



# British GRAND PRIX

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Official Programme

Donington 2•3•4/7/99



# Sensational!



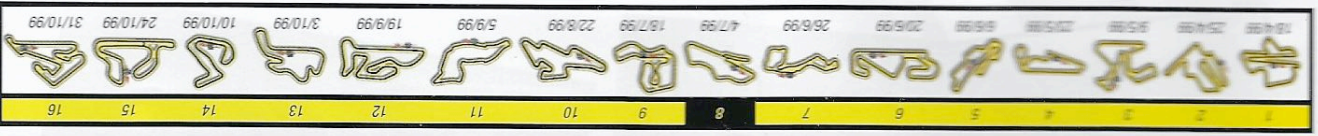
*If your name is Kenny Roberts and you're racing on a Suzuki RGV 500, you don't just win your very first race by chance. When MOTUL wins, you benefit, because the Motul product range gains from our experience at the highest level of competition. Kenny Roberts Jr wins, you enjoy driving your motorbike, MOTUL does the rest.*



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## MOTUL

L'HUILE DE HAUT NIVEAU



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**COVER PHOTOGRAPH**  
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 www.peterlindbergh.com

**FIM**  
 FIM World Championships in Road Racing  
 www.fim.championships.it

## WELCOME

Welcome to the 1999 British Motorcycle Grand Prix at Donington Park, the 13th successive year that the Leicestershire venue has hosted Britain's rounds in the FIM Road Racing Grand Prix World Championship.

The Isle of Man TT was the venue, on June 17th 1949, for the first motorcycling races counting for the FIM Road Racing World Championships, and the TT races constituted Britain's rounds for a total of 28 years before they moved to Silverstone for the British Grand Prix in 1977, the first of 10 occasions that Silverstone held the event before it moved to Donington Park in 1987.

This year, the 50th Anniversary of the World Championship, starts another new era for the event as it signifies the first under a new 6 year contract between Dorna Promocion del Deporte and Donington Park Leisure which guarantees the British Grand Prix is held at Donington Park until 2004.

The 500cc British Grand Prix is the most incredible spectacle of Donington Park's season. No other form of motor sport can match the incredible and awesome performances that so many of the world's best ever riders have given at Donington.

Donington Park continues to invest in helping to encourage British riders to achieve creditable performances in Britain's World Championship rounds, in the hope it will lead to them being offered opportunities in the World Championship scene as a whole.

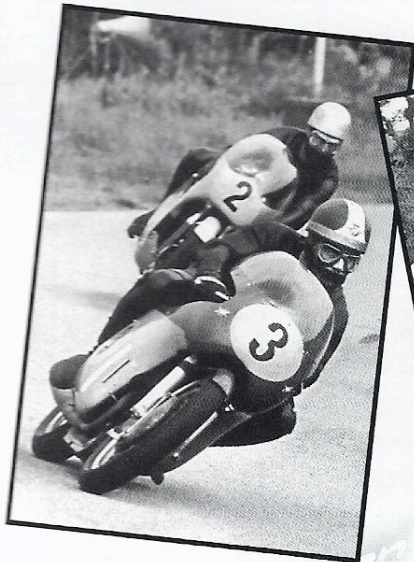
Through the work of the Motorcycle Circuit Racing Control Board, we have proved that this country has some of the finest young natural talent in the world when it comes to ability and determination. The problem is trying to match that with the resources and manufacturer support to enable these young heroes to show their undoubted prowess on the world championship scene. We will continue to strive to succeed in giving this young talent the opportunities they deserve.

Who knows, by 2004 perhaps we could repeat the performances of the first World Championship round 50 years ago when British riders won both the 500cc and 350cc races.

Robert Fearnall  
 Managing Director  
 Donington Park Leisure Limited



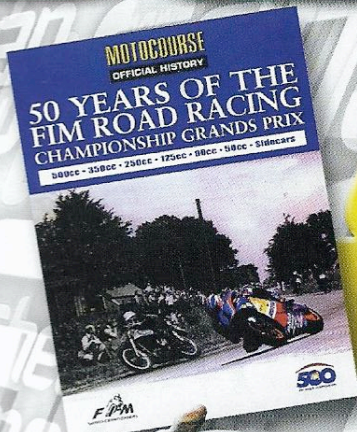
Giacomo Agostini, Mike Hailwood Photo: Mick Woollett



Walter Villa Photo: Mick Woollett

# CELEBRATING ANNIVERSARY GRAND PRIX

# 1949

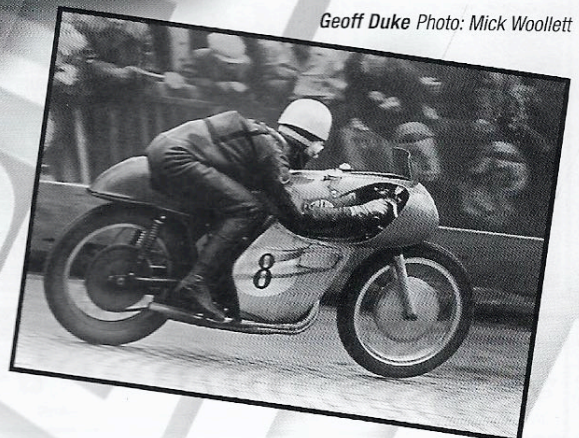


# 50



# 1949

Geoff Duke Photo: Mick Woollett



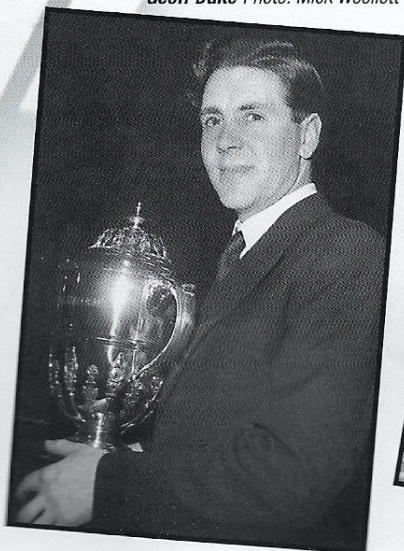
# A NEW BOOK CELEBRATES THE 50th ANNIVERSARY OF FIM AND PRIX RACING

by Dennis Noyes

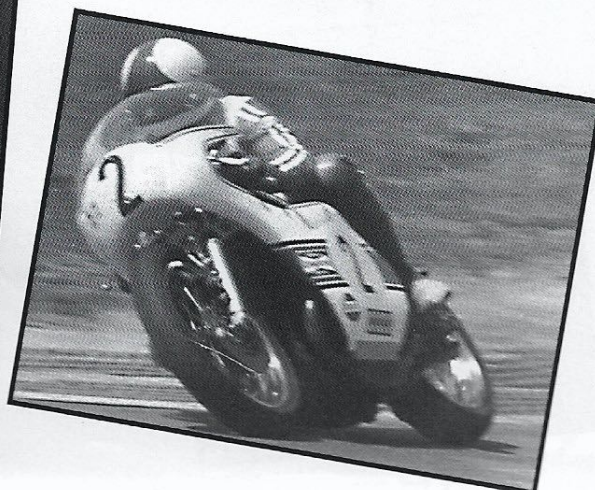
The best is probably yet to come, but the first fifty years of the FIM Road Racing World Championship Grand Prix 1949-1999, soon to be published by Hazelton in conjunction with Dorna, tells the story of a half century of the world's most prestigious motorcycle racing series.

It is a book about men and machines with stories of heroism and heartbreak. Legendary champions like Giacomo Agostini, Angel Nieto, Carlo Ubbiali, Mike Hailwood, John Surtees, Geoff Duke are featured as are modern legends such as Mick Doohan. Some of GP racing's greatest were linked by their intense rivalries as in the cases of Mike Hailwood and Giacomo Agostini, Phil Read and Bill Ivy, Toni Mang and Jon Ekerold, Freddie Spencer and Kenny Roberts, Wayne Rainey and Kevin Schwantz and others.

Geoff Duke Photo: Mick Woollett



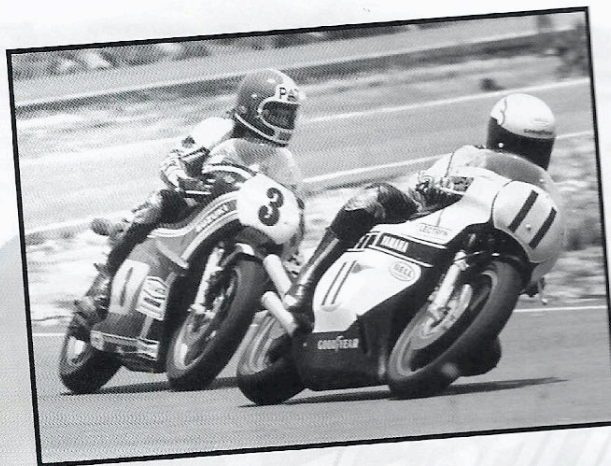
Jarno Saarinen Photo: Mick Woollett



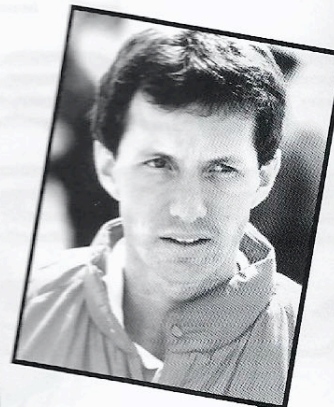
Jarno Saarinen Photo: Mick Woollett



Wayne Rainey



Kenny Roberts Photo: Mick Woollett



Eddie Lawson

Each of the fifty seasons in each of the GP classes is relived with special attention given to certain unforgettable seasons like the 1966-67 Hailwood-Agostini duels and the Read-Agostini battles of 1973, 74 and 75 and, of course, the epic Spencer-Roberts shootout of 1983.

The stories of the factory teams, the bikes and their engineers are interwoven with the tales of on-track battles but also featured in technical sections. From Les Graham's twin cylinder four-stroke AJS "Porcupine" of 1949 to Mick Doohan's all-conquering four cylinder two-stroke Honda NSR 50 "screamer," the technical evolution of the series is traced and analyzed, and, as we approach a probable return to four stroke power in GP racing's premier "500" class, it may surprise some to learn that just over 40 years ago Moto Guzzi and engineer Julio Cesare Carcano startled the racing world with a fully streamlined 500 cc machine powered by a DOHC 32-valve V-8 that developed 80 howling horse power at 14,000 rpm or that Suzuki, in the mid-sixties, raced a 50cc three-cylinder two-stroke.

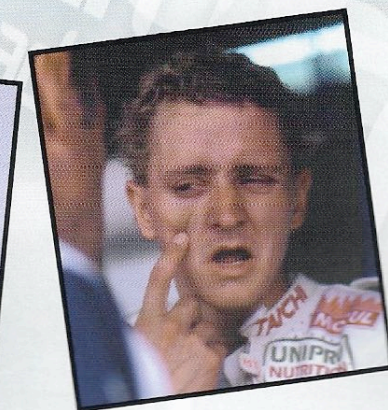
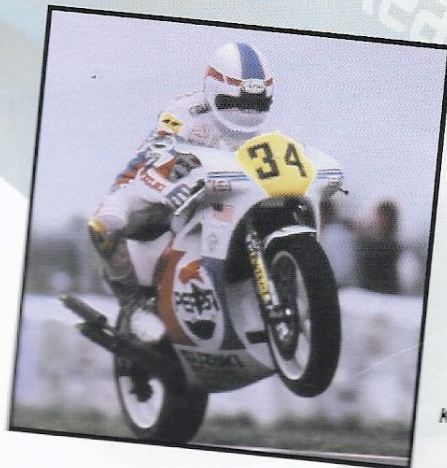
Neither the V-8 Guzzi or the Suzuki three-cylinder 50cc ever won a GP, but exotica like the five cylinder 125 Honda, as ridden by Luigi Taveri, and the across-the-frame six cylinder Honda 250 and 350 machines (taken to world titles by Mike Hailwood) were as effective as they were complex.

All classes, including sidecars, are followed year by year, with a graceful balance between the technical and the human side of GP racing.

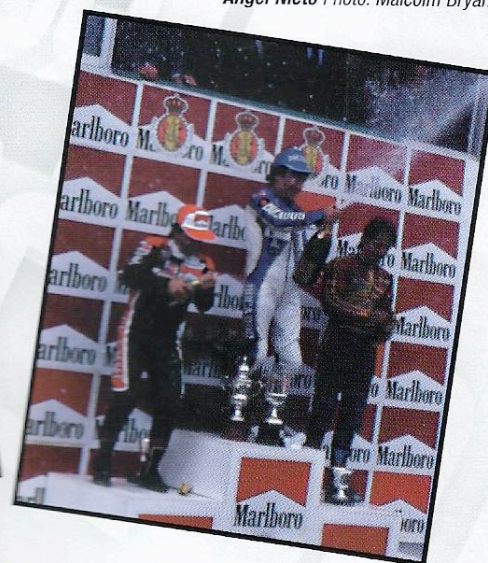
The book edited by American Dennis Noyes, a Eurosport TV commentator for the last five years and a well known motorcycle journalist in Spain and the United States and top British GP journalist and author Michael Scott, includes chapters written by Swiss Maurice Bula (a GP sidecar passenger), German GP historian Jan Leek, British journalist and broadcaster Chris Carter, British journalist and author (and GP sidecar passenger) Mick Woollett and a series of technical overviews of each ten year period by American technical writer (and former GP mechanic) Kevin Cameron. Additionally there are other features by other well-known contemporary GP specialists and an exhaustive results and statistics section by Britain's Dr. Martin Raines, Dorna's official statistician for the championship.

Hazelton and Dorna plan to launch the book at the Grand Prix of the Czech Republic, on August 20th.

Angel Nieto Photo: Malcolm Bryan



Kevin Schwantz Photo: Malcolm Bryan

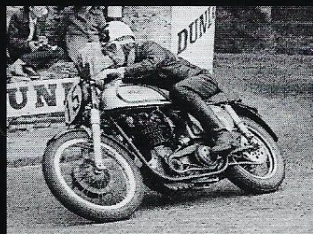
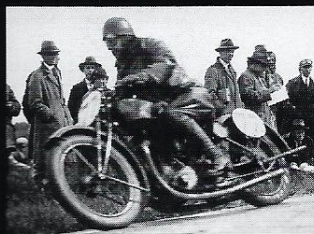


# 50 YEARS OF RIGP

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# THE SEAS





# ON SO FAR

*When Mick Doohan crunched into the barrier at Jerez on May the seventh, he changed the complexion of the 1999 GP season. The five-times champion suffered multiple fractures, and would be out at least until the far-off closing stages of the European round. As a genuine giant of the sport, his absence left a big vacuum.*

*In fact, the Australian Repsol Honda rider had yet to win a race. The Spanish GP was the first race of the European season, third of the year. Both the opening rounds, at the brand spanking new tracks of Sepang in Malaysia and Motegi in Japan, had fallen to Kenny Roberts, son of the legendary triple champion of the Seventies, who dropped the suffix "Junior" to celebrate his move out from under his father's wing and into the hot seat at Suzuki's two-rider factory team.*

*Yamaha had a new line-up too, with four-times 250 champion Max Biaggi and GP winner Carlos Checa on the factory bikes (which had sprouted stubby winglets over the winter), resplendent in fresh Marlboro livery. And Honda had a number of other top riders and GP winners on strength as well.*

**by Michael Scott**



# A new slant on the 500GP

[www.motograndprix.com](http://www.motograndprix.com)

[ from the athlete's perspective ]



# THE SEASON SO FAR

But Doohan set the pace, even when things weren't working right. He was the man any would-be champion must beat; as he was showing at Jerez - leading the field by miles on a drying track in the first practice session, when his spinning and sliding rear wheel touched a white line, and his superfast "Screamer" Honda spat him instantly over the handlebars.

This accident coincided with a radical change of fortunes for several riders, most notably Roberts. Riding high as he exploited the improved handling of the Suzuki, he had qualified on the front row for a third successive race at Jerez when an early-laps melee with his team-mate Nobuatsu Aoki (who had actually qualified even faster) saw Roberts in the gravel and Aoki crash, breaking his left wrist. Roberts fought back to finish a lowly thirteenth, and it heralded further problems at the races to come.

Meanwhile, Doohan's long-standing team-mate Alex Criville was ready. The 29-year-old from outside Barcelona had been overshadowed by his exceptional team-mate for five years, once or twice beating him, but always put firmly back in his place. Now, on Spanish home soil, he stepped out of the shadows. He held off the persistent Biaggi's Yamaha all the way to the flag, to start a run of victories that would soon put his name into the record books and at the top of the championship table.

Things got worse for friendly 25-year-old American Roberts, starting with the promise of a third runaway win in France, only to crash heavily trying to regain that lead after Criville had stalked him down. Since Roberts had withstood similar pressure from Doohan in the rain at Motegi, why had he succumbed this time? The top speed figures from the long

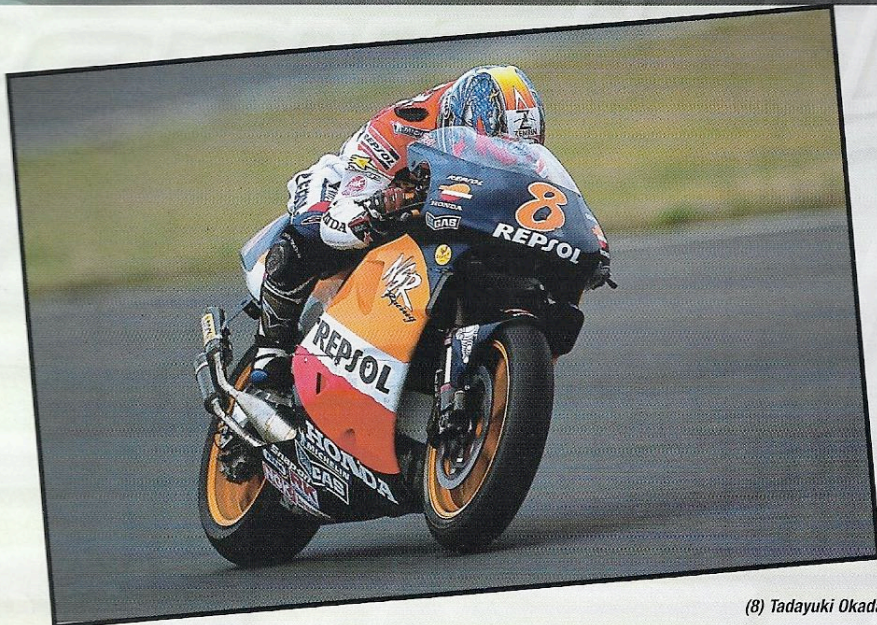


Mick Doohan's bike after the accident during the first practice session at Jerez.

(3) Alex Criville and (10) Kenny Roberts at the Grand Prix de France



# THE SEASON SO FAR



(8) Tadayuki Okada

Mistral straight at the Paul Ricard circuit told the story. He had a deficit of more than 10 miles an hour, and had to ride over the limit in the corners to keep up.

It was the same story at Mugello in Italy, another track with a very long straight; and again at Catalunya, where the pit straight is even longer; only this time Roberts settled for lower placings, mindful of the need not to drop any more races while he waited for more horsepower from Suzuki, and that the upcoming tracks - Assen, Donington, Sachsenring - put more emphasis on riding skill than out and out speed.

Criville, however, was riding high. Visibly

gaining in confidence with each fresh victory, the years in waiting now showing up as valuable experience and knowledge of the Honda NSR. After the Catalunan round he led Roberts and a close-matched pack battling over second in the championship by 55 points, the biggest ever margin after just six races.

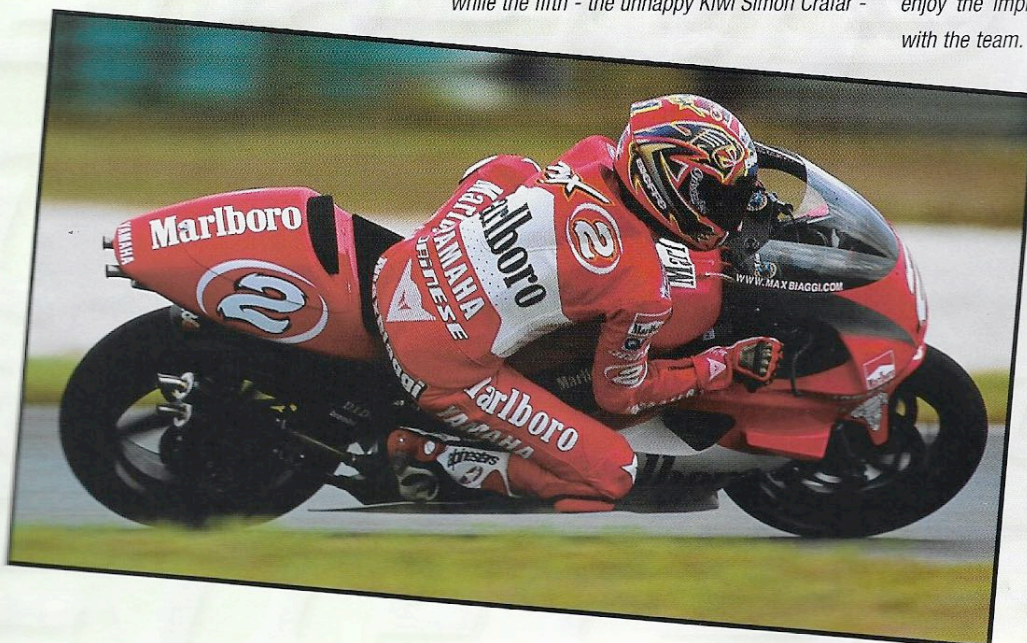
In this he has been helped also by an up-and-down performance by Max on the Yamaha - literally so. He and all the other Yamaha riders have been battling to find the key to maximising their latest bikes, which are fast but apparently rather hard to handle. Four out of five Yamaha riders have crashed with monotonous regularity, while the fifth - the unhappy Kiwi Simon Crafar -

split with the Red Bull team after failing to come to terms with the team's switch from Dunlop to Michelin tyres.

Biaggi's progress has been as impressive as his past record suggests - second in the world last year at his first attempt at the 500 class. After an erratic start, he hounded Criville all the way in Jerez, only to crash himself in the race in France, suffering hand injuries including a badly broken finger on his left hand. He returned just two weeks later for his home Italian GP, and raced to a heroic second place. It was not only the Italian who described it as "the greatest race of my life". But then he fell again while disputing the lead at Catalunya, leaving him with a big hill to climb if he is to challenge for the title.

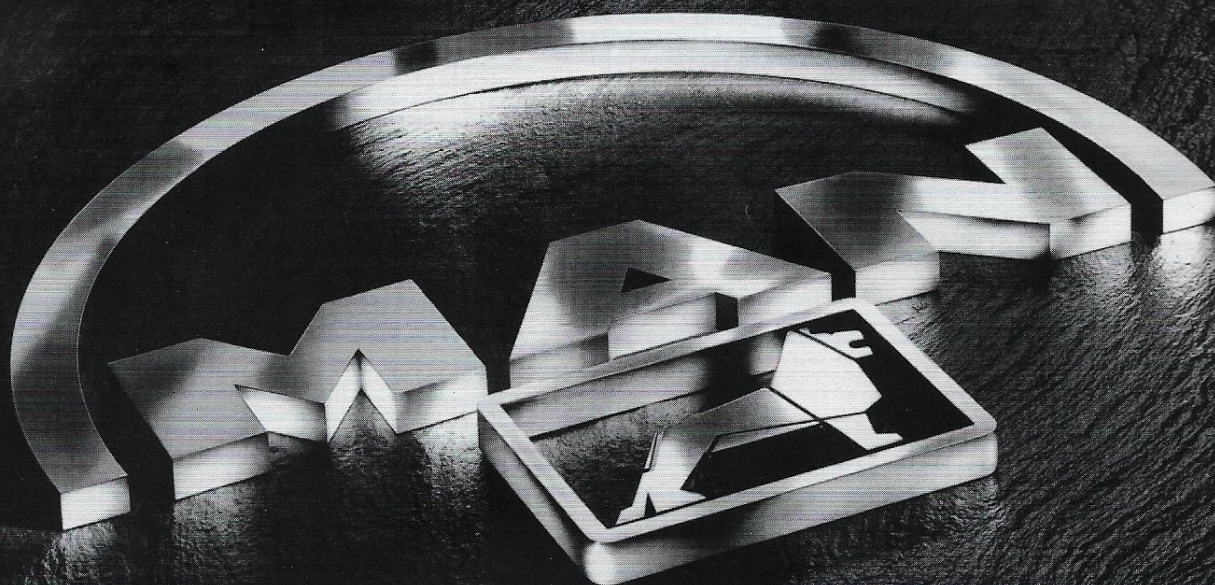
Others have emerged strongly. Second Repsol Honda rider Tadayuki Okada led for much of the Catalunan GP, while Sete Gibernau made an impressive switch from the factory V-twin to take over the absent Doohan's V4, to join the front group at Catalunya as well. Alex Barros on a lease-team Honda also showed signs of a revival after switching from the 180-degree "Screamer" engine back to last year's friendlier "Big Bang"; former World Champion John Kocinski frequently qualified well, though race results remained disappointing so far.

Biaggi's team-mate Carlos Checa was another threat, though he ran into a tricky patch after starting well; Nobu Aoki was also eager to enjoy the improved Suzuki in his second year with the team.



(2) Max Biaggi

continues on  
page 54



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# Rider Profiles

# 500cc

MACHINE **500cc HONDA** FIRST RACE **1984**

GP DEBUT **JAPAN 1989 (500cc)**



**REPSOL HONDA TEAM**

**MICHAEL DOOHAN**

**AUSTRALIAN**



DATE OF BIRTH  
**04.06.65 BRISBANE, AUSTRALIA**  
WORLD TITLES  
**500cc 1994, 95, 96, 97, 98**



MACHINE **500cc YAMAHA** FIRST RACE **1989**

GP DEBUT **EUROPE 1991 (250cc)**



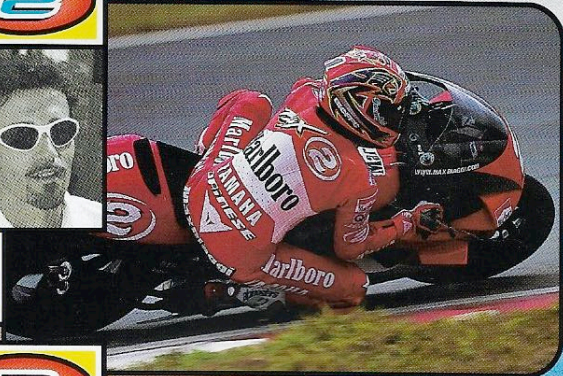
**MARLBORO YAMAHA TEAM**

**MAX BIAGGI**

**ITALIAN**



DATE OF BIRTH  
**26.06.71 ROME, ITALY**  
WORLD TITLES  
**250cc 1994, 95, 96, 97**



MACHINE **500cc HONDA** FIRST RACE **1985**

GP DEBUT **SPAIN 1987 (80cc)**



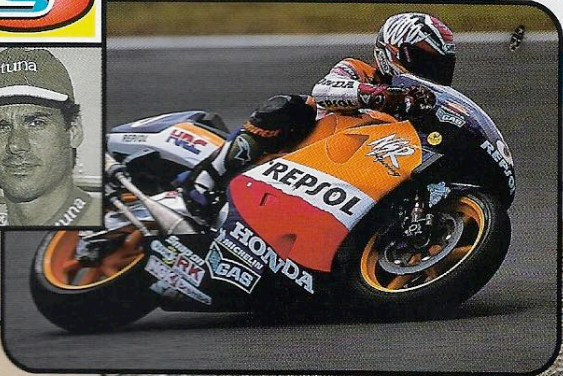
**REPSOL HONDA TEAM**

**ALEX CRIVILLE**

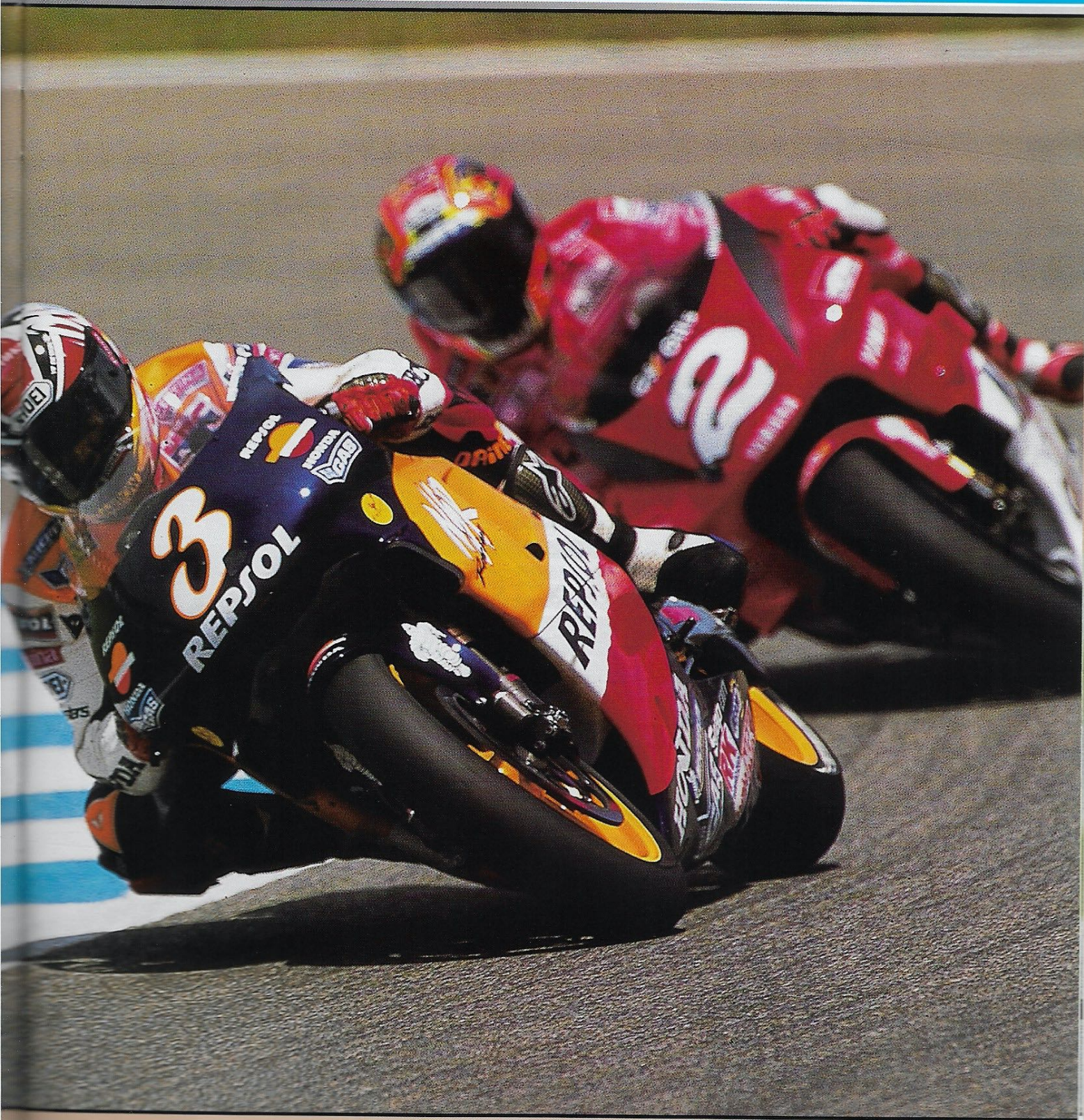
**SPANISH**



DATE OF BIRTH  
**04.03.70 SEVA, SPAIN**  
WORLD TITLES **125cc 1989**



Rider Profiles  
**500CC** 99



# Rider Profiles

## 500cc

FIRST RACE 1989  
GP DEBUT EUROPE 1993 (125cc)

**MARLBORO YAMAHA TEAM**

**CARLOS CHECA**

SPANISH

DATE OF BIRTH 15·10·72 SAN FRUITS DEL BAGES (BARCELONA), SPAIN  
MACHINE 250cc APRILIA




FIRST RACE 1978  
GP DEBUT SPAIN 1986 (80cc)

**MOVISTAR HONDA PONS**

**ALEX BARROS**

BRAZILIAN

DATE OF BIRTH 18·10·70 SÃO PAULO, BRAZIL  
MACHINE 500cc HONDA




FIRST RACE 1988  
GP DEBUT JAPAN 1994 (500cc)

**ANTENA 3 YAMAHA - D'ANTIN**

**NORIEK AGE**

JAPANESE

DATE OF BIRTH 07·09·75 TOKYO, JAPAN  
MACHINE 500cc YAMAHA




MACHINE 500cc MuZ FIRST RACE 1981  
GP DEBUT ITALY 1984 (125cc)

**TEAM GILAND GP2**

**LUCA CADALORA**

ITALIAN

DATE OF BIRTH 17·05·63 MODENA, ITALY  
WORLD TITLES 125cc 1986 / 250cc 1991, 1992






# Rider Profiles

## 500cc

FIRST RACE 1985  
GP DEBUT JAPAN 1989 (250cc)

REPSOL HONDA TEAM

**TADAYUKI OKADA**

JAPANESE

DATE OF BIRTH  
13-02-67 IBARAGI, JAPAN  
MACHINE 500cc HONDA




FIRST RACE 1988  
GP DEBUT JAPAN 1990 (250cc)

SUZUKI GRAND PRIX TEAM

**NOBUATSU AOKI**

JAPANESE

DATE OF BIRTH  
31-08-71 GUMMA, JAPAN  
MACHINE 500cc SUZUKI




FIRST RACE 1988  
GP DEBUT USA 1993 (250cc)

SUZUKI GRAND PRIX TEAM

**KENNY ROBERTS**

AMERICAN

DATE OF BIRTH  
25-07-73 MODESTO, CALIFORNIA, USA  
MACHINE 500cc SUZUKI




FIRST RACE 1980 (MOTOCROSS)  
GP DEBUT SPAIN 1993 (500cc)

RED BULL YAMAHA WEM

**SIMON GRAFAR**

NEW ZEALANDER

DATE OF BIRTH  
15-01-69 WALOURU, NEW ZEALAND  
MACHINE 500cc YAMAHA




# Rider Profiles

## 500cc '99

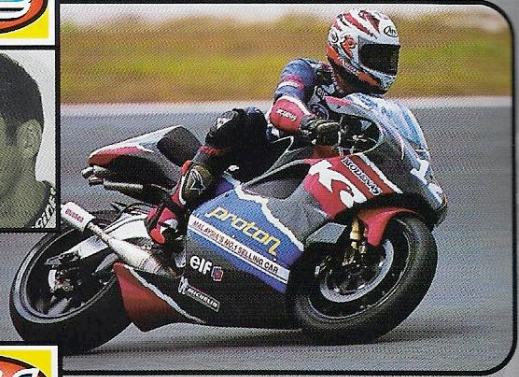
FIRST RACE 1981  
GP DEBUT FRANCE 1992 (250cc)

PROTON KR MONEBAS

**JEAN MICHEL GAÛLE**

FRENCH

DATE OF BIRTH  
01.04.69 MANOSQUE, FRANCE  
MACHINE 500cc MONEBAS KR3



FIRST RACE 1990  
GP DEBUT EUROPE 1992 (125cc)

MOVISTAR HONDA PONS

**JUAN BORJA**

SPANISH

DATE OF BIRTH  
03.02.70 ALTEA, ALICANTE, SPAIN  
MACHINE 500cc HONDA



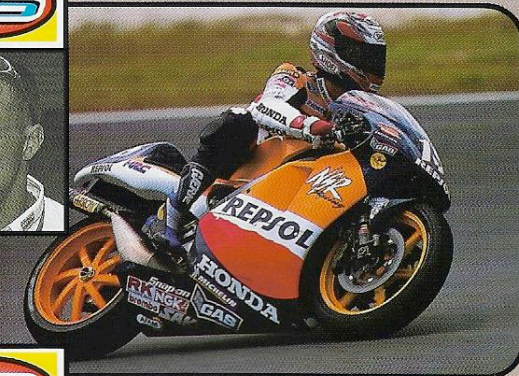
FIRST RACE 1990  
GP DEBUT SPAIN 1993 (250cc)

REPSOL HONDA TEAM

**SETE GIBERNAU**

SPANISH

DATE OF BIRTH  
15.12.72 BARCELONA, SPAIN  
MACHINE 500cc HONDA



FIRST RACE 1988  
GP DEBUT FRANCE 1991 (250cc)

TEAM GILAND GP1

**JURGEN VAN GOORBERGH**

DUTCH

DATE OF BIRTH  
29.12.69 BREDA, HOLLAND  
MACHINE 500cc MuZ



# Rider Profiles

## 500cc

FIRST RACE 1993  
GP DEBUT GERMANY 1998 (250cc)

DEE CEE JEANS RACING TEAM

**MARKUS OBER**

GERMAN




DATE OF BIRTH 25.06.75 OBING, GERMANY  
MACHINE 500cc HONDA

FIRST RACE 1972  
GP DEBUT JAPAN 1988 (250cc)

KANEMOTO HONDA

**JOHN KOEINSKI**

AMERICAN




DATE OF BIRTH 20.03.68 LITTLE ROCK ARKANSAS, USA  
MACHINE 500cc HONDA

FIRST RACE 1990  
GP DEBUT SPAIN 1993 (125cc)

TEAM MAXON TSR

**JOSE LUIS GARBIDOS**

SPANISH




DATE OF BIRTH 02.02.75 SPAIN  
MACHINE 500cc TSR-HONDA

FIRST RACE 1987  
GP DEBUT JAPAN 1990 (250cc)

APRILIA GRAND PRIX RACING

**TETSUYA HARADA**

JAPANESE




DATE OF BIRTH 14.06.70 CHIBA, JAPAN  
MACHINE 500cc APRILIA

# Rider Profiles

## 500cc 99

FIRST RACE 1979 (DIRT-TRACK)  
MACHINE 500cc MODENAS 

PROTON KR MODENAS

**MIKE HALE**

AMERICAN 

DATE OF BIRTH 14.12.72 DALLAS, TEXAS, USA  
GP DEBUT MALAYSIA 1998 (500cc)

FIRST RACE 1989  
MACHINE 500cc HONDA 

MILLAR HONDA

**MICHAEL RUTTER**

BRITISH 

DATE OF BIRTH 18.04.72 STOURBRIDGE, ENGLAND  
GP DEBUT MALAYSIA 1999 (500cc)

FIRST RACE 1993  
MACHINE 500cc HONDA 

TEEMAS HONDA ELF

**SEBASTIEN GIMBERT**

FRENCH 

DATE OF BIRTH 09.09.77 PUY DE VALAY, FRANCE  
GP DEBUT FRANCE 1997

FIRST RACE 1991  
MACHINE 500cc HONDA 

TEAM MAXON TSR

**HARUHIKA AOKI**

JAPANESE 

DATE OF BIRTH 28.03.76 GUMMA, JAPAN  
GP DEBUT AUSTRALIA 1993 (125cc)

FIRST RACE 1990  
MACHINE 500cc YAMAHA 

RED BULL YAMAHA WEM

**REGIS LAEON**

FRENCH 

DATE OF BIRTH 08.07.75 SAINT DIZIER, FRANCE  
GP DEBUT AUSTRALIA 1995 (250cc)

FIRST RACE 1989  
MACHINE 500cc BSL 

BUCKLEY SYSTEMS  
BSL RACING

**MARK WILLIS**

AUSTRALIAN 

DATE OF BIRTH 03.05.76 NARRABRI, NSW, AUSTRALIA  
GP DEBUT AUSTRALIA 1998 (500cc)

# British Grand Prix 1999

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## 500cc

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BRAKES

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**SAFETY OFFICER**

CLAUDE DANIS

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CLAUDIO MACCHIAGODENA

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JOHN THOMSON

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PAUL BUTLER

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**CLERKS OF THE COURSE**

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**DEPUTY CLERK OF THE COURSE**

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D BARNFIELD

**SECRETARY OF THE MEETING (NATIONAL)**

J KIMPTON

**CHIEF MARSHAL**

M BLAKEY

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D COSTER, H STANTON, A JOHNSON, G DODD

**RACE OFFICE**

L FRANCIS, M MILLMAN

**CHIEF MEDICAL OFFICER**

MR L JARRETT, FRCS, F FAEM

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RACESAFE

**FIRST AID**

ST. JOHN AMBULANCE SERVICE

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**NATIONAL SPORTING FEDERATION**

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**COURSE CAR**

BMW

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# TIMETABLE

## BRITISH GRAND PRIX



Friday 2.7.99	FREE PRACTICE	QUALIFYING PRACTICE
125cc	09.00 - 09.45	13.00 - 13.45
500cc	10.00 - 11.00	14.00 - 15.00
250cc	11.15 - 12.15	15.15 - 16.15
International Classics		16.30 - 17.00
Sports Production 600 Class		17.10 - 17.30
Sports Production Open Class		17.40 - 18.00
Honda Hornet 600 Cup		18.10 - 18.30
Aprilia RS125 Challenge		18.40 - 19.00

Saturday 3.7.99	FREE PRACTICE	QUALIFYING PRACTICE
125cc	09.00 - 09.45	13.00 - 13.45
500cc	10.00 - 11.00	14.00 - 15.00
250cc	11.15 - 12.15	15.15 - 16.15
International Classics		16.30 - 17.00
Sports Production 600 Class		17.10 - 17.30
Sports Production Open Class		17.40 - 18.00
Aprilia RS125 Challenge	18.15 (RACE)	
Honda Hornet 600 Cup	18.45 (RACE)	

Sunday 4.7.99	WARM-UP	RACE
125cc	09.00 - 09.20	11.15
250cc	09.30 - 09.50	12.30
500cc	10.00 - 10.20	14.00
International Classics		15.15
British Sports Production 600 Class		16.00
British Sports Production Open Class		16.45



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BRAKES

EBC Pro-lite brake discs are British Made using billet steel rotors, delivering 18% more friction than stainless steel discs. Equipped with lightweight alloy centre hubs, these discs cost less than original parts and perform to the max on all fast street sport or roadrace bikes. **ASK ABOUT OUR BLUE HUB RACE ROTOR PROGRAM.**

**Pro-lite**  
™  
**Brake Discs**

**EBC**  
BRAKES

**EBC**  
BRAKES

**KEVLAR** Sprint Pads (green)

EBC's new DMX Kevlar formula is still the world's number one selling aftermarket brake pad with literally millions of sets used each year. A high friction anti fade sport formula, that works great on all sport bikes and for racers, who prefer the feel of organic pads.

**EBC**  
BRAKES

## 3/7/99 APRILIA RS125 CHALLENGE

**8 LAPS • 20 miles • TIME 18.15 • Round 5**



No.	RIDER (Hometown)	Entrant/Owner/Sponsor	Machine	Championship Information
A 2	MARTIN JESSOPP (Yeovil)	Riders of Bridgwater	Aprilia	A 10 round championship open to competitors, registered with MCRCB, who are aged between 13 and 21 years on the 1st March 1999. Competitors who become 13 years of age after 1st March 1999 but before 31st July 1999 will be assessed by MCRCB. All competitors have to use Aprilia RS125 machines.
A 3	PAUL VEAZEY (Middlesbrough)		Aprilia	
B 4	ARRON ZANOTTI (Loughborough)	Team Belitti Moto	Aprilia	
A 5	JAMES HOWELL (Idle)	Peter Howell Partitions	Aprilia	
B 6	BEN TAYLOR (Hornchurch)		Aprilia	
A 7	KRIS WESTON (Scunthorpe)	Brookland Autobody Centre	Aprilia	
A 8	LEON CAMIER (Bethersden)	Singpost Corner	Aprilia	
A 9	STUART EASTON (Hawick)		Aprilia	
A 10	DANIEL MACK (Barnsley)		Aprilia	
B 11	CHARLES REYNOLDS (Port Talbot)	Kickstart of Port Talbot	Aprilia	
A 12	PHILIP HOUGHTON (Alverton)		Aprilia	Points are awarded in each race to the top 15 finishers on the basis 25 - 20 - 16 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1.
A 13	HOWARD MAINWARING (Frodsham)		Aprilia	
B 14	JAMES ANDREW (Lincoln)		Aprilia	
B 15	GAVIN BARBER (Derby)		Aprilia	
B 16	BEN GARNER (Winsford)	Kickstart of Port Talbot	Aprilia	
A 17	JAMES WILLIS (Marlborough)	Willis Developments	Aprilia	
B 18	JOHN HAYNES (Northampton)		Aprilia	
A 21	JOHN LLOYD (Penrith)	Swift/Akito	Aprilia	
A 22	DAVID CARR (Barnsley)	Carr Racing	Aprilia	
A 25	JAMES HUTCHINS (London)		Aprilia	
B 26	SIMON TULLY (Wallington)		Aprilia	Championship Dates
A 27	BARRY TEASDALE (Lowestoft)	Conway Racing	Aprilia	
B 28	LISA THORNE (Lowestoft)	Conway Racing	Aprilia	
A 33	TRISTAN PALMER (Coleshill)	Martin Raynor Cars	Aprilia	
A 35	JOE DICKINSON (Chesterfield)	Galemain Engineering Services Ltd	Aprilia	
B 39	MICHAEL HILL (Norton-on-Tees)	North Yorkshire Road Racing Club	Aprilia	
A 44	JOHN LAVERTY (Toomebridge)		Aprilia	
A 46	OLIVER BRIDEWELL (Devizes)	Team Dynotechnic/Mick Walker Racing	Aprilia	
B 49	JONATHAN HARRISON (Darlington)	North Yorkshire Road Racing Club	Aprilia	
B 54	ROBERT BUTTERWORTH (Warrington)		Aprilia	
B 55	BENJIE COCKERILL (Saltash)	GT Motorcycles, Plymouth	Aprilia	Starting Grid This to be decided on the basis of timed qualifying
A 56	JAMES BUCKINGHAM (Ilfracombe)		Aprilia	
A 57	CHAZ DAVIES (Presteigne)		Aprilia	
A 65	CRAIG JONES (Northwich)	TJW Racing, Doncaster	Aprilia	
A 71	LEXI KING (Nottingham)	Marcol Moto Racing/Carrera Leathers	Aprilia	
A 77	SAMUEL FLEETWOOD (Reading)		Aprilia	
B 99	NATHAN FLANAGAN (Brierley Hill)		Aprilia	
C 69	WARWICK ALLAN (Wallasey)		Aprilia	

A denotes "Pre-Road Licence Juniors" aged 13-16 years  
B denotes "Superteens" aged 17-20 years

### Results

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_

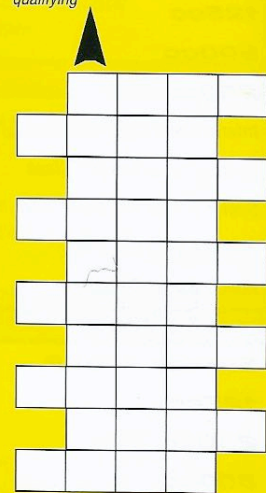
6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_

Winner's time \_\_\_\_\_ Speed \_\_\_\_\_ mph

Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph

### Lap Record

Paul Jones  
1m 52.850s, 79.75mph (July 1997)





# 3/7/99 HONDA HORNET 600 CUP



10 LAPS • 25 miles • TIME 18.45 • Round 7

No.	RIDER (Hometown)	Entrant/Owner/Sponsor	Machine
3	NICK CHADWICK (Bedford)	Firecheck	Honda
5	KELVIN REILLY (Morden)	Tippetts Motors (Surbiton) Ltd	Honda
6	JOHN BARKER (Hull)	Miles Kingsport	Honda
7	MARTIN SMART (Beverley)	Colin Appleyard Motorcycles, Leeds	Honda
9	GUY HUBBARD (Sprowston)	Paul Benson Motorcycles	Honda
11	ALEX HEARN (London)	Pidcock M/Cs, Nottingham	Honda
12	STEVE WESTLAKE (Fairford)	R A Wilson Motorcycles	Honda
14	GARRY CAMPBELL (Tring)	Ford & Ellis Motorcycles	Honda
15	NICK SMITH (Ipswich)	John Harris Motorcycles/Team Mag Sport	Honda
16	DAVID RAYBON (Douglas)	Scotspeed Motorcycles, Dumfries	Honda
17	DAVID BONE (Leeds)	Castle Motorcycles	Honda
18	SIMON WILSON (Hull)	Racesafe with Carnell	Honda
19	KEITH DUBE (Sunbury)	Motorcycle Action	Honda
20	RALPH STOCKER (Billingshurst)	Track Daze Racing/Littlehampton Motorcycles	Honda
21	DAVID HUGHES (Stafford)	Woods of Wednesfield/Mainline Haulage	Honda
23	CHRIS SHERRING (Oxford)		Honda
24	PHILIP GILDER (Malmesbury)		Honda
25	MARIA COSTELLO (Spratton)		Honda
26	PAUL GARNER (Stockport)	Hunts Motorcycle Ltd	Honda
27	DAVE ARTHUR (Byfleet)	Tippetts Motors (Surbiton) Ltd	Honda
28	JON VINCENT (Ormskirk)	Ormskirk Motorcycle Centre	Honda
30	SIMON ANDREWS (Evesham)	Unilock Construction/Knotts Motorcycles	Honda
31	NEIL GARNER (Burton-on-Trent)	John Harris Motorcycles	Honda
33	GAVIN SLINGSBY (Warsop Vale)	Cusworth Bikes	Honda
34	KRIS WILSON (Aberdeen)	Aberdeen Drilling School Ltd/Honda	Honda
36	MARK HOOGENBOOM (Melton Mowbray)	C G Chells	Honda
37	JULIAN NICHOLSON (Welwyn Garden City)		Honda
40	NORMAN HOWE (Hemel Hempstead)	Moore's of Hemel Hempstead	Honda
41	ANTHONY McNALLY (Ferring)	Littlehampton Motorcycles	Honda
44	CHRISTOPHER ELLISON (Keighley)	HELPHIRE Bike Assist Racing	Honda
47	CHRISTOPHER HOOK (Romsey)	Rye's of Southampton	Honda
51	ALAN TANTON (Hull)	Ro-Jo Motorcycles, Bridlington	Honda
56	WILLIAM MONIE (Crieff)	Dicksons Honda, Perth	Honda
64	DARREN SULLIVAN (St Neots)	St Neots Motorcycle Co Ltd	Honda
68	PAUL KELLETT (Bishop Auckland)	M+S Motorcycles, Newcastle	Honda
69	PAUL LAUSCH (London)		Honda
74	KARL WILLERTON (Woodhall Spa)	Ajet Drain Services/George Petch Wheels	Honda
77	DAMIAN ROWLEY (Sunbury-on-Thames)	Team Hartgate Racing	Honda
79	SIMON HODGES (Northampton)	R A Wilson	Honda
80	PAUL WILSON (Brighton)	Team Hartgate Racing	Honda
81	RHYS BOYD (Mitcham)	Team Hartgate Racing	Honda
88	MARTIN JOHNSON (Trenholme Bar)	Ferguson's	Honda
99	RUSSELL BAKER (West Byfleet)	Tippetts Motors (Surbiton) Ltd/California SBK Sch	Honda

### Championship Information

The Honda Hornet Cup is a class for riders with experience of at least 15 meetings – it is open to competitors of 16 years of age and above. Riders who are registered for British Championships, or who have competed in an FIM Championship are not eligible.

### Points Scoring

Points are awarded in each race to the top 15 finishers on the basis 25 – 20 – 16 – 13 – 11 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1.

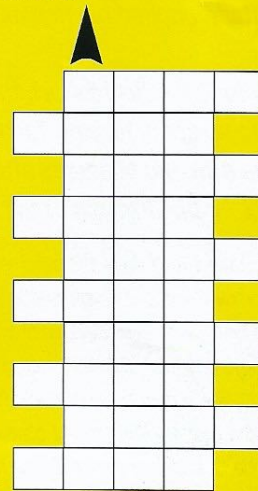
Manufacturers championship, points awarded, on the scale of the riders, to the highest placed machine of each particular manufacturer, providing machine is classified as a finisher.

### Championship Dates

1	March 21	Cadwell Park
2	April 11	Mallory Park
3	April 23/24/25	Oulton Park
4	May 7/8/9	Snetterton
5	May 29/30	Donington Park
6	June 13	Mondello Park
7	July 2/3/4	Donington Park
8	August 6/7/8	Knockhill
9	September 12	Thruxton
10	September 24/25/26	Donington Park

### Starting Grid

This to be decided on the basis of timed qualifying



### Lap Record

### Results

1st \_\_\_\_\_ 2nd \_\_\_\_\_ 3rd \_\_\_\_\_ 4th \_\_\_\_\_ 5th \_\_\_\_\_

6th \_\_\_\_\_ 7th \_\_\_\_\_ 8th \_\_\_\_\_ 9th \_\_\_\_\_ 10th \_\_\_\_\_

Winner's time \_\_\_\_\_ Speed \_\_\_\_\_ mph

Fastest Lap: No. \_\_\_\_\_ Time \_\_\_\_\_ Speed \_\_\_\_\_ mph To be established

**EBC BRAKES**

**KEVLAR®**

**Cruiser/Touring Pads**

**EBC BRAKES**

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Round 7 TT Circuit Assen

26.06.99



# RIZLA + Dutch TT 500CC

1



REPSOL HONDA

TADAYUKI OKADA

500CC HONDA

2



SUZUKI GRAND PRIX TEAM

KENNY ROBERTS

500CC SUZUKI

3



REPSOL HONDA

SETE GIBERNAU

500CC HONDA



KENNY ROBERTS, TADAYUKI OKADA,  
AND SETE GIBERNAU

(10) KENNY ROBERTS  
(8) TADAYUKI OKADA

## Race Report by Michael Scott

Assen, so often a crucial race, threw the world championship battle open again, when points leader Alex Criville - looking for a fifth straight win, instead pitched his Repsol Honda into the hay bales on only the fourth of 20 laps of the longest and fastest GP circuit of the year.

Trying to make up for a mediocre start, the 29-year-old Spaniard suffered a badly wrenched hip and a zero-points score as a result of his rare indiscretion, leaving Tadayuki Okada to keep the dominant team on top with a victory. The Japanese rider, the second to emerge from the shadows after the accident to team leader Mick Doohan, started from pole and led from the first corner to the last for his first win of the season.

The banks of the historic Dutch circuit were thronged with 110,000 fans, who saw early points leader Kenny Roberts and the Suzuki return to the rostrum, challenge renewed, after a lonely race in second place ended in last-lap drama. Roberts had shadowed Okada until half distance, then gradually dropped back. With four laps to go he broke the screen fighting a near high-side crash, and he slowed a bit more. Meantime a group had formed contesting third, led by Alex Barros on the Movistar Honda .... and they were catching him fast.

Barros attacked on the final half-lap - but Roberts said later: "I'd already left my braking later than usual, so I knew I was okay." The Brazilian firebrand nosed ahead briefly, only to run wide, off the track and into the gravel trap, falling in a cloud of dust.

Roberts managed to fend off Sete Gibernau's Honda to the line by inches, the Spanish rider riding confidently to a second rostrum in three races on Doohan's vacant V4 Honda.

To underline Suzuki's revival, second rider Nobuatsu Aoki finished a heroic fourth, fighting through the pain barrier to overcome the weakness of his left wrist, broken in two places just seven weeks before. Aoki had followed Gibernau's charge to reach the front, then passed Max Biaggi's Marlboro Yamaha. He fended off the Italian rider by inches across the line.

It was another disappointing race for Yamaha, with Norick Abe starting well, but dropping away to sixth, although passing early third-place man John Kocinski, who again lost pace on the Kanemoto Honda as the race wore on. Second Marlboro rider Carlos Checa was an early retirement, after a collision with Red Bull Yamaha rider Regis Laconi sent him crashing.

Juan Borja's Honda V4 was eighth, with youngest Aoki, Haruchika, impressively hounding him all the way on a V-twin TSR Honda. Barros remounted to finish tenth, still ahead of Tetsuya Harada's twin-cylinder Aprilia - the Japanese rider just too short of ultimate speed and horsepower to repeat his strong runs of the previous three races. Laconi brought his damaged bike home 12th, just ahead of home rider Jurgen van den Goorbergh's MuZ, rebuilt after a massive practice crash.

Frenchman Sebastien Gimbert was 14th on his V-twin Honda, and a white-faced Garry McCoy 15th for one point in his first ride on the V4 Red Bull Yamaha, taking the place of sacked Simon Crafar.

With the half-way point only reached at Donington, a change in the title trend creates a different picture. Criville's advantage has been cut to 35 points, with Roberts (94), Okada (93) and Gibernau (88) leading the chase.

# Round 8

# 500cc 99



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**Pro-File**

**Brake Discs**

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**EBC**  
BRAKES

TEAM	RESULTS
MARLBORO YAMAHA TEAM	1
REPSOL HONDA TEAM	2
MARLBORO YAMAHA TEAM	3
MOVISTAR HONDA PONS	4
ANTENA 3 YAMAHA - D'ANTIN	5
TEAM BILAND GP1	6
REPSOL HONDA TEAM	7
SUZUKI GRAND PRIX TEAM	8
SUZUKI GRAND PRIX TEAM	9
PROTON KR MODENAS	10
MOVISTAR HONDA PONS	11
REPSOL HONDA TEAM	12
TEAM BILAND GP1	13
DEE CEE JEANS RACING TEAM	14
KANEMOTO HONDA	15
MILLAR HONDA	WINNER'S TIME
TECMAS HONDA ELF	SPEED mph
TEAM MAXON TSR	FASTEST LAP No.
F.C.C. TSR	TIME
APRILIA GRAND PRIX RACING	SPEED mph
RED BULL YAMAHA WCM	
BUCKLEY SYSTEMS BSL RACING	
PROTON KR MODENAS	



# Season so far 500cc



**EBC** KEVLAR<sup>®</sup> Sprint Pads (green) **EBC** BRAKES

EBC's new DMX Kevlar formula is still the world's number one selling aftermarket brake pad with literally millions of sets used each year. A high friction anti fade sport formula, that works great on all sport bikes and for racers, who prefer the feel of organic pads.

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	ALEX CRIVILLE (3)	16	13	25	25	25	25	-										129
2	KENNY ROBERTS (10)	25	25	3	-	11	10	20										94
3	TADAYUKI OKADA (8)	11	1	13	7	16	20	25										93
4	SETE GIBERNAU (15)	6	11	16	13	10	16	16										88
5	CARLOS CHECA (4)	20	10	6	11	9	9	-										65
6	MAX BIAGGI (2)	-	7	20	-	20	-	11										58
7	JUAN BORJA (14)	8	5	7	9	7	11	8										55
8	JOHN KOCINSKI (19)	-	-	10	20	8	7	9										54
9	TETSUYA HARADA (31)	3	-	-	16	13	13	5										50
10	NORICK ABE (6)	-	16	11	10	-	-	-										37
11	MICHAEL DOOHAN (1)	13	20	-	-	-	-	-										33
12	NOBUATSU AOKI (9)	7	6	-	-	-	5	13										31
13	ALEX BARROS (5)	10	8	-	6	-	-	6										30
14	REGIS LACONI (55)	9	-	9	8	-	-	4										30
15	HARUCHIKA AOKI (26)	1	-	4	3	5	6	7										26
16	JURGEN GOORBERGH (17)	-	-	5	-	-	8	3										16
17	LUCA CADALORA (7)	-	-	8	-	6	-	-										14
18	SIMON CRAFAR (11)	2	-	2	5	4	-	-										13
19	SEBASTIEN GIMBERT (22)	-	-	-	4	3	2	2										11
20	SHINICHI ITOH (36)	-	9	-	-	-	-	-										9
21	YUKIO KAGAYAMA (16)	5	4	-	-	-	-	-										9
22	MARKUS OBER (18)	-	-	1	2	1	3	-										7
23	JOSE LUIS CARDOSO (25)	-	2	-	-	-	4	-										6
24	JEAN MICHEL BAYLE (12)	4	-	-	-	-	-	-										4
25	NORIYASU NUMATA (71)	-	3	-	-	-	-	-										3
26	JAMIE WHITHAM (69)	-	-	-	-	2	-	-										2
27	GARRY MCCOY (24)	-	-	-	-	-	-	1										1
<b>CONSTRUCTOR</b>																		
1	HONDA	61	20	25	25	25	25	25										161
2	YAMAHA	20	16	20	11	20	9	11										107
3	SUZUKI	25	25	3	-	11	10	20										94
4	APRILIA	3	-	-	16	13	13	5										50
5	MuZ WEBER	-	3	8	-	6	8	3										28
6	TSR-HONDA	1	2	4	3	5	6	7										28
7	MODENAS KR3	4	-	-	-	2	-	-										6
		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	



**RIZLA+**  
**DUTCH TT**  
**TT Circuit**  
**Assen**  
**26.06.99**

**Tadayuki Okada**  
REPSOL HONDA TEAM

**Kenny Roberts**  
SUZUKI GRAND PRIX TEAM

**Sete Gibernau**  
REPSOL HONDA TEAM

**Nobuatsu Aoki**  
SUZUKI GRAND PRIX TEAM

**Max Biaggi**  
MARLBORO YAMAHA TEAM

**Norick Abe**  
ANTENA 3 YAMAHA-D'ANTIN

**John Kocinski**  
KANEMOTO YAMAHA

**Juan Borja**  
MOVISTAR HONDA PONS

**Haruchika Aoki**  
F.C.C. TSR

**Alex Barros**  
MOVISTAR HONDA PONS

**Tetsuya Harada**  
APRILIA GRAND PRIX RACING

**Regis Laconi**  
RED BULL YAMAHA WCM

**Jurgen vd Goorbergh**  
TEAM BILAND GP1

**Sebastien Gimbert**  
TECMAS HONDA ELF

**Garry McCoy**  
RED BULL YAMAHA WCM

# Season so far

# 250cc



- |                          |                       |                      |                        |                      |                           |                         |                     |                         |                            |                       |                           |                            |                                |                       |                             |
|--------------------------|-----------------------|----------------------|------------------------|----------------------|---------------------------|-------------------------|---------------------|-------------------------|----------------------------|-----------------------|---------------------------|----------------------------|--------------------------------|-----------------------|-----------------------------|
| 1<br>Malaysia<br>18/4/99 | 2<br>Japan<br>25/4/99 | 3<br>Spain<br>9/5/99 | 4<br>France<br>23/5/99 | 5<br>Italy<br>6/6/99 | 6<br>Catalunya<br>20/6/99 | 7<br>Holland<br>26/6/99 | 8<br>U.K.<br>4/7/99 | 9<br>Germany<br>18/7/99 | 10<br>Czech Rep<br>22/8/99 | 11<br>Imola<br>5/9/99 | 12<br>Valencia<br>19/9/99 | 13<br>Australia<br>3/10/99 | 14<br>South Africa<br>10/10/99 | 15<br>Rio<br>24/10/99 | 16<br>Argentina<br>31/10/99 |
|--------------------------|-----------------------|----------------------|------------------------|----------------------|---------------------------|-------------------------|---------------------|-------------------------|----------------------------|-----------------------|---------------------------|----------------------------|--------------------------------|-----------------------|-----------------------------|

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	TOHRU UKAWA (4)	20	20	20	25	16	20	13										134
2	VALENTINO ROSSI (46)	11	9	25	-	25	25	20										115
3	SHINYA NAKANO (56)	16	25	-	20	11	13	11										96
4	LORIS CAPIROSSI (1)	25	16	16	-	-	-	25										82
5	FRANCO BATTAINI (21)	-	13	13	13	10	16	9										71
6	JEREMY McWILLIAMS (9)	9	-	9	5	13	10	16										62
7	STEFANO PERUGINI (7)	7	-	8	16	8	9	8										56
8	RALF WALDMANN (6)	-	-	10	11	20	-	10										53
9	JASON VINCENT (24)	4	-	5	10	9	-	7										36
10	SEBASTIAN PORTO (12)	1	-	4	9	7	7	4										32
11	MARCELLINO LUCCHI (34)	10	7	11	1	-	-	-										29
12	ROBERTO ROLFO (44)	6	4	7	-	-	11	-										28
13	LUCA BOSCOCCURO (37)	5	-	6	2	6	6	-										25
14	NAOKI MATSUDO (49)	8	5	-	-	-	8	-										21
15	ANTHONY WEST (14)	2	6	-	7	-	-	6										21
16	TOMOMI MANAKO (11)	-	8	2	-	3	4	3										20
17	ALEX HOFMANN (66)	-	-	1	8	-	5	5										19
18	MASAKI TOKUDOME (36)	3	-	3	3	5	3	2										19
19	OLIVIER JACQUE (19)	13	-	-	-	-	-	-										13
20	DAIJIRO KATOH (51)	-	11	-	-	-	-	-										11
21	TETSUYA YAMAGUCHI (52)	-	10	-	-	-	-	-										10
22	TOSHIHIKO HONMA (31)	-	-	-	6	-	-	-										6
23	ALFONSO NIETO (10)	-	2	-	4	-	-	-										6
24	JOHAN STIGEFELT (16)	-	-	-	-	4	-	-										4
25	DAVID GARCIA (15)	-	3	-	-	1	-	-										4
26	JULIEN ALLEMAND (23)	-	-	-	-	2	-	-										2
27	LUCAS OLIVER (22)	-	-	-	-	-	2	-										2
28	JARNO JANSSEN (41)	-	-	-	-	-	1	2										2
29	TEKKYU KAYO (54)	-	1	-	-	-	-	-										1
CONSTRUCTOR																		
1	HONDA	25	20	20	25	16	20	25										151
2	APRILIA	11	13	25	13	25	25	20										132
3	YAMAHA	16	25	4	20	11	13	11										100
4	TSR-HONDA	5	6	6	8	6	6	6										43
		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	



**RIZLA+**  
**DUTCH TT**  
**TT Circuit**  
**Assen**  
**26.06.99**

**Loris Capirossi**  
ELF AXO  
HONDA GRESINI

**Valentino Rossi**  
APRILIA GRAND  
PRIX RACING

**Jeremy McWilliams**  
QUB TEAM OPTIMUM

**TohrU Ukawa**  
SHELL ADVANCE  
HONDA TEAM

**Shinya Nakano**  
CHESTERFIELD  
YAMAHA TECH

**Ralf Waldmann**  
APRILIA GERIMANY

**Franco Battaini**  
FGF BATTAINI  
RACING

**Stefano Perugini**  
FILA WATCHES HONDA

**Jason Vincent**  
PADGETTS HRC SHOP

**Anthony West**  
SHELL ADVANCE  
HONDA TEAM

**Alex Hofmann**  
RACING FACTORY

**Sebastian Porto**  
SEMPRUCCI  
BIESSE-GROUP

**Tomomi Manako**  
YAMAHA KURZ  
ARAL

**Masaki Tokudome**  
DEE CEE JEANS  
RACING TEAM

**Jarno Janssen**  
TEAM RIXLA HONDA

**EBC**  
BRAKES

**KEVLAR**  
Cruiser/Touring Pads

A TÜV tested and KBA (Germany) approved high durability heavy duty Kevlar formula for use on all bigger heavier bikes where mileage and performance combination are desired. These pads are British Made using the famous Dupont Kevlar fibre and are available for all heavier bikes and tourers at realistic prices from any good dealer.

**EBC**  
BRAKES

Round 7 TT Circuit Assen

26.06.99



# RIZLA+ DUCATI 250CC

1



ELF AXO HONDA GRESINI

LORIS CAPIROSSI

250CC HONDA

2



APRILIA GRAND PRIX RACING

VALENTINO ROSSI

250CC APRILIA

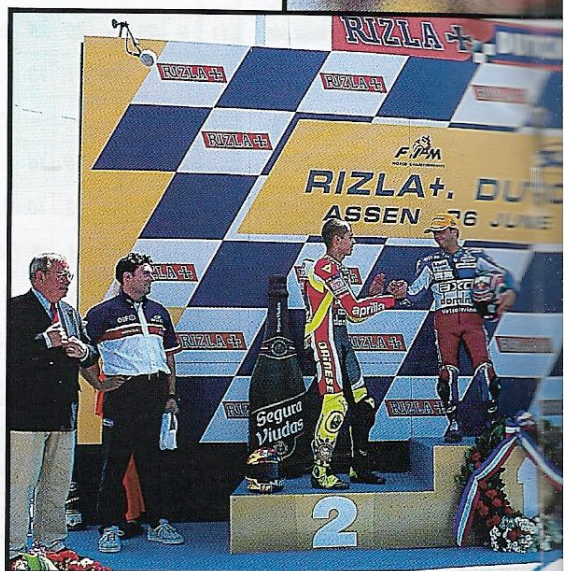
3



QUG TEAM OPTIMUM

JEREMY McWILLIAMS

250CC APRILIA



VALENTINO ROSSI, LORIS CAPIROSSI,  
AND JEREMY McWILLIAMS

## Race Report by Michael Scott

**Bad boy Loris Capirossi took a big step towards redeeming his reputation in his first race back after suspension for various misdemeanors, fighting every inch of 18 laps of the classic Assen circuit to claim the narrowest of race wins. Excited fans and observers reckoned it the best race so far of a good 250 year.**

The 26-year-old Italian Axo Honda rider prevailed over a fierce group of five bikes, with riders swapping back and forth repeatedly as the tension mounted throughout an already thrilling battle round 18 laps and 67.6 miles of fast sweeping curves, kinks and corners of every description.

It was, until the last yards, anybody's race, with title favourite Valentino Rossi in the thick of the action, saving his final attack to the last lap. The factory Aprilia rider passed Capirossi once on the run to home only to be firmly repulsed as he ran a fraction wide into the next corner. Rossi passed him again, using his engine power through the final last turns. But Capirossi had the scent of victory in his nostrils, and dived inside one last time under braking for the final chicane to lead across the line by inches. "This was an important victory for me, because I have had a difficult time," said the subdued Capirossi.

Third place was as impressive, with 35-year-old Ulster rider Jeremy McWilliams, on the '98-spec ex-works Aprilia winning the battle of the brakes with a last display of daring into the chicane, fending off points leader Tohru Ukawa (Shell Advance Honda) and an inspired Chesterfield Yamaha rider Shinya Nakano by inches.

"The bike's getting better and better as we get to know it," said McWilliams. "It should be really good for Donington.

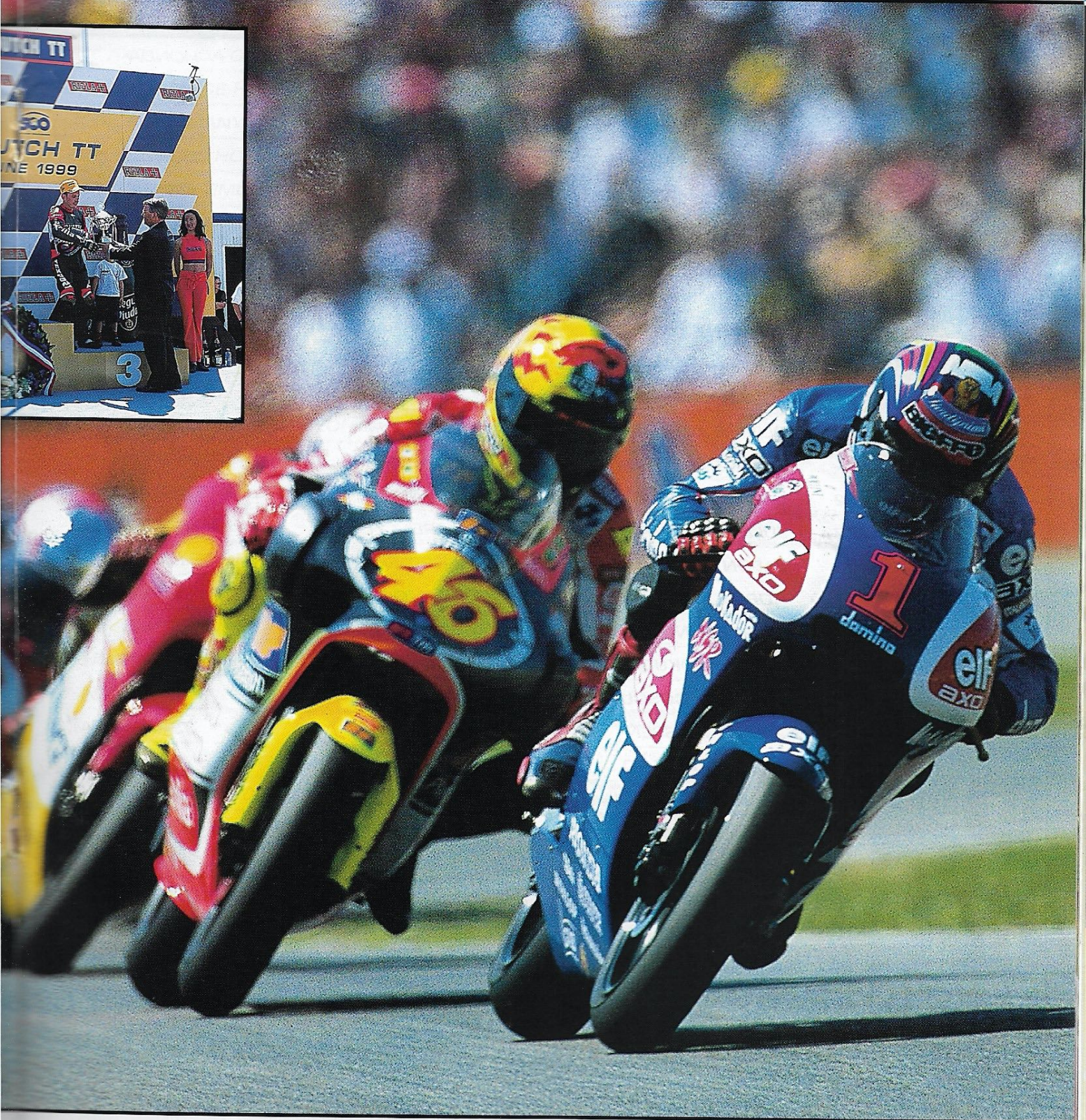
The first five were covered by two tenths of a second, with Ukawa doing enough to retain a shrinking title lead, with 134 points to Rossi on 115, Nakano on 96 and come-back man Capirossi on 82.

Ralf Waldmann had started well from the front row, at last getting the difficult Aprilia off the line well only to be pushed onto the grass by another rider. He blasted through from 14th place on lap one to join the leaders. Then he ran into brake trouble, and dropped back for a lonely sixth.

The battle for seventh was possibly even more exciting, with eight bikes keeping the closest company for almost the full distance. By the finish, fast privateer Franco Battaini, also on a '98-spec factory Aprilia, narrowly led Stefano Perugini's factory Honda and Jay Vincent's Padgett's-backed production Honda across the line. A little way back, impressive Australian newcomer Anthony West (Shell Advance Honda) held off fast-rising new German Andreas Hofmann on a similar bike, and the Yamahas of Sebastian Porto and Tomomi Manako.



# eh TT



(46) VALENTINO ROSSI, (1) LORIS CAPIROSSI

**EBC**  
BRAKES**Double-H Sintered Pads**

World 1998 Supersport 600cc Champion FABRIZIO PIOVANO, third place rider STÉPHANE CHAMBON and British Champion JOHN CRAWFORD, all used EBC "Double-H" sintered pads in their race bikes in 1998. These US Made pads stop faster and last longer than any other aftermarket brand or your money back.

**EBC**  
BRAKES

# BRITISH GRAND PRIX

27 LAPS • 67.5 miles • 108.621 kms • TIME 12.30

No.	RIDER	NATIONALITY	MACHINE
1	LORIS CAPIROSSI	ITALIAN	HONDA
4	TOHRU UKAWA	JAPANESE	HONDA
6	RALF WALDMANN	GERMAN	APRILIA
7	STEFANO PERUGINI	ITALIAN	HONDA
9	JEREMY McWILLIAMS	BRITISH	APRILIA
10	ALFONSO NIETO	SPANISH	YAMAHA
11	TOMOMI MANAKO	JAPANESE	YAMAHA
12	SEBASTIAN PORTO	ARGENTINA	YAMAHA
14	ANTHONY WEST	AUSTRALIAN	TSR HONDA
15	DAVID GARCIA	SPANISH	YAMAHA
16	JOHAN STIGEFELT	SWEDISH	YAMAHA
19	OLIVIER JACQUE	FRENCH	YAMAHA
21	FRANCO BATTAINI	ITALIAN	APRILIA
22	LUCAS OLIVER BULTO	SPANISH	YAMAHA
23	JULIEN ALLEMAND	FRENCH	TSR HONDA
24	JASON VINCENT	BRITISH	HONDA
27	ROB FILART	DUTCH	TSR HONDA
34	MARCELLINO LUCCHI	ITALIAN	APRILIA
36	MASAKI TOKUDOME	JAPANESE	TSR HONDA
37	LUCA BOSCOSCURO	ITALIAN	TSR HONDA
41	JARNO JANSSEN	DUTCH	TSR HONDA
44	ROBERTO ROLFO	ITALIAN	APRILIA
46	VALENTINO ROSSI	ITALIAN	APRILIA
56	SHINYA NAKANO	JAPANESE	YAMAHA
58	MATIAS RIOS	ARGENTINA	APRILIA
66	ALEXANDER HOFMANN	GERMAN	TSR HONDA
77	JAMIE ROBINSON	BRITISH	HONDA
78	PAUL JONES	BRITISH	HONDA
79	SHANG NORVAL	BRITISH	HONDA
80	ADRIAN COATES	BRITISH	HONDA

out due to injury: Maurice Bolwerk (replaced by 27-Rob Filart)



# Round 8

# 250CC 99



TEAM
ELF AXO HONDA GRESINI
SHELL ADVANCE HONDA TEAM
APRILIA GERMANY
FILA WATCHES HONDA
QUB TEAM OPTIMUM
ANTENA 3 YAMAHA - D'ANTIN
YAMAHA KURZ ARAL
SEMPRUCCI BIESSE-GROUP
SHELL ADVANCE HONDA TEAM
ANTENA 3 YAMAHA - D'ANTIN
EDO RACING
CHESTERFIELD YAMAHA TECH 3
FGF BATTAINI RACING
YAMAHA KURZ ARAL
TECMAS HONDA ELF
PADGETTS HRC SHOP
RIZLA HONDA
DOCSHOP - RACING
DEE CEE JEANS RACING TEAM
POLINI
RIZLA HONDA
VASCO ROSSI RACING
APRILIA GRAND PRIX RACING
CHESTERFIELD YAMAHA TECH 3
PR2 MITSUBISHI
RACING FACTORY

RESULTS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
WINNER'S TIME
SPEED mph
FASTEST LAP No.
TIME
SPEED mph



**EBC**  
BRAKES

EBC Pro-lite brake discs are British Made using billet steel rotors, delivering 18% more friction than stainless steel discs. Equipped with lightweight alloy centre hubs, these discs cost less than original parts and perform to the max on all fast street sport or roadrace bikes. ASK ABOUT OUR BLUE HUB RACE ROTOR PROGRAM.

**Pro-lite** Brake Discs

**EBC**  
BRAKES

# Round 7 TT Circuit Assen

26.06.99



# RIZLA+OUT 125CC

1

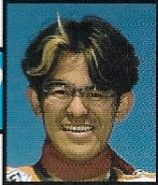


GENETTON PLAYLIFE

MASAO AZUMA

125CC HONDA

2

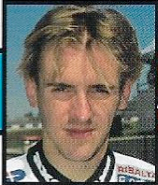


GIVI HONDA LER

NOBORU UEDA

125CC HONDA

3



VASCO ROSSI RACING

ROBERTO LOCATELLI

125CC APRILIA

Race Report by Michael Scott

(6) NOBORU UEDA, (4) MASAO AZUMA

**Assen served up a generically gut-stirring 125 race, with bitter fighting all the way to the flag - yet somehow accomplished with at least relative safety. There was only one crash out of the leading group, when Lucio Cecchinello's Givi Honda gave or received one touch too many at one of the track's fast corners, and he slid gracefully off towards the catch fencing.**

Masao Azuma, winner of the first four races, made most of the running on his Playlife Honda, as a four-strong leading group saw Cecchinello and team-mate Nobbie Ueda fending off a persistent Roberto Locatelli's Aprilia. The Hondas were clearly faster, but Locatelli was braking deep into the turns to regain what he lost in a straight line.

Azuma twice tried to break away up front, without success - on the run back through the fast kinks they'd catch right up again. It would all come down to tactics and willpower at the last chicane. And it was Azuma who found the right combination, leading into the chicane and on the run to the flag from Ueda and Locatelli, all three close enough to link hands, crossing the line within less than half a second.

Another eight seconds away came another gang, fighting among themselves so as to slow their pace, and keep them from catching the leaders. This saw wildly changing fortunes and some extremely forceful riding by Spaniard

Emilio Alzamora (Via Digital Honda), by dint of which he led them across the line, with the Aprilia of Gianluigi Scalvini and the Derbi of Youchi Ui leading the pack still right on his heels. Sixth place fell short of the brand-new Derbi's earlier fourth in Japan, but won in a hard race at a dry Assen, it was worth at least as much.

There was anger from Marco Melandri (Playlife Honda), who finished behind Barcelona GP winner Arnaud Vincent in eighth. Melandri was racing in spite of breaking five bones in his left foot in a heavy practice crash the day before, and hit out at Alzamora's rough-rider tactics, which he said had been responsible for taking him out of the lead of the group and away from a chance at the rostrum.

Azuma's fourth win of the year regain the lead on points, 122 to 111 for Alzamora, with Locatelli third on 87 points after he claimed two wins.



# ch TT



NOBORU UEDA, MASAO AZUMA, AND ROBERTO LOCATELLI

**EBC**  
**BRAKES****KEVLAR® Sprint Pads (green)**

EBC's new DMX Kevlar formula is still the world's number one selling aftermarket brake pad with literally millions of sets used each year. A high friction anti fade sport formula, that works great on all sport bikes and for racers, who prefer the feel of organic pads.

**EBC**  
**BRAKES**

# BRITISH GRAND PRIX

26 LAPS • 104.598 kms • TIME 11.15

No.	RIDER	NATIONALITY	MACHINE
1	KAZUTO SAKATA	JAPANESE	HONDA
4	MASAO AZUMA	JAPANESE	HONDA
5	LUCIO CECCHINELLO	ITALIAN	HONDA
6	NOBORU UEDA	JAPANESE	HONDA
7	EMILIO ALZAMORA	SPANISH	HONDA
8	GIANLUIGI SCALVINI	ITALIAN	APRILIA
9	FREDERIC PETIT	FRENCH	APRILIA
10	JERONIMO VIDAL	SPANISH	APRILIA
11	MASSIMILIANO SABBATANI	ITALIAN	HONDA
12	RANDY DE PUNJET	FRENCH	APRILIA
13	MARCO MELANDRI	ITALIAN	HONDA
15	ROBERTO LOCATELLI	ITALIAN	APRILIA
16	SIMONE SANNA	ITALIAN	HONDA
17	STEVE JENKNER	GERMAN	APRILIA
18	REINHARD STOLZ	GERMAN	HONDA
20	BERNHARD ABSMEIER	GERMAN	APRILIA
21	ARNAUD VINCENT	FRENCH	APRILIA
22	PABLO NIETO	SPANISH	DERBI
23	GINO BORSOI	ITALIAN	APRILIA
26	IVAN GOI	ITALIAN	HONDA
29	ANGEL NIETO Jnr.	SPANISH	HONDA
32	MIRKO GIANSAANTI	ITALIAN	APRILIA
41	YOUICHI UI	JAPANESE	DERBI
44	ALESSANDRO BRANNETTI	ITALIAN	APRILIA
54	MANUEL POGGIALI	SAN MARINO	APRILIA
72	LEON HASLAM	BRITISH	HONDA
73	ANDI NOTMAN	BRITISH	HONDA
74	CHRIS BURNS	BRITISH	HONDA
75	KENNY TIBBLE	BRITISH	HONDA

# Round 8 125CC



## TEAM

M.T.P. - TEAM PILERI  
 PLAYLIFE RACING TEAM - LIEGEOIS  
 GIVI HONDA LCR  
 GIVI HONDA LCR  
 VIA DIGITAL TEAM  
 INOXMACEL FONTANA RACING  
 RACING MOTO SPORT  
 C.C VALENCIA  
 MATTEONI RACING  
 SCRAB COMPETITION  
 PLAYLIFE RACING TEAM - LIEGEOIS  
 VASCO ROSSI RACING  
 POLINI  
 MARLBORO TEAM ADAC  
 POLINI  
 MAYER-RUBATTO RACING  
 C.C VALENCIA  
 FESTINA-DERBI  
 SEMPRUCCI BIESSE-GROUP  
 MATTEONI RACING  
 VIA DIGITAL TEAM  
 TEAM KAPPA  
 FESTINA-DERBI  
 FUTURE STRATEGIES  
 TEAM KAPPA

## RESULTS

1  
 2  
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 14  
 15

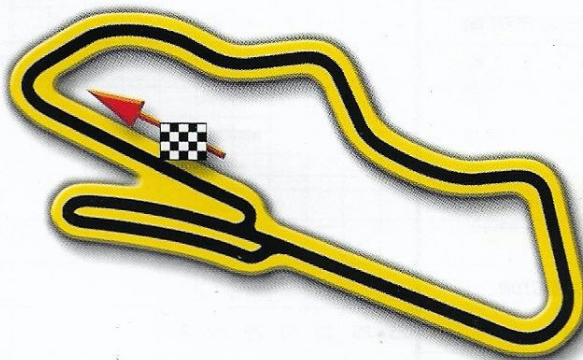
### WINNER'S TIME

SPEED mph

FASTEST LAP No.

TIME

SPEED mph



DONINGTON 2.5 miles, 4.02 kms

**EBC**  
BRAKES

**KEVLAR**® Cruiser/Touring Pads  
 A TÜV tested and KBA (Germany) approved high durability heavy duty Kevlar formula for use on all bigger heavier bikes where mileage and performance combination are desired. These pads are British Made using the famous Dupont Kevlar fibre and are available for all heavier bikes and tourers at realistic prices from any good dealer.

**EBC**  
BRAKES

Season so far

# 125CC



**EBC**  
BRAKES

**Double-H Sintered Pads**  
World 1998 Supersport 600cc Champion FABRIZIO PIROVANO, third place rider STÉPHANE CHAMBON and British Champion JOHN CRAWFORD, all used EBC "Double-H" sintered pads in their race bikes in 1998. These US Made pads stop faster and last longer than any other aftermarket brand or your money back.

**EBC**  
BRAKES

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	MASAO AZUMA (4)	25	25	25	13	9	-	25										112
2	EMILIO ALZAMORA (7)	20	16	16	16	10	20	13										111
3	ROBERTO LOCATELLI (15)	-	-	11	25	25	10	16										87
4	ARNAUD VINCENT (21)	13	-	6	20	11	25	9										84
5	NOBORU UEDA (6)	-	-	8	11	16	13	20										68
6	GIANLUIGI SCALVINI (8)	16	4	13	9	-	6	11										59
7	MARCO MELANDRI (13)	-	-	-	10	20	16	8										54
8	LUCIO CECCHINELLO (5)	-	10	20	-	7	11	-										48
9	SIMONE SANNA (16)	10	-	9	6	13	8	2										48
10	KAZUTO SAKATA (1)	6	8	1	7	8	9	6										45
11	GINO BORSOI (23)	9	-	4	-	6	4	7										30
12	JERONIMO VIDAL (10)	11	-	10	2	4	-	-										27
13	YOUICHI UI (41)	3	13	-	-	-	-	10										26
14	MIRKO GIANSAANTI (32)	7	-	3	3	5	2	4										24
15	IVAN GOI (26)	8	2	5	-	1	1	5										22
16	HIDEYUKI NAKAJOH (48)	-	20	-	-	-	-	-										20
17	MANUEL POGGIALI (54)	4	-	7	-	3	-	3										17
18	MASSIMILIANO SABBATANI (11)	5	9	-	-	-	-	-										14
19	STEVE JENKNER (17)	1	3	-	8	2	-	-										14
20	RANDY DE PUNIET (12)	-	1	-	5	-	7	-										13
21	KATAUJI UEZU (50)	-	11	-	-	-	-	-										11
22	ANGEL NIETO Jnr. (29)	2	5	-	4	-	-	-										11
23	KAZUHIRO KUBO (47)	-	7	-	-	-	-	-										7
24	ALESSANDRO BRANNETTI (44)	-	-	2	-	-	5	-										7
25	MINORU NAKAMURA (51)	-	6	-	-	-	-	-										6
26	FREDERIC PETIT (9)	-	-	-	1	-	3	1										5
CONSTRUCTOR																		
1	HONDA	25	25	25	16	20	20	25										156
2	APRILIA	16	4	13	25	25	26	16										124
3	DERBI	3	13	-	-	-	-	10										26
4	YAMAHA	-	11	-	-	-	-	-										11
		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	



**RIZLA+**  
**DUTCH TT**  
**TT Circuit**  
**Assen**  
**26.06.99**

**Masao Azuma**  
PLAYLIFE RACING  
TEAM-LIEGEOIS

**Noboru Ueda**  
GIVI HONDA LCR

**Roberto Locatelli**  
VASCO ROSSI RACING

**Emilio Alzamora**  
VIA DIGITAL TEAM

**Gianluigi Scalvini**  
INOMACEL FONTANA  
RACING

**Youichi Ui**  
FESTINA-DERBI

**Arnaud Vincent**  
C.C. VALENCIA

**Marco Melandri**  
PLAYLIFE RACING  
TEAM-LIEGEOIS

**Gino Borsoi**  
SEMPRUCCI  
BIESSE-GROUP

**Kazuto Sakata**  
M.T.P.-TEAM PILERI

**Ivan Goi**  
MATTEONI RACING

**Mirko Giansanti**  
KAPPA RACING TEAM

**Manuel Poggiali**  
KAPPA RACING TEAM

**Simone Sanna**  
POLINI

**Frederic Petit**  
RACING MOTO SPORT

# INTERNATIONAL CLASSICS

12 LAPS • 48.24 kms • TIME 15.15



COMP No	RIDER	BIKE	TOWN	COUNTRY
01	Adrie De Ridder	Seeley G50 Mk2	Terneuzen	Holland
02	John Cronshaw	Unity BSA	Rossendale	UK
03	Sandro Baumann	Seeley G50 Mk 3	Lugano	Switzerland
04	Larry Swann	Seeley G50	Peterborough	UK
05	Glen English	Matchless G50	Hayle	UK
06	Bruno Leroy	Seeley G50	Lillebonne	France
08	Colin Breeze	Matchless G50	Market Harborough	UK
09	Stephen Mathews	G50 Matchless	Atlanta	USA
10	Franz Glauser	Seeley G50	Nierderscherli	Switzerland
11	Nick Turner	Seeley G50	Morden	UK
12	Stef Sindorf	Seeley Mk2/G50	't Harde	Holland
14	John Raybould	Matchless G50	Brierley Hill	UK
17	Duncan Fitchett	Featherbed Manx	Witney	UK
18	Dirk Brand	Seeley G50	Middenmeer	Holland
20	Doug Jones	Molnar Manx	Preston	UK
21	Peter Lockwood	Matchless G50	Marple	UK
22	Paul Morgan	Seeley G50	Ickford	UK
23	Neville Morris	Matchless G50	Bishops Castle	UK
28	Neumair Reinhard	Petty Manx	Palting	Germany
29	Benito Savoia	Aermacchi Ala D'Oro 500	Misano Adriatico	Italy
31	Richard Coates	Matchless G50	Douglas Isle of Man	UK
32	Grahame Rhodes	Seeley G50	Derby	UK
33	Armando Carniello	Aermacchi	Vicenza	Italy
34	Keith Dixon	Seeley G50	Accrington	UK
35	Bill Swallow	Petty Norton	Gretna	UK
36	Tony Smith	Matchless G50	Reading	UK
40	Tiziano Pellizzari	Seeley G50	Vicenza	Italy
46	David Bedlington	Matchless G50	Beverly	UK
50	Alan Windsor	Seeley G50	South Godstone	UK
54	Gianfranco Bonera	MV Agusta 500	Santa Maria Hoe (MI)	Italy
55	Dino Porretti	Matchless	Rome	Italy
60	Dave Pither	Seeley G50	Morton-in-the-Marsh	UK
62	Colin Dally	Molnar Manx	Preston	UK
63	Andy Reynolds	Seeley Matchless	Berkhampstead	UK
65	Steve Tomes	Molnar Manx	Belper	UK
66	Vernon Glashier	Seeley G50	Dunmow	UK
67	Andrew Eite	Molnar Manx	Bolton	UK
68	Jerry Summerfield	Petty Manx	Wirksworth	UK

**Results**

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

**EBC**  
BRAKES

**Pro-Lite**  
Brake Discs

**EBC**  
BRAKES

EBC Pro-Lite brake discs are British Made using billet steel rotors, delivering 18% more friction than stainless steel discs. Equipped with lightweight alloy centre hubs, these discs cost less than original parts and perform to the max on all fast street sport or roadrace bikes. ASK ABOUT OUR BLUE HUB RACE ROTOR PROGRAM.

**EBC**  
BRAKES

**KEVLAR** Sprint Pads (green) **EBC**  
BRAKES

EBC's new DMX Kevlar formula is still the world's number one selling aftermarket brake pad with literally millions of sets used each year. A high friction anti fade sport formula, that works great on all sport bikes and for racers, who prefer the feel of organic pads.

**EBC**  
BRAKES

## BRITISH SPORTS PRODUCTION CHAMPIONSHIP 600

**12 LAPS • 30 miles • TIME 16.00 • Round 7**



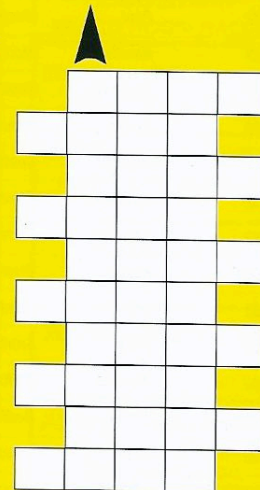
No.	RIDER (Hometown)	ENTRANT/OWNER/SPONSOR	MACHINE	Championship Dates
51 B	ALAN TANTON (Hull)	Xtreme Motorcycles, Hull	Yamaha	1 March 21 Cadwell Park
52 B	GAVIN SLINGSBY (Warsop Vale)		Honda	2 April 11 Mallory Park
53 B	CHRIS SHERRING (Oxford)	AB Copiers	Honda	3 May 3 Donington Park
54 B	PATRICK SNOWDEN (Wakefield)		Honda	4 June 12/13 Mondello Park
55 B	KEVIN FALCKE (Flitwick)	R & R Racing/Touchstone Lighting	Yamaha	5 June 13 Mondello Park
57 B	ROBERT DONLEY (Stockport)	Team Square Peg Racing/M/C Centre, Stockport	Honda	6 June 18/19/20 Silverstone
58 B	ADRIAN KERSHAW (Stockport)	Team Square Peg Racing	Honda	7 July 2/3/4 Donington Park
59 B	MARK HOOGENBOOM (Melton Mowbray)	C G Chells	Honda	8 August 6/7/8 Knockhill
60 B	JAMES ELLISON (Kendal)	Team Young Guns Honda	Honda	9 September 12 Thruxton
61 B	MARK LAWES (Maldon)	Redline Honda	Honda	10 September 12 Thruxton
63 B	WARWICK NOWLAND (Australia)	KC Racing	Honda	
64 B	DARREN SULLIVAN (St Neots)	Anglian Interiors Kitchen Store, Huntingdon	Honda	
65 B	JAMIE HITTERD (Lowestoft)	Conway Racing/Pro-Bike	Suzuki	
66 B	CRAIG MILLER (Matlock)	Chesterfield M/C Centre	Honda	
69 B	ANDY TINSLEY (Redditch)	Knotts Motorcycles	Yamaha	
71 B	JOHN WALSH (Waterford)		Honda	
72 B	HOWARD WHITBY (Wakefield)	R & R Racing	Honda	
73 B	GARY MASON (Nottingham)	Hawk Racing	Honda	
75 B	JAMIE CLARKE (Fleet)		Kawasaki	
76 B	SEAN NOKE (Totton)		Yamaha	
77 B	GUS SCOTT (Kendal)	Blacks Bikeshop	Honda	
78 B	GEOFF BAINES (Enfield)	Baines Racing/3 X Motorcycles	Yamaha	
79 B	RUSSELL JOYNER (Wimborne)	Baines Racing/3 X Motorcycles	Laverda	
80 B	PAUL WILSON (Brighton)	Team Hargate Racing	Laverda	
81 B	RHYS BOYD (Thatcham)	Team Hargate Racing	Honda	
88 B	DAVID CARSON (Northwich)	Elec-Track Installations Ltd	Honda	
89 B	JOHN DIETERMAN (Brighton)		Yamaha	
91 B	JASON EMMETT (Weybridge)	Fast Bikes	Yamaha	
92 B	RICHARD BOWER (Byford)	RMR Racing	Yamaha	
94 B	ELLIOT BURGESS (Manchester)	Sigma Performance Ltd	Yamaha	
95 B	GLEN RICHARDS (Australia)	RSS	Ducati	
99 B	RUSSELL BAKER (West Byfleet)	Tippetts Motors (Surbiton) Ltd	Yamaha	
			Honda	

### Points Scoring

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

### Starting Grid

This to be decided on the basis of timed qualifying



### Lap Record

To be established

A = Over 701cc  
B = 401-600cc

### Results

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



# BRITISH SPORTS PRODUCTION CHAMPIONSHIP OPEN

12 LAPS • 30 miles • TIME 16.45 • Round 7



No.	RIDER (Hometown)	ENTRANT/OWNER/SPONSOR	MACHINE	Championship Dates	
1	A PHILLIP McCALLEN (Tandragee)	Motorcycle City	Yamaha	1	March 21 Cadwell Park
2	A FRANCIS WILLIAMSON (Petersfield)	Jack Lilley Racing	Aprilia	2	April 11 Mallory Park
3	A MATT LLEWELLYN (Leicester)	Jack Lilley Racing	Aprilia	3	May 3 Donington Park
4	A MARK PHILLIPS (Lincoln)	General Guarantee Finance	Aprilia	4	June 12/13 Mondello Park
5	A CHRIS HEATH (Douglas)	Chesterfield M/C Centre	Yamaha	5	June 13 Mondello Park
6	A ANDREW BOND (Lowestoft)	A R Motorcycles	Suzuki	6	June 18/19/20 Silverstone
7	A GARY BYRNE (Harrow)		Yamaha	7	July 2/3/4 Donington Park
8	A MICK CORRIGAN (Sheffield)	Nicomira Racing	Yamaha	8	August 6/7/8 Knockhill
9	A STEVE BUXTON (Hyde)	Team Northpoint	Aprilia	9	September 12 Thruxton
11	A DAVID JEFFERIES (Baddon)	Akito/Swift Racing	Yamaha	10	September 12 Thruxton
12	A SCOTT MARTIN (Basingstoke)	Dynotech Performance	Yamaha		
13	A JOHN READ (Watford)		Yamaha		
14	A GORDON BURTON (Stoke-on-Trent)	Total Oil Great Britain Ltd	Kawasaki		
15	A SIMON SMITH (Harrogate)	Blacks Bikeshop Ltd	Yamaha		
16	A PAUL NOTMAN (Stapleford)		Yamaha		
18	A TIM POOLE (Northwich)	Dynamic Ltd	Yamaha		
19	A TERRY COLVILL (London)		Yamaha		
20	A NEIL JONES (Sunbury on Thames)	Tippetts Honda	Honda		
21	A PETE GRAVES (London)	Team BT Phonocards Yamaha	Yamaha		
22	A GUS SCOTT (Kendal)	Blacks Bikeshop	Yamaha		
23	A ROKI READ (Woking)	Bike Stop	Yamaha		
24	A STUART JONES (Crewe)		Yamaha		
25	A TOM CUDDY (Laois)	Team Frontiers	Yamaha		
26	A SIMON HOWTON (Dartford)		Yamaha		
28	A GRAHAM OLIVER (Hull)		Yamaha		
29	A KEN URWIN (Doncaster)	Ken Urwin Motorcycles	Yamaha		
30	A ALEX BUCKINGHAM (Barnstaple)		Yamaha		
31	A DAVID HIGGINS (East Horsley)	Genesis Rider Training	Yamaha		
32	A MIKE HOSE (Wallasey)		Yamaha		
33	A NIGEL LAWRENCE (Tewkesbury)	Frasers of Gloucester	Yamaha		
34	A ROBERT STANLEY (Cheltenham)	Frasers of Gloucester	Yamaha		
35	A IAIN DUFFUS (Glenrothes)	Blacks Bikeshop	Yamaha		
36	A TOBIAS NYSTROM (Sweden)	Rolles Racing	Kawasaki		
38	A MARK DITCHFIELD (Halkyn)	No Limits Racing	Yamaha		
39	A GORDON BLACKLEY (RAF Lyneham)		Kawasaki		
40	A MARTY NUTT (Castle Rock)		Aprilia		
41	A PETE JENNINGS (Dewsbury)		Honda		
43	A PAUL YOUNG (Australia)	RSS/First National	Yamaha		
44	A STEVE BEOGAN (Liverpool)	Blacks Bikeshop	Aprilia		

A = Over 701cc  
B = 401-600cc

### Results

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

### Championship Dates

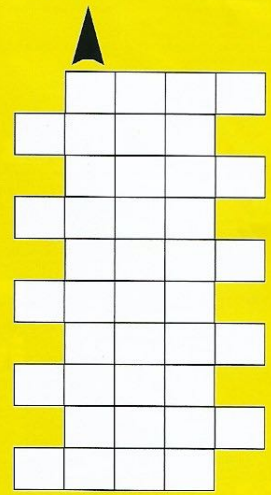
1	March 21	Cadwell Park
2	April 11	Mallory Park
3	May 3	Donington Park
4	June 12/13	Mondello Park
5	June 13	Mondello Park
6	June 18/19/20	Silverstone
7	July 2/3/4	Donington Park
8	August 6/7/8	Knockhill
9	September 12	Thruxton
10	September 12	Thruxton

### Points Scoring

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

### Starting Grid

This to be decided on the basis of timed qualifying



### Lap Record

To be established

BRAKES

EBC

BRAKES

KEVLAR

BRAKES

Cruiser/Touring Pads

BRAKES

EBC

A TÜV tested and KBA (Germany) approved high durability heavy duty Kevlar formula for use on all bigger heavier bikes where mileage and performance combination are desired. These pads are British Made using the famous Dupont Kevlar fibre and are available for all heavier bikes and tourers at realistic prices from any good dealer.

# BRITISH GRAND PRIX

## NOTICES AND INFORMATION



### WARNING

MOTORSPORT IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT THEIR OWN RISK.  
It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents however caused resulting in damage and/or personal injury to spectators or tickets holders.

### CAR PARKING

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

### FILMING

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

### GENERAL NOTICE

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

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

### ANIMALS

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

### POSTPONEMENT OF THE MEETING

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

### ABANDONMENT OF THE MEETING

In the case of the abandonment of racing before the completion of the third race, complimentary tickets will be issued to all patrons for one admission at a future meeting, details of which will be announced. In the event of abandonment AFTER THE THIRD RACE, the meeting will be deemed completed and no compensation will be offered. There will be NO cash refunds.

### PROGRAMME COPYRIGHT

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

### PROHIBITED AREA NOTICES

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

### PUBLIC CAMPING

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

### PADDOCK

Public access to the paddock is not permitted by Sporting Regulation.

### GRANDSTAND

Paddock Grandstand is available for use by all paddock pass holders, and further grandstands are available at Redgate Corner and on start - finish straight. Subject to a transfer charge of £6 Sunday.



## BUSINESS CENTRE

Donington Park is much more than just a motor racing circuit. It has facilities regularly used by businesses based across the East Midlands and beyond, including several multi-nationals.

Corporate entertainment at race-meetings, especially the prestige events, is vital in customer relationships and staff incentives. And, for companies looking to show off their products in the fast-lane, the 48,000 sq.ft. Donington Exhibition Centre, located adjacent to the Grand Prix circuit provides the perfect venue. Combined with the race circuit, it is the perfect setting for motor vehicle presentations. Conference facilities are also available.

The circuit has a range of 150 purpose-built hospitality suites overlooking the action, together with a paddock-based building capable of seating 400, and prime marquee sites.

Events at the circuit often command world TV coverage, making Donington a natural choice for advertising and sponsorship.

### For Corporate Hospitality:

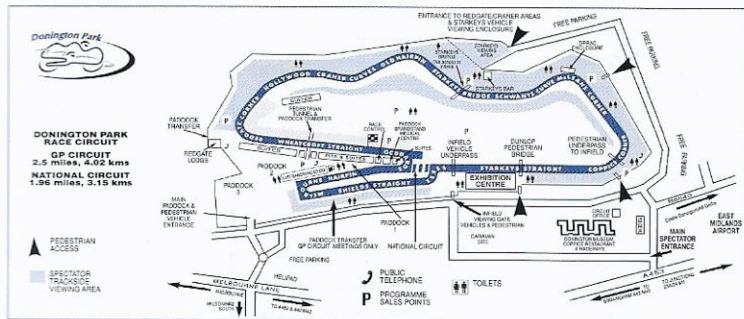
contact Julia Bates on 01332 819505

### For Conferences and Exhibitions:

contact Martin Quilliam on 01332 819508

### For Advertising/Sponsorship:

contact Steve Kempton on 01332 819507



## Tune into Radio DONINGTON 1602 kHz MW

for expert commentary by Fred Clarke and Chris Carter

# EXHIBITION & CONFERENCE CENTRE

## FORTHCOMING PUBLIC EVENTS

July 2/3/4

Grand Prix Motorcycle Spectacular

July 5

Toy & Train fair

Call 01332 810048 for full details

## Donington Park Catering

### Infield Area

**Craner Curves, Starkeys Bridge, Start/Finish Line**

Five multi-purpose catering facilities offering tea, coffee, hot & cold snacks and a licensed bar.

### Paddock Area

**Redgate Lodge**  
Fully licensed public house and restaurant with closed-circuit TV.

**Pitstop**  
Breakfast, lunches, hot & cold snacks and drinks.

### Outer Spectator Areas

**Starkeys Cafeteria**  
hot & cold food, tea, coffee and a licensed bar.

**The Esses, Craner Curves, Old Halpin, Coppice Corner**  
'Log cabin' multi-purpose catering facilities offering tea, coffee, snacks and a licensed bar.

## ATTENTION

With reference to the free HUKRC membership in the advertisement on the back cover of this programme. Honda UK would like to point out that this only applies when you buy a **NEW** Honda from an authorised dealer.

# Rider Profiles

## 250cc GP

MACHINE **250cc HONDA** FIRST RACE **1987**  
 GP DEBUT **JAPAN 1990 (125cc)**

**1**

**ELF AXO HONDA GRESINI**

**LORIS CAPIROSSI**

**ITALIAN**



DATE OF BIRTH  
**04-04-73 BOLOGNA, ITALY**  
 WORLD TITLES  
**1250cc 1990, 1991 / 250cc 1998**



MACHINE **250cc APRILIA** FIRST RACE **1992**  
 GP DEBUT **MALASIA 1996 (125cc)**

**46**

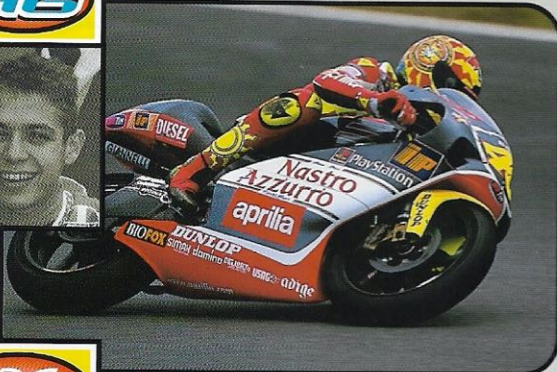
**APRILIA GRAND PRIX RACING**

**VALENTINO ROSSI**

**ITALIAN**



DATE OF BIRTH  
**16-02-79 URBINO (PESARO), ITALY**  
 WORLD TITLES **125cc 1997**



FIRST RACE **1989**  
 GP DEBUT **JAPAN 1994 (250cc)**

**4**

**SHELL ADVANCE HONDA TEAM**

**TOHRU UKAWA**

**JAPANESE**



DATE OF BIRTH  
**18-05-73 CHIBA PREF., JAPAN**  
 MACHINE **250cc HONDA**



FIRST RACE **1990**  
 GP DEBUT **AUSTRALIA 1995 (250cc)**

**19**

**CHESTERFIELD YAMAHA TECH 3**

**OLIVER JACQUE**

**FRENCH**



DATE OF BIRTH  
**29-08-73 VILLERUPT, FRANCE**  
 MACHINE **250cc YAMAHA**



# Rider Profiles

## 250cc

FIRST RACE **1992**

GP DEBUT **ITALY 1993 (125cc)**

**FILA WATCHES HONDA**

**STEFANO PERUGINI**

**ITALIAN**

DATE OF BIRTH **10-09-74 VITERBO, ITALY**

MACHINE **250cc HONDA**



FIRST RACE **1988 (MOTOCROSS)**

GP DEBUT **AUSTRALIA 1993 (500cc)**

**QUB TEAM OPTIMUM**

**JEREMY McWILLIAMS**

**BRITISH**

DATE OF BIRTH **04-04-64 CARMONEY, NORTHERN IRE**

MACHINE **250cc APRILIA**



FIRST RACE **1994**

GP DEBUT **MALASIA 1999 (250cc)**

**ANTENA 3 YAMAHA - D'ANTIN**

**ALFONSO NIETO**

**SPANISH**

DATE OF BIRTH **02-12-78 MADRID, SPAIN**

MACHINE **250cc YAMAHA**



FIRST RACE **1993**

GP DEBUT **GERMANY 1994 (125cc)**

**YAMAHA KURZ ARAL**

**TOMOMI MANAKO**

**JAPANESE**

DATE OF BIRTH **16-09-72 SAGA PREFECTURE, JAPAN**

MACHINE **250cc YAMAHA**



# Rider Profiles

## 250cc

FIRST RACE 1988 

GP DEBUT ARGENTINA 1994 (125cc)

SEMPRUGGI BIESSE - GROUP

**SEBASTIAN PORTO**

ARGENTINIAN

DATE OF BIRTH 12.09.78 RAFAELA, ARGENTINA  
MACHINE 250cc YAMAHA




FIRST RACE 1993 DIRT TRACK / 1997 ROAD RACE 

GP DEBUT AUSTRALIA 1998 (125cc)

SHELL ADVANCE HONDA TEAM

**ANTHONY WEST**

AUSTRALIAN

DATE OF BIRTH 17.07.81 GOLD COAST, AUSTRALIA  
MACHINE 250cc TSR HONDA




FIRST RACE 1995 

GP DEBUT MALAYSIA 1999 (250cc)

ANTENA 3 YAMAHA - D'ANTIN

**DAVID GARCIA**

SPANISH

DATE OF BIRTH 05.09.78 SPAIN  
MACHINE 250cc YAMAHA




FIRST RACE 1993 

GP DEBUT BRAZIL 1997 (250cc)

EDB RACING

**JOHAN STIGEFELT**

SWEDISH

DATE OF BIRTH 17.03.76 ANDERSTORP, SWEDEN  
MACHINE 250cc YAMAHA




# Rider Profiles

## 250cc

**TEAM RIZLA HONDA**  
DUTCH MACHINE 250cc TSR HONDA

**MAURICE BOLWERK** 17

DATE OF BIRTH  
23-04-70 VEGHEL, HOLLAND



**APRILIA GERMANY**  
GERMAN MACHINE 250cc APRILIA

**RALF WALDMANN** 6

DATE OF BIRTH  
14-07-66 ENNEPETAL, GERMANY



**FGF BATTAINI RACING**  
ITALIAN MACHINE 250cc APRILIA

**FRANCO BATTAINI** 21

DATE OF BIRTH  
22-07-72 BRESCIA, ITALY



**YAMAHA KURZ ARAL**  
SPANISH MACHINE 250cc YAMAHA

**LUCAS OLIVER GULTO** 22

DATE OF BIRTH  
26-10-74 BARCELONA, SPAIN



**TECMAS HONDA ELF**  
FRENCH MACHINE 250cc HONDA

**JULIEN ALLEMANO** 23

DATE OF BIRTH  
23-03-77 AVIGNON, FRANCE



**PADGETTS HRC SHOP**  
BRITISH MACHINE 250cc HONDA

**JASON VINCENT** 24

DATE OF BIRTH  
20-02-73 NUNEATON, ENGLAND



**DOCSHOP RACING**  
ITALIAN MACHINE 250cc APRILIA

**MARCELINO LUCCHI** 34

DATE OF BIRTH  
13-03-57 CESENA, ITALY



**DEE CEE JEANS RACING TEAM**  
JAPANESE MACHINE 250cc HONDA

**MASAKI TOKUDOME** 36

DATE OF BIRTH  
14-02-71 KAGOSHIMA, JAPAN



**POLINI**  
ITALIAN MACHINE 250cc HONDA

**LUCA BOSCOBURO** 37

DATE OF BIRTH  
27-12-71 SCHIO, VICENZA, ITALY



**TEAM RIZLA HONDA**  
DUTCH MACHINE 250cc TSR HONDA

**JARNO JANSSEN** 41

DATE OF BIRTH  
09-10-75 HELENAVEEN, HOLLAND



**VASCO ROSSI RACING**  
ITALIAN MACHINE 250cc APRILIA

**ROBERTO ROLFO** 44

DATE OF BIRTH  
23-03-80 TURIN, ITALY



**CHESTERFIELD YAMAHA TECH 3**  
JAPANESE MACHINE 250cc YAMAHA

**SHINYA NAKANO** 56

DATE OF BIRTH  
10-10-77 CHIBA, JAPAN



**PR2 MITSUBISHI**  
ARGENTINIAN MACHINE 250cc APRILIA

**MATIAS RIOS** 58

DATE OF BIRTH 06-02-79  
BUENOS AIRES, ARGENTINA



**RACING FACTORY**  
GERMAN MACHINE 250cc TSR HONDA

**ALEXANDER HOFMANN** 66

DATE OF BIRTH  
25-05-80 MINDELHEIM, GERMANY



# Rider Profiles

## 125cc

MACHINE **125cc HONDA** FIRST RACE **1988**

GP DEBUT **JAPAN 1991 (125cc)**

**M.T.P. - TEAM PILERI**

**KAZUTO SAKATA**

**JAPANESE**

DATE OF BIRTH **15-08-66 TOKYO, JAPAN**

WORLD TITLES **125cc 1994, 1998**

1



FIRST RACE **1992**

GP DEBUT **JAPAN 1996 (125cc)**

**PLAYLIFE RACING TEAM - LIEGEOIS**

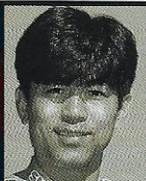
**MASAO AZUMA**

**JAPANESE**

DATE OF BIRTH **24-03-71 KOECHI, JAPAN**

MACHINE **125cc HONDA**

4



FIRST RACE **1989**

GP DEBUT **AUSTRALIA 1993 (125cc)**

**GIVI HONDA LER**

**LUCIO BECCHINELLO**

**ITALIAN**

DATE OF BIRTH **21-10-69 VENECIA, ITALY**

MACHINE **125cc HONDA**

5



FIRST RACE **1988**

GP DEBUT **CZECH REPUBLIC 1997 (125cc)**

**PLAYLIFE RACING TEAM - LIEGEOIS**

**MARCO MELANDRI**

**ITALIAN**

DATE OF BIRTH **07-08-82 RAVENNA, ITALY**

MACHINE **125cc HONDA**

18



# Rider Profiles

## 125cc

FIRST RACE 1989  
GP DEBUT JAPAN 1991 (125cc)

**6**

GIVI HONDA LER

**NOBORU UEDA**

JAPANESE

DATE OF BIRTH 23-07-67 AICHI, JAPAN  
MACHINE 125cc HONDA



FIRST RACE 1989  
GP DEBUT MALAYSIA 1994 (125cc)

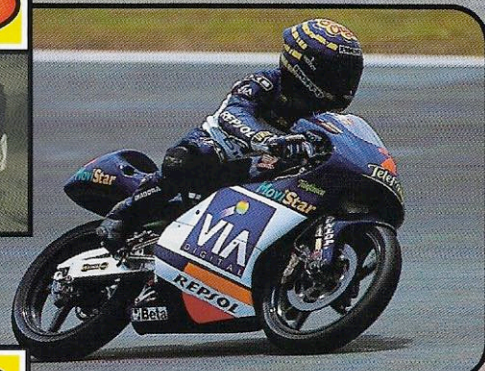
**7**

VIA DIGITAL TEAM

**EMILIO ALZAMORA**

SPANISH

DATE OF BIRTH 22-05-73 LLEIDA, SPAIN  
MACHINE 125cc HONDA



FIRST RACE 1989  
GP DEBUT ITALY 1993 (125cc)

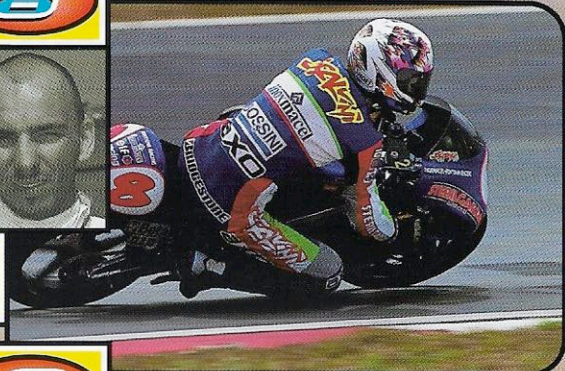
**8**

INOXMA GEL FONTANA RACING

**GIANLUIGI SCALVINI**

ITALIAN

DATE OF BIRTH 14-02-71 BRESCIA, ITALY  
MACHINE 125cc APRILIA



FIRST RACE 1989  
GP DEBUT AUSTRALIA 1994 (125cc)

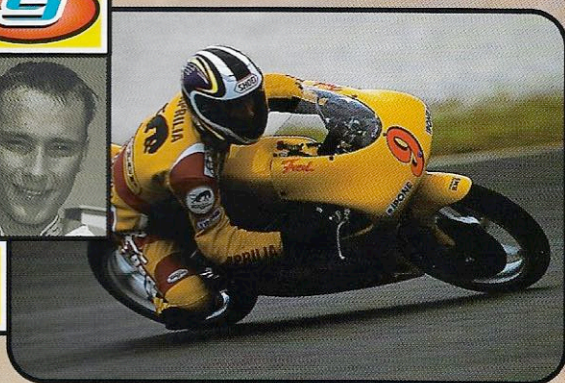
**9**

RACING MOTO SPORT

**FREDERIC PETIT**

FRENCH

DATE OF BIRTH 06-05-75 CHAMPIGNY, FRANCE  
MACHINE 125cc APRILIA





# Rider Profiles

## 1250099

FIRST RACE 1988  
 GP DEBUT SPAIN 1998 (125cc)

**C.C. VALENCIA**

**JERONIMO VIDAL**

**SPANISH**




DATE OF BIRTH 31-07-76 VALENCIA, SPAIN  
 MACHINE 125cc APRILIA



ERSTE RACE 1991  
 GP DEBUT ITALY 1998 (125cc)

**MATTEONI RACING**

**MASSIMILIANO SABBATANI**

**ITALIAN**




DATE OF BIRTH 04-08-75, ITALY  
 MACHINE 125cc HONDA



FIRST RACE 1995  
 GP DEBUT MALAYSIA 1999 (125cc)

**SCRAB COMPETITION**

**RANDY DE PUNHET**

**FRENCH**




DATE OF BIRTH 04-02-81 ANDRESY, FRANCE  
 MACHINE 125cc APRILIA



FIRST RACE 1989  
 GP DEBUT ITALY 1994 (125cc)

**VASCO ROSSI RACING**

**ROBERTO LOCATELLI**

**ITALIAN**




DATE OF BIRTH 15-07-74 BERGAMO, ITALY  
 MACHINE 125cc APRILIA



# Rider Profiles

## 125CC

**POLINI**  
ITALIAN MACHINE 1250cc HONDA

**SIMONE SANNA** **16**

DATE OF BIRTH  
16-03-78 FIRENZE, ITALY



**MARLBORO TEAM ADAC**  
GERMAN MACHINE 125cc APRILIA

**STEVE JENKNER** **17**

DATE OF BIRTH  
31-05-76 LICHTENSTEIN



**POLINI**  
GERMAN MACHINE 125cc HONDA

**REINHARD STOLZ** **18**

DATE OF BIRTH  
22-01-76 CHIEMSEE, GERMANY



**MAYER - RUBATTO RACING**  
GERMAN MACHINE 125cc APRILIA

**BERNHARD ABSMEIER** **20**

DATE OF BIRTH  
21-04-77 GERMANY



**C.C. VALENCIA**  
FRENCH MACHINE 125cc APRILIA

**ARNAUD VINCENT** **21**

DATE OF BIRTH  
30-11-74 NANCY, FRANCE



**FESTINA-DERBI**  
SPANISH MACHINE 125cc DERBI

**PABLO NIETO** **22**

DATE OF BIRTH  
04-06-80 SPAIN



**SEMPRUCCI BIESSE - GROUP**  
ITALIAN MACHINE 125cc APRILIA

**GINO BORSOI** **23**

DATE OF BIRTH  
11-03-74 LIBENZA, ITALY



**MATTEONI RACING**  
ITALIAN MOTO 125cc HONDA

**IVAN GOI** **26**

DATE OF BIRTH  
29-02-80 CREMONA, ITALY



**VIA DIGITAL TEAM**  
SPANISH MACHINE 125cc HONDA

**ANGEL NIETO Jnr** **29**

DATE OF BIRTH  
19-11-76 MADRID, SPAIN



**KAPPA RACING TEAM**  
ITALIAN MACHINE 125cc APRILIA

**MIRKO GANSANTI** **32**

DATE OF BIRTH  
14-09-76 TERMI, ITALY



**FESTINA-DERBI**  
JAPANESE MACHINE 125cc DERBI

**YOSHICHI U** **41**

DATE OF BIRTH  
27-11-72 CHIBA, JAPAN



**FUTURE STRATEGIES**  
ITALIAN MACHINE 125cc APRILIA

**ALESSANDRO GRANNETTI** **44**

DATE OF BIRTH  
09-06-80 ITALY



**KAPPA RACING TEAM**  
SAN MARINO MACHINE 125cc APRILIA

**MANUEL POGGIOLI** **54**

DATE OF BIRTH  
14-02-83 SAN MARINO



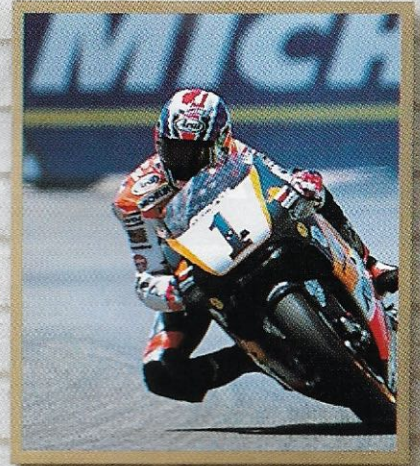


Carl Fogarty, Ducati 750, Superbike World Champion 1998.

Bobby Julich, Cofidis team, 3<sup>rd</sup> in the Tour de France 1998.



Jean-Pierre Fontenay and Gilles Picard, Mitsubishi Pajero, winners of the Granada-Dakar 1998.



Michael Doohan, Honda 500, 500-class World Champion 1998.



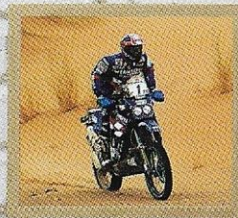
Laurent Aiello, Allan Mc Nish and Stéphane Orielli, Porsche 911 GT1, winners of the Le Mans 24H 1998.



Carlos Sainz and Louis Moya, Toyota Corolla, Rally World Vice-Champions 1998.

Tommi Mäkinen and Risto Mäniselmäki, Mitsubishi Lancer Evolution, Rally World Champions 1998, winners of the Monte-Carlo and Swedish Rallies in 1999.

Tommi Mäkinen and Risto Mäniselmäki, on the podium of the Swedish Rally 1999.



Stéphane Peterhansel, Yamaha 850, winner of the Granada-Dakar 1998.



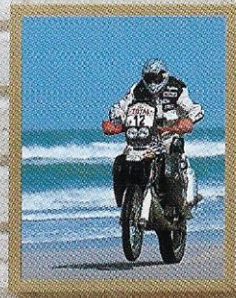
Nicolas Vouilloz, Downhill Mountain Biking World Champion 1998.



Rikard Rydell, Volvo S40, BTCC champion 1998.



William Costes, Christian Lavieille and Doug Pollen, Honda, Endurance World Champions 1998.



Richard Saint, BMW, winner of the Granada-Dakar 1999.



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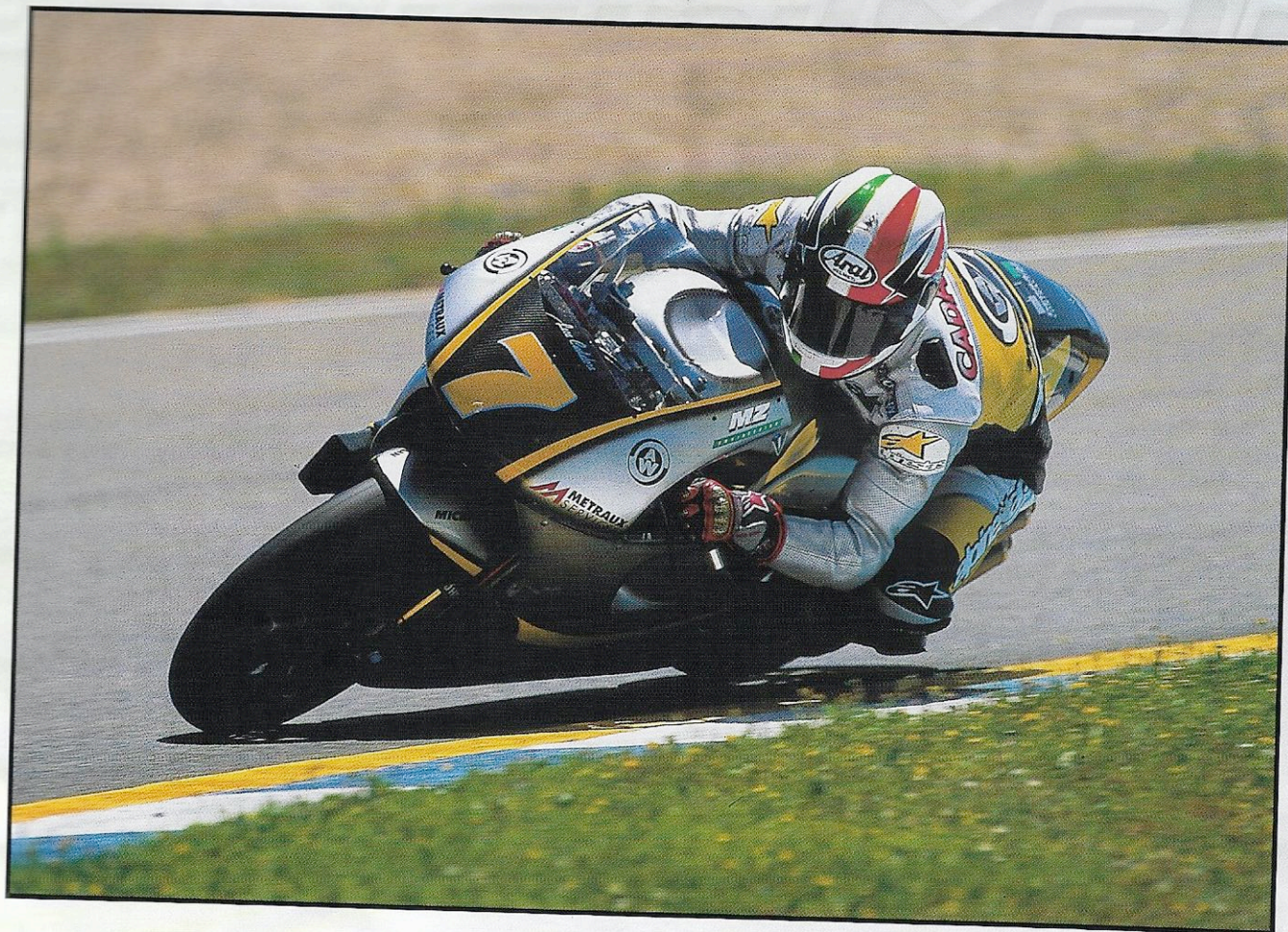


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Photos: Michelin photo-library - (DPP)

# THE SEASON SO FAR



The biggest surprises came from among the outsiders - the Team Roberts three-cylinder Modenas and the twin-cylinder Hondas were having trouble finding the pace, but the twin-cylinder Aprilia returned after one year away with a full 500cc engine (it had grown gradually over five years from the original 410cc) and a new rider. He is former 250 champion Tetsuya Harada, whose well-polished skills and the bike's new-found speed meant that he was a serious rostrum threat even at tracks with long straights. He was third in France, and fourth in Italy and Catalunya, after qualifying on pole position at Mugello.

The other surprise star has been the MuZ Weber, the all-European V4. The basic machine has been around for three years, as the Elf 500, then last year as the MuZ. This year's team the machine have important changes. Riderwise, they have gained the vast experience and now-and-then brilliance of eight-times 500 GP winner

and three times 250 and 125 champion Luca Cadalora, joined by experienced Dutchman Jurgen van den Goorbergh. The team has been restructured under seven-times Sidecar champion Rolf Biland, always a formidable force in racing. And the powerful engine has an all-new chassis, designed in Switzerland and built in England. Cadalora on a good day has run the Japanese V4s very close; though it was his team-mate van den Goorbergh who was the surprise pole qualifier at the Catalunyan GP.

The vacuum left by Doohan is still felt - race times have been slower, for example, than in previous years. But in another way his absence has been a shot in the arm for the other competitors, and for the closeness and quality of the racing. Mighty Mick will probably not return next year (though stranger things have happened), but in the meantime this is an opportunity for new stars to step forward. They have not been slow in doing so.

(7) Luca Cadalora

(31) Tetsuya Harada, (3) Alex Criville and (8) Tadayuki Okada



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## 250cc: UKAWA RACKS UP THE POINTS

Consistency, consistency, consistency - the value of these cornerstones in a championship challenge has been amply demonstrated in the first third of the 250 season by Japanese rider Tohru Ukawa, on the Shell Advance Honda. Ukawa had amassed a handy points lead with a string of solid second places. There was a win as well, his first, but even this was achieved by default - when the title favourite Valentino Rossi's mercurial Aprilia unexpectedly stopped on the last lap of the French GP while miles in the lead, the chain off the sprockets.

Fun-loving Rossi has been the class of the field, winning three out of six races, and entertaining the crowds with his post-race theatricals.

His factory Aprilia is the same machine that dominated last year, but the others have caught up over the winter - Honda with a much-improved Mk2 version of their new-last-year twin-crankshaft V-twin NSR, and Yamaha back after a short absence with their own factory V-twin YZR.

Honda also have the number one plate, which came along with defending champion Loris Capirossi, who won last year on an Aprilia

after a controversial last-lap collision with team-mate Tetsuya Harada, who would otherwise have claimed a second crown. Loris was dropped by Aprilia, and picked up by Honda. He ran fast in the early rounds, but his hopes of redeeming his reputation were severely dented by another controversy at his home Italian GP. Capirossi knocked pole qualifier Marcellino Lucchi off his Aprilia on the start-line; then failed to see the subsequent black flag of disqualification for fully eight laps. He was suspended from the next round as further punishment.

Third Honda rider Stefano Perugini has not quite found the pace; while the other two Aprilia factory riders, veterans Marcellino Lucchi and Ralf Waldmann, have shown the potential to emulate youngster Rossi, thwarted so far in both cases by a string of crashes and other difficulties.

Yamaha's return has been good and bad - good for new rider Shinya Nakano, fresh from a dominant win in the competitive All-Japan championship, and right up with the fast guys from the start - the ex-university student seems to have little trouble in learning tracks he has never seen before. But bad for his team-mate in

the France-based Chesterfield Tech 3 squad, Olivier Jacque. The former GP winner crashed after just one race finish, and suffered a repetition of foot and ankle fractures to a barely healed injury that spoiled his 1998 season. He hoped to return by the end of the year.

Two British riders have made a strong mark. Jeremy McWilliams and his QUB Team Optimum outfit have switched from Honda to a '98-spec Aprilia, and the 35-year-old tiger has played a leading role in several races, though a last-lap crash in France denied him a certain rostrum finish, and niggling mechanical problems have intervened elsewhere.

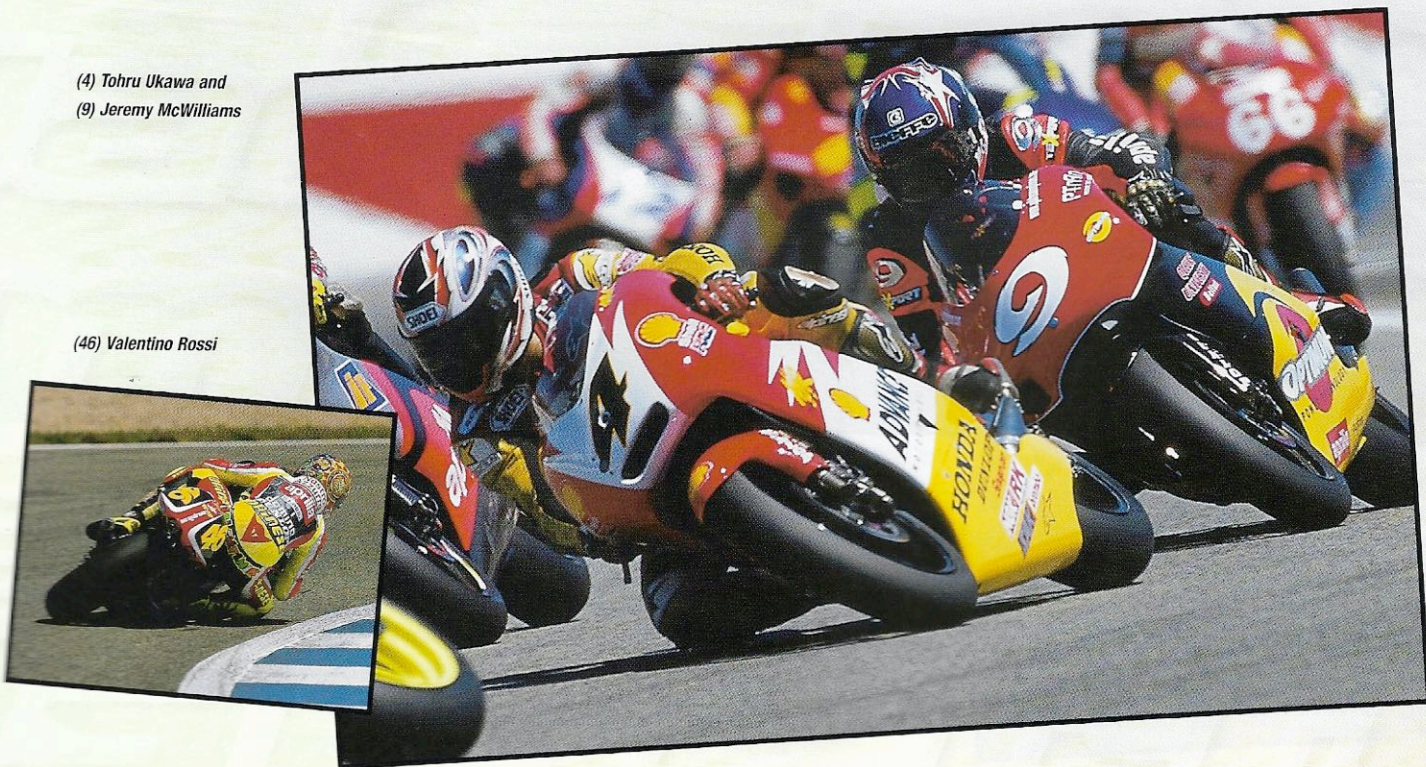
The other star is Jason Vincent, riding a production Honda for Padgett's, and putting it well ahead of the other private machines to harry the lesser factory bikes. Jay, son of former solo and sidecar star Chris Vincent, has claimed a best of fifth in France.

Another new face on the front row and (by round six) on the rostrum belongs to Italian Franco Battaini, riding a '98-spec factory Aprilia.

The 250 class is recovering nicely from last year's one-make Aprilia bonanza.

(4) Tohru Ukawa and  
(9) Jeremy McWilliams

(46) Valentino Rossi



# THE SEASON SO FAR

## 125CC: SAFETY IN NUMBERS

The smallest class produces epic close racing, with great gangs of up to a dozen Aprilias and Hondas brawling back and forth over the lead. The gang usually contains the same core of top runners, with others coming and going at different tracks to inject an extra element of unpredictability.

This year's racing has been so close that at times it seems impossible, as riders swing into corners five or more abreast, that they will all come out the other side, yet exacting class has a good safety record too.

With top riders Tomomi Manako and Masaki Tokudome moved to 250s, and defending champion Kazuto Sakata struggling somewhat after switching from Aprilia to Honda, another

Japanese rider has come forward to carry the national pride - Masao Azuma, who emphatically won the first three races this year. Problems in the next three let fellow-Honda rider Emilio Alzamora from Spain take over a slender points lead after Catalunya, after two seconds and three third places.

Two other wins went to Italian Roberto Locatelli, while French youngster Arnaud Vincent (both Aprilia); with the Honda team-mates Lucio Cecchinello and Nobbie Ueda also strong members of the front group.

And still the epics continue.



(8) Gianluigi Scalvini, (21) Arnaud Vincent and (6) Noboru Ueda

(4) Masao Azuma





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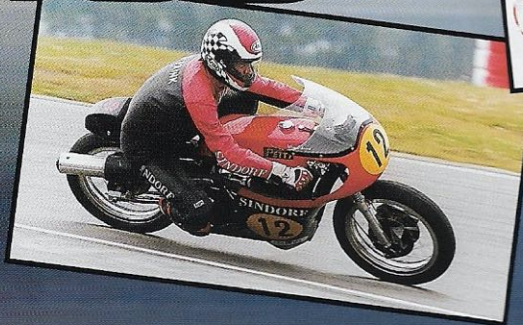
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# International Classics



Following a highly successful launch last year the organisers and riders in this popular and exciting new series are delighted to be appearing at the British Motor Cycle Grand Prix at Donington.

The series for Classic Bikes – original or replicas of pre '73 racing machines with a capacity of 351-500cc - has this year been invited to be a support race to the World Championship Motor Cycle Grand Prix Series and to selected rounds of the highly popular European Truck Race Series.

Attracting riders from 13 countries worldwide the series from its launch in 1998 has already developed a reputation for hard and exciting racing. This was evident in Nurburgring last year where 8 riders crossed the finish line in less than 2.5 seconds and was again evident at the Italian Motor Cycle GP in June this year when less than 1.5 seconds separated the first four.

The sound of G40's, BSA's, Manx Nortons and MV Agustas ridden by many former and present champions is truly exciting and spectators at virtually every event have been spellbound by this exciting series.

Only bikes prepared and presented to the highest standards have been selected to race in the series which is now accepted as the ultimate in Classic Racing.

Riders to watch out for will be Italian Champion Bonera on his MV Agusta – already this year this powerful machine has set record lap times and has a good top speed on the straight but nimble and better handling machines of Cronshaw (Unity BSA), Baumann (G50) and Leroy (G50) will be hard on his heels. With riders from 5 countries dominating the top positions we look forward to a truly international race.

Donington is the second event in the '99 championship, the previous event having been held at the Italian Grand Prix in Mugello.

We hope the spectators at Donington Park will enjoy this weekend's race not only in terms of the close racing but the sound and smell produced by these exciting machines.

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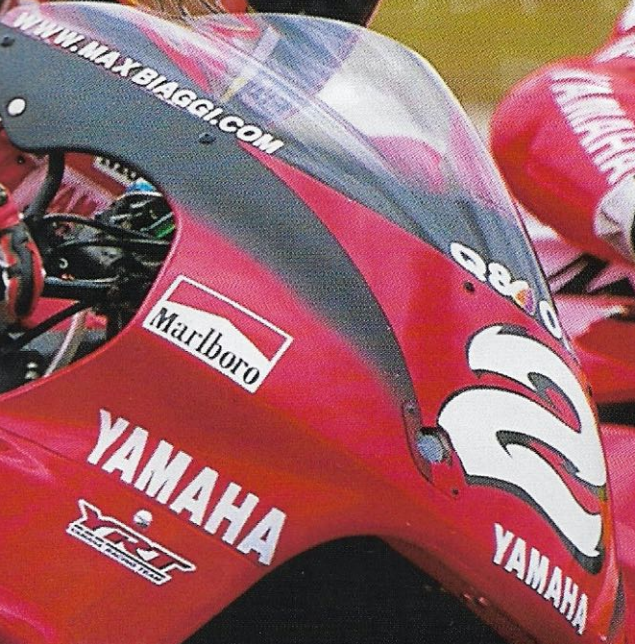
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