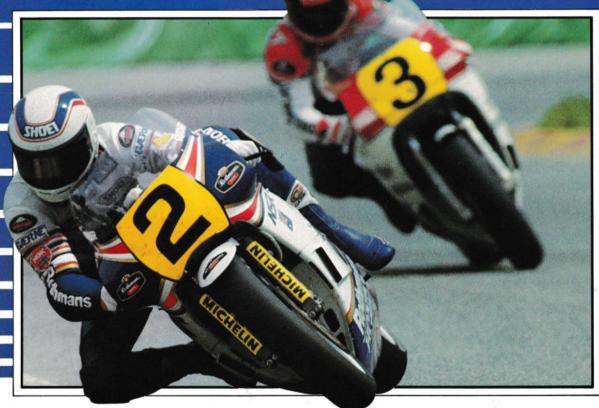






BRITISH MOTORCYCLE GRAND PRIX





DONINGTON

HE HEART OF PRESSURE MOTOR SPORT

Britain's rounds of The FIM World Championships

SUNDAY AUGUST 2nd 1987 (Qualifying - July 30/31st and August 1st)

FOR CONDITIONS OF ADMISSION SEE INSIDE

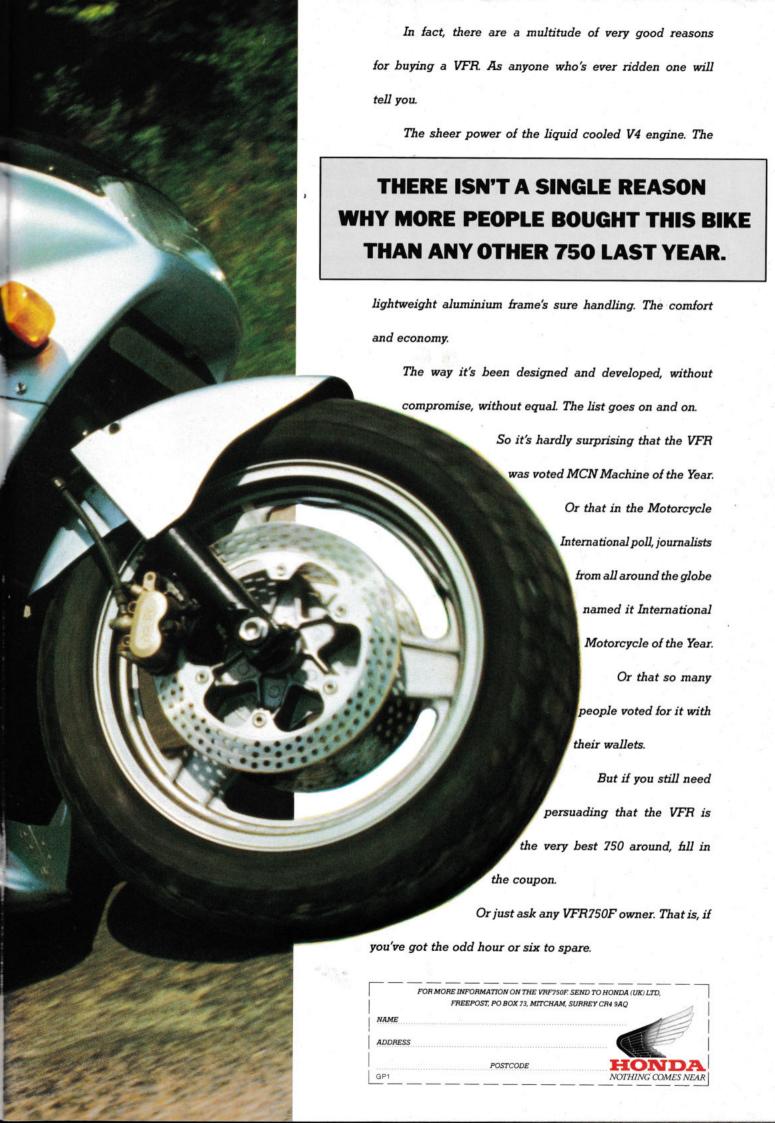














Thursday 30th July — *Untimed Practice* 125cc 11.00-11.45 hrs

12.00-13.00 hrs

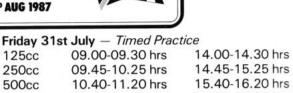
250cc

BRITISH MOTORCYCLE

DONINGTON PARK 2ND AUG 1987

125cc

250cc



500cc	14.15-15.15 hrs		500cc	10.40-11.20 hrs	15.40-16.20 nrs
80cc	15.30-16.15 hrs		80cc	11.35-12.05 hrs	16.35-17.05 hrs
Sidecar	16.30-17.30 hrs		Sidecar	12.20-12.50 hrs	17.20-17.50 hrs
Saturday	1st August - Timed	Practice	Sunday 2	nd August - Untime	d Practice
125cc	09.00-09.30 hrs	14.00-14.30 hrs	125cc	08.00-08.10 hrs	
250cc	09.45-10.25 hrs	14.45-15.25 hrs	250cc	08.20-08.30 hrs	
500cc	10.40-11.20 hrs	15.40-16.20 hrs	80cc	08.40-08.50 hrs	
80cc	11.35-12.05 hrs	16.35-17.05 hrs	500cc	09.00-09.10 hrs	
Sidecar	12.20-12.50 hrs	17.20-17.50 hrs	Sidecar	09.20-09.30 hrs	

	SUN	IDAY 2nd AUGUST — RACE PROGRAMME	
RACE 1	10.30 hrs	SHELL OILS 125cc BRITISH GRAND PRIX	24 laps 60 miles (96.55 km)
RACE 2	11.45 hrs	SHELL OILS 250cc BRITISH GRAND PRIX	26 laps 65 miles (104.60 km)
RACE 3	13.45 hrs	SHELL OILS 80cc BRITISH GRAND PRIX	18 laps 45 miles (72.41 km)
RACE 4	15.00 hrs	SHELL OILS 500cc BRITISH GRAND PRIX	<i>30 laps</i> 75 miles (120.69 km)
RACE 5	16.30 hrs	THE STAR SIDECAR BRITISH GRAND PRIX	24 laps 60 miles (96.55 km)

TIMETABLE CLASS-BY-CLASS

CLASS:	80cc	125cc	250сс	500cc	Sidecar		
30.7.87 Untimed Practice Entrainement Non-Chronometres	15.30-16.15	11.00-11.45	12.00-13.00	14.15-15.15	16.30-17.30		
31.7.87 and 1.8.87 Timed Practice Entrainement Officiel Chronometres	11.35-12.05 16.35-17.05	09.00-09.30 14.00-14.30	09.45-10.25 14.45-15.25	10.40-11.20 15.40-16.20	12.20-12.50 17.20-17.50		
2.8.87 RACE DAY (JOUR DE COURSE) Untimed Practice Entrainement Non-Chronometres	08.40-08.50	08.00-08.10	08.20-08.30	09.00-09.10	09.20-09.30		
Waiting Grid Pre grille	13.15	10.00	11.15	14.30	16.00		
Sighting Lap Tour de Reconnaissance	13.30	10.15	11.30	14.45	16.15		
	Change Tyres (Changement des Pneus)						
Clear the Grid Evac la Grille	13.42	10.27	11.42	14.57	16.27		
Warming-up Lap Tour de Chauffe	13.45	10.30	11.45	15.00	16.30		
			START (DEPART)				

The Shell Oils British Grand Prix programme is designed to provide a full and comprehensive guide to all five World Championship races.

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This prog	ramme is edited by Robert Fearnall, published by Two F

printed in England by Impress (Leicester) Ltd and photoset by Studio Photoset, Leicester.

Shell Oils



BRITISH MOTORCYCLE RAND PRIX



NGTON PARK 2ND AUG 1987

(PRACTICE: JULY 30/31, AUGUST 1)

Britain's rounds of the FIM World Road Race Championship for solo motorcycles (Group A1) and motorcycles with sidecars (Group B2) as defined in the FIM Code (IMN 01/10) ACU Permit No. 1759

The Meeting will be held under the Code of the FIM, the National Sporting Code of the ACU, and the Supplementary Regulations of the Meeting.

1987 SHELL OILS BRITISH GRAND PRIX OFFICIALS

HEAD OF ORGANISATION:

C. Armes
PRESIDENT OF THE JURY:

J. H. Zegwaard (K.N.M.V.)

J. H. Zegwaard (K.N.M.V.)
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Mrs. L. Ravaglia (F.M.V.), M. Deubel (O.M.K.),
G. Alden (S.V.E.M.O.), M. Soler (R.F.M.E.),
J. Bolle (F.F.M.), E. Solkaer (D.M.U.),

C. Mattioli Fogia (F.M.I.), J. Agnew (M.C.U.I.)
(Non-voting members in accordance with F.I.M.

Code): Representative appointed by East Midland Centre A.C.U.: Mr. W. Eadie

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DEPT. CLERK OF THE COURSE:

ASST. CLERK OF THE COURSE:

B. Tuxford SECRETARY OF THE MEETING:

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L. Meekings DEPT. CHIEF MARSHAL:

CHIEF MEDICAL OFFICER:

G. Hadfield FRCS

CHIEF TECHNICAL STEWARD:

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RACE OFFICE STAFF:

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Mrs. D. Kurth-Rowe, Miss C. Fennell HOSPITALITY OFFICER:

Mrs. M. Armes
PADDOCK ANNOUNCERS:

Ms. M. Rogers, Ms. J. White MEDICAL OFFICERS:

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SCRUTINEERS:
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T. Shelton, B. Bardsley, S. Whymark, D. Verity,
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T. Stevens, Mrs. L. Almgill (Race Recorder)

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F. Richardson

ASSEMBLY AREA MARSHALS:

P. Kitchen, N. Newson, A. Richardson, B. Rogers

LINE JUDGE:

A. Penny VEHICLE RECOVERY:

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EMERGENCY SERVICES:

Donington Emergency Services Team manned by members of the British Motor Racing Marshals

Club PRESS OFFICE:

George Turnbull, John Brown, Ian Norris, Dave Fern, Anne Knights, Cathy Jaggs,

Glynis Limb LIAISON OFFICER:

R. W. Smith, Pamela Lawton (assistant)
COMMENTATORS:

Fred Clarke, Chris Carter, Neville Hay, 'Peanutz' COURSE CARS:

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supplied by Ford Motor Co. Jaguar Sovereign V12, supplied by Jaguar Cars

Lancia Thema Turbo

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THE AUTO-CYCLE UNION:

Miller House, Corporation Street, Rugby, Warks CV21 2DN. Tel: 0788 70332. Telex: 311156

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Mr. N. E. Goss

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SECRETARY GENERAL: Mr. D. G. Coleman

ROAD RACE COMMITTEE: Messrs. P. Hillaby (Chairman), C. Armes, S. Binns, S. Mellish, J. Parker, D. Ryder

Our grateful thanks also go to the following organisations and their teams of personnel:

Leicester Constabulary (with particular thanks to Chief Inspector Thresh and Inspector Mawby)

Leicestershire Ambulance Service Leicestershire Fire Service Derbyshire Constabulary

Derbyshire Fire Service **Derby Royal Infirmary** Leicester Royal Infirmary Queens Medical Centre, Nottingham **East Midlands Airport** St. John Ambulance Brigade

Derbyshire Ambulance Service and to all the voluntary officials and marshals without whom this meeting would not be possible

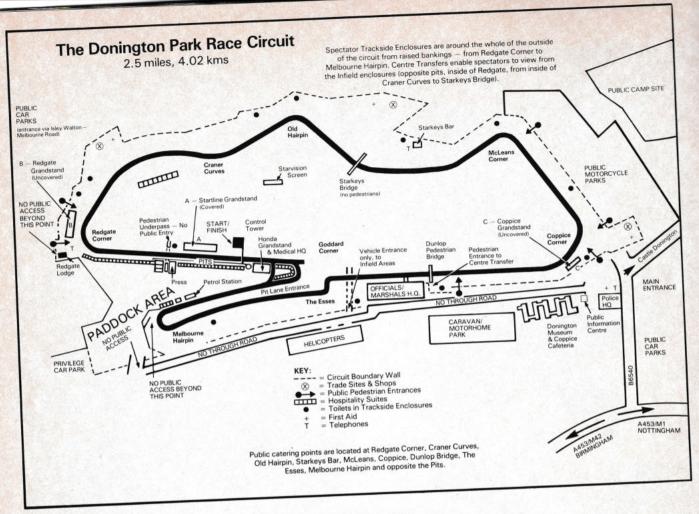
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NOTICES

Conditions of Admission

WARNING TO THE PUBLIC

MOTOR SPORT IS DANGEROUS AND ALL PERSONS ATTENDING THIS 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 vehicle and passengers, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders or your property.

ANIMALS ARE NOT ADMITTED to the circuit or paddock car parks. Any person found to be in breach of this condition will be deemed a trespasser and will be asked to leave.

Postponement of the Meeting

The organisers/promoters reserves the right to postpone or cancel all or any part of the Meeting.

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 driver's 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.

Car Park Conditions

Vehicles are taken into the car park on condition that the Organisers 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

Police Notice

Leicestershire Constabulary, in whose area Donington Park Circuit lies, inform us that at present they are experiencing a surge in the thefts of and from motor cars and motor cycles.

All car owners are asked to ensure that their vehicles are locked, windows closed and valuables stowed out of sight. In addition, some type of thief proof device should be fitted and used whenever the vehicle is left.

Motor cycle owners should ensure that the steering lock is used, together with a heavy duty chain and close shackle padlock around the frame

Lost Property Office

A Lost Property Office is situated in the Mobile Police Station at the Main Entrance. All enquiries regarding lost property or lost children should

NO PUBLIC CAMPING FACILITIES WHATSOEVER ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE. See circuit map for location of the main Camping Site located behind McLeans Corner.

PUBLIC WARNING 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. ANY PERSONS 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.

WELCOME FROM...

Shell Oils



Dennis R. Keeping General Manager — Sales Shell Lubricants UK

It gives me great pleasure to welcome you all to Donington Park this weekend for the Shell Oils British Motorcycle Grand Prix which this year is a very special occasion.

We are all contributing to motorcycle racing history as this is the first time the British Motorcycle Grand Prix has been held anywhere other than at Silverstone since the world championships moved from the Isle of Man to the mainland 10 years ago.

It is also the 10th anniversary of the re-opening of Donington and restores the Leicestershire circuit to its pre-war eminence as one of Europe's foremost racing venues.

Shell Oils' activities span motorcycle competition from individual rider to team level and from club racing to Grands Prix. Top level competition provides exceptional technical demands for the development of our products and demonstrates the successes upon which the reputation of our lubricants is based.

All motorcycle racing is about entertainment and we wish the spectators a feast of Grand Prix action and all the riders a safe and enjoyable weekend. We wish Donington every success with their first Grand Prix and our thanks go to the circuit management and staff, the Marshals and Officials of the Auto Cycle Union, the Star newspaper and the Howitt Group, without whom all this would not be possible.



Colin M. Armes Chairman, Organising Committee Auto-Cycle Union

Having had the honour to be elected to follow Vernon Cooper as Chairman of the British Grand Prix Organising Committee it now becomes my pleasure on behalf of the ACU Road Race Committee to welcome you all to Donington Park for the 1987 Shell Oils British Grand Prix.

This year sees the first British Grand Prix to be held at Donington Park realising a lifelong ambition for the circuit owner, Tom Wheatcroft. This is also the first time we have run all five Grand Prix classes on the same day which will be very demanding on all officials and marshals but we hope it will be enjoyed by all.

Since becoming Clerk of the Course at Silverstone two years ago, I have been supported by excellent and dedicated teams of marshals and officials, whom I would like to welcome to Donington Park together with those new members who have been incorporated in some of these teams with the move and who, I am sure, will strengthen our proud claim to organise one of the best Grand Prix events in the calendar and maintain the very high standard set by my predecessor, Vernon Cooper.

Grateful thanks go to our Sponsors Shell Oils for their continuing generous support, The Howitt Group for their additional Merit Awards, The Star and the promoters Two Four Sports Ltd.

I would like to wish all spectators, competitors and officials an enjoyable weekend.





Lloyd C. Turner Editor

I am delighted to be able to take this opportunity to bid you a very warm welcome to the Shell Oils British Grand Prix at Donington Park. And to say how delighted we at The Star are to be associated with this premier sporting event.

The Star, Britain's liveliest daily, has this year been backing British bike racing at all levels . . . from the Motor Cycle Association ACU Star Championships, the proving ground for the stars of the future, to the Grand Prix, the most prestigious event on the two-wheel calendar.

In a unique tie-up with Donington Park, home at last for the British round of the world road race championships, The Star has helped support the best British motor cycling races.

Perhaps the Star's involvement is best illustrated by two brothers . . . Roger and lan Burnett. Roger has been battling it out in the 500cc Grands Prix, while younger brother, lan has been learning his craft in the Star series.

Two men at the opposite ends of the racing spectrum, yet the Star has been charting the successes of both.

It shows just how committed we are on The Star to covering and making a success of the sport you love.

You can see how we feel about motor cycling. We are putting our trust in you. I know you will put yours in The Star.

Together we are certain winners.

7

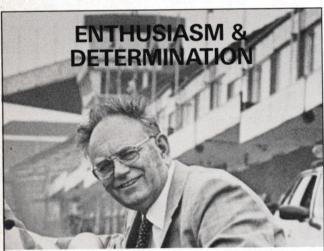
STARVISION COMES TO DONINGTON

A new feature at Donington is the Starvision giant screen—
this will have two rôles at the event: during Sunday it will be
positioned on the infield embankment overlooking the Old
Hairpin where it will relay television pictures of all the race
action— this makes the much enlarged spectator
embankment on the outside of the Old Hairpin all the more
popular as in addition to having views of half the action on the
track, spectators will be able to see the rest of the circuit via
the BBC TV.

During Saturday evening the screen will be moved to an area adjacent to the campsite where it will provide a non-stop programme of motorcycle racing action including all the latest GP films, the new TT film and the 1987 Transatlantic film.

Starvision uses a screen some 20 feet high and 27 feet wide — it boasts high definition picture quality with bright colours and is designed for viewing in daylight. It weighs some 25 tons and is mounted on its own articulated trailer.

Starvision is brought to the Shell Oils British Motorcycle Grand Prix by courtesy of Diet-Coke and Citroën.



This weekend heralds a special occasion for Tom Wheatcroft, the owner of the Donington Park complex. Only through Tom's tremendous enthusiasm and determination, has it been possible to see Donington Park host the British Grand Prix.

After the pre-war days when Donington Park was the venue of this country's best car and motorcycle events, the parkland was taken over by the military as a transport base, the largest in the country, and remained in their hands until 1956.

Several attempts to revive serious racing failed until in 1971, Tom Wheatcroft acquired an initial 300 acres of the park, firstly to accommodate his fast-expanding collection of Grand Prix single seater racing cars (now the largest of its kind in the world). His museum was opened in 1973.

Wheatcroft then set about reopening the famous racetrack and undeterred by the battalions of opponents to the circuit, he pushed on at great expense and eventually, in 1976, final planning permission was given to complete the development of the two mile circuit.

On May 15 1977, the first motorcycle race on the rejuvenated circuit was won by Stan Woods on a 500 Suzuki. A continued investment amounting to millions of pounds has established the circuit as one of the best in the world and over the past decade it has staged many of Europe's biggest international events.

But the British Grand Prix was Wheatcroft's primary objective. Eventually, through the co-operation of Jimmy Brown of Silverstone Circuits, Tom was able to engineer his first Grand Prix for 1987 — the year of his 65th birthday.

GRANDSTAND SEATS - SUNDAY

Any unsold seats will be available from the pay kiosks at the entrance to the three grandstand areas:

Main Start/Finish — Covered £14
Redgate Corner — Uncovered £9
Coppice Corner — Uncovered £9

These raceday Grandstand Tickets can also be purchased on the practice days (Thursday-Saturday) from the main Box Office at the Main Entrance. If you purchase a Grandstand Ticket before Sunday, you must also purchase or be in possession of a raceday trackside enclosure ticket (price £10 in advance/£11 on day).

CENTRE TRANSFER — SUNDAY

Centre Transfers, costing £2.50 each for adults and children, can be purchased from the pay kiosk at the Dunlop Bridge (adjacent to Coppice Corner). Centre Transfers admit to the whole of the Infield Viewing Enclosures, including the area opposite the pits on the start/finish line, and the magnificent views overlooking the Old Hairpin (where spectators can see over half the circuit from Craner Curves to McLeans Corner).

PADDOCK

FIM regulations prohibit the promoters from selling any kind of public ticket to the paddock area.

For the benefit of spectators watching from the covered start/finish grandstand or the infield enclosures opposite the pits, these are the garage allocations for the major teams.

Note: Garage numbers start from the top end of the pits, so Garage Nos. 1+2 are underneath the Lucas Control Tower.

Garages 25+26 and the area underneath the adjoining balcony is the ASSEMBLY AREA, from where all machines assemble before practice and

ASSEMBLY AREA, from where all machines assemble before practicating.

GARAGE/PIT (BOX) ALLOCATION

GARAGE (BOX) NUMBER TEAMS

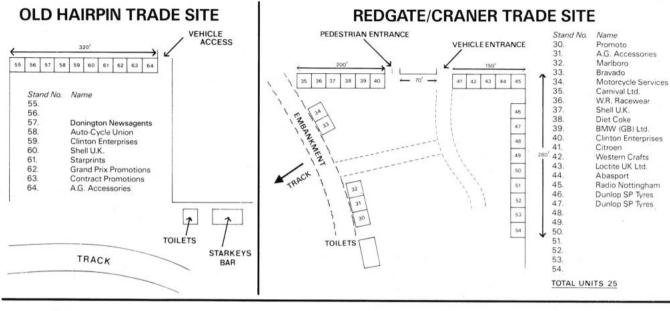
GARAGE (BOX) NUMBER 1+2	KATAYAMA WEBSTER IBERNA CAGIVA ELIT				
3+4					
5+6	DERBI E.M.C. G.A.R.				
7+8	ROTHMANS RACING ROTHMANS FRANCE SERVISCO				
9	SUZUKI APRILIA				
10	PILERI DUCADOS HONDA NIETO				
11+12	ELF — ROC PARISIENNE-ELF KRAUSER-ELF				
13+14	GAULOISES YAMAHA DUCADOS YAMAHA VENEMOTOS				
15+16	LUCKY STRIKE YAMAHA LUCKY STRIKE STREUER FRANKONIA SUZUKI				
17	H.B. ROMER				
18	KRAUSER RACING TEAM (80 + Sidecar)				
19+20	MARLBORO YAMAHA AGOSTINI				
21 + 22	CAMPSA HONDA H.B. GALLINA TEAM ITALIA				
23 + 24	H.R.C				

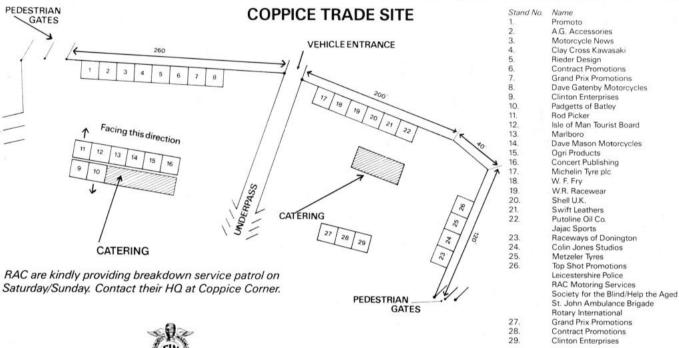
A special guest of Tom Wheatcroft's at this weekend's Grand Prix meeting is Vernon Cooper, who pioneered the British Grand Prix events through their successful era at Silverstone. Vernon has now retired as Clerk of the Course and Chairman of the Grand Prix organisation team, but through his efforts, the Silverstone Grand Prix event became recognised as one of the world's premier events. We wish him well in his retirement.

MARKET PLACES

While at the Grand Prix, don't forget to visit the market places which are situated at three prime points on the circuit: Coppice Corner, between Redgate Corner and Craner Curves, and the Old Hairpin next to Starkeys Bar.

Here you will find something to interest all the family and the numerous trade displays range from motorcycle manufacturers and dealers to clothing retailers, as well as stands selling books, videos, magazines, accessories and souvenirs.





ROAD RACING WORLD CHAMPIONSHIP 1987

Date	Grand Prix Circuit		Classes					
29 March	Japan, Suzuka			250	500			
26 April	Spain, Jerez	80	125	250	500	Sidecars		
17 May	Germany, Hockenheim	80	125	250	500	Sidecars		
23/24 May	Italy, Monza	80	125	250	500			
6/7 June	Austria, Salzburgring	80	125	250	500	Sidecars		
14 June	Yugoslavia, Rijeka	80		250	500			
27 June	Holland, Assen	80	125	250	500	Sidecars		
19 July	France, Le Mans		125	250	500	Sidecars		
2 August	Great Britain, Donington	80	125	250	500	Sidecars		
8/9 August	Sweden, Anderstorp		125	250	500	Sidecars		
23 August	Czechoslovakia, Brno	80	125	250	500	Sidecars		
29/30 August	San Marino, Misano	80	125	250	500			
13 September	Portugal, Jarama	80	125	250	500			
27 September	Brazil, Goiania			250	500			
4 October	Argentina, Buenos Aires			250	500			

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MAKE SURE IT'S A MICHELIN PERFORMANCE BIKERS WILL

EXTRACTS FROM THE REGULATIONS FOR FIM WORLD CHAMPIONSHIP EVENTS

The World Championship is governed by pages of regulations. Here we give a summary of some of the more relevant FIM regulations, to help the spectator get an inside knowledge of the weekend's activities.

Flags used exclusively by the Clerk of the Course or his 021.4.3

National flag: Chequered flag black and white: starting flag

Red flag:

finishing flag

informs drivers that the race or the practices are interrupted and that they must immediately return to their pits with the utmost care and

attention The red flag may also be used to close the

circuit.

Black flag with white number on a black signalling board:

informs the driver of the motorcycle the number of which is shown he must stop at his pit on the next lap.

021.4.4 Flags used at the observation posts

signal of danger slow down

Yellow flag:

— shown ''motionless'':

— shown ''waved''

slow down, driver must prepare himself to stop, overtaking strictly forbidden

deterioration of adhesion of the track.

Yellow flag with red

stripes. Yellow flag + yellow flag with red stripes:

Green flag: White flag: Blue flag:

stopping of the race. To be shown as soon as the Clerk of the Course has shown the red flag. all clear. slow moving intervention vehicle on track.

overtaking signal. The blue flag informs the driver that he is going to be overtaken by one or more faster motorcycles.

- shown "motionless": — shown "waved".

soon to be overtaken. about to be overtaken.

021.4.5 Light signals

The national flag at the start of a race may be replaced by a light signal red - yellow - green.

The flag signs may be supplemented by light signals:

One or two flashing

vellow lights: Green light: Red light:

same signification as the yellow flag. same signification as the green flag. same signification as the red flag, used by the Clerk of the Course.

021.12 STOPPING AND RESTARTING A RACE

Should it be necessary to stop the race due to an incident or if climatic or other conditions make it hazardous to continue, a red flag signal will be given by the Clerk of the Course at the start/finish line, and simultaneously an order must be given to each post of flag marshals around the circuit to display the yellow flag and the red striped yellow flag to indicate that the race has been stopped.

The decision to stop a race can only come from the Clerk of the Course or, in circumstances outside one's control by the next in command. When these signals have been given, the drivers must immediately stop racing, reduce speed and return slowly to the pits.

The conditions under which a race will be restarted are as follows:

A. If two full laps or less are completed:

- The original start shall be declared null and void. All drivers taking part in the original start shall be allowed to restart either on their original machine or on a machine of the same make provided it has been approved as fit to race by the scrutineers. The restarted race shall be for the full race distance and the original grid positions will be used. The place of any motorcycle unable to take part in the restart shall be left vacant.
- If it is impossible to restart the race, no points will be awarded towards the Championship.
- In all cases where a restart takes place, this will be approx. 30 minutes after the initial race has been stopped.
- B. If more than 2 laps but less than 75% of the race distance have been completed:
 - The race shall be considered to be in two parts. The race positions at the end of the first part will be those at the end of the lap preceding the stopping of the race.
 - The distance of the restarted race will be that required to make up the initial full distance.
 - The grid for the restart will be in the order, given by the chief
 - timekeeper, of the machines at the end of the first part.

 Only those drivers placed in the first part of the race will be d) authorised to restart (see paragraph a).
 - Machines may be repaired or replaced. If it is impossible to restart the race, half points will be awarded e) towards the Championship.
 - If the race is held in two parts, the number of laps in each part is added together and the winner is the driver having the highest number of laps. In case of a tie in laps, the time taken to run them will be the deciding factor.
- C. If more than 75% of the full race distance is completed:
 - This shall be declared a full race. The classification shall be the order at the end of the lap preceding the stop of the race.
 - Full Championship points will be awarded.

PLACINGS

021.13.1 Races with a group start

In a race with a group start, the winner is the driver who crosses the finish line (timing line) first after having completed the total distance laid down in the regulations.

Only the drivers who cross the finish line after the winner has finished, will be placed in the results which will be drawn up according to the number of laps each one has completed. Drivers who complete the same number of laps are placed in the order that they finish In order to get a placing in the results, a driver must have completed 75% of the race distance.

The last lap must be completed within 3 minutes after the winner finishes.

022.7.5 Starting grid

At the FIM Jury meeting following the last timed practice session, the positions on the starting grid will be determined by the best time recorded by the drivers during one of the timed practice sessions. In case of a tie, the best time in other timed sessions will be taken into consideration.

The driver who obtained the best times during practice is the only one permitted to choose his position on the first line of the starting grid, even if his choice does not coincide with the pole position designated in

the homologation report of the circuit.

The starting grid must be made up of the number of starters laid down in the SR. If, at the end of the timed practice and until the Jury meeting which approves the starting grid, drivers announce that it is impossible for them to take part in the race, the minimum number of participants must be completed on the basis of the times realised at the practices. British GP Regulations state: Number of drivers allowed

The maximum number of drivers allowed will be as follows:

Practice Races 44 Solo 30 25 Sidecar

Drivers will start from a grid, and grid positions will be decided on practice times. The maximum qualification time must be equal to the best class time plus 15%. All riders must complete a minimum of three timed laps. Qualified non-starters will not be replaced.

The grid will be arranged as follows:

solo: 5 - 4 - 5 - 4 - sidecars: 3 - 2 - 3 - 2 -

022.8.3 START PROCEDURE — CLUTCH START

The following procedure must be respected:

approx. 30 minutes before the start:

the drivers must get ready with their machine and take up position on the waiting grid outside the track area;

approx. 15 minutes before the start, the drivers will come onto the track and make immediately one sighting lap prior to taking up their places on the grid, engines dead.

The sighting lap is not obligatory. All drivers who come onto the track at -15 min have the right to

start, either from the grid or from the pits. After entering onto the track (approx. 15 minutes before the start) change of machines and an extra refuelling is strictly forbidden. Repairs may be made to the machine, but only in the pit lane, with the exception of tyre changing which may be made on the starting grid. After the sighting lap, the drivers may choose to change tyres, on the

grid, to suit the prevailing track conditions. Approx. 5 minutes before the obligatory warming-up lap, the following boards will be displayed accompanied by a warning:

5 minute board: beginning of the countdown

3 minute board: everybody except the drivers, 2 mechanics maximum for each driver and 1 person maximum per driver with an umbrella, will leave the grid

1 minute board and the display of the helmet panel requesting all drivers to check that their strap is tight: everybody, except the drivers will leave the grid.

30 second board

green flag: push start, possibly with the help of a mechanic.

If a driver is unable to push his motorcycle for the warm-up lap:
— he informs the Clerk of the Course at ''—5 min''

he goes on the right or on the left of the grid with his mechanic at the level of his row

he starts with the green flag

During the warm-up lap, it is recommended to drivers to remain in their starting positions. The drivers must not overtake the driver who is in pole position.

Drivers who are not able to start must raise their arm.

They must be pushed into the pit lane and make their delayed start from the pits.

When the drivers reach the grid after this lap, the drivers will stop keeping their engines running, each one on its grid position. Reeping treat engines training, to the pits. It is strictly forbidden for drivers to go to the grid with the intention of delaying the start. In the case where a driver arrives late and notices that the red light is already displayed, he must obligatory head for the pits at moderate speed, where he will make a delayed start. In the middle of the track, on the start line, a steward displays a red flag just until the drivers reach the grid.

A start marshal holding a board bearing the number of the row will stand opposite each row of the grid. As soon as the machines on his row have come to a halt he will lower his board. When, after the boards have been lowered, the starter sees that the grid is stationary, he will switch on the red light. At any moment but not less than 4 seconds and not more than 7 seconds after the red light comes on, the start of the race will be given by substituting a green

light for the red one (4 seconds considered as a maximum).

- If, after coming back to the starting grid a machine's engine stalls or a driver is unable to start, he must raise his arm and the start marshal responsible for that row must indicate the situation by raising (or keeping raised) his board, and reversing the face to present a yellow side to the starter. Should there be a problem when the machines come to the starting grid, the starter may judge not to give the start, using the following procedure:
 - If the red light has not yet been switched on a start delayed board will be raised at the start line and a red flag will be displayed.
 After the red light has been switched on the starter will switch on
 - After the red light has been switched on the starter will switch on flashing yellow lights (leaving the red light on) and a start delayed board will be raised at the start line.

In both cases 1) and 2):

Engines will be switched off and the starting procedure will recommence at the 5 minute point, with the race distance reduced by 1 lab.

Should there be more than one starting procedure, under these circumstances, the race distance will be reduced by one lap per each new starting procedure. This will be indicated on the lap counter.

 If, but only after the start signal, a machine is immobilised on the starting grid, the track marshals must immediately intervene and push it along the track to start its engine.

If in spite of several attempts the machine does not manage to restart, the track marshals shall push it to the pits (entry or exit depending on nearness) where its mechanics shall intervene to start it.

 After the whole field has passed the pit exit, a delayed start with lights will be given to the drivers waiting in the pit lane.

For drivers who leave their start line before the start signal, will be penalised by 1 minute. This minute must be added on to the time he takes to complete the race. (Note — this penalty must be interpreted in the way that the driver is on the move when the green light comes on. If, when the red light is on, a driver by mistake is moving forward, but he immediately brakes to come to a standstill when the green light is on, he must not be penalised.

022.9 PRIZES 022.9.1 Currency

All amounts are shown in Swiss francs. They are net amounts from which no deductions are allowed. They are payable in Swiss francs or the equivalent in convertible currency or travellers cheques. The rate of exchange shall be the same as for buying bank notes locally, according to the official rate of the last working day before the race.

022.9.2 Payment

The payment of drivers' prizes will take place after each race.

022.9.3	Prize scales				
Position	80cc	125cc	250cc	500cc	Sidecars
1.	4,200	6,100	9,000	16,000	12,000
2.	3,500	4,900	7,100	12,000	9,000
3.	2,900	3,800	5,600	9,000	6,500
4.	2,300	3,000	4,300	7,000	5,000
5.	1,700	2,400	3,400	5,000	3,800
6.	1,400	1,900	2,900	4,000	3,100
7.	1,200	1,600	2,500	3,600	2,700
8.	1,000	1,350	2,200	3,300	2,400
9.	900	1,100	1,900	3,000	2,200
10.	800	1,000	1,700	2,700	2,000
11.	750	950	1,600	2,600	1,800
12.	700	900	1,500	2,500	1,700
13.	650	850	1,400	2,400	1,600
14.	600	800	1,300	2,300	1,500
15.	550	750	1,200	2,200	1,400
16-20	500	600	1,100	1,900	1,200
21-25	450	500	1,000	1,500	1,000
26-30	400	400	800	1,300	800
31-36	400	400	500	1,000	600
and above	32,300	41,300	65,100	107,100	75,300

amounting to a total of 321,100 - for the 5 classes (36 drivers)

022.9.4 Placings for obtaining prizes

The placings for obtaining prizes is drawn up upon the basis of:

drivers placed

- unplaced drivers not having accomplished the minimum distance indicated in the regulations or having retired (the already accomplished laps are taken into consideration; in case of retirement on the same lap, the positions at the previous lap will be counted);
- drivers who did not start, but who were qualified for the race.

022.9.5 Travel indemnities

The organisers will pay the following travel indemnities to the drivers qualified for the race:

80cc 125 & 250cc Swiss francs 300.-Swiss francs 500.-

500cc & sidecars

Swiss francs 700.-

OTHER AWARDS

Shell Oils

Shell Oils Trophies will be presented to the 1st, 2nd and 3rd placed driver in the 80cc, 125cc, 250cc and 500cc British Grands Prix.

HOWITT GROUP

'BEST OF BRITISH' GRAND PRIX MERIT AWARDS

Merit awards totalling £7,500 for successful British riders in the Shell Oils Motorcycle Grand Prix are awarded by the Howitt Group.

The Howitt Group British Merit Awards comprise cash awards of £1,500 for the highest placed home rider in each of the five Grand Prix races, for 80cc, 125cc, 250cc, 500cc and sidecars.

An additional award of £1,500 will go the rider of any nationality who establishes the **best overall performance of the meeting**.

Patrick Howitt is the Chairman and Chief Executive of the Nottingham-based John Howitt Printing Group but is also well known for his life-long interest in motor sport.

Mr. Howitt also personally supports four and two wheel competitors such as Martin Brundle, the Zakspeed Formula 1 driver. Additionally for the 500cc Donington Grand Prix, he will also support motorcycle aces Ron Haslam and Niall Mackenzie.

Mr. Howitt said "The first Grand Prix at Donington is a very special event and one of the great occasions of the sporting year. I sincerely hope the merit awards will help make it even more memorable for some riders."

The running of the British Grand Prix at Donington and Howitt's involvement marks an anniversay double for the track and company. It is the 10th anniversary of the re-opening of Donington Park as a major motorsport venue and the 150th anniversary of the John Howitt Group, one of the largest privately owned printing houses in the country.



In addition to sponsoring the British Sidecar Grand Prix, The Star ran a Grand Prix readers competition in July for which the first prize is a Marlboro Yamaha TZ250. Rob McElnea presents the prize to the lucky winner on the startline on Sunday, August 2, after the 250cc GP race.

MICHELIN

MICHELIN GOLD TROPHY AWARD

A Gold Michelin Award will be presented to the highest placed rider using Michelin tyres in the 80cc, 125cc, 250cc and 500cc British Grands Prix.

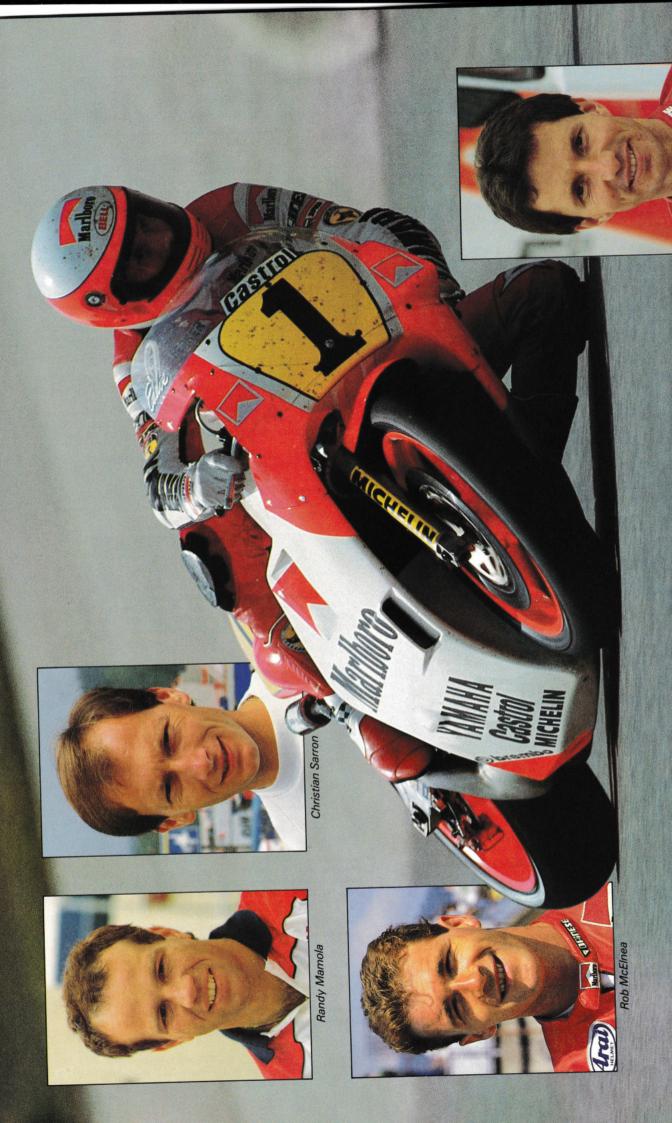


Our grateful thanks to MOËT & CHANDON (LONDON) Ltd. for their generous support of providing double magnums, magnums and bottles of Moët & Chandon champagne to the 1st, 2nd and 3rd placed finishers in all 5 Grand Prix events.



Will award a cheque for £10,000 to a British rider who wins the 500cc Shell Oils British Grand Prix.

Our grateful thanks to Peter Jackson Jackson & Son, Market Gardeners, Melbourne for producing all garlands for the event.

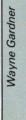


ND PRIX 500cc YAMAHA Shell Oils GRA

THE STATE OF

HONDA













Niall Mackenzie



Ron Haslam

FOR THE TOP TRACK ACTION



Shell Oils

BRITISH MOTORCYCLE GRAND PRIX 500cc



Randy Mamola - chasing his first World Championship title?

The 1987 world 500cc championship has been dominated by the presence of one works Honda rider and the absence of another. Now, for the first time this season they look set to line up together to battle out the Shell Oils British Grand Prix.

Wayne Gardner on his factory Rothmans Honda has simply been in a class of his own since taking on the mantle as Honda's undisputed number one rider. Last year it was a title thrust upon him by the non-appearance of Freddie Spencer and it was one that Gardner found resting heavy on his shoulders. This year he was ready, willing and able to accept the responsibility.

Since the hard-riding Aussie swept to a peerless victory in the sweltering sun of the Jerez circuit in Southern Spain, he has looked every inch a champion in the making.

And he's confident that the Shell Oils British Grand Prix will be another step on his way to becoming Australia's first ever world 500cc champion.

"I love Donington. It's been the scene of some of my best races and was one of the tracks I learned my trade on," says the 27-year-old Aussie who is an honorary Brit to the thousands of UK racefans who have supported him since his all-action-style first appeared on these shores.

"It's the nearest thing to a home Grand Prix for me and it would be really special if I was to win here," says Wayne who achieved an ambition when he won last year's British GP at Silverstone and would dearly love to make it two in a row.

But though Gardner has been the dominant force in the fight for 500cc supremacy it certainly hasn't all been plain sailing. Though Gardner's 1987 NSR500 Honda is acknowledged by everyone to be the best bike this year, Yamaha have provided two different GP winners and none of Gardner's fellow Honda men have looked like joining him in the GP winners' club.

Reigning world champion Eddie Lawson began his campaign to retain the world crown in disastrous style with a no-score in the Japanese GP at Suzuka. Unable to find any Michelin tyres for his Marlboro Yamaha which were suitable for the wet conditions, he was forced to watch as the Lucky Strike Yamaha

team's exclusive Dunlop contract gamble paid off.

Randy Mamola proved once again what a fine wet weather racer he's become by splashing to a morale boosting victory for Yamaha in Honda's own back yard. But the early season performance of Dunlop's slick tyres didn't quite match the spectacular success of their Japanese wets and the American wasn't able to capitalise on his great start.

Lawson had to wait until Germany, when Gardner's normally ultra-reliable Honda struck trouble, before picking up his first win of the year. And it wasn't until another four GPs that he managed to net his second at the rainswept Dutch TT.

"Last year we had the better bike and Honda struggled a bit. In the winter I think Honda's worked like crazy while we stood still," said Lawson who nonetheless reckons that Yamaha have solved most of the earlier problems. Problems which saw Lawson pull out of the Austrian GP with carburation trouble—the first time in recent memory that a Yamaha had quit a race with any sort of bike trouble.

Both Lawson and Mamola would dearly love to top the rostrum at Donington's first British Motorcycle GP — Mamola has particular reasons for wanting to win the British.

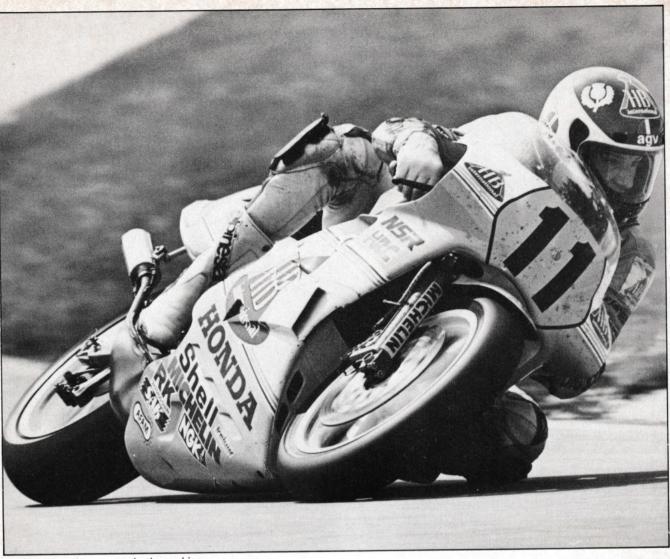
"It's my second home — I've got many, many friends here and loads of fans too," said Mamola who will wed his English fiancée later this year. "It would be a really emotional Grand Prix for me to win." $\ensuremath{\mathsf{E}}$

If Gardner fails to finish and Mamola wins at Donington, the championship lead will swing Randy's way for the first time.

But emotions would really be running high if one of Britain's best could pull off the first home 500cc victory since the British GP switched to short circuits in 1977.

And no victory would be more popular than a win by local hero Ron Haslam aboard his Elf Honda. Ron has long been the darling of the Donington crowd and a Grand Prix win would be a dream come true for the Langley Mill ace.

"Rocket" Ron has been having a fantastic season on the allblack Honda NSR 500 but his progress may falter a little as he switches his later season efforts to the revolutionary Elf 4 project bike.



Niall Mackenzie — a star in the making

"We won't make a final decision on which bike to race until after practice," says Haslam. "As for my prospects, I feel I've been riding better than ever and I'm having a great season. I really believe I can win at Donington."

So does burly British Marlboro Yamaha man Rob McElnea who is still striving for that elusive first rostrum placing. "I've been so close so many times that I know I'm on the pace, it's just a matter of stringing things together," he says.

Suzuki's Kenny Irons has already set them talking by setting a new unofficial lap record for the 2.5 mile Grand Prix circuit and the Luton rider's confidence was given a big boost when he posted quicker times than Haslam in a pre-GP test session.

"I reckon we are in for a good result here," said Irons. "The V4 Suzuki is well suited to this type of circuit and the bike is getting better all the time."

British champion Roger Burnett is certain that British fans will witness his best performance of the season at Donington. "I've always performed well at Donington and the new circuit is great so I'm keeping my fingers crossed," said Burnett who rides the 1986 Rothmans Honda NSR 500.

But many eager eyes will be looking towards the newest recruit to the ranks of the 500cc works riders to provide Britain's home GP glory. Scot Niall Mackenzie's rocketship ride to GP stardom has been the success story of the year.

Exactly 12 months ago Mackenzie made his 500cc GP debut at Silverstone, and since that first points-scoring ride he's never looked back. Pole position at the Japanese GP and a first rostrum placing at the Austrian have been the highlights of the season so far. Will a win at Donington Park be the next landmark in the double British 250 champion's career?

"I honestly believe I can do it," said the HB Honda rider who is now fully recovered from the ankle injury he sustained at the Yugoslavian GP. It may sound over-confident but I know it's only a matter of time before I win my first GP — it would be fantastic if it could be the British."

There's one man who is certain to be a threat to every other rider with Donington ambitions. He hasn't completed a GP race since 1985. He has crashed three times this year already, injuring himself on all three occasions. And he's been the subject of more speculation than any other GP rider. But noone should under-estimate Freddie Spencer.

"I may not be able to win the championship but I can still win races," said Spencer. "I'll be back at the British Grand Prix and I wouldn't be coming back if I didn't think I could win it."

With Gardner on top, Mamola and Lawson chasing hard, British riders giving us the best chance for years of a homespun win and Spencer back on the track, the 500cc Shell Oils British Grand Prix looks set to be a classic.



Christian Sarron — a 500cc GP winner (Hockenheim, 1985)

Season headlines

This is the 9th out of 15 rounds

Championship Leader: Wayne Gardner

1987 GP winners: Wayne Gardner — 4 (Spain, Italy, Austria, Yugoslavia)

Randy Mamola - 2 (Japan, France)

Eddie Lawson — 2 (West Germany, Holland)

1987 pole positions: Wayne Gardner — 5 (West Germany, Italy, Austria, Yugoslavia,

Holland)

Niall Mackenzie — 1 (Japan) Eddie Lawson — 1 (Spain) Christian Sarron — 1 (France)

1987 fastest laps: Wayne Gardner — 5 (Spain, West Germany, Italy, Austria,

Yugoslavia)

Randy Mamola — 2 (Japan, France)

Eddie Lawson - 1 (Holland)

Fastest 1987 GP — Hockenheim: Eddie Lawson — 119.07mph (191.746kph)

Closest 1987 GP win — Salzburgring: Wayne Gardner over Randy Mamola by 2.37 seconds

Largest 1987 GP winning distance — Suzuka: Randy Mamola over Wayne Gardner by 42.389 seconds

Round 1 — **Japan:** Randy Mamola wins in heavy rain from Wayne Gardner. Fastest in practice Niall Mackenzie crashes while going for third place. Ron Haslam also crashes but remounts to finish fifth. Champion Eddie Lawson sidelined with tyre problems.

Round 2 — **Spain**: Lawson sets top qualifying time but Gardner the race winner by 24 seconds. An exhausted Ron Haslam makes third place in the hot Spanish sun with Mackenzie fourth, but an early race crash ruins Rob McElnea's hopes.

Round 3 — **West Germany**: Lawson back on the victory trail for the first time this year as Gardner limps home in tenth place as his Honda develops an electrical fault. Third place again for Haslam with McElnea getting his first points of the year with fifth place.

Round 4 — **Italy**: Gardner takes a clear victory from Lawson despite a nose bleed that blurred his visibility from the second lap. Christian Sarron makes third after last lap tangle that results in Mamola crashing, McElnea dropping to fourth and Haslam moving into a fifth place that takes him to third in the championship.

Round 5 — **Austria**: Mackenzie makes the winner's rostrum with third place as British riders fill four of the first eight places. Gardner pips Mamola after a close race long battle but Lawson pulls out after just one lap.

Round 6 — **Yugoslavia**: Freddie Spencer's planned return after injuring his knee during practice in West Germany ends when another practice crash leaves him with a broken collar bone. After a practice of many crashes Gardner wins despite a serious attack of pins and needles in his right hand. Haslam takes fourth place as Kenny Irons gets his first title point with tenth place. Mackenzie breaks ankle in practice.

Round 7 — **Holland**: Heavy rain brings near chaos before Eddie Lawson emerges winner of two-part race despite a sensational victory for Randy Mamola in the longest 15 lap leg. Gardner second, McElnea fourth and Haslam fifth despite an exhaust system failure. Burnett seventh, and Irons gets three more points with eighth place.

Round 8 — **Le Mans**: Mamola closes the gap on leader Gardner with a start-to-finish victory. Lawson crashes out on the second lap and McElnea takes a tumble in the closing stages. Chili makes rostrum for the first time with second place on three-cylinder Honda. Haslam fifth after a poor start and Kenny Irons gets his best-ever GP result with sixth place on the Heron Suzuki.

Next week it is the Swedish round, followed by Brno in Czechoslovakia on August 23, the San Marino GP at Misano on August 30, the Portuguese GP on the Spanish circuit Jarama on September 13, and the new GP's at Brazil (September 27) and Argentina (October 4).

Previous 500cc British GP winners (at Silverstone):

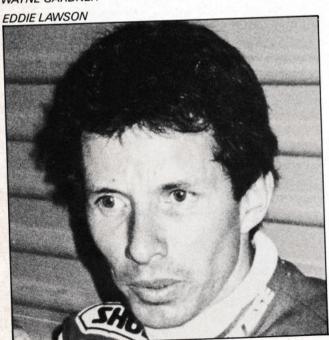
1977	Pat Hennen (Suzuki)	107.99mph (173.793kph)
1978	Kenny Roberts (Yamaha)	87.88mph (141.429kph)
1979	Kenny Roberts (Yamaha)	114.50mph (184.270kph)
1980	Randy Mamola (Suzuki)	114.68mph (184.560kph)
1981	Jack Middleburg (Suzuki)	113.29mph (182.322kph)
1982	Franco Uncini (Suzuki)	114.82mph (184.785kph)
1983	Kenny Roberts (Yamaha)	116.20mph (187.006kph)
1984	Randy Mamola (Honda)	116.22mph (187.037kph)
1985	Freddie Spencer (Honda)	99.67mph (160.403kph)
1986	Wayne Gardner (Honda)	95.66mph (153.94kph)

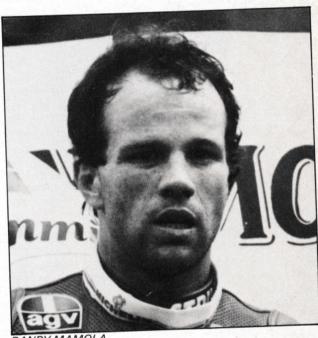
THE TOP TEN — 500cc

Position in world	Riding No. at	Name (date of birth; age)	Country (town)	Machine	Current championship points	No. of GP wins	FIM championship titles
hampionship	Donington	11 10 EQ. 27)	Australia (Wollongong/Monaco)	Honda	93	7	
lst	2	WAYNE GARDNER (11.10.59; 27)	The second secon	Yamaha	81	12	
2nd	3	RANDY MAMOLA (10.11.59; 27)	USA (Santa Clara, Cal)	- 1 - Marie - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		16	2 World (500cc,
3rd	1	EDDIE LAWSON (3.11.58; 27)	USA (Upland, Cal)	Yamaha	64	10	1984/86)
4th	9	RON HASLAM (22.6.56; 31)	UK (Smalley, Derbys)	Honda	60	-	2 World (TT F1, 1979; TT F3, 1980)
5th	10	PIER FRANCESCO CHILI (20.6.64; 23)	Italy (Bologna)	Honda	37	-	1 European (125cc 1985)
	-	ROB McELNEA (12.12.59; 27)	UK (Scottersthorpe, Lincs)	Yamaha	28	-	
6th	5		Japan (Fukushima)	Yamaha	28	-	
6th	21	TADAHIKO TAIRA (12.11.56; 30)	Carlo		27	18-	7-1611.0
8th	11	NIALL MACKENZIE (19.7.61; 26)	UK (Stirling)	Honda			1 W-14 (2E0aa
9th	6	CHRISTIAN SARRON (27.3.55; 32)	France (Chemalieres)	Yamaha	25	7	1 World (250cc, 1984)
10th	12	ROGER BURNETT (2.3.60; 27)	UK (Wootton)	Honda	16	\-\\	1

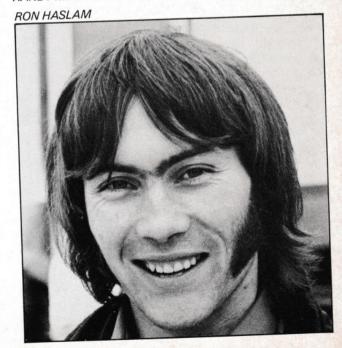


WAYNE GARDNER



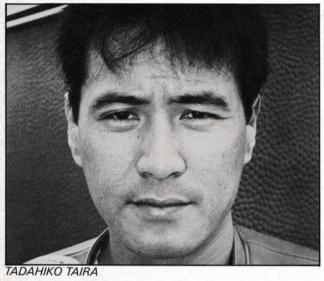


RANDY MAMOLA





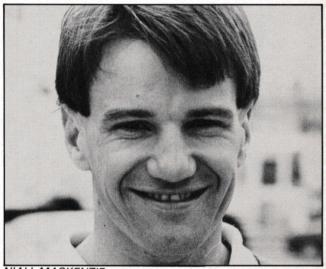
PIER-FRANCESCO CHILI







ROB McELNEA



NIALL MACKENZIE



KENNY IRONS

OULITE	OTHELL					KLIVI	VI INDIVS				
67 San		F	REVIOL	JS W	ORLD CH	HAM	PIONS	- 50	ООСС		
1949 L	eslie Graham	GB	AJS	1962	Mike Hailwood	GB	MV Agusta	1 1975	Giacomo Agostini	1	Yamaha
1950 L	Jmberto Masetti	1	Gilera	1963	Mike Hailwood	GB	MV Agusta	1976	Barry Sheene	GB	Suzuki
1951 6	Geoff Duke	GB	Norton	1964	Mike Hailwood	GB	MV Agusta	1977	Barry Sheene	GB	Suzuki
1952 L	Jmberto Masetti	1	Gilera	1965	Mike Hailwood	GB	MV Agusta	1978	Kenny Roberts	USA	Yamaha
1953	Geoff Duke	GB	Gilera	1966	Giacomo Agostini	1	MV Agusta	1979	Kenny Roberts	USA	Yamaha
1954	Geoff Duke	GB	Gilera	1967	Giacomo Agostini	1	MV Agusta	1980	Kenny Roberts	USA	Yamaha
1955	Geoff Duke	GB	Gilera	1968	Giacomo Agostini	1	MV Agusta	1981	Marco Lucchinelli	1	Suzuki
1956 J	John Surtees	GB	MV Agusta	1969	Giacomo Agostini	1	MV Agusta	1982	Franco Uncini	1	Suzuki
1957 L	ibero Liberati	-1	Gilera	1970	Giacomo Agostini	1	MV Agusta	1983	Freddie Spencer	USA	Honda
1958 J	John Surtees	GB	MV Agusta	1971	Giacomo Agostini	1	MV Agusta	1984	Eddie Lawson	USA	Yamaha
1959 J	John Surtees	GB	MV Agusta	1972	Giacomo Agostini	1	MV Agusta	1985	Freddie Spencer	USA	Honda
1960 J	John Surtees	GB	MV Agusta	1973	Phil Read	GB	MV Agusta	1986	Eddie Lawson	USA	Yamaha
1961	Gary Hocking	GB	MV Agusta	1974	Phil Read	GB	MV Agusta				

500cc WORLD CHAMPIONSHIP POSITIONS (15-12-10-8-6-5-4-3-2-1 to the first 10 finishers)

Germany Italy Austral 13 1 15 15 15 15 12 - 12 12 15 12 - 10 16 8 8 8 10 6 8 8 8 5 4 1 5 6 8 6 - 6 - 10 5 - 6 - 10 5 - 6 - 2 - 6 - 2 - 6 1 1 1			2 - 21 - 61)					Aire	Yuqoslavia	Holland	France	Total	Donington Score	New Total/Pos
MAYNE GARDNER (Australia) Honda 12 15 <			Machine		Spain	Germany	Italy	Austria	and		o	93		
WAYNE GARDNER (Australia) Honda 12 12 12 12 10 15 81 RANIDY MAMOLA (USA) Yamaha 15 5 12 - 12 10 15 - 64 EDDIE LAWSON (USA) Yamaha - 10 10 6 8 6 <	osition			0,	15		15	15	15	12	0	20		
FANIDY MAMOLA (USA) Yamaha 15 5 12 17 10 15 64	1	WAYNE GARDNER (Australia)	Honda	71	2 1			12	12	10	15	81		
EDDIE LAWSON (USA) Yamaha - 12 15 15 15 15 37 RON HASLAM (GB) Honda 6 10 10 6 8 6 <td< td=""><td>0</td><td>RANDY MAMOLA (USA)</td><td>Yamaha</td><td>15</td><td>2</td><td>17</td><td>1 5</td><td>1</td><td>10</td><td>15</td><td>1</td><td>64</td><td></td><td></td></td<>	0	RANDY MAMOLA (USA)	Yamaha	15	2	17	1 5	1	10	15	1	64		
PIER FRANCESCO CHILI (Italy) Honda 6 10 10 0 0 0 0 0 0 0	3	EDDIE LAWSON (USA)	Yamaha	1	12	13		α	80	9	9	09		
PIER FRANCESCO CHILI (Italy) Honda	4	RON HASLAM (GB)	Honda	9	10	01	0 5	0 -	2	2	12	37		
ROB McELNEA (GB) Yamaha	2	PIER FRANCESCO CHILI (Italy)	Honda	8	1	ی م	t α	- 6	1	8	1	28		
TADAHIKO TAIRA (Japan) Yamaha 5 4 5 7 1 10	9	ROB McELNEA (GB)	Yamaha	1	1	0 0	ני	2	4	1	1	28		
NIALL MACKENZIE (GB)	9	TADAHIKO TAIRA (Japan)	Yamaha	2	4 0	0 <	, -	10	1	1	4	27		
CHRISTIAN SARRON (France) Yamaha - - - - - 4 1 16 ROGER BURNETT (GB) Honda 3 2 3 - 4 3 - 3 - 3 - 3 1 1 1 1 3 1 - - 4 1 1 1 1 3 1 -	8	NIALL MACKENZIE (GB)	Honda	1	æ	4	- 01	ıc	1	1	10	25		
ROGER BURNETT (GB) Honda 3 2 3 - 4 3 - 3 13 SHUNJI YATSUSHIRO (Japan) Honda - 3 - - 4 3 - 2 1 KEVIN SCHWANTZ (USA) Suzuki -	6	CHRISTIAN SARRON (France)	Yamaha	1	1	1 0	2	0 0	1	4	1	16		
SHUNUI YATSUSHIRO (Japan) Honda - 3 - 2 11 KEVIN SCHWANTZ (USA) Suzuki - 6 -	0	ROGER BURNETT (GB)	Honda	8	7	2		4	3	1	8	13		
KEVIN SCHWANTZ (USA) Suzuki - 6 - - 10 TAKUMI ITO (Japan) Suzuki 10 - - - - - - - - 9 1 RAYMOND ROCHE (France) Cagiva 1 - - - - - - - - 9 1 KENNY IRONS (GB) Suzuki -	1	SHUNJI YATSUSHIRO (Japan)	Honda	1	2		0	1	1	1	2	11		
TAKUMI ITO (Japan) Suzuki 10 - - 9 RAYMOND ROCHE (France) Cagiva 1 - 2 6 - - 9 KENNY IRONS (GB) Suzuki - - - - 1 3 5 8 DIDIER DE RADIGUES (Belgium) Cagiva - </td <td>12</td> <td>KEVIN SCHWANTZ (USA)</td> <td>Suzuki</td> <td>1</td> <td>9</td> <td>1</td> <td>2</td> <td></td> <td>-1</td> <td>1</td> <td>1</td> <td>10</td> <td></td> <td></td>	12	KEVIN SCHWANTZ (USA)	Suzuki	1	9	1	2		-1	1	1	10		
RAYMOND ROCHE (France) Cagiva 1 - - 1 3 5 8 KENNY IRONS (GB) Suzuki - - - - - - 5 - 8 DIDIER DE RADIGUES (Belgium) Cagiva -	13	TAKUMI ITO (Japan)	Suzuki	10	1		1 6	1	9	1	1	6		
KENNY IRONS (GB) Suzuki — — 5 — 8 DIDIER DE RADIGUES (Belgium) Cagiva —	14	RAYMOND ROCHE (France)	Cagiva	-	1	F	1	1	-	8	2	6		
DIDIER DE RADIGUES (Belgium) Cagiva —	14	KENNY IRONS (GB)	Suzuki	1	1	1			1	2	1	5		
HIROYUKI KAWASAKI (Japan) Yamaha 4 - <th< td=""><td>16</td><td>DIDIER DE RADIGUES (Belgiun</td><td></td><td>1</td><td>1</td><td>1</td><td></td><td>1</td><td>1</td><td>1</td><td>1</td><td>4</td><td></td><td></td></th<>	16	DIDIER DE RADIGUES (Belgiun		1	1	1		1	1	1	1	4		
RICHARD SCOTT (USA) Honda/Yamaha 1 — <th< td=""><td>17</td><td>HIROYUKI KAWASAKI (Japan</td><td></td><td>4</td><td>1</td><td>1</td><td></td><td>1</td><td>2</td><td>1</td><td>1</td><td>3</td><td></td><td></td></th<>	17	HIROYUKI KAWASAKI (Japan		4	1	1		1	2	1	1	3		
SHINJI KATAYAMA (Japan) Yamaha 2 — <td< td=""><td>18</td><td>RICHARD SCOTT (USA)</td><td></td><td>'</td><td>-</td><td>1</td><td></td><td>1</td><td>1</td><td>1</td><td>T</td><td>2</td><td></td><td></td></td<>	18	RICHARD SCOTT (USA)		'	-	1		1	1	1	T	2		
GUSTAV REINER (W Germany) Honda	19	SHINJI KATAYAMA (Japan)	Yamaha	2	1	1		1	1	1	1	2		
KEVIN MAGEE (Australia)	19	GUSTAV REINER (W German		1	1	7		1	1	1	1	1		
	21	KEVIN MAGEE (Australia)	-	1	1						16			

Mamola v Haslam (Hockenheim)

FORM GUIDE — 500cc CLASS — How they've finished in 1987 Alphabetical list of every GP starter

Name (Machine)	Country	Rd 1 Japan	Rd 2 Spain	Rd 3 Germany	Rd 4 Italy	Rd 5 Austria	Rd 6 Yugoslavia	Rd 7 Holland	Rd 8 France
Daniel AMATRIAIN (Honda)	Spain		16th	19th	R	-		22nd	17th
Mike BALDWIN (Yamaha)	USA San Marina	R	R	16th	17th	Z	17th	15th	R
Fabio BARCHITTA (Honda) Fabio BILIOTTI (Honda)	San Marino Italy	_	R	14th	20th	13th	12th	-	
Massimo BROCCOLI (Honda)	Italy	-			15th	_	18th	-	<u>-</u>
Simon BUCKMASTER (Honda)	GB	13th	15th	20th	-	17th	16th	12th	13th
Christopher BUERKI (Honda)	Switzerland	-	-	-	1146	R	1144	7+h	10th
Roger BURNETT (Honda) Tony CAREY (Suzuki)	GB Ireland	8th	9th 21st	8th	11th	8th	11th	7th	-
Pier Francesco CHILI (Honda)	Italy	4th	11th	6th	7th	10th	6th	9th	2nd
Josef DOPPLER (Honda)	Austria	_	-	-	_	R	_	_	=
Maarten DUYZERS (Honda)	Holland	_	19th	22nd	-	22nd	_	-	15th
Kees van der ENDT (Honda)	Holland W Germany	_	R	21st	R	19th	21st	16th	R
Gerold FISCHER (Honda) Manfred FISCHER (Honda)	W Germany		- 10	R	12th	18th	_	R	12th
Norihiko FUJIWARA (Yamaha)	Japan	R	_	_		_	<u>-</u>	_	-
Wayne GARDNER (Honda)	Australia	2nd	1st	10th	1st	1st	1st	2nd	4th
Marco GENTILE (Honda)	Switzerland	R	12th	R	R 19th	R	23rd	13th	11th
Vittorio GIBERTINI (Suzuki) Herve GUILLEUX (Fior)	Italy France	Ξ	_		-	20th	20th	20th	R
Silva HABAT (Honda)	Yugoslavia	_	_	R	_	21st	R	19th	14th
Ron HASLAM (Honda)	GB	5th	3rd	3rd	5th	4th	4th	5th	5th
Norio IOBE (Honda)	Japan	11th	_	_	-	-	1046	- 0+h	6th
Kenny IRONS (Suzuki) Takumi ITO (Suzuki)	GB Japan	R 3rd	R	R	_	R	10th	8th	-
Alan JEFFREY (Suzuki)	GB	-	_	_	_	_ 3	_	R	21st
Georg JUNG (Honda)	Holland	_	_	24th	-	23rd	22nd	-	-
Pavol DE KANEK (Suzuki)	Czechoslovakia	-	-	-		_	R		-
Franz KASERER (Suzuki)	Austria	O+b	E	-	_	R		<u> </u>	
Shinji KATAYAMA (Yamaha) Hiroyuki KAWASAKI (Yamaha)	Japan Japan	9th 7th			=				_
Keiji KINOSHITA (Honda)	Japan	R	_	_	_	_	-	-	- 1
Bruno KNEUBUHLER (Honda)	Switzerland	_	18th	11th	14th	R	15th	21st	R
Esko KUPARINEN (Honda)	Finland	15th	2-4	R 1st	22nd 2nd	R	3rd	1st	R
Eddie LAWSON (Yamaha) Andy LEUTHE (Honda)	USA Luxembourg	R	2nd	-	211d	R	19th	-	R
Donnie McLEOD (Suzuki)	GB	_		15th	_			- 1	_
Rob McELNEA (Yamaha)	GB	R	R	5th	4th	5th	R	4th	R
Niall MACKENZIE (Honda)	GB	R	4th	7th	10th	3rd	- -	R	7th
Kevin MAGEE (Yamaha)	Australia France	R	20th			_	R	10th	22nd
Randy MAMOLA (Yamaha)	USA	1st	6th	2nd	R	2nd	2nd	3rd	1st
Steve MANLEY (Suzuki)	GB	_	_	23rd	_	24th		17th	7.5
Marco MARCHESANI (Suzuki)	Italy	-	-	_	R	-	_	_	
Henk van der MARK (Honda)	Holland	R	-		_	_		R	
Masaru MIZUTANI (Suzuki) Wolfgang von MURALT (Suzuki)	Japan Switzerland	14th	17th	-	R	14th	14th	R	R
Rachel NICOTTE (Suzuki)	France	_	_	_	_	_		_	19th
Marco PAPA (Honda)	Italy	_	-	18th	16th	+		-	-
Dimitris PAPANDREOU (Suzuki)	Greece		_	-	_	-	24th	_	
Jose PARRA (Suzuki) Daniel PAUGET (Honda)	Spain France	_	R	- <u>-</u>	_			84 <u>T</u> ir	18th
Mark PHILLIPS (Suzuki)	GB	_	_		2	_	_	R	_
lan PRATT (Suzuki)	GB	=	-	_	_	-	-	_	20th
Rob PUNT (Suzuki)	Holland	_	_	-	_	104	-	R	_
Didier de RADIGUES (Cagiva)	Belgium	R	R	12th 17th	R	12th		6th	R
Ari RAMO (Honda) Thierry RAPICAULT (Honda)	Finland France	_	13th	R	R	_		500	
Gustav REINER (Honda)	W Germany	R	R	9th	R	R	R		R
Raymond ROCHE (Cagiva)	France	10th	R	R	9th	R	5th	-	R
Michael RUDROFF (Honda)	W Germany	_	_	R	2-4	R	_	R	3rd
Christian SARRON (Yamaha) Vittorio SCATOLA (Paton)	France Italy	R	R	R	3rd 21st	6th	R	<u>_</u>	16th
Helmut SCHUETZ (Honda)	W Germany	<u> </u>		25th	_	R	R		_
Kevin SCHWANTZ (Suzuki)	USA	-	5th	_	8th	_			9th
Richard SCOTT (Honda/Yamaha)		_	10th	13th	13th	11th	9th	R	R
Susumu SHIMADA (Suzuki)	Japan	R		_		W		11th	
Ray SWANN (Honda) Tadahiko TAIRA (Yamaha)	GB Japan	6th	7th	4th	6th	9th	7th	18th	The A
Karl TRUCHSESS (Honda)	Austria	-	. —	-	-	16th		R	-
		R	14th	_	18th	15th	13th	R	R
Alessandro VALESI (Honda)	Italy				20000000			Annual Property of the Parket	
Alessandro VALESI (Honda) Hisashi YAMANA (Suzuki) Shunji YATSUSHIRO (Honda)	Japan Japan	12th R	- 8th	R	_ R	- 7th	8th	_ 14th	- 8th

RACE

4

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500cc BRITISH GRAND PRIX

30 Laps - 75 miles - 120.69 kms - Start 15.00

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Eddie LAWSON	USA	Yamaha YZR500	Marlboro Yamaha Team Agostini
2	Wayne GARDNER	Australia	Honda NSR500	Rothmans Honda Racing Corporation
3	Randy MAMOLA	USA	Yamaha YZR500	Team Lucky Strike Roberts
4	Mike BALDWIN	USA	Yamaha YZR500	Team Lucky Strike Roberts
5	Rob McELNEA	GB	Yamaha YZR500	Marlboro Yamaha Team Agostini
6	Christian SARRON	France	Yamaha YZR500	Jack Germain
7	Didier de RADIGUES	Belgium	Cagiva	Team Cagiva — Alstare
8	Raymond ROCHE	France	Cagiva	Team Cagiva — Alstare
9	Ron HASLAM	GB	Elf-Honda/Honda NSR500	Team Elf-ROC
10	Pier-Francesco CHILI	Italy	Honda NS500	HB Honda Gallina
11	Niall MACKENZIE	GB	Honda NSR500	HB Honda Racing Corporation
12	Roger BURNETT	GB	Honda NSR500R	Rothmans Racing
14	Gustav REINER	W Germany	Honda RS500	Hein Gericke Racing
15	Fabio BILIOTTI	Italy	Honda RS500	
16	Shunji YATSUSHIRO	Japan	Honda NSR500	Rothmans Honda Racing Corporation
18	Kenny IRONS	GB	Suzuki RGV-G	Heron Suzuki
19	Freddie SPENCER	USA	Honda NSR500	Honda Racing Corporation
21	Tadahiko TAIRA	Japan	Yamaha YZR500	Marlboro Yamaha Team Agostini
22	Simon BUCKMASTER	GB	Honda RS500	
23	Alessandro VALESI	Italy	Honda RS500R	Team Iberna
	Wolfgang VON MURALT	Switzerland	Suzuki RG500	Frankonia Suzuki
24	Marco GENTILE	Switzerland	Honda Fior	
25	Thierry RAPICAULT	France	Fior	Fior-SNCF
29	Daniel AMATRIAIN	Spain	Honda	
30	Moreno VACONDIO	Venezuela	Suzuki	F.M.V.
31	Richard SCOTT	New Zealand	Yamaha YZR500	Team Lucky Strike Roberts
33	Manfred FISCHER	W Germany	Honda	Hein Gericke Racing
34	Chris BURKI	Switzerland	Honda	
35	Josef DOPPLER	Austria	Honda	
36	Massimo BROCCOLI	San Marino	Honda	
37	Mark PHILLIPS	GB	Suzuki	Padgetts of Batley
38		GB	Suzuki	
39	Alan JEFFERY	Luxembourg	Honda	
40	Andreas LEUTHE	GB	Honda	Aldridge Racing
42	Ray SWANN	France	Honda	The state of the s
43	Louis-Luc MAISTO	Netherlands	HDJ Honda	HDJ
44	Maarten DUYZERS	GB	Suzuki	Team Micron
45	Steve HENSHAW	GB	Suzuki	Skoal Bandit Suzuki
46	Roger MARSHALL		Suzuki	Okour Burian Gazani
47	Rolf ALJES	W Germany	Assmex	Racing Team Docshop
48	Rob PUNT	Netherlands		Tracing Team December
49	Eric SABATIER	France	Suzuki	FE-GO
50	Silvo HABAT	Yugoslavia	Honda	Racing Team Docshop
51	Henny BOERMAN	Netherlands	Assmex	Shell-Gemini
52	Joey DUNLOP	N. Ireland	Honda	D. McManus
53	Alan IRWIN	N. Ireland	Honda	D. Micivialius
54	lan PRATT	GB	Suzuki	
55	Bruno KNEUBUHLER	Switzerland	Honda	

Results: 1st	2nd	2 3	3rd 3	4th 6	5th	6th	
7th	8th 21	9th 12	_ 10th 18	11th 16	12th	10 13th 33	
14th 25	15th 15	16th 24	17th 55	18th	19th	23 20th SZ	
Winner's Time	50.9.77 Speed	d 89 70 mpl	n Fastest Lap:	No	Time 1,3	90.5 Speed 90.5	<u>_</u> mph

LAP CHART 500cc



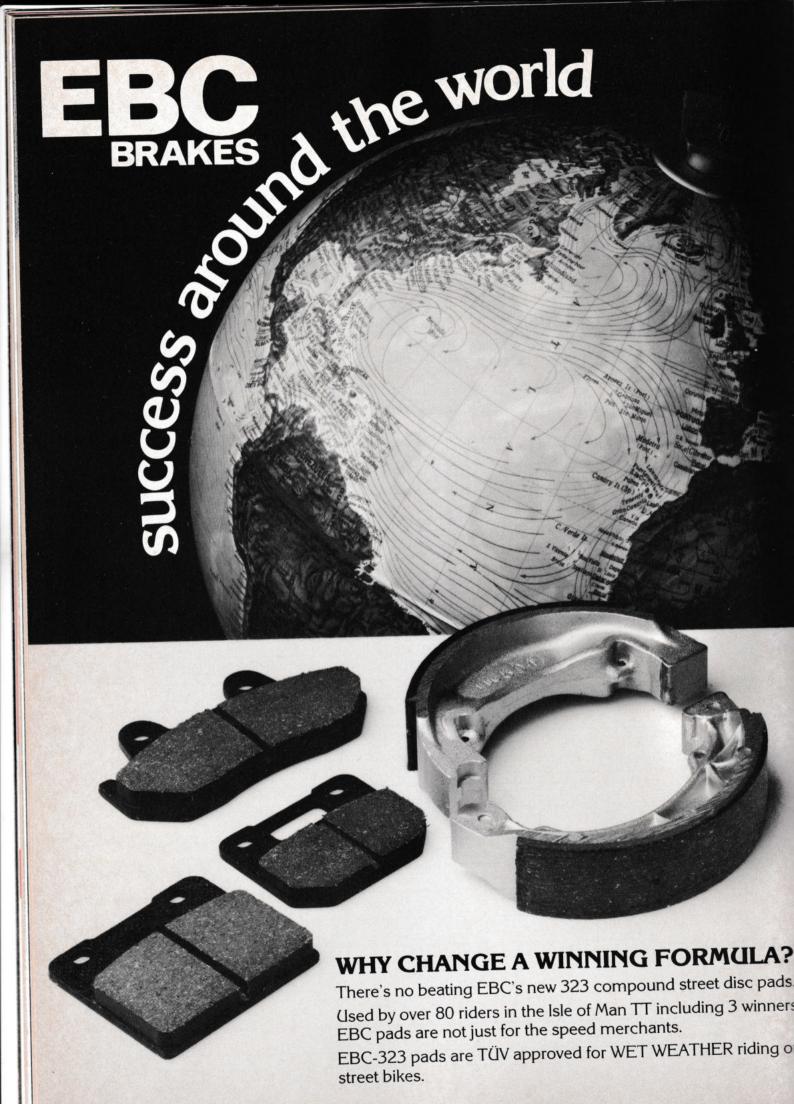
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500cc: Solo motorcycles/ over 350cc to 500cc/ 4 cylinders max./6 gears max./min weight 100kg

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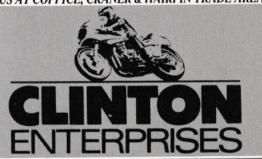
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BRITISH MOTORCYCLE GRAND PRIX 250cc



Loris Reggiani on the Rotax-engined Aprilia leads championship leader Reinhold Roth and Jacques Cornu in Yugoslavia.

Four times world champion Toni Mang reckons he's got the drop on his rivals for the world 250cc title following a trip to the circuit last month for a special test session.

The Rothmans Honda rider was the only one of the 250 title contenders to take advantage of the Donington works team test session and he's sure his decision will pay off.

"It's a great circuit but much more difficult than I thought it would be," said Mang, who is going for his third world 250 crown. "Thanks to the test session, while the others are still learning the circuit, I should be putting in fast laps."

The top of the table battle for 250 honours has turned into a German civil war between Mang and his arch rival Reinhold Roth whose win in the latest round in France puts him 15 points clear.

It has been a fantastic 250 season with some of the closest racing for years producing three different winners in the first three GPs.

Honda have definitely held the edge with only Marlboro Yamaha-mounted Martin Wimmer in Spain and a Yugoslavian GP victory by 1986 world champion Carlos Lavado on his HB Yamaha, breaking their monopoly.

Swiss rider Jacques Cornu on the Parisienne Honda, Spaniard Sito Pons on his Campsa sponsored machine, Dominique Sarron on the Rothmans Honda, Ducados Honda mounted Spaniards Carlos Cardus and Juan Garriga have all been featuring for Honda in the cut and thrust battle that have been a crowd-thrilling feature of this year's championship.

Wimmer and Lavado have flown the Yamaha flag alongside Patrick Igoa, the talented endurance ace on the Gauloises Yamaha, before Igoa broke his hip in Austria.

And the Europeans have taken heart this year thanks to the performances of Italian Loris Reggiani on the Rotax engined Aprilia machine.

Earlier in the year lack of reliability looked as if it would prove a problem but a brace of second places — at the Austrian and Yugoslavian Grand Prix — has demonstrated the Italian factory's ability and staying power. Reggiani will be fighting for

fitness after injuring a leg in a practice accident at Assen but he did finish 7th in France two weeks ago.

British successes this year have been noticeable by their absence but stalwart Scot Donnie McLeod has been plugging steadily away aboard the Pepsi EMC machine and scored his first points at Le Mans, finishing 9th.

Meanwhile the focus of the fans will be on the battle between the two Honda mounted old timers who have dominated the series so far:

In the HB corner, Roth, the balding, pipe-smoking former European 250 champion who at 34 is having his best ever season in 12 years of racing.

And in the Rothmans corner, Mang, the most successful man still racing in the 250 class. Twice 250 world champion — in 1980 and 1981 and twice 350 champion — 1981 and 1982, whose 28 GP victories in the 250 class to date see him poised to become the most successful 250 racer ever.

The Roth versus Mang fight could well provide the best race of the day.



Young Spaniard Juan Garriga puts in good performances.

Season headlines

This is the 9th out of 15 rounds

Championship Leaders:

Reinhold Roth

1987 GP winners:

Anton Mang — 4 (West Germany, Italy, Austria, Holland)

Reinhold Roth — 1 (France) Martin Wimmer — 1 (Spain) Carlos Lavado — 1 (Yugoslavia) Masaru Kobayashi — 1 (Japan)

1987 pole positions:

Carlos Lavado — 2 (Yugoslavia, Holland)

Masahiro Shimizu — 1 (Japan) Anton Mang — 1 (Austria) Luca Cadalora — 1 (Spain) Loris Reggiani — 1 (Italy)

Reinhold Roth — 1 (West Germany)
Dominique Sarron — 1 (France)

1987 fastest laps:

Carlos Lavado - 2 (West Germany, Yugoslavia)

Dominique Sarron — 1 (Italy)
Anton Mang — 1 (Holland)
Martin Wimmer — 1 (Spain)
Carlos Cardus — 1 (Austria)
Masaru Kobayashi — 1 (Japan)
Reinhold Roth — 1 (France)

Fastest 1987 GP — Hockenheim:

Anton Mang - 112.13mph (180.561kph)

Closest 1987 GP win — Monza:

Anton Mang over Reinhold Roth by 0.20 seconds

Largest 1987 GP winning distance — Suzuka:

Masaru Kobayashi over Sito Pons by 27.013 seconds

Round 1 — **Japan**: Local rider Masaru Kobayashi leads from the first corner to the finish in the wet to give Bridgestone tyres a first GP win. Sito Pons takes second from Reinhold Roth on the last lap as the German struggles with a rear slick tyre. Champ Carlos Lavado crashes out in practice.

Round 2 — Spain: Victory for Martin Wimmer, injured Pons ninth and still-in-pain Lavado tenth. Donnie McLeod crashes the EMC while 12th.

Round 3 — West Germany: First win of the year for four times champion Anton Mang. Roth second despite riding with a cracked collar bone. McLeod forced out with oil leak.

Round 4 — **Italy:** Mang does it again after another epic battle with Roth. Loris Reggiani has the home crowd roaring as he takes on the pair with his Italian built Aprilia but then stops with ignition failure. Fourteenth place for McLeod after race long five rider battle.

Round 5 — Austria: Mang back on top of the world after second win. Reggiani makes second to break a Honda domination. Wimmer with a broken angle makes tenth. McLeod 19th and Ulsterman Gary Cown gets his first GP finish with 28th place.

Round 6 — Yugoslavia: First victory for Lavado as Roth goes top of the title battle with third. Mang only seventh on a track he admits not to like. McLeod 16th, Kev Mitchell 19th but Cowan sidelines himself with a broken foot.

Round 7 — **Holland:** Mang wins after another titanic battle with Roth after being left in 12th place on the first lap. Mang and Roth now joint championship leaders. McLeod celebrates engagement with a 14th place as Cowan, riding with a broken foot, makes 27th. Mitchell and Rob Orme fail to finish.

Round 8 — Le Mans: First GP win for Roth who leads from first lap and takes lead in championship. Mang and Cornu crash on wet track, and Lavado fails to score. First points for McLeod in ninth place. Cowan makes 16th place.

After Donington comes Sweden next weekend, followed by Brno on August 23, Misano on August 30, Jarama on September 13, Brazil on September 27 and Argentina on October 4.

Previous 250cc British GP winners (at Silverstone):

1977	Kork Ballington (Yamaha)	104.68mph (168.466kph)
1978	Anton Mang (Kawasaki)	106.04mph (170.655kph)
1979	Kork Ballington (Kawasaki)	100.13mph (161.144kph)
1980	Kork Ballington (Kawasaki)	108.18mph (174.099kph)
1981	Anton Mang (Kawasaki)	109.36mph (175.998kph)
1982	Martin Wimmer (Yamaha)	109.44mph (176.127kph)
1983	Jacques Bolle (Pernod)	109.84mph (176.770kph)
1984	Christian Sarron (Yamaha)	110.72mph (178.187kph)
1985	Anton Mang (Honda)	96.75mph (155.704kph)
1986	Dominique Sarron (Honda)	94.30mph (151.74kph)
1000		



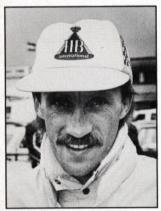
CARLOS LAVADO (above)



		P	REVIOL	JS W	ORLD C	HA	MPIONS	- 2	50сс		
1949	Bruno Ruffo	1	Moto Guzzi	1962	Jim Redman	RSR	Honda	1975	Walter Villa	1	Harley-Davidson
1950	Dario Ambrosini	1	Benelli	1963	Jim Redman	RSR	Honda	1976	Walter Villa	1	Harley-Davidson
1951	Bruno Ruffo	1	Moto Guzzi	1964	Phil Read	GB	Yamaha	1977	Mario Lega	1	MBA
1952	Enrico Lorenzetti	1	Moto Guzzi	1965	Phil Read	GB	Yamaha	1978	Kork Ballington	ZA	Kawasaki
1953	Werner Haas	D	NSU	1966	Mike Hailwood	GB	Honda	1979	Kork Ballington	ZA	Kawasaki
1954	Werner Haas	D	NSU	1967	Mike Hailwood	GB	Honda	1980	Anton Mang	D	Kawasaki
1955	Hermann Paul Müller	D	NSU	1968	Phil Read	GB	Yamaha	1981	Anton Mang	D	Kawasaki
1956	Carlo Ubbiali	1	MV Agusta	1969	Kel Carruthers	AUS	Benelli	1982	Jean Louis Tournadre	F	Yamaha
1957	Cecil Sandford	GB	Mondial	1970	Rodney Gould	GB	Yamaha	1983	Carlos Lavado	YV	Yamaha
1958	Tarquinio Provini	1	MV Agusta	1971	Phil Read	GB	Yamaha	1984	Christian Sarron	F	Yamaha
1959	Carlo Ubbiali	1	MV Agusta	1972	Jarno Saarinen	SF	Yamaha	1985	Freddie Spencer	USA	Honda
1960	Carlo Ubbiali	-1	MV Agusta	1973	Dieter Braun	D	Yamaha	1986	Carlos Lavado	YV	Yamaha
1961	Mike Hailwood	GB	Honda	1974	Walter Villa	1	Harley-Davidson				

THE TOP TEN - 250cc

Position in world championship	Riding No. at Donington	Name (date of birth; age)	Country (town)	Machine	Current championship points	No. of GP wins	FIM championship titles
1st	24	REINHOLD ROTH (4.3.53; 34)	Germany (Amtzell)	Honda	82	1	1 European (250cc, 1982)
2nd	4	ANTON MANG (29.4.49; 37)	Germany (Inning)	Honda	67	37	4 World (250cc, 1980/81; 350cc 1981/82)
3rd	2	SITO PONS (3.11.59; 27)	Spain (Barcelona)	Honda	53	3	
4th	7	JACQUES CORNU (15.5.53; 34)	Switzerland (Aigle)	Honda	42	1	1 World (endurance, 1982)
5th	3	DOMINIQUE SARRON (27.8.59; 27)	France (Clermont Ferrand)	Honda	39	1	
6th	12	CARLOS CARDUS (26.9.59; 27)	Spain (Barcelona)	Honda	36	-	1 European (250cc, 1983)
7th	6	MARTIN WIMMER (11.10.57; 29)	Germany (Munich)	Yamaha	35	3	
8th	1	CARLOS LAVADO (25.5.56; 31)	Venezuela (Caracas)	Yamaha	30	19	2 World (250cc, 1983/86)
9th	34	LORIS REGGIANI (7.10.59; 27)	Italy (Forli)	Aprilia	28	3	
10th	31	JUAN GARRIGA (29.3.63; 25)	Spain (Barcelona)	Yamaha	23	-	



Reinhold Roth



Anton Mang

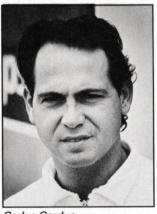




Jacques Cornu



Dominique Sarron



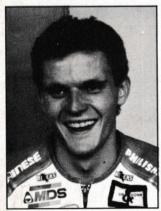
Carlos Cardus



Martin Wimmer



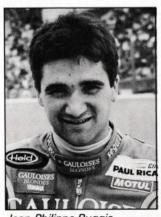
Carlos Lavado



Juan Garriga



Luca Cadalora



Jean-Philippe Ruggia



Donnie McLeod

250cc WORLD CHAMPIONSHIP POSITIONS

(15 - 12 - 10 - 8 - 6 - 5 - 4 - 3 - 2 - 1 to the first 10 finishers)

Position	Rider (Country)	Machine	Japan	Spain	Germany	Italy	Austria	Yugoslavia	Holland	France	Total	Score	New Total/Pos
1	REINHOLD ROTH (W Germany)	Honda	10	3	10	12	10	10	12	15	82		
2	ANTON MANG (W Germany)	Honda	8	1	15	15	15	4	15	-1	29		
3	SITO PONS (Spain)	Honda	12	2	4	9	8	3	10	8	53		
4	JACQUES CORNU (Switzerland)	Honda	1	2	12	8	5	8	4	1	42		
5	DOMINIQUE SARRON (France)	Honda	1	80	1	10	4	5	1	12	39		
9	CARLOS CARDUS (Spain)	Honda	T	1	8	4	9	ì	8	10	36		41
7	MARTIN WIMMER (W Germany)	Yamaha	9	15	1	1	1	9	9	-	35		
8	CARLOS LAVADO (Venezuela)	Yamaha	1	-	5	5	3	15	1	1	30		
6	LORIS REGGIANI (Italy)	Aprilia	1	1	1	1	12	12	L	4	28		
10	JUAN GARRIGA (Spain)	Yamaha	2	10	3	T	1	2	3	1	23		
11	LUCA CADALORA (Italy)	Yamaha	1	12	9	1	1	1	1	1	18		
12	PATRICK IGOA (France)	Yamaha	4	9	2	3	.1	1	2	1	17		
13	MASARU KOBAYASHI (Japan)	Honda	15	1	1	1	1	1	1	1	15		
14	MASAHIRO SHIMIZU (Japan)	Honda	8	1	1	1	1	1	1	1	8		
15	JEAN-PHILIPPE RUGGIA (France)	Yamaha	1	4	1	1	1	1	1	က	7		
16	IVAN PALAZZESE (Venezuela)	Yamaha	1	1	1	1	1	1	2	1	9		
16	MANFRED HERWEH (W Germany)	Honda	1	1	1	1	1	1	1	9	9		
18	HANS LINDNER (Austria)	Honda	ı	1	1	1	1	1	1	2	2		
19	MAURIZIO VITALI (Italy)	Garelli	1	1	1	2	ľ	1	I	1	3		
20	MASUMITSU TAGUCHI (Japan)	Honda	2	1	1	1	1	1	1	1	2		
20	STEPHANE MERTENS (Belgium)	Armstrong	1	1	1	1	2	1	1	1	2		
20	DONNIE McLEOD (GB)	EMC	ı	1	1	1	1	1	1	2	2		
23	TAKAYOSHI YAMAMOTO (Japan)	Yamaha	1	1	ı	1	1	1	1	1	1		
23	GUY BERTIN (France)	Honda	1	T	1	1	ı	1	1	1	-		

FORM GUIDE — 250cc CLASS — How they've finished in 1987 Alphabetical list of every GP starter

Name (Machine)	Country	Rd 1 Japan	Rd 2 Spain	Rd 3 Germany	Rd 4 Italy	Rd 5 Austria	Rd 6 Yugoslavia	Rd 7 Holland	Rd 8
Thomas BACHER (Rotax)	Austria	-	-	-	-	24th			R
Jean Francois BALDE (Honda)	France	15th	1144	15th R	10th	14th 16th	17th	12th	R
Guy BERTIN (Honda)	France	16th	11th R	20th	R	10111	R	-	17th
Bruno BONHUIL (Honda)	France France	20th	n	2011	n				21st
Christian BOUDINUT (Fior)	W Germany		13 E 35	14th	<u></u>	21st		_	
Helmut BRADL (Honda) Alain BRONEC (Honda)	France		20th	_	_	_	25th		22nd
Luca CADALORA (Yamaha)	Italy	13th	2nd	5th	11th	R		15th	15th
Stefano CARACCHI (Honda)	Italy	_	16th	_	12th	-	- 1	R	R
Javier CARDELUS (Cobas)	Spain	_	R	R	-	-	_	17th	R
Carlos CARDUS (Honda)	Spain	R	-	4th	7th	5th	R	4th	3rd
Alan CARTER (Honda)	GB	R	-	_	-	-		-	_
Jacques CORNU (Honda)	Switzerland	R	6th	2nd	4th	6th	4th	7th	R
Gary COWAN (Honda)	GB	_	=	R	-	28th	R	27th	16th
Nedy CROTTA (Rotax)	Switzerland		22-4	1 Oab	2204	R	22nd	R 28th	19th
Rene DELABY (Yamaha)	Luxembourg	-	23rd	19th	22nd	n	22110	22nd	-
Cees DOORAKKERS (Honda)	Holland	_	24th		4	-		22110	12th
Herve DUFFARD (Honda)	France	14th	17th	23rd	20th	27th	20th	19th	R
Harald ECKL (Honda)	W Germany	R	1701	2510	2011		_	_	
/irginio FERRARI (Honda)	Italy France	<u>n</u>	21st	18th	Man Day		24th	25th	R
Jean FORAY (Yamaha) Juan GARRIGA (Yamaha)	Spain	6th	3rd	8th	R	11th	9th	8th	-
	Italy	-	Jiu –	R		_	_	_	1
Ezio GIANOLA (Honda) Patrick van den GOORBERGH (Honda)	Holland	-	_		_	_	_	24th	
Jean Louis GUIGNABODET (Honda)	France	NE '	_	R	_	_	R	_	1
Bernard HAENGGELI (Yamaha)	Switzerland		R	_	_	_		_	
Konrad HEFELE (Honda)	W Germany	_	_	17th	_	R		_	_
Manfred HERWEH (Honda)	W Germany	R	15th	_	18th	17th	13th	11th	5th
Wilhelm HOERHAGER (Honda)	Austria	_	_	-	_	15th	_	_	-
Hermann HOLDER (Rotax)	W Germany	_	-	R	_	_	-	-	-
Josef HUTTER (Honda)	Austria	_	_	21st	25th	23rd	R	_	
Patrick IGOA (Yamaha)	France	7th	5th	9th	8th	R	_	9th	R
Jrs JUCKER (Yamaha)	Switzerland	_	-	-	-	30th	1		-
Shosuke KITA (Honda)	Japan	R	-	-	-	_	-	-	1000
Stefan KLABACHER (Rotax)	Austria	_	-	R	_	26th			-
Masaru KOBAYASHI (Honda)	Japan	1st	-	_	_	-		401	_
Carlos LAVADO (Yamaha)	Venezuela	-	10th	6th	6th	8th	1st	10th	R
Zdrauko LELJAK (Honda)	Yugoslavia	-	_	_	-	_	26th		32.5
Paul LEWIS (EMC)	Australia	-	25th	_	40.1	101	154	1 Cab	G+h
Hans LINDER (Honda)	Austria		_	11th	13th	12th	15th	16th	6th
Juan LOPEZ (Yamaha)	Spain	_	R	1	-	-	27th		
Marcellino LUCCHI (Honda)	Italy	-	-		23rd	29th	21st	23rd	13tl
Urs LUZI (Honda)	Switzerland	-	_ D	_ D	24th	19th	16th	14th	9th
Donnie McLEOD (Honda/EMC)	GB	R	R	R 1ct	14th	1st	7th	1st	R
Anton MANG (Honda)	W Germany	8th	R 19th	1st	19th	151	R	29th	_
Massimo MATTEONI (Honda)	Italy	18th	14th	22nd	R	25th	R	21st	R
Jean Michel MATTIOLI (Honda)	France	R	18th	12th	15th	9th	14th	13th	R
Stephane MERTENS (Honda/Armstrong)	Belgium Austria	_	R	-	-	31st	R	R	
Siegfried MINICH (Honda)	GB	R	- 11	_	_	-	19th	R	
Kevin MITCHELL (Yamaha)	Austria			16th	_	13th	_		20t
Englebert NEUMAIR (<i>Rotax</i>) Rob ORME (<i>Yamaha</i>)	GB		_	-	_	_		R	
Philippe PAGANO (Honda)	France	_	22nd					_	_
Ivan PALAZZESE (Yamaha)	Venezuela	_	_	_	_	R	10th	6th	R
Sito PONS (Honda)	Spain	2nd	9th	7th	5th	4th	8th	3rd	4th
Andreas PREINING (Rotax)	Austria	_	-	13th	16th	_	_	30th	14t
Alberto PUIG (Cobas)	Spain		_	_	_	_	_	20th	11t
Loris REGGIANI (Aprilia)	Italy	_	R	R	R	2nd	2nd	+	7th
Fausto RICCI (Honda)	Italy	R	R	_	-	_	-	-	-
Alberto ROTA (Honda)	Italy	_	R	25th	_	-	-	-	-
Reinhold ROTH (Honda)	W Germany	3rd	8th	3rd	2nd	3rd	3rd	2nd	1s
Jean Philippe RUGGIA (Yamaha)	France	R	7th	24th	17th	22nd	11th	26th	8tl
Dominique SARRON (Honda)	France	R	4th	R	3rd	7th	6th	R	2n
Jochen SCHMID (Yamaha)	W Germany		12th	R	21st	20th	23rd	18th	R
Masahiro SHIMIZU (Honda)	Japan	4th	-	-	_	-			-
Graham SINGER (Rotax)	Italy	-	-	_	26th	-	_		To Train
Martin SRAJ (Honda)	Yugoslavia	_	-	-	-	-	R	-	
Masumitsu TAGUCHI (Honda)	Japan	9th	-	1 P -	-	-	-	-	- 5
Hiroo TAKEMURA (Honda)	Japan	17th		-	-	-	-		
Keiji TAMURA (Yamaha)	Japan	12th	_	-	-	-	-		No.
Hideshi TOMITA (Honda)	Japan	R			_	-	-	100	1
Maurizio VITALI (Garelli)	Italy	19th		10th	9th	18th	12th		
Toshihiro WAKAYAMA (Yamaha)	Japan	11th	1000	-	-	-		E+h	104
Martin WIMMER (Yamaha)	W Germany	5th	1st	-	_	10th	5th	5th	10t
Takayoshi YAMAMOTO (Yamaha)	Japan	10th	_	-	-	-	T		Carlo

Shell Oils

250cc BRITISH GRAND PRIX

26 Laps - 65 miles - 104.60 kms - Start 11.45



NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Carlos LAVADO	Venezuela	Yamaha YZR250	HB-Venemotos
2	Sito PONS	Spain	Honda NSR250	Campsa-Honda
3	Dominique SARRON	France	Honda NSR250	Rothmans Honda France
4	Anton MANG	W Germany	Honda NSR250	Rothmans Honda
5	Jean-Francois BALDE	France	Honda NSR250	Ville d'Hyeres
6	Martin WIMMER	W Germany	Yamaha YZR250	Marlboro Yamaha Team Agostini
7	Jacques CORNU	Switzerland	Honda NSR250	Team Parisienne-Elf
8	Fausto RICCI	Italy	Honda RS250	Team Iberna
10	Donnie McLEOD	GB	EMC	Ehrlich Automotive
12	Carlos CARDUS	Spain	Honda NSR250	Team Ducados Angel Nieto
14	Stephane MERTENS	Belgium	Honda/Armstrong	Racing Team Katayama
16	Maurizio VITALI	Italy	Garelli	Team Italia Garelli
17	Patrick IGOA	France	Yamaha YZR250	Jack Germain
18	Takayoshi YAMAMOTO	Japan	Yamaha TZ250	Team YDS
19	Jean FORAY	France	Yamaha	
20	Hans LINDNER	Austria	Honda	Atomic Road Racing Team
21	Jean-Philippe RUGGIA	France	Yamaha YZR250	Sonauto Yamaha
22	Luca CADALORA	Italy	Yamaha YZR250	Marlboro Yamaha Team Agostini
23	Urs LUZI	Switzerland	Yamaha	Team Parisinne-Elf
24	Reinhold ROTH	W Germany	Honda NSR250	HB Romer Team
25	Jean-Michel MATTIOLI	France	Honda RS250	Honda France
27	Manfred HERWEH	W Germany	Honda RS250R	Horida France
31	Juan GARRIGA	Spain	Ducados Yamaha YZR250	Ducados Yamaha Team
32		W Germany		
	Harald ECKL		Honda RS250	Romer Racing Team F.M.V.
33	Ivan PALAZZESE	Venezuela	Yamaha	
34	Loris REGGIANI	Italy	Aprilia	Team Aprilia
36	Guy BERTIN	France	Honda RS250	Pave d'Affinois
37	Jean-Louis GUIGNABODET	France	Honda MIG	MIG
38	Kevin MITCHELL	GB	Yamaha TZ250	D Gallacher — Bradgate Container
39	Nigel BOSWORTH	GB	Yamaha	Team Keppel Racing
40	Rob ORME	GB	Yamaha	Raydel Engineering Ltd
41	Gary COWAN	N Ireland	Honda	East West Transport
42	Cees DOORAKKERS	Netherlands	Honda	Grundig
43	Siegfried MINICH	Austria	Honda	HOMA Racing Team
45	Jochen SCHMID	W Germany	Yamaha	Mitsui-Yamaha
46	Josef HUTTER	Austria	Honda	Digicard Racing Team
47	Marcellino LUCCHI	Italy	Honda	
48	Bruno BONHUIL	France	Honda RS250	M.T.D.
49	Stefano CARACCHI	Italy	Honda	Angelo Gazzaniga
51	Albert JACMIN	Belgium	RK Morena	Maxell Team
52	Massimo MATTEONI	Italy	Honda	Nuovo Moto Club
53	Gerard VAN DE WAL	Netherlands	Assmex	Racing Team Docshop
54	Bernhard HAENGGELI	Switzerland	Yamaha	Vuichard
55	Rene DELABY	Luxembourg	Yamaha	
56	Javier CARDELUS	Spain	JJ Cobas	JJ Cobas
Reserve	Tony ROGERS	GB	Yamaha	
Reserve	Frank WAGNER	W Germany	Honda	RS Rallye Sport
Reserve	Eddie LAYCOCK	N Ireland	EMC	Millar Racing
Reserve	Gary NOEL	GB	Exactweld	
Reserve 6		Netherlands	Honda	
Reserve	Alberto ROTA	Italy	Honda	
Reserve	Carl FOGARTY	GB	Honda	Appleby Glade

 Results:
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Shell Oils

BRITISH MOTORCYCLE GRAND PRIX DONINGTON PARK 2" AUG 1987



2 cylinders max./6 gears max./min weight 90kg 250cc: Solo motorcycles/ over 175cc to 250cc/

NOTES

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METZELER TYRES, UNIT 9 & 10, SNEYD INDUSTRIAL ESTATE, BURSLEM, STOKE ON TRENT, STAFFS. ST6 2DL. TELEPHONE: 0782 826699 On the road, Metzeler are now chosen by more performance bike owners in Britain than any other brand. Make sure you don't settle for less.

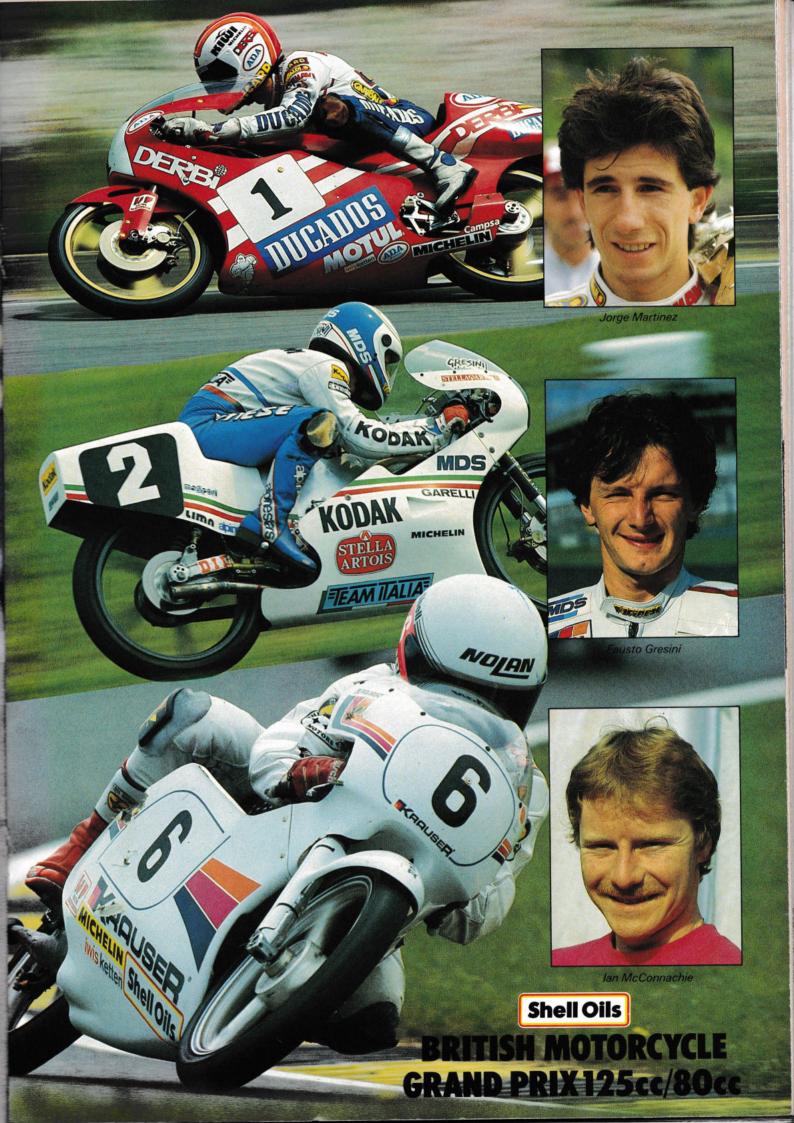
Shell Oils BRITISH MOTORCYCLE GRAND PRIX 250cc

Jacques Cornu Anton Mang/Reinhold Roth Carlos Lavado boers Roth (24)/Pons (2)/Mang (4)

Luca Cadalora

Sito Pons

Martin Wimmer





The Garellis of Gresini and Casanova set the pace as usual at a wet Le Mans two weeks ago.

Shell Oils

BRITISH MOTORCYCLE GRAND PRIX 125cc

Italian Fausto Gresini is completely dominating this year's 125cc world championship with six wins from six starts on his factory Garelli.

But one cannot help feeling that his task would have been far harder if his bang-on-form team mate Bruno Casanova had been riding for an opposition team, on an equally competitive machine.

Time and time again the younger rider, with a run of three second places to his credit, has seemed poised to make a challenge and then backed off when thoughts of a future contract with the Italian factory have entered his mind.

With a second challenge coming from AGV riders Domenico

Brigaglia and Paolo Casoli, only veteran Austrian August Auinger seemed able to stem a complete Italian take-over of the class until he was seriously injured in a national event before the recent French GP.

Second in West Germany, the rider of Austrian tuner Harold Bartol's prepared MBA had always kept up the pressure and in addition has always done well in the British 125cc round, winning at Silverstone in 1985 and 1986.

British rider hopes in the class rest with Yorkshireman Robin Appleyard and Robin Milton from Cambridgeshire but so far this season it has to be admitted that their stalwart efforts on home prepared privately entered MBA's have been no match for the might and money of the works men.



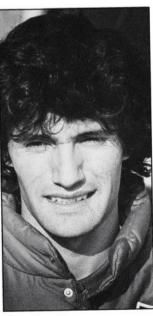
Bruno Casanova



Domenico Brigaglia

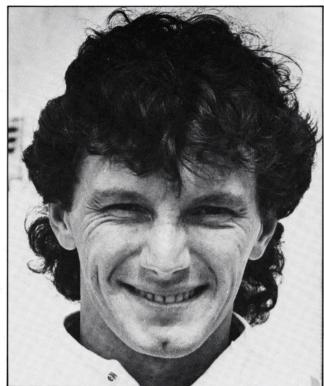


Paolo Casoli



Ezio Gianola





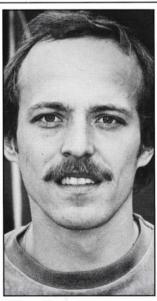
FAUSTO GRESINI

THE TOP TEN — 125cc

Position in world championship	Riding No. at Donington	Name (date of birth; age)	Country (town)	Machine	Current championship points	No. of GP wins	FIM championship titles
1st	2	FAUSTO GRESINI (23.1.61; 26)	Italy (Imola)	Garelli	90	14	1 World (125cc, 1985)
2nd	23	BRUNO CASANOVA (1.6.64; 23)	Italy (Cervia)	Garelli	64	-	1 European (80cc, 1986)
3rd	4	AUGUST AUINGER (3.5.55; 32)	Austria (Strasswalchen)	MBA	42	5	
4th	3	DOMENICO BRIGAGLIA (12.6.58; 29)	Italy (Sassari)	AGV	36	1	
4th	14	PAOLO CASOLI (18.8.65; 21)	Italy (Castelnovo)	AGV	36	_	
6th	8	PIER PAOLO BIANCHI (11.3.52; 35)	Italy (Ermete San Arcangelo)	MBA	26	26	3 World (125cc, 1976/77/80)
7th	26	ANDREAS SANCHEZ (18.5.87; 30)	Spain (Almansa)	MBA	18	_	
8th	5	EZIO GIANOLA (13.6.60; 27)	Italy (Mondelo)	Honda	17	2	
9th	22	MIKE LEITNER (28.9.62; 24)	Austria (Badischl)	MBA	14	-	
10th	12	THIERRY FEUZ (19.7.59; 29)	Switzerland (Heigen)	MBA	11	-	



Mike Leitner



Thierry Feuz



Pier Paolo Bianchi leads Gianola who finished 2nd at Le Mans on the single-cylinder Honda



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th you all the way.







The AGVs of Brigaglia (3) and Casoli (4) lead Troisi (28).

Season headlines

This is the 7th out of 11 rounds

Championship Leader: Fausto Gresini

1987 GP winners: Fausto Gresini — 6 (Spain, West Germany, Italy, Austria,

Holland, France)

1987 pole positions: Bruno Casanova — 2 (Italy, Holland)

Fausto Gresini — 2 (West Germany, France)

Domenico Brigaglia — 1 (Spain) Paolo Casoli — 1 (Austria)

1987 fastest laps: Fausto Gresini — 4 (West Germany, Austria, Holland, France)

Bruno Casanova — 1 (Italy) Domenico Bragaglia — 1 (Spain)

Fastest 1987 GP — Hockenheim: Fausto Gresini — 105.17mph (169.352kph)

Closest 1987 GP win — Monza: Fausto Gresini over Bruno Casanova by 0.16 seconds

Largest 1987 GP winning distance — Le Mans: Fausto Gresini over Ezio Gianola by 42.92 seconds

Round 1 — **Spain:** Fausto Gresini heads six Italian riders who grab the first six places. Britain's two Robins — Appleyard and Milton — battle it out down field until the unfit Appleyard drops to 24th and leaves Milton 18th.

Round 2 — **West Germany:** Gresini first again this time, hounded by Austrian August Auinger. Milton and Appleyard 21st and 25th respectively.

Round 3 -Italy: Using Michelin radials for the first time in a 125cc GP, Gresini adds a third victory. No finish for the two Robins.

Round 4 — Austria: Gresini's domination continues with another confident win. Milton makes 21st spot.

Round 5 — **Holland:** The Garelli benefit continues with Gresini first over the line again. Appleyard 21st, Milton out after six laps.

Round 6 — Le Mans: Yet another win for Gresini as he masters the very wet conditions while his main rivals struggle. Ezio Gianola takes second place to give the single-cylinder Honda its best-ever placing. Appleyard crashes and lan McConnachie pulls out with ignition failure during his first 125cc GP ride this year.

Today is the 7th round. Next comes Sweden next weekend, followed by Brno on August 23, Misano on August 30 and Jarama on September 13.

Previous	125cc	British	GP	winners	(at	Silverstone):
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rievious	123CC Billish Gr Williers (at Silverstone).	
1977	Pier Luigi Conforti (Morbidelli)	98.53mph (158.57kph)
1978	Angel Nieto (Minarelli)	93.97mph (151.23kph)
1979	Angel Nieto (Minarelli)	101.12mph (162.74kph)
1980	Loris Reggiani (Minarelli)	101.68mph (163.64kph)
1981	Angel Nieto (Minarelli)	101.85mph (163.92kph)
1982	Angel Nieto (Garelli)	105.04mph (169.05kph)
1983	Angel Nieto (Garelli)	103.70mph (166.89kph)
1984	Angel Nieto (Garelli)	104.14mph (167.60kph)
1985	August Auinger (MBA)	90.12mph (145.03kph)
1986	August Auinger (Bartol)	90.27mph (145.26kph)

125cc WORLD CHAMPIONSHIP POSITIONS

(15 - 12 - 10 - 8 - 6 - 5 - 4 - 3 - 2 - 1 to the first 10 finishers)

	Bider (Country)	Machine	Spain	Germany	Italy	Austria	Holland	France	Total	Score	Total/Pos
Position	Nider (Coding §)	:==	, r	15	15	15	15	15	06		
	FAUSTO GRESINI (Italy)	Gareill	2 0	2 0	12	12	12	10	64		
	BRUNO CASANOVA (Italy)	Garelli	0	2 9	1 6	0	α	1	42		
	AUGUST AUINGER (Austria)	MBA	4	12	2	0			36		
	DOMENICO BRIGAGLIA (Italy)	AGV	12	9	∞	9	1	4 (9 8		
	PAOLO CASOLI (Italy)	AGV	10	1	1	10	10	9	30		
	DIER PAOI O BIANCHI (Italy)	MBA	9	8	9	1	9	1	97		
	ANDRES SANCHEZ (Spain)	Ducados	1	2	2	5	3	1	18		
	EZIO GIANOI A (Italy)	Honda	D	1	1	1	1	12	17		
	MIKE I FITNER (Austria)	MBA	-	1	1	1	2	80	14		
	THIFBRY FEUZ (Switzerland)	MBA	3	4	1	8	-	1	11		
	II ISSI HAUTANIEMI (Finland)	MBA	1	3	4	1	Ĭ	1	7		
	OHNNY WICKSTBOM (Finland)	MBA	1	I	1	2	1	2	7		
	CHAIN COMPANY INVIDENCE	VAVV		1	2	Ī	4	I	9		
	CORRADO CA LALANO (Italy)	AGINI				A	1	1	9		
	ADI STADLER (W Germany)	MBA	1	7	1	+		0	4		
	OLIVER LIEGEOIS (Belgium)	Assmex	1	1	-	1	1	2			
	LUCIO PIETRONIRO (Belgium)	MBA	1	-	8	1	1	1	4 (
	GASTONE GRASETTI (Italy)	MBA	1	ı	1	1	1	7	7		
	CI ALIDIO MACCIOTTA (Italy)	MBA	2	1	1	1	1	1	7	,	
	IFAN CI AUDE SELINI (France)	MBA	1	1	1	1	2	1	2		
	FLEMMING KISTRUP (Denmark)	MBA	1	1	1	1	1	-	-		
	WILLY PEREZ (Argentina)	Zanella	1	-1	1	-	1	1	-		

FORM GUIDE — 125cc CLASS — How they've finished in 1987 Alphabetical list of every GP starter

Name (Machine)	C	Country	Rd 1 Spain	Rd 2 Germany	Rd 3	Rd 4 Austria	Rd 5 Holland	Rd 6 France
Hubert ABOLD (Honda)		V Germany	13th	R	26th	24th		
Joaquin ALOS (MBA)		pain	20th				-	-
Robin APPLEYARD (MBA)		iB .	24th	25th	2-4	444	21st	R
August AUINGER (MBA)		ustria	7th	2nd	3rd	4th	4th R	R
Christian LE BADEZET (MBA)		rance	R	R R	23rd	23rd	23rd	н
Peter BALAZ (MBA)		zechoslovakia	21st 5th	4th	28th 5th	R R	5th	R
Pier Paolo BIANCHI (MBA) Stefano BIANCHI (MBA)		aly	om –	4111	27th	<u>n</u>	501	<u></u>
Paul BORDES (MBA)		rance	15th	14th	-		R	R
Domenico BRIGAGLIA (AGV)		aly	2nd	5th	4th	5th	R	7th
Bruno CASANOVA (Garelli)		aly	4th	3rd	2nd	2nd	2nd	3rd
Paolo CASOLI (AGV)		aly	3rd	-	_	3rd	3rd	5th
Corrado CATALANO (MBA)		aly	_		9th		7th	R
aurent CHAPEAU (MBA)		rance	_		_	_	_	19th
Marco CIPRAINI (MBA)		taly	_		24th		-	_
(arl DAUER (MBA)		Austria	- 101-	R	R	18th	_	700-
Jan EGGENS (MBA)	H	Holland	-	-	-	u -	R	
Alexander ESCHIG (MBA)		Austria	_	-	-	R	-	-
Michel ESCUDIER (MBA)	F	rance	-		-		-	16th
Juan FOMBUENA (MBA)	5	Spain	26th	- 1	_	-	-	-
Thierry FEUZ (MBA)	5	witzerland	8th	7th	R	8th	10th	R
uciano GARAGNANI (MBA)	li li	taly	_	_	R		_	
Ezio GIANOLA (Honda)		taly	6th	26th	-	R	14th	2nd
Fernando GONZALEZ (Cobas		Spain	17th	23rd	20th	19th	22nd	R
Gastone GRASSETTI (MBA)	l l	taly	R		13th	R	R	9th
Fausto GRESINI (Garelli)		taly	1st	1st	1st	1st	1st	1st
Dirk HAFENEGER (MBA)		V Germany	-	R	-	-	-	-
Bady HASSAINE (MBA)	1	Algeria	25th	R	-		-	R
Jussi HAUTANIEMI (MBA)	F	inland	16th	8th	7th	R	R	R
Manuel HERNANDEZ (MBA)		Spain	R	-	-	-	19th	
Helmut HOVENGA (Seel)		V Germany		-		26th	-	_
Jacques HUTTEAU (MBA)		rance	19th	-	17th	Ξ.		R
Flemming KISTRUP (MBA)		Denmark	_		R	14th	-	10th
Esa KYTOLA (MBA)		inland	R	R	21st	17th	20th	R
Mike LEITNER (MBA)		Austria	10th	11th	11th	12th	6th	4th
Olivier LIEGEOIS (Assmex)		Belgium	R	15th	10th	11th	13th	8th
Heinz LITZ (MBA)		V Germany	R	_			R	17th
Denis LONGUEVILLE (MBA)		rance	_	Tayer	3747			
lan McCONNACHIE MBA)		SB .	Oth	_	18th		17th	R
Claudio MACCIOTTA (MBA)		taly SB	9th 18th	21st	R	21st	R	n
Robin MILTON (MBA)		Sweden	22nd	19th	19th	22nd	16th	14th
Hakan OLSSON (Starol) Gilles PAYRAUDEAU (MBA)			ZZNO	19111	19111	22110	10111	
THE RESERVE AND ADDRESS OF THE PARTY OF THE		rance Denmark	23rd	24th	25th	25th		RR
Thomas PEDERSEN (MBA) Willy PEREZ (Zanella)		Argentina	R	12th	16th	10th	R	12th
Norbert PESCHKE (Seel)		V Germany	-	17th	29th	R	15th	1201
Jarno PIEPPONEN (MBA)		Finland		R	25111		-	
Lucio PIETRONIRO (MBA)		Belgium	R	10th	8th	R	R	R
Andres SANCHEZ (Ducados)		Spain	R	6th	6th	6th	8th	18th
Jean Claude SELINI (MBA)		rance	14th	R	15th	16th	9th	R
Alan SCOTT (EMC)		JSA	_	_	-	-	-	13th
Peter SOMMER (MBA)		Switzerland		18th	_	15th	18th	_
Ton SPEK (MBA)		Holland	_	20th	_	. R	_	_
Adi STADLER (MBA)		N Germany	R	9th	14th	7th	12th	11th
Anton STRAVER (MBA)		Holland	_	_	_		R	
Ivan TROISI (MBA)		/ugoslavia	12th	16th	22nd	13th	R	15th
Alfred WAIBEL (Special)		N Germany	_	R	_		R	-
Johnny WICKSTROM (Tunto		inland	11th	13th	12th	9th	11th	6th
Robert ZWIDL (MBA)		Austria	_	22nd	_	20th	-	
		JS WORLD	CHA	MPIONS	- 13	25cc	REIE	VEL IN SE
1949 Nello Pagani I	Mondial	1962 Luigi Taveri	CH			Paolo Pileri		Morbidelli
1950 Bruno Ruffo I	Mondial	1963 Hugh Ander			1976	Pierpaolo Bianchi	1	Morbidelli
1951 Carlo Ubbiali I	Mondial	1964 Luigi Taveri	CH		1977	Pierpaolo Bianchi		Morbidelli
1952 Cecil Sandford GB	MV Agusta	1965 Hugh Ander			1978	Eugenio Lazzarini	1	MBA
1953 Werner Haas D	NSU	1966 Luigi Taveri			1979	Angel Nieto	E	Minarelli
1954 Rupert Hollaus A	NSU	1967 Bill Ivy	GE		1980	Pierpaolo Bianchi	1	MBA
1955 Carlo Ubbiali	MV Agusta	1968 Phil Read	GE		1981	Angel Nieto	E	Minarelli
1956 Carlo Ubbiali	MV Agusta	1969 Dave Simm			1982	Angel Nieto	E	Garelli
1957 Tarquinio Provini I	Mondial	1970 Dieter Brau		Suzuki	1983	Angel Nieto	E	Garelli
1958 Carlo Ubbiali I	MV Agusta	1971 Angel Nieto		Derbi	1984	Angel Nieto	E	Garelli
1959 Carlo Ubbiali I	MV Agusta	1972 Angel Nieto		Derbi	1985	Fausto Gresini	1	Garelli
	MV Agusta	1973 Kent Ander		Yamaha	1986			Garelli
1960 Carlo Ubbiali I								

Shell Oils

RACE

1

125cc BRITISH GRAND PRIX

24 Laps - 60 miles - 96.55 kms - Start 10.30

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
2	Fausto GRESINI	Italy	Garelli	Team Italia Garelli
3	Domenico BRIGAGLIA	Italy	Moto AGV	Moto AGV Pileri Corse
5	Ezio GIANOLA	Italy	Honda	Honda Italia
7	Lucio PIETRONIRO	Belgium	MBA	Johnson Team
8	Pier Paolo BIANCHI	Italy	MBA	
9	Johnny WICKSTROM	Finland	Tunturi	Silja Line
10	Willy PEREZ	Argentina	Zanella	
11	Olivier LIEGEOIS	Belgium	Assmex ASX	Racing Team Docshop
12	Thierry FEUZ	Switzerland	MBA	
14	Paolo CASOLI	Italy	Moto AGV	Moto AGV Pileri Corse
15	Gastone GRASSETTI	Italy	MBA	Team Del Rio
16	Gerd KAFKA	Austria	Kazuo	
18	Adi STADLER	W Germany	MBA	RS Rallye Sport
19	Corrado CATALANO	Italy	MBA	Team Italia
-20	Claudio MACCIOTTA	Italy	MBA	
21	Paul BORDES	France	MBA	
22	Mike LEITNER	Austria	MBA	EMCO Sports
23	Bruno CASANOVA	Italy	Garelli	Team Italia Garelli
24	Jussi HAUTANIEMI	Finland	MBA	Rukka
25	Karl DAUER	Austria	MBA	
26	Andres SANCHEZ	Spain	Ducados	
27	Allan SCOTT	USA	EMC	Ehrlich Automotive
28	Ivan TROISI	Venezuela	MBA	
31	Robin APPLEYARD	GB	MBA	
32	Robin MILTON	GB	MBA	
33	Steve MASON	GB	MBA	
34	Peter SOMMER	Switzerland	Supeso	Walter Hussauf
35	Thomas PEDERSEN	Denmark	MBA	
36	Manfred BRAUN	Belgium	MBA	
37	Manuel HERNANDEZ	Spain	Beneti	
38	Esa KYTOLA	Finland	MBA	
39	Hakan OLSSON	Sweden	Starol	
40	Peter BALAZ	Czechoslovakia	MBA	
41	Jean-Claude SELINI	France	MBA	
42	Ian McCONNACHIE	GB	MBA-SITO	MBA-SITO
43	Christian Le BADEZET	France	MBA	A.M.G.P.
44	Jacques HUTTEAU	France	MBA	
45	Michael McGARRITY	N Ireland	MBA	
46	Ken BECKETT	N Ireland	MBA	
47	Boy VAN ERP	Netherlands	MBA	CT Holland
48	Garry DICKINSON	GB	MBA	K Forrest — Plumbing & Heating
49	Tim SALVESON .	GB	MBA	
50	Heinz LITZ	W Germany	MBA	RS Rallye Sport
51	Flemming KISTRUP	Denmark	MBA	
52	Dave BROWN	GB	MBA	
53	Baddy HASSAINE	Tunisia	MBA	
54	Fernando GONZALEZ	Spain	JJ Cobas	14 N 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Reserve55	Kris GALATOWICZ	GB	Honda	
Reserve	Helmut HOVENGA	W Germany	Hovi Seel	
Reserve	Reg LENNON	GB	Morbidelli	

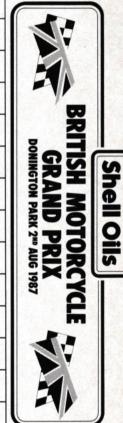
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 13th
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 14th
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 15th
 45
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 54
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 18th
 35
 19th
 43
 20th
 58

 Winner's Time 43:54 5
 Speed
 81:98
 mph
 Fastest Lap: No.
 2
 Time
 1:48:24
 Speed
 83:14
 mph

LAP CHART



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125cc: Solo motorcycles/over 80cc to 125cc/2 cylinders max./ 6 gears max./min weight 75kg and 1 cylinder max./6 gears max./min weight 65kg

NOTES

Lap Record: Jean-Claude Selini (MBA) 1m 51.60s, 80.64mph (129.75kph), April 19, 1987





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Sunday, August 23rd

The biggest motorcycle meeting in the South of England takes place at Thruxton race circuit, near Andover, on Sunday August 23rd.

The action-packed programme is headed by The King of Thruxton Superbike race. But The King of Thruxton Meeting features all of Britain's best championships.

The sixth round of the Motor Cycle News/EBC Brakes Superstock Championship is assured to bring spectacular action.

It is also the sixth round in the new Shell Oils Super One and Super Two Championships. The opening rounds at Donington on June 22nd saw Roger Marshall pip Phil Mellor in the record-breaking Super One contest, and Steve Patrickson score a thrilling win the Super Two event.

The Metzeler ACU Production Championship enjoy two races for 750cc and 1300cc nachines.

The King of Thruxton 250cc race is expected to see a repeat of the superb King of Donington 250cc race on June 22nd when British Grand Prix contender Kevin Mitchell triumphed by the smallest of margins.

triumphed by the smallest of margins.

In addition, there is a King of Thruxton Sidecar race, the seventh round in the Honda Bike CBR Challenge, and a round in the new Yamaha TZR 250 Challenge.

This is one of Britain's biggest motorcycle meetings. Admission is £6 for adults and 50p for children, with free parking.

Thruxton is situated 5 miles west of Andover on the A303.

HOW TO CLAIM £10,000!

Here's how to claim for the £10,000 reader prize in the MCN-Two Four Sports forecast competition.

First, check the first six on the copy coupon from the July 22 MCN. If you've forecast the first six in the correct order, then make your claim by telephone.

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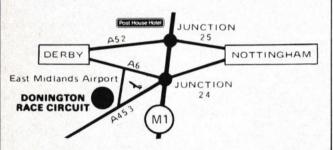
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BRITISH MOTORCYCLE GRAND PRIX 80cc

At last year's Shell Oil British Grand Prix at Silverstone, Derbyshire's lan McConnachie became the first British solo rider to triumph in a home world title event since the action moved from the Isle of Man to the mainland in 1977.

Disappointingly for "mini-Mac", his history making effort on a private Krauser was only witnessed by a handful of spectators who stayed to watch the Saturday evening race, so he is more than anxious to repeat the performance this time in front of a full race day crowd.

"Another home win would be doubly satisfying on my local Donington circuit as it is hosting the Grand Prix for the first time," said the 22-year-old son of heart specialist Ronnie McConnachie.

The only big problem facing McConnachie in his quest is that his works Krauser has so far this season proved to be no speed match for the re-vamped Derbis of Jorge Martinez, who has won five of the six previous rounds, and his Spanish team mate Manuel Herreros.

In fact the only Krauser breakthrough came when West German Gerhard Waibel won his home second round at Hockenheim.

"Derbi have pulled a little something extra out of the bag this year but I am certainly not a defeatest and have done all I can to squeeze some more power out of my machine," said McConnachie who is currently fifth in the title chase.

His best result came in Yugoslavia when he made the winner's rostrum with third place — a repeat of his 1986 performance — but a chance to go one better two weeks later in the Dutch TT at Assen ended when he crashed on the eight of 12 laps.

"After lots of early season snags things were just starting to brighten up and second place was going to be mine," said McConnachie who ironically inherited the place when his team-mate Waibel crashed on the same corner.

"I don't know why I went down, the back end stepped out and that was that," added the British hope who remounted and finished eighth.

With the Derbi team leader romping away towards the title, the Krauser boys realise that only a major fight back will stop the rot. And home hero McConnachie aims to lead the charge at Donington Park.



Waibel leads Martinez and Doerflinger at Hockenheim

Season headlines

This is the 7th out of 10 rounds

Championship Leader: Jorge Martinez

1987 GP winners: Jorge Martinez — 5 (Spain, Italy, Yugoslavia, Austria, Holland)

Gerhard Waibel — 1 (West Germany)

1987 pole positions: Jorge Martinez — 4 (Spain, Italy, Austria, Yugoslavia)

Stefan Doerflinger — 1 (Holland) Gerhard Waibel — 1 (West Germany)

1987 fastest laps: Jorge Martinez — 5 (Spain, West Germany, Italy, Yugoslavia,

Holland)

Gerhard Waibel — 1 (Austria)

Fastest 1987 GP — Hockenheim: Gerhard Waibel — 98.88mph (159.28kph)

Closest 1987 GP win — Hockenheim: Gerhard Waibel over Jorge Martinez by 0.23 seconds

Largest 1987 GP winning distance — Assen: Jorge Martinez over Manuel Herreros by 22.41 seconds

Round 1 — **Spain:** Derbi domination as Jorge Martinez takes victory from fellow Spanish team riders Alex Criville and Julian Miralles. Seventh place for Britain's Ian McConnachie.

Round 2 — West Germany: Gerhard Waibel home win after close battle with Jorge Martinez and Stefan Doerflinger. Lonely fourth place ride for McConnachie.

Round 3 — Italy: Record breaking victory for Martinez. Early leader Waibel crashes but salvages a point with tenth place. McConnachie, a retirement after four laps with broken piston ring.

Round 4 — Austria: Cat and mouse victory for Martinez over Waibel. Fifth place for McConnachie.

Round 5 — **Yugoslavia:** McConnachie makes the rostrum for the first time this year with a fighting third place on his Krauser. Fourth win for Martinez.

Round 6 — **Holland:** McConnachie crashes while in second place but gets back in to the race to take eighth place. Start to finish victory ride for Martinez.

Donington is the 7th round. Next comes Brno on August 23, followed by Misano on August 30 and Jarama on September 13.

Previous 80cc British GP winner (at Silverstone):

1986 Ian McConnachie (Krauser) 99.99mph (160.90kph)

THE TOP TEN — 80cc

Position in world	Riding No. at	Name (date of birth; age)	Country (town)	Machine	Current championship points	No. of GP wins	FIM championship titles
championship	Donington	JORGE MARTINEZ (21.4.62; 25)	Spain (Alcira)	Derbi	87	13	1 World (80cc, 1986)
1st	2	MANUEL HERREROS (20.4.63; 24)	Spain (Valencia)	Derbi	51	1	
2nd	5	GERHARD WAIBEL (17.12.58; 28)	Germany (Schorndorf)	Krauser	44	4	
3rd 4th	3	STEFAN DOERFLINGER (23.12.48; 38)	Switzerland (Biersfelden)	Krauser	42	16	4 World (50cc, 1982/83; 80cc, 1984/85)
5th	6	IAN McCONNACHIE (16.1.65; 22)	UK (Ashover)	Krauser	31	1	
6th	10	HUBERT ABOLD (13.6.58; 29)	Germany (Dillingen)	Krauser	22	-	European (80cc, 1983)
7th	22	LUIS MIGUEL REYES (22.9.59; 26)	Spain (Barcelona)	Autisa	18	-	
8th	18	JULIAN MIRALLES (18.9.65; 21)	Spain (Valencia)	Derbi	16	-	
9th	19	JORG SEEL (24.9.69; 17)	Germany (Plettenberg)	Seel	15	-	
10th	16	ALEX CRIVILLE (4.3.70;17)	Spain (Barcelona)	Derbi	12	-	



Jorge Martinez



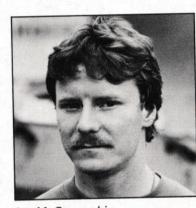
Manuel Herreros



Gerhard Waibel



Stefan Doerflinger



lan McConnachie



Hubert Abold



Luis Reyes



Jorg Seel



Josef Fischer

80cc WORLD CHAMPIONSHIP POSITIONS

(15-12-10-8-6-5-4-3-2-1 to the first 10 finishers)

	Machine Spain	Germany	Italy	Austria	Yugoslavia	Holland	Total	Donington Score	New Total/Pos
MANUEL HERREROS (Spain) GERHARD WAIBEL (W Germany) STEFAN DOERFLINGER (Switzerland) IAN McCONNACHIE (GB) HUBERT ABOLD (W Germany) LUIS MIGUEL REYES (Spain) JORG SEEL (W Germany) ALEX CRIVILLE (Spain) JORG SEEL (W Germany) ALEX CRIVILLE (Spain) JOSEF FISCHER (Austria) Krauser HANS SPAAN (Holland) GUNTER SCHIRNHOFER (W Germany) HEINZ PASCHEN (W Germany) RCasal GUNTER SCHIRNHOFER (W Germany) ALEXANDRE BARROS (Brazil) ALEXANDRE BARROS (Brazil) RICHARD BAY (W Germany) Krauser ALEXANDRE BARROS (Brazil) Arbizu RICHARD BAY (W Germany) Krauser JUAN BOLART (Spain) Krauser MICHAEL GSCHWANDER (W Germany) Krauser Krauser	Derbi 15	12	15	15	15	15	87		
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STEFAN DOERFLINGER (Switzerland) Krauser IAN McCONNACHIE (GB) Krauser HUBERT ABOLD (W Germany) Krauser LUIS MIGUEL REYES (Spain) Autisa JULIAN MIRALLES (Spain) Derbi JORG SEEL (W Germany) Seel ALEX CRIVILLE (Spain) Derbi JOSEF FISCHER (Austria) Krauser KAROLY JUHASZ (Hungary) Krauser HANS SPAAN (Holland) Casal GUNTER SCHIRNHOFER (W Germany) Krauser HEINZ PASCHEN (W Germany) Krauser ALEXANDRE BARROS (Brazil) Arbizu RICHARD BAY (W Germany) Krauser JUAN BOLART (Spain) Krauser MICHAEL GSCHWANDER (W Germany) Seel MICHAEL GSCHWANDER (W Germany) Seel	Krauser 8	15	1	12	8	1	44		
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MICHAEL GSCHWANDER (W Germany) PETER OTTL (W Germany)	Krauser -	-	-	1	2	1	3		
PETER OTTL (W Germany)	Seel –	2	1	1	1	-	2		
	Krauser –	-	_	_	_	2	2		
22 RALF WALDMAN (W Germany) Krauser	Krauser -	1	1	_	ı	-	1		

FORM GUIDE - 80cc CLASS - How they've finished in 1987

Alphabetical list of every G	Pstarter
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Name (Machine)	Country	Rd 1 Spain	Rd 2 Germany	Rd 3	Rd 4 Austria	Rd 5 Yugoslavia	Rd 6 Holland
Hubert ABOLD (Krauser)	W Germany	10th	13th	4th	7th	6th	7th
Joaquin ALOS (Yamaha)	Spain	20th		_		-	-
Javier ARMUI (Autisa)	Spain	17th		-	-	-	-
Giuseppe ASCAREGGI (BB FT)	Italy		_	11th	_		
Seppe BADER (Auer)	W Germany	-	-	-	R		
Alexandre BARROS (Arbizu)	Brazil	R	11th	R	8th	10th	22nd
Richard BAY (Ziegler)	W Germany	8th	R	15th	13th	15th	R
Chris BAERT (Seel)	Belgium	24th	-	23rd	24th	T	_
H BESSELING (Special)	Holland	-) — —		_	-	R
Juan BOLART (Krauser)	Spain	11th	16th	-	10th	9th	R
Paul BORDES (RB)	France	R	R	-	R	19th	R
Alex CRIVILLE (Derbi)	Spain	2nd			-		n _
Javier DEBON (Autisa)	Spain	R		-	_	- 2-d	3rd
Stefan DOERFLINGER (Krauser)	Switzerland	R	3rd	3rd	R	2nd	20th
Jos van DONGEN (Krauser)	Holland	-	19th	21st	23rd	17th	14th
Rene DUNKI (Krauser)	Switzerland	R	17th	22nd	-	_	
Stuart EDWARDS (Casal)	GB	R	-	R	474	R	
Matthias EHINGER (Krauser)	W Germany	_	_	_	17th		
Thomas ENGL (Deizisau)	W Germany	21st	R		TIME		
Juan ESTEVE (Autisa)	Spain	R	_	_	Ash	R	R
Josef FISCHER (Krauser)	Austria	9th	R	R	4th	n n	n
Claudio GRANATA (Autisa)	Italy	-	_	24th	1146		
Michael GSCHWANDER (Seel)	W Germany		9th	0-4	11th	5th	2nd
Manuel HERREROS (Derbi)	Spain	6th	5th	2nd	3rd R	5111	6th
Karoly JUHASZ (Krauser)	Hungary	-	21st	6th	26th	18th	-
Serge JULIN (Casal)	Belgium	22nd	22nd	18th		20th	
Hagen KLEIN (Hess)	W Germany	_	-		25th	2011	
Hans KOOPMAN (Ziegler)	Holland	-	-	2046	21st	14th	15th
Reiner KOSTER (Kroko)	Switzerland	23rd	_	20th	R	12th	21st
Rainer KUNZ (Kroko)	W Germany	R	R	16th	R	-	R
Raimo LIPPONEN (Krauser)	Finland	19th	R	14th	5th	3rd	8th
Ian McCONNACHIE (Krauser)	GB	7th	4th	1st	1st	1st	1st
Jorge MARTINEZ (Derbi)	Spain	1st	2nd	-	-	R	_
Zdrauko MATULJA (Ziegler)	Yugoslavia	1 C4h	R		1400		
Salvatore MILANO (Krauser)	Italy	16th	<u>n</u>				5th
Julian MIRALLES (Derbi)	Spain	3rd	R	_	18th		9th
Peter OTTL (Krauser)	W Germany		7th		15th		12th
Heinz PASCHEN (Casal)	W Germany		20th		19th	13th	24th
Alojz PAVLIC (Seel)	Yugoslavia		R		R	16th	17th
Janez PINTAR (Eberhardt)	Yugoslavia	Ξ	R	_			13th
Stefan PREIN (Casal)	W Germany	14th	14th	7th		E. O. E.	R
Paolo PRIORI (Krauser)	Italy	5th	12th	9th	9th	R	4th
Luis REYES (Autisa)	Spain	Stil	1201	-	_		R
Lionel ROBERT (SPR)	France	13th	R	13th	_	_	-
Felix RODRIGUEZ (Cobas)	Spain	15111	_	-	<u>_</u>	21st	_
Brane ROKAVEC (Seel)	Yugoslavia	R	_				
Jose SAEZ (Casal)	Spain	n		R			_
Vincenzo SAFFIOTTI (UFO)	Italy			19th		_	_
Mario SCALINCI (Huvo)	Italy W Germany		R	_			11th
Reiner SCHEIDHAUER (Seel)	W Germany	R	8th	8th	R	_	10th
Gunter SCHIRNHOFER (Krauser)	W Germany	15th	6th	5th	R	7th	R
Joerg SEEL (Seel)	Poland	R	_		_		_
Sande SILVA (Casal)	Holland		15th	_	22nd		16th
Bert SMIT (Minarelli)	Holland		-		6th	8th	R
Hans SPAAN (Casal)	Italy			17th		11th	R
Mario STOCCO (Faccioli)	Holland	R	_	_	14th	R	23rd
Theo TIMMER (Casal)	Spain	12th	R	R	20th	22nd	
Francisco TORRONTEGUI (Arbizu)	France		The state of the s		R	Mark Mark	
Jean-Marc VELAY	W Germany	4th	1st	10th	2nd	4th	R
Gerhard WAIBEL (Krauser)	W Germany	-	10th	_	12th	_	19th
Ralf WALDMANN (ERK)	Holland	18th	18th	12th	16th	_	18th
Wilco ZEELENBERG (Casal)	A STATE OF THE PARTY OF THE PAR	0870000	The state of the s		cc/80c		The second second

	P	REV	IOUS	WO	RLD CHA	MPIC	NS -	50c	c/80cc		
	50cc				Angel Nieto	E	Derbi		Eugenio Lazzarini	1	Kreidler
1962		n	Suzuki	1971	Jan de Vries	NL	Kreidler	1980	Eugenio Lazzarini	1	Iprem-Kreidler
No. of Contract of	Hugh Anderson	NZ	Suzuki	1972	Angel Nieto	E	Derbi	1981	Ricardo Tormo	E	Bultaco
	Hugh Anderson	NZ	Suzuki	A STATE OF THE STA	Jan de Vries	NL	Kreidler	1982	Stefan Dörflinger	CH	Kreidler
1965	Ralph Bryans	IRL	Honda	1000	Henk van Kessel	NL	Kreidler	1983	Stefan Dörflinger	CH	Kreidler
		D	Suzuki		Angel Nieto	E	Kreidler		80c	C	
		D	Suzuki	1011200	Angel Nieto	F	Bultaco	1984	Stefan Dörflinger	CH	Zündapp
1967	Hans-Georg Anscheidt	D	Suzuki	1977	Angel Nieto	F	Bultaco	1985	Stefan Dörflinger	CH	Krauser
	Hans-Georg Anscheidt Angel Nieto	E	Derbi		Ricardo Tormo	E	Bultaco	1986	Jorge Martinez	E	Derbi

RACE

3

Shell Oils

80cc BRITISH GRAND PRIX

18 Laps - 45 miles - 72.41 kms - Start 13.45

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Jorge MARTINEZ	Spain	Derbi	Derbi-Nacional Motor
2	Manuel HERREROS	Spain	Derbi	Derbi-Nacional Motor
3	Stefan DÖRFLINGER	Switzerland	Krauser	Krauser Racing
4	Hans SPAAN	Netherlands	Casal	JVC Car Stereo Team
5	Gerhard WAIBEL	W Germany	Krauser	Carrera Racing Team
6	lan McCONNACHIE	GB	Krauser	Krauser Racing
8	Josef FISCHER	Austria	Krauser	Krauser Racing
9	Wilco ZEELENBERG	Netherlands	Casal	V B Casal
10	Hubert ABOLD	W Germany	Krauser	· · · · · · · · · · · · · · · · · · ·
11	Theo TIMMER	Netherlands	Casal	JVC Car Stereo Team
12	Juan BOLART	Spain	Krauser	Stil Oil Team
14	Rainer KUNZ	W Germany	Ziegler	
15	Gunter SCHIRNHOFER	W Germany	Krauser	Tschamoto Racing Team
17	Alexandre BARROS	Brazil	Casal	Toni Gutierrez Arbizu
19	Jorg SEEL	W Germany	Seel	
20	Heinz PASCHEN	W Germany	Kiefer-Casal	
21	Henk Van KESSEL	Netherlands	Casal	
22	Luis M REYES	Spain	Autisa	Campsa-Autisa
23	Richard BAY	W Germany	Ziegler	
24	Serge JULIN	Belgium	Casal	
25	Salvatore MILANO	Italy	Krauser	
27	Karoly JUHASZ	Hungary	Krauser	Magyar Auto Ees Motorsport
28	Paolo PRIORI	Italy	Krauser	
30	Chris BAERT	Belgium	Seel	
31	Rene DUNKI	Switzerland	Krauser	RR Racing Team
32	Dennis BATCHELOR	GB	Krauser	
33	Stuart EDWARDS	GB	Casal	
34	Steve LAWTON	GB	Eberhardt	
35	Jacques BERNARD	Belgium	Huvo	
36	Thomas ENGL	W Germany	Esch GPE	
37	Herri TORRONTEGUI	Spain	Casal	Toni Gutierrez Arbizu
38	Reiner KOSTER	Switzerland	LCR Kroko	Kroko Racing
39	Alojz PAVLIC	Yugoslavia	Seel	
40	Paul BORDES	France	RB	
41	Lionel ROBERT	France	SPR	
42	Peter OTTL	W Germany	Krauser	RS Rallye Sport
43	Jos Van DONGEN	Netherlands	Krauser	Arai Helmets
46	Steve MASON	GB	Huvo	
47	Raimo LIPPONEN	Finland	Krauser	

 Results: 1st
 2nd
 3rd
 4th
 22
 5th
 19
 6th
 8th

 7th
 15
 8th
 9th
 28
 10th
 35
 11th
 120
 12th
 31
 13th
 39

 14th
 24
 15th
 1
 16th
 41
 17th
 38
 18th
 40
 19th
 36
 20th
 32

 Winner's Time 34.10.99
 Speed
 78.60
 mph
 Fastest Lap: No.
 1
 Time
 1.52.49
 Speed
 80.09
 09
 mph

LAP CHART 80cc







80cc: Solo motorcycles/0cc to 80cc/1 cylinder max./ 6 gears max./min weight 55kg

NOTES

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18																				

Lap Record: To be established

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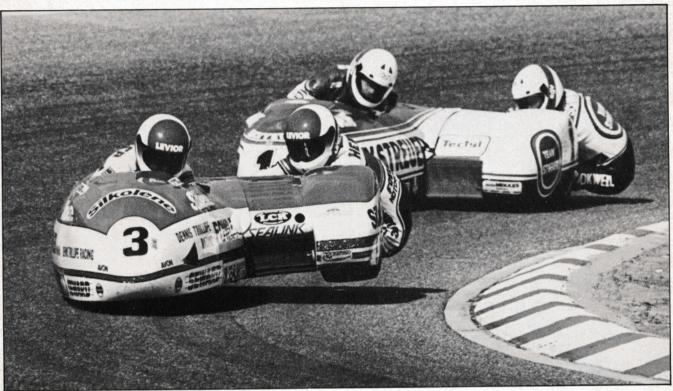


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BRITISH SIDECAR GRAND PRIX



Webster/Hewitt lead Streuer/Schnieders

Yorkshire's dynamic duo Steve Webster and Tony Hewitt come to Donington Park's first Grand Prix at the top of the world in the sidecar class and chasing Britain's first world title in seven years.

It was the late Scot Jock Taylor, with passenger support from Swede Benga Johansson who captured the crown in 1980 when they were racing under the same joint sponsorship banner of Silkolene and Fowlers of Bristol that Webster and Hewitt are currently enjoying.

The rapid rise to potential world champion status for full time racer and qualified engineer Webster and his passenger Hewitt, who works as a civil engineer for British Rail, is to say the least, remarkable.

They teamed up in 1982 and immediately captured the Marlboro British clubmans championship. Within three years they were British champions and fourth in the world, going one better last year when they retained the British title and moved up to third place in the world ratings.

Their first Grand Prix victory came in the Belgian GP last year and they hit the victory trail right at the start of this season with wins in the first two rounds in Spain and West Germany.

"We did a lot of work and a lot of money was spent over the winter period in a determined bid to get on terms with our more illustrious rivals from the continent," said 27-year-old Webster.

Accounting for most the financial outlay were two new Yamaha engines featuring Krauser crankcases costing £12,000 each and one of the latest Swiss built LCR chassis priced at £13,000.

The real boost for their championship hopes came in the first round at Jerez when defending champion Dutchman Egbert Streuer failed to finish after passenger Bernard Schnieders fell out of the chair and the always-feared former champions Rolf Biland and Kurt Waltisperg stopped with brake problems. Second home, French veteran Alain Michel, twice a British GP winner at Silverstone, and passenger Jean Fresc then became the early rivals.

The British glamour boys retained their impressive form for a second win at Hockenheim when they out-rode Streuer on the

final corner after a race long tussle.

And a lot of credit for that hard fought success went to the cool calm 33-year-old Hewitt who, just before the race, reminded his driver of an inside line tactic in last year's round at Hockenheim by Biland that robbed them of a possible share in the title.

"It was a close three cornered battle with Biland and Streuer and we ended up third because of the manoeuvre," recalled Hewitt.

A set-back struck in the third round Austrian GP at Salzburgring and it was only some rapid work on a troublesome engine in practice by Webster and Dennis Trollope from Fowlers, that even got them to qualify in the final session.

In the race they spun on the final corner while chasing Biland, second home Streuer and Michel but still managed to retain fourth place to collect eight valuable points.

In a very wet fourth round Dutch TT at Assen, the pair admitted that they were more than happy to make second place with a misfiring engine as home hero Streuer splashed home to his first win of the series to the cheers of the 140,000 strong crowd.

In the latest wet French round, Webster spun out three times but still finished third to hold an 11pt lead prior to Donington.

"We are out for a win on our home ground that's for sure," declared the confident Webster, "and if we make it I hope we get similar support from the British fans."

Although the four leading crews have built up a commanding lead, Swiss Alfred Zurbrugg should never be ruled out of the surprise stakes and locals Steve Abbott and Shaun Smith from nearby Riddings can always be relied on for a spirited performance at Donington with their Padgett Yamaha outfit.

Another British crew in the points again this year are Londonders Derek Jones and Brian Ayres who have the distinction of being the only home winners of the British sidecar round with success at Silverstone in 1980.

The only set-back for the British challenge in the class this year came when Derek Bayley and Bryan Nixon put themselves out of action with a serious Isle of Man TT crash in June after finishing a fine fourth in the opening Spanish GP.

THE TOP TEN - SIDECAR

Position in world championship	Riding No. at Donington	Name (date of birth; age)	Country (town)	Machine	Current championship points	No. of GP wins	FIM championship titles
1st	3	STEVE WEBSTER (7.1.60; 27) TONY HEWITT (16.10.50; 36)	UK (Tollerton) UK (Selby)	Yamaha	60	3	
2nd	1	EGBERT STREUER (1.2.54; 33) BERNARD SCHNEIDERS (1.2.58; 29)	Holland (Assen) Holland (Assen)	Yamaha	51	15	3 World (1984/85/86)
3rd	2	ALAIN MICHEL (23.2.53; 34) JEAN-MARC FRESC (6.8.54; 32)	France (Montelimar) France (Les Parrichets)	Yamaha	50	12	
4th	8	ROLF BILAND (1.4.51; 36) KURT WALTISPERG (12.7.53; 34)	Switzerland (Worben) Switzerland (Kussnacht)	Krauser	38	44	4 World (1978/79/81/83)
5th	6	ALFRED ZURBRUGG (16.9.58; 28) SIMON BIRCHALL (5.6.58; 29)	Switzerland (Spiez) UK (Goole)	Yamaha	21	-	
6th	7	STEVE ABBOTT (16.2.55; 31) SHAUN SMITH (19.1.57; 30)	UK (Riddings) UK (Riddings)	Yamaha	19		
7th	17	THEO VAN KEMPEN (29.3.56; 31) GERAL DE HAAS (3.6.62; 25)	Holland (Utrecht) Holland (Utrecht)	Yamaha	14	- 1	
7th	9	DEREK JONES (28.2.42; 45) BRIAN AYRES (21.1.45; 42)	UK (Perrivale) UK (Lightwater)	Seel	14	1	
9th	5	MASATO KUMANO (15.4.48; 39) MARKUS FAHRNI (5.4.57; 30)	Japan Switzerland (Wildeswill)	Yamaha	10	-	
9th	12	YOSHISADA KUMAGAYA (13.3.60; 27) BRIAN BARLOW (31.1.54; 33)	Japan/UK (Deal) Isle of Man	Yamaha	10	-	





5th: Zurbrugg/Birchall



7th: Van Kempen/de Haas



9th: Fahrni/Kumano



4th: Biland/Waltisperg



6th: Smith/Abbott

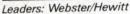


8th: Jones/Ayres



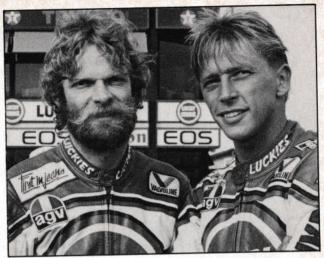
10th: Kumagaya/Barlow





Championship Leaders:

1987 GP winners:



Season headlines

This is the 6th out of 8 rounds

Steve Webster/Tony Hewitt

Steve Webster/Tony Hewitt - 2 (Spain, West Germany)

Rolf Biland/Kurt Waltisperg — 2 (Austria, France) Egbert Streuer/Bernard Schnieders — 1 (Holland)

Rolf Biland/Kurt Waltisperg — 3 (Spain, Holland, France) 1987 pole positions:

Steve Webster/Tony Hewitt -1 (West Germany) Egbert Streuer/Bernard Schnieders - 1 (Austria)

Steve Webster/Tony Hewitt - 2 (West Germany, France) 1987 fastest laps:

Rolf Biland/Kurt Waltisperg — 1 (Spain) Alain Michel/Jean Fresc — 1 (Austria)

Egbert Streuer/Bernard Schnieders - 1 (Holland)

Steve Webster/Tony Hewitt - 110.80mh (178.563kph) Fastest 1987 GP - Hockenheim:

Steve Webster/Tony Hewitt over Egbert Streuer/Bernard Closest 1987 GP win - Hockenheim:

Schnieders by 0.92 seconds

Steve Webster/Tony Hewitt over Alain Michel/Jean Fresc by Largest 1987 GP winning distance — Jerez:

45.20 seconds

Season headlines:

Round 1 — Spain: Webster and Hewitt claim first victory of season. Biland's challenge ends in brake failure. Derek Bayley in fourth, Steve Abbott fifth and Derek Jones sixth make it a good day for Britain. Barry Brindley escapes injury in high speed crash but back injury for passenger Graham Rose.

Round 2 — West Germany: Second win for Webster and Hewitt after a fight all the way with champs Egbert Streuer and Bernard Schnieders. Biland fails to qualify but Michel strengthens his challenge for the title battle lead with third place. Bayley and passenger Bryan Nixon spin off but Abbott and Shaun Smith make fifth.

Round 3 — Austria: Webster only fourth after engine trouble in practice and a last lap spin. Biland grabs victory after titanic battle, from Streuer and Michel. Jones and Brian Ayres in the points with eighth place.

Round 4 — Holland: Streuer leads from start to finish to the delight of the rain soaked home crowd. Webster happy to settle for second place with mis-firing engine ahead of rival Michel and Biland. Seventh spot for Abbott and first title points for Brindley in ninth place.

Round 5 — Le Mans: Webster and Hewitt increase their championship lead despite spinning out three times and finishing third. Nearest pre-race challenger Michel only fourth and drops to third in championship behind second home Streuer. Biland's second win.

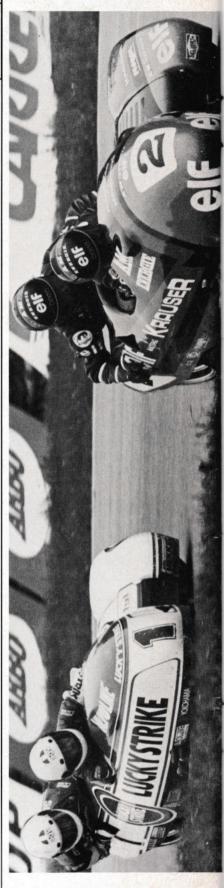
Today is the 6th round. Next week is the penultimate round at Sweden and the final is on the new Brno circuit in Czechoslovakia on August 23.

ovakia on Previous	s Sidecar British GP winners (at Silverstone):	07.07 L (141.574kph)
1977 1978 1979	Werner Schwarzel/Andreas Huber (ARO Fath) Alain Michel/Stu Collins (Seymaz Yamaha) B2A: Rolf Biland/Kurt Waltisperg (Yamaha) B2B: Alain Michel/Michel Burkhard (Yamaha)	87.97mph (141.574kph) 96.58mph (155.430kph) 104.35mph (167.935kph) 93.89mph (151.101kph)
1980 1981 1982 1983 1984	Derek Jones/Brian Ayres (Yamaha) Rolf Biland/Kurt Waltisperg (Yamaha) Egbert Streuer/Bernard Schnieders (Yamaha) Egbert Streuer/Bernard Schnieders (Yamaha) Egbert Streuer/Bernard Schnieders (Yamaha)	109.26mph (175.837kph) 110.10mph (177.189kph) 109.87mph (176.862kph) 110.78mph (178.280kph) 112.68mph (181.341kph)
1985 1986	race cancelled Egbert Streuer/Bernard Schnieders (Yamaha)	112.40mph (180.88kph)

SIDECAR WORLD CHAMPIONSHIP POSITIONS

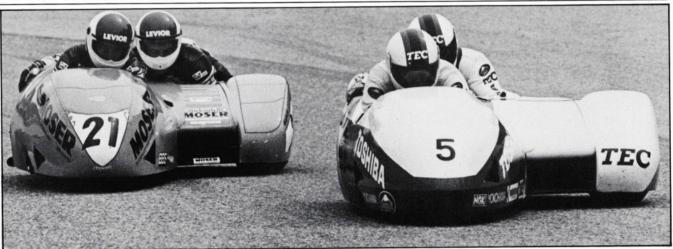
(15 - 12 - 10 - 8 - 6 - 5 - 4 - 3 - 2 - 1 to the first 10 finishers)

1 STEVE WEBSTER/Tony Hewitt (GB) Yamaha 15 2 EGBERT STREUER/Bernard Schnieders (Holland) Yamaha 12 3 ALAIN MICHEL/Jean-Marc Fresc (France) Yamaha 12 4 ROLF BILAND/Kurt Waltisperg (Swiss) Krauser - 5 ALFRED ZURBRUGG/Martin Zurbrugg/Simon Birchall (Swiss) Yamaha 10 6 STEVE ABBOTT/Shaun Smith (GB) Yamaha 10 7 THEO VAN KEMPEN/Geral de Haas (Holland) Yamaha 1 9 YOSHISADA KUMAGAYA/Brian Barlow (Japan/Swiss) Yamaha 1 9 YOSHISADA KUMAGAYA/Brian Barlow (Japan/GB) Krauser 8 11 DEREK BAYLEY/Bryan Nixon (GB) Krauser 1 12 RENE PROGIN/Yvan Hunziker (Swiss) Krauser 1 13 WOLFGANG STROPEK/Hans Peter Demling (Austria) Yamaha - 15 PASCAL LARRATTE/Jacques Corbier (France) Yamaha - 16 MARKUS EGLOFF/Urs Egloff (Swiss) Yamaha - 16 BERND SCHERER/Wolfgang Gess (W Germany) Yamaha	Rider (Country)		Machine	Spain	Machine Spain Germany Austria Holland France Total	Austria	Holland	France	Total	Donington Score	New Total/Pos
EGBERT STREUER/Bernard Schnieders (Holland) Yamaha ALAIN MICHEL/Jean-Marc Fresc (France) Yamaha ROLF BILAND/Kurt Waltisperg (Swiss) Krauser ALFRED ZURBRUGG/Martin Zurbrugg/Simon Birchall (Swiss) Yamaha STEVE ABBOTT/Shaun Smith (GB) Yamaha THEO VAN KEMPEN/Geral de Haas (Holland) Yamaha DEREK JONES/Brian Ayres/Simon Birchall (GB) Seel MASATO KUMANO/Markus Fahrni (Japan/Swiss) Yamaha YOSHISADA KUMAGAYA/Brian Barlow (Japan/GB) Yamaha DEREK BAYLEY/Bryan Nixon (GB) Krauser RENE PROGIN/Y van Hunziker (Swiss) Krauser WOLFGANG STROPEK/Hans Peter Demling (Austria) Yamaha PASCAL LARRATTE/Jacques Corbier (France) Yamaha MARKUS EGLOFF/Urs Egloff (Swiss) Seel BERND SCHERER/Wolfgang Gess (W Germany) Yamaha BARRY BRINDLEY/Graham Rose (GB) Yamaha FRITZ STOLZLE/Hubert Stolzle (W Germany) Yamaha	FER/Tony H	ewitt (GB)	Yamaha		15	8	12	10	09		
ALAIN MICHEL Jean-Marc Fresc (France) ROLF BILAND/Kurt Waltisperg (Swiss) ALFRED ZURBRUGG/Martin Zurbrugg/ Simon Birchall (Swiss) STEVE ABBOTT/Shaun Smith (GB) THEO VAN KEMPEN/Geral de Haas (Holland) DEREK JONES/Brian Ayres/Simon Birchall (GB) WASATO KUMANO/Markus Fahrni (Japan/Swiss) YoSHISADA KUMAGAYA/Brian Barlow (Japan/GB) POEREK BAYLEY/Bryan Nixon (GB) RENE PROGIN/Y van Hunziker (Swiss) WOLFGANG STROPEK/Hans Peter Demling (Austria) ROLF STEINHAUSEN/Bruno Hiller (W Germany) PASCAL LARRATTE/Jacques Corbier (France) MARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) Yamaha FRITZ STOLZLE/Hubert Stolzle (W Germany) Yamaha FRITZ STOLZLE/Hubert Stolzle (W Germany)	UER/Bernar	d Schnieders (Holland)	Yamaha	1	12	12	15	12	51		
ROLF BILAND/Kurt Waltisperg (Swiss) ALFRED ZURBRUGG/Martin Zurbrugg/ Simon Birchall (Swiss) STEVE ABBOTT/Shaun Smith (GB) THEO VAN KEMPEN/Geral de Haas (Holland) DEREK JONES/Brian Ayres/Simon Birchall (GB) MASATO KUMANO/Markus Fahrni (Japan/Swiss) Yamaha YOSHISADA KUMAGAYA/Brian Barlow (Japan/GB) PEREK BAYLEY/Bryan Nixon (GB) RENE PROGIN/Yvan Hunziker (Swiss) WOLFGANG STROPEK/Hans Peter Demling (Austria) ROLF STEINHAUSEN/Bruno Hiller (W Germany) PASCAL LARRATTE/Jacques Corbier (France) MARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) PASCAL STOLZE/Hubert Stolzle (W Germany) FRITZ STOLZE/Hubert Stolzle (W Germany) FRITZ STOLZE/Hubert Stolzle (W Germany)	L/Jean-Mar	: Fresc (France)	Yamaha	12	10	10	10	80	50		
ALFRED ZURBRUGG/Martin Zurbrugg/ Simon Birchall (Swiss) STEVE ABBOTT/Shaun Smith (GB) THEO VAN KEMPEN/Geral de Haas (Holland) DEREK JONES/Brian Ayres/Simon Birchall (GB) WASATO KUMANO/Markus Fahrni (Japan/Swiss) YOSHISADA KUMAGAYA/Brian Barlow (Japan/GB) PEREK BAYLEY/Bryan Nixon (GB) RENE PROGIN/Y van Hunziker (Swiss) WOLFGANG STROPEK/Hans Peter Demling (Austria) ROLF STEINHAUSEN/Bruno Hiller (W Germany) PASCAL LARRATTE/Jacques Corbier (France) MARKUS EGLOFF/Urs Egloff (Swiss) WARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) Yamaha FRITZ STOLZLE/Hubert Stolzle (W Germany) Yamaha FRITZ STOLZLE/Hubert Stolzle (W Germany)	Kurt Waltis	perg (Swiss)	Krauser	-1	1	15	80	15	38		
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DEREK BAYLEY/Bryan Nixon (GB) Krauser RENE PROGIN/Y van Hunziker (Swiss) Seymaz WOLFGANG STROPEK/Hans Peter Demling (Austria) Krauser ROLF STEINHAUSEN/Bruno Hiller (W Germany) Yamaha PASCAL LARRATTE/Jacques Corbier (France) Yamaha MARKUS EGLOFF/Urs Egloff (Swiss) Seel BERND SCHERER/Wolfgang Gess (W Germany) Yamaha BARRY BRINDLEY/Graham Rose (GB) Yamaha FRITZ STOLZLE/Hubert Stolzle (W Germany) Yamaha	CUMAGAY	A/Brian Barlow (Japan/GB)	Yamaha	က	2	1	1	2	10		
RENE PROGIN/Y van Hunziker (Swiss) WOLFGANG STROPEK/Hans Peter Demling (Austria) ROLF STEINHAUSEN/Bruno Hiller (W Germany) PASCAL LARRATTE/Jacques Corbier (France) MARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) BARRY BRINDLEY/Graham Rose (GB) FRITZ STOLZLE/Hubert Stolzle (W Germany) Yamaha	Y/Bryan Ni	on (GB)	Krauser	80	1	1	1	1	80		
WOLFGANG STROPEK/Hans Peter Demling (Austria) ROLF STEINHAUSEN/Bruno Hiller (W Germany) PASCAL LARRATTE/Jacques Corbier (France) MARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) BARRY BRINDLEY/Graham Rose (GB) FRITZ STOLZLE/Hubert Stolzle (W Germany) Yamaha	/Yvan Hunz	iker (Swiss)	Seymaz	2	5	1	1	1	7		
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PASCAL LARRATTE/Jacques Corbier (France) MARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) BARRY BRINDLEY/Graham Rose (GB) FRITZ STOLZLE/Hubert Stolzle (W Germany)	AUSEN/Bru	no Hiller (W Germany)	Yamaha	1	1	1	9	T	9		
MARKUS EGLOFF/Urs Egloff (Swiss) BERND SCHERER/Wolfgang Gess (W Germany) BARRY BRINDLEY/Graham Rose (GB) FRITZ STOLZLE/Hubert Stolzle (W Germany)	ATTE/Jacc	ues Corbier (France)	Yamaha	1	3	2	1	Ī	5		
BERND SCHERER/Wolfgang Gess (W Germany) BARRY BRINDLEY/Graham Rose (GB) FRITZ STOLZLE/Hubert Stolzle (W Germany)	OFF/Urs Eg	off (Swiss)	Seel	4	1	1	1	1	4		
BARRY BRINDLEY/Graham Rose (GB) FRITZ STOLZLE/Hubert Stolzle (W Germany)	RER/Wolfga	ng Gess (W Germany)	Yamaha	1	1	1	3	1	4		
FRITZ STOLZLE/Hubert Stolzle (W Germany)	LEY/Grahar	n Rose (GB)	Yamaha	1	1	1	2	1	2		
	E/Hubert Si	olzle (W Germany)	Yamaha	1	1	1	1	1	1		



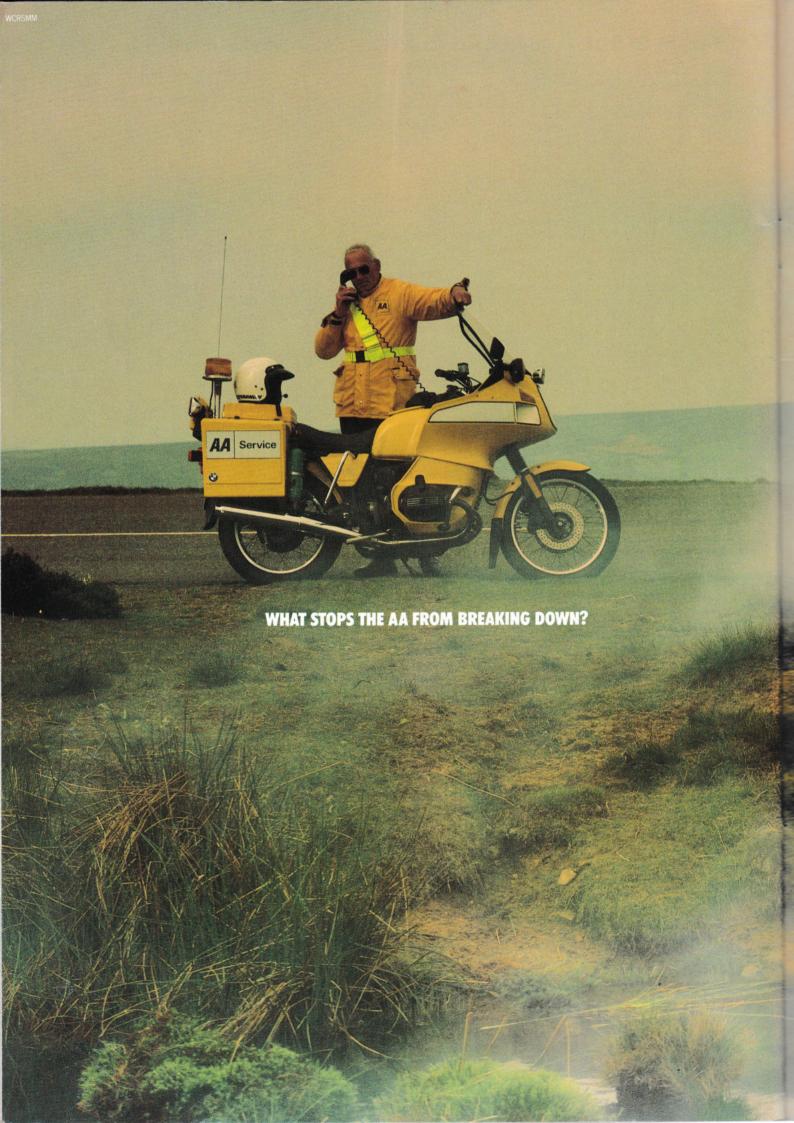
FORM GUIDE — SIDECAR CLASS — How they've finished in 1987 Alphabetical list of every GP starter

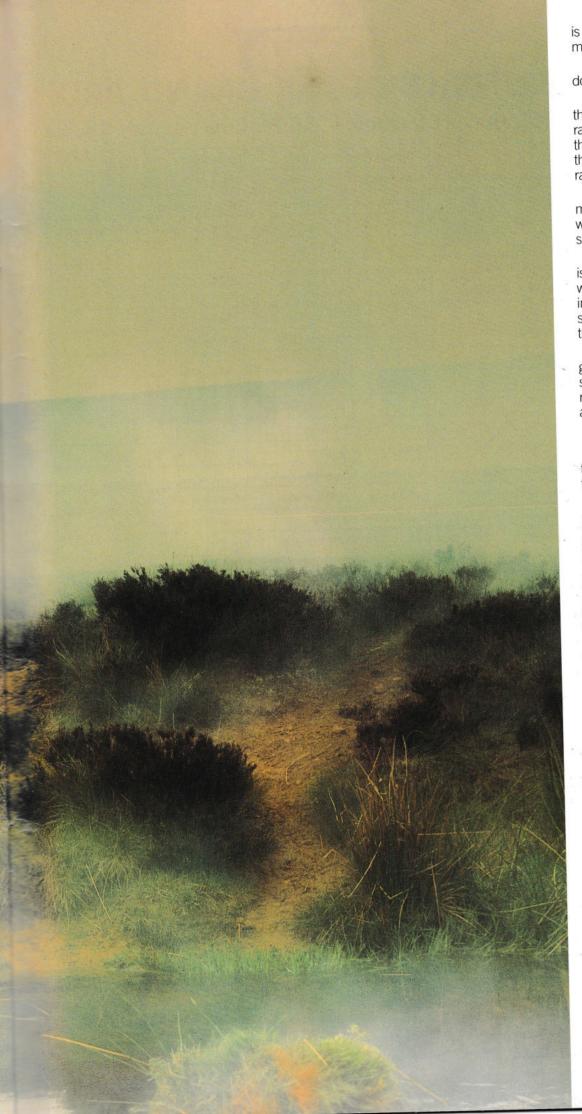
Driver/Passenger (Machine)	Country	Rd 1 Spain	Rd 2 Germany	Rd 3 Austria	Rd 4 Holland	Rd 5 France
Steve ABBOTT/Shaun Smith (Yamaha)	GB	5th	5th	R	7th	8th
Derek BAYLEY/Bryan Nixon (Yamaha)	GB	4th	R	_	-	_
Graham BIGGS/Laurie Genova/Vince Biggs (Yamaha)	Australia	R	_	16th	_	_
Rolf BILAND/Kurt Waltisperg (Krauser)	Switzerland	R	_	1st	4th	1st
Dennis BINGHAM /Julia Bingham (Yamaha)	GB	11th	R	17th	_	18th
Barry BRINDLEY/Graham Rose (Yamaha)	GB	R	13th	11th	9th	R
Luigi CASAGRANDE/Adolf Hanni (Yamaha)	Switzerland	_	12th	14th	_	R
Markus EGLOFF/Urs Egloff (Seel)	Switzerland	7th	R	12th	R	R
Ray GARDNER/Tony Strevens (Yamaha)	GB	_	_	-	_	14th
Graham GLEESON/Peter Brown (Yamaha)	New Zealand	-	R	R	R	15th
Henri GOLEMBA/Alain Barrillon (Yamaha)	France		_	_	_	R
Christian GRAF/Kurt Rothenbuhler (Yamaha)	Switzerland	-	17th	_	_	_
Alfred HECK /Marlow Sturm (Yamaha)	W Germany	22.0	14th	_	_	_
Derek JONES/Brian Ayres/Simon Birchall (Seel)	GB	6th	R	8th	R	5th
Theo van KEMPEN /Geral de Haas (Yamaha)	Holland	R	4th	10th	10th	7th
Yoshisada KUMAGAYA/Brian Barlow (Yamaha)	Japan/GB	8th	9th	R	R	6th
Masato KUMANO/Markus Fahrni (Yamaha)	Japan/Switzerland	10th	7th	6th	11th	R
Pascal LARRATTE/Jaques Corbier (Yamaha)	France	_	8th	9th	R	13th
Reinhard LINK/Walter Link (Yamaha)	W Germany	-	18th	_	_	_
Alain MICHEL/Jean-Marc Fresc (Yamaha)	France	2nd	3rd	3rd	3rd	4th
Jean-Louis MILLET/Claude Debroux (Yamaha)	France	-	_	_	_	17th
Ivan NIGROWSKY/Frederic Meunier/						
Michel Charpentier (Seymaz)	France	R	R	-	· —	16th
Rene PROGIN /Yvan Hunziker (Seymaz)	Switzerland	9th	6th	R	14th	12th
Herbert PRUEGEL/Christian Parzer (Yamaha)	Austria	_	15th	_	_	_
Bernd SCHERER/Wolfgang Gess (Yamaha)	W Germany	-	R	13th	8th	10th
Egon SCHONS/Thomas Schroeder (Yamaha)	W Germany	_	16th	_	_	_
Rolf STEINHAUSEN/Bruno Hiller (Yamaha)	W Germany	R	R	R	5th	R
Clive STIRRATT/Peter Prior (Yamaha)	GB	_	R	_	_	_
Fritz STOLZLE/Hubert Stolzle (Yamaha)	W Germany	-	10th		13th	R
Egbert STREUER/Bernard Schnieders (Yamaha)	Holland	R	2nd	2nd	1st	2nd
Wolfgang STROPEK/Hans Peter Demling (Krauser)	Austria	R	R	5th	12th	11th
Gary THOMAS /Geoff White (Yamaha)	GB	R	R	15th	15th	_
Erwin WEBER/Eckart Rosinger (Yamaha)	W Germany	_	11th		_	
Steve WEBSTER/Tony Hewitt (Yamaha)	GB	1st	1st	4th	2nd	3rd
Alfred ZURBRUGG/Martin Zurbrugg/						
Andreas Raecke/Simon Birchall (Yamaha)	Switzerland	3rd	R	7th	6th	9th



Kumano/Fahrni (5) lead Stropek/Demling (21)

	<u>(</u>)	PREV	/IOUS	wo	RLD CHA	MPI	ONS -	SIDI	ECARS		
1949	Oliver/Jenkinson	GB	Norton	1962	Deubel/Hörner	D	BMW	1975	Steinhausen/Huber	D	Busch-König
	Oliver/Dobelli	GB/I	Norton	1963	Deubel/Hörner	D	BMW	1976	Steinhausen/Huber	D	Busch-König
	Oliver/Dobelli	GB/I	Norton	1964	Deubel/Hörner	D	BMW	1977	O'Dell/Arthur	GB	Yamaha
	Smith/Clements	GB	Norton		Scheidegger/Robinson	CH/GB	BMW	1978	Biland/Williams	CH/GB	Yamaha
	Oliver/Dibben	GB	Norton	1966	Scheidegger/Robinson	CH/GB	BMW	1979	Biland/Waltisperg (B2A)	CH	Yamaha
	Noll/Cron	D	BMW	1967	Enders/Engelhardt	D	BMW		Holzer/Meierhans (B2B)	CH	Yamaha
	Faust/Remmert	n	BMW	1968	Fath/Kalauch	D	URS	1980	Taylor/Johansson	GB/S	Windle-Yamaha
	Noll/Cron	D	BMW	1969	Enders/Engelhardt	D	BMW	1981	Biland/Waltisperg	CH	LCR-Yamaha
1957	Hillebrand/Grunwald	n	BMW	1970	Enders/Engelhardt	D	BMW	1982	Schwärzel/Huber	D	Seymaz-Yamah
	Schneider/Strauss	D	BMW	1971	Owesle/Rutherford	D/GB	Münch-URS	1983	Biland/Waltisperg	CH	LCR-Yamaha
1959	Schneider/Strauss	D	BMW	1972	Enders/Engelhardt	D	BMW	1984	Streuer/Schnieders	NL	LCR-Yamaha
1960	Fath/Wohlgemuth	D	BMW	1973	Enders/Engelhardt	D	Busch-BMW	1985	Streuer/Schnieders	NL	LCR-Yamaha
1961	Deubel/Hörner	D	BMW	1974	Enders/Engelhardt	D	Busch-BMW	1986	Streuer/Schnieders	NL	LCR-Yamaha





The AA breakdown service is only as reliable as the machines that it uses.

And the only bikes that it does use are BMW R80s.

BMW have always designed their bikes to be a joy to ride rather than for joy-riding. And this can't be appreciated more than when riding for business rather than pleasure.

Each AA bike does 14,000 miles a year on average. In all weathers. On all types of road surfaces.

Luckily, for the rider, a BMW is designed for all roads, for all weathers. The aerodynamic fairing, for example, will not only save the AA petrol, it will save the rider from being soaked.

And the R80's low centre of gravity and nimble handling straighten out the most twisty roads. Whether or not you have a pillion or a toolbox on the back.

THE 78,000 MILE RIDE.

Of course, the tortuous trips that the AA cover do take their toll, even on BMWs.

However, being so easy to maintain means that these mobile repair kits are very rarely off the road.

In fact, the bike shown in the picture once covered 9,000 miles in six weeks and has now clocked up over 78,000 miles in total.

That is equivalent to over three times round the world. (And it still has its original clutch.)

Its AA rider is so enthusiastic about his BMW, he wants to buy it when it is retired from active service. Let's hope that he can wait that long.

BMW TO THE RESCUE.

So if you would like the same service as the AA, you have only two options.

Ride a BMW yourself. (Don't be put off by the colour in the picture. The BMW R80 range comes in a range of colours including metallic.)

Or, if you choose to ride something else. Take the precaution of joining the AA Rider Club, so a BMW can come to your rescue if you break down.

THE ULTIMATE RIDING MACHINE

BMW MOTORCYCLES RANGE FROM £3496 FOR THE 650CC R65 TO £6031 FOR THE 1000CC K100LT. THE R80RT COSTS £4398. PRICES CORRECT ATTIME OF GOINGTO PRESS, INCLUDE TAX AND WAT. FOR DETAILS: PHONE THE BMW INFORMATION SERVICE ON 01-897 6665. FOR TAX-FREE SALES: PHONE 01-629 9277.

5



BRITISH SIDECAR GRAND PRIX

24 Laps - 60 miles - 96.55 kms - Start 16.30

NO.	DRIVER/PASSENGER	COUNTRY	MACHINE	ENTRANT
1	Egbert STREUER/Bernard SCHNIEDERS	Netherlands	LCR Yamaha	Team Lucky Strike Streuer
2	Alain MICHEL/Jean-Marc FRESC	France	LCR Krauser	Krauser Racing
3	Steve WEBSTER/Tony HEWITT	GB	Fowler Yamaha	Seward Agricultural Machinery
4	Markus EGLOFF/Urs EGLOFF	Switzerland	LCR Seel	
5	Masato KUMANO/Markus FAHRNI	W Germany	Toshiba Yamaha	
6	Alfred ZURBRUGG/Simon BIRCHALL	Switzerland	Yamaha LCR	Zurbrugg Team Schweiz
7	Steve ABBOTT/Shaun SMITH	GB	Windle Yamaha	Padgetts of Batley
8	Rolf BILAND/Kurt WALTISPERG	Switzerland	Krauser LCR	Krauser Racing
9	Derek JONES/Brian AYRES	GB	LCR Seel	
11	Bernd SCHERER/Wolfgang GESS	W Germany	BSR Yamaha	RS Rallye-Sport
12	Yoshisada KUMAGAYA/Brian BARLOW	GB	Windle Yamaha	1977
14	Ivan NIGROWSKY/Frederic MEUNIER	France	Seymaz	
15	Rene PROGIN/Yvan HUNZIKER	Switzerland	Seymaz	A
16	Rolf STEINHAUSEN/Bruno HILLER	W Germany	Eigenbau Yamaha	
17	Theo VAN KEMPEN/Geral DE HAAS	Netherlands	LCR Yamaha	Team Lucky StrikeStreuer
18	Graham GLEESON/Peter BROWN	New Zealand	Cagiva	Bran Bardsley Spares Ltd
20	Gary THOMAS/Geoff WHITE	GB .	LCR Yamaha	1 49 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
21	Wolfgang STROPEK/Hans Peter DEMLING	Austria	Krauser LCR	18.
22	Pascal LARRATTE/Jacques CORBIER	France	LCR Yamaha	95 95 H
23	Fritz STOELZE/Hubert STOELZE	W Germany	LCR Yamaha	
24	Erwin WEBER/Eckart ROSINGER	W Germany	LCR Yamaha	
25	Hans HUGLI/Andreas RAIKE	Switzerland	Sigwa	Hanni Racing Team
26	Barry BRINDLEY/Grahame ROSE	GB	Fowler Yamaha	DTR/Fowlers of Bristol
27	Dennis BINGHAM/Julie BINGHAM	GB	LCR	Padgetts of Batley
28	Mick BODDICE/Donny WILLIAMS	GB	Yamaha	Bran Bardsley Spares Ltd
29	Judd DREW/Chris PLANT	GB	Yamaha BLR	Langcourt Ltd
30	Werner KRAUS/Oliver SCHUSTER	W Germany	LCR	
31	Dave HALLAM/Steve PARKER	GB	LCR Yamaha	
32	Chris GRAF/Kurt ROTHENBUHLER	Switzerland	LCR Yamaha	Haenni Racing Team
33	Ray GARDNER/Tony STREVENS	GB	LCR Yamaha	
34	Jean-Louis MILLET/Claude DEBROUX	France	Elf Seymaz	\$
35	Clive STIRRAT/Simon PRIOR	GB	BLR Yamaha	
36	John EVANS/Geoff WILBRAHAM	GB	BLR Yamaha	
Reserve)	Tony BAKER/John HENNIGAN	GB	Baker Yamaha	P & K M Berwick Heating Services
Reserve	John BARKER/Steve CHINA	GB	To be confirmed	
Reserve	Gary KNIGHT/Phil COOMBES	GB	Yamaha	

Results: 1s	st	2nd	3rd	4th	5th	6th	
7th	8th	9th	10th	11th	12th	13th	
14th	15th _	16th _	17th	18th	19th	20th	
Winner's Tin	ne	_Speed	_mph Fastest La	ap: No	Time	Speed	mph

LAP CHART

BRITISH SIDECAR GRAND PRIX

Sidecars: over 350cc to 500cc/ 4 cylinders max./6 gears max./min weight 180kg

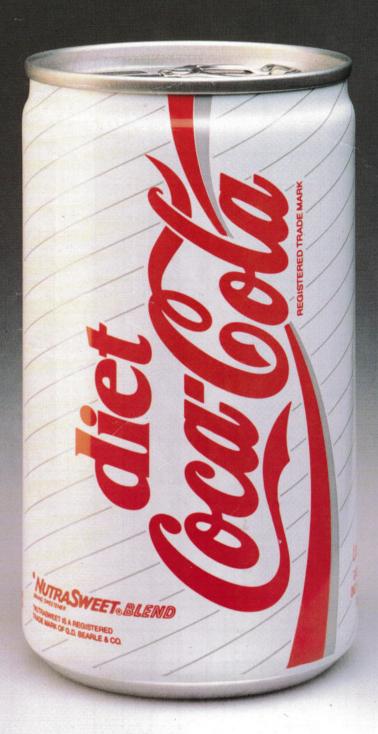
VOTES

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Lap Record: Derek Bayley/Bryan Nixon (500 LCR Yamaha) 1m 45.6s, 85.22mph (137.15kph), June 22, 1986

No Competition.

5.0









TWO TOUGH TWO-STROKES introduce the TZR125, a road-going 12 bhp machine with proven race-track

Last year the racetrack, this year the road. Yamaha's sensational TZR250 is purely and simply a road-going version of our World Championship TZ racing two-stroke machines. No wonder it was the first 250 Production bike to lap the Isle of Man at over 100 mph!

And for 125 cc riders intent on getting the best, Yamaha

| ROKES introduce the 12K125, a road-going 12 bhp machine with proven race-track technology, the perfect introduction to the excitement of pure sports motorcycling.

pure sports motorcycling.
Yamaha's TZR250 and TZR125: Delivering road-going performance and safety advantages that only the racetrack can develop.

Two tough two-strokes. Too tough for the opposition!

To get the full story on the Yamaha TZR two-strokes, visit your local Yamaha dealer or write to Motorcycle Sales Division, Mitsui Machinery Sales (UK) Ltd., Oakcroft Road, Chessington, Surrey, KT9 1SA.



RACING AHEAD

TECHNOLOGY AT A DISTANCE

by Peter Clifford, Editor, Motocourse

It would be great to be able to climb all over the factory machines at the Grand Prix, peer beneath the fairings and look under the cylinder heads but unfortunately that is not going to happen. The paddock and pits are crowded and FIM regulations stipulate that passes to these areas cannot be sold to the general public so as spectators you will have to stand back and enjoy the spectacle. That does not mean that you have to forget the technology, there is plenty to be seen from a distance.

Starting with the more obvious differences between the 500 class HB Hondas. Can you tell the difference between Niall Mackenzie's four cylinder NSR and Pier Francesco Chili's three cylinder NS? It is easy enough even if you don't resort to the programme to sort out number ten from number eleven because the seat units are very different as are the exhaust system arrangements. The NSR has lower pipes with long tail pipes leading to cylindrical can-shaped silencers. The NSR seat units are very much more tapered towards the rear while the NS seat units look just like the private three-cylinder Hondas as ridden by Gustav Reiner, Ray Swann and Bruno Kneubuhler.

While Mackenzie, Wayne Gardner, Freddie Spencer, Shunji Yatsushiro and Ron Haslam all have the use of 1987 NSR fours, Roger Burnett's NSR is Gardner's 1986 bike and the most obvious difference is that on Burnett's bike there are two silencers to be seen on either side of the swing arm with none in the seat. This is a result of the fundamental difference between the two designs. The '86 model has both banks of cylinders facing forward and so all the pipes must run under the engine. The latest NSR has the upper cylinders facing rearward and so the pipes run under the seat.

All the 87 NSRs look the same, on the outside at least but between the six or seven works Yamahas there are more obvious differences. All started the year the same with the huge side radiator vents very obviously distinguishing them from the World Championship winning bike of 86. When it became obvious that the Hondas had a speed advantage and, despite engine improvements, the 87 Yamaha seemed slower than its predecessor, fingers were pointed at the huge radiators.

Yamaha flew in new radiators and fairings just in time for the German GP at Hockenheim, just two sets for Lawson and Mamola. The new fairings looked like the 86 versions but with no outfall duct from the radiator. The slimmer fairing fitted round a narrower radiator. Without the new parts Sarron's team fitted his bike with 86 parts. Since then more of the new style slim fairings and radiators have become available and more bikes fitted.

In Austria the Lucky Strike team produced their own fairing design which is more curved, most noticeably round the handlebars where the works fairings have bolt on angular extras. This John Mockett designed fairing fits round the widest works radiator but without the huge side ducts. It has carefully designed outfall ducts and is the second piece of aerodynamic work done on the bikes by Mockett this year. Since Spain some of the Lucky Strike bikes have been fitted with seats that extend lower than the works versions.

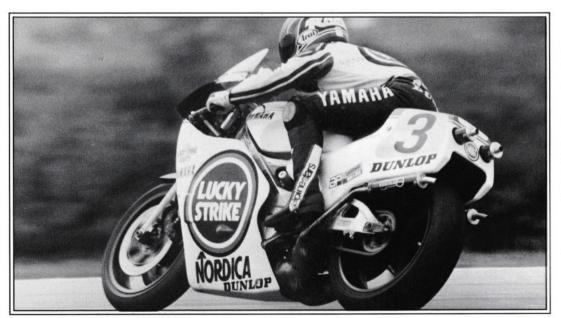
You can have fun trying to sort out which bike is using which fairing and radiator combination and there is another tuning modification that can be seen externally and that is the exhaust system.

Expect to see different pipes on some of the Marlboro Yamahas as Kel Carruthers has been experimenting with factory supplied pipes as well as some of his own ideas. This year's original factory pipes had long tail pieces to keep the noise level down and this can be picked out because the silencers are right up at the lower edge of the seat.

The experimental pipes have fatter expansion boxes and shorter tail pipes. Because the boxes are fatter, the swing arms on at least one bike have been cut away to provide clearance so that the pipes do not drag on the road.

Turning attention to the front end of the Yamahas it is not too hard to pick out the difference between the AP Lockheed calipers on the Lucky Strike Yamahas and the Brembo units supplied by the factory and used by the Marlboro team. The Lockheeds are dark grey while the Brembos are painted gold. Brembo have improved their brakes since last season when both McElnea and Lawson had problems so that they swapped to the British brakes for the last race of the season. The performance now seems more equal.

The Lucky Strike bikes also use Dunlop tyres but apart from the stickers on the fibreglass and front fork legs it is hard to pick them out on a moving machine. Tyre differences are hard to see even in the paddock but you might see Rob McElnea using a narrower front rim which he first tried at Assen. This 3.25 rim replaces the standard 3.50 and unless the team have



Mamola on the Lucky Strike Yamaha is fitted with the factory supplied narrower Mk II 1987 fairing and this is the only one with no outfall from the radiator. This bike also has the extended seat giving more room for the Dunlop sticker and the standard issue exhaust pipes. The knob visible between the frame tubes in front of his boot is the adjustment for the rear suspension unit. You might catch him reaching down to turn it.

got round to painting it dayglo orange like the rest of the wheels it is noticeable because it is gold. Mackenzie also uses a narrower rim but like all the other Honda wheels it is indistinguishable because it is white. In the 250 class Mang and Sarron also use the narrower rims because it enables them to turn into the corners more quickly.

Lockheed have also produced the single huge front brake caliper for the Elf 4 that Ron Haslam should use, at least in practice, at Donington. There was a great deal of political pressure for Haslam to use the new bike at its home Grand Prix at Le Mans but equally Haslam wants more than anything to win the British GP at his own home circuit so unless the Elf 4 is very competitive in practice, he will be pushing for the chance to use the works NSR in the race.

Whatever he races we should be treated to the sight of Haslam testing both bikes in practice and nothing could be more simple than sorting out the two, even though the Elf 4's front suspension has been disguised by a black front mudguard. The mudguard hides the upright steering leg but cannot conceal the swing arm on the left hand side of the front wheel. Even from the right, the Elf is easy to pick out because of the lack of fork leg. Look also for the single left sided rear swing arm.

Haslam has said that once it is sorted out nothing will be able to stay with the Elf on the brakes and going into the corners and you can decide for yourself how things are progressing by studying the Elf on the brakes. Try and pick out who is braking latest but maintaining control. You might also be able to see how much effect the Elf's natural anti-dive has. It is built into the centre hub steering geometry.

In the 250 class there are less differences between the works bikes as the six Honda works riders: Mang, Roth, Sarron, Cardus, Pons and Cornu all have different people working on the machines but the changes they have made are internal, things like cylinder modifications and carburation. Without taking a peek inside the fairing it is not even possible to see who is using exhaust valve cylinders and who is not. Mang always uses the valve system and you can bet that if the track is wet, all will be employing them.

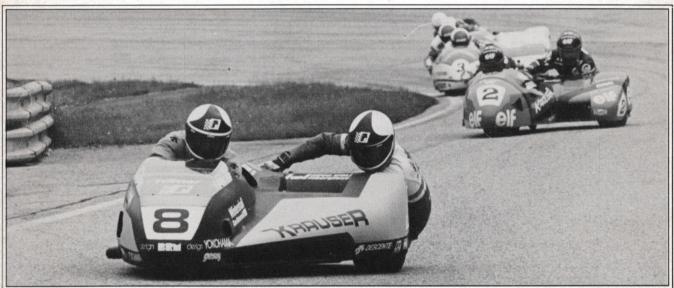
The same is true of the factory Yamahas as similarly the riders can choose cylinders with or without guillotine valves. Normally the bikes are faster without the valves but Donington is going to be tricky for gearing a 250 and the extra spread of power provided by the valve may be worth having. A close peek under the screen would show whether or not the valve operating motor is mounted in its bracket in front of the steering head.

Even on the track if you have real eagle eyes you might be able to see which of the works Yamaha riders: Wimmer, Cadalora, Lavado, Igoa and Garriga have dispensed with the Mikuni carbs. At Assen only the Marlboro team had fitted the commonly available aluminium bodied flat-slide Keihins, replacing the special magnesium single casting factory Mikunis. They seemed to work and other riders may soon be trying them. From a distance the only difference is the throttle used and the Mikunis require a push and pull unit with chrome adjusters sticking up from both sides of the throttle barrel. The Keihins only require pull cables but two of them, both coming up from one side of the barrel.

There are plenty of other things to see in all classes even for those without built-in binocular vision. In the sidecars Biland's fairing is very different to the more standard LCR fibreglass used by Webster, Michel and Streuer. It is easy enough to pick out Steinhausen's right hand chair and very interesting to see how differently it handles compared with the other outfits.

In the 80cc class aerodynamics is more important than elsewhere and the works Krausers have several different fairing and seat combinations. Their ideas are quite different to the works Derbis which have narrower fairings and more tapered seats. The aerodynamics also affects riding style on 80s, 125s and 250s and those who get tucked out of the wind quickest and best are bound to gain an advantage.

There is no shortage of technical points to look out for even if you have to stay clear of the pits and paddock, so enjoy the Grand Prix and keep your eyes well peeled.



Biland's fairing is very different to the more standard LCR fibreglass used by Michel (No. 2) and Webster (No. 3).

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HASLAM ON HOME GROUND

Donington Park's very own local hero returns home this weekend. Thirty one year old Ron Haslam is back home from his foreign adventures and determined to show just how much he's learnt since he's been away from his beloved Midlands.

Ron and Donington Park have grown up together. They've both had their triumphs and tragedies, they've both been written off and have survived and that's why the 500cc race in the British Grand Prix on Sunday afternoon is so important to both of them.

The final chapter of their partnership would be the ultimate happy-ending and victory for the lad from just round the corner at Langley Mill, in the first Grand Prix event at Donington. Certainly everybody, apart from about ten certain leather-clad gentlemen on the front two rows of the grid on Sunday afternoon, would like nothing more. Even those other ten would not begrudge Ron his first ever Grand Prix victory on his home circuit because, without any fear of contradiction, he is the most popular and respected rider in the hurly burly of a Grand Prix paddock.

On the track he's proved all critics wrong with superb performances since joining the Elf team a year and a half ago while in the paddock he's managed to create a marvellous family unit with wife Anne and children Leon and Emma.

It's an incredible contrast. He seems equally at home sorting out the complexities of the Elf-four hub centre steering machine one minute before taking four year old Leon swimming or arranging five month old Emma's toys.

Wife Anne is the cornerstone of the whole operation. Somehow between timing Ron's practice sessions, keeping the children occupied and fed and tidying the former Barry Sheene motorhome, she's always cheerful and supportive to Ron and keeps the kettle on the boil for thirsty journalists.

In the modern often cynical world of top class professional sport, their whole attitude and approach should be a lesson to us all. Certainly it pays off for Ron and the Elf team who cannot believe their luck, or perhaps judgement, on their choice of rider.

At the end of the 1985 season both Elf's and Ron's Grand Prix futures had reached a crossroads. Elf were desperately looking for a rider, not only capable of developing, but also producing results on their expensive hub centre steering machine project. Ron, despite finishing joint fourth in the

championship, was struggling for a Grand Prix ride.

The Rothmans Honda Britain team had withdrawn from Grand Prix racing. He'd finished joint fourth in the championship with team-mate Wayne Gardner but while the Australian went onto the international team, Ron was left out in the cold.

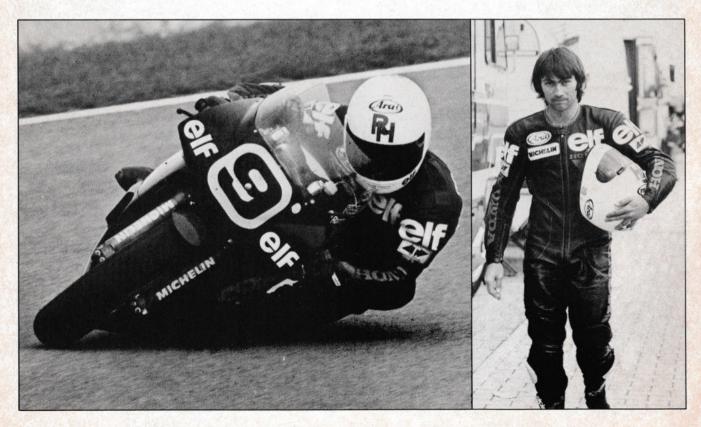
Many critics smiled when he flew to Paris and signed for Elf to develop the project feeling he'd secured his financial future in preference to his Grand Prix career. They could not have been further from the truth. At the first Grand Prix of the season at Jarama in Spain he gave the controversial machine its first ever world championship point. The partnership blossomed from then. He eventually finished an incredible ninth in the championship and despite enquiries from the Honda international team, he re-signed for Elf.

This year with the new project bike still being developed, he's ridden a standard NSR vee-four factory Honda and mixed it with the very best. Typically, despite being in with a real chance of finishing in the top three in the championship, he's remained loyal to the Elf project and raced and tested the machine when ever asked.

The bond between Elf and Ron is strong. Team boss Serge Rosset realises he has found the best Grand Prix development rider in the world. To listen to the rider talk to technicians about anything from suspension settings to tyres, is a real education. There is often a queue at the motorhome door of riders seeking advice, which is readily given.

Ron feels he owes a lot to Elf for giving him the chance to continue his Grand Prix career and it's that mutual respect that has produced such a strong bond and very happy team.

His only regret is that Grand Prix racing keeps him away from riding in Britain and in front of his legion of fans. In the halcyon racing days of the 'seventies he was the people's hero in superb battles with the likes of superstars Barry Sheene and Kenny Roberts. With his long hair and exciting style he was thought of as just one of the lads taking on the best in the world and the crowds loved him.



Honda Britain soon realised they had a star in the making and signed him to start a fruitful partnership. In 1979 he won the TT Formula One World Championship and a year later the Formula Three. He was even more popular with British fans because of his love of the TT in the Isle of Man and he won the Formula One race on the mountain circuit in 1982.

He switched to Grand Prix racing a year later in the official works Honda team and finished eighth in the championship. In 1984 he was fifth and then teamed up with Gardner in 1985.

The death of two of his brothers Phil and Terry, while racing, made him examine his racing future very carefully and privately. Both times he decided to continue after much heartsearching.

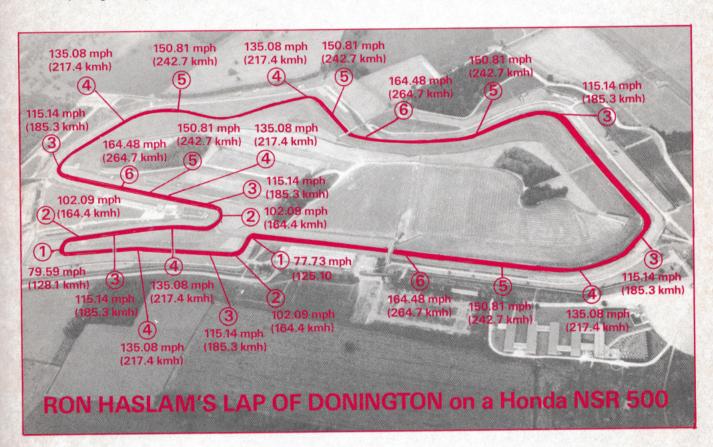
Once again Anne and the family unit helped through the pain when brother Terry was killed and supported him when he decided to continue racing. Certainly Ron knows just how proud those two brothers would have been at his achievements and at the way he's always ready to pass on advice to others.

Outwardly Ron is shy and does not find media interviews and press launches the easiest of tasks. Typically he's learnt to handle that side of racing. As soon as talk switches to machinery, riding techniques and tyres he's completely at ease and computer readouts are produced and discussed. He's a mechanic's dream because of his ability to tell them what is happening to the machine out on the track and to suggest ways of improving performances the whole time.

Typical of the trust and respect he commands from other riders comes with the helicopter sagas. Ron's great passion, after Honda asked him to quit hang-gliding because they thought it was too dangerous, is building model aircraft and lately radio-controlled helicopters. Last year Wayne Gardner and, this season, Toni Mang have spent hours and hundreds of pounds building radio-controlled helicopters. They are extremely difficult to fly and so after spending so many hours of sweat and toil building the machines, they could trust only one person to fly them and, as always, Ron duly obliged.

Rather like Ron and Elf's situation at the end of 1985 the British Grand Prix has also reached a crossroads. Donington have entered the fray with the same positive approach as Elf did nearly two years ago.

The final chapter would be complete with a Ron Haslam victory at 4pm on Sunday afternoon. All of you out there can play a big part in completing the fairy tale ending, because for certain Ron will not let any of us down.



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Admission: Adults E2, Children Tree		Race 8 13.00 The Star 125cc Race	8 laps
Saturday September 26:		Race 9 13.30 The Star F2 Race	8 laps
09.00-13.50 Timed Practice		Race 10 14.00 International Historic Race	10 laps
Race 1 14.30 The Star 80cc Race	8 laps	Race 11 15.00 FIM TT FORMULA 1 WORLD	
Race 2 15.00 The Star F2 Sidecar Race	8 laps	CHAMPIONSHIP FINAL	40 laps
Race 3 15.30 The Star 1300cc Race	8 laps	Race 12 16.30 British Championship 250cc Race	10 laps
Race 4 16.00 The Star 250cc Race	8 laps	Race 13 17.10 British Championship 1300cc Race	10 laps
Race 5 16.30 The Star 1300cc Sidecar Race	8 laps	Race 14 17.50 British Championship S'car Race	10 laps
Race 6 17.00 Classic Bike/Norman Hyde Race	8 laps	Admission: Adults £7, Children £1	
17.30-18.50 Timed Practice			
Admission: Adults £5, Children Free			
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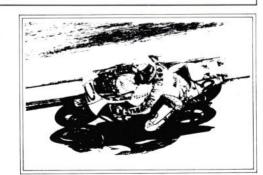
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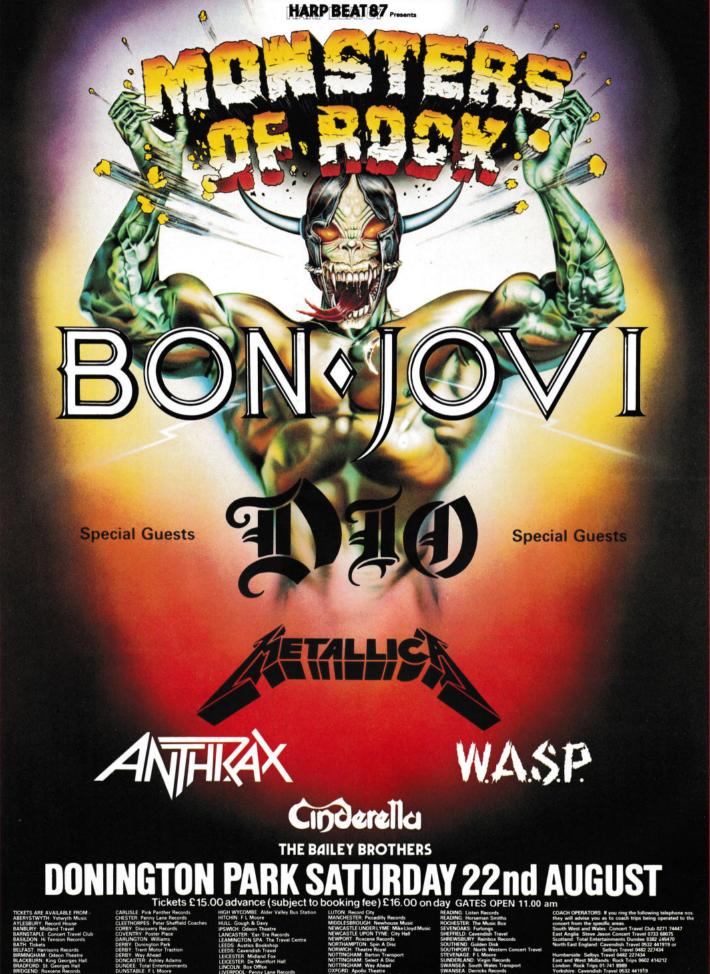


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DONINGTON LAP SPEED TABLE for 2.5 mile GP circuit

	DONINGTON LAP SPEED TABLE for 2.5 mile GP circuit													
TIME min/sec	MPH	КРН	TIME min/sec	MPH	KPH	TIME min/sec	MPH	KPH	TIME min/sec	МРН	КРН	TIME min/sec	МРН	КРН
1.35.0	94.73	152.46	1.42.0	88.23	142.00	1.49.0	82.56	132.88	1.56.0	77.58	124.86	2.03.0	72 17	117.75
1.35.1	94.63	152.30	1.42.1	88.14	141.86	1.49.1	82.49	132.75	1.56.1	77.51	124.75	2.03.0	73.17	117.75
1.35.2	94.53	152.14	1.42.2	88.06	141.72	1.49.2	82.41	132.63	1.56.2	77.45	124.64	2.03.2	73.05	117.56
1.35.3	94.43	151.98	1.42.3		141.58	1.49.3		132.51	1.56.3	77.38	124.54	2.03.3		117.47
1.35.4	94.33	151.82	1.42.4	87.89	141.44	1.49.4	82.26	132.39	1.56.4	77.31	124.43	2.03.4		117.37
1.35.5	94.24	151.66	1.42.5	87.80	141.30	1.49.5	82.19	132.27	1.56.5	77.25	124.32	2.03.5		117.27
1.35.6	94.14	151.50	1.42.6	87.71	141.17	1.49.6	82.11	132.15	1.56.6	77.18	124.22	2.03.6	72.81	117.18
1.35.7	94.04	151.34	1.42.7	87.63	141.03	1.49.7	82.04	132.03	1.56.7	77.12	124.11	2.03.7	72.75	117.09
1.35.8	93.94	151.19	1.42.8	87.54	140.89	1.49.8	81.96	131.91	1.56.8	77.05	124.00	2.03.8	72.69	116.99
1.35.9	93.84	151.03	1.42.9	87.46	140.75	1.49.9	81.89	131.79	1.56.9	76.98	123.90	2.03.9	72.63	116.90
1.36.0	93.75	150.87	1.43.0	87.37	140.62	1.50.0	81.81	131.67	1.57.0	76.92	123.79	2.04.0		116.80
1.36.1	93.65	150.71	1.43.1	87.29	140.48	1.50.1	81.74	131.55	1.57.1	76.85	123.68	2.04.1		116.71
1.36.2	93.55	150.56	1.43.2	87.20	140.34	1.50.2	81.66	131.43	1.57.2	76.79	123.58	2.04.2		116.61
1.36.3 1.36.4	93.45 93.36	150.40 150.24	1.43.3	87.12 87.04	140.21 140.07	1.50.3 1.50.4	81.59	131.31	1.57.3	76.72	123.47	2.04.3		116.52
1.36.5	93.26	150.24	1.43.5	86.95	139.94	1.50.4	81.52 81.44	131.19 131.07	1.57.4 1.57.5	76.66 76.59	123.37	2.04.4		116.43
1.36.6	93.16	149.93	1.43.6		139.80	1.50.6	81.37	130.95	1.57.6	76.53	123.26 123.16	2.04.5		116.33 116.24
1.36.7	93.07	149.78	1.43.7		139.67	1.50.7	81.30	130.84	1.57.7	76.46	123.16	2.04.0		116.24
1.36.8	92.97	149.62	1.43.8	86.70	139.53	1.50.8	81.22	130.72	1.57.8	76.40	122.95	2.04.8	72.11	116.05
1.36.9	92.87	149.47	1.43.9	86.62	139.40	1.50.9	81.15	130.60	1.57.9	76.33	122.85	2.04.9		115.96
1.37.0	92.78	149.32	1.44.0	86.53	139.26	1.51.0	81.08	130.48	1.58.0	76.27	122.74	2.05.0		115.87
1.37.1	92.68	149.16	1.44.1	86.45	139.13	1.51.1	81.00	130.36	1.58.1	76.20	122.64	2.05.1		115.77
1.37.2	92.59	149.01	1.44.2	86.37	139.00	1.51.2	80.93	130.25	1.58.2	76.14	122.53	2.05.2		115.68
1.37.3	92.49	148.85	1.44.3	86.28	138.86	1.51.3	80.86	130.13	1.58.3	76.07	122.43	2.05.3		115.59
1.37.4	92.40	148.70	1.44.4	86.20	138.73	1.51.4	80.78	130.01	1.58.4	76.01	122.33	2.05.4		115.50
1.37.5	92.30	148.55	1.44.5	86.12	138.60	1.51.5	80.71	129.90	1.58.5	75.94	122.22	2.05.5	71.71	115.41
1.37.6	92.21	148.40	1.44.6	86.04	138.47	1.51.6	80.64	129.78	1.58.6	75.88	122.12	2.05.6		115.31
1.37.7	92.11	148.25	1.44.7	85.95	138.33	1.51.7	80.57	129.66	1.58.7		122.02	2.05.7		115.22
1.37.8	92.02	148.09	1.44.8	85.87	138.20	1.51.8	80.50	129.55	1.58.8	75.75	121.91	2.05.8		115.13
1.37.9	91.93	147.94	1.44.9	85.79	138.07	1.51.9	80.42	129.43	1.58.9	75.69	121.81	2.05.9	Control and Labor	115.04
1.38.0	91.83	147.79	1.45.0	85.71	137.94	1.52.0	80.35	129.32	1.59.0	75.63	121.71	2.06.0	71.42	114.95
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1.38.4	91.55 91.46	147.34 147.19	1.45.3 1.45.4		137.55 137.41	1.52.3 1.52.4	80.14 80.07	128.97 128.86	1.59.3 1.59.4	75.44	121.40	2.06.3		114.67
1.38.5	91.37	147.13	1.45.5	85.30	137.41	1.52.4	80.00	128.74	1.59.4	75.37 75.31	121.30	2.06.4		114.58 114.49
1.38.6	91.27	146.89	1.45.6		137.15	1.52.6	79.92	128.63	1.59.6	75.25	121.10	2.06.6		114.40
1.38.7	91.18	146.74	1.45.7		137.02	1.52.7	79.85	128.51	1.59.7	75.18	121.00	2.06.7		114.31
1.38.8	91.09	146.59	1.45.8	85.06	136.90	1.52.8	79.78	128.40	1.59.8	75.12	120.90	2.06.8		114.22
1.38.9	91.00	146.45	1.45.9	84.98	136.77	1.52.9	79.71	128.29	1.59.9	75.06	120.80	2.06.9		114.13
1.39.0	90.90	146.30	1.46.0	84.90	136.64	1.53.0	79.64	128.17	2.00.0	75.00	120.70	2.07.0	70.86	114.04
1.39.1		146.15	1.46.1		136.51	1.53.1		128.06	2.00.1		120.60	2.07.1		113.95
1.39.2	90.72	146.00	1.46.2	84.74	136.38	1.53.2		127.95	2.00.2		120.49	2.07.2		113.86
1.39.3	90.63	145.86	1.46.3	84.66	136.25	1.53.3	79.43	127.83	2.00.3		120.39	2.07.3		113.77
1.39.4	90.54	145.71	1.46.4	84.58	136.12	1.53.4		127.72	2.00.4	74.75	120.29	2.07.4	70.64	113.68
1.39.5		145.56	1.46.5		136.00	1.53.5		127.61	2.00.5		120.19	2.07.5		113.60
1.39.6		145.42	1.46.6		135.87	1.53.6		127.50	2.00.6		120.10	2.07.6		113.51
1.39.7		145.27	1.46.7		135.74	1.53.7		127.38	2.00.7		120.00	2.07.7		113.42
1.39.8 1.39.9	90.18	145.13 144.98	1.46.8 1.46.9		135.61 135.49	1.53.8 1.53.9		127.27 127.16	2.00.8		119.90 119.80	2.07.8		113.33
000000000000000000000000000000000000000		2727 Law 2007 April		29/2016 0 - 001	25-25-25-25-25-25-25-2	125 1 25 12 15 15 15 15 15 15 15 15 15 15 15 15 15	G-12015.01V	14.010.00.000.000	2 10 2 C C C C C C C C C C C C C C C C C C		1			113.24
1.40.0		144.84 144.69	1.47.0		135.36	1.54.0		127.05	2.01.0		119.70	2.08.0		113.15
1.40.1		144.55	1.47.1 1.47.2		135.23 135.11	1.54.1 1.54.2		126.94 126.83	2.01.1		119.60	2.08.1		113.06
1.40.2		144.55	1.47.2		134.98	1.54.2		126.83	2.01.2		119.50 119.40	2.08.2		112.98 112.89
1.40.4		144.26	1.47.3		134.86	1.54.4		126.71	2.01.3		119.40	2.08.3		112.89
1.40.5		144.12	1.47.5		134.73	1.54.5		126.49	2.01.5		119.30	2.08.5		112.71
1.40.6		143.97	1.47.6		134.61	1.54.6		126.38	2.01.6		119.11	2.08.6		112.62
1.40.7		143.83	1.47.7		134.48	1.54.7		126.27	2.01.7		119.01	2.08.7		112.54
1.40.8		143.69	1.47.8		134.36	1.54.8		126.16	2.01.8		118.91	2.08.8		112.45
1.40.9	89.19	143.54	1.47.9	83.41	134.23	1.54.9	78.32	126.05	2.01.9	73.83	118.81	2.08.9		112.36
1.41.0	89.10	143.40	1.48.0	83.33	134.11	1.55.0	78.26	125.94	2.02.0	73.77	118.72	2.09.0	69.76	112.27
1.41.1		143.26	1.48.1		133.98	1.55.1		125.83	2.02.1	73.71	118.62	2.09.1		112.19
1.41.2		143.12	1.48.2		133.86	1.55.2		125.72	2.02.2		118.52	2.09.2		112.10
1.41.3		142.98	1.48.3		133.74	1.55.3		125.62	2.02.3		118.43	2.09.3		112.01
1.41.4		142.84	1.48.4		133.61	1.55.4	77.98		2.02.4		118.33	2.09.4		111.93
1.41.5		142.70	1.48.5		133.49	1.55.5		125.40	2.02.5		118.23	2.09.5		111.84
1.41.6 1.41.7		142.55 142.41	1.48.6		133.37	1.55.6		125.29	2.02.6		118.14	2.09.6		111.75
1.41.7		142.41	1.48.7 1.48.8		133.24 133.12	1.55.7 1.55.8		125.18 125.07	2.02.7 2.02.8		118.04 117.94	2.09.7 2.09.8		111.67
1.41.9		142.27	1.48.9		133.12	1.55.8		125.07	2.02.8		117.94	2.09.8		111.58 111.50
	23.52		40.0	52.54	.00.00	1.00.0	, ,	124.07	2.02.3	75.25	117.00	2.10.0		111.50
												2.10.0	55.25	1.1.41



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QUESTION: What will be yet another first for Howitt Printing this Autumn?



ANSWER: The commissioning of the U.K.'s first Heidelberg web press with full in line finishing . . . the answer to a direct mail users prayer.

The Howitt Group always moves at high speed. 1983 saw the incorporation of Howitt Webprint Ltd and the commissioning of the U.K.'s first Heidelberg web offset press. 1985 saw the installation of a second press. This year, our 150th anniversary sees the building of a new 50,000 sq ft factory and the start up of a third Heidelberg Web complete with in line finishing.

The answer to a direct mail users prayer. The new press line will number, perforate, die cut, apply remoistenable glue, make envelopes and one piece mailers at speeds of up to 40,000 impressions per hour. That means coupons, vouchers, sophisticated mail shots and other premium promotions produced at high speed in one pass through the press line.



Nottingham 0602 865241 London 01-242 0648

HOWITT WEBPRINT

Howitt Webprint Ltd, 1 Longwall Avenue, Queens Drive Industrial Estate, Nottingham NG2 1NA Part of John Howitt Group Ltd.

Patrick Howitt, Barlock Road, Basford, Nottingham ,NG6 0FJ Please send the Howitt information pack to:	D/87
Name	
Position	2
Company	
Address	
Telephone	



LAST YEAR'S PACKAGING.



THIS YEAR'S PACKAGING.

Last year, Shell Oils were packed inside some of the fastest competition bikes on or off track.

Smoothing the way for top riders such as Wayne Gardner, Dave Thorpe, Joey Dunlop, Kenny Irons and Niall MacKenzie.

This year, Shell Oils will again be featuring inside some of the hottest engines around.

As well as in some very stylish new black packs.

The names to look for are Shell Gemini 4-stroke and Shell Gemini 'S' 2-stroke plus Shell Super 4-stroke and Shell Super 2-stroke oils.

Shell Gemini is the performance oil that stays in grade, providing complete protection even under the hardest riding conditions, thanks to its unique technology. Whilst Shell Super is the best oil for normal use.

You'll find them both at Shell garages and leading motorcycle dealers.

So give your bike the very best protection money can buy. Insist of Shell Oils.

Because when it comes to producing high quality oils, we've got it all wrapped up.



