSA	SPA	Honda	TELEFONICA MOVISTAR HONDA 250CC
28	DIRK HEIDOLF	GER	Aprilia	GREFUSA - ASPAR TEAM 250CC
33	HECTOR FAUBEL	SPA	Aprilia	GREFUSA - ASPAR TEAM 250CC
34	ERIC BATAILLE	AND	Honda	WURTH HONDA BQR
36	ERWAN NIGON	FRA	Yamaha	TEAM UGT KURZ
40	MAX SABBATANI	ITA	Yamaha	NC WORLD TRADE
44	TARU SEKIGUCHI	JPN	Yamaha	NC WORLD TRADE
50	SYLVAIN GUINTOLI	FRA	Aprilia	CAMPETELLA RACING
51	ALEX DE ANGELIS	RSM	Aprilia	APRILIA RACING
54	MANUEL POGGIALI	RSM	Aprilia	MS APRILIA TEAM
57	CHAZ DAVIES	GBR	Aprilia	APRILIA GERMANY
73	HIROSHI AOYAMA	JPN	Honda	TELEFONICA MOVISTAR HONDA 250CC
77	GREGORY LEFORT	FRA	Aprilia	EQUIPE GP DE FRANCE - SCRAB
96	JAKUB SMRZ	CZE	Honda	MOLENAAR RACING

Wildcard Rider

NO	RIDER	NAT	MACHINE	TEAM
42	GREGORY LEBLANC	FRA	Aprilia	LEBLANC RACING TEAM
64	JOHN PEARSON	GBR	Honda	ECURIE SPORTS
65	LEE DICKINSON	GBR	Honda	GALEMAIN RACING
66	TONY CAMPBELL	GBR	Yamaha	MANHATTAN RACING
67	BRUCE DUNN	GBR	Honda	BDR 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	26	27
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77																											
96																											

250cc Round 9

27 Laps 108.621 kms

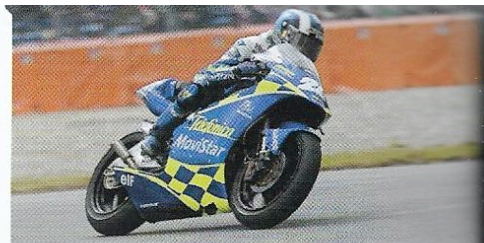
Results

1st	2nd
3rd	4th



Classification 250cc

Season So Far



		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	DANI PEDROSA	25	-	25	20	20	20	20	25									155
2	RANDY DE PUNIET	20	20	20	13	25	13	8	11									130
3	SEBASTIAN PORTO	16	9	-	25	13	25	-	20									108
4	TONI ELÍAS	8	4	16	10	16	16	16	-									86
5	FONSI NIETO	9	16	9	11	11	8	11	8									83
6	ALEX DE ANGELIS	11	10	11	8	-	11	13	16									80
7	ROBERTO ROLFO	7	25	-	9	-	7	9	10									67
8	HIROSHI AOYAMA	5	-	13	7	10	6	10	13									64
9	MANUEL POGGIALI	13	-	-	16	-	9	25	-									63
10	ANTHONY WEST	-	13	10	6	7	10	-	9									55
11	ALEX DEBON	10	11	7	1	8	4	7	5									53
12	FRANCO BATTAINI	6	-	8	4	6	-	6	7									37
13	SYLVAIN GUINTOLI	1	-	-	3	9	-	4	6									23
14	NAOKI MATSUDO	-	6	2	-	2	3	2	-									15
15	ALEX BALDOLINI	-	5	1	-	4	5	-	-									15
16	CHAZ DAVIES	-	-	4	-	3	1	3	4									15
17	JOAN OLIVÉ	-	-	6	5	-	-	-	3									14
18	ARNAUD VINCENT	3	8	-	-	-	-	-	-									11
19	ERIC BATAILLE	-	-	-	-	5	2	-	2									9
20	HECTOR FAUBEL	4	-	3	2	-	-	-	-									9
21	HUGO MARCHAND	-	3	-	-	-	-	5	-									8
22	GREGORY LEFORT	-	7	-	-	-	-	-	-									7
23	JAKUB SMRZ	-	-	5	-	1	-	-	1									7
24	DIRK HEIDOLF	2	-	-	-	-	-	1	-									3
25	JOHAN STIGEFELT	-	2	-	-	-	-	-	-									2
26	TARO SEKIGUCHI	-	1	-	-	-	-	-	-									1

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	HONDA	25	25	25	20	20	20	20	25									180
2	APRILIA	20	20	20	25	25	25	25	20									180
3	YAMAHA	-	6	2	-	2	3	2	-									15

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	

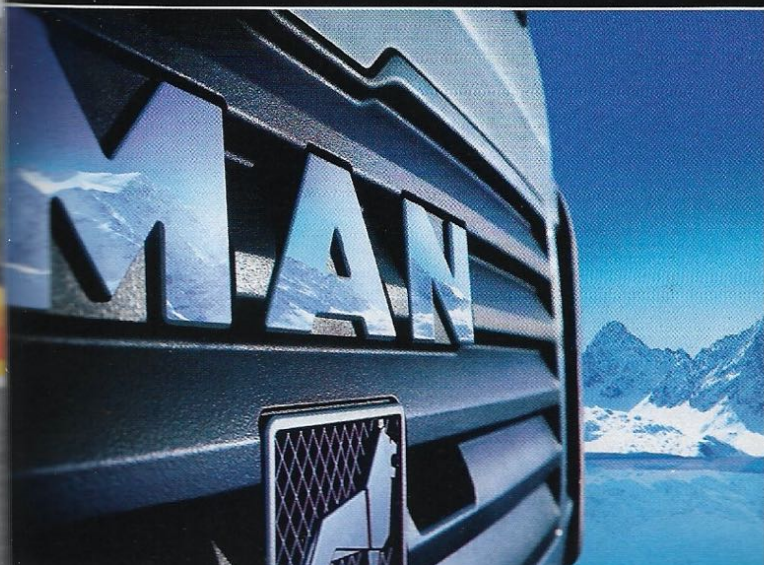


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Start List 125cc



NO.	RIDER	NAT	MACHINE	TEAM
3	HECTOR BARBERA	SPA	Aprilia	SEEDORF RACING
6	MIRKO GIANSAI	ITA	Aprilia	MATTEONI RACING
7	STEFANO PERUGINI	ITA	Gilera	METIS GILERA RACING TEAM
8	MANUEL MANNA	ITA	Malaguti	SEMPRUCCI MALAGUTI
9	MARKETA JANEKOVA	CZE	Honda	ANGAIA RACING
10	JULIAN SIMON	SPA	Honda	ANGAIA RACING
12	THOMAS LÜTHI	SUI	Honda	ELIT GRAND PRIX
14	GABOR TALMACSI	HUN	Malaguti	SEMPRUCCI MALAGUTI
15	ROBERTO LOCATELLI	ITA	Aprilia	SAFILO CARRERA - LCR
16	RAYMOND SCHOUTEN	NED	Honda	MOLENAAR RACING
19	ALVARO BAUTISTA	SPA	Aprilia	SEEDORF RACING
21	STEVE JENKNER	GER	Aprilia	RAUCH BRAVO
22	PABLO NIETO	SPA	Aprilia	MASTER - REPSOL TEAM 125CC
23	GINO BORSOI	ITA	Aprilia	GLOBET.COM RACING
24	SIMONE CORSI	ITA	Honda	KOPRON TEAM SCOT
25	IRME TOTH	HUN	Aprilia	TEAM HUNGARY
26	DARIO GIUSEPPE	GER	Honda	ELIT GRAND PRIX
27	CASEY STONER	AUS	KTM	RED BULL KTM
28	JORDI CARCHANO	SPA	Aprilia	MATTEONI RACING
32	FABRIZIO LAI	ITA	Gilera	METIS GILERA RACING TEAM
33	SERGIO GADEA	SPA	Aprilia	MASTER - REPSOL TEAM 125CC
34	ANDREA DOVIZIOSO	ITA	Honda	KOPRON TEAM SCOT
36	MIKA KALLIO	FIN	KTM	RED BULL KTM
41	YOUICHI UI	JPN	Aprilia	ABRUZZO RACING TEAM
42	GIOELE PELLINO	ITA	Aprilia	ABRUZZO RACING TEAM
47	ANGEL RODRIGUEZ	SPA	Derbi	CAJA MADRID DERBI RACING
48	JORGE LORENZO	SPA	Derbi	CAJA MADRID DERBI RACING
50	ANDREA BALLERINI	ITA	Aprilia	STERILGARDA RACING
52	LUKAS PESEK	CZE	Honda	AJO MOTORSPORT
54	MATTIA PASINI	ITA	Aprilia	SAFILO CARRERA - LCR
58	MARCO SIMONCELLI	ITA	Aprilia	RAUCH BRAVO
63	MIKE DI MEGLIO	FRA	Aprilia	GLOBET.COM RACING
66	VESA KALLIO	FIN	Aprilia	TEAM HUNGARY
69	ROBBIN HARMS	DEN	Honda	AJO MOTORSPORT

Wildcard Riders

NO.	RIDER	NAT	MACHINE	TEAM
20	GEORG FRÖHLICH	GER	Honda	ADAC HONDA TEAM
49	CHRISTIAN ELKIN	GBR	Honda	UK1 RACING
51	KRIS WESTON	GBR	Honda	BROOKLANDS AUTOMOTIVE CENTRE
84	THOMAS BRIDEWELL	GBR	Honda	BRIDEWELL RACING TEAM
85	EUGENE LAVERTY	IRE	Honda	RED BULL ROOKIES HONDA





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																									
63																									
66																									
69																									
84																									
85																									

125cc Round 9

25 Laps 100.575 kms

Results

1st	2nd
3rd	4th

Classification 125cc

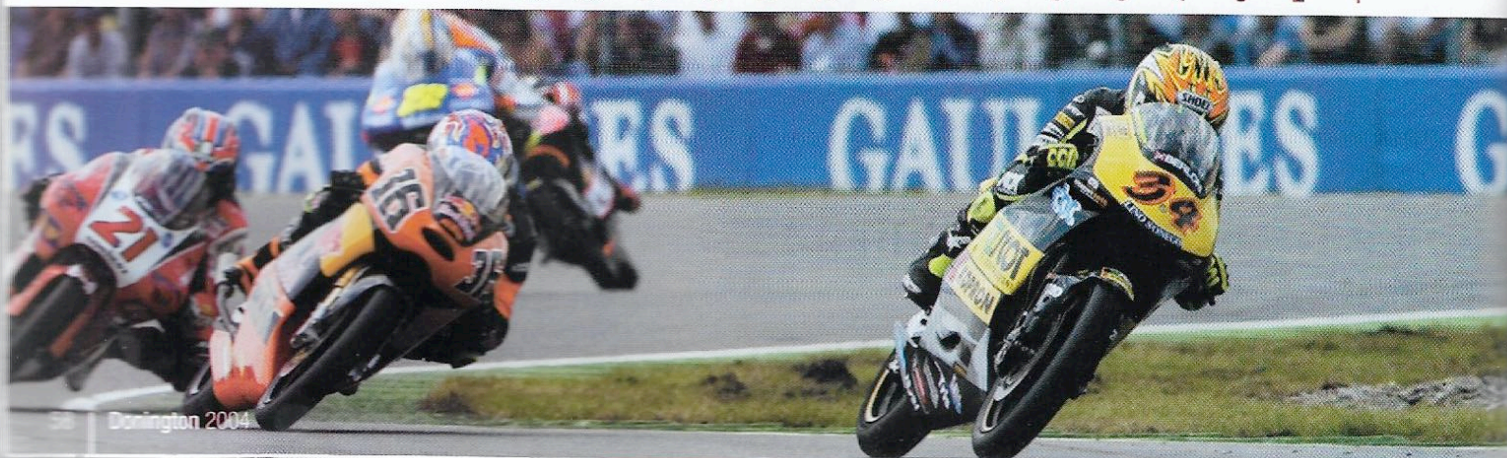
Season So Far

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	ANDREA DOVIZIOSO	25	13	25	13	20	13	16	13									138
2	ROBERTO LOCATELLI	20	8	20	25	-	20	13	25									131
3	HECTOR BARBERA	6	16	11	16	25	10	25	20									129
4	CASEY STONER	16	11	8	20	13	16	20	-									104
5	PABLO NIETO	13	7	9	10	16	8	9	16									88
6	MIRKO GIANSAANTI	9	6	13	11	6	7	11	8									71
7	JORGE LORENZO	-	-	16	6	11	25	-	10									68
8	STEVE JENKNER	8	20	6	9	4	11	-	5									63
9	MARCO SIMONCELLI	-	25	-	-	9	9	10	6									59
10	MIKA KALLIO	4	-	10	-	7	-	8	11									40
11	ALVARO BAUTISTA	7	-	7	-	10	-	7	9									40
12	MATTIA PASINI	3	-	4	8	5	5	6	-									31
13	MIKE DI MEGLIO	11	-	-	-	8	4	4	-									27
14	JULIAN SIMON	5	5	3	-	2	-	2	7									24
15	GINO BORSOI	10	-	5	7	-	-	-	-									22
16	ANDREA BALLERINI	-	10	-	4	-	-	5	-									19
17	SIMONE CORSI	2	4	1	5	-	-	3	4									19
18	YOUICHI UI	1	9	-	-	-	-	-	-									10
19	GIOELE PELLINO	-	-	-	-	3	3	-	3									6
20	IMRE TOTH	-	-	-	-	-	6	-	-									6
21	LUKAS PESEK	-	-	2	1	-	-	1	-									4
22	GABOR TALMACSI	-	-	-	3	-	-	-	-									3
23	FABRIZIO LAI	-	3	-	-	-	-	-	-									3
24	STEFANO PERUGINI	-	-	-	-	-	2	-	1									2
25	DARIO GIUSEPPEZZI	-	1	-	2	-	-	-	-									3
26	SERGIO GADEA	-	-	-	-	-	-	-	2									2
27	JORDI CARCHANO	-	2	-	-	-	-	-	-									2
28	ANGEL RODRIGUEZ	-	-	-	-	1	1	-	-									2

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	APRILIA	20	25	20	25	25	20	25	25									185
2	HONDA	25	13	25	13	20	13	16	13									138
3	KTM	16	11	10	20	13	16	20	11									117
4	DERBI	-	-	16	6	11	25	-	10									68
5	GILERA	-	3	-	-	-	2	-	1									6
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



Start List BMW Motorrad BoxerCup

NO.	RIDER	NAT	TEAM
4	DIRK BUYLINCKX	BEL	BMW MOTORRAD BELGIUM/BAVARIAN MOTORSPORT
6	MARKUS BARTH	GER	BMW NIEDERLASSUNGEN BOXER RACING
7	THOMAS HINTERREITER	AUT	BMW MOTORRAD AUSTRIA-TEAM HINTERREITER
8	JOSEP MARIA BUSQUETS	SPA	AUTO SPORT BUSQUETS
9	GUILLAUME DIETRICH	FRA	TEAM RESEAU FRANCE
11	ROBERT VAN DER MOLEN	NED	SLOOTHAAK-LINKIT-SIMAKO-TEAM
14	JEROEN OUDEMAN	NED	BMW MOTORRAD TEAM BAKKER NEDERLAND
16	FRANZ ASCHENBRENNER	GER	KARL MAIER RACING TEAM
17	MICHAL BURSA	CZE	INTERMOTO CZECH REPUBLIC
18	JOSÉ LUÍS NION	SPA	AUTO SPORTS BUSQUETS
19	CALVIN HOGAN	GBR	BMW MOTORRAD GREAT BRITAIN
21	STÉPHANE MERTENS	BEL	BIKERWORLD NÜRBURGRING KLIPFEL RACING
23	ORIOF FERNÁNDEZ	SPA	TEAM RIDERS SPORT
28	DEREK SHIELDS	GBR	VIP
29	NATE KERN	SPA	CHERRY HILL BMW MOTORRAD
36	ALEX BUSQUETS	SPA	AUTO SPORT BUSQUETS
41	KLAUS NIES	GER	KLAUS MAYER TEAM WITEC
44	JAVIER VALERA	SPA	TEAM RIDERS SPORT
45	SÉBASTIEN LEGRELLE	BEL	BMW MOTORRAD BELGIUM/HERPIGNY MOTORS
46	BRIAN PARRIOTT	USA	AUTO SPORT BUSQUETS
47	RICHARD COOPER	GBR	BMW MOTORRAD GREAT BRITAIN
50	GUS SCOTT	GBR	VIP
63	STEFAN HEINRICHS	GER	BÜRSGENS TEAM WITEC
66	JORGE DÍAZ	SPA	TEAM RIDERS SPORT
69	GIULIO RANGHERI	ITA	DREAM CAR TEAM
71	GWEN GIABBANI	FRA	TEAM RESEAU FRANCE
77	BARRY BURRELL	GBR	BMW MOTORRAD GREAT BRITAIN
88	JÜRGEN FUCHS	GER	VIP
91	NIAL MACKENZIE	GBR	VIP
96	MASSIMO ROSETTI	ITA	DREAM CAR TEAM
99	ROBERTO PANICHI	ITA	DREAM CAR TEAM

		Daytona	Le Mans	Mugello	Assen	Sachsenring	Donington	Brno	Valencia	Total
1	THOMAS HINTERREITER	20	25	16	25	20				106
2	MARKUS BARTH	16	20	10	20	13				79
3	ROBERTO PANICHI	10	13	20	10	25				78
4	BRIAN PARRIOTT	25	16	13	11	11				76
5	STÉPHANE MERTENS	11	-	25	13	16				65
6	SÉBASTIEN LEGRELLE	13	6	11	16	10				56
7	RICHARD COOPER	-	8	8	6	9				31
8	GUILLAUME DIETRICH	6	9	6	5	4				30
9	GWEN GIABBANI	9	10	-	7	-				26
10	ORIOF FERNÁNDEZ	-	11	-	8	5				24

BMW Motorrad BoxerCup

Austria's Thomas Hinterreiter is the man on a roll, but Germany's Markus Barth will be working hard to win just as he did when the BMWs last came to Donington Park in 2002.



Hinterreiter packs a punch in the BoxerCup

Round 6 of the BMW Motorrad BoxerCup 2004 takes place at Donington this weekend with more of the same close action that race fans the world over have now become eager to see. The grid of BMW R 1100 S machines will open the programme of events Sunday morning, so be sure to have your position for the dash of over 30 BMWs rushing into Redgate and the Craner Curves.

Austria's Thomas Hinterreiter is the man on a roll, but Germany's Markus Barth will be working hard to win just as he did when the BMWs last came to Donington Park in 2002. American Brian Perrott won his home race at Daytona at the start of the year, and whilst Hinterreiter triumphed at Le Mans, Belgian Stephane Mertens clinched a thrillingly close Mugello race. Hinterreiter extended his series lead with a win at Assen, but it is rare that riders win more than two races in a season in the BMW Motorrad BoxerCup, so keep watching...

British interest is with the BMW Motorrad GB squad of Richard Cooper, Barry Burrell and Calvin Hogan with their support from Pidcock Motorcycles a few miles up the road from Long Eaton. Richard won the British round last year when it was a support race for the BSB at Oulton Park, beating none other than the late David Jeffries to the top step. 'Mini' Cooper has a real chance here so cheer him on.

VIP riders include our favourite BSB star, Niall McKenzie who just cannot resist getting back on a bike! Gus Scott from TWO magazine is back too after doing a full season of the BoxerCup back in 2002. Jurgen Fuchs is now a commentator for RTL TV in Germany, but he also can't help but get on a BMW for a VIP ride...

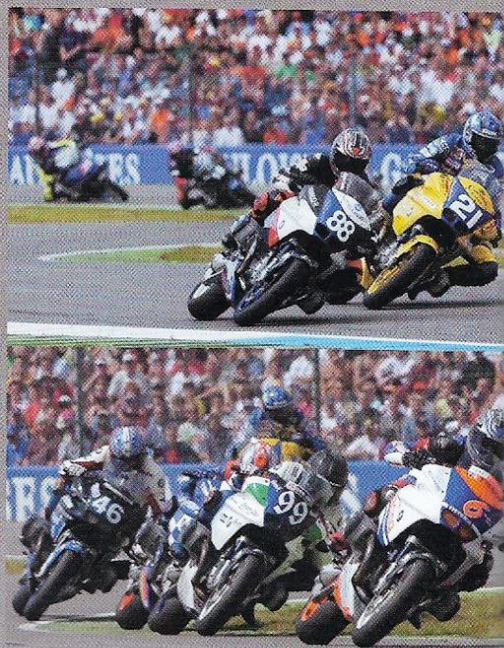
The BMW Motorrad BoxerCup 2004 runs over eight races from March to October. Having been to Daytona, Le Mans, Mugello, Assen, Sachsenring and here at Donington, the flat twin machines move on to Brno in August and then the final MotoGP meeting of the year at Valencia.

Who will be driving back from Valencia in a brand new BMW M3 Coupe as the winner's prize? With 18 teams coming from 10 countries, internationalism really encompasses this BMW Motorrad BoxerCup 2004.

BMW are also thinking of the future with the BMW YoungStar category for riders under 21 years of age. Frenchman Guillaume Dietrich and our three Brits are all vying for the brand new Mini Cooper.

With a prize fund of €212,000 (£140,000+), a BMW M3 Coupe for the winner, a BMW Z4 2.2 for second, and the all new BMW RG 1200 S for the third placed rider, it really is a stunning championship that produces stunning racing.

Make sure you are set and ready to go first thing on Sunday morning for the BMW Motorrad BoxerCup 2004!





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Team SUZUKI



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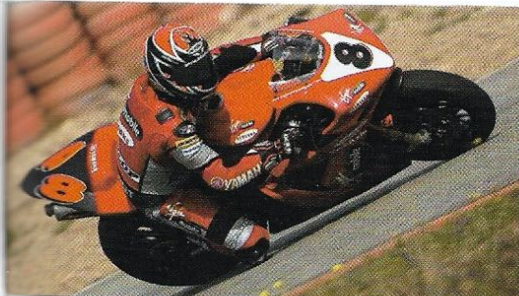


Entry List Yamaha R6

Virgin Mobile Yamaha R6 GP Cup

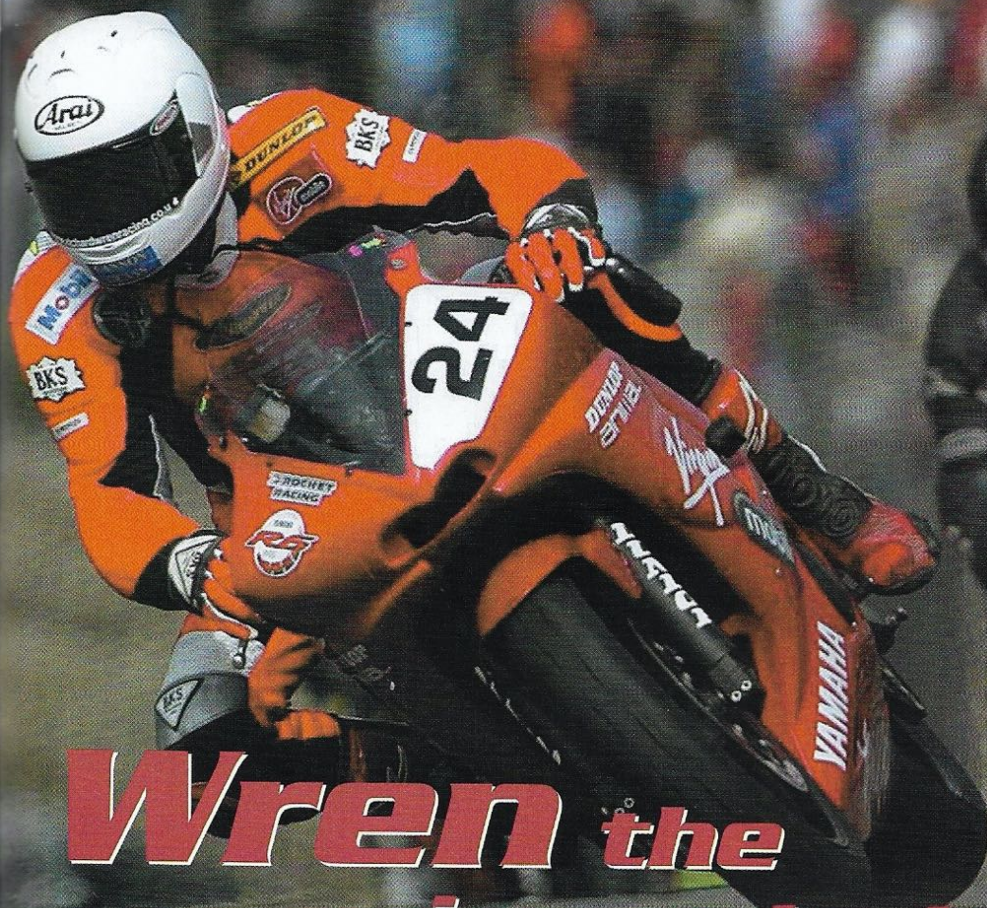
NO.	RIDER	HOMETOWN	TEAM	MACHINE
3	CONOR CUMMINS	Ramsey (IOM)	CONOR CUMMINS RACING	Yamaha R6 600
4	SIMON GARDNER	Brighton	FAST FLOORING DIRECT	Yamaha R6 600
5	BEN CASTLETON	Scarborough		Yamaha R6 600
6	DANIEL BRAY	Eastleigh	KGT SUPERBIKES	Yamaha R6 600
8	PHILIP HOUGHTON	Alverton	RADIUM UK	Yamaha R6 600
9	PATRICK McDUGALL	Guildford	V AND J RACING	Yamaha R6 600
11	ADAM JENKINSON	Manchester	KENMOR CONSTRUCTION Ltd	Yamaha R6 600
14	LUKE LAMBERT	Basingstoke		Yamaha R6 600
17	IAN LOWRY	Lisburn	IMAGE TECH SERV	Yamaha R6 600
18	SEAN CONWAY	Oxford	WWW.CONWAYRACING.CO.UK	Yamaha R6 600
19	MICHAEL NIBLETT	New Arley	REX JUDD RACING	Yamaha R6 600
24	RICHARD WREN	Poplar	J B RINEY	Yamaha R6 600
28	VICTOR COX	Trowbridge	WWW.VICARRACING.CO.UK	Yamaha R6 600
30	GARETH GLYNN	Lowton	SALVATION RACING TEAM	Yamaha R6 600
34	MARK POLLOCK	Dublin		Yamaha R6 600
37	JAMES HILLIER	Winchester	EDDOLLS/GEARLINK	Yamaha R6 600
41	JAMES EDMEADES	Loughborough	JTI RACING (WWW.JAMESEDMEADES.COM)	Yamaha R6 600
42	GUY SANDERS	Hampton	RYE BY POST LTD	Yamaha R6 600
46	OLLIE BRIDEWELL	Devizes	WAYSIDE RACING	Yamaha R6 600
49	RUSSELL HODGSON	Yarm	ALAN HAYWOOD RACING	Yamaha R6 600
66	BRIAN McFEELY	Limavady	BOB MULLAN MOTORS RACING	Yamaha R6 600
69	PETER NEWELL	Cookstown	NEWELLS RACING	Yamaha R6 600
76	TIM CAPPER	Canterbury	TIM CAPPER RACING	Yamaha R6 600
78	JON BOY LEE	Cannock	ASTRO VAN CENTRE / SPS LTD	Yamaha R6 600
93	LEE CHISNALL	Clacton on Sea	ORWELL MOTORCYCLES	Yamaha R6 600
99	BOB COLLINS	Beckenham	WWW.WOODENFLOOR.CO.UK/SUPERBIKE MAGAZINE	Yamaha R6 600





Yamaha R6

"Obviously it will be fantastic to race at a world-class event such as MotoGP, the atmosphere itself will be blinding, so I know I am going to enjoy that side of things."



Wren the going gets tough...

The Virgin Mobile Yamaha R6 Cup was launched in 2003 in a bid to find future British Champions and to give riders, aged between 16 and 22, the chance make their name in the fiercely competitive world of motorcycle racing.

The R6 Cup, an integral part of the British Superbike programme, is becoming synonymous with fast, furious and nail-biting close racing. The one-make series offers the winner one of the most sought-after prizes in British Superbikes - a one-year contract in the Virgin Mobile Samsung British Superbike team, an honour that went to 19-year-old Tommy Hill in 2003.

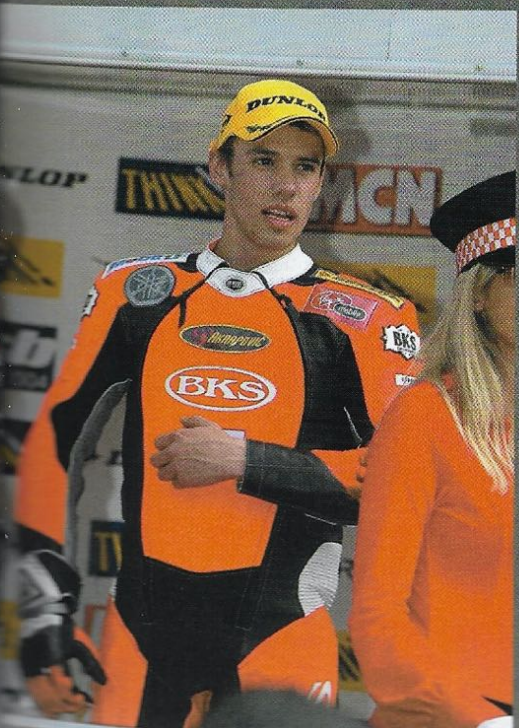
Since crowned the inaugural R6 Cup Champion last September, Hill has proved the thinking behind the series works as a perfect platform from which to launch a professional motorcycling career. He currently lies in eighth place in the British Superbike rankings; a Championship that is regarded as one of the toughest domestic motorsport series in the world.

"Without the R6 Cup I certainly don't think I would be competing in British Superbikes just yet, said Hill. "I was lucky to win the series; as the level of competition is phenomenal. I wasn't the only lucky one though, as other riders in the class have also landed top-flight rides as a result of their success in championship. The exposure that the series gets with TV coverage and media attention really gives the riders the chance to make a name for themselves, and I'm sure that it will be the same this year."

One of the R6 riders hoping to follow in Hill's footsteps; is the current series leader Richard Wren. The 21-year-old racer has enjoyed five top three finishes in the first half of the year and, despite the fact that the two races this weekend are not point scoring, the London-based racer will be looking to make the most of his track time in preparation for the final round at Donington in September.

"Obviously it will be fantastic to race at a world-class event such as MotoGP, the atmosphere itself will be blinding, so I know I am going to enjoy that side of things," said Wren. "But on a more serious note I'll also be concentrating on getting to know the circuit and to get as much out of the weekend as possible. The racing is so close in the R6 Cup that every point counts and it could easily go down to the wire. If I make it to the Virgin Mobile Samsung team next year it will be a dream come true but while it seems almost possible I'm more than aware that there is a fair amount of work to be done before that happens."

The R6 Cup enjoys live TV coverage on Sky Sports and is currently the subject of a fly-on-the-wall documentary due to be aired later in the year. www.R6cup.com



MCN Supersport Cup

NO.	RIDER	HOMETOWN	TEAM	MACHINE	CC
1	KARL HARRIS	Sheffield	RED BULL ROOKIES HONDA RACING	Honda CBR RR	600
2	MATT LLEWELLYN	Glenfield	DUCATI COVENTRY - LLOYDS RACING	Ducati R	749
3	STUART EASTON	Hawick	DUCATI COVENTRY - LLOYDS RACING	Ducati R	749
4	MICHAEL LAVERTY	Toomebridge	MONSTERMOB DUCATI	Ducati RS	749
11	BARRY VENEMAN	Holland	TEAM SUZUKI NETHERLANDS	Suzuki GSXR	600
15	IAN PARKIN-COATES	Doncaster	TEAM IPONE RACING	Honda CBR	600
16	ANDREW SAWFORD	St. Neots	ST. NEOTS MOTORCYCLE CO. LTD	Honda CBR RR	600
17	LEON CAMIER	Ashford	PADGETTS MOTORCYCLES	Honda CBR RR	600
18	CRAIG JONES	Northwich	TRIUMPH VALMOTO	Triumph Daytona	600
19	ADRIAN COATES	Antrim	TAS SUZUKI	Suzuki GSXR	600
20	SIMON ANDREWS	Evesham	PIRANHA RACING	Yamaha R6	600
24	JAY VINCENT	Barwell	PADGETTS MOTORCYCLES	Honda CBR RR	600
27	TOMMY GAMESS	Bristol	RACE DEVELOPMENTS	Honda CBR RR	600
31	SAM OWENS	Stafford	S.O MOTORSPORT	Honda CBR RR	600
33	PAUL VEAZY	Middlesborough	JR MOTOSPORT	Yamaha R6	600
35	CAL CRUTCHLOW	Coventry	NORTHPOINT EKEROLD HONDA	Honda CBR RR	600
36	TOM SYKES	Huddersfield	TAS SUZUKI	Suzuki GSXR	600
37	DANNY BEAUMONT	Leighton Buzzard	LWH DESIGN AND BUILD	Honda CBR RR	600
41	JARNO JANSEN	Holland	TEAM SUZUKI NETHERLANDS	Suzuki GSXR	600
48	CHESTER LUSK	London	CASIO TECH 2	Suzuki GSXR	600
50	CHRIS BARTON	Congleton	BBR RACING	Honda CBR RR	600
51	LUKE QUIGLEY	Brierley Hill	BUILDBASE KNOTTS RACING	Suzuki GSXR	600
57	KIM ASHKENAZI	Australia	TEAM MOTOVISION / TW2 MOTORSPORT	Yamaha	600
58	MARTIN BUCKLES	Ipswich	TW2 MOTORSPORT/TEAM MOTOVISION	Yamaha R6	600
69	ROSSI RICHARDS	Chesterfield	PRO-SUPERBIKE RACE TRACK HIRE	Yamaha R6	600
71	LEE LONGDEN	Burnley	MACADAM RACING	Honda CBR RR	600
77	JAMIE ROBINSON	Holmfirth	JR MOTOSPORT	Yamaha R6	600
96	PAUL YOUNG	Australia	TEAM VITRANS	Honda CBR RR	600

Results

1st	2nd
3rd	4th

"It's no secret that I would like to advance my career beyond Supersport - my two years riding for Honda have enabled me to gain more experience and confidence than ever before."

Yorkshire STEEL Harris heads for British Crown

Karl Harris is expecting to dictate terms in this special MCN Supersport Cup race in much the same way that he has taken charge of the chase for this year's British crown but the 24 year old Yorkshireman can take nothing for granted.

Ranged against him are his season long rivals from the buoyant British Championship, and that means another severe testing for Harris from the talented young Ulster rider Michael Laverty, who is riding the MonsterMob

Ducati, and top Spaniard Pere Riba, aboard the MSS Discovery Kawasaki.

Harris, riding Honda, in the colours of Red Bull Rookies, has been a top three finisher, and the winner four times, in every race, bar one, so far, and is eyeing the future: "It's no secret that I would like to advance my career beyond Supersport - my two years riding for Honda have enabled me to gain more experience and confidence than ever before.

"I am hoping that I can bring that in to play here," reflected Harris, who is bidding to take the domestic title for a third time in four years to help his graduation, a cause that would be helped greatly by victory in this showpiece race in front of the sport's biggest crowd of the year.

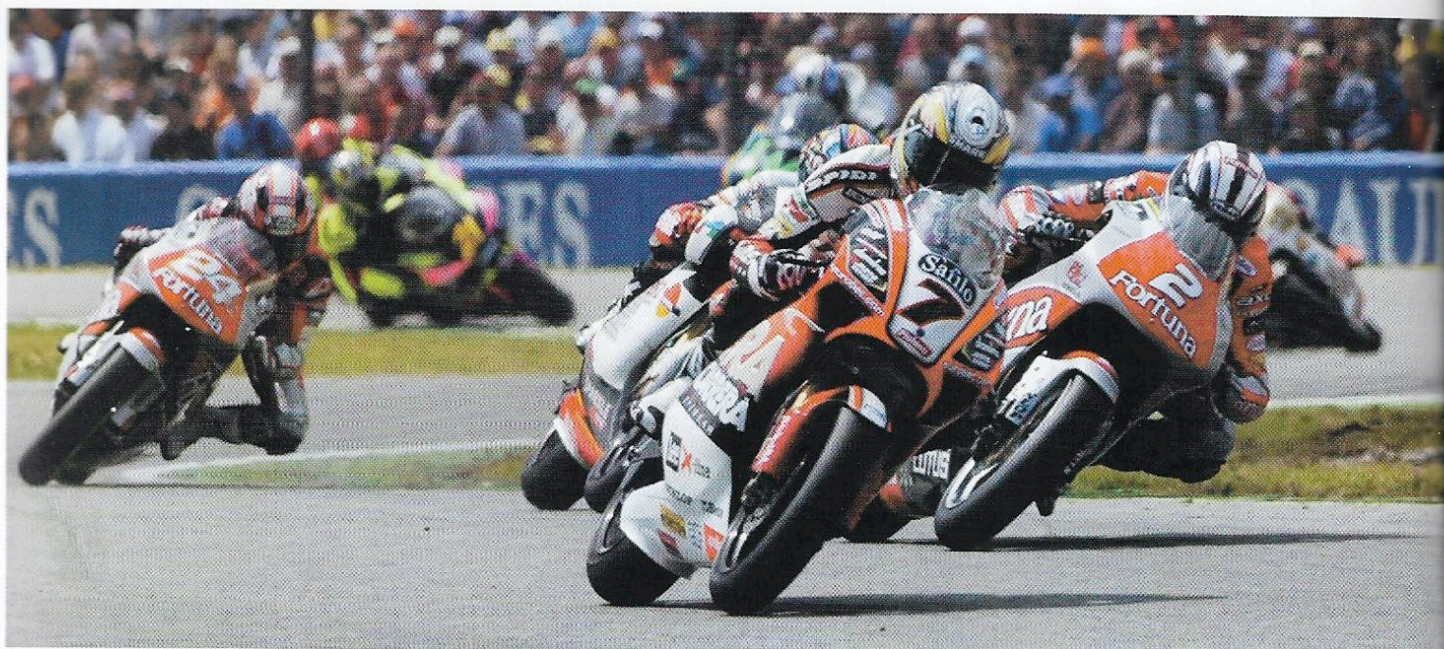
It will be a tough challenge. Laverty has run him close several times and he is one of four other riders to have tasted the winner's champagne in the domestic series,

which, as always is producing spectacular race action.

Adding to the front-running pack will be a former champion Stuart Easton, the winner of the British title two years ago, who is back aboard a Ducati here, after a difficult first half of the season competing in the British Superbike. The young Scot could make things hot.

That is certainly the case, as far as Jason Vincent is concerned. The Leicester rider made his name in 250cc Grand Prix action, appearing here, and scoring World Championship points, and he is eager to once again catch the eye of the team managers by taking the glory in the race, in which he rides a Padgett's Honda.

Keep an eye also on Leon Camier, riding Honda, and Jamie Robinson, a former British 250cc Champion, now aboard a Yamaha, while Craig Jones will be flying the flag for the only all British team in the race - the Cheshire teenager is aboard the Valmoto prepared Triumph Daytona and could just spring a surprise here.



Roberto Rolfo **Fortuna Honda** Honda
ITA Torino, 23/03/80

First GP	ITA '96	Poles	-
Starts	93	Fast Lap	3
Victories	3	World Titles	-
Podiums	18		



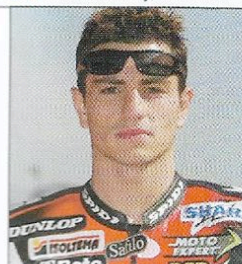
Alex Debon **Wurth Honda BQR** Honda
SPA Vall d'Uixó, 01/03/76

First GP	MAD '98	Poles	-
Starts	73	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

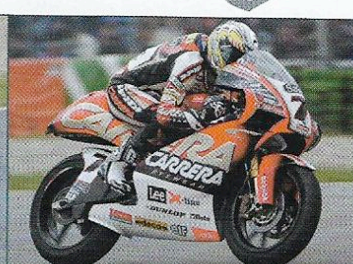


Randy dePuniet

FRA Andresy, 14/02/81

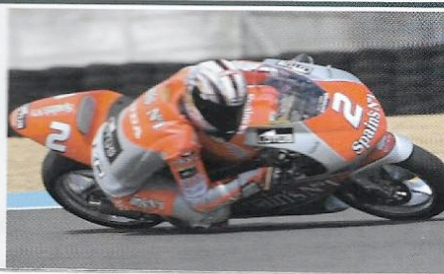


First GP	FRA '98
Starts	87
Victories	4
Podiums	15
Poles	8
Fast Lap	2
World Titles	-



Despite some spectacular crashes Randy De Puniet is widely acknowledged as one of the most talented and fastest riders outside of the MotoGP category. He began his career racing scooters, but soon graduated to become one of the stars of the French Championships throughout the 1990's. French 125 Champion in 1997 and 1998, he followed countryman Arnaud Vincent into the Scrab team to begin his first World Championship season in 1999 on an Aprilia. Now 23 years old and about to enter his sixth Grand Prix season, the Parisian is now in a position to stamp his name in the record books after collecting eleven podiums during the last two years and three wins in 2003. Riding a factory Aprilia, again with the LCR team, De Puniet is easily one of the Championship favourites for 2004 even if his sizzling pre-season speed has yet to be matched by GP wins so far in the campaign.

Safilo Carrera - LCR Aprilia



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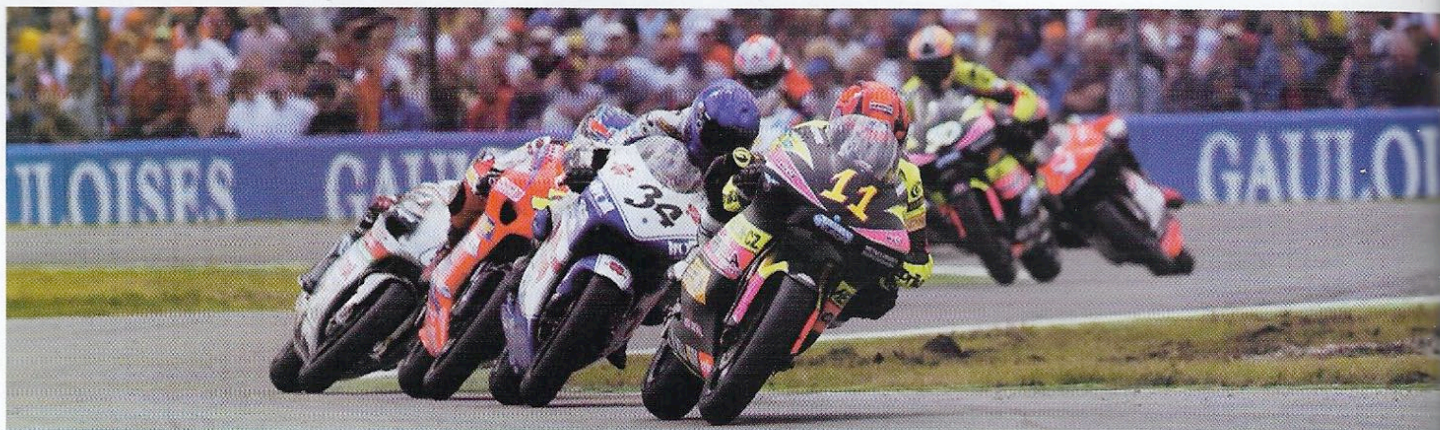


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250cc Profiles



Naoki Matsudo Team UGT Kurz Yamaha

🇯🇵 JPN Chiba, 25/07/73

First GP	JPN '97	Poles	-
Starts	75	Fast Lap	1
Victories	-	World Titles	-
Podiums	2		

8

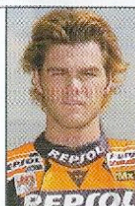


Hugo Marchand Freesoul Abruzzo Racing Team Aprilia

🇫🇷 FRA Perigny, 22/04/81

First GP	FRA '00	Poles	-
Starts	37	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

9

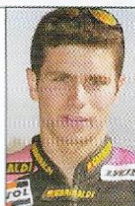


Fonsi Nieto Repsol-Aspar Team 250cc Aprilia

🇪🇸 SPA Madrid, 02/12/78

First GP	SPA '97	Poles	12
Starts	89	Fast Lap	7
Victories	5	World Titles	-
Podiums	18		

10



Joan Olivé Campetella Racing Aprilia

🇪🇸 SPA Tarragona, 22/11/84

First GP	JPN '01	Poles	-
Starts	54	Fast Lap	1
Victories	-	World Titles	-
Podiums	1		

11



Arnaud Vincent Equipe GP De France - Scrab Aprilia

🇫🇷 FRA Nancy, 10/09/74

First GP	FRA '96	Poles	4
Starts	99	Fast Lap	1
Victories	7	World Titles	1
Podiums	19	('02 - 125)	

12

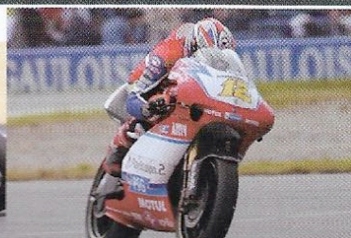


Anthony West Freesoul Abruzzo Racing Team Aprilia

🇦🇺 AUS Maryborough, 17/07/81

First GP	AUS '98	Poles	-
Starts	69	Fast Lap	-
Victories	1	World Titles	-
Podiums	4		

14





Christian Gemmel

Castrol - Honda Kiefer Racing Honda

GER Hettendorf, 09/06/80

First GP	GER '01	Poles	-
Starts	24	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

15



Johan Stigefelt

Aprilia Germany Aprilia

SWE Anderstorp, 17/03/76

First GP	BRA '97	Poles	-
Starts	80	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

16



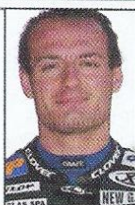
Sebastian Porto

Repsol-Aspar Team 250cc Aprilia

ARG Rafaela, 12/09/78

First GP	ARG '94	Poles	4
Starts	130	Fast Lap	3
Victories	3	World Titles	-
Podiums	8		

19



Franco Battaini

Campetella Racing Aprilia

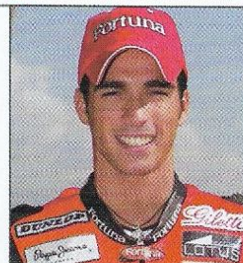
ITA Brescia, 22/07/72

First GP	ITA '96	Poles	4
Starts	112	Fast Lap	3
Victories	-	World Titles	-
Podiums	7		

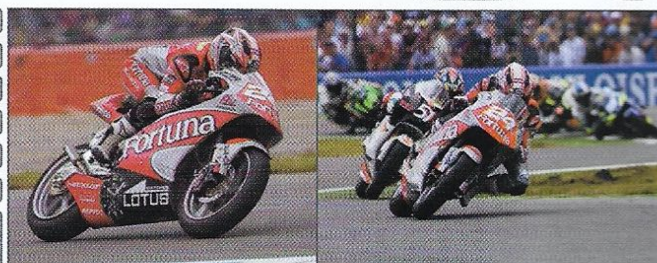
21

Toni Elías

SPA Manresa, 26/03/83



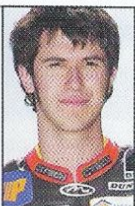
First GP	SPA '99
Starts	73
Victories	8
Podiums	24
Poles	9
Fast Lap	6
World Titles	-



24

Widely seen as Spain's motorcycle racing star, both of the present and for the future, Toni Elías is sure to be one of the riders regularly winning trophies this season. Growing up in the family bike shop near Barcelona, Elías was destined for a career on two wheels. In 1999 he finished third in the 125cc Spanish Championship under the watchful eye of Albert 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 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 Championship aspirations.

A winner of eight races in three seasons, with 21 podiums and nine poles Elías is a World Champion in-waiting. Perhaps with one eye on the MotoGP series he switches from Aprilia to Honda for 2004 and lines-up alongside fellow title favourite Roby Rolfo. Elías has failed to shine so far in 2004, needing more time to adjust to the Honda and has been slightly over-shadowed by countryman Pedrosa's impact.

Fortuna Honda Honda


Alex Baldolini

Matteoni Racing Aprilia

ITA Cesena, 24/01/85

First GP	JPN '02	Poles	-
Starts	38	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

25





motoGP
world championship



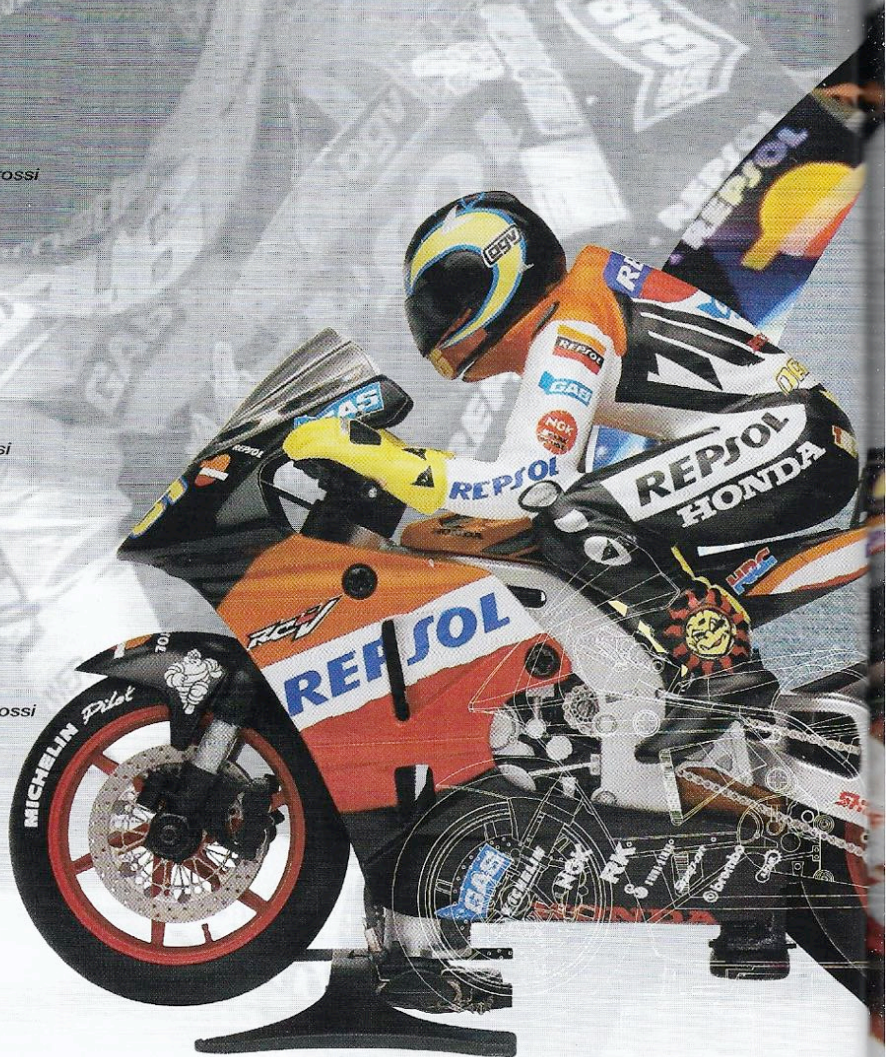
MotoGP Set 1
rossi v capirossi
Cat: C5000



MotoGP Set 2
biaggi v rossi
Cat: C5001



MotoGP Set 3
gibernau v rossi
Cat: C5002



C6001



C6008



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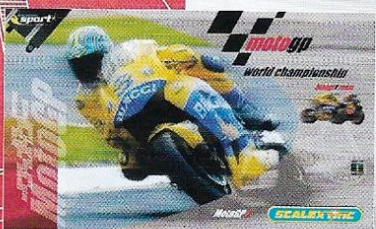
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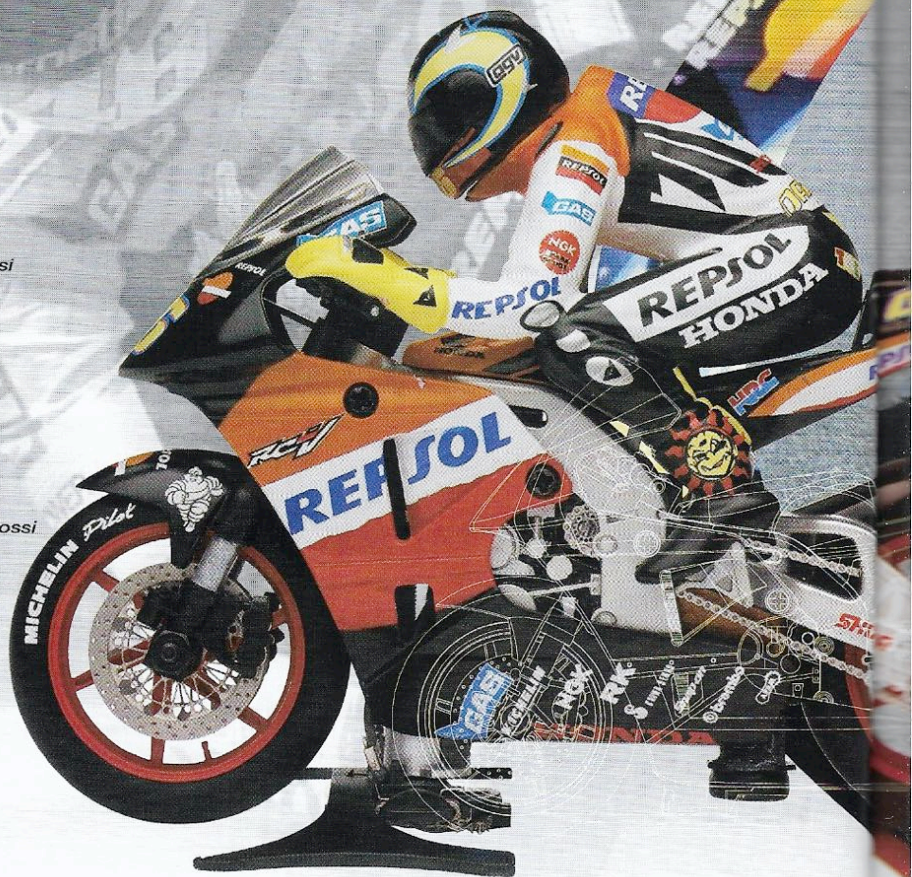
MotoGP Set 1
rossi v capirossi
Cat: C5000



MotoGP Set 2
biaggi v rossi
Cat: C5001



MotoGP Set 3
gibernau v rossi
Cat: C5002



C5001



C5002



C5003



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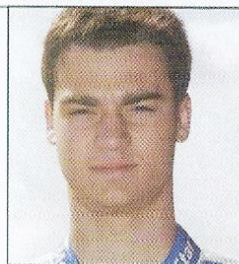
Send your answers along with your home address and contact telephone number to:

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Dani Pedrosa

SPA Sabadell, 29/09/85



First GP	JPN '01
Starts	52
Victories	10
Podiums	22
Poles	10
Fast Lap	8
World Titles	1 ('03 - 125)



26

125cc World Champion at the age of 19 after only three seasons, the writing was on the wall for Dani Pedrosa's rivals from his debut 2001 season when he scored two podiums. A further 15 top three results and 8 victories over two years led him to the crown as Honda's main challenger among a fleet of Aprilias. A product of the pioneering 1999 Activar Movistar cup Pedrosa embarked on a moderately successful Spanish Championship campaign in 2000 and was selected by former GP racer Alberto Puig to form part of the Junior GP team alongside Toni Elias and Joan Olive and has progressed at a rapid rate. Serious and determined but well respected Pedrosa is at the forefront of a strong young generation of Spanish riders. Despite the harsh injury received at Phillip Island just one week after his title success in 2003 that involved two broken feet, Pedrosa has made an instant impression in the 250s riding the Honda, winning his debut GP and leading the World Championship standings.

Telefonica Movistar Honda 250cc *Honda*



Dirk Heidolf

GER Hohestein, 14/09/76

Grefusa-Aspar Team 250cc *Aprilia*

First GP	GER '97	Poles	-
Starts	38	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

28



Hector Faubel

SPA Liria, 10/08/83

Grefusa-Aspar Team 250cc *Aprilia*

First GP	SPA '00	Poles	-
Starts	41	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

33





Eric Bataille **Wurth Honda BQR** Honda

AND Andorra, 18/04/81

First GP	CAT '00	Poles	-
Starts	49	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

34



Erwan Nigon **Team UGT Kurz** Yamaha

FRA Riom, 27/09/83

First GP	FRA '00	Poles	-
Starts	31	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

36

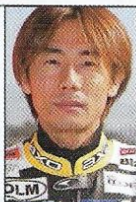


Max Sabbatani **NC World Trade** Yamaha

ITA Forlì, 04/08/75

First GP	IMO '98	Poles	1
Starts	78	Fast Lap	2
Victories	-	World Titles	-
Podiums	-		

40



Taru Sekiguchi **NC World Trade** Yamaha

JPN Tokyo, 05/12/75

First GP	JPN '99	Poles	-
Starts	24	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

44

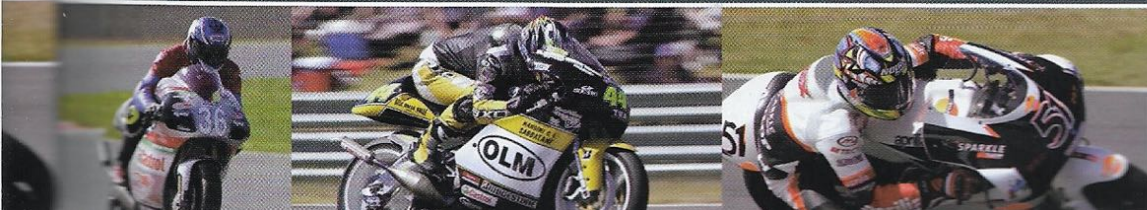


Sylvain Guintoli **Campetella Racing** Aprilia

FRA Montelimar, 24/06/82

First GP	JPN '01	Poles	-
Starts	39	Fast Lap	-
Victories	-	World Titles	-
Podiums	1		

50



250cc Profiles

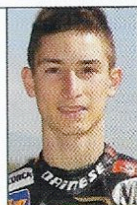


Alex DeAngelis **Aprilia Racing** Aprilia

RSM Rimini, 26/02/84

First GP	IMO '99	Poles	5
Starts	71	Fast Lap	-
Victories	-	World Titles	-
Podiums	7		

51



Manuel Poggiali **MS Aprilia Team** Aprilia

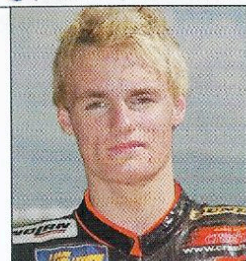
San Marino, 14/02/83

First GP	IMO '98	Poles	11
Starts	82	Fast Lap	7
Victories	12	World Titles	2
Podiums	34	('03 - 250, '01 - 125)	

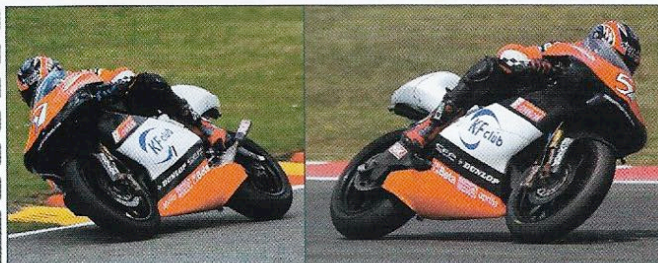
54

Chaz Davies

GBR Knighton, 10/02/87



First GP	JPN '02
Starts	37
Victories	-
Podiums	-
Poles	-
Fast Lap	-
World Titles	-



57

Chaz Davies is the UK's brightest young Grand Prix talent. The 17 year old has now racked up two years of World Championship experience after a tough campaign in the 125s during 2002 and a restrictive but rewarding 2003 season as part of the privateer Aprilia Germany team in the 250s. Having started out riding minibikes, 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. During 2003 he consistently outscored riders on better spec machinery and scored an impressive 9th place at Rio, finishing 14th overall. He also became the youngest rider ever to win points in the 250cc class. For 2004 he continues as part of the Aprilia Germany squad and strives to make the works teams take notice.

Aprilia Germany Aprilia



Hiroshi Aoyama **Telefonica Movistar Honda 250cc** Honda

JPN Chiba, 25/10/81

First GP	MOT '00	Poles	1
Starts	13	Fast Lap	1
Victories	-	World Titles	-
Podiums	1		

73



Gregory Lefort **Equipe GP De France - Scrab** Aprilia

FRA San Martin en Biere, 23/06/79

First GP	FRA '99	Poles	-
Starts	12	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

77



Jakub Smrz **Moenaar Racing** Honda

CZE Jilovice, 07/04/83

First GP	CZE '98	Poles	-
Starts	51	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

96



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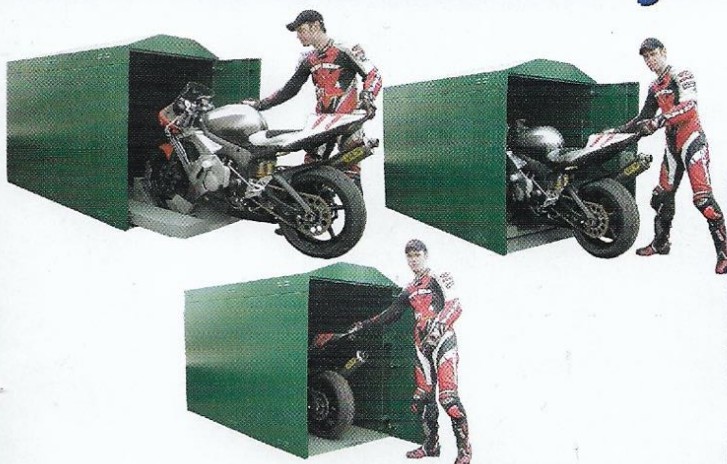


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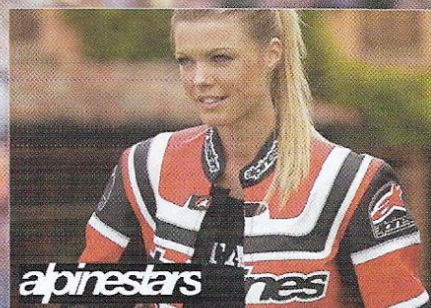
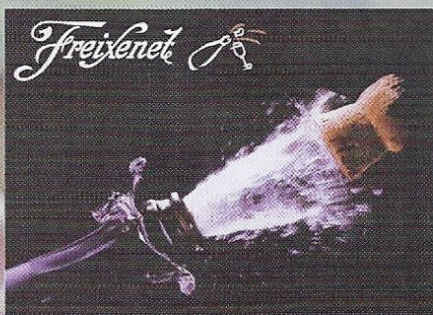


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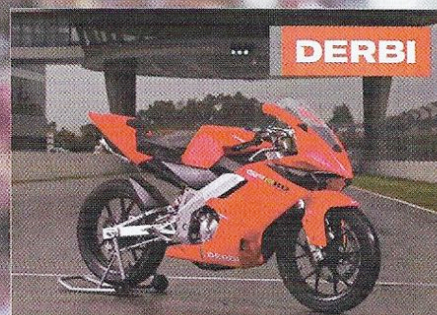




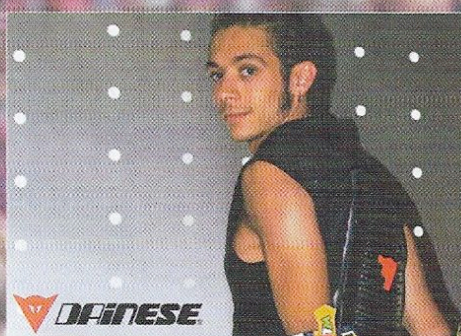
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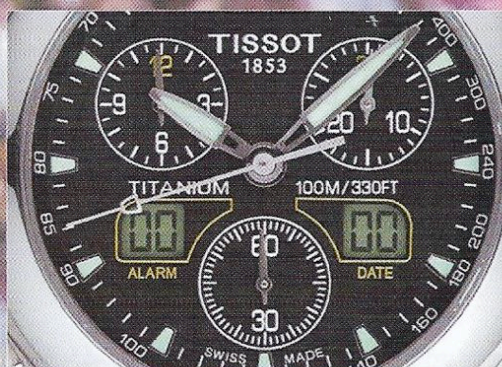
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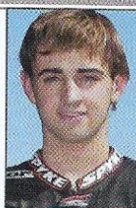
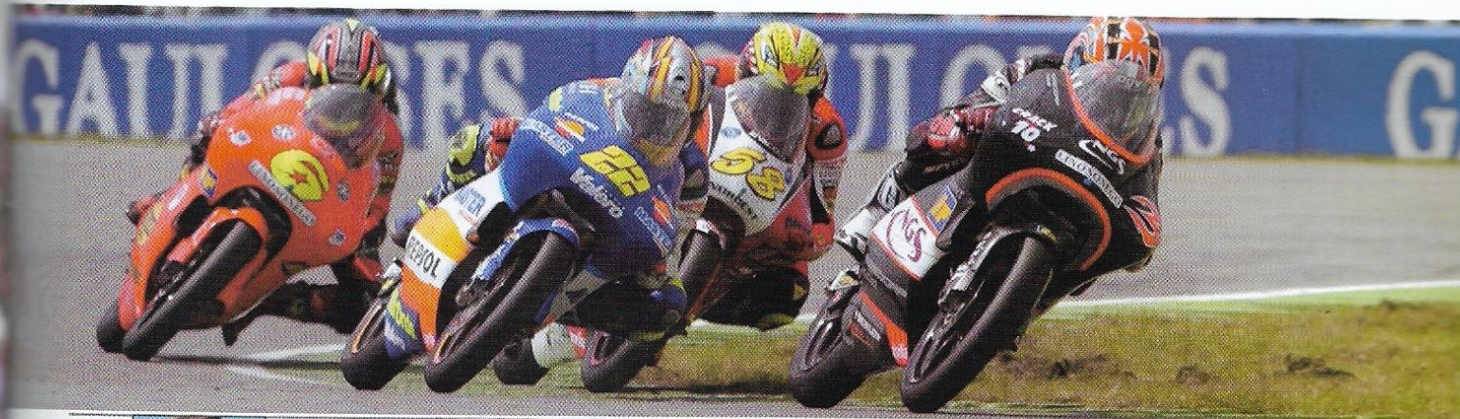


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DAINESE





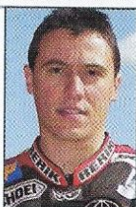
Héctor Barberá

Seedorf Racing Aprilia

SPA Dos Aguas, 02/11/86

First GP	JPN '02	Poles	-
Starts	37	Fast Lap	3
Victories	3	World Titles	-
Podiums	8		

3



Mirko Giansanti

Matteoni Racing Aprilia

ITA Termi, 14/09/76

First GP	ITA '96	Poles	-
Starts	114	Fast Lap	3
Victories	-	World Titles	-
Podiums	12		

6



Stefano Perugini

Metis Gilera Racing Team Gilera

ITA Viterbo, 10/09/74

First GP	ITA '93	Poles	5
Starts	141	Fast Lap	8
Victories	5	World Titles	-
Podiums	19		

7



Manuel Manna

Semprucci Malaguti Malaguti

ITA Pesaro, 10/02/84

First GP	POR '03	Poles	-
Starts	7	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

8



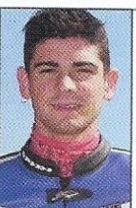
Julián Simón

Angaia Racing Honda

SPA Villacañas, 03/04/87

First GP	SPA '02	Poles	-
Starts	26	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

10



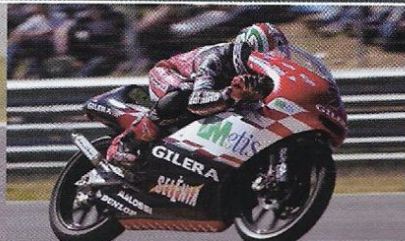
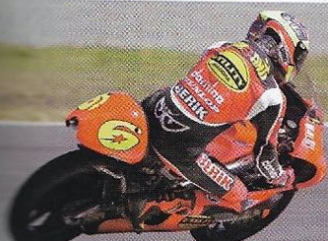
Mattia Angeloni

Angaia Racing Honda

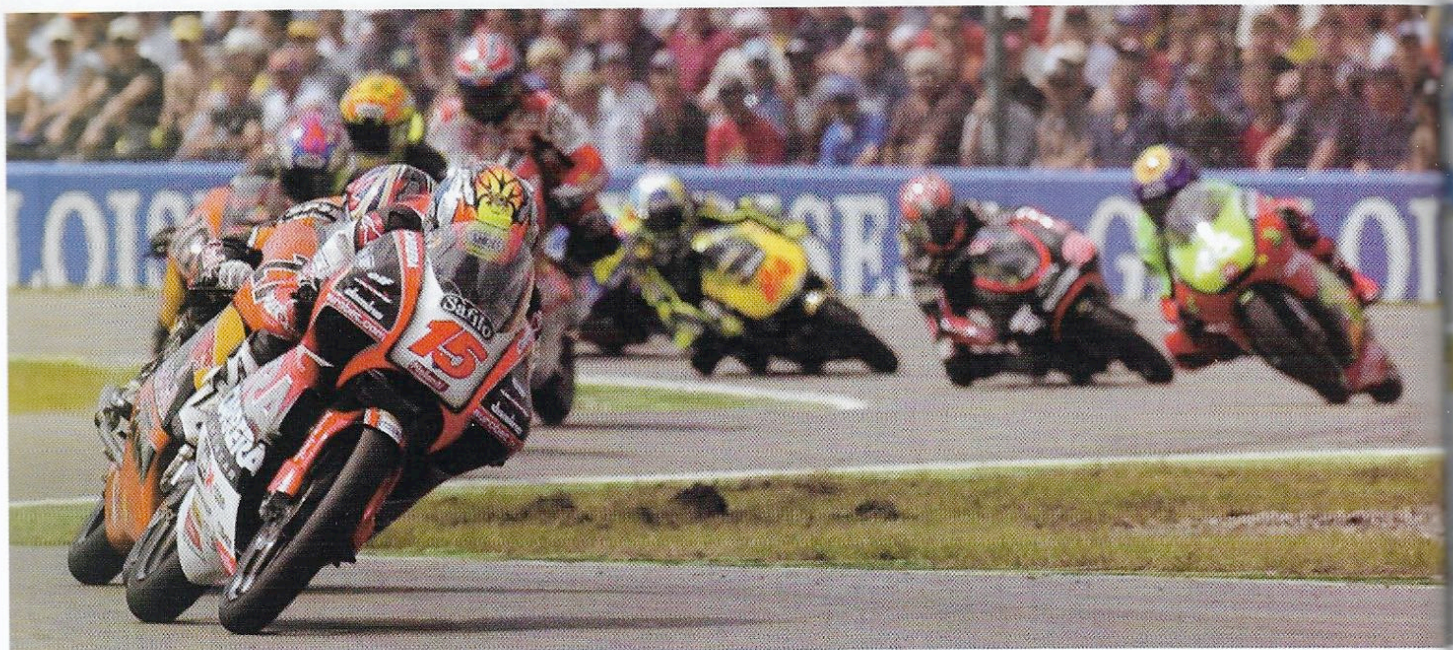
ITA Pessaro, 04/11/83

First GP	JPN '02	Poles	-
Starts	23	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

11



125cc Profiles

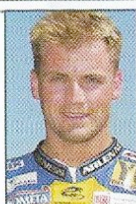


Thomas Lüthi **Elit Grand Prix** Honda

SWI Oberdiessbach, 06/09/86

First GP	GER '02	Poles	-
Starts	26	Fast Lap	-
Victories	-	World Titles	-
Podiums	1		

12

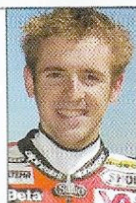


Gabor Talmacsi **Semprucci Malaguti** Malaguti

HUN Budapest, 28/05/81

First GP	CZE '00	Poles	-
Starts	54	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

14



Roberto Locatelli **Safilo Carrera - LCR** Aprilia

ITA Bergamo, 05/07/74

First GP	ITA '94	Poles	16
Starts	137	Fast Lap	9
Victories	8	World Titles	1
Podiums	20	('00 - 125)	

15



Raymond Schouten **Molenaar Racing** Honda

NED Waardhuizen, 15/03/85

First GP	NED '02	Poles	-
Starts	7	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

16

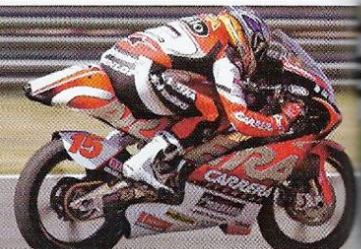


Alvaro Bautista **Seedorf Racing** Aprilia

SPA Talavera de la Reina, 21/11/84

First GP	SPA '02	Poles	-
Starts	25	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

19



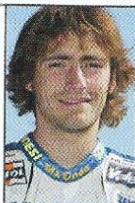


Steve Jenkner **Rauch Bravo** Aprilia

GER Lichtenstein, 31/05/76

First GP	GER '96	Poles	1
Starts	113	Fast Lap	5
Victories	1	World Titles	-
Podiums	14		

21



Pablo Nieto **Master-Repsol Team 125cc** Aprilia

SPA Madrid, 04/06/80

First GP	CAT '98	Poles	3
Starts	86	Fast Lap	3
Victories	1	World Titles	-
Podiums	7		

22



Gino Borsoi **Globet.com Racing** Aprilia

ITA Motta di Livenza, 11/03/74

First GP	ITA '96	Poles	1
Starts	116	Fast Lap	2
Victories	-	World Titles	-
Podiums	3		

23

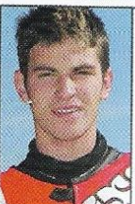


Simone Corsi **Kopron Team Scot** Honda

ITA Roma, 24/04/87

First GP	ITA '02	Poles	-
Starts	21	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

24



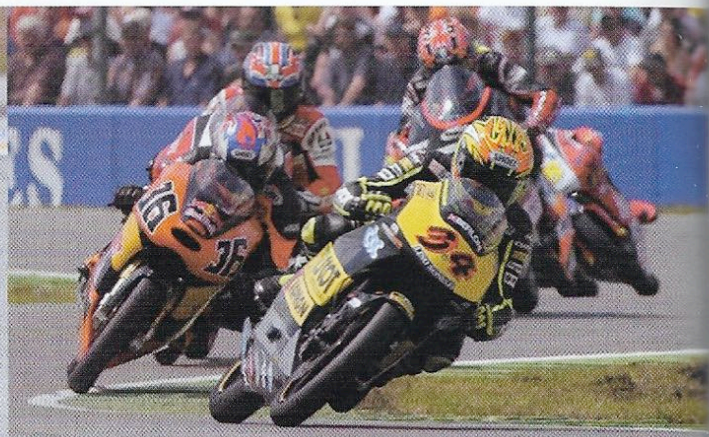
Imre Toth **Team Hungary** Aprilia

HUN Budapest, 06/09/85

First GP	JPN '02	Poles	-
Starts	38	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

25





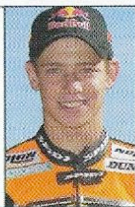
Dario Giuseppetti

Elit Grand Prix Honda

GER Berlin, 01/03/85

First GP	GER '02	Poles	-
Starts	15	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

26



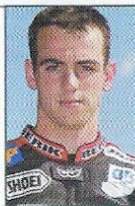
Casey Stoner

Red Bull KTM KTM

AUS Kurri-Kurri, 16/10/85

First GP	GBR '01	Poles	2
Starts	37	Fast Lap	2
Victories	1	World Titles	-
Podiums	7		

27



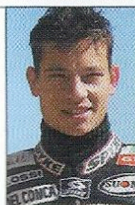
Jordi Carchano

Matteoni Racing Aprilia

SPA St Quirze del Valles, 02/07/84

First GP	CAT '03	Poles	-
Starts	6	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

28



Fabrizio Lai

Metis Gilera Racing Team Gilera

ITA Rho, 14/12/78

First GP	VAL '01	Poles	-
Starts	23	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

32



Sergio Gadea

Master-Repsol Team 125cc Aprilia

SPA Valencia, 30/12/84

First GP	SPA '03	Poles	-
Starts	10	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

33



Andrea Dovizioso

Kopron Team Scot Honda

ITA Forlì, 23/03/86

First GP	ITA '01	Poles	3
Starts	39	Fast Lap	1
Victories	2	World Titles	-
Podiums	7		

34





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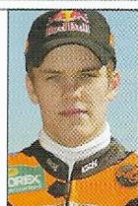
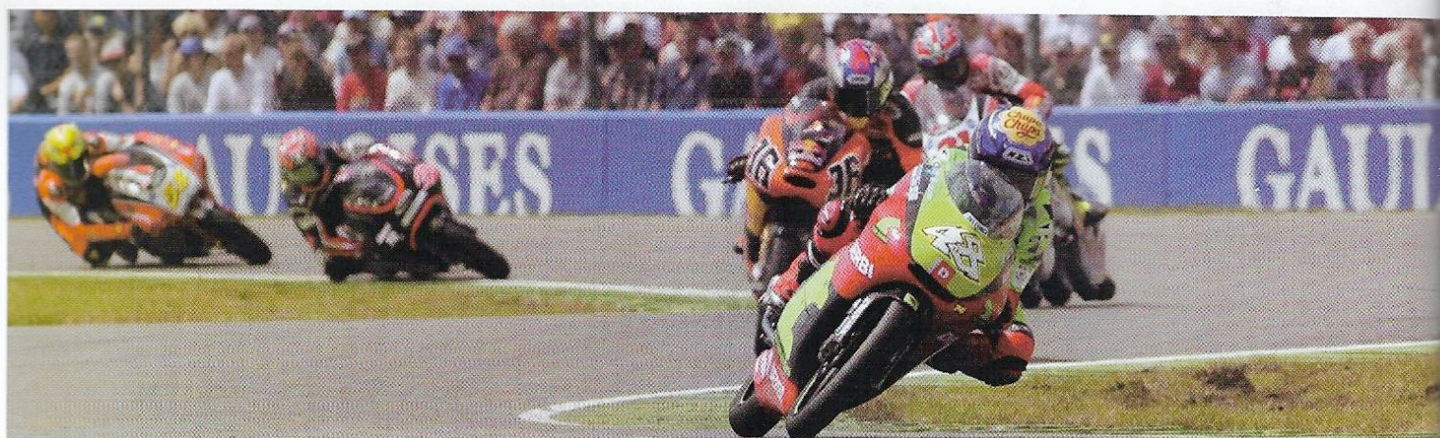


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Mika Kallio Red Bull KTM KTM

FIN Valkeakoski, 08/11/82

First GP	GER '01	Poles	-
Starts	40	Fast Lap	-
Victories	-	World Titles	-
Podiums	1		

36

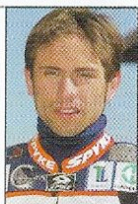


Youichi Ui Abruzzo Racing Team Aprilia

JPN Chiba, 27/11/72

First GP	JPN '95	Poles	17
Starts	125	Fast Lap	9
Victories	11	World Titles	-
Podiums	22		

41

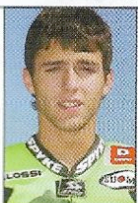


Gioele Pellino Abruzzo Racing Team Aprilia

ITA Foligno, 13/08/83

First GP	ITA '02	Poles	-
Starts	24	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

42

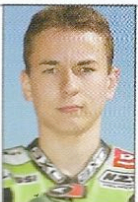


Angel Rodriguez Caja Madrid Derbi Racing Derbi

SPA Elche, 20/05/85

First GP	JPN '01	Poles	-
Starts	32	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

47



Jorge Lorenzo Caja Madrid Derbi Racing Derbi

SPA Palma de Mallorca, 04/05/87

First GP	SPA '02	Poles	2
Starts	36	Fast Lap	2
Victories	2	World Titles	-
Podiums	4		

48



Andrea Ballerini Sterilgarda Racing Aprilia

ITA Firenze, 02/07/73

First GP	AUS '95	Poles	-
Starts	60	Fast Lap	1
Victories	1	World Titles	-
Podiums	1		

50



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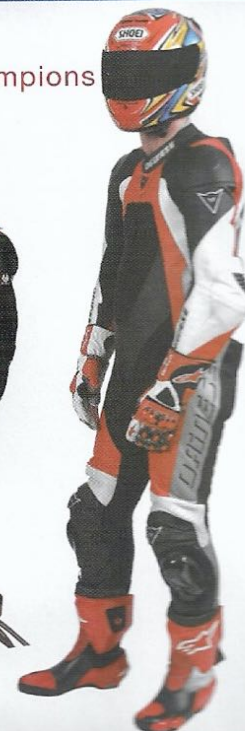


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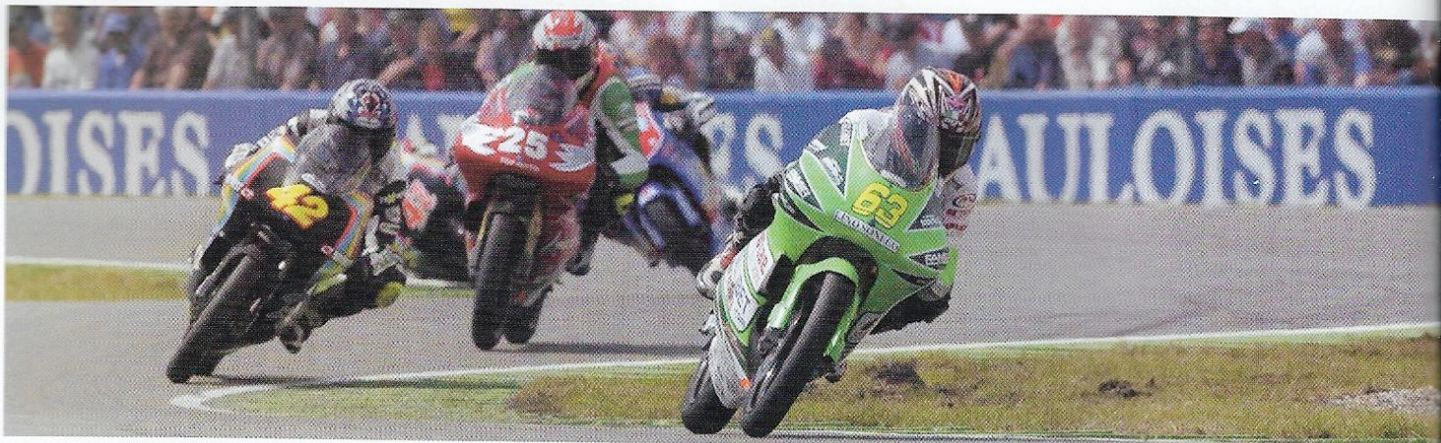
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LukasPesek **Ajo Motorsport** Honda
CZE Praha, 22/11/85

First GP	CZE '02	Poles	-
Starts	16	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

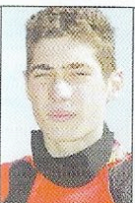
52



MattiaPasini **Safilo Carrera - LCR** Aprilia
ITA Rimini, 13/08/85

First GP	RSA '04	Poles	-
Starts	6	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

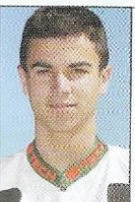
54



MarcoSimoncelli **Rauch Bravo** Aprilia
ITA Cattolica, 20/01/87

First GP	SPA '02	Poles	1
Starts	27	Fast Lap	-
Victories	1	World Titles	-
Podiums	1		

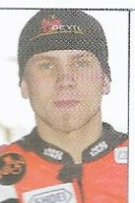
58



MikiMeglio **Globet.com Racing** Aprilia
FRA Toulouse, 17/02/88

First GP	CZE '02	Poles	-
Starts	21	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

63



VesaKallio **Team Hungary** Aprilia
FIN Valkeakoski, 06/09/80

First GP	GER '03	Poles	-
Starts	9	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

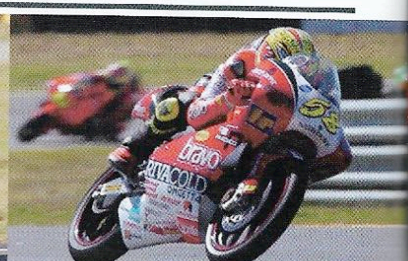
66



RobbinHarms **Ajo Motorsport** Honda
DEN Copenhagen, 09/06/81

First GP	AUS '99	Poles	-
Starts	19	Fast Lap	-
Victories	-	World Titles	-
Podiums	-		

69



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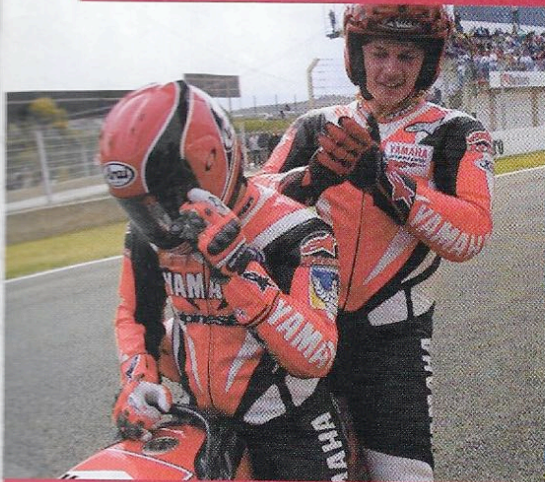


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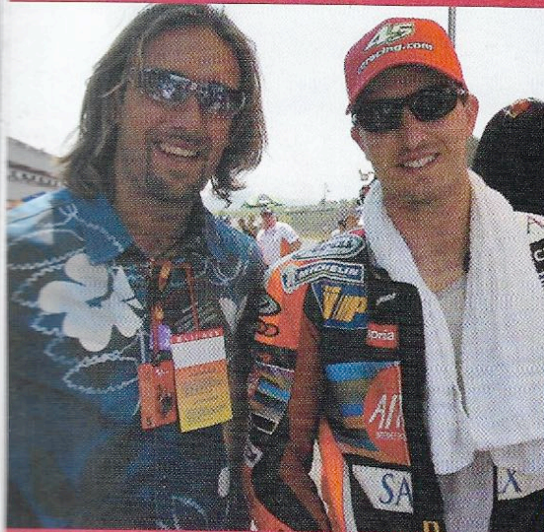


Richard Jones - Stereophonics

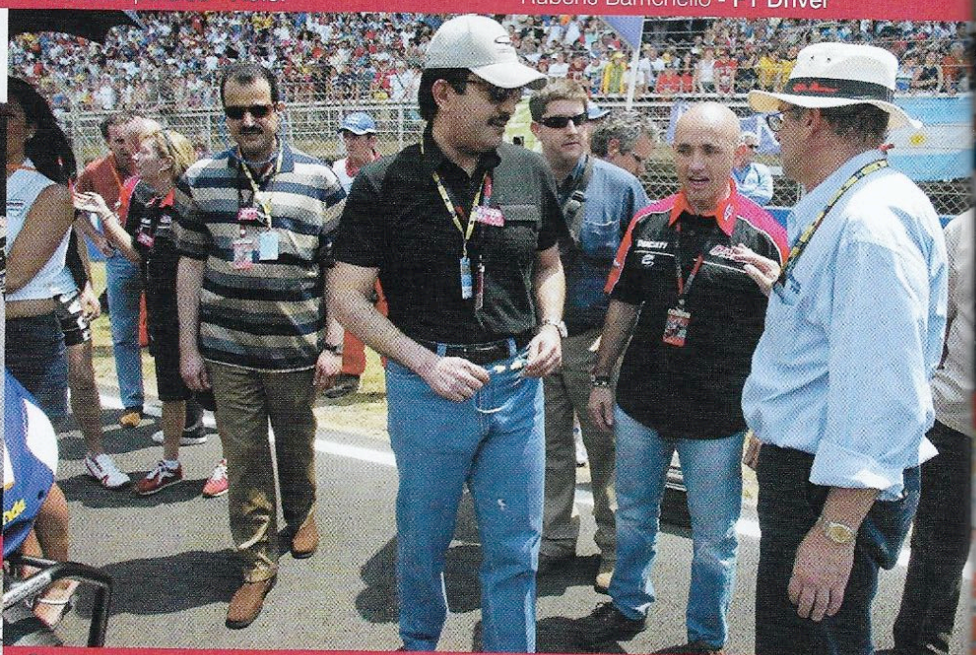


Gerard Depardieu - Actor

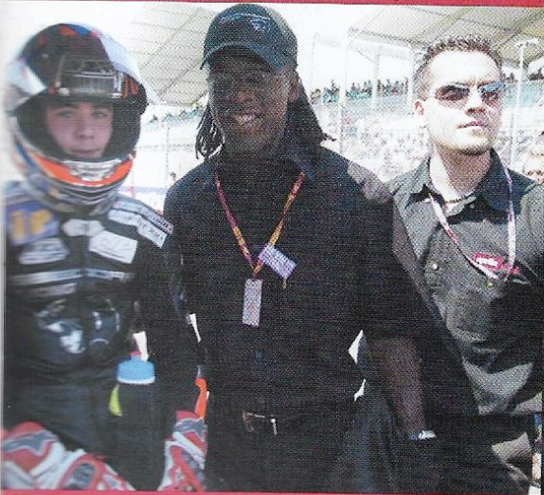
Rubens Barrichello - F1 Driver



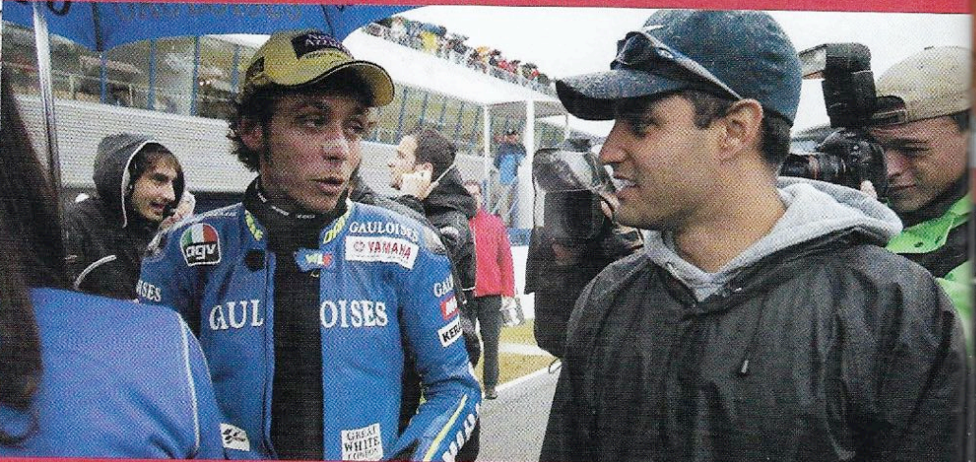
Batistuta - International Football Player



Sheikh Abdullah Bin Khalifa Al-Thani - Prime Minister Qatar



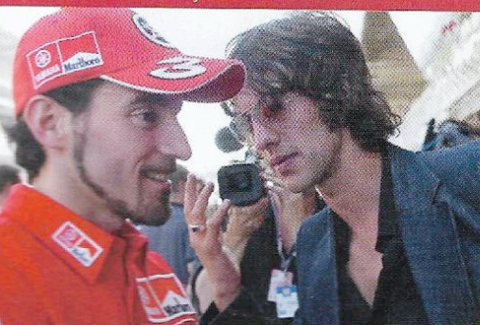
Clarence Seedorf - AC Milan Player



Juan Pablo Montoya - F1 Driver



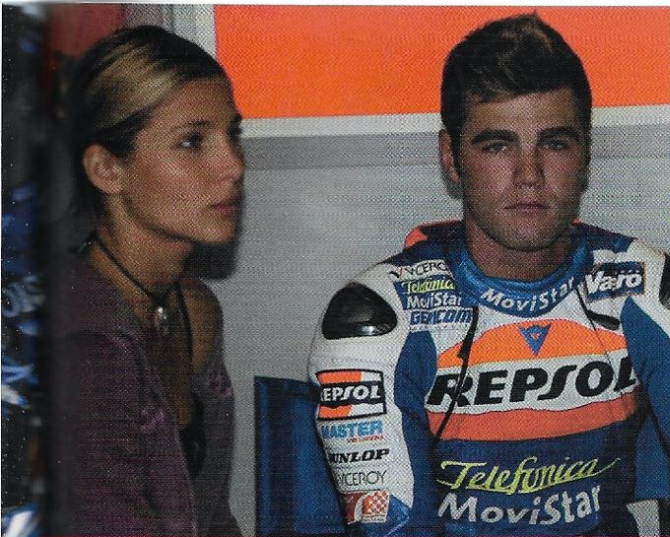
Mark Knopfler - Singer



Richard Ashcroft - Singer/Song writer



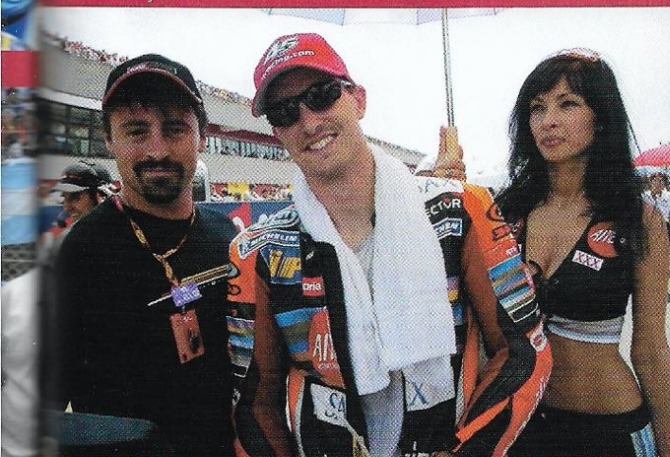
Gene Simmons - Singer KISS



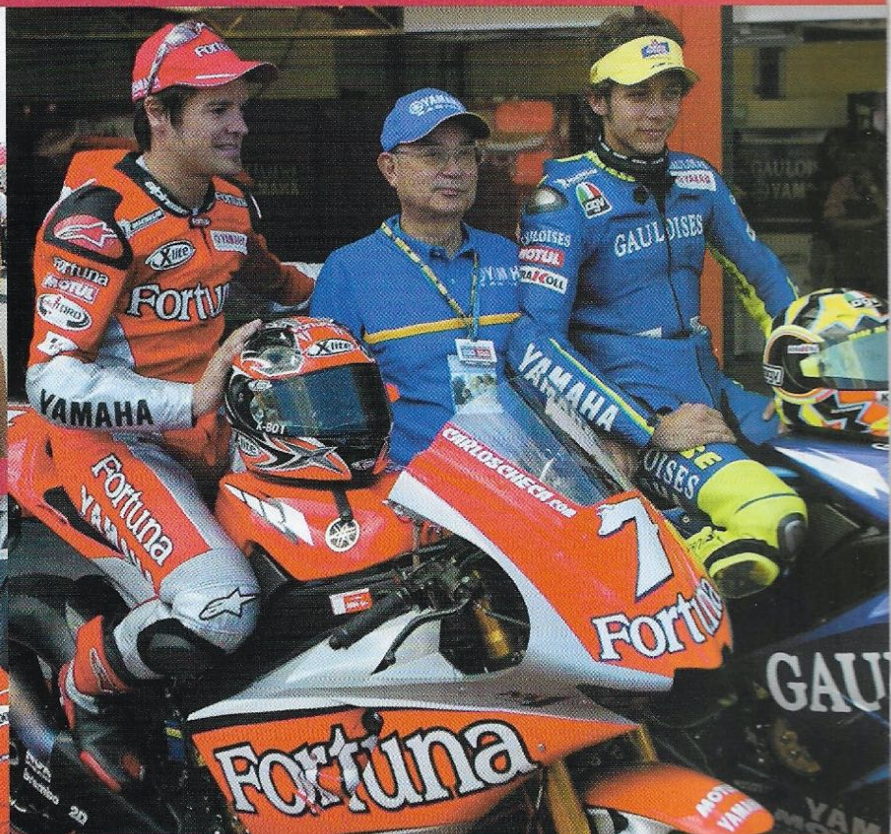
Elsa Pataky - Model



Bernie Ecclestone - F1



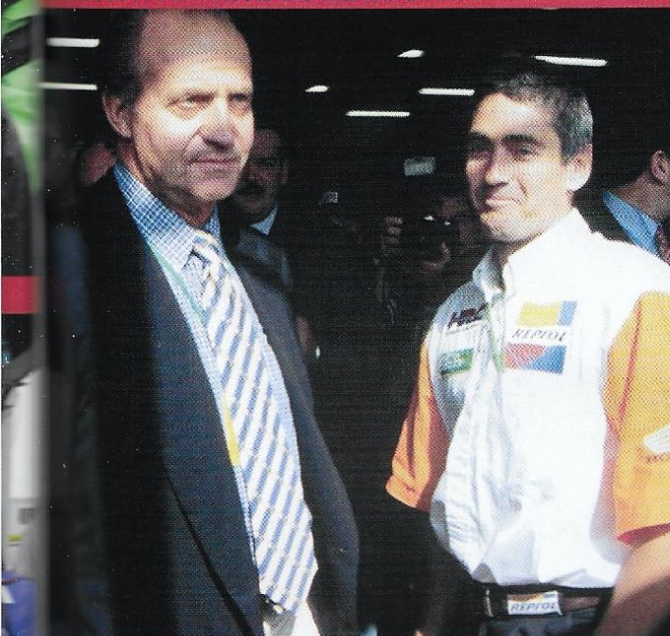
Matt Le Blanc - Actor



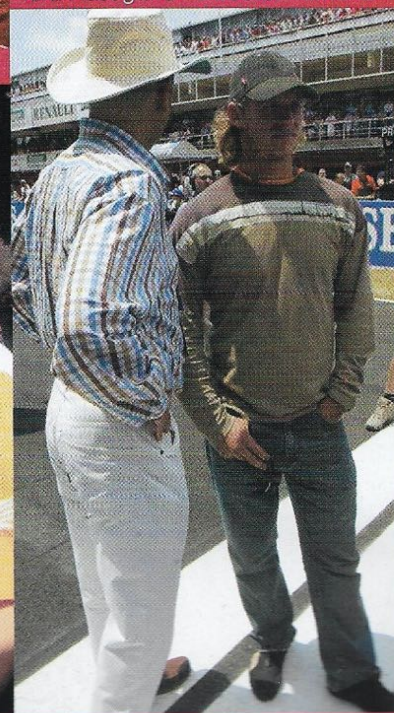
Toru Hasegawa - Director Yamaha



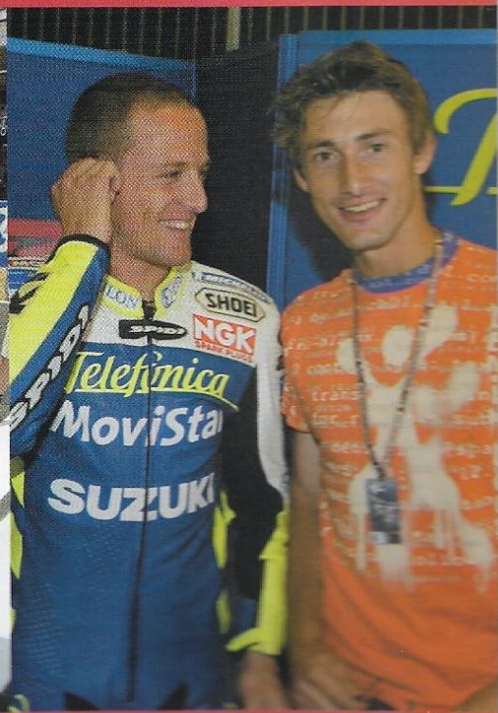
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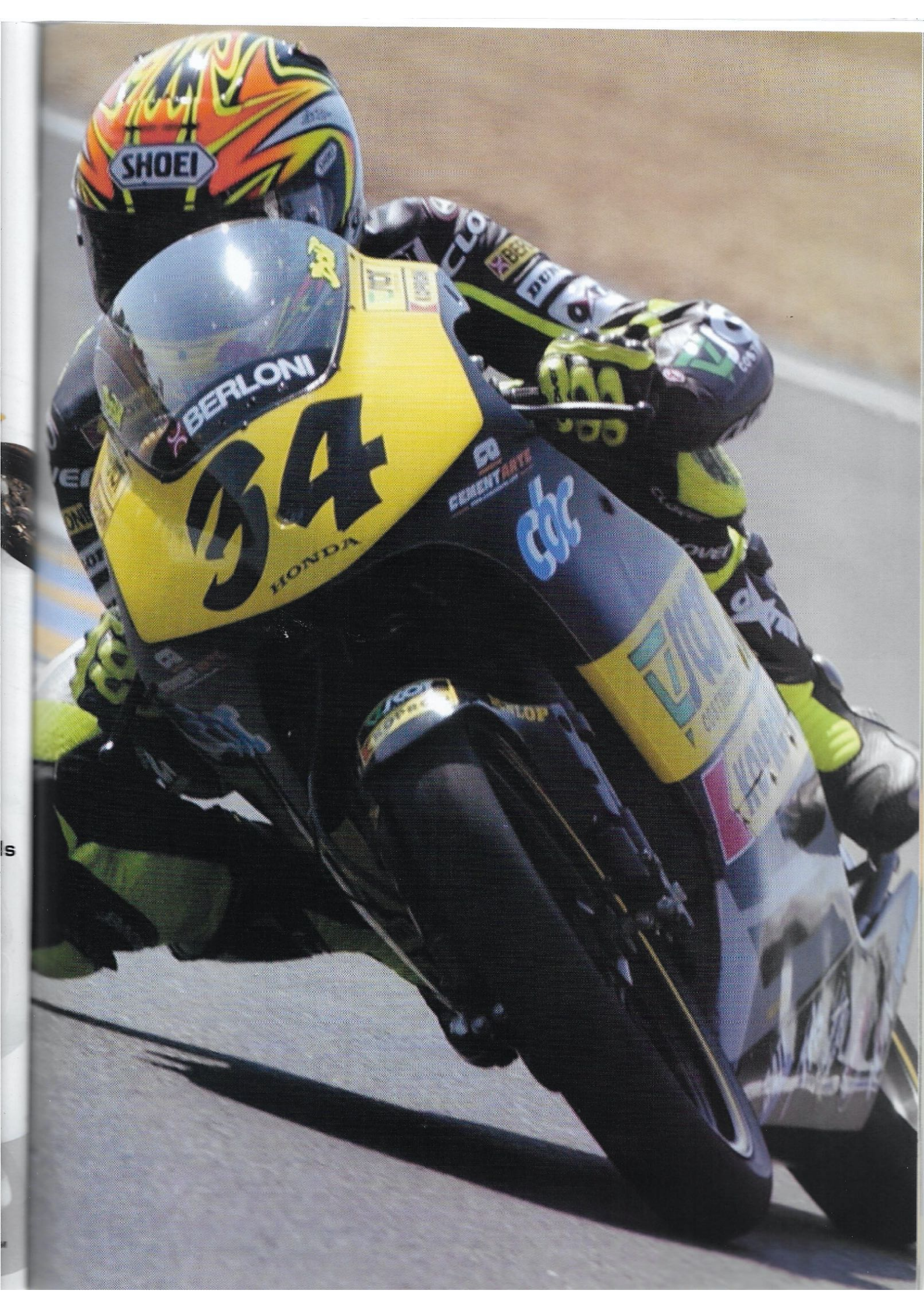
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LEGENDS

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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.

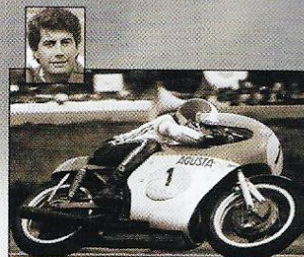
Since then, various other illustrious names from different eras of racing have been inducted into the MotoGP Hall of Fame, including Giacomo Agostini, Angel Nieto, Mike Hailwood, Kenny Roberts, Kevin Schwantz, Wayne Rainey, Carlo Ubbiali, Freddie Spencer, Anton Mang, Wayne Gardner, Barry Sheene, Geoff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



Michael DOOHAN
5 world titles and 54 victories in MotoGP



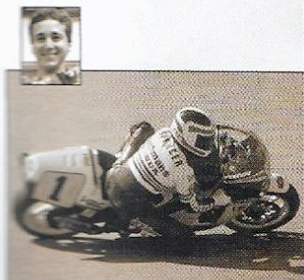
Wayne RAINEY
3 world titles and 26 victories in MotoGP



Giacomo AGOSTINI
15 world titles and 122 victories in MotoGP



Mike HAILWOOD
9 world titles and 74 victories in MotoGP



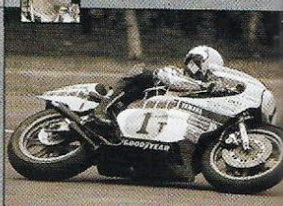
Freddie SPENCER
3 world titles and 27 victories in MotoGP



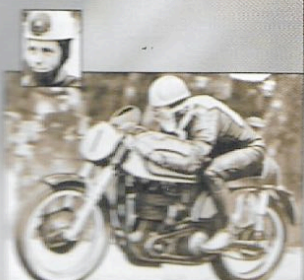
Kevin SCHWANTZ
1 world title and 25 victories in MotoGP



Angel NIETO
13 world titles and 90 victories in MotoGP



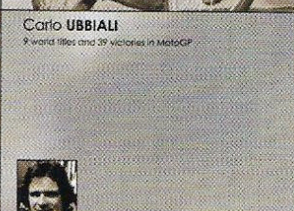
Kenny ROBERTS
3 world titles and 24 victories in MotoGP



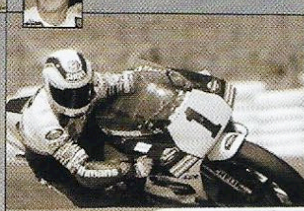
Geoffrey DUKE
1 world title and 21 victories in MotoGP



Anton MANG
5 world titles and 42 victories in MotoGP



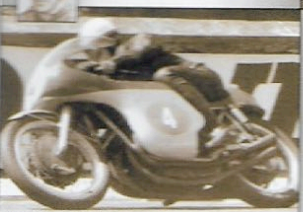
Carlo UBBIALI
6 world titles and 39 victories in MotoGP



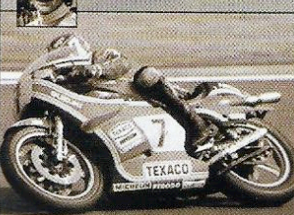
Wayne GARDNER
1 world title and 18 victories in MotoGP



Phil READ
7 world titles and 52 victories in MotoGP



John SURTEES
7 world titles and 28 victories in MotoGP



Barry SHEENE
2 world titles and 23 victories in MotoGP



Daijro KATO
1 world title and 17 victories in MotoGP



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"MotoGP and Riders for Health is a unique partnership saving and transforming lives throughout Africa."

Motorcycles save lives

The population of Africa is predominantly rural and vast distances separate impoverished communities. The terrain between them is rough and unforgiving. Countless basic health development programmes have failed because there has not been adequate consideration of how health workers can reach the thousands of people they are dedicated to serving.

Africa cannot hope to develop if it continues to depend on walking, or on 13th-century forms of transport such as donkeys and hand-carts. This is where motorcycles can save lives, day in, day out.

However, one health worker with a fully functioning motorbike can reach two villages of 5-600 people a day, this is five times as many people than if he/she were to walk. If the motorcycle never breaks down these people will never be let down, and they can be free from the risk of preventable disease.

'You can't save a child unless you can reach her'.

MotoGP and Riders for Health is a unique partnership saving and transforming lives throughout Africa. Riders could not make the huge difference it does in Africa

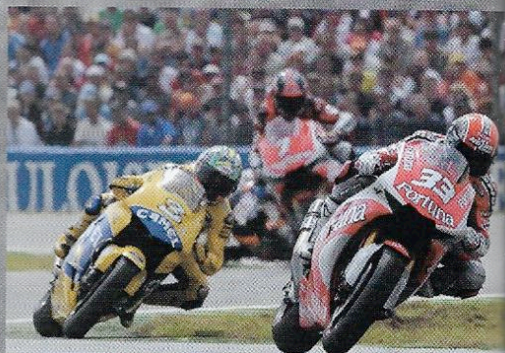
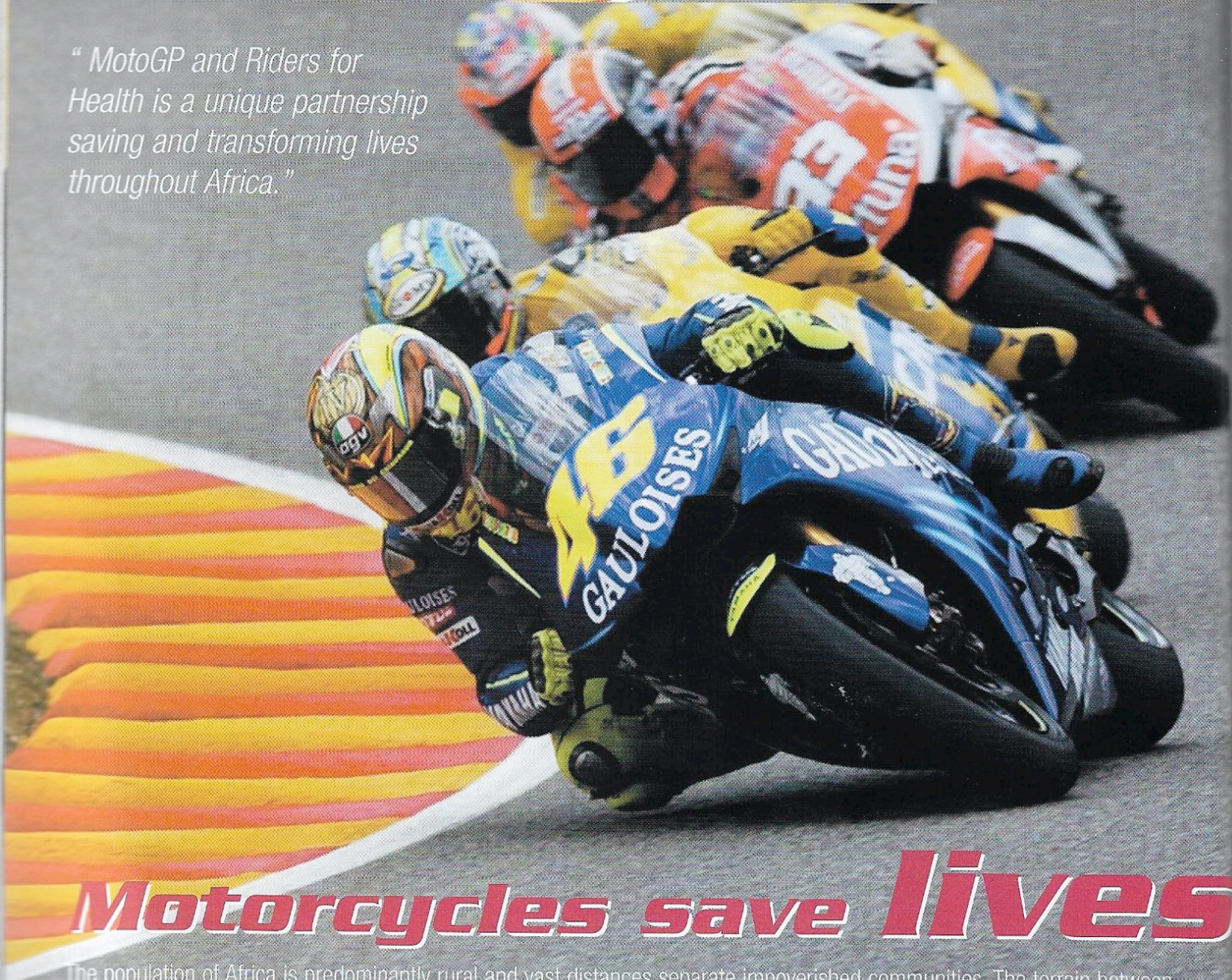
without the help of the motorcycle community.

Riders' field programmes are becoming widely known and admired for achieving life-saving results. For example in Binga, one of Zimbabwe's most rural and deprived regions, the use of motorcycles for healthcare delivery has reduced malaria by 20%.

In 2004 the Spanish branch of Riders - Moto Solidarias - officially launched and the fundraising work carried out by Riders Italy has also hotted-up. Riders for Health is a registered charity - you can contact Riders fundraising offices throughout Europe.

To contact Riders staff
in Germany email - uthomas@garp-photo.de,
in Holland - wvanderburg@yahoo.co.uk,
Italy - Claudio@ridersforhealth.it,
Spain - info@motossolidarias.org,
and in the UK - r4h@riders.org.

You can also visit the website www.riders.org to find out more about the charity's work. Join the stars of motorcycle racing (Randy Mamola, Lucio Cecchinello and Sete Gibernau to name but a few) and support Riders pioneering work saving lives in Africa.



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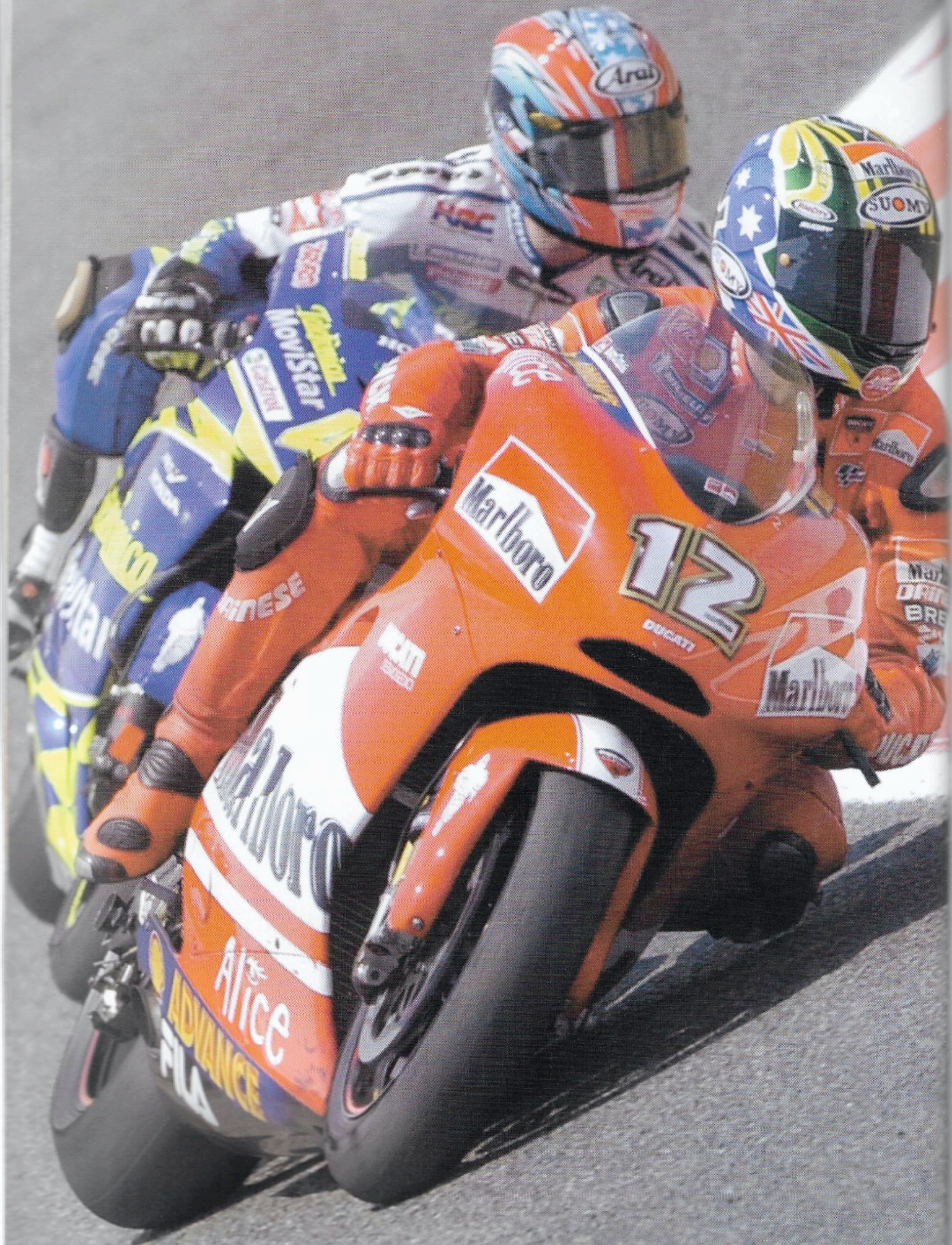
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CZECH REPUBLIC BRNO 22 AUGUST



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MotoGP



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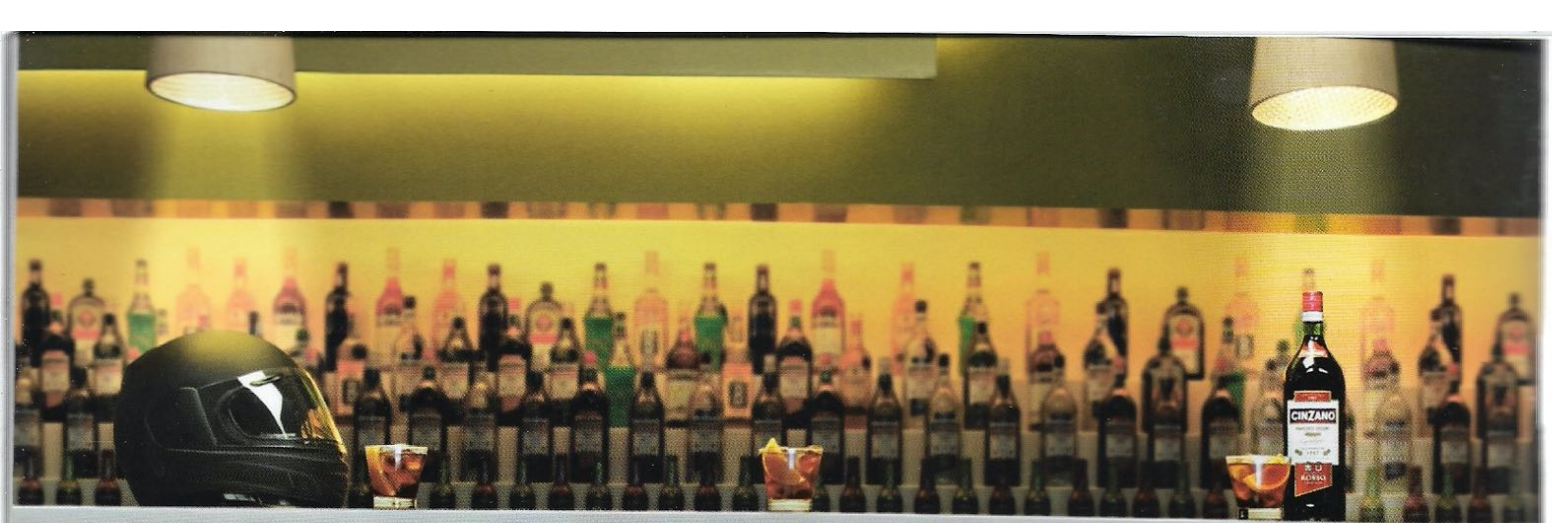
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