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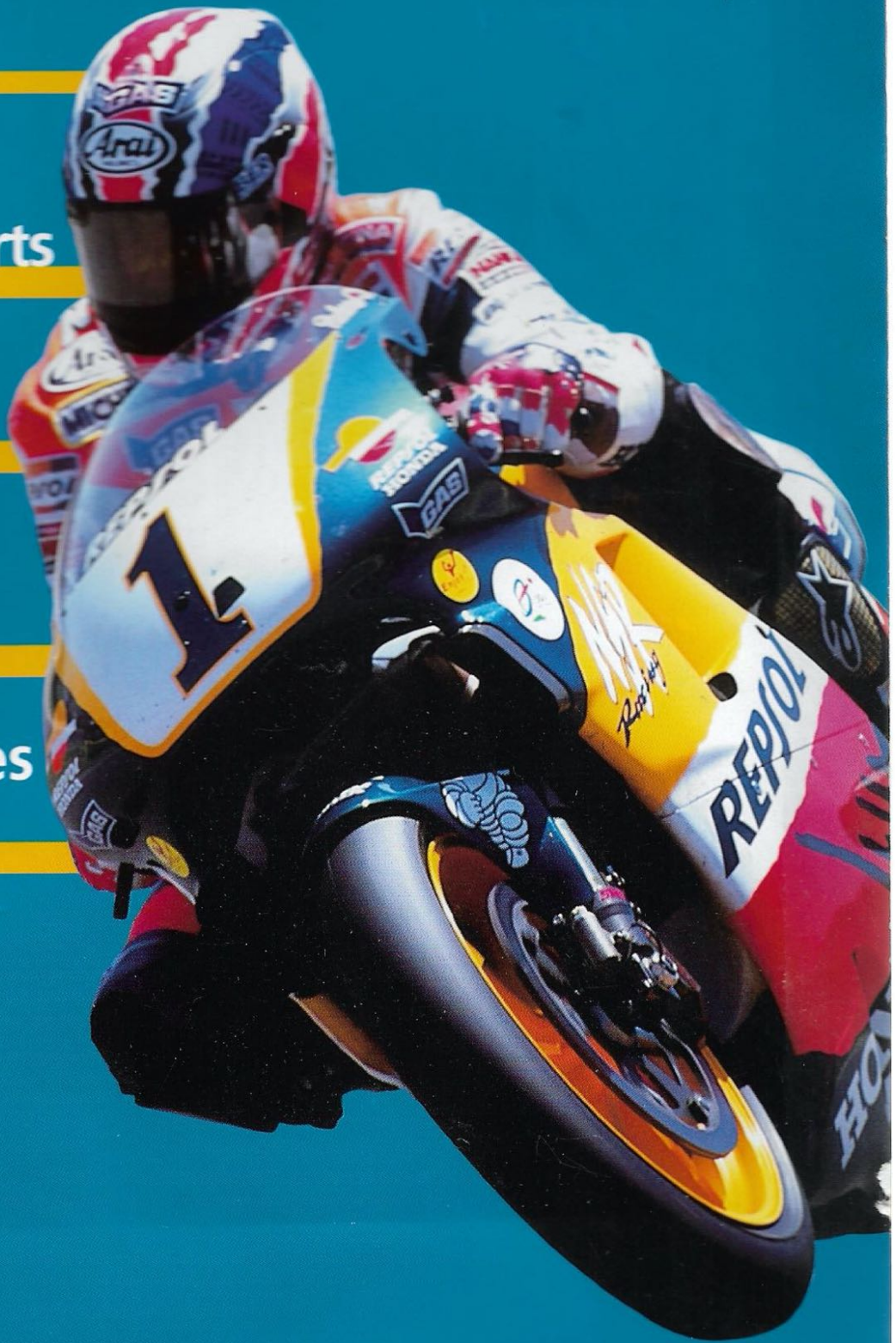
The British
Revival

By Michael Scott

Timetable &
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Science takes
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By Michael Scott



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WELCOME to the Motor Cycle News British Grand Prix here at the premier motor cycle racing circuit in Britain, Donington Park.

The bikes we'll see here today are thoroughbred racers, designed with one thing in mind - to win races. From the incredible two, three and four-cylinder 500s pumping out up to 185bhp to the screaming 125cc singles, these two-stroke fliers are light, fast and nimble.

And the men that ride them are something else - especially in the blue riband 500 class. Men like Mick Doohan, Max Biaggi, Alex Criville and their peers are true masters of motor cycling. And this year they've been entertaining us like never before with close racing which has led to a super-close championship.

As always, MCN has been there at every GP to bring Britain's bikers the latest hot news. I hope you've noticed we've made MCN bigger and more colourful than ever before - and we're giving you more quality as well.

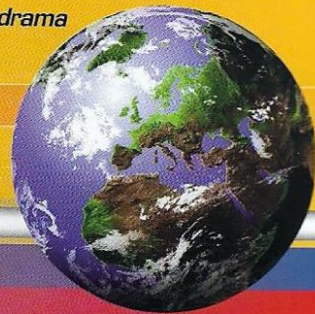
Our world-leading sports section is crammed with the technical innovations that'll be shaping tomorrow's generation of road bikes plus behind-the-scenes insight, on-the-pace news and up-to-date results.

Our road bike section is expanded massively and sets new standards. If you're a reader of motor cycle magazines and haven't tried MCN for a while, I urge you to take another look. Not only are our tests of bikes and biking gear the most thorough, but you'll read about things weeks - sometimes even months - before you'll see it in any magazine. This, combined with unbeatable scoop stories about all the latest hush-hush models coming your way and the big issues that affect YOU as a motor cyclist, means MCN keeps you on the right road.

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Enjoy your day, and remember to buy MCN on Wednesday for all the action, drama and behind the scenes news from today's great MCN British Grand Prix.



ADAM DUCKWORTH

EDITOR, MCN

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Organizer: Donington Park Leisure Ltd, Donington Park, Castle Donington, Derby, DE74 2RP

Design & Published by: BS Sports Publications, 1 Pothsey Street, London, SE1 4UD, Tel: (44) 0171 378 6627

Photographs & Front Cover: Richard J Richards, Tel: (44) 01705 730 451, www.primemcmail.com

Print & Reproduction by: Glentex Litho, Tel: (44) 0171 511 2424

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Suzuka
5•4•98



Johor
19•4•98



Jerez
3•5•98



Mugello
17•5•98



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31•5•98



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14•6•98



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27•6•98



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5•7•98



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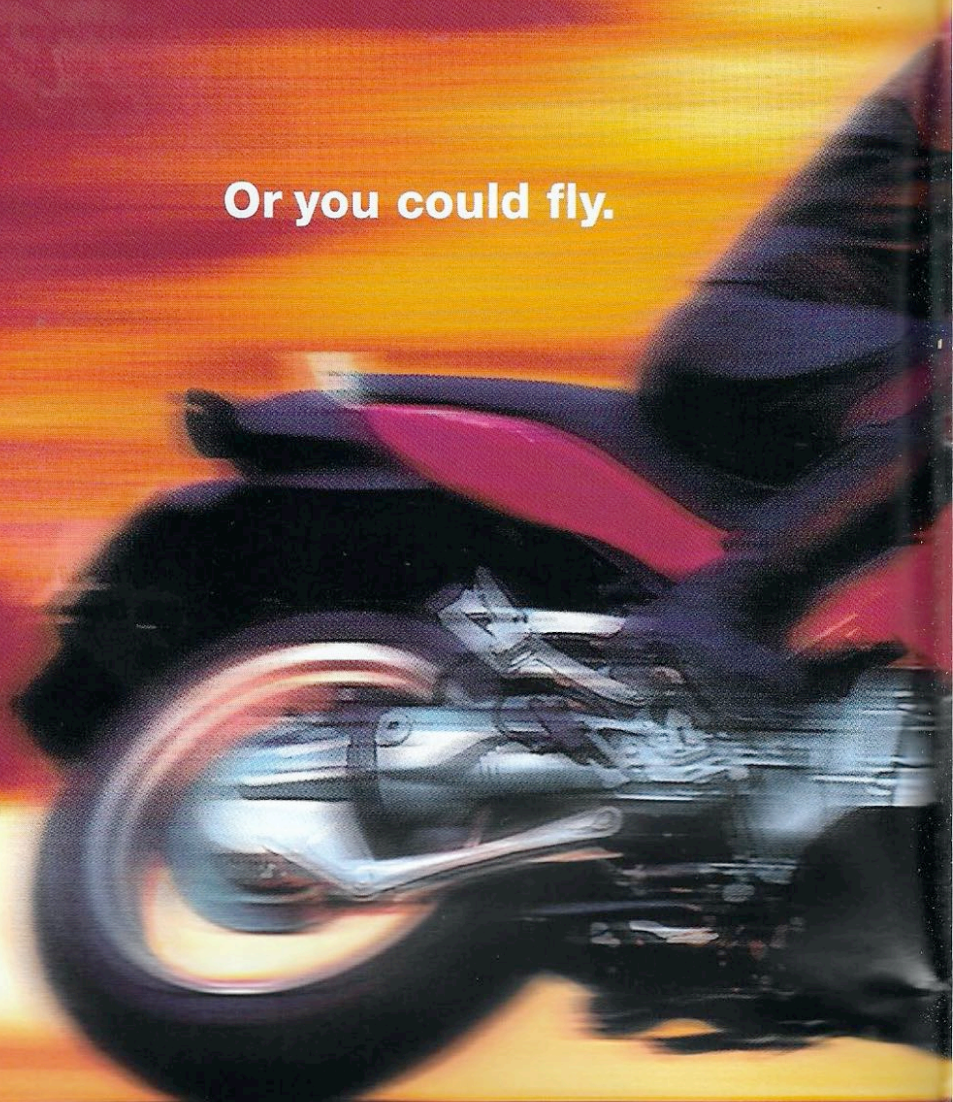
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18•10•98

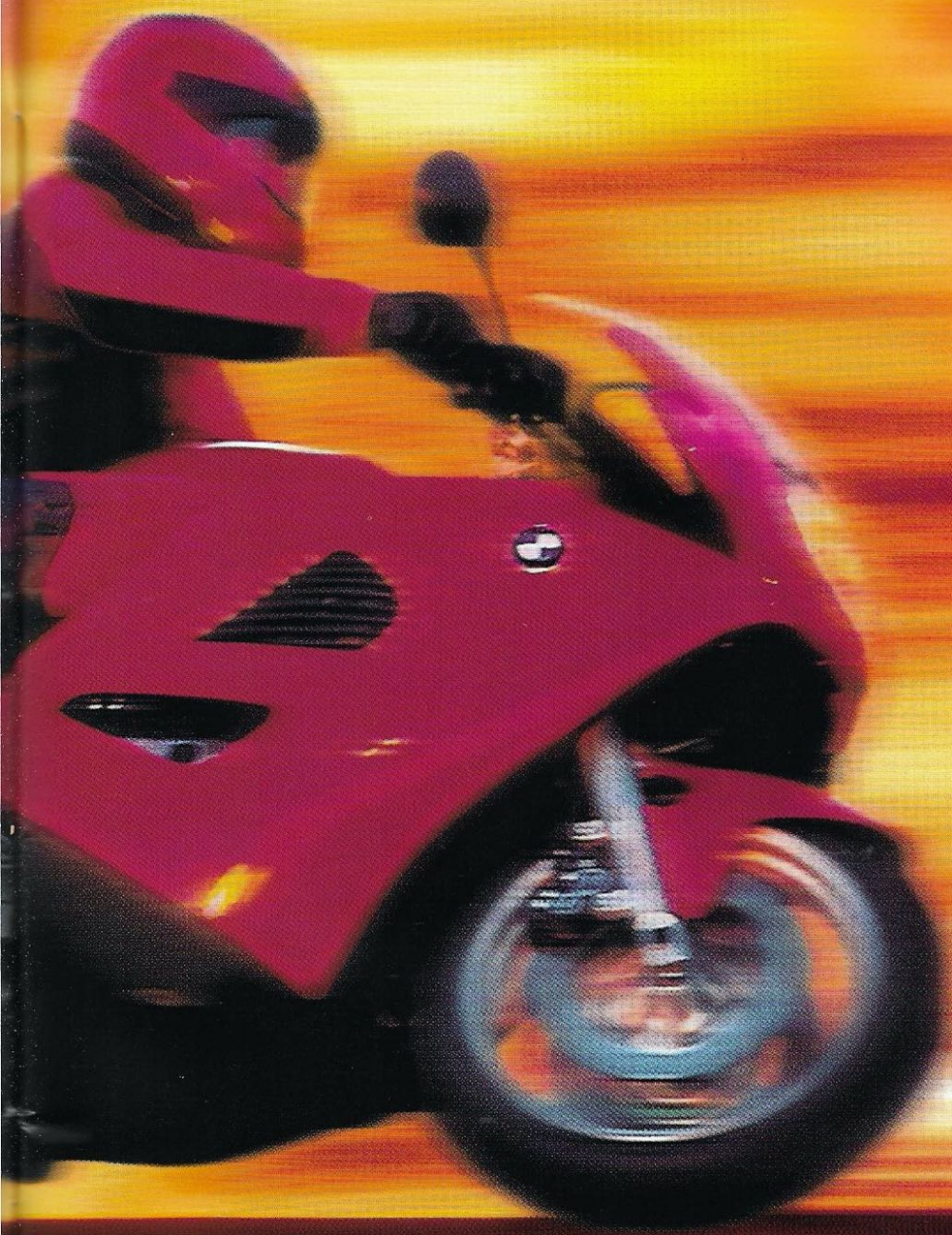


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THE BRITIS



H REVIVAL

By Micheal Scott

Grand Prix racing is undergoing a major revival in the premier 500cc class. Distinguished by close racing and hard fighting and illuminated by the battle between the dour incumbent Mick Doohan and the sparkling rookie Max Biaggi, it is further sparked by a battle between many nations.

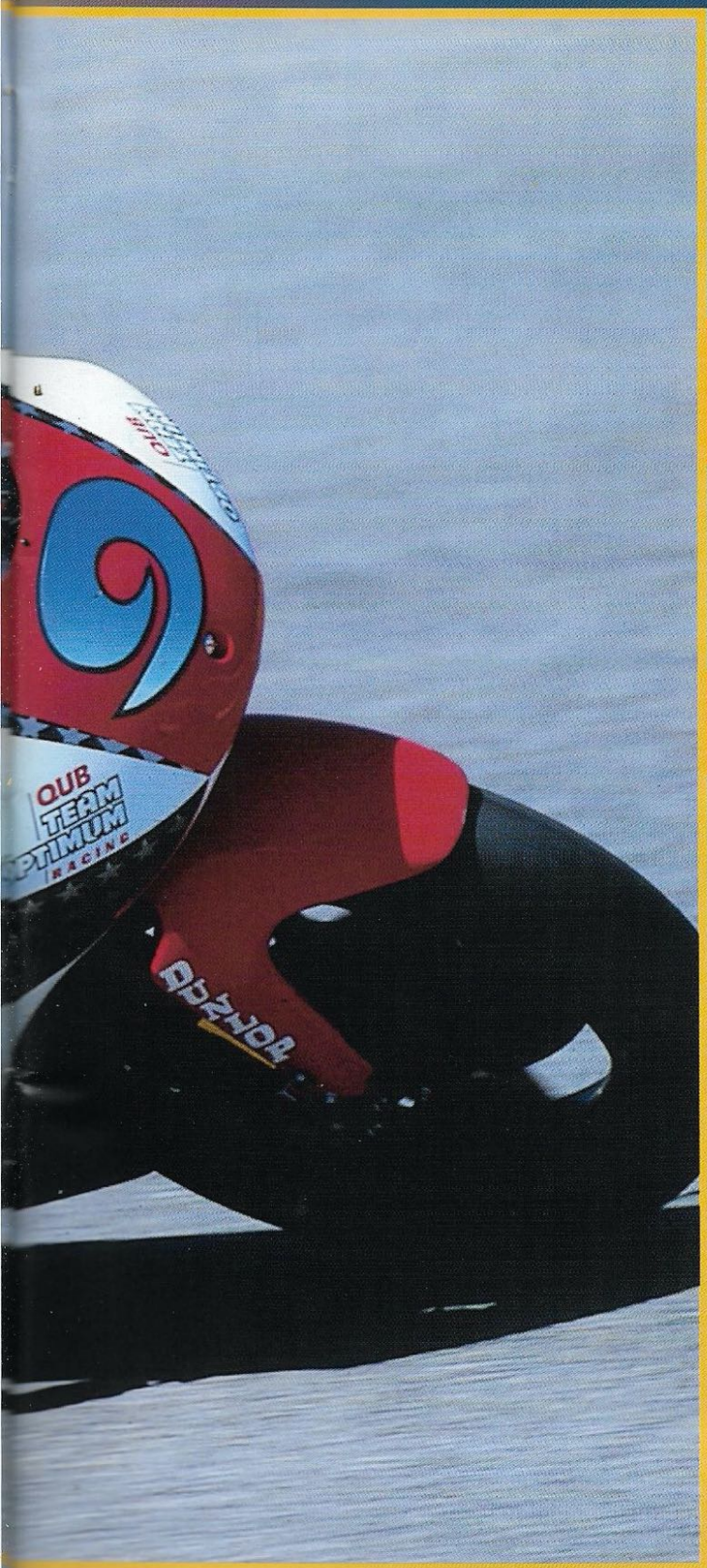
Spain has strong contenders - Criville and Checa; Japan has an even larger contingent - Okada on the Honda, Abe on a Yamaha, and two Suzuki riders - Nobu Aoki and Yukio Kagayama. Doohan is backed by two more Antipodeans - V-twin charger Garry McCoy and Kiwi Simon Crafar. Even France, never strong in the premier class, has a promising V4 rider to cheer on - Yamaha-mounted Regis Laconi.

The wave of dominant US riders may have broken, leaving only John Kocinski as a lone works rider. But the redoubtable Superbike champion is a long way from being washed up, and the US is in far better shape than Britain.

In what was once one of the greatest motorcycling nations - the backbone, indeed, of the early World Championships, the home Grand Prix does not have a single British rider on a works V4 500.

This has been the case since 1992 - Niall Mackenzie was the last rider equipped with a full factory machine, a Yamaha that he rode to 11th overall in the World Championships. Since then, the cream of British talent has been diverted into Superbikes, and the jump from that series to GPs has, for all sorts of reasons, so far proved too big for even such an important rider as Carl Fogarty.

Jeremy McWilliams



A DATE TO REMEMBER

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5



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Keep on the pace with Motor Cycle News for all the latest news from the Grand Prix every Wednesday

July 19	Germany	Sachsenring
August 23	Czech Republic	Brno
September 6	San Marino	Imola
September 20	Spain	Catalunya
October 4	Australia	Phillip Island
October 18	Brazil	Jacarepagua
October 25	Argentina	Buenos Aires



But the time for disheartened grumbling is over; recovery is under way, a long-term plan promises redemption after a major restructuring has led to a resurgence of popularity and importance of British National Championship racing, as well as special recognition of the need for young riders to be nurtured from an early age. And the signs are to be seen among the Wild Cards in the smaller classes.

There are nine Wild Cards altogether - one-race riders nominated by (among other people) the British Motorcycle Circuit Racing Control Board (MCRCB), who took over the role of national federation from the ACU in 1996.

The 500cc class sees a lone warrior:

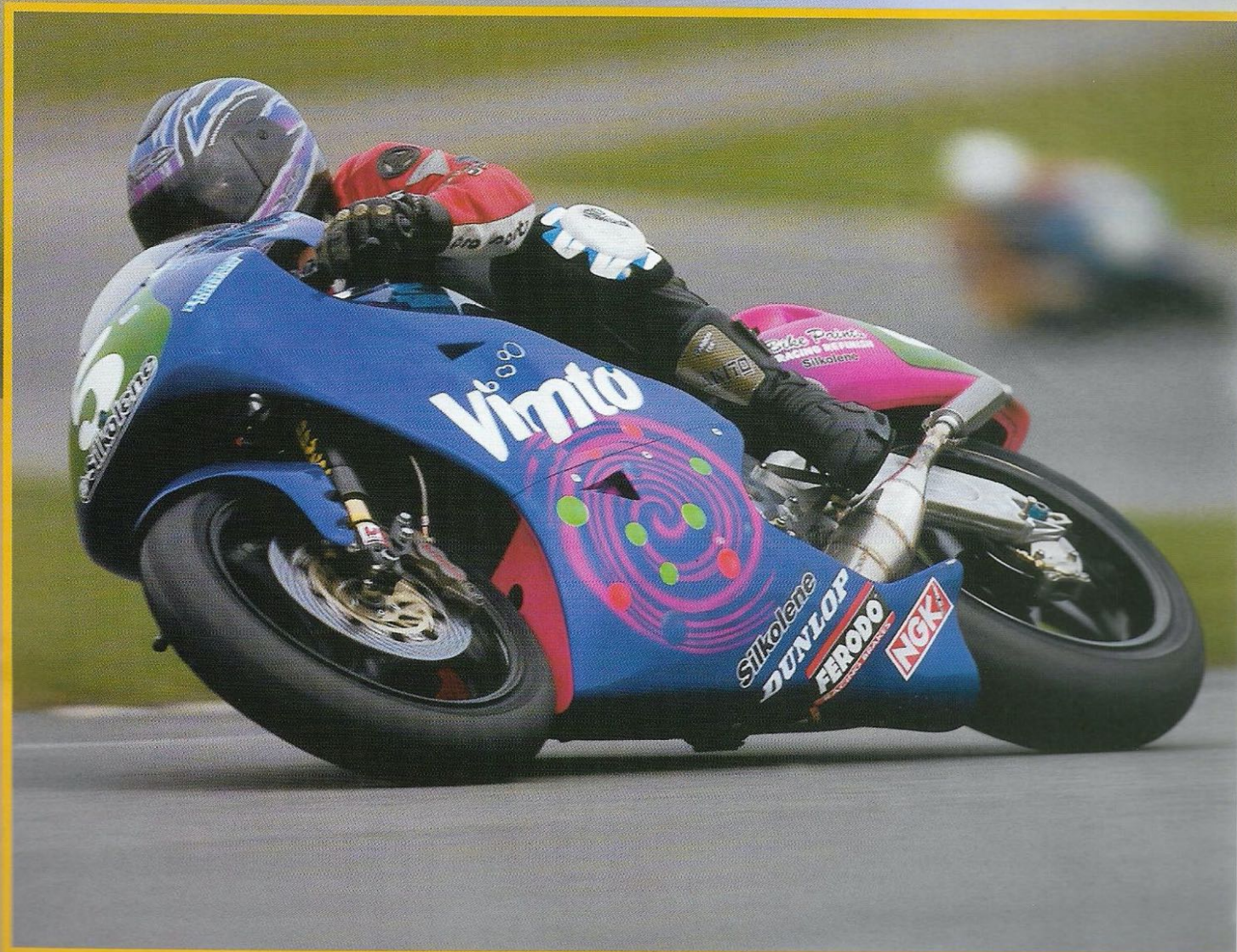
John McGuinness - and he will be taking part in the V-twin race, as the privateers try and nose up among the works V4s at Donington Park. McGuinness, was 14th and in the points as a 250 Wild Card in his home GP last year. He has V-twin experience and local knowledge, and could have a good run at a track that favours the lightweights for much of its distance, then punishes them again on acceleration out of the two hairpins that finish the lap.

But, rightly or wrongly, the spotlight will be on two young riders in the smaller classes. Rightly or wrongly because this puts an almost intolerable pressure on this pair, and one of them is only 15!

He is Leon Haslam, who joins three other

John McGuinness

Photography by Turn One



125 Wild Cards - Chris Palmer, John Pearson and David Mateer - in the smallest and often toughest class in the GP series.

Little Leon rode at the GP last year - in a CB500 support race. At 14, his legs could not touch the ground, and he had a real struggle on the start line. At the end of the race, he had to be lifted up bodily on the rostrum, so the crowd could see the diminutive winner of the race.

Already carrying the burden of a famous name - father Ron was a successful works GP rider and long-standing stalwart of racing; teenager Leon will also have the pressure of a nation's hopes upon his shoulders. But, considering his position, that is something he is going to have to get used to. Only at the very beginning of his racing career, he's already being tipped for the very top. And while his results so far bear out the predictions, this is a heavy load for a young man to carry. He needs all the help and encouragement he can get.

He does not carry the nation's hopes all alone, however. There is at least one very bright hope making a GP debut in the 250 class - 18-year-old Paul Jones.

Jones also is in some fast company even among his fellow Wild Cards. Callum Ramsey joins Ulster compatriot Jeremy McWilliams in the QUB-Team Optimum line-up - and McWilliams is currently Britain's most successful GP rider; as a blindingly fast full-time 250 privateer.

The other Wild Cards, Adrian Coates and Britain-based South African Shane Norval, are both GP first-timers like Jones, but it is the last-named who has been selected to carry the official expectations of the British racing establishment.

This teenager is only in his third year of road-racing, but his progress through the Superteens and in the Aprilia 125 cup has been meteoric, taking strings of wins and

shattering lap records far and wide. Thus the support of the Control Board, the tangible result of which is that he will get works support for his Aprilia for his home GP.

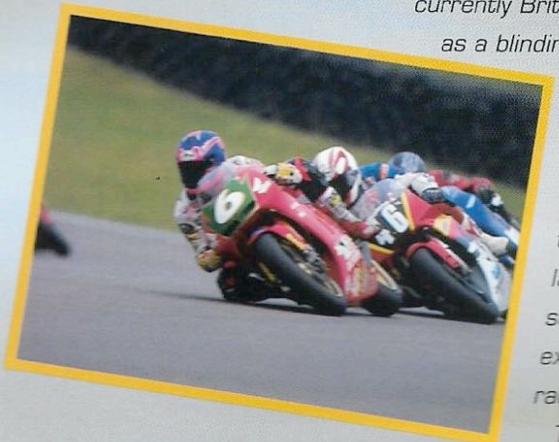
The fact that one rider has been chosen in each class is all part of a grand plan which extends into the future to a board-backed full-time GP entry for the right candidate. The choice of Jones and Haslam this year denotes that the talent and promise of each rider has been recognised. The names might have been different - these choices are always difficult - but the need to make the choice is what matters.

When the Control Board took over British racing in 1996, they overhauled the structure with this precise aim in mind. They realised back then that Britain had not so much run out of talent, but out of ways to



Chris Palmer

Photography by Turn One



Callum Ramsey

Photography by Turn One



develop and nurture that talent on a direct route into the World Championships. The restructured racing not only opened up scooter and other forms of junior racing to young entry-level riders, as well as adding importance to junior series like Superteens. It also reorganised the national championships into a clearly focused series, with national TV coverage. The crowds came back, and once again it means something to be British champion.

These plans are now bearing fruit, according to Control Board director Robert Fearnall. But they have not yet reached maturity. Special help for Haslam and Jones and other promising Wild Card riders is "just the start," he said. "We are working now, with very encouraging progress, on securing a guaranteed entry in the full GP

series from next year for one selected British rider in both the 125 and 250 classes. This British nominee will have the support not only of the Control Board, but also backing from GP rights owners Dorna, who are as anxious as anybody to get British riders back where they belong, at the top levels of GP racing.

How should the crowd respond? What is the best way to help these youngsters achieve their potential? They need support and backing, of course: but it's got to be the kind they can trust. Support over the long term. The sort of support that can take a few knocks along the way.

Both these riders, as well as McGuinness in the 500 class and their fellow 250 and 125 Wild Cards, will be trying their damndest at their home GP - their one big

Leon Haslam

Photography by Turn One



chance all year of sizing up world class competition. The trouble is, everyone else at the GP will also be trying their damndest - and since the rest of them are seasoned world championship men, this means it is a real achievement for a first timer even to keep up, let alone get into the points-scoring top 15.

The stars of tomorrow need careful handling today. Appreciate where they are, and what they are doing. Expect everything of them. But don't necessarily expect it all at once.

After all, if it was easy to succeed in the World Championships, they wouldn't be worth much, would they.

Paul Jones

Photography by Turn One

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How well does it work? Well, in Ghana, health delivery is up by an incredible 400%! In that country's Upper East region recently, a terrible outbreak of streptococcal meningitis was halted only because motorcycling health care workers could reach the villages to immunise children. They covered 80% of the population in just 10 days - and amazing feat for Africa or anywhere else. All because of grand prix racing and Riders for Health.

**IF YOU WOULD LIKE TO HELP IN ANY WAY,
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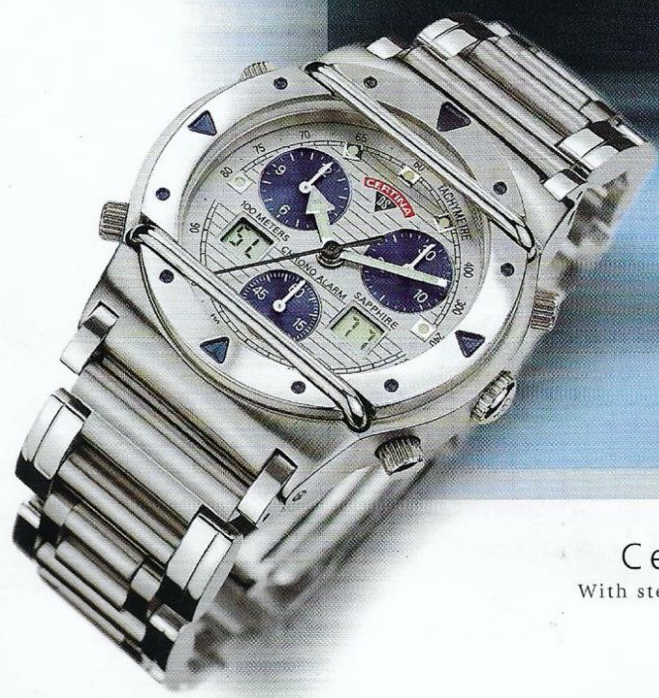
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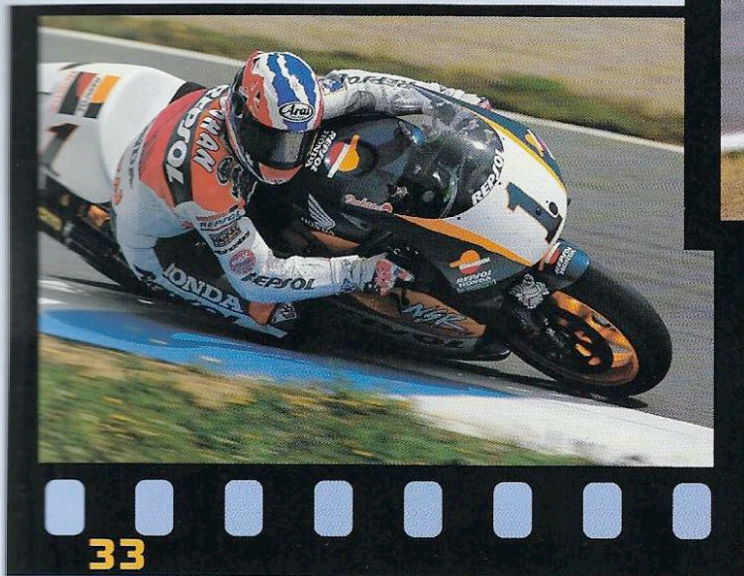
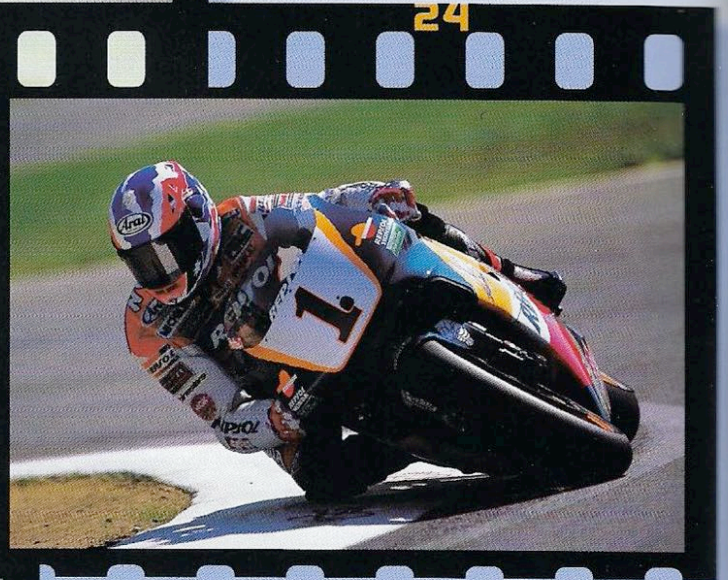
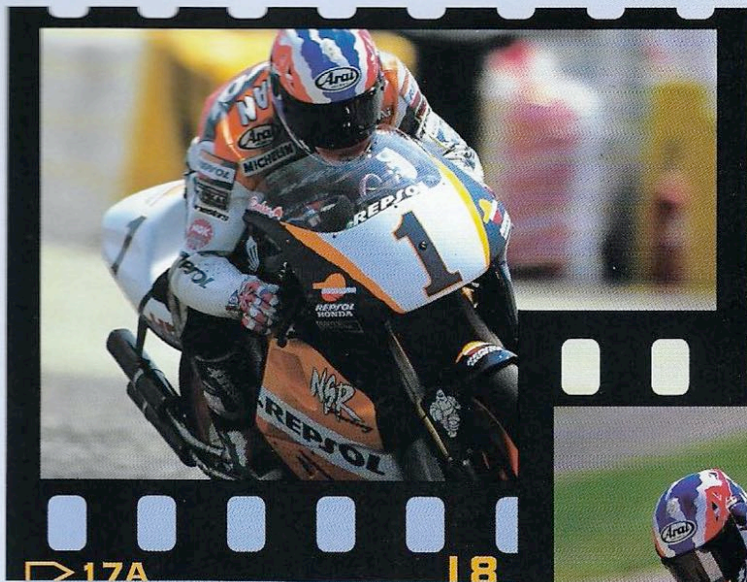
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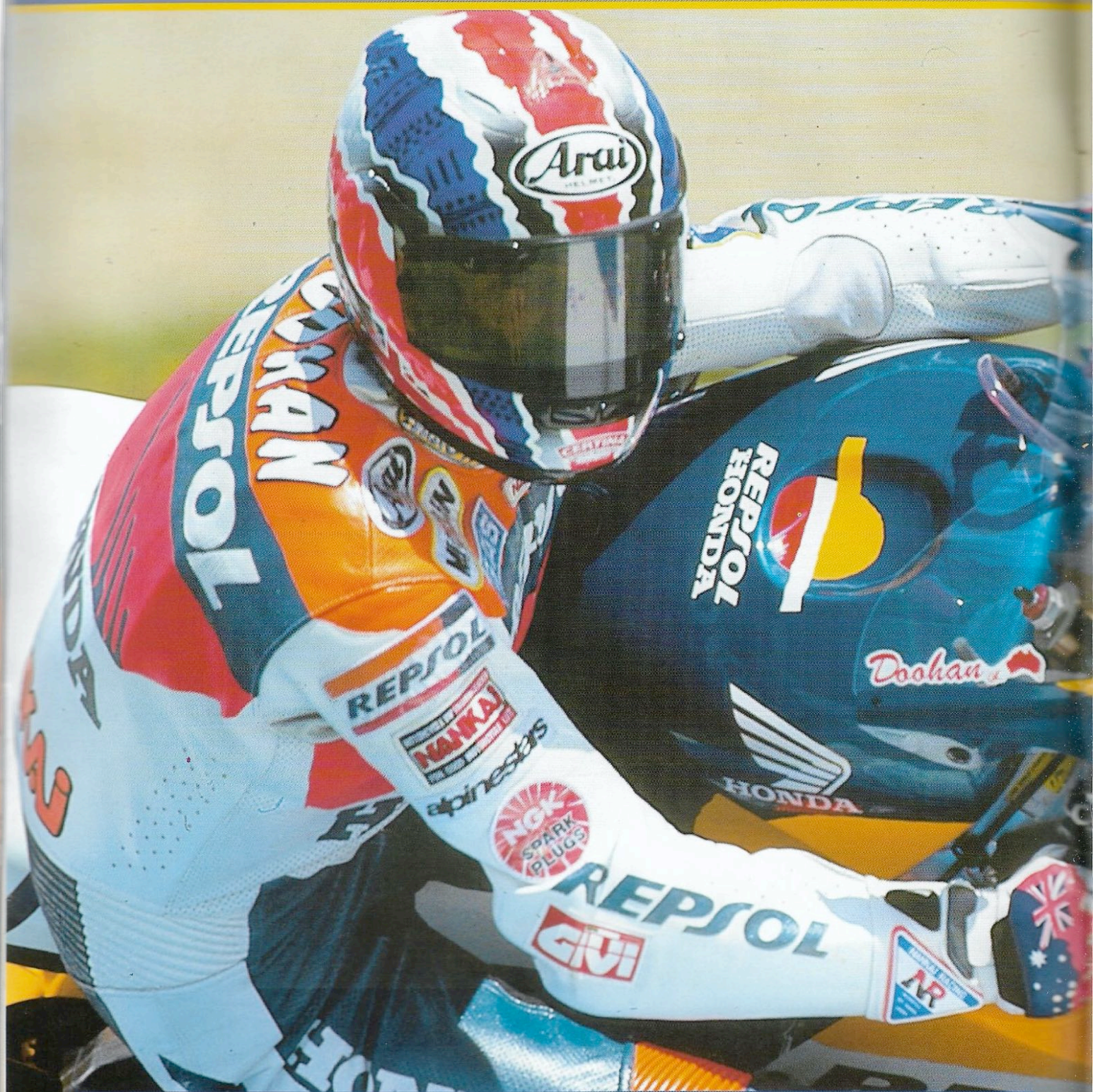
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27.6.98 RIZLA+ DUTCH TT RACE REPORT



1
MICK DOOHAN
REPSOL HONDA

2
MAX BIAGGI
MARLBORO TEAM
KANEMOTO HONDA

3
SIMON CRAFAR
RED BULL YAMAHA WGM

Max Biaggi, Mick Doohan,
Simon Craraf



Mick Doohan



27.6.98 Rizla+ Dutch TT Race Report

1 MICK DOOHAN
REPSOL HONDA

6 MAX BIAGGI
MARLBORO TEAM KANEMOTO HONDA

11 SIMON CRAFAR
RED BULL YAMAHA WCM

4 ALEX BARROS
HONDA GRESINI

8 CARLOS CHECA
MOVISTAR HONDA PONS

4 ALEX CRIVILLE
REPSOL HONDA

3 NOBUATSU AOKI
SUZUKI GRAND PRIX TEAM

2 TADAYUKI OKADA
REPSOL HONDA

55 REGIS LACONI
RED BULL YAMAHA WCM

17 JURGEN VD GOORBERGH
DEE CEE JEANS RACING TEAM

The records have been tumbling throughout 1998. Honda has started to pile extra numbers on the totals set by long-dominant MV Agusta; Mick Doohan is starting to overtake some of 17-times champion Agostini's milestones. But the records that matter to race fans don't concern dry-as-dust history. They concern how close the front three, four or more riders finish at the end of a 500 race. And in a vintage 1998 season, these records are being broken and rebroken almost on a race-by-race basis.

There was more of the same at Assen, where the first half of the season was closed off with yet another all-action 500 battle up at the front, at the fast and atmospheric motorcycles-only TT circuit.

The race went to Mick Doohan's Repsol Honda, making him the only rider this year to win three out of the first seven rounds. But victory was only by half-a-second, from Max Biaggi's Marlboro Honda; while earlier in a race of sustained aggression and 20-lap tactics class rookie Simon Crafar's Red Bull Yamaha had led for a full lap in the strongest threat yet to Honda's domination of the top racing class.

The upstart Kiwi was still close in third at the end, while Alex Barros - whose Honda had also been trading blows with the leading group - lost touch only in the closing stages.

A little way back, the winner of the previous round, Carlos Checa (Movistar Honda), was a lone fifth. Off-form Doohan team-mate Criville was sixth, with Nobuatsu Aoki a brave seventh, racing in pain after a heavy practice spill.

The effect of this 120-kilometre dice was to make a close championship closer still. Biaggi moved back into the lead, with Doohan up to second, erstwhile leader Criville down to third, and Checa in fourth. The remarkable part is that only three points separate the leaders, and the top four are covered by only 12.

Anyone could win the championship, and every race is crucial. And while Doohan remains the strongest rider in the class, a

surge has brought his rivals much closer than before, and his margins are much too close for comfort.

Crafar's increasing strength suggests the New Zealander may be the find of the year; but it is unlikely that anyone not on a Honda stands a chance of the overall crown, by this stage.

Some serious candidates have already lost their chances. Suzuki rider Aoki is fifth overall, heading the non-Hondas by his consistency, but 52 points behind the leader. Rainey Yamaha rider Abe had been ahead in this secondary championship, but non-finished at Assen with another blow-up, after running with the front group for half the race.

Tadayuki Okada spoiled his second Repsol Honda V4 year with a practice crash in the fourth round in Italy. Back with his broken wrist half-healed at Assen, he crashed again and incurred foot fractures. These Japanese riders are tough, however. He raced anyway, finishing a lonely eighth.

John Kocinski appears to have ruled himself out, after a slow start when he failed to regain form after his triumphant World Superbike title. Lagging badly, and with a nasty finger injury sustained in Spain, Kocinski left Assen unexpectedly on race eve. He'd gone home, and didn't expect to be back for Donington Park. "It was entirely his own decision," said team boss Sito Pons, triggering rumours of yet another mid-season melt-down for the precarious star.



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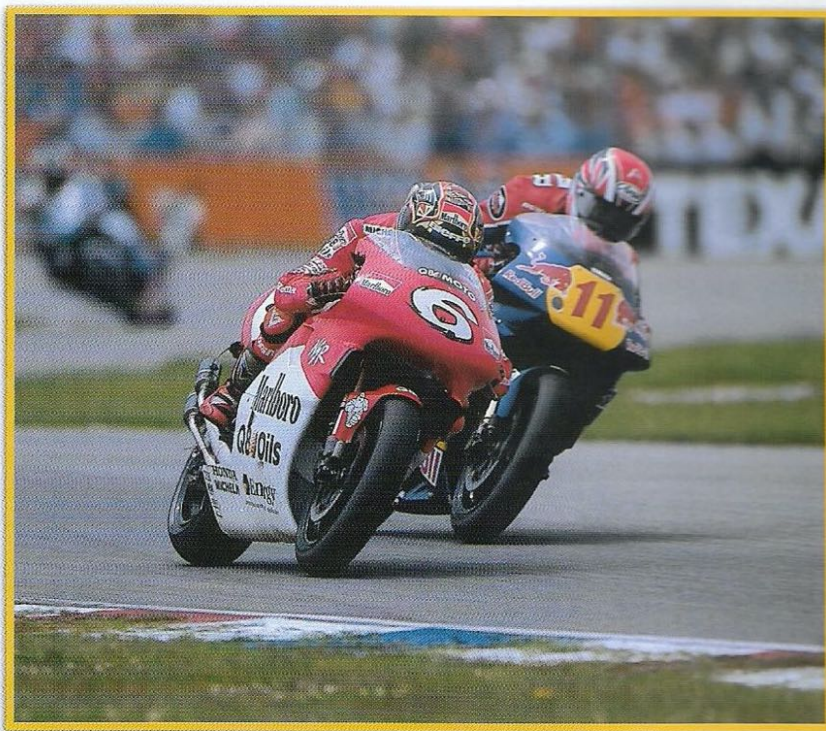
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(6) Max Biaggi, (11) Simon Crafar

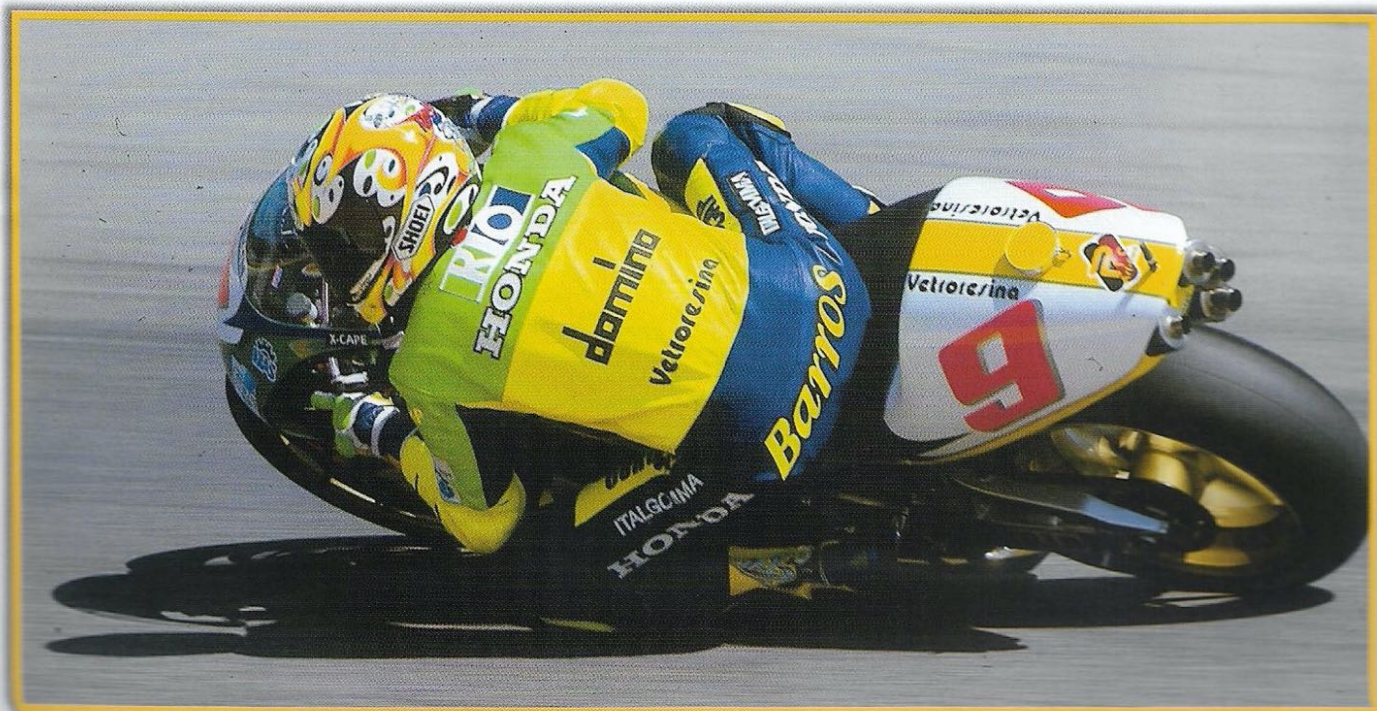
The Team Roberts Modenas triples have been ruled out in a struggle to be even vaguely competitive with their obsolete Mk1 motor; while the improved Mk1 will not be here until the latter third of the season at best. They are also Team Crock: Kenny Roberts Junior has a foot injury, struggling to 12th down among the private V-twins at Assen; while Ralf Waldmann broke his wrist in a fiery practice crash, and will be out for two or more races.

Assen had one other failure: Luca Cadalora had produced two strong rides as a substitute for injured Jean-Michel Bayle at Rainey Yamaha. Now, after successful tests, he switched to Suzuki. He fell off on the first day; on the second morning was second-fastest only to Doohan, by nine thousandths of a second, and in the race he was trying to find a way past Alex Criville when he crashed. Hours later, he announced that he was walking out of his two-race contract with the team, and would not be returning at Donington.

By Michael Scott



Alex Barros

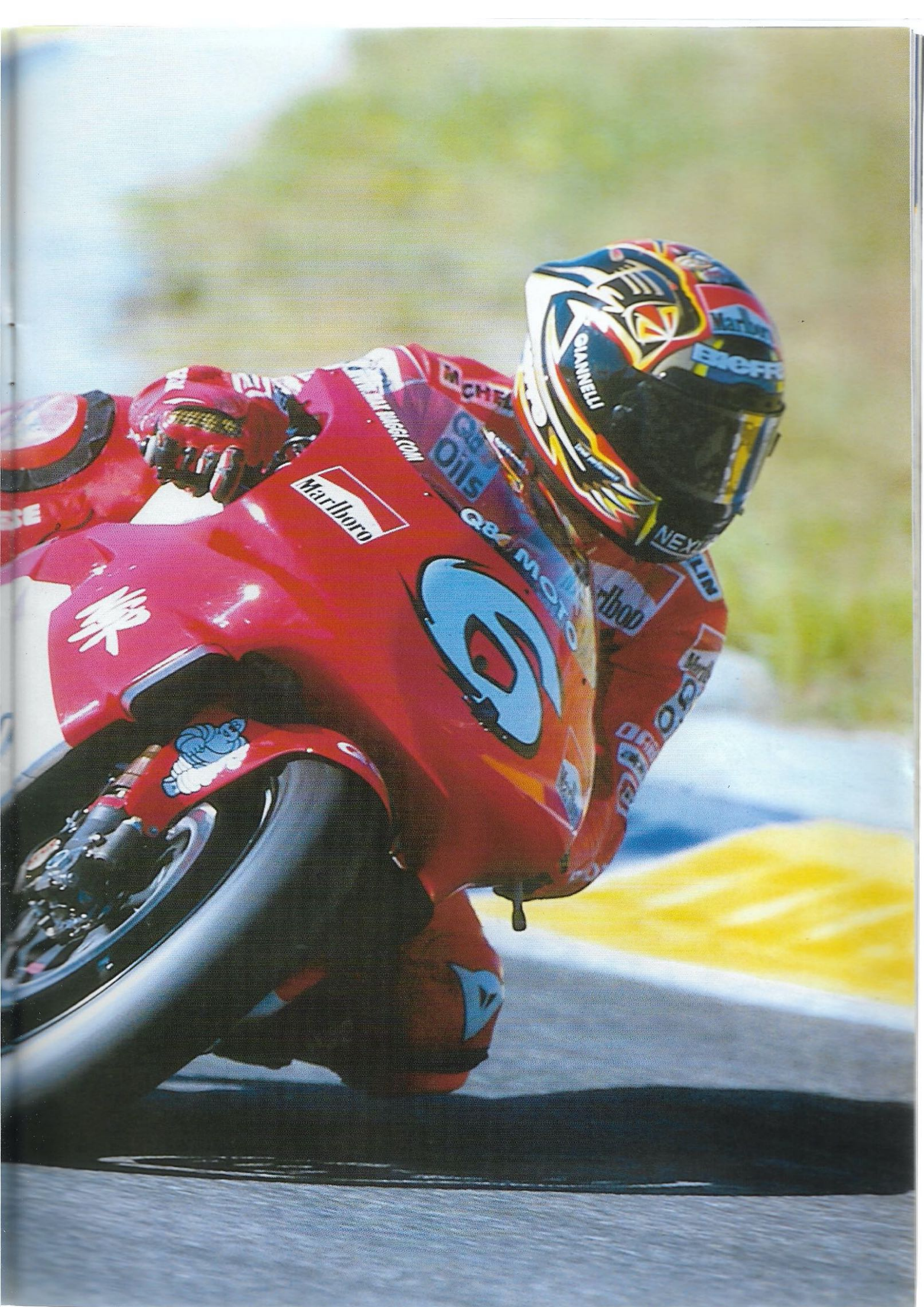




Carlos Checa

Max Biaggi





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MICK DOOHAN

TEAM: REPSOL HONDA
MACHINE: 500cc HONDA



1

NATIONALITY: AUSTRALIAN
DATE OF BIRTH: 04•06•65 BRISBANE, AUSTRALIA
FIRST RACE: 1984
GRAND PRIX DEBUT: JAPAN 1989 (500)
WORLD TITLES: 500cc, 1994, 1995, 1996, 1997

RIDER 500 PROFILES





TADAYUKI OKADA



TEAM: REPSOL HONDA
MACHINE: 500cc HONDA



2

NATIONALITY: JAPANESE
DATE OF BIRTH: 13•02•67 IBARAGI, JAPAN
FIRST RACE: 1985
GRAND PRIX DEBUT: JAPAN 1989 (250)

NOBUATSU AOKI



TEAM: SUZUKI GRAND PRIX TEAM
MACHINE: 500cc SUZUKI



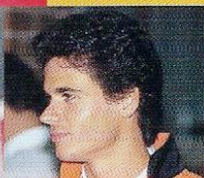
3

NATIONALITY: JAPANESE
DATE OF BIRTH: 31•08•71 GUMMA, JAPAN
FIRST RACE: 1988
GRAND PRIX DEBUT: JAPAN 1990 (250)

ALEX CRIVILLE



TEAM: REPSOL HONDA
MACHINE: 500cc HONDA



4

NATIONALITY: SPANISH
DATE OF BIRTH: 04•03•70 SEVA, SPAIN
FIRST RACE: 1985
GRAND PRIX DEBUT: SPAIN 1987 (80)
WORLD TITLES: 125cc 1989

NORICK ABE



TEAM: YAMAHA TEAM RAINEY
MACHINE: 500cc YAMAHA

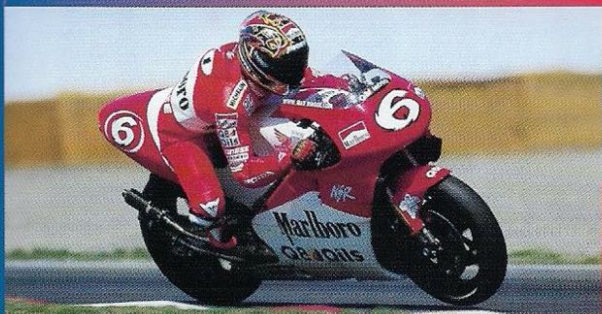


5

NATIONALITY: JAPANESE
DATE OF BIRTH: 07•09•75 TOKYO, JAPAN
FIRST RACE: 1988
GRAND PRIX DEBUT: JAPAN 1994 (500)

MAX BIAGGI

TEAM: MARLBORO TEAM KANEVOTO HONDA
MACHINE: 500cc HONDA



6

NATIONALITY: ITALIAN
DATE OF BIRTH: 26•06•71 ROME, ITALY
FIRST RACE: 1989
GRAND PRIX DEBUT: EUROPE 1991 (250)
WORLD TITLES: 250cc 1994, 1995, 1996, 1997

DORIANO ROMBONI

TEAM: MuZ ROC
MACHINE: 500cc MuZ ROC



7

NATIONALITY: ITALIAN
DATE OF BIRTH: 08•12•68 LERICI, ITALY
FIRST RACE: 1986
GRAND PRIX DEBUT: SPAIN 1989 (125)

CARLOS CHECA

TEAM: MOVISTAR HONDA PONS
MACHINE: 500cc HONDA



8

NATIONALITY: SPANISH
DATE OF BIRTH: 15•10•72 SANT FRUITÓS DEL BAGES (BARCELONA), SPAIN
FIRST RACE: 1989
GRAND PRIX DEBUT: EUROPE 1993 (125)

ALEX BARROS

TEAM: HONDA GRESINI
MACHINE: 500cc HONDA



9

NATIONALITY: BRAZILIAN
DATE OF BIRTH: 18•10•70 SÃO PAULO, BRAZIL
FIRST RACE: 1978
GRAND PRIX DEBUT: SPAIN 1986 (80)

KENNY ROBERTS Jr



TEAM: TEAM ROBERTS
MACHINE: 500cc MODENAS KR3



10

NATIONALITY: AMERICAN
DATE OF BIRTH: 25•07•73 MODESTO, CALIFORNIA USA
FIRST RACE: 1988
GRAND PRIX DEBUT: USA 1993 (250)

SIMON CRAFAR



TEAM: RED BULL YAMAHA WCM
MACHINE: 500cc YAMAHA



11

NATIONALITY: NEW ZEALANDER
DATE OF BIRTH: 15•01•69 WALOURU, NEW ZEALAND
FIRST RACE: 1980 (MOTOCROSS)
GRAND PRIX DEBUT: SPAIN 1993 (500)

JOHN KOCINSKI



TEAM: MOVISTAR HONDA PONS
MACHINE: 500cc HONDA



19

NATIONALITY: AMERICAN
DATE OF BIRTH: 20•03•68 LITTLE ROCK, ARKANSAS
FIRST RACE: 1972
GRAND PRIX DEBUT: JAPAN 1988

RALF WALDMANN



TEAM: MARLBORO TEAM ROBERTS
MACHINE: 500cc MODENAS KR3

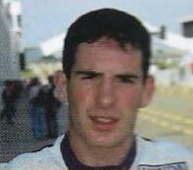


28

NATIONALITY: GERMAN
DATE OF BIRTH: 14•07•66 ENNEPETAL, GERMANY
FIRST RACE: 1986
GRAND PRIX DEBUT: GERMANY 1987 (80)

REGIS LACONI

TEAM: RED BULL YAMAHA WOM
MACHINE: 500cc YAMAHA



55

NATIONALITY: FRENCH
DATE OF BIRTH: 08•07•75 SAINT DIZIER, FRANCE
FIRST RACE: 1990
GRAND PRIX DEBUT: FRANCE 1992 (125)

12 JEAN MICHEL BAYLE

TEAM: YAMAHA TEAM RAINEY
MACHINE: 500cc YAMAHA
NATIONALITY: FRENCH
DATE OF BIRTH: 01•04•69 MANOSQUE, FRANCE

14 JUAN BORJA

TEAM: SHELL ADVANCE RACING
MACHINE: 500cc HONDA
NATIONALITY: SPANISH
DATE OF BIRTH: 03•02•70 ALTEA, ALICANTE, SPAIN

15 SETE GIBERNAU

TEAM: REPSOL HONDA
MACHINE: 500cc HONDA
NATIONALITY: SPANISH
DATE OF BIRTH: 15•12•72 BARCELONA, SPAIN

17 JURGEN VD GOORBERGH

TEAM: DEE CEE JEANS RACING TEAM
MACHINE: 500cc HONDA
NATIONALITY: DUTCH
DATE OF BIRTH: 29•12•69 BREDA, HOLLAND

18 GARRY McCOY

TEAM: SHELL ADVANCE RACING
MACHINE: 500cc HONDA
NATIONALITY: AUSTRALIAN
DATE OF BIRTH: 18•04•72 CAMDEN, AUSTRALIA

22 SEBASTIAN GIMBERT

TEAM: TECMAS HONDA ELF
MACHINE: 500cc HONDA
NATIONALITY: FRENCH
DATE OF BIRTH: 09•09•77 PUY DE VELAY, FRANCE

23 MATT WAIT

TEAM: F.C.C. TECHNICAL SPORTS
MACHINE: 500cc HONDA
NATIONALITY: AMERICAN
DATE OF BIRTH: 02•06•76 LODI, CALIFORNIA USA

27 KATSUAKI FUJIWARA

TEAM: SUZUKI GRAND PRIX TEAM
MACHINE: 500cc SUZUKI
NATIONALITY: JAPANESE
DATE OF BIRTH: 27•03•75 SHIMONOSEKI, JAPAN

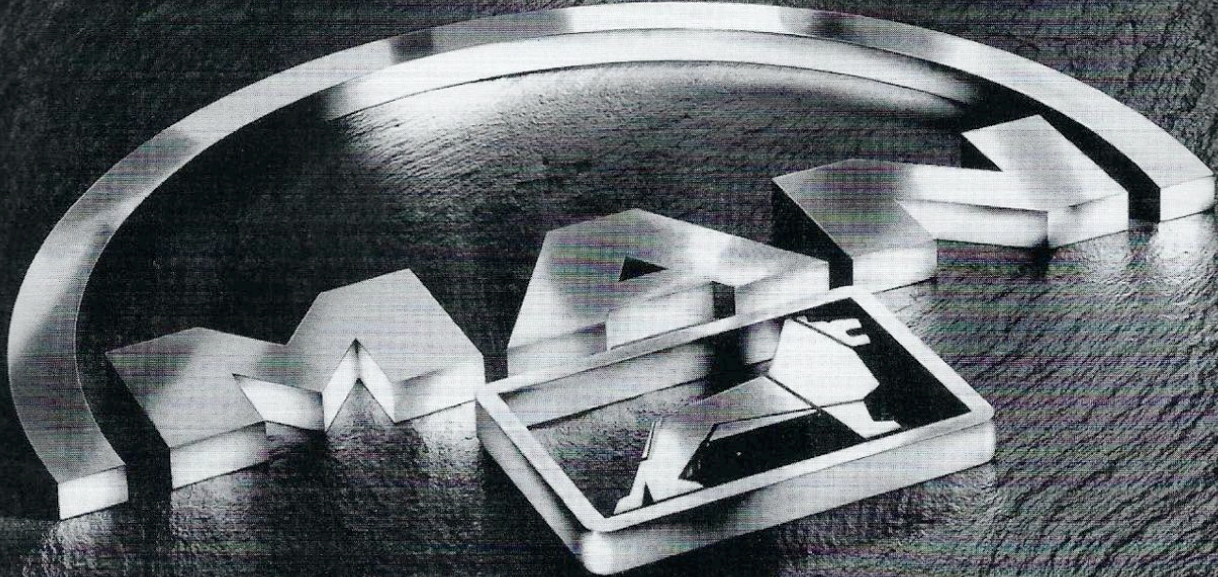
57 FABIO CARPANI

TEAM: TEAM POLINI INOXMACEL
MACHINE: 500cc HONDA NATIONALITY: ITALIAN
DATE OF BIRTH: 23•08•75 DESENZANO
DEL GARDA (BS), ITALY

88 SCOTT SMART

TEAM: TEAM MILLAR HONDA BRITAIN
MACHINE: 500cc HONDA
NATIONALITY: BRITISH
DATE OF BIRTH: 29•05•75 LONDON, ENGLAND

11111/11111



A hallmark for quality

Made by MAN. Trucks ranging from 6 to 48 tonnes, buses for scheduled service and coaches. Diesel engines from 47 kW (64 hp) to 882 kW (1200 hp). State-of-the-art technology and top quality: economical, reliable, environmentally compatible. Complete logistics: efficient transport management, Europewide service. Power and progress for all - to ensure that all kinds of goods will arrive quickly and safely and that the necessary mobility never ceases. Technology that's got what it takes: MAN.

MAN Nutzfahrzeuge Aktiengesellschaft
Dachauer Straße 667, D-80995 München



Economy in action.

BRITISH GRAND PRIX OFFICIALS



PERMANENT OFFICIALS

RACE DIRECTOR ROBERTO NOSETTO	TECHNICAL DIRECTOR JACK FINDLAY	MEDICAL DIRECTOR RUGGERO MATTIOLI
PRESS OFFICER RENATA NOSETTO	SAFETY OFFICER HANS BAHMER	

RACE OFFICIALS

CLERK OF COURSE	J WARD, S HIGGS
DEPUTY CLERK OF COURSE	D SALEY, D PIERRE, D FRANKS
SECRETARY OF THE MEETING	D BARNFIELD
SECRETARY OF THE MEETING (NATIONAL)	J KIMPTON
CHIEF INCIDENT OFFICER	A HOWLETT
CHIEF MARSHAL	W HOWLETT
CHIEF TECHNICAL CONTROL	B HEBBETT, G WILTON
CHIEF MEDICAL OFFICER	MR L JARRETT, FRCS, F RCM
MARSHALS	RACESAFE
FIRTS AID	ST. JOHN AMBULANCE
PARAMEDIC	LEICESTERSHIRE AMBULANCE SERVICE
RECOVERY VEHICLES	CARNELL
COURTESY VEHICLES	LDV
NATIONAL SPORTING FEDERATION	AUTO CYCLE UNION
COURSE CAR	AUDI

FIM STEWARDS

CHEIF STEWARD JOHN THOMSON	2nd STEWARD MAX DEUBEL
--------------------------------------	----------------------------------

IRTA

IRTA REPRESENTATIVE
PAUL BUTLER

CIRCUIT OWNERS

DONINGTON PARK LEISURE LIMITED
DONINGTON PARK, CASTLE DONINGTON, DERBY DE74 2RP
TEL: 01332 810048, FAX: 01332 850422

EVENT ORGANISERS

MOTORCYCLE CIRCUIT CONTROL BOARD
DIRECTORS: JR QUENBY D CARTER N FOULSTON D RIDER
MANAGER: D BARNFIELD
SECRETARY: J KIMPTON

CHAIRMAN OF THE ORGANISATION

DIRECTORS MAURICE JONES ROBERT FEARNALL	MANAGEMENT: PRESS & PR DAVID FERN	SALES DEVELOPMENT STEVE KEMPTON	OPERATIONS VAUGAN EDWARDS	EXHIBITION CENTRE MARTIN QUILLIAM	ADMINISTRATION OFFICE STAFF TANYA CUDWORTH, CAROL PARKER, DEBBIE ROOME, ANN BROWNSWORD, SARAH McLOUGHLIN, JULIA BATES, YVONNE SMALLEY, DONNA POTTER	CIRCUIT STAFF JOHN HESKETH, MARK SINGLETON, STEVE TOPLISS
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INTERNATIONAL SPONSOR

CERTINA THE OFFICIAL TIMING / WATCH FOR THE FIM WORLD CHAMPIONSHIPS

TIMETABLE

FRIDAY JULY 3rd

09.00 - 09.45	125cc Free Practice
10.00 - 11.00	500cc Free Practice
11.15 - 12.15	250cc Free Practice
13.00 - 13.45	125cc Qualifying Practice
14.00 - 15.00	500cc Qualifying Practice
15.15 - 16.15	250cc Qualifying Practice
16.30 - 17.00	Sidecar Free Practice
17.10 - 17.40	British 250cc Free Practice
17.50 - 18.20	Powerbike Free Practice
18.30 - 18.50	Superteen Free Practice
19.00 - 19.30	British 250cc Qualifying

SATURDAY JULY 4th

09.00 - 09.45	125cc Free Practice
10.00 - 11.00	500cc Free Practice
11.15 - 12.15	250cc Free Practice
13.00 - 13.45	125cc Qualifying Practice
14.00 - 15.00	500cc Qualifying Practice
15.15 - 16.15	250cc Qualifying Practice
16.30 - 17.00	Sidecar Qualifying
17.10 - 17.30	Powerbike Qualifying
17.40 - 18.00	Superteen Qualifying
18.15 / 15 Laps	British 250cc Championship
19.00 - 19.30	Sidecar Qualifying

SUNDAY JULY 5th

09.00 - 09.20	125cc Warm-up
09.30 - 09.50	250cc Warm-up
10.00 - 10.20	500cc Warm-up
11.15 / 27 Laps	125cc British Grand Prix
12.30 / 27 Laps	250cc British Grand Prix
14.00 / 30 Laps	500cc British Grand Prix
15.00 / 25 Laps	Sidecar World Cup
16.00 / 15 Laps	British 250cc Championship
16.45 / 15 Laps	British Powerbike Championship
17.30 / 10 Laps	British Superteen Championship

EBC BRAKES

Double-H Sintered Pads

If you want the brakes all the top Superbike/Production/Supersport Racers are using, ask for EBC's new Double-H Sintered sport pads at your dealer. Brakes don't get any better, if your bike is fitted with HH rated pads (see letters stamped on the back of pad) EBC Double-H is the only way to go. Available for all modern sport bikes and race calipers. Any questions?

EBC BRAKES

NOTICES AND INFORMATION



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

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

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

GENERAL NOTICE
It is dangerous to create or erect a stand for private use at any point around the circuit. It is dangerous to climb, stand or sit on the advertising structures around the circuit. It is prohibited to sit on the roofs or any permanent or temporary buildings including all toilet blocks, hospitality suites, bars, etc. Any person disregarding this warning will be asked to leave the premises and in any event will be deemed to have

absolved the promoters and organisers of the meeting and the owners or occupiers of the land from all liability in respect of any damage to property or injury to persons resulting therefrom.

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

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

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

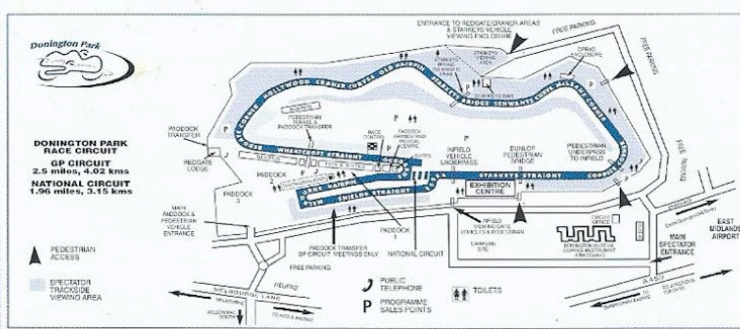
PROGRAMME COPYRIGHT
All literary matter in this programme, including the list of competitors and their racing numbers, is Copyright and any person found making illegal use thereof will be prosecuted. The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the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

PROHIBITED AREA NOTICES
Always keep behind the spectator rails and fences and the public are not permitted in the areas where Prohibited Area notices are displayed. The fences are there for protection and any person(s) found trespassing or willfully damaging property, will be prosecuted by Two Four Sports Ltd.

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

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

GRANDSTAND
Paddock Grandstand is available for use by all paddock pass holders, and a further Grandstand is available at Redgate Corner. Subject to a transfer charge of £15 Sunday, with transfer charges of £3 Friday and £4 Saturday.



Tune into Radio DONINGTON 1602 kHz MW
for expert commentary by Fred Clarke and Chris Carter



BUSINESS CENTRE

Donington Park is much more than just a motor racing circuit. It has facilities regularly used by businesses based across the East Midlands and beyond, including several multi-nationals. Corporate entertainment at race-meetings, especially the prestige events, is vital in customer relationships and staff incentives.

And, for companies looking to show off their products in the fast-lane, the 48,000 sq.ft. Donington Exhibition Centre, located adjacent to the Grand Prix circuit provides the perfect venue. Combined with the race circuit, it is the perfect setting for motor vehicle presentations. Conference facilities are also available.

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

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

Contact Steve Kempton on 01332 812919 for full details.



EXHIBITION & CONFERENCE CENTRE

Public Events

- July 3/4/5 **GRAND PRIX SPECIAL**
- Aug 2 **Toy and Train Fair**
- Aug 8-9 **EXTREME ACTION WEEKEND**

Call 01332 812919 for full details

Catering facilities available at Donington Park

PITSTOP DINER

Situated in the Paddock open 7.00-17.00 for breakfasts, lunches, drinks and snacks

STARKEYS BAR

Our licensed bar offers a commanding view of the circuit from the Old Hairpin to McLeans.

REDGATE LODGE

Donington Park's own pub, in the Paddock - open all day for hot and cold meals. The perfect place, for a drink after qualifying and races.

COPPICE CAFETERIA

The restaurant adjacent to the Donington Grand Prix Collection. Open for early breakfast and all day meals and drinks.

Around the circuit you will find various bars selling Bass beers, together with mobile catering units offering a wide range of fast foods.

EXHIBITION CENTRE

Our bar and restaurant are open throughout most race meetings.

These premises are operated by **CLASSIC CATERING LIMITED**.

Telephone: Coppice Cafeteria, 01332 853039; Redgate Lodge, 01332 812071. Head Office: Ivanhoe Industrial Estate, Smisby Road, Ashby de la Zouch.

Mobile Catering Concessionaire:
Sessions Catering Ltd.
Tel: 01283 521122

125cc SEASON SO FAR

125CC

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1 (4) KAZUTO SAKATA	25	10	25	13	25	13	20									131
2 (13) MARCO MELANDRI	6	-	6	20	20	20	25									116
3 (3) TOMOMI MANAKO	20	16	20	25	-	-	16									111
4 (10) LUCIO CECCHINELLO	13	4	-	-	11	25	13									86
5 (20) MASAO AZUMA	16	7	13	7	16	-	6									65
6 (5) MASAKI TOKUDOME	8	13	4	6	8	7	9									57
7 (9) FREDERIC PETIT	5	9	5	8	10	8	8									53
8 (8) GIANLUIGI SCALVINI	10	3	8	16	-	11	-									48
9 (32) MIRKO GIANSAANTI	-	20	16	-	-	-	10									46
10 (2) NOBORU UEDA	-	25	11	9	-	-	-									45
11 (41) YUJICHI UI	-	-	9	11	5	9	4									38
12 (15) ROBERTO LOCATELLI	-	11	-	-	13	-	9									33
13 (22) STEVE JENKNER	-	5	-	2	9	6	7									29
14 (52) HIROYUKI KIKUCHI	9	-	-	-	-	16	3									28
15 (29) ANGEL NIETO JR	3	8	3	-	-	10	-									24
16 (23) GINO BORSOI	-	-	7	10	-	-	5									22
17 (39) JAROSLAV HULES	-	2	10	-	-	4	1									17
18 (21) ARNAUD VINCENT	-	6	2	5	4	-	-									17
19 (62) YOSHIAKI KATOH	4	-	-	-	6	5	-									15
20 (26) IVAN GOI	1	1	-	3	7	-	2									14
21 (53) NOBUYUKI OSAKI	11	-	-	-	-	-	-									11
22 (51) TAKASHI AKITA	7	-	-	-	-	-	-									7
23 (18) PAOLO TESSARI	-	-	-	4	1	-	-									5
24 (59) JERONIMO VIDAL	-	-	-	-	3	-	-									3
25 (58) ALVARO MOLINA	-	-	-	-	3	-	-									3
26 (17) JUAN E MATURANA	-	-	-	-	2	1	-									3
27 (60) ALFONSO GONZALEZ	-	-	1	-	-	2	-									3
28 (54) KAZUHIRO TAKAO	2	-	-	-	-	-	-									2
29 (64) CLAUDIO CIPRIANI	-	-	-	1	-	-	-									1
CONSTRUCTOR																
1 HONDA	20	25	20	25	20	25	25									160
2 APRILIA	25	13	25	13	25	13	20									134
3 YAMAHA	11	-	9	11	6	9	4									50
	Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Pts	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

EBC
BRAKES

Pro-lite Brake discs

EBC Pro-lite discs are made using Hi-PFN billet steel and deliver 10% more stopping power than your original stainless discs. They last longer than stainless, and extend your pad life. Available complete with alloy centre hubs to bolt on direct without modifications and cost far less than OEM parts. Also available in race versions and oversize disc conversions.

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BRAKES

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

EBC sprint formula is a soft, high-friction pad for use on sportbikes or racing. 1997 compound upgraded for durability. Available for all modern faster machines. For high mileage requirements you can choose between EBC Double-H Sintered pads or EBC's black coded Kevlar pads.

EBC
BRAKES

BRITISH GRAND PRIX

26 LAPS • 104.598 km • START 11.15

No.	RIDER	NATIONALITY	MACHINE	TEAM
3	TOMOMI MANAKO	JAPANESE	HONDA	TEAM UGT 3000
4	KAZUTO SAKATA	JAPANESE	APRILIA	UGT BIKES PESARO
5	MASAKI TOKUDOME	JAPANESE	APRILIA	DOCSHOP RACING
7	EMILIO ALZAMORA	SPANISH	APRILIA	VIA DIGITAL TEAM
8	GIANLUIGI SCALVINI	ITALIAN	HONDA	TEAM POLINI INOXMACEL
9	FREDERIC PETIT	FRENCH	HONDA	UGT 3000-RMS
10	LUCIO CECCHINELLO	ITALIAN	HONDA	GIVI HONDA LCR
13	MARCO MELANDRI	ITALIAN	HONDA	BENETTON MATTEONI
15	ROBERTO LOCATELLI	ITALIAN	HONDA	TEAM POLINI INOXMACEL
16	CHRISTIAN MANNA	ITALIAN	YAMAHA	TEAM SEMPRUCCI
17	ENRIQUE MATURANA	SPANISH	YAMAHA	TEAM YAMAHA KURZ
18	PAOLO TESSARI	ITALIAN	APRILIA	SCUDERIA ALFA NOLAN
20	MASAO AZUMA	JAPANESE	HONDA	M.A.C. MOTORS LIEGEOIS COMP
21	ARNAUD VINCENT	FRENCH	APRILIA	SCRAB COMPETITION
22	STEVE JENKNER	GERMAN	APRILIA	TEAM APRILIA-ADAC SACHSEN
23	GINO BORSOI	ITALIAN	APRILIA	MOTORACING TEAM
26	IVAN GOI	ITALIAN	APRILIA	VASCO ROSSI RACING
29	ANGEL NIETO JR	SPANISH	APRILIA	VIA DIGITAL TEAM
32	MIRKO GIANSAANTI	ITALIAN	HONDA	OXS MATTEONI
39	JAROSLAV HULES	CZECH	HONDA	TEAM UGT 3000
41	YUISHI UI	JAPANESE	YAMAHA	TEAM YAMAHA KURZ
59	JERONIMO VIDAL	SPANISH	APRILIA	TEAM VALENCIA ASPAR
62	YOSHIAKI KATOH	JAPANESE	YAMAHA	TEAM SEMPRUCCI
65	ANDREA IOMMI	ITALIAN	HONDA	TEAM PILERI
80	LEON HASLAM	BRITISH	HONDA	HONDA BRITIAN/RON HASLAM
81	CHRIS PALMER	BRITISH	HONDA	L RUMNEY/GARSTANG CLEANING SERVICES
82	JOHN PEARSON	BRITISH	HONDA	RACING LINES/CLIVE NORTON
83	DAVID MATEER	BRITISH	HONDA	ULSTER RACING TEAM/EDDIE MATEER
OUT DUE TO INJURY:				
2	NOBORU UEDA			
11	JOSE RAMON RAMIREZ / REPLACED BY NO. 59 JERONIMO VIDAL			

125

125cc
ROUND 8

RACE 2



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

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83

EBC
BRAKES

AF16 High durability **KEVLAR** pads
Black coded AF16 pads are TÜV tested and KBA approved, carry full ABE and offer best value for money as a universal pad grade. Powerful brake effect with higher mileage than green pads. AF16 is ideal for all heavy sportbikes/tourers and dual purpose bikes. For motorcross types, the addition of carbon granules in AF16 improves lifetime and reduces heat generation.

EBC
BRAKES

BRITISH GRAND PRIX • RESULTS

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

250cc
ROUND 8

RACE 3



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

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83

EBC
BRAKES

EBC Pro-Lite discs are made using HSR billet steel and deliver 18% more stopping power than your original stainless discs. They last longer than stainless, and extend your pad life. Available complete with alloy centre hubs, or bolt on direct without modifications and cost far less than OEM parts. Also available in race versions and oversize disc conversions.

Pro-Lite Brake discs

EBC
BRAKES

BRITISH GRAND PRIX • RESULTS

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

EBC
BRAKES**EBC KEVLAR Sprint pads (green)**
EBC sprint formula is a soft, high-friction pad for use on sportbikes or racing. 1997 compound upgraded for durability. Available for all modern faster machines. For high mileage requirements you can choose between EBC Double-H Sintered pads or EBC's black coded Kevlar pads.**EBC**
BRAKES

250cc SEASON SO FAR

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1 (31) TETSUYA HARADA	13	25	-	16	25	25	-									104
2 (65) LORIS CAPIROSSI	9	11	25	13	16	16	-									90
3 (46) VALENTINO ROSSI	-	-	20	20	20	-	25									85
4 (5) TORHU UKAWA	-	20	13	9	-	20	11									73
5 (6) HARUCHIKA AOKI	5	13	10	10	10	-	16									64
6 (19) OLIVIER JACQUE	11	16	16	-	13	-	-									56
7 (11) JURGEN FUCHS	-	8	-	-	4	13	20									45
8 (8) LUIS D'ANTIN	-	-	7	7	8	10	13									45
9 (4) STEFANO PERUGINI	4	10	9	11	11	-	-									45
10 (7) TAKESHI TSUJIMURA	1	5	8	4	7	9	9									43
11 (34) LUCCHI MARCELLINO	1-	-	11	25	-	-	-									36
12 (17) JOSE LUIS CARDOSO	8	6	-	8	3	11	-									36
13 (9) JEREMY McWILLIAMS	6	9	-	-	9	7	4									35
14 (54) DAIJIRO KATO	25	-	-	-	-	-	-									25
15 (24) JASON VINCENT	-	2	-	-	6	8	8									24
16 (44) ROBERTO ROLFO	-	4	3	-	2	6	6									21
17 (50) SHINYA NAKANO	20	-	-	-	-	-	-									20
18 (37) LUCA BOSCO SCURO	-	-	5	6	-	-	7									18
19 (27) SEBASTIAN PORTO	-	7	-	-	-	-	10									17
20 (12) NORIYASU NUMATA	7	3	2	-	-	-	5									17
21 (51) NAOKI MATSUDO	16	-	-	-	-	-	-									16
22 (21) FRANCO BATTAINI	-	-	4	5	5	-	-									14
23 (55) YUKIO KAGAYAMA	10	-	-	-	-	-	-									10
24 (18) OSAMU MIYAZAKI	2	1	6	-	-	-	-									9
25 (47) IVAN CLEMENTI	-	-	-	-	-	5	2									7
26 (25) YASUMASA HATEKAYAMA	-	-	-	3	-	3	-									6
27 (16) JOHAN STIGEFELT	-	-	-	-	-	4	1									5
28 (20) WILLIAM COSTES	-	-	1	-	-	-	3									4
29 (14) DAVIDE BULEGA	-	-	-	2	-	2	-									4
30 (52) CHOUJUN KAMEYA	3	-	-	-	-	-	-									3
CONSTRUCTOR																
1 APRILIA	13	25	25	25	25	25	25									163
2 HONDA	25	20	16	11	13	20	16									121
3 YAMAHA	20	6	8	8	8	11	13									74
4 TSR-HONDA	6	9	5	6	9	8	8									51
5 SUZUKI	10	3	2	-	-	4	5									24
6 ERP HONDA	-	-	-	3	-	3	-									6
Pos 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15																
Pts 25 20 16 13 11 10 9 8 7 6 5 4 3 2 1																

250CC

500cc SEASON SO FAR

500CC

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1 (6) MAX BIAGGI	25	16	16	20	11	10	20									118
2 (1) MICK DOOHAN	-	25	20	25	20	-	25									115
3 (4) ALEX CRIVILLE	13	13	25	16	25	11	10									113
4 (8) CARLOS CHECA	8	20	13	13	16	25	11									106
5 (3) NOBUATSU AOKI	10	-	8	8	8	13	9									96
6 (5) NORICK ABE	2	-	10	10	9	20	-									91
7 (11) SIMON CRAFAR	7	-	3	9	7	8	16									90
8 (9) ALEX BARROS	9	-	11	11	-	7	13									87
9 (19) JOHN KOCINSKI	3	11	5	11	13	-	-									83
10 (2) TADAYUKI OKADA	20	-	9	-	-	-	8									81
11 (15) SETE GIBERNAU	6	-	4	2	6	16	-									79
12 (55) REGIS LACONI	-	-	2	6	5	9	7									77
13 (28) RALF WALDMANN	-	7	6	5	4	6	-									76
14 (10) KENNY ROBERTS Jnr.	5	5	7	-	3	-	4									74
15 (18) GARRY McCOY	-	6	1	3	-	5	5									73
16 (50) NORIYUKI HAGA	16	-	-	-	-	-	-									72
17 (21) KYOJI NANBA	11	-	-	4	-	-	-									71
18 (17) JURGEN VD GOORBERGH	-	8	-	-	1	-	6									70
19 (25) YUKIO KAGAYAMA	-	10	-	-	-	-	-									69
20 (20) LUCA CADALORA	-	-	-	-	10	-	-									68
21 (23) MATT WAIT	-	4	-	-	-	3	3									67
22 (52) NORIHIKO FUJIWARA	-	9	-	-	-	-	-									66
23 (88) SCOTT SMART	-	-	-	-	-	4	2									65
24 (7) DORIANO ROMBONI	4	-	-	-	-	-	-									64
25 (22) SEBASTIAN GIMBERT	-	3	-	1	-	-	-									63
26 (14) JUAN BORJA	1	-	-	-	2	-	-									62
27 (77) ESKIL SUTER	-	-	-	-	-	2	-									61
CONSTRUCTOR																
1 HONDA	25	25	25	25	25	25	25									175
2 YAMAHA	16	9	10	10	10	20	16									91
3 SUZUKI	10	10	8	8	8	13	9									66
4 MODENAS KR3	5	7	7	5	4	6	4									38
5 MuZ	4	-	-	-	-	2	-									6
Pos 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15																
Pts 25 20 16 13 11 10 9 8 7 6 5 4 3 2 1																

EBC
BRAKES

Black coated AF16 pads are TUV tested and KDA approved, carry full ABE and offer best value for money as a universal pad grade. Powerful brake effect with higher mileage than green pads. AF16 is ideal for all heavy sportbikes/tourers and dual purpose bikes. For motorcycle types, the addition of carbon granules in AF16 improves lifetime and reduces heat generation.

AF16 High durability **Kevlar** pads

EBC
BRAKES

500cc
ROUND 8

RACE 4



Lap/Pos. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

1
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88

EBC
BRAKES

EBC Pro-Lite discs are made using HPR11 billet steel and deliver 18% more stopping power than your original stainless discs. They last longer than stainless, and extend your pad life. Available complete with alloy centre hubs to bolt on direct without modifications and cost far less than OEM parts. Also available in race versions and oversized disc conversions.

Pro-Lite Brake discs

EBC
BRAKES

BRITISH GRAND PRIX • RESULTS

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

EBC
BRAKES

KEVLAR Sprint pads (green)

EBC sprint formula is a soft, high-friction pad for use on sportbikes or racing. 1997 compound upgraded for durability. Available for all modern faster machines. For high mileage requirements you can choose between EBC Double-H Sintered pads or EBC's black coded Kevlar pads.

EBC
BRAKES

BRITISH GRAND PRIX STARTING GRID

30 LAPS • 120.69 kms • START 14.00

The starting grid consists of 36 numbered yellow boxes arranged in four columns. A large yellow arrow points upwards in the center, with the numbers 1 through 9 written vertically next to it. The background features a globe of the Earth.

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36

EBC
BRAKES**Double-H™ Sintered Pads**
If you want the brakes all the top Superbike/Production/Supersport Racers are using, ask for EBC's new Double-H Sintered sport pads at your dealer. Brakes don't get any better. If your bike is fitted with HH rated pads (see letters stamped on the back of pad) EBC Double-H is the only way to go. Available for all modern sport bikes and race calipers. Any questions?**EBC**
BRAKES**SATURDAY RACE****1**

18.15hrs

SUNDAY RACE**6**

16.00hrs

SANYO**250cc British
Championship****ROUNDS SIX & SEVEN**

EACH RACE

18**LAPS**

45.65 miles

Technical Regulations

Machines 201-250cc, 2-stroke, two cylinders. Six gears maximum. Minimum weight 90kg. A control fuel must be used, either Elf Racing Unleaded or Avgas 100LL.

Rider Eligibility

The status of these races is International. Riders with ACU or SACU competition licences have to be registered with MCRCB. Overseas riders (including Ireland) need an FIM International Licence or a European "A" licence together with "start" permission from their FMN plus MCRCB registration.

Points Scoring

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

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

Starting Grid

This to be decided on the basis of qualifying

Championship Dates

1	March 28/29	Brands Hatch
2	April 24/25/26	Oulton Park
3	May 3/4	Thruxton
4	May 8/9/10	Snetterton
5	June 19/20/21	Donington Park
6/7	July 3/4/5	Donington Park
8	July 17/18/19	Oulton Park
9	August 7/8/9	Knockhill
10	August 14/15/16	Mallory Park
11	August 29/30/31	Cadwell Park
12	September 4/5/6	Silverstone
13	September 18/19/20	Brands Hatch
14	September 25/26/27	Donington Park

Privateer's Cup

New for '98 is the Privateers Cup.

A championship within a championship for MCRCB registered privateer riders. These are designed as either riders owning their own competition machines, or leasing, or renting them. A privateer does not receive any substantial or financial assistance from any manufacturer or importer, and the control and management of his team is not influenced by any manufacturer or importer. Points are awarded to classified finishers on the basis of the championship scale.

Pole Position Award

The Graham John Evans Memorial Award of £100, plus a trophy, will be presented to the pole position rider at every round.

Lap Record

Tetsuya Harada (Aprilia)
1m 34.137s, 153.848kmh/95.60mph (August 1997)

No.	RIDER (Hometown)	Entrant/Owner/Sponsor	Machine
1	STEVE SAWFORD (Biddenham)	Honda Britain	Honda
P 3	ADRIAN CLARKE (Langley Hearnor)	VHE Construction Plc/Ian Clarke	Honda
4	WOOLSEY COULTER (Portadown)	Padgett's/MSR/Eden Cars	Honda
5	JOHN MCGUINNESS (Penrith)	Paul Bird Motorsport	Honda
6	CALLUM RAMSAY (Perth)	Honda Britain	Honda
7	JASON DAVIS (Chester)	Honda Britain	Honda
P 8	DEAN JOHNSON (Coalville)	D & B Racing	Honda
9	PAUL JONES (Segton)	Blacks Bikeshop	Aprilia
P 11	PHILIP STEAD (Northallerton)		Honda
P 12	GAVIN LEE (Southampton)	Dennis Trollope Racing/Morris Lubricants	Yamaha
P 13	GARY MAY (Hungerford)	RPR Shuker	Aprilia
P 14	PAUL ELLIS (Anglesey)		Honda
15	EUGENE MCMANUS (Lisburn)	Padgett's Autorama	Yamaha
P 16	MAURICE RUDDOCK (Ballymoney)	Team MSR	Honda
P 17	SCOTT SUMMERFIELD (Matlock)	Team SSR	Honda
P 18	ROB FREAR (Scunthorpe)	Dennis Trollope Racing/Morris Lubricants	Honda
P 19	ADRIAN COATES (Antrim)	Toby Hurst Racing	Honda
P 20	DARREN THOMAS (Fleet)		Honda
P 21	NICK UPTON (Berkhamsed)		Honda
P 22	MIKE WALKER (Barrow in Furness)		Aprilia
P 23	JASON GILLARD (Northampton)	Sliders Ltd	Honda
P 24	GEORGE WAKEFIELD (Huntingdon)		Honda
P 25	CRAIG MILLWARD (Gillingham)	Fowler's Motorcycles	Honda
P 27	GARY JACKSON (Lincoln)	ES & CG Jackson Pine Furniture	Honda
P 28	JOHN CREITH (Bushmills)		Honda
P 29	ANTHONY RUSSO (Eltham)	Temple Lifts	Honda
P 30	NEIL CASE (Ranhold)	Links Motorcycles of Bedford	Honda
P 31	ANDY SIMPKINS (Burbage)	Ambion Consultants Ltd	Honda
P 32	NEIL RICHARDSON (Wokingham)		Honda
P 33	TIM WILSON (London)		Honda
P 34	STEPHEN THOMPSON (Crumlin)	Sefton Thompson Plastering	Honda
P 35	STUART THOMAS (Preston)		Honda
P 36	GREG FOWLER (Whittington)		Honda
P 37	JASON BOYCE (Harlow)	Joos Drylining; RM Racing Team	Yamaha
P 38	CARL SALVAGE (Stoke on Trent)	Keppel Racing	Honda
P 39	STUART HALL (Wakefield)	Dennis Trollope Racing/Morris Lubricants	Yamaha
40	SIMON TURNER (Co Antrim)	Team Millar/Honda Britain	Honda
P 41	TIM BETT (Newark)		Honda
P 42	ANDREW NEVILLE (Bookham)		Honda
P 43	SHANE NORVAL (South Africa)	Team Colin Appleyard Racing/R&G Precision Engineering	Honda
P 44	GARY HASLAM (Brinsley)	Premier Racing/T.S.T.	Honda
P 45	STUART EDWARDS (Billericay)		Honda
P 46	ALAN PATERSON (Antrim)		Honda
P 47	DEREK McLAUGHLIN (Ballymoney)		Yamaha
P 48	RICHARD GRINLING (Market Harborough)		Honda
P 49	HILTON HINCKS (Waterford)	Team Powersport Racing	Honda
P 51	MICHAEL HERZBERG (Belton)		Yamaha
P 52	DAVE WESTON (Wellingborough)		Honda
54	KAYO TEKUYU (Japan)	TSR/Technical Sports Racing	Honda
P 55	SHAUN BROWN (Lincoln)		Honda
P 57	TIM LEVY (Kings Lynn)	P.J.E. Racing/Ron Greengrass	Honda
P 60	DEAN ELLISON (Kendal)	D+B Racing	Honda
61	CLIFF MAYLAM (Keighley)	Team Colin Appleyard Racing	Honda
P 62	LEE JACKSON (Lincoln)	ES & CG Jackson Pine Furniture	Honda
65	MARK COATES (Newtownabbey)		Honda
67	HUGH REYNOLDS (London)		Yamaha
P 77	ALEX HUTCHINSON (Beverley)	LAR Distribution	Honda
P 98	CHRIS HEATH (Douglas)		Honda

P denotes eligibility for Privateers Cup

Results

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

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

**SUNDAY
RACE
7**

16.45hrs

BRITISH POWERBIKE CHAMPIONSHIP

ROUND THREE

15

LAPS

37.5 miles

No.	RIDER (HOMETOWN)	TEAM/OWNER/SPONSOR	MACHINE
1	PAUL BROWN (Scunthorpe)	Sanyo Digicom Honda Britain	Honda
2	STEVE PLATER (Woodhall Spa)	Sanyo Digicom Honda Britain	Honda
3	MICK CORRIGAN (Sheffield)	Nicmonira Racing	Honda
4	ANDREW STRUDWICK (Chertsey)	Leisure Repair Services	Suzuki
5	PETE BEAL (Towcester)	Pete Beal Racing	Yamaha
6	DEAN THOMAS (Australia)	GR Suzuki/Best of Bikes	Suzuki
8	TOM CUDDY (London)	Ringle Racing	Ducati
9	DAVID JEFFERIES (Shipley)	Allan Jefferies Racing	Yamaha
11	MARK COLEING (Loughton)	Hyside Motorcycles/S. Essex Motorcycles	Yamaha
12	GUS SCOTT (Kendall)	Fowlers of Bristol	Yamaha
14	PETE GRAVES (London)	Pete Graves Racing	Yamaha
15	DEAN ASHTON (Hull)		Yamaha
21	STEVE BROGAN (Skelmersdale)	Young Guns	Honda
24	PAUL JONES (Swansea)	M&P Accessories	Kawasaki
29	ANDY BAILEY (Abingdon)	Corner House Seat	Yamaha
32	MARK WRIGHT (Bathgate)		Suzuki
33	FRANCIS WILLIAMSON (Petersfield)	Clive Wood/Jack Lilley Racing	Triumph
36	CARL MARSDEN (Newark)		Suzuki
40	ALASTAIR ECCLESFIELD (Keeby)	Greenfingers Landsayes	Honda
61	PAUL SHOOK (Blackwood)		Suzuki
64	WINDSOR JONES (Shrewsbury)	PJM Racing	Suzuki
77	RICHARD GROVER (South Wamborough)	Charltons	Suzuki
88	COLIN HIPWELL (Doncaster)	Sloans Tavern	Suzuki
90	NEIL JONES (Sunbury on Thames)		Honda
99	JOHN CARTWRIGHT (Rugeley)	JRC Promotions	Kawasaki

Series Information

This is an all new championship for 1998 for machines 701cc and over, four-stroke, but not rotary engine. The technical regulations are a combination of those for the Sports Production FIM Supersport and FIM Superbike Championships with restrictions on modifications to reduce costs. The engine modifications allowed are based on FIM Supersport regulations.

All machines must be standard catalogue sports production models and quantity production which have been manufactured within the preceding five years and have been readily available to the public through normal British retail outlets and have been imported by the official British importer.

Championship Dates

1	April 11/12/13*	Donington Park
2	May 8/9/10	Snetterton
3	July 3/4/5	Donington Park
4	July 17/18/19	Oulton Park
5	July 31/August 1/2*	Brands Hatch
6 & 7	August 7/8/9	Knockhill
8	September 4/5/6	Silverstone
9	October 18	Thruxton

* At these events there will be a sprint race and a longer distance race.

Championship Points

1	Dave Jefferies	50
2	Paul Brown	40
3	Steve Plater	32
4	Dean Ashton	20
5=	Chris Scott	13
	Peter Graves	13
7=	Francis Williamson	11
	Andy Strudwick	11
9=	Colin Hipwell	10
	Mike Edwards	10

Results

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

Lap Record

Dave Jefferies (Yamaha)
1m 38.159s (April 1998)

Squib Burton Trophy to top British rider in Powerbikes

The Donington Park Racing Association Club's Squib Burton Trophy will be awarded to the top British rider, decided on a points system, over the three rounds to be held here. The first two are on Easter Monday, the third at the British Grand Prix on July 5. Squib Burton won the first ever motorcycle race in the Park, on 25 May, 1931.

The circuit's independent supporters club, the DPRAC, would welcome you as a member. Why not call at their enclosure, at McLeans Corner, today?

CRIME PREVENTION

Leicestershire Police are providing a major display of bike security measures and devices from a unit on the circuit infield – protect your bike to the full by talking to the experts. They are here to help.



**Leicestershire
CRIMESTOPPERS**

0800 555 111



Sunday 27 September
Donington Grand Prix Circuit

— THE FINAL TWO RACES —

MCN BRITISH SUPERBIKE CHAMPIONSHIP

plus SANYO BRITISH 250cc CHAMPIONSHIP, SANYO BRITISH 125cc CHAMPIONSHIP, SANYO BRITISH SUPERSPORT 600 CHAMPIONSHIP, GENERAL GUARANTEE APRILIA RS250 CHALLENGE, SUPERBIKE MAGAZINE NATIONAL SPORTS PRODUCTION CHAMPIONSHIP, HONDA CB500 NATIONAL & NEWCOMERS CUPS, GILERA NATIONAL SCOOTER CHAMPIONSHIP, NATIONAL 125cc CHAMPIONSHIP

Adult trackside admission £15, Children FREE*
(*15 years and under accompanied by an adult)
— Qualifying Friday and Saturday —

**EBC
BRAKES**

EBC Profile discs are made using HPSH billet steel and deliver 18% more stopping power than your original stainless discs. They last longer than stainless, and extend your pad life. Available complete with alloy centre hubs to bolt on direct without modifications and cost far less than OEM parts. Also available in race versions and oversize disc conversions.

Pro-111g Brake discs

**EBC
BRAKES**

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

EBC sprint formula is a soft, high-friction pad for use on sportbikes or racing. 1997 compound upgraded for durability. Available for all modern faster machines. For high mileage requirements you can choose between EBC Double-H Sintered pads or EBC's black coded Kevlar pads.

EBC BRAKES**SUNDAY
RACE
8
16.50hrs****MOTORCYCLE
City****superteen
championship****Aprilia
RS125****12
LAPS
23.48 miles****ROUND FIVE****Championship Information**

A 10 round championship open to competitors, registered with MCRCB, who are aged between 14 and 20 years on the 1st March 1998. Competitors who become 14 years of age after 1st March 1998 but before 31st July 1998 will be assessed by MCRCB. All competitors have to use Aprilia RS125 machines.

Points Scoring

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

Championship Dates

1	April 24/25/26	Oulton Park
2	May 3/4	Thruxton
3	May 23/24	Donington Park
4	May 25	Cadwell Park
5	July 3/4/5	Donington Park
6	August 7/8	Knockhill
7	August 14/15/16	Mallory Park
8	September 18/19/20	Brands Hatch
9	September 25/26/27	Donington Park
10	October 18	Thruxton

Starting Grid

This to be decided on the basis of timed qualifying.

Championship Points

1	Keiran Murphy	79
2	Clint Mears	65
3	Aaron Zanotti	62
4	Mark Baldock	56
5	Chris Miller	49
6	Ben Wilson	36
7	Michael Hill	27
8	Lee Hodge	26
9	James Ellison	25
10	Stuart Easton	22

Lap Record

To be established

No.	RIDER (Hometown)	Age	Entrant/Owner/Sponsor	Machine
1	JAMES ELLISON (Kendal)	17		Aprilia
2	LEE HODGE (Ruislip Manor)	17	Rad Fabricating Co	Aprilia
3	CHRIS MILLER (Edinburgh)	17	Tech 2 Racing	Aprilia
4	AARON ZANOTTI (Loughborough)	17	Team Belletti Moto	Aprilia
5	RICKY HACKETT (Corley)	18	Team GSE Ducati	Aprilia
6	SIMON TULLY (Wallington)	18	Chubb Marketing Limited	Aprilia
7	STUART EASTON (Hawick)	15		Aprilia
8	PETER WILSON (Swindon)	19		Aprilia
9	SIMON HEDGES (Northampton)	18		Aprilia
10	MARK BALDOCK (Ashford)	18	Team GSE Racing	Aprilia
11	STEVEN CROW (Huddersfield)	19		Aprilia
12	JAMES ANDREW (Bardney)	17		Aprilia
13	BEN WILSON (Boston)	16	R A Wilson Motorcycles	Aprilia
19	MATTHEW STAFFORD (Worcester)	20		Aprilia
20	DALE RAYNOR (Coalville)	14	Martin Raynor Cars/Cabb Racing	Aprilia
21	MICHAEL HILL (Stockton on Tees)	19	Sibir Refrigeration (Ibris Ltd)/NYRRSC	Aprilia
22	MARK ANDREW (Bardney)	16		Aprilia
22	BENJAMIN TAYLOR (Hornchurch)	17		Aprilia
30	RICHARD FOGG (Bolton)	18		Aprilia
41	JOHN HOWSON (Ashbourne)	20		Aprilia
55	BENJIE COCKERILL (Saltash)	17	GT Motorcycles Plymouth	Aprilia
56	JAMES BUCKINGHAM (Ilfracombe)	14	PGH Motorcycles	Aprilia
64	CLINT MEARS (Hyde)	19	Clint Mears Road Racing Team	Aprilia
69	PHIL RIDGEWAY (Great Sutton)	16	PR Racing	Aprilia
88	DAVID CARSON (Northwich)	16	Dynamic Ltd	Aprilia
98	KIERAN MURPHY (Ipswich)	19		Aprilia

Results

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

Support the DPRAC – the Donington Park Supporters Club

It's a year of double anniversaries here at Donington Park. The circuit re-opened for racing 21 years ago, but the circuit's independent supporters club was up and running even before that.

The Donington Park Racing Association Club was formed to help the fight to restore racing to the parkland circuit, and helped in many ways in the early days to bring the roar of racing engines back to the scene of some of the country's greatest events, the pre-war Donington Grands Prix. The DPRAC celebrates its 25th Anniversary this year, and already in its Silver Jubilee year has

underlined its commitment to the sport and to the circuit. The purchase of more, vital, life saving medical equipment for use in the circuit's well equipped medical centre is gratefully acknowledged, as is the support, with generous prize monies of the recent New Era Super Clubmans Motorcycle race meeting. The club will also be investing monies into the prize fund of a forthcoming car race meeting.

These are the latest generous offerings from the DPRAC which has provided the circuit's medical and emergency teams with various equipment over the years.

The club is positive in its love of the sport, operating also a Welfare Fund, which brings assistance to any competitors who are unfortunate enough to be injured whilst racing here.

To find out more about the DPRAC, and its benefits to you, the race going spectator, call in at the club's enclosure at McLeans Corner for a chat today. You will discover among other things, membership brings discounted admission prices – can't be bad!

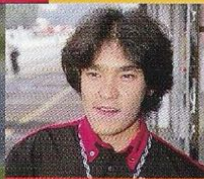
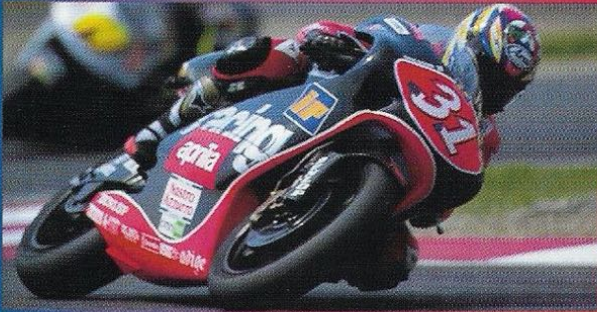
Alternatively write to David Lowndes, 65 Bedford Street, Derby, DE22 3PE for information.

RIDER 250 PROFILES

TETSUYA HARADA

TEAM: APRILIA RACING TEAM

MACHINE: 250cc APRILIA



31

NATIONALITY: JAPANESE

DATE OF BIRTH: 14•06•70 CHIBA, JAPAN

FIRST RACE: 1987

GRAND PRIX DEBUT: JAPAN 1990 (250)

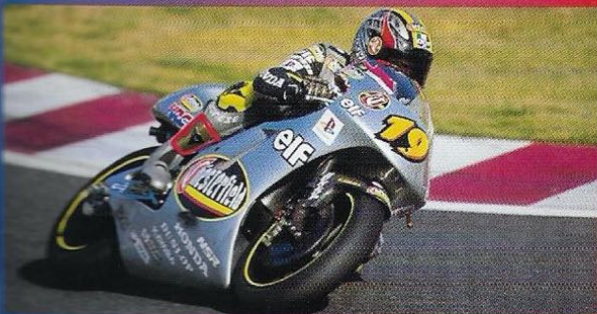
WORLD TITLES: 250cc, 1993



OLIVIER JACQUE

TEAM: CHESTERFIELD ELF TECH 3

MACHINE: 250cc HONDA



19

NATIONALITY: FRENCH

DATE OF BIRTH: 29•08•73 VILLERUPT, FRANCE

FIRST RACE: 1990

GRAND PRIX DEBUT: AUSTRALIA 1995 (250)

STEFANO PERUGINI

TEAM: CASTROL 250 TEAM
MACHINE: 250cc HONDA



4

NATIONALITY: ITALIAN
DATE OF BIRTH: 10•09•74 VITERBO, ITALY
FIRST RACE: 1992
GRAND PRIX DEBUT: ITALY 1993 (125)

TOHRU UKAWA

TEAM: BENETTON HONDA
MACHINE: 250cc HONDA



5

NATIONALITY: JAPANESE
DATE OF BIRTH: 05•05•73 CHIBA PREF, JAPAN
FIRST RACE: 1989
GRAND PRIX DEBUT: JAPAN 1994 (250)

HARUCHIKA AOKI

TEAM: F.C.C. TSR
MACHINE: 250cc HONDA



6

NATIONALITY: JAPANESE
DATE OF BIRTH: 28•03•76 GUMMA, JAPAN
FIRST RACE: 1991
GRAND PRIX DEBUT: AUSTRALIA 1993 (125)
WORLD TITLES: 125cc 1995, 1996

TAKESHI TSUJIMURA

TEAM: F.C.C. TEAM SEMPRUCCI
MACHINE: 250cc YAMAHA



7

NATIONALITY: JAPANESE
DATE OF BIRTH: 04•07•74 OSAKA, JAPAN
FIRST RACE: 1991
GRAND PRIX DEBUT: AUSTRALIA 1993 (125)

LUIS D'ANTIN

TEAM: ANTENA 3 YAMAHA
MACHINE: 250cc YAMAHA



8

NATIONALITY: SPANISH
DATE OF BIRTH: 02•01•64 MADRID, SPAIN
FIRST RACE: 1986
GRAND PRIX DEBUT: SPAIN 1989 (125)

JEREMY McWILLIAMS

TEAM: QUB TEAM OPTIMUM
MACHINE: 250cc TSR HONDA



9

NATIONALITY: BRITISH
DATE OF BIRTH: 04•04•64 CARMONEY, NORTHERN IRE
FIRST RACE: 1988
GRAND PRIX DEBUT: AUSTRALIA 1993 (500)

VALENTINO ROSSI

TEAM: NASTRO AZZURO APRILIA
MACHINE: 250cc APRILIA



46

NATIONALITY: ITALIAN
DATE OF BIRTH: 16•02•79 URBINO (PESARO), ITALY
FIRST RACE: 1992
GRAND PRIX DEBUT: MALAYSIA 1996 (125)
WORLD TITLES: 125cc 1997

LORIS CAPIROSSI

TEAM: APRILIA RACING TEAM
MACHINE: 250cc APRILIA



65

NATIONALITY: ITALIAN
DATE OF BIRTH: 04•04•73 BOLOGNA, ITALY
FIRST RACE: 1987
GRAND PRIX DEBUT: JAPAN 1990 (125)
WORLD TITLES: 125cc 1990, 1991

11 JURGEN FUCHS

TEAM: DOCSHOP-RACING
MACHINE: 250cc APRILIA
NATIONALITY: GERMAN
DATE OF BIRTH: 28•1•65 PFAFFENHOFEN, GERMANY

14 DAVIDE BULEGA

TEAM: OXS-MATTEONI
MACHINE: 250cc HONDA
NATIONALITY: ITALIAN
DATE OF BIRTH: 07•04•71 TORINO, ITALY

17 JOSE LUIS CARDOSO

TEAM: ANTENA 3 YAMAHA
MACHINE: 250cc YAMAHA
NATIONALITY: SPANISH
DATE OF BIRTH: 02•02•75 SEVILLA, SPAIN

20 WILLIAM COSTES

TEAM: CHESTERFIELD ELF TECH 3
MACHINE: 250cc HONDA
NATIONALITY: FRENCH
DATE OF BIRTH: 01•07•72 ISSOIRE, FRANCE

24 JASON "JAY" VINCENT

TEAM: PADGETTS HRC SHOP
MACHINE: 250cc HONDA
NATIONALITY: BRITISH
DATE OF BIRTH: 20•02•73 NUNEATON, ENGLAND

27 SEBASTIAN PORTO

TEAM: PR2 MITSUBISHI-ELAION
MACHINE: 250cc APRILIA
NATIONALITY: ARGENTINIAN
DATE OF BIRTH: 12•09•78 RAFAELA, ARGENTINA

41 FEDERICO GARTNER

TEAM: PR2 MITSUBISHI-ELAION
MACHINE: 250cc APRILIA
NATIONALITY: ARGENTINIAN
DATE OF BIRTH: 05•06•79 MISIONES, ARGENTINA

12 NORIYASU NUMATA

TEAM: ARIE MOLENAAR RACING
MACHINE: 250cc SUZUKI
NATIONALITY: JAPANESE
DATE OF BIRTH: 26•04•66 IBARAGI, JAPAN

16 JOHAN STIGEFELT

TEAM: ARIE MOLENAAR RACING
MACHINE: 250cc SUZUKI
NATIONALITY: SWEDISH
DATE OF BIRTH: 17•03•76 ANDERSTORP, SWEDEN

18 OSAMU MIYAZAKI

TEAM: EDO RACING
MACHINE: 250cc YAMAHA
NATIONALITY: JAPANESE
DATE OF BIRTH: 23•01•66 IWATA CITY, SHIZUOKA

21 FRANCO BATTAINI

TEAM: EDO RACING
MACHINE: 250cc YAMAHA
NATIONALITY: ITALIAN
DATE OF BIRTH: 22•07•72 BRESCIA, ITALY

25 YASUMASA HATEKAYAMA

TEAM: PENGUIN RACING
MACHINE: 250cc HONDA
NATIONALITY: JAPANESE
DATE OF BIRTH: 04•09•74 HYAGO PREF, JAPAN

37 LUCA BOSCO SCURO

TEAM: SCUDERIA AGV CARRIZOSA
MACHINE: 250cc HONDA
NATIONALITY: ITALIAN
DATE OF BIRTH: 27•12•71 SCHIO, VICENZA, ITALY

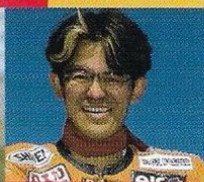
44 ROBERTO ROLFO

TEAM: SCUDERIA AGV CARRIZOSA
MACHINE: 250cc HONDA
NATIONALITY: ITALIAN
DATE OF BIRTH: 23•03•77 TURIN, ITALY

RIDER PROFILES

NOBORU UEDA

TEAM: GIVI HONDA LCR
MACHINE: 125cc HONDA



2

NATIONALITY: JAPANESE
DATE OF BIRTH: 23•07•67 AICHI, JAPAN
FIRST RACE: 1989
GRAND PRIX DEBUT: JAPAN 1991 (125)

TOMOMI MANAKO

TEAM: TEAM UGT-3000
MACHINE: 125cc HONDA



3

NATIONALITY: JAPANESE
DATE OF BIRTH: 16•09•72 SAGA PREFECTURE, JAPAN
FIRST RACE: 1993
GRAND PRIX DEBUT: GERMANY 1994 (125)

KAZUTO SAKATA

TEAM: UGT BIKES-PESARO
MACHINE: 125cc APRILIA



4

NATIONALITY: JAPANESE
DATE OF BIRTH: 15•08•66 TOKYO, JAPAN
FIRST RACE: 1988
GRAND PRIX DEBUT: JAPAN 1991 (125)
WORLD TITLES: 125cc, 1994

MASAKI TOKUDOME

TEAM: DOCSHOP-RACING
MACHINE: 125cc APRILIA



5

NATIONALITY: JAPANESE
DATE OF BIRTH: 14•02•71 KAGOSHIMA, JAPAN
FIRST RACE: 1990
GRAND PRIX DEBUT: AUSTRALIA 1994 (125)

EMILIO ALZAMORA

TEAM: VIA DIGITAL TEAM
MACHINE: 125cc APRILIA



7

NATIONALITY: SPANISH
DATE OF BIRTH: 22•05•73 LLEIDA, SPAIN
FIRST RACE: 1989
GRAND PRIX DEBUT: MALAYSIA 1994 (125)

GIANLUIGI SCALVINI

TEAM: TEAM POLINI INOXMACEL
MACHINE: 250cc HONDA



8

NATIONALITY: ITALIAN
DATE OF BIRTH: 14•02•71 BRESCIA, ITALY
FIRST RACE: 1989
GRAND PRIX DEBUT: ITALY 1993 (125)

FREDERIC PETIT

TEAM: TEAM RMS
MACHINE: 125cc HONDA

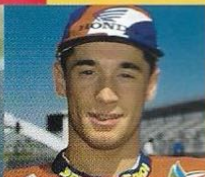


9

NATIONALITY: FRENCH
DATE OF BIRTH: 06•05•75 CHAMPIGNY, FRANCE
FIRST RACE: 1989
GRAND PRIX DEBUT: AUSTRALIA 1994 (125)

LUCIO CECCHINELLO

TEAM: *GM HONDA LOR*
MACHINE: *125cc HONDA*



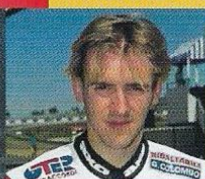
10

NATIONALITY: *ITALIAN*
DATE OF BIRTH: *21•10•69 BOLOGNA, ITALY*
FIRST RACE: *1989*
GRAND PRIX DEBUT: *AUSTRALIA 1993 (125)*



ROBERTO LOCATELLI

TEAM: *TEAM AXO INOXMACEL*
MACHINE: *125cc HONDA*



15

NATIONALITY: *ITALIAN*
DATE OF BIRTH: *15•07•74 BERGAMO, ITALY*
FIRST RACE: *1989*
GRAND PRIX DEBUT: *ITALY 1994 (125)*



IVAN GOI

TEAM: *VASCO ROSSI RACING*
MACHINE: *125cc APRILIA*



26

NATIONALITY: *ITALIAN*
DATE OF BIRTH: *29•02•80 CREMONA, ITALY*
FIRST RACE: *1995*
GRAND PRIX DEBUT: *MALAYSIA 1996 (125)*



YUISHI UI

TEAM: *TEAM YAMAHA KURZ*
MACHINE: *125cc YAMAHA*



41

NATIONALITY: *JAPANESE*
DATE OF BIRTH: *27•11•72 CHIBA, JAPAN*
FIRST RACE: *1992*
GRAND PRIX DEBUT: *JAPAN 1995 (125)*



11 JOSE RAMON RAMIREZ

TEAM: TEAM AIRTEL-ASPAR
MACHINE: 125cc APRILIA
NATIONALITY: SPANISH
DATE OF BIRTH: 10•08•79 MENESES, SPAIN

16 CHRISTIAN MANNA

TEAM: TEAM SEMPRUCCI
MACHINE: 125cc YAMAHA
NATIONALITY: ITALIAN
DATE OF BIRTH: 28•02•75 RIVOLI, (TORINO) ITALY

18 PAOLO TESSARI

TEAM: SCUADERIA ALFA NOLAN
MACHINE: 125cc APRILIA
NATIONALITY: ITALIAN
DATE OF BIRTH: 15•07•73 ITALY

20 MASAO AZUMA

TEAM: LIEGEDIS COMPETITION
MACHINE: 125cc HONDA
NATIONALITY: JAPANESE
DATE OF BIRTH: 24•03•71 KOECHI, JAPAN

22 STEVE JENKNER

TEAM: TEAM APRILIA-ADAC SACHSEN
MACHINE: 125cc APRILIA
NATIONALITY: GERMAN
DATE OF BIRTH: 31•05•76 LICHTENSTEIN

29 ANGEL NIETO Jr

TEAM: VIA DIGITAL TEAM
MACHINE: 125cc APRILIA
NATIONALITY: SPANISH
DATE OF BIRTH: 19•11•76 MADRID, SPAIN

39 JAROSLAV HULES

TEAM: TEAM UGT-3000
MACHINE: 125cc HONDA NATIONALITY: CZECH
DATE OF BIRTH: 02•07•74 OLIVECICE,
CZECH REPUBLIC

13 MARCO MELANDRI

TEAM: BENETTON-MATTEONI
MACHINE: 125cc HONDA
NATIONALITY: ITALIAN
DATE OF BIRTH: 07•08•82 RAVENNA, ITALY

17 ENRIQUE MATURANA

TEAM: YAMAHA TEAM KURZ
MACHINE: 125cc YAMAHA
NATIONALITY: SPANISH
DATE OF BIRTH: 28•08•71 SPAIN

19 ANDREA BALLERINI

TEAM: TEAM PILERI
MACHINE: 125cc HONDA
NATIONALITY: ITALIAN
DATE OF BIRTH: 02•07•73 FIRENZE, ITALY

21 ARNAUD VINCENT

TEAM: SCRAB COMPETITION
MACHINE: 125cc APRILIA
NATIONALITY: FRENCH
DATE OF BIRTH: 30•11•74 NANCY, FRANCE

23 GINO BORSOI

TEAM: MOTORACING S.R.L.
MACHINE: 125cc APRILIA
NATIONALITY: ITALIAN
DATE OF BIRTH: 11•03•74 ITALY

32 MIRKO GIANSAITI

TEAM: OXS-MATTEONI
MACHINE: 125cc HONDA
NATIONALITY: ITALIAN
DATE OF BIRTH: 14•09•76

62 YOSHIKI KATOH

TEAM: TEAM SEMPRUCCI
MACHINE: 125cc YAMAHA
NATIONALITY: JAPANESE
DATE OF BIRTH: 28•08•65 KYOTO, JAPAN

THE EXCITEMENT IS MOUNTING

GOLD & COOL



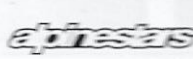
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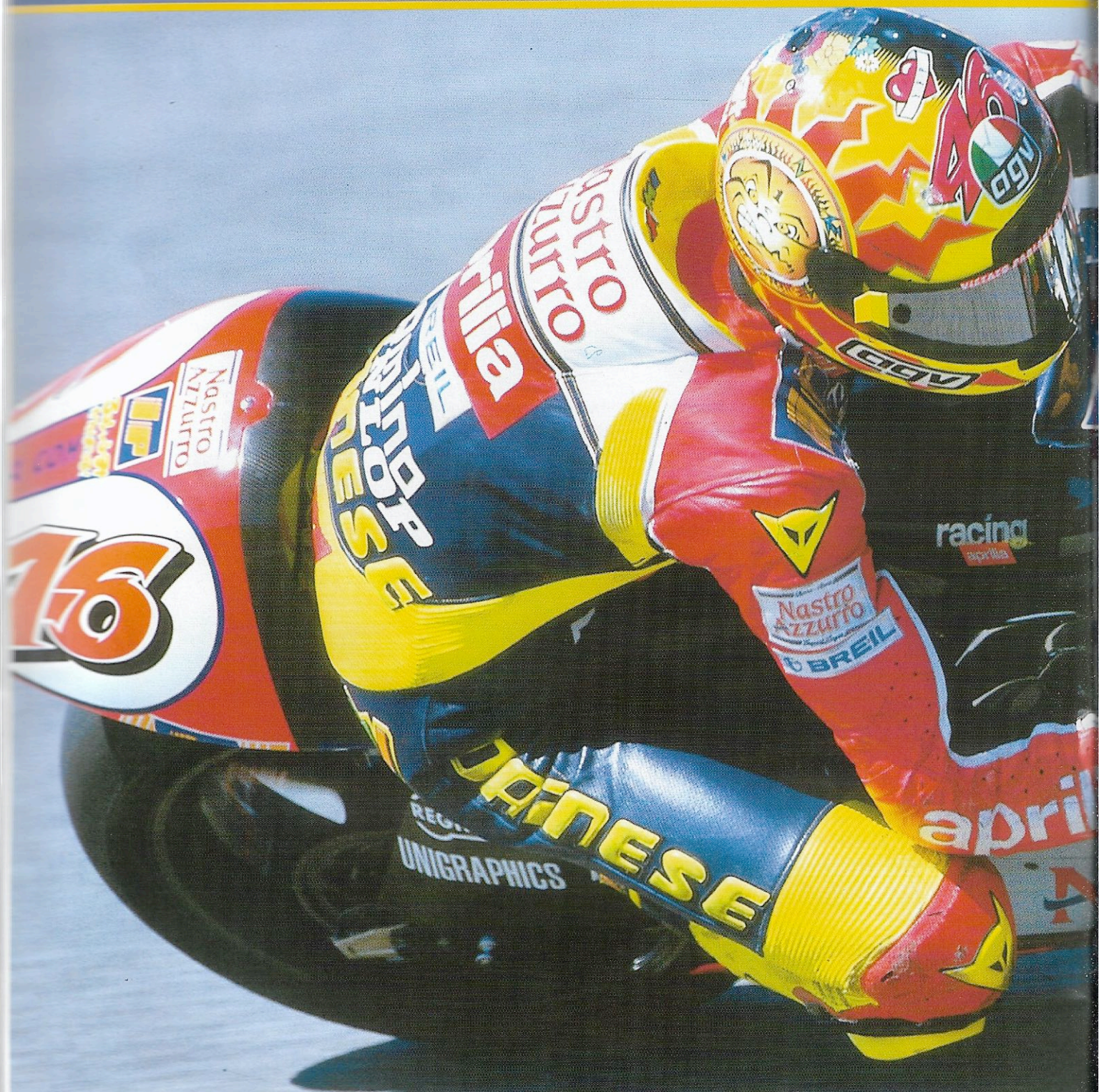


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27.6.98 RIZLA+ DUTCH TT RACE REPORT



1
VALENTINO
ROSSI

NASTRO AZZURRO APRILA

2
JURGEN
FUCHS

DOGSHOP RACING

3
HARUCHIKA
AOKI

F.C.C. TSR



Jurgen Fuchs, Valentino Rossi,
Haruchika Aoki

Valentino Rossi



27.6.98 Rizla+ Dutch TT Race Report Aprilia Cakewalk Crumbles

46 VALENTINO ROSSI
MASTRO AZZURRO APRILIA

11 JURGEN FUCHS
DOCSHOP RACING

6 HARUCHIKA AOKI
F.C.C. TSR

8 LUIS D'ANTIN
ANTENA 3 YAMAHA

5 TOHRU UKAWA
BENETTON HONDA

27 SEBASTIAN PORTO
PR2 MITSUBISHI ELAION

7 TAKESHI TSUJIMURA
TEAM SEMPRUCCI

24 JASON VINCENT
PADGETTS HRC SHOP

37 LUCA BOSCOCURIO
SCUDERIA AGV CARRIZOSA

44 ROBERTO ROLFO
SCUDERIA AGV CARRIZOSA

The Aprilias were as dominant at Assen as pretty much every where else this year. Way ahead in practice, the three factory bikes jetted past everyone down the back straight, so that after only three laps Loris Capirossi, Valentino Rossi and Tetsuya Harada were totally in control up front, and it only remained to be seen what games they would play with one another this time, to decide whose turn it was to win.

Instead, in a stroke of luck that came too late in the season for the disappointed Honda contenders, first Harada and one lap later Capirossi slowed dramatically and freewheeled to a stop beside the track, victims of an unspecified engine failure.

This left Rossi 22 seconds ahead and well on the way to his first win in his first 250 year.

By this point, top Honda rider Olivier Jacque was out. Already racing with a bad ankle fracture after a crash at round four, and complaining bitterly about the all-new works NSR Honda's lack of speed, he had been knocked off at the previous race at Jarama. Now he was knocked off again, this time by fellow works Honda rider Stefano Perugini, with both failing to finish.

In his absence, front-row qualifier Jurgen Fuchs took his semi-private Docshop Aprilia through a big pack to claim second by less than four tenths from former double 125 champion Haruchika Aoki, in his first 250 rostrum.

Then came Luis d'Antin's private Yamaha, narrowly ahead of Tohru Ukawa's works Honda, Seb Porto's private Aprilia and Takeshi Tsujimura's Yamaha, after a battle lasting most of the race.

British privateer Jay Vincent had been in the thick of the battle in his first season - another strong showing for the very promising Padgetts Honda rookie. He just dropped off the back of the pack in the

closing stages, safe in eighth place.

But the other Briton, Jeremy McWilliams, had an awful afternoon. Already a thorn in the side of the works riders, on his QUB-Team Optimum 250 Honda RS, he got a flyer of a start to hold third in the early stages. Too much of a flyer. He was adjudged to have jumped the green light, and given a stop-and-go penalty. In devastating form, he fought his way back to an angry 12th.

As on the track, also in the championship - the Aprilias are pulling away very convincingly. After Assen, Harada still led the championship by 14 points from Capirossi, five points ahead of Rossi. Harada also has the most race wins - three, to one each to his team mates, and another to Aprilia tester and occasional Wild Card Marcellino Lucchi (the other, at the first race, went to Honda Wild Card Daijiro Katoh).

The best-placed Honda rider is Ukawa, 12 points behind Rossi, with Aoki and Jacque following on. But while the riders have been crying out for more power and better suspension, parts have been slow in coming from HRC, and their hopes are dwindling fast.

by Michael Scott



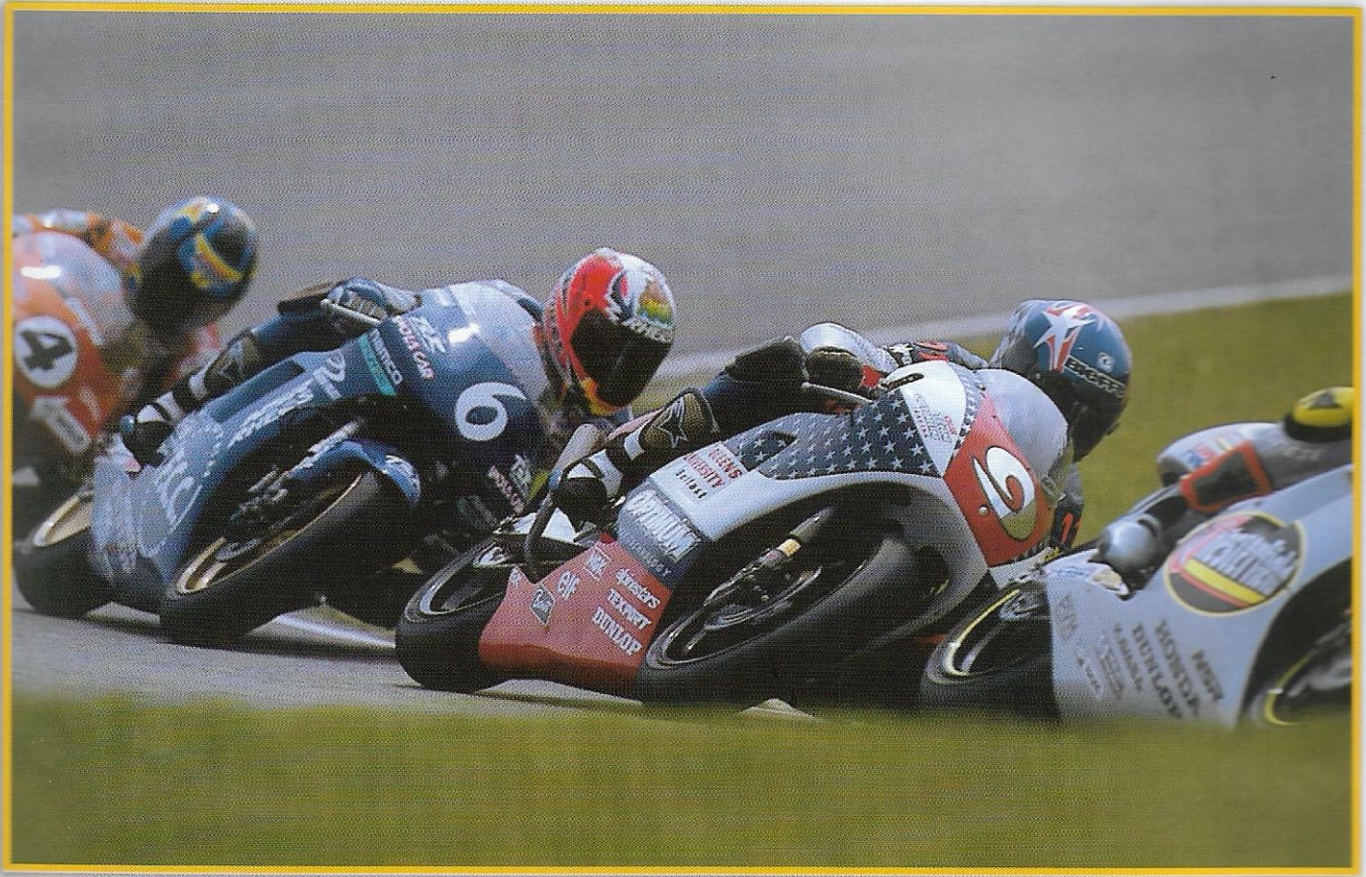
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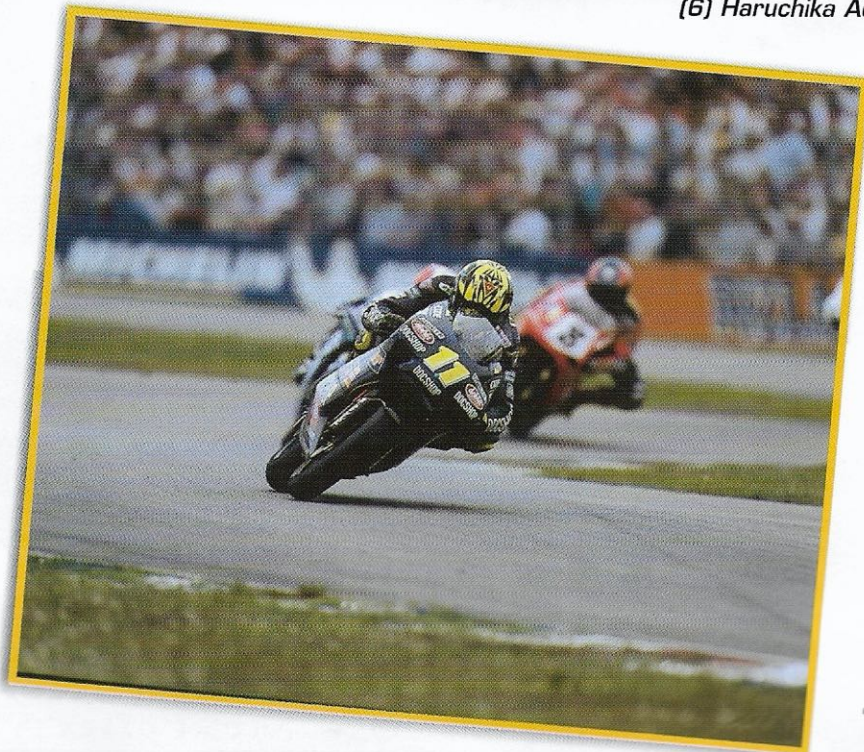


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(6) Haruchika Aoki, (9) Jeremy McWilliams



Jurgen Fuchs

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27.6.98 RIZLA+
DUTCH TT RACE REPORT



1
**MARCO
MELANDRI**
BENETTON MATTEONI

2
**KAZUTO
SAKATA**
UGT BIKES PESARO

3
**TOMOMI
MANAKO**
TEAM UGT 3000



Kazuto Sakata, Marco Melandri,
Tomomi Manako

Marco Melandri



27.6.98 Rizla+ Dutch TT Race Report Teenagers Chase the Old Guard

13 MARCO MELANDRI
BENETTON MATTEONI

4 KAZUTO SAKATA
UGT 3000

3 TOMOMI MANAKO
TEAM UGT-3000

10 LUCIO CECCHINELLO
GIVI HONDA LCR

5 MASAKI TOKUDOME
DOCSHOP RACING

32 MIRKO GIANSAANTI
DIXS MATTEONI

15 ROBRTO LOCATELLI
TEAM POLINI INOXMACEL

9 FREDERIC PETIT
UGT 3000-RMS

22 STEVE JENKER
MARLBORO TEAM ADAC

20 MASAO AZUMA
MAC MOTORS LIEGEOIS COMP

This year, the rules were changed to open the GPs to 15 year-olds, one year younger than previously. The first candidate was schoolboy Marco Melandri from Italy, and the Benetton Honda rider became the youngest-ever GP winner with a superbly well-judged race.

Points leader Kazuto Sakata's Aprilia had dominated practice, but when the Japanese former champion tried to run away at the head of the field, Melandri went with him. He stalked him for full race distance, then attacked halfway round the first lap. Sakata, aged 31, would have none of it, and swooped back inside him at one of the circuit's fastest corners.

The final move, on the way into the chicane, was all Melandri's, and he led over the line by less than three hundredths of a second.

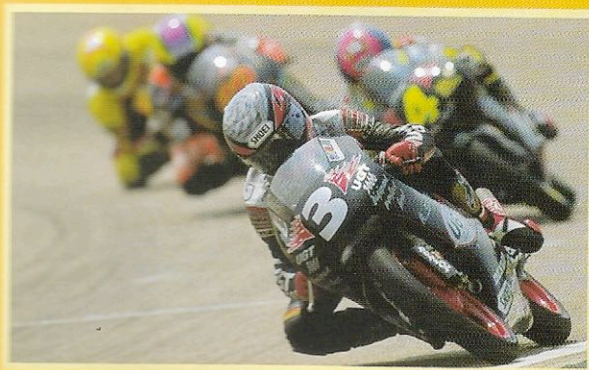
The other great ride of another heart-in-the-mouth 125 spectacular came from UGT Honda-mounted Tomomi Manako. The ever-cheerful little Japanese rider had trouble at the start, and was barely in the

points as he struggled with a slipping clutch in the early laps. Then it settled down, and he claimed the only new lap record of the day as he charged through the field.

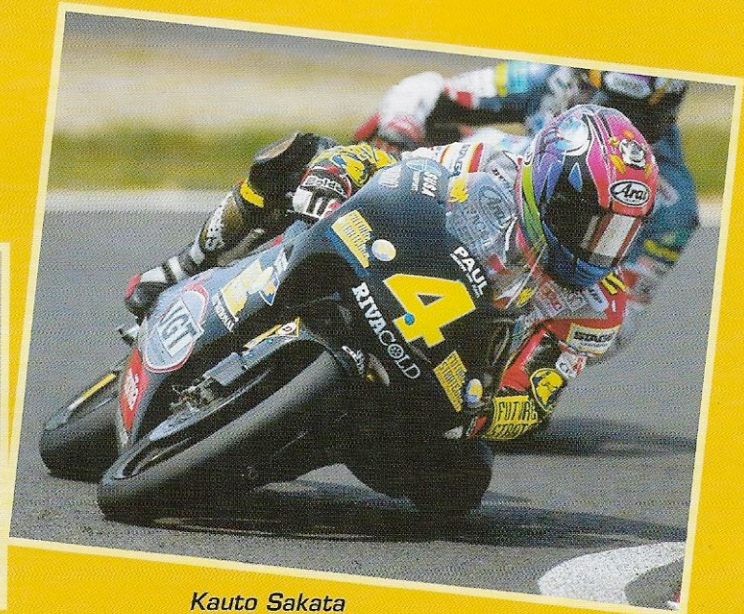
He even made light work of the pack scrapping over third, passing four riders in the last lap alone to lead Lucio Cecchinello (Givi Honda), Masaki Tokudome (Docshop Aprilia), Mirko Giansanti (Matteoni Honda), Roberto Locatelli (Polini Honda) and Fred Petit (RMS Honda) over the line in just over a second - a great deal faster than it takes to read out their names.

Sakata's second place extended his title lead, while Melandri's win took him into equal second place with Manako. They are 34 points adrift, however.

By Micheal Scott



Tomomi Manako



Kazuto Sakata



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MAH YAN AN AN
TSR-HONDA





SCIENCE TAKES A BACK SEAT

By Michael Scott

APRILIA JAS VENTURA SUZUKI

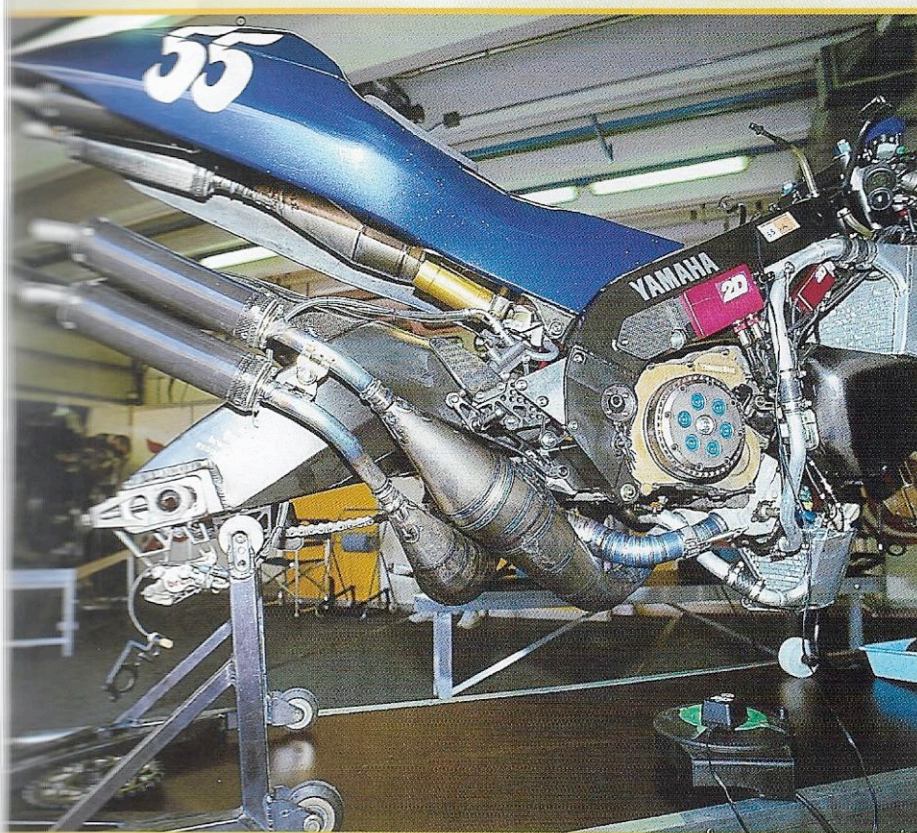
The premier 500 class has been transformed in 1998. With one single change - a switch from low-lead to unleaded petrol - the bikes became easier to ride and the racing much closer.

It was unexpected but, with hindsight, possible to predict. The "green" gas cut maximum horsepower, making it easier for riders to open the throttle earlier in the corners. As a consequence, instead of suffering, lap times were as good as last year's and in some cases significantly better.

But it has not been this more "user-friendly" gas alone that has made the difference. According to the men running the machines in the pits, the gas was just part of the package. There has been a concerted effort from engineers in all fields - from tyres and suspension to engine internals - that has all added together to make this year's new machines. The sum of all the parts is a better racing motorcycle all round.

*500cc Yamaha,
Regis Laconi
(Red Bull Yamaha WCM)*

All have benefited from the new-generation tyres - every major works team except one runs Michelins, who have a strict policy nowadays of making sure that all their users have access to the full range of tyre choices. No special favours for special customers. One of the two Yamaha teams uses Dunlops - the Red Bull squad, in the Anglo-Japanese firm's first return to top-level 500 racing for four years; while the lightweight Modenas triples of Team Roberts also use Dunlops. For them also, the 1998 tyres are improved. In any case, tyres have an easier life with the less savage horsepower.



Suspension developments also tend to benefit all teams, as does the continual forward march of engine management electronics.

But there is another aspect of design that is exclusive to the individual motorcycles - the chassis. And in the case of Yamaha and Suzuki we see a new approach to chassis design that has helped as much as anything in the pair of them closing right up on the gap between themselves and dominant Honda.

Those not abreast of the latest

developments in chassis technology may be surprised to hear just what the development is. It is to make the chassis more flexible. After several decades when chassis stiffness was a Holy Grail in itself, this comes as something of a shock.

Of course, it is not as simple as that. The latest-generation chassis are not merely flexible. This is no return to the bad old days of the Eighties, when the first-generation V4s would wobble and snake so badly under power that it made their exhaust notes warble. A 1998 chassis offers a combination of stiffness in certain planes and controlled flexibility in others.

This is a sophisticated feat of engineering. The design and engineering becomes very complicated even before the drawing-board stage. Choice of materials is also crucial.

Here we see a demonstration of racing experimentation in action, as well as proof that there is never a single answer to any engineering question - or if there is, nobody knows what it is. For Yamaha and Suzuki have followed exactly opposite paths, in the quest for the same goal. And it seems that both have been largely successful.

A little explanation is required. While all the V4 chassis follow broadly similar principles, comprising one or another form of twin-beam spine-type frame, there are several ways to make them. Honda's combines castings with very specialised extruded "tubes", with a deep flat-sided cross-section reminiscent of a floor-plank, laced with internal bracing. Yamaha had moved to a similar construction in recent years, but Suzuki stayed with a mixture of castings and "fabrications" - hand-build box-sections welded up from aluminium.

For 1998, Yamaha and Suzuki swapped techniques. Yamaha have gone back to box-section fabrication, while Suzuki have developed their own complex-section extrusions for both main chassis spars and swing-arm. A complete role reversal that in each case has been more than moderately successful.

An improved understanding of flex has been building up over the past five years or so. During the late Eighties and first half of the Nineties, the aim of all three had been to improve chassis stiffness. It was thought that the way to make the suspension work most accurately was to give it the most rigid possible platform. During this time, "upside-down" forks were introduced, which continued the trend towards increased stiffness.

And a remarkable thing happened. Instead of improving suspension and tyre performance, it got worse. Tyre chatter and suspension stiction became more of a problem. So the engineers made the chassis stiffer still. And it got worse still.

Yamaha led the way, with Wayne Rainey as their pilot. And their 1993 bike was the stiffest yet. Not only the chassis itself, but all components, including special over-size wheel spindles and front forks. "It was the worst bike I'd ever ridden," he said. Halfway through that year, he switched back to a ROC chassis, copied from a 1992 Yamaha - and he was back in the World Championship lead when he crashed terminally before the year was out.

The lesson was learned. When a motorcycle is leaned way over, the suspension no longer works as it should. Bumps are absorbed instead by the tyre, and by chassis flex. Take the flex away, and you end up with a bucking bronco every time you hit a bump in a corner.

But the engineers and riders also knew that a chassis that bends too much makes an equally unridable bike.

That is why the notion of controlled flex came about - and the riders of 1998 can feel the benefit. Literally so. The right kind of flex improves "rider feel", making the whole motorcycle more friendly, and easy to manipulate.

Last year's third-placed man Nobuatsu Aoki has a clear viewpoint, having ridden a Honda last year before switching to Suzuki for 1998. "The new chassis has much better feel. One thing is that it responds



500cc Yamaha,
Norick Abe
(Yamaha Team Rainey)

more clearly to chassis adjustment. Another result is that if you have some weak area in the handling, it is possible for the rider to change his style to compensate - to ride round the problem. No bike is ever good enough - you always want something better. The new chassis means you can have more input as a rider to improve what you have."

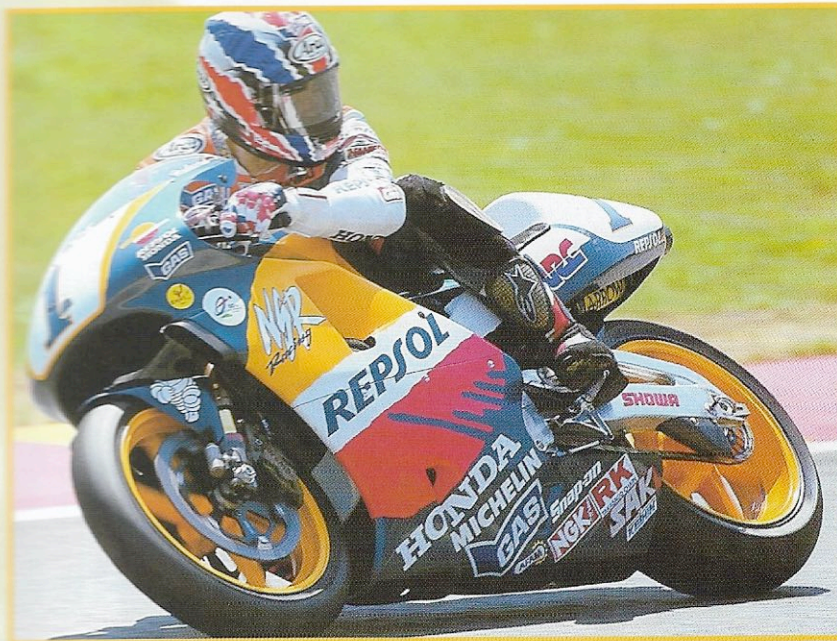
Yamaha riders have felt the same benefit. Engineers have concentrated on getting the right degree of flexibility especially in the rear swing-arm, and they too found a friendlier motorcycle. "It was easy to go fast from the start," said experienced Yamaha rider Norick Abe. "Usually I have trouble getting fast times in testing or practice. I'm better when the race begins. But with the new bike it seems much easier."

Only the huge armada of Honda riders



500cc Honda, Mick Doohan
(Honda Repsol)





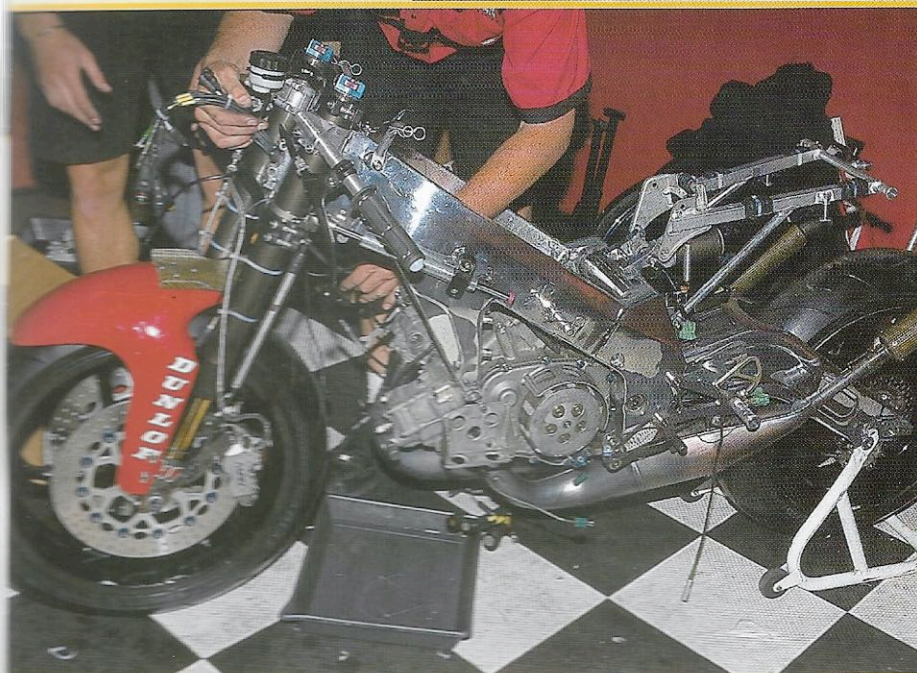
Mick Doohan have not received a boost of chassis technology this year. The new bike is fundamentally the same as last year's model and the handling problems reported by chief admiral Mick Doohan are also a reprise of the past. "We're back to the old thing of pushing the front and running wide in the corners," he said. "With the old engine you had control over wheelspin, and you could use that

to help you turn." Now that facility has gone - and with it much of the old throttle-wizard's racing edge. Where before his exceptional talent was displayed by masterful race wins, now he has his hands full with upstart rivals.

In the 250 class, however, Honda have taken similar steps with their all-new twin-crank machine. Most obviously, they have ditched the single-sided swing-arm rear suspension, which was more cosmetic than anything, since GP bikes don't change tyres mid-race like endurance bikes. Now they have a conventional trailing fork, which acts in harmony with the chassis as a controlled-flex member. Early in the season, the bikes were struggling as engineers worked to bring a completely new design from January prototype to April racer. Aprilia-mounted rivals were enjoying the hiatus, and waiting in some trepidation for the time that Honda get the bike right.

Motorbikes are complicated creatures, made even more so when you put a rider on board, to act as a mobile centre of gravity. They have already rejected the simple engineering dictum that a stiff chassis is the

250cc TSR Honda
Jeremy McWilliams
 (QUB Team Optimum)

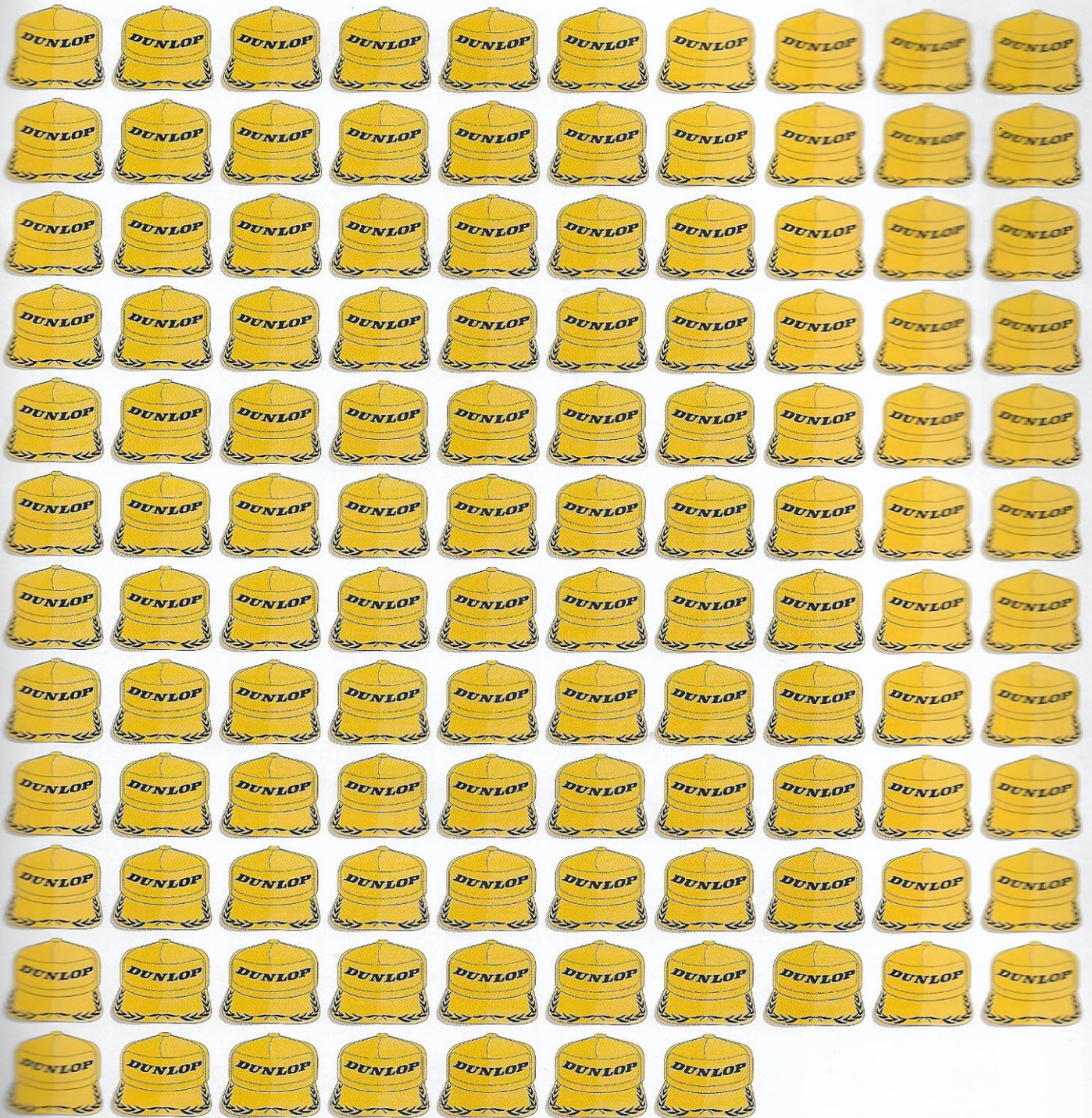


ultimate goal - a principle that holds good without question for motor cars. Now they have taken the chassis engineers into new territories of controlled flexibility.

Grand Prix racing leads the way in this new technical direction, as in many others in the past. As well as fighting machines, every factory GP bike is also a mobile development prototype for the research and development department. The riders are not just racers, but also test pilots. And in due course, what they learn about controlled-flex motorcycles will be passed on to the customers, on their production machines.

Racing does improve the breed. And if things get a little flexible along the way, well, pioneering is like that sometimes.

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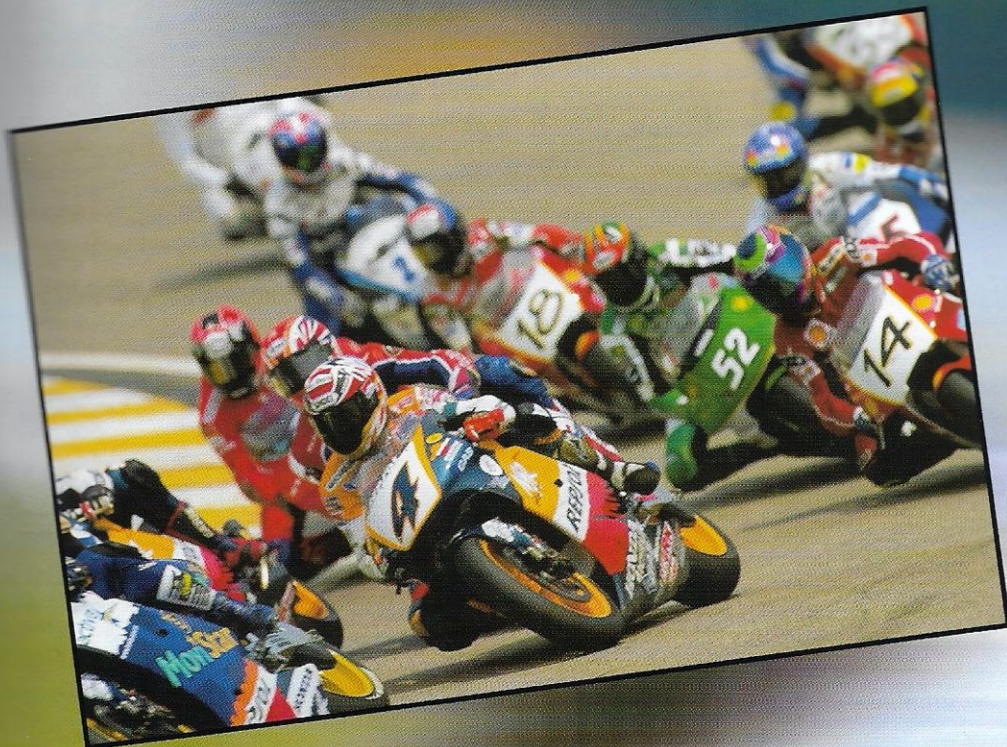
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