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BRITISH GRAND PRIX

Donington 7•8•9/7/2000

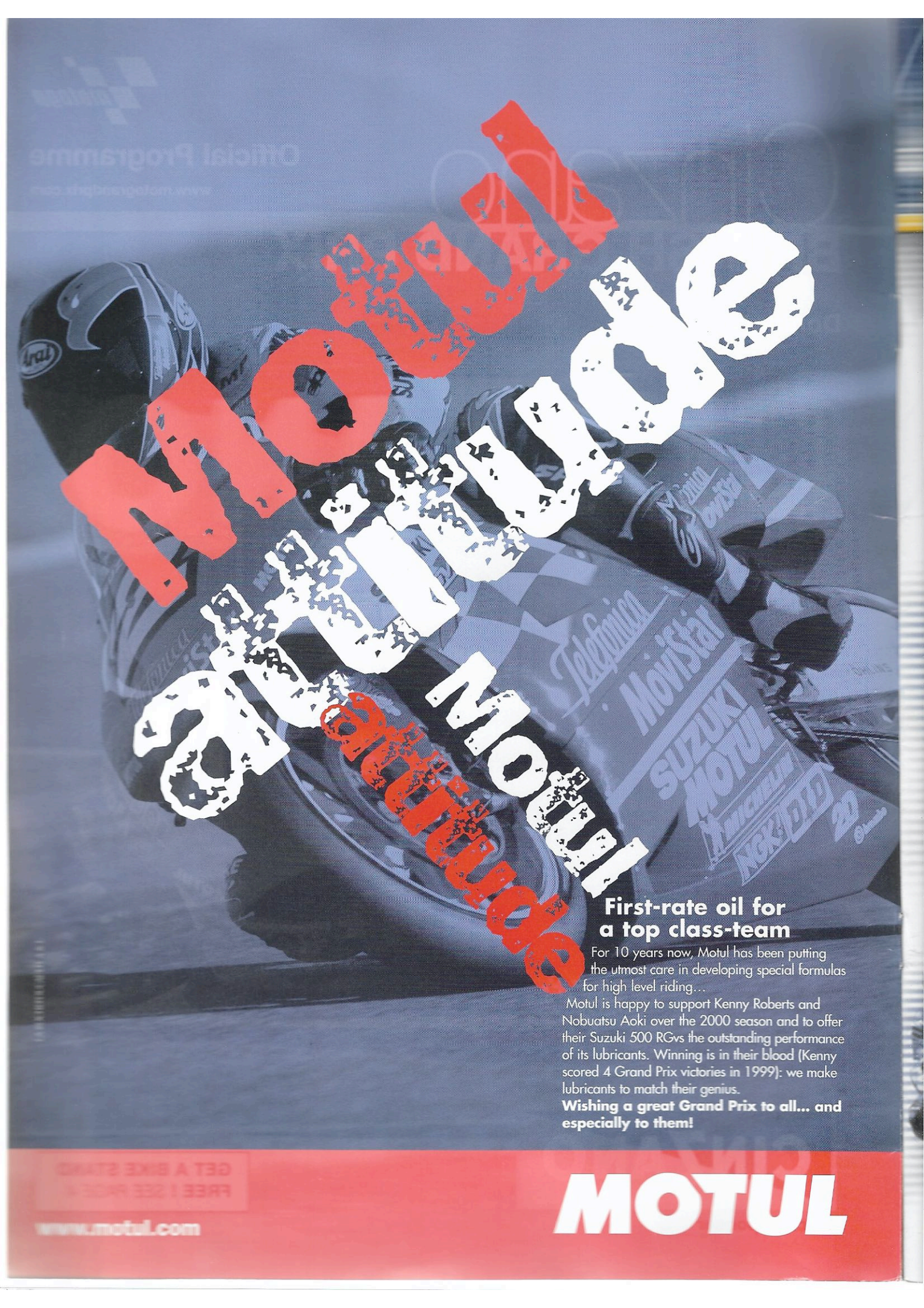
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First-rate oil for a top class-team

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Motul is happy to support Kenny Roberts and Nobuatsu Aoki over the 2000 season and to offer their Suzuki 500 RGvs the outstanding performance of its lubricants. Winning is in their blood (Kenny scored 4 Grand Prix victories in 1999): we make lubricants to match their genius.

Wishing a great Grand Prix to all... and especially to them!

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FREE! SEE PAGE 4

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MOTUL



Cinzano British Grand Prix

Donington 7•8•9/7/2000

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with Two Wheel Promotions, IRTA & Dorna

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Male ☐ Female ☐ Date of birth (day/month/year): _____

Address: _____

City, Post Code: _____

e-mail: _____

Telephone: _____ Mobile Phone: _____

Do you own a computer? yes ☐ no ☐

Do you surf the net? yes ☐ no ☐

Have you ever visited the MotoGP website (<http://www.motograndprix.com>)? yes ☐ no ☐

Is this the first time at MotoGP? yes ☐ no ☐

Which of the following terms would you associate most with the MotoGP championships? (Tick 3 items)

☐ Speed ☐ Style ☐ High-Tech ☐ fun-exciting ☐ extreme-daring

Will you come next year to see the MotoGP? yes ☐ no ☐

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MotoGP Bike Stand

1.00
1.01
1.02
1.03



Cinzano

British Grand Prix

1.04 **Donington** 7•8•9/7/2000

1.05



Welcome to Donington Park and the Cinzano British Motorcycle Grand Prix

Robert Fearnall, Chief Executive, Donington Park Leisure Limited

We are delighted once again to host the British rounds of the FIM World Championships which move into the second half of both a thrilling and competitive season at this event.

The grand Prix has been a premier event on our calendar each year since we first held it in 1987 and to ensure its future here, we invested £1million over the winter months to meet the requirements of the licensing authorities.

These works, from the approach to McLeans to the exit of Coppice, have greatly enlarged the trackside run-off areas, and are designed to provide an even more forgiving arena for the World's elite riders to provide us with their breathtaking speed, style and skills.

Our spectators have also gained from these works, by opening up new spectators areas on the infield - we were unable to complete the parkland aesthetics to the embankments prior to the start of this season but this will be rectified in time for next year's programme.

One rider in particular who will notice the changes more than most is certain to be the former twice World 500cc Champion Barry Sheene who will be making a racing comeback in two International Classic events over the weekend - we wish him every success on his return to the circuit where he enjoyed an excellent track record during an illustrious career.

Good as it maybe to see the last British rider to win the crown racing again, the prime action is focussed on the modern day heroes who are battling for the sport's three premier titles - our best wishes are with them for a great sporting weekend here, and not unnaturally, there is a special cheer for the contingent of 'home' riders who are flying the British flag.

Enjoy this great racing occasion

The Cinzano British Motorcycle Grand Prix at Donington Park is promoted by



Donington Park Leisure Ltd
Donington Park
Castle Donington
Derby DE14 2RP

A part
of the



Entertainment
Group

The **SEASON** *so far*

Rd. 1	South African GP
1st	Garry McCoy
2nd	Carlos Checa
3rd	Loris Capirossi

Rd. 2	Malaysian GP
1st	Kenny Roberts
2nd	Carlos Checa
3rd	Garry McCoy

Rd. 3	Japanese GP
1st	Norick Abe
2nd	Kenny Roberts
3rd	Tadayuki Okada

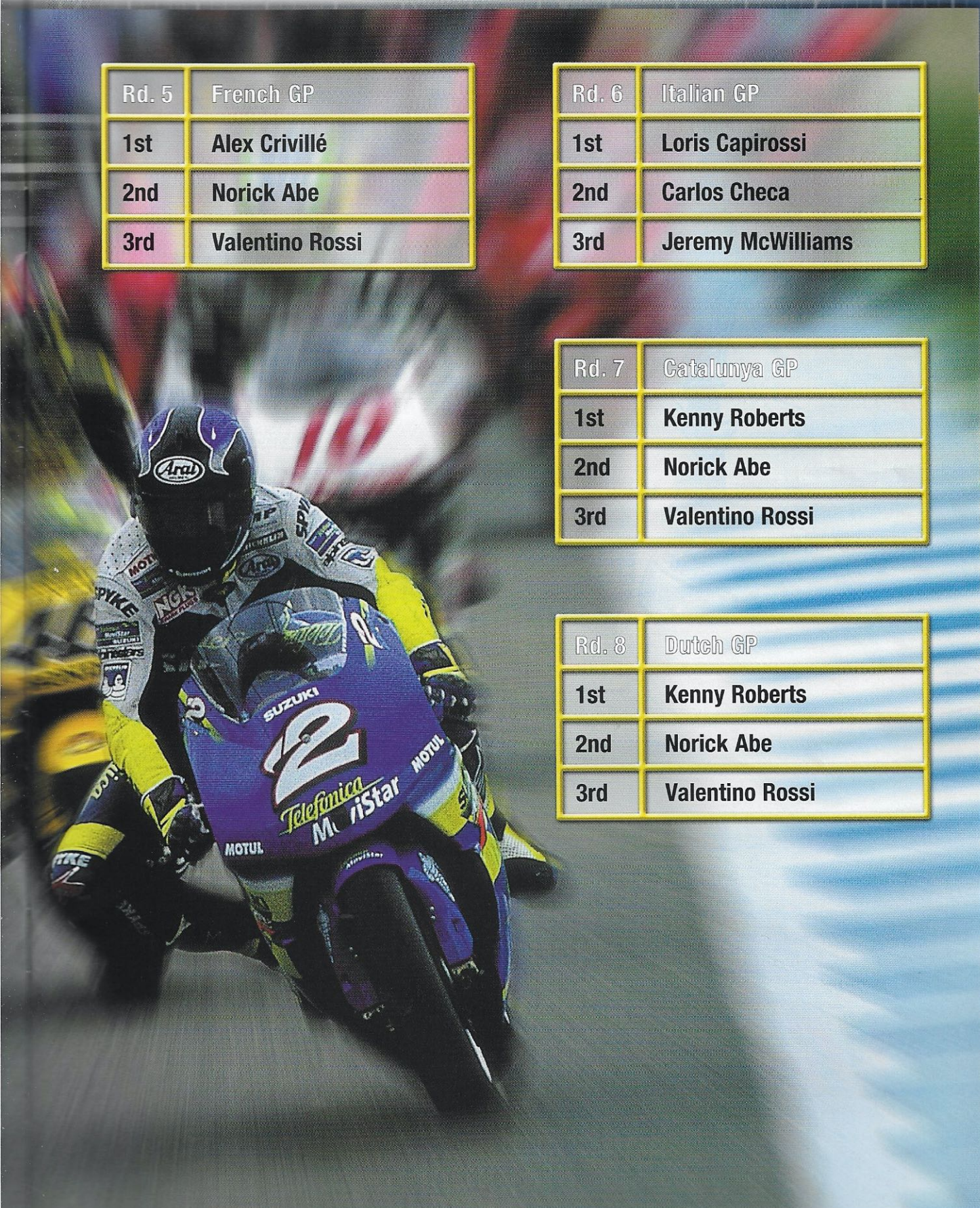
Rd. 4	Spanish GP
1st	Kenny Roberts
2nd	Carlos Checa
3rd	Valentino Rossi

Rd. 5	French GP
1st	Alex Crivillé
2nd	Norick Abe
3rd	Valentino Rossi

Rd. 6	Italian GP
1st	Loris Capirossi
2nd	Carlos Checa
3rd	Jeremy McWilliams

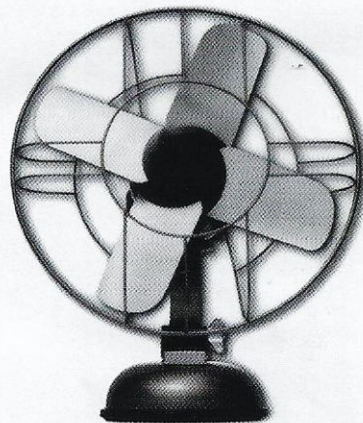
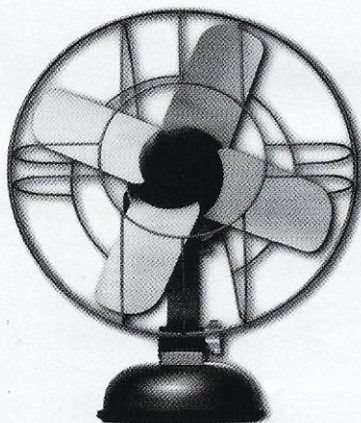
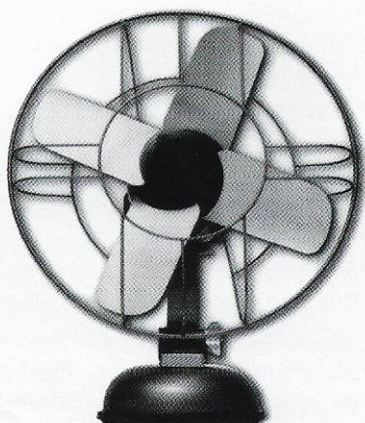
Rd. 7	Catalunya GP
1st	Kenny Roberts
2nd	Norick Abe
3rd	Valentino Rossi

Rd. 8	Dutch GP
1st	Kenny Roberts
2nd	Norick Abe
3rd	Valentino Rossi





***Valentino
Rossi***

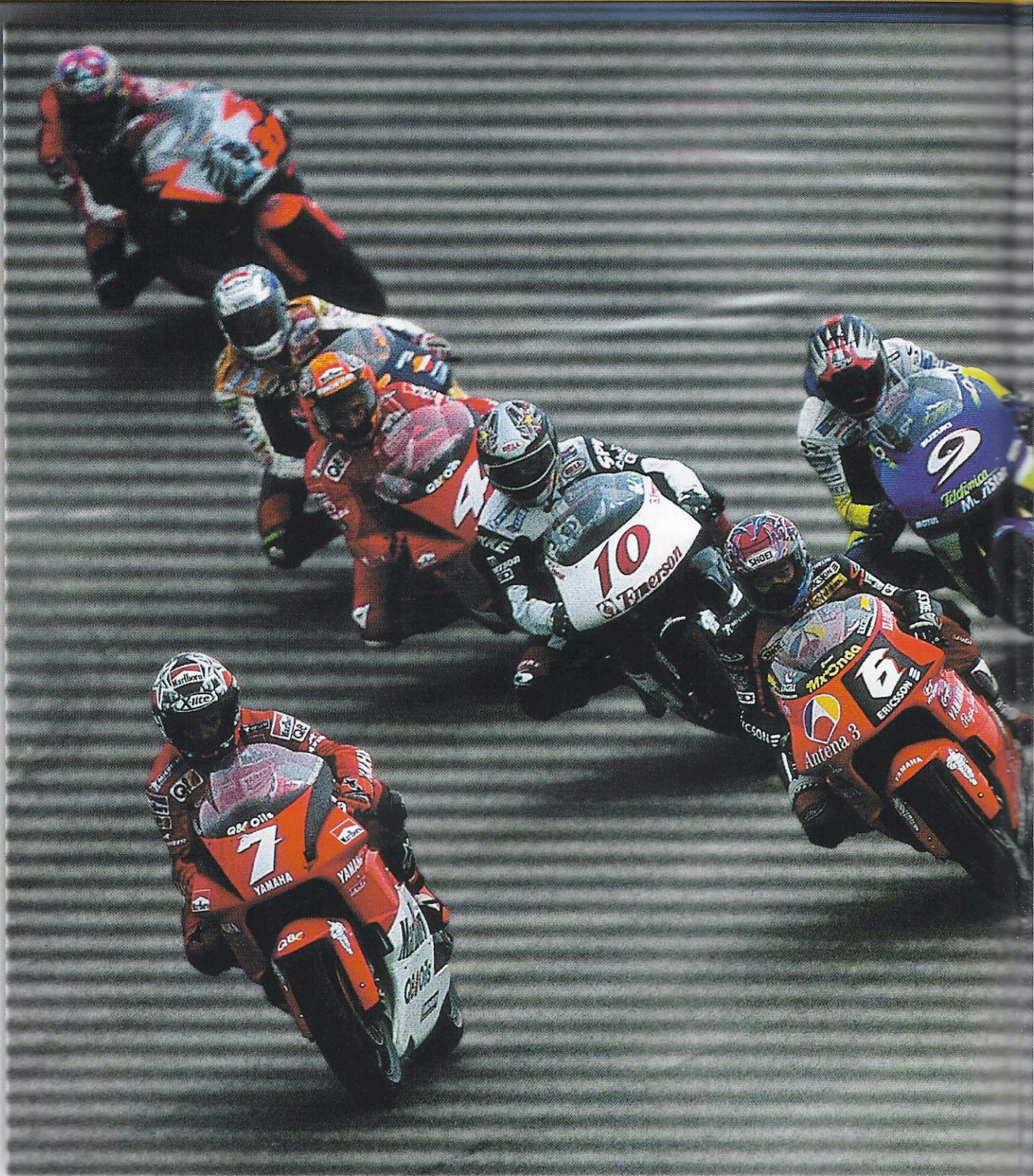


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Statistics



by Nick Harris



Statistics can be massaged to tell any story but in the case of the 2000 MotoGP World Championships the statistics do not lie. Quite simply they clearly illustrate that never has the competition been greater in the 51-year history of grand prix motorcycle racing. We turned up at Welkom in South Africa for that opening race full of optimism and we arrive at Donington at the half way stage of the championship with that feeling of optimism fully justified.

Old familiar faces have battled with new upstarts, while heroes and villains have emerged to produce some heart-stopping battles on very different race tracks in contrasting weather conditions. Not only has the racing been closer than ever before but the quality of the field in all three classes just cannot be matched in any other form of world championship motor sport on two or four wheels.

For the last five years we have sat back and admired the skill and bravery of Australian Michael Doohan who brought a new dimension to handling the brute power of the 190 bhp of the NSR four-cylinder Honda. Five consecutive world titles told their own story but the enforced retirement of the Australian Superstar initially gave his Repsol YPF Honda team-mate Alex Criville the chance of a lifetime. Criville took his big chance to become the first Spaniard to win the much-coveted 500cc crown last year but Doohan's retirement had a far greater long term effect and just pushed the door wide open for the pack to charge in this year.



Kenny Roberts

Heading the charge has been the Telefonica Movistar Suzuki of American Kenny Roberts who chases his first victory at the British Grand Prix and who has already had to put up with the weather that has drenched the championship so far. After finishing a disappointing fifth at the opening round in South Africa he won the Malaysian Grand Prix for the second year in succession despite the race having to be stopped early during a typical heavy Malaysian shower. A week later he was second in Japan before returning to his European base in Spain to face the rain and the patriotic crowd in Jerez. He thought he'd won the race twice after he was leading when it was stopped because of rain a lap short of the required distance to ensure a result. After a long delay to enable the riders to practice for the first time in the rain, Roberts kept cool to win on overall time. Dry races in France and Italy clearly illustrated that the Suzuki is not kind to tyres in the later stages of a race on a dry track. Two fifth places were not the ideal preparation for the rain in Barcelona but Roberts once again proved the master of the conditions to secure his most important victory of the season so far. His teammate Nobuatsu Aoki has survived some spectacular practice and qualifying accidents to produce an impressive points scoring first

half to the year. When Spaniard Sete Gibernau grabbed pole position at Welkom we thought Honda were well on the way to solving their pre-season problems but we were wrong. It was not until the fifth race of the season that World Champion Criville gave Honda their first win of the season. After Doohan's dominance it was a rush of new blood coursing through the veins of the championship and Suzuki and Yamaha were loving every minute of it.

Criville had a wretched winter recovering from a wrist operation and suffering from a stress related virus brought on by his inability to say no to invitations in grand prix mad Spain. He twice collapsed during testing at Philip Island in Australia and when he finally was fit enough to ride the NSR machine it was not what he wanted. Honda were forced to return to last year's set up and Criville's success at Le Mans gave him a glimmer of hope in retaining his championship. Crashes in Mugello and Barcelona in the next two races snuffed out that glimmer. While the official Repsol Honda team have been suffering the satellite teams are far from despondent

Italian Loris Capirossi is the only rider in the championship to have won 125, 250 and 500cc grands prix and the former 125 and 250cc World Champion made a welcome return to the 500cc

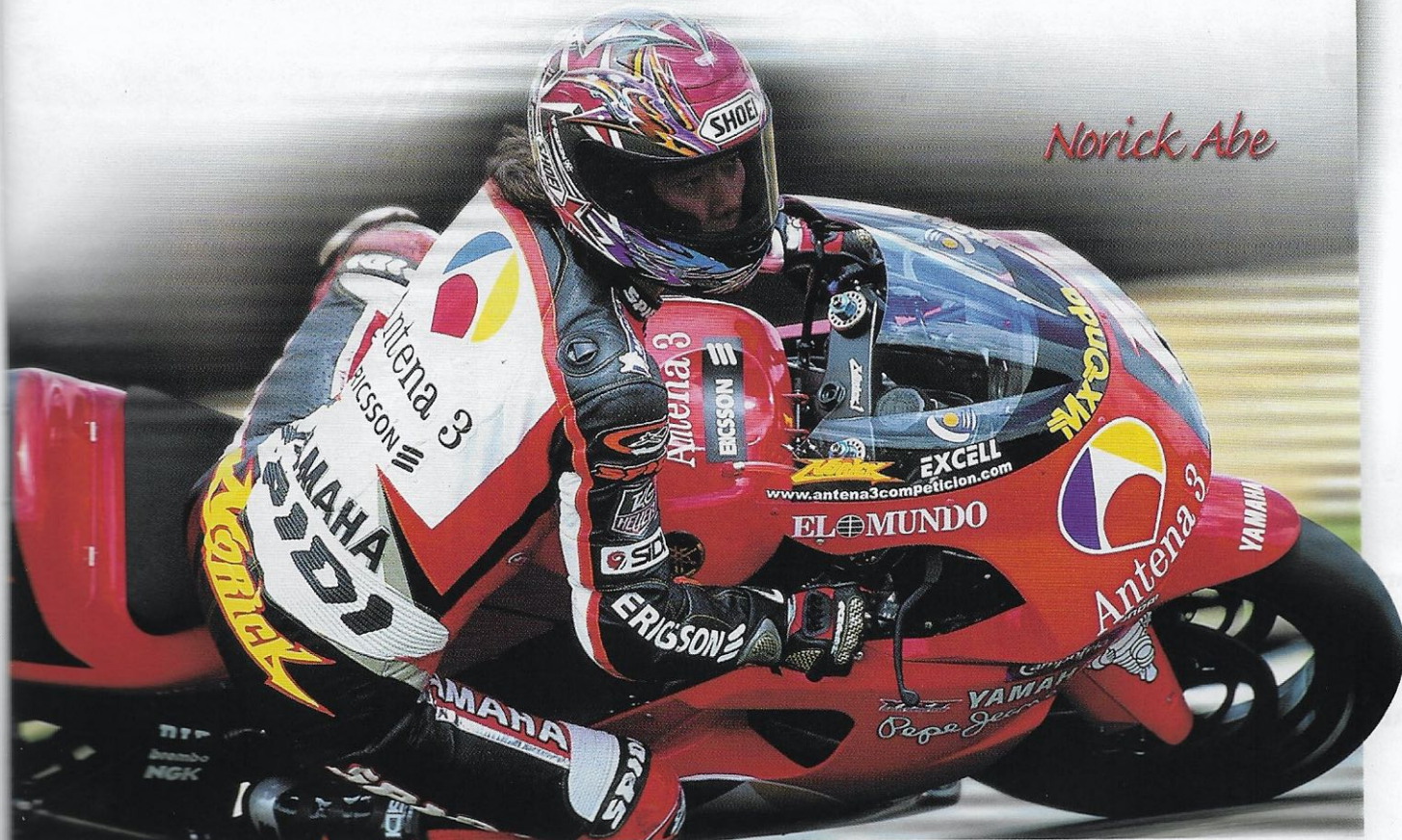
class riding for the Emerson Honda Pons team. He was third in the opening race, survived a spectacular crash in Malaysia and then won a fantastic race at his native Mugello after an all Italian affair with Valentino Rossi and Max Biaggi, who both crashed out of the proceedings on the last two laps. Capirossi has happy memories of Donington winning his very first grand prix here, the 125cc race ten years ago. His team-mate Brazilian Alexander Barros has also had a great year. He waited 137 grands prix before taking his first pole position in Mugello and he made it number two at the next grand prix in Barcelona.

Current 250 and former 125cc World Champion 21-year-old Italian Rossi looks certain to join an elite band of riders who have won world titles in all three classes. He may be famous for his celebration antics and his cheeky grin but just ask the team that brought Doohan and Wayne Gardner their world championship success what they think of their new steed in the Nastro Azzuro Honda team. Headed by the legendary Jeremy Burgess they have joined Rossi following the retirement of Doohan and

three podium finishes in his first seven races in the 500cc class shows the skies the limit for the new partnership in the next couple of years.

Yamaha have fared better than Honda but they too have had their share of disappointments but who will ever forget Australian Garry McCoy's victory in South Africa. What a start to the season as the former speedway rider slid his Gauloises Red Bull Yamaha to a victory that not only left plenty of black tyre marks round the track but the lasting memory of a truly masterful performance of how to ride a modern grand prix machine to the very limit of adhesion. The Australian followed up that stunning show with a third place in Malaysia but has struggled since then but we forget he's still in his first complete season in the 500cc class. Enjoy watching him at Donington because he defies every principle that has been drilled into you about riding a motorcycle.

The popular long-haired Japanese rider Norick Abe, has had his moments with previous grand prix victories in Japan and Brazil but always lacked consistency and good qualifying times -



Norick Abe

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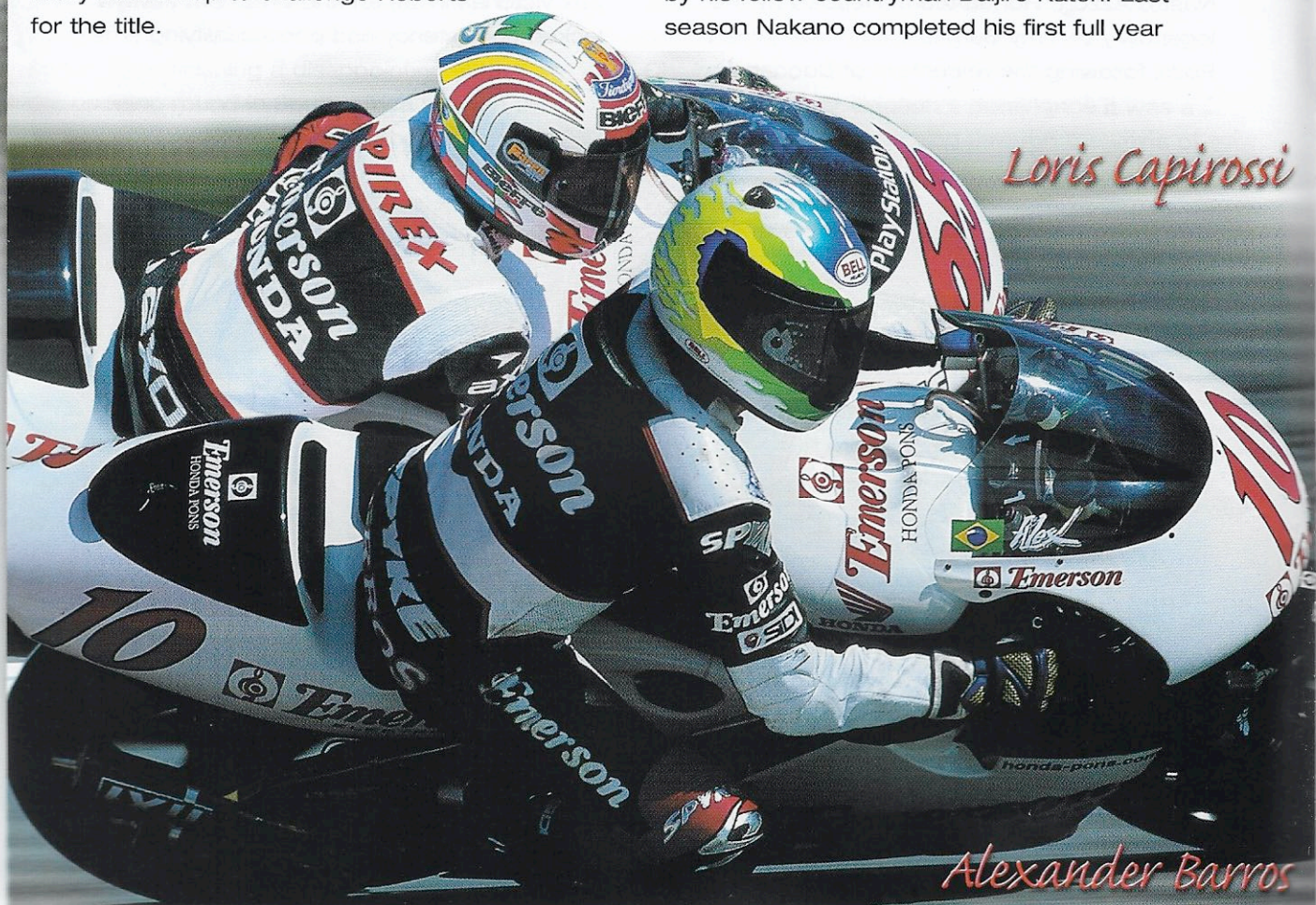
that was until this year. It's easy to forget that he's only 24 years old and suddenly he's added consistency to that ability to win races. The former Spanish rider Luis D'Antin is his boss in the Madrid-based Antena 3 Yamaha team and he's quietly turned Abe into a real championship contender. In the first seven races he scored a famous victory in Japan and two second places at Le Mans and Barcelona.

Fortunes in the Marlboro Yamaha team could not be more contrasting. After six races Spaniard Carlos Checa shared the joint championship lead with Roberts after securing four second places while his team-mate Italian Max Biaggi was in the middle of a personal nightmare. Last year Checa was saddled with the reputation as the crasher of the season. This year he started as a new man although three crashes during the weekend in front of his home crowd at Barcelona brought back painful memories. You get the feeling that his first grand prix victory of the season would really set him up to challenge Roberts for the title.

Crashes have wrecked Biaggi's season. He fell while contesting the lead in Japan, France and Italy and crashed on the sighting lap in Spain. The four-times 250cc World Champion will fight back and he's chasing a hatrick of victories here at Donington.

British fans can't wait for their one and only look at Jeremy McWilliams riding the works Aprilia. Last year his team-mate Tetsuya Harada finished third at Donington, less than one second behind the winner Criville, proving that the twin-cylinder machine is more than a match for the four-cylinder powerhorses round Donington. British fans should also support Spaniard David De Gea who rides the Banbury-built Proton Team KR three-cylinder Modenas machine that finished eighth in Barcelona.

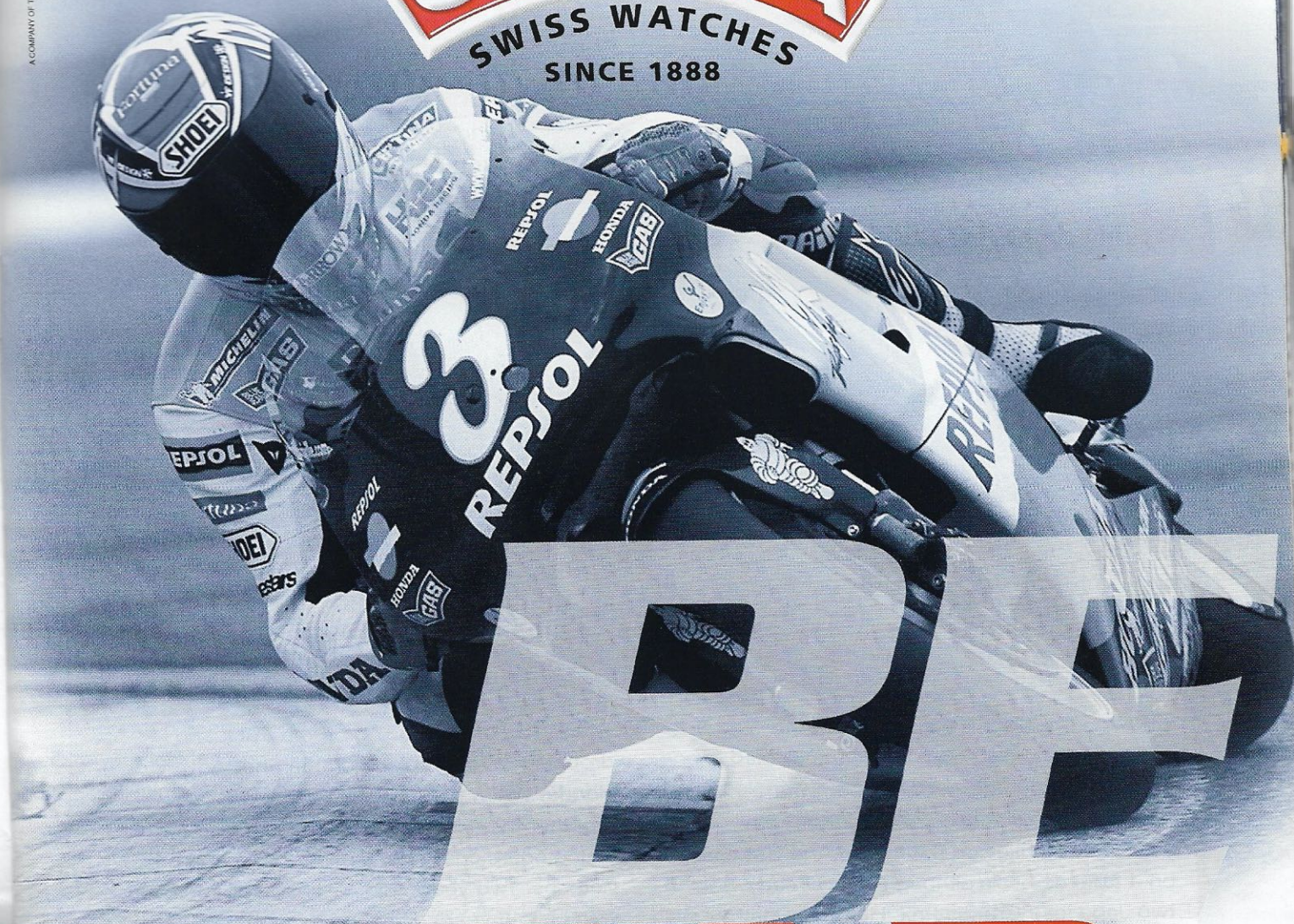
Shinya Nakano won the opening two rounds of the equally competitive 250cc World Championship but any thoughts he had of running away with the title were rudely shattered by his fellow countryman Daijiro Katoh. Last season Nakano completed his first full year



Loris Capirossi

Alexander Barros

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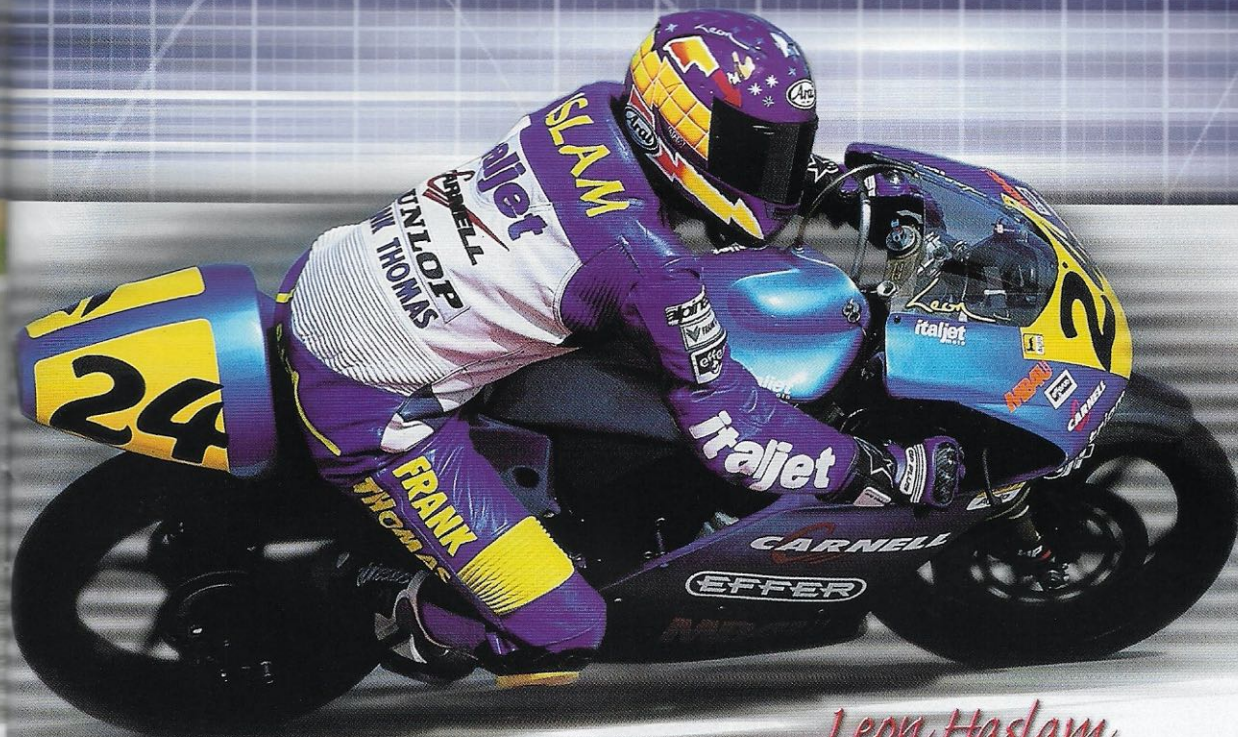
of grand prix and he returned with the Chesterfield Tech 3 Yamaha team full of confidence together with his team-mate Frenchman Olivier Jacque. Twenty-three-year-old Katoh joined the fray for the first time on a full time basis although he'd already won two Japanese Grands Prix. He made that a hatrick this year riding the Axo Gresini Honda but even more impressively kept on scoring points at European circuits he'd never visited before. At Le Mans he fell while in the lead, remounted the Honda in last place and fought back to finish sixth.

At the previous round in Jerez, Nakano fell but remounted to finish 15th and to score a vital championship point that could be so important at the final curtain in Australia. Nakano returned to winning ways in Mugello but it was his team-mate Jacque who was an impressive victor in Barcelona to secure his first victory of the year. German veteran Ralf Waldmann gave Aprilia their first victory of the season at Jerez but he has crashed too many times to mount a serious championship challenge.

Yet another graduate from the All Japan Championship Tohru Ukawa won the French

Grand Prix despite going off the track and dropping to fourth place on the Shell Advance Honda. When the three Japanese riders get together the sparks fly and look out also for two young riders chasing their first 250 grand prix victories. Two years ago Italian Marco Melandri was only 15 years old when he won the 125cc Dutch Grand Prix at Assen. Last year he finished runner-up in the 125cc World Championship and replaced World Champion Rossi in the 250 Aprilia team this year. He scored points in the opening seven rounds as did tough 18 year Australian Anthony West. Riding the NSR Shell Advanced Honda, he's overcome a series of injuries to finish those first seven races.

Two former British Champions are performing on the World stage. Twenty-eight year old Jason Vincent from Earls Shilton in Leicestershire switched from Honda to Aprilia machinery in the Padgett's team. He's gone faster at all the circuits than he did last year and he's due for a big result and a change of luck. Many experts regard Vincent as a potential works rider and it will be an important second half of the season for the son of the former



Leon Haslam

British sidecar champion.

Twenty-four old Yorkshireman Jamie Robinson returned to the world stage riding for the QUB Team Optimum Aprilia after last year funding his own team to compete in the British and European Championships. He started well with a 11th place in South Africa then hit a bad patch with injuries and mechanical problems before finishing tenth in the difficult conditions in Barcelona. His team-mate Adrian Coates is no stranger to Donington having been a regular competitor in the British Championships. The 28-year-old Ulsterman scored his very first world championship points when he was 14th at Mugello.

The 125cc championship has rightly lived up to it's reputation of providing the closest racing and certainly the most crashes. There were six separate winners of the opening seven races and the championship leader had not won a race and was absent with a broken wrist.

Italian Mirko Giansanti may be fit to ride at Donington after breaking his wrist in Barcelona. He led the championship going into round eight despite not winning a race but securing four second places on the Benetton Playlife Honda. Actual grand prix winners had mixed fortunes. Pony-tailed Italian Roberto Locatelli won in Malaysia and Japan but crashed out at Suzuka and Barcelona. Japanese rider Yuchi Ui won at Suzuka and Le Mans but crashed in Welkom and Barcelona and dropped out with mechanical

problem with his Spanish Derbi machine in Mugello and Jerez.

World Champion Spaniard Emilio Alzamora won his title without a race victory last season. This year he won in Jerez on the Telefonica Movistar Honda but crashed in Barcelona. Frenchman Arnaud Vincent won the first round at Welkom and is beginning to threaten again after a fourth in Barcelona where 22 year old Italian Simone Sanna won his very first grand prix.

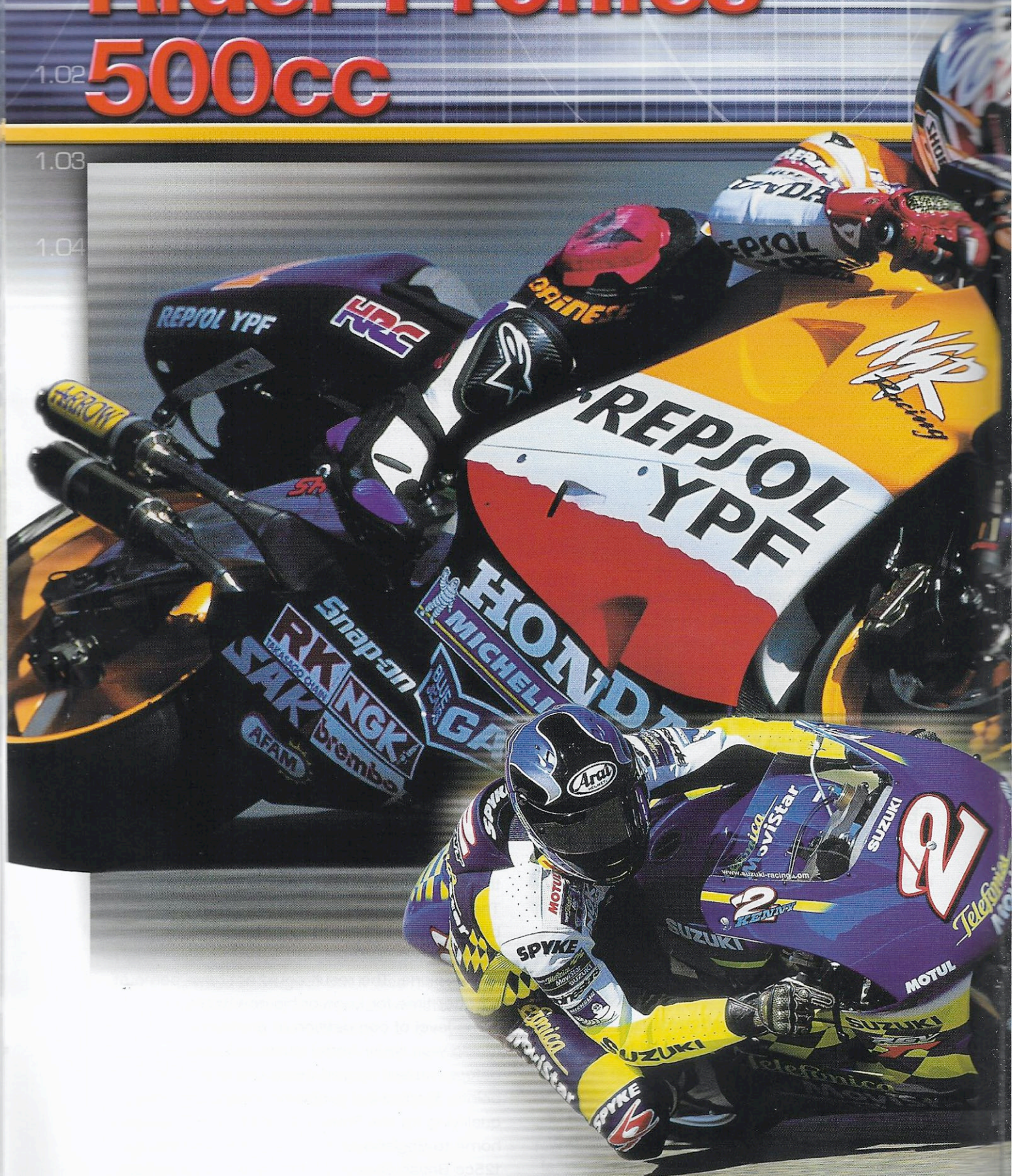
It's a typical 125cc season and it includes a famous Donington name 17-year-old Leon Haslam. His 43-year-old father Ron was a Donington favourite in a brilliant grand prix career. Ron still races and his popular racing school is based here at Donington and Leon embarks down the same road on the new Italian Italjet machine. He actually made his grand prix debut two years ago at the British Grand Prix but this is his first full year and he's found it tough. The bike is new and Leon is racing against the best in the world but he got an enormous boost when he rode brilliantly in the wet to finish tenth in Barcelona. The result could not have come at a better time for Leon or his new team.

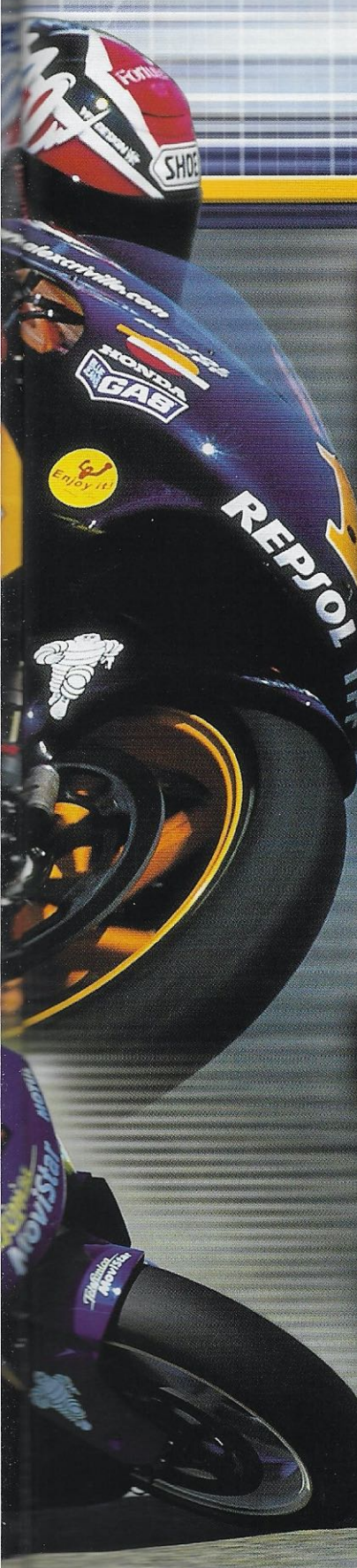
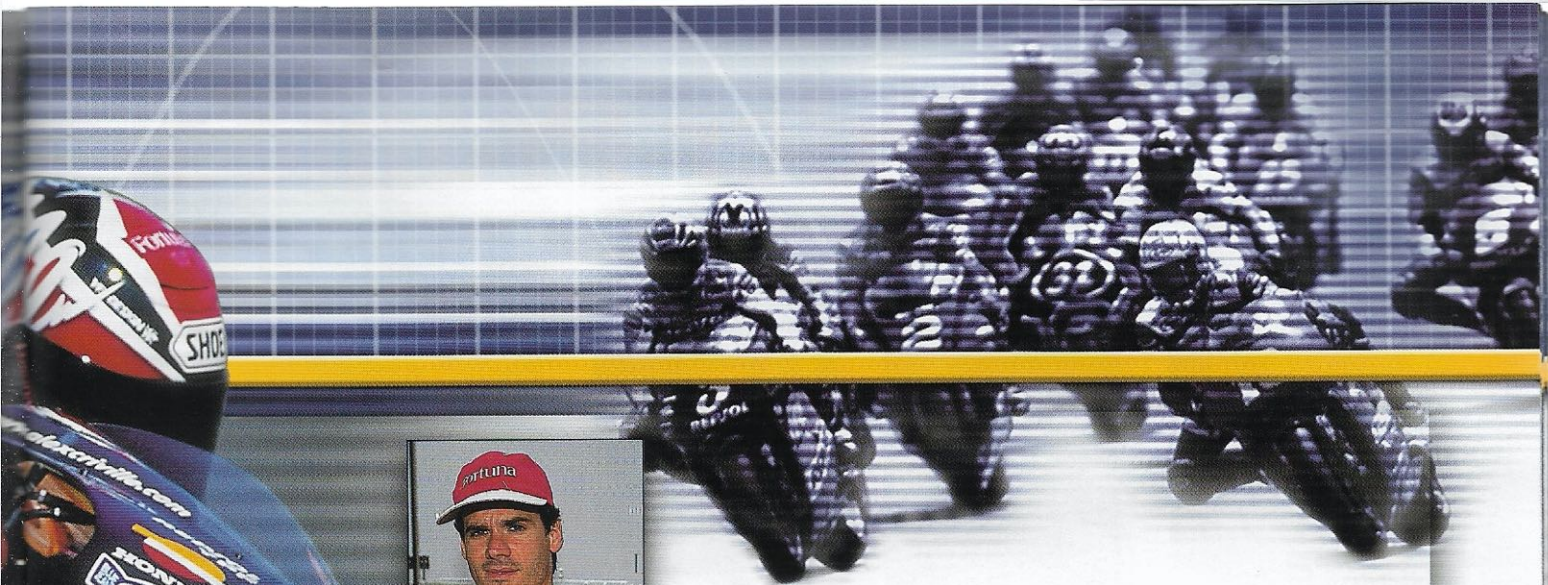
The level of competition of grand prix racing was never better illustrated three weeks before Haslam scored those first championship points. Mechanical problems meant he failed to qualifying for the French Grand Prix. He returned home to England and a week later won the 125cc British Championship race at Oulton Park.

1.00
1.01
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1.03
1.04

Rider Profiles

500cc





ALEX CRIVILLÉ

REPSOL
HONDA TEAM
HONDA
SPANISH

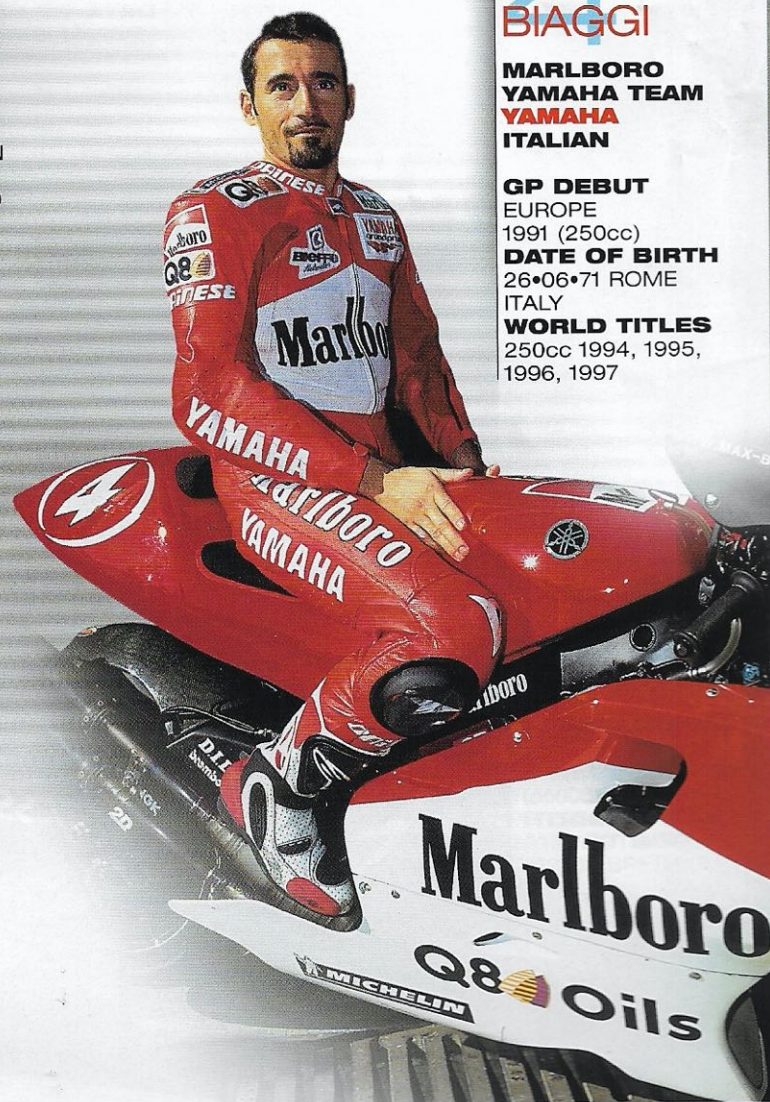
GP DEBUT
SPAIN 1987 (80cc)
DATE OF BIRTH
04•03•70 SEVA, SPAIN
WORLD TITLES
125cc 1989, 500cc 1999



KENNY ROBERTS

SUZUKI GRAND PRIX TEAM
SUZUKI
AMERICAN

GP DEBUT
USA 1993 (250cc)
DATE OF BIRTH
25•07•73 MODESTO
CALIFORNIA, USA



MAX BIAGGI

MARLBORO
YAMAHA TEAM
YAMAHA
ITALIAN

GP DEBUT
EUROPE
1991 (250cc)
DATE OF BIRTH
26•06•71 ROME
ITALY
WORLD TITLES
250cc 1994, 1995,
1996, 1997

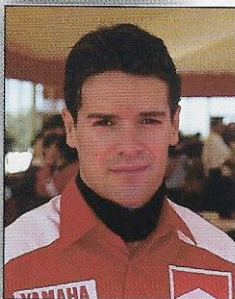
500cc Rider Profiles



**SETE
GIBERNAU**

**REPSOL
HONDA TEAM
HONDA
SPANISH**

GP DEBUT
SPAIN 1993 (250cc)
DATE OF BIRTH
15•12•72 BARCELONA
SPAIN



**CARLOS
CHECA**

**MARLBORO
YAMAHA TEAM
YAMAHA
SPANISH**

GP DEBUT
EUROPE 1993 (125cc)
DATE OF BIRTH
15•10•72 SAN FRUITS
DEL BAGES
(BARCELONA) SPAIN



**TADAYUKI
OKADA**

**REPSOL
HONDA TEAM
HONDA
JAPANESE**

GP DEBUT
JAPAN 1989 (250cc)
DATE OF BIRTH
13•02•67 IBARAGI
JAPAN



**NOBUATSU
AOKI**

**SUZUKI GRAND
PRIX TEAM
SUZUKI
JAPANESE**

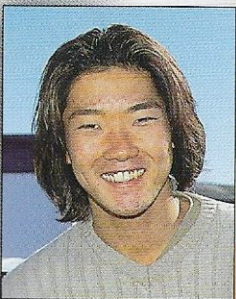
GP DEBUT
JAPAN 1990 (250cc)
DATE OF BIRTH
31•08•71 GUMMA
JAPAN



**ALEX
BARROS**

**EMERSON HONDA
PONS
HONDA
BRAZILIAN**

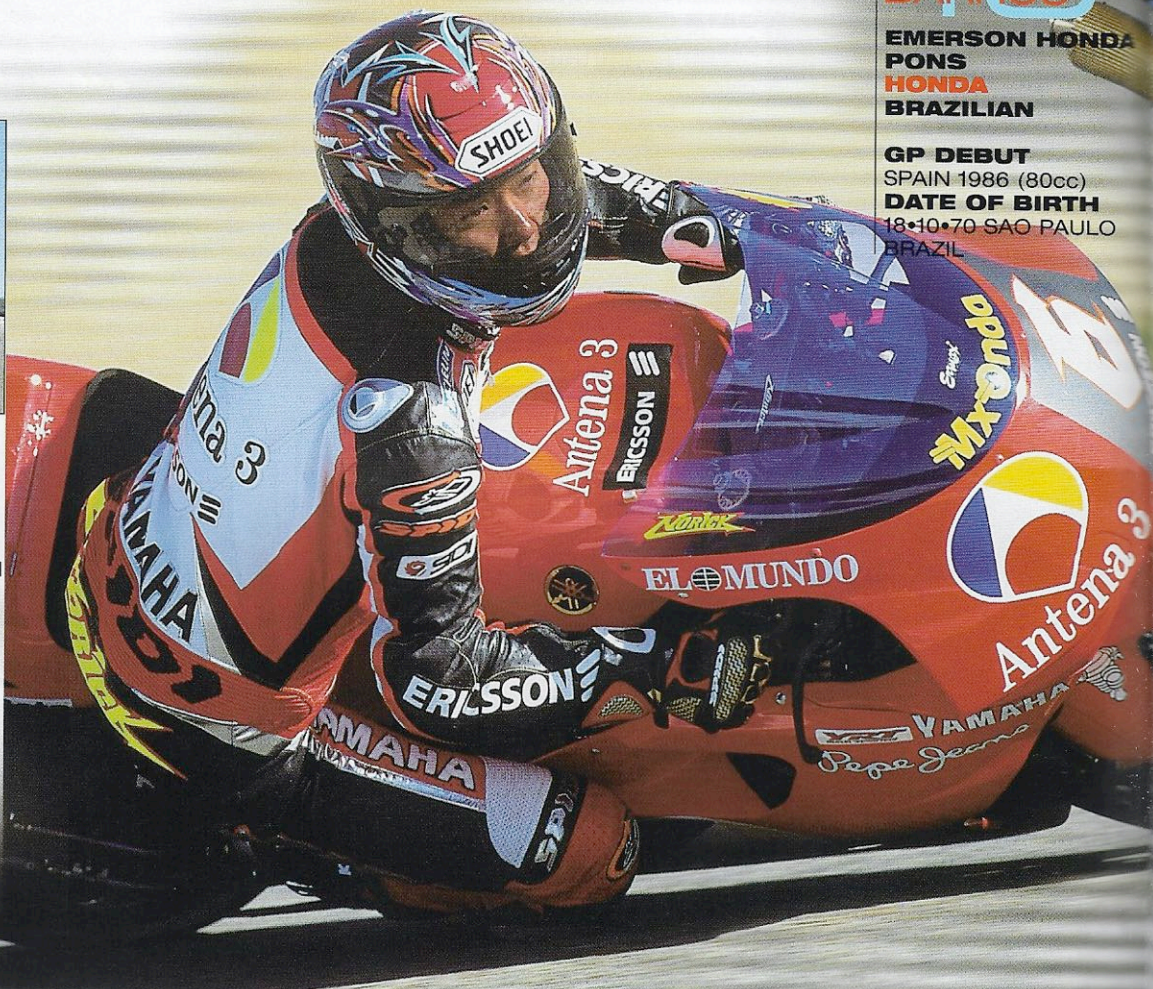
GP DEBUT
SPAIN 1986 (80cc)
DATE OF BIRTH
18•10•70 SAO PAULO
BRAZIL



**NORICK
ABE**

**ANTENA 3
YAMAHA-D'ANTIN
YAMAHA
JAPANESE**

GP DEBUT
JAPAN 1994 (500cc)
DATE OF BIRTH
07•09•75 TOKYO
JAPAN





12 SHANE NORVAL

SABRE SPORT
HONDA
SOUTH AFRICAN

DATE OF BIRTH
21•02•75
PIETERMARITZBURG
SOUTH AFRICA

11 DAVID DE GEA

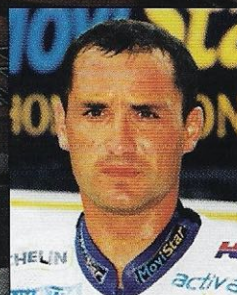
PROTON KR
MODENAS
MODENAS KR3
SPANISH

DATE OF BIRTH
09•12•77 SPAIN

15 YOSHITERU KONISHI

F.C.C. TSR
TSR HONDA
JAPANESE

DATE OF BIRTH
04•08•69 KYOTO
JAPAN



14 JUAN BORJA

HONDA PONS
HONDA
SPANISH

GP DEBUT
EUROPE 1992 (125cc)
DATE OF BIRTH
03•02•70 ALTEA
ALICANTE, SPAIN



17 JURGEN vd GOORBERGH

RIZLA HONDA
HONDA
DUTCH

GP DEBUT
FRANCE
1991 (250cc)
DATE OF BIRTH
29•12•69 BREDA
HOLLAND

500cc Rider Profiles



**SEBASTIEN
GIMBERT**

**TECMAS
HONDA ELF
HONDA
FRENCH**

GP DEBUT
FRANCE 1997
DATE OF BIRTH
09•09•77 PUY DE
VALAY, FRANCE



**JOSE LUIS
CARDOSO**

**DEE CEE JEANS
RACING TEAM
HONDA
SPANISH**

GP DEBUT
SPAIN 1993 (125cc)
DATE OF BIRTH
02•02•75 SPAIN

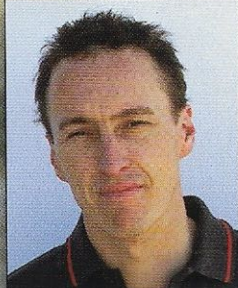


**TETSUYA
HARADA**

**APRILIA GRAND
PRIX RACING
APRILIA
JAPANESE**

GP DEBUT
JAPAN 1990 (250cc)
DATE OF BIRTH
14•06•70 CHIBA
JAPAN





JEREMY McWILLIAMS

**APRILIA GRAND
PRIX RACING**
APRILIA
BRITISH

GP DEBUT
AUSTRALIA
1993 (500cc)
DATE OF BIRTH
04•04•64
CARMONEY,
NORTHERN IRELAND



GARRY McCOY

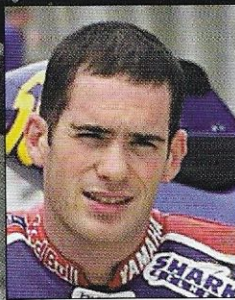
**RED BULL
YAMAHA WCM**
YAMAHA
AUSTRALIAN

DATE OF BIRTH
18•04•72 CAMDEN
AUSTRALIA

VALENTINO ROSSI

**HONDA TEAM
ROSSI**
HONDA
ITALIAN

GP DEBUT
MALAYSIA
1996 (125cc)
DATE OF BIRTH
16•02•79 URBINO
(PESARO) ITALY
WORLD TITLES
125cc 1997
250cc 1999



REGIS LACONI

**RED BULL
YAMAHA WCM**
YAMAHA
FRENCH

GP DEBUT
AUSTRALIA
1995 (250cc)
DATE OF BIRTH
08•07•75
SANT DIZIER
FRANCE



LORIS CAPIROSSI

HONDA PONS
HONDA
ITALIAN

GP DEBUT
JAPAN 1990 (125cc)
DATE OF BIRTH
04•04•73 BOLOGNA
ITALY
WORLD TITLES
125cc 1990, 1991
250cc 1998

PAOLO TESSARI

TEAM PATON
PATON
ITALIAN


DATE OF BIRTH
15•07•73 GIUSSANO
(MILANO)

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 **Quokkasports®**



1.00

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Cinzano British Grand Prix

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Cinzano British Grand Prix

EBC
BRAKES

Double-H Sintered Pads

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

EBC
BRAKES

OFFICIALS

PERMANENT OFFICIALS

Race Director	Paul Butler
Race Direction	Claude Dannis (FIM)
	Franco Uncini (IRTA)
	Manuel Ortiz-Otallo (Dorna)
Technical Director	Jack Findlay
Medical Officer	Claudio Macchiagodena

FIM OFFICIALS

FIM Representative	Henrik Norgaard
FIM Representative	
(Race Direction)	Claud Danis
Chief Steward	John Thomson
Steward Isoyo	Sugimoto
FMNR Steward	TBA

RACE OFFICIALS

Head of Organisation	Robert Fearnall
Clerk of the Course Administration	Doug Barnfield
Clerk of the Course Operations	Stuart Higgs
Deputy Clerk of the Course	
Operations	Dave Francis
Secretary of the Meeting	Julie Kimpton
Chief of Technical Inspections	Barry Hibbett
Chief Medical Officer	Lyn Jarrett FRCS, FFAEM
Chief Start/Finish Line	Annabel Webb
Chief Marshal	Mike Blakey

INTERNATIONAL SPONSORS

BMW
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MAN
SEGURA VIUDAS
TNT

TIMETABLE

FRIDAY 7.7.2000

125cc
500cc
250cc

International Classic

In the Exhibition Centre: 08.00 - 18.00, Tradestands, all day bar and food 19.00 till late Disco, bar and food throughout Free Admission.

FREE PRACTICE

09.00 - 09.45
10.00 - 11.00
11.15 - 12.15

QUALIFYING PRACTICE

13.00 - 13.45
14.00 - 15.00
15.15 - 16.15
16.30 - 17.00

SATURDAY 8.7.2000

125cc
500cc
250cc

International Classic

Race 1 International Classic

In the Exhibition Centre: 08.00 - 18.00 Tradestands, all day bar and food. 19.00 till late Bikers Party Admission £5 Two live bands, disco biker babes, late bar and food.

FREE PRACTICE

09.00 - 09.45
10.00 - 11.00
11.15 - 12.15

QUALIFYING PRACTICE

13.00 - 13.45
14.00 - 15.00
15.15 - 16.15
16.25 - 16.50
17.30 10 Laps

SUNDAY 9.7.2000

125cc
250cc

Harrier Jumpjet Display

500cc

Race 2 International Classic

WARM-UP

09.00 - 09.20
09.30 - 09.50
10.00 - 10.20

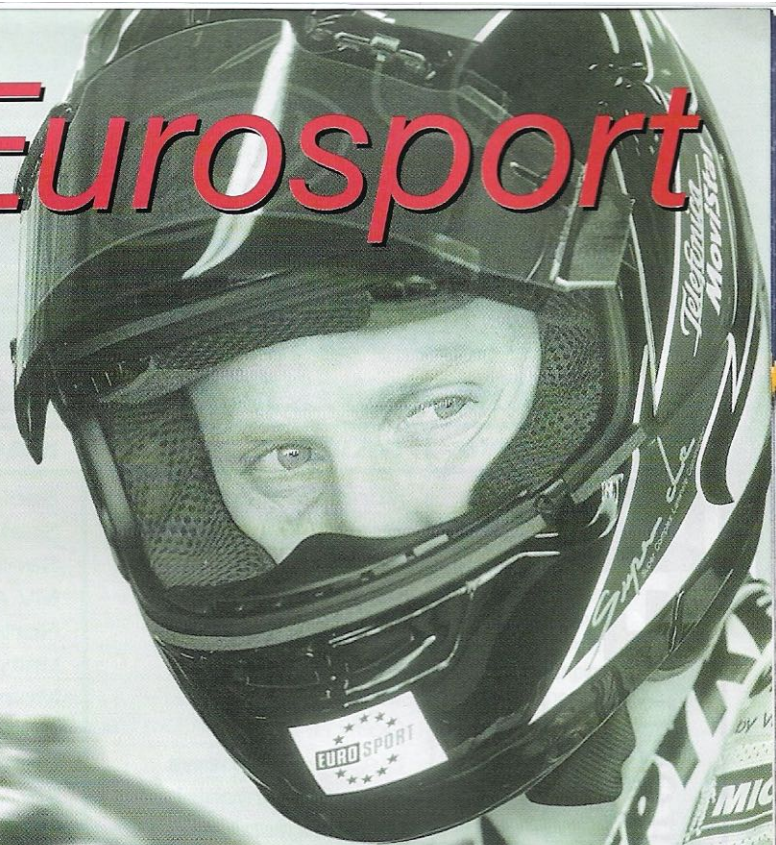
RACE

11.15 26 Laps
12.30 27 Laps
13.30
14.00 30 Laps
15.30 10 Laps

After the racing stay on and see Jason Rennie's motorcycle long - jump world record attempt.

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Every round of the Moto GP LIVE
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International Class

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

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

No.	RIDER	MACHINE	NATIONALITY
1	Adrie De Ridder	Seeley G50 Mk2	Dutch
2	Sandro Baumann	Seeley G50 Mk 3	Swiss
3	Franz Glauser	Seeley G50	Swiss
4	Gianfranco Bonera	MV Agusta 500-3 cyl	Italian
5	Neumair Reinhard	Norton Petty Manx	German
6	John Cronshaw	Unity BSA	British
7	Barry Sheene	Molnar FWD Manx	British
8	Colin Breeze	Norton Summerfield Manx	British
9	Stephen Mathews	Matchless G50	American
10	Federico Antonini	Seeley Mk II	Swiss
11	Glen English	Norton Molnar Manx	British
12	Bruno Leroy	Matchless Seeley G50	French
14	John Raybould	Matchless G50	British
15	Jan Brouwer	BSA Mark 3	Dutch
16	Steve Tomes	Walmsley Molnar Manx	British
17	Jan Rademaker	Ducati Mk 3	Dutch
19	Martin Peeters	Norton Manx	Dutch
20	William De Ridder	Seeley G50 Mk 2	Dutch
21	Peter Lockwood	Norton Manx	British
22	Paul Morgan	Seeley G50	British
23	Karl-Heinz Geisslinger	Aermacchi 408 Ala d'Oro	German
24	Andrew Eite	Seeley G50	British
26	Chris Hawksley	Norton Manx	British
27	Herman Verboven	Matchless G50	Belgian
28	Chuck Huneycutt	Matchless G50	American
29	Armando Carniello	Aermacchi Ala d'Oro	Italian
30	Mauro Borella	Matchless G50	Italian
31	Andy Pike	Seeley G50	British
32	Ton Groot	Seeley BSA Goldstar	Dutch
34	Jan Korevaar	Seeley Mk II	Dutch
35	Hans Buskermolen	Seeley BSA Goldstar	Dutch
36	Dino Porretti	Matchless	Italian
37	Larry Swann	Matchless Seeley G50	British
38	Bart Vogel	Norton Dominator	Dutch
51*	Doug Snow	Seeley Mk2 G50	British
52*	Jerry Summerfield	Petty Manx	British
53*	Vernon Glashier	Seeley G50	British
54*	Grahame Rhodes	Seeley Mark II G50	British
56 *	Tony Smith	Matchless G50	British
57 R	David Pither	Seeley G50	British
58 R	John Rimmer	Seeley Matchless G50	British
59*	Malcolm Clark	Matchless G50	British
60R	Duncan Fitchett	Featherbed Manx	British
61 R	David Woolsey	Seeley Matchless G50	British
62 R	Adam Wilson	Seeley G50	British

International Classics Race

Barry Sheene is back at the heart of the action. The last British rider to win the World 500cc crown is promising a double blast from the past as he lines up for the two races counting to the Jester Interactive Classic Racing Series which support this year's grand prix.

Sheene, twice the World Champion, will be sporting the hallmark "number 7 plates" as he takes to the track aboard the Molnar FWD Manx and though he reckons to be racing for enjoyment, his preparations and practice performance suggest he will certainly be the one to watch.

He was at Donington last month for a test sessions, putting in some competitive times, with that old familiar riding style, evoking memories of some of the great winning rides he enjoyed here in the circuits famed international events of some 20 years ago.

"I'm out here to enjoy myself. This race is as much for me as it is for the fans riding here is something special for me because my last race for real was here back in 1984, so it really is good to be back.

"I've done a few classic races, including last year's Goodwood, and each time it feels a bit uncanny that when you get back onto the bike, it seems as though you have never been away from it."

Sheene will need to be at his best as he makes this special guest appearance into the classic series. The challenge is international, with riders from nine countries, several of them champions: Adria de Rider won the Dutch crown on a Seeley G50, Swiss champion Sandro Baumann also rides a Seeley, while Gianfranco Bonera has a beautiful sounding MV Agusta.

Adding to the quality of the entry is a galaxy of British stars, including the much respected John Cronshaw, riding a BSA, along with local favourite Steve Tones on a Molnar Manx, and the Matchless G50 riders John Raybould and Peter Lockwood, plus Chris Hawksley on his Manx Norton.

"The guys in the series are pretty quick but I will be going out there to ride as quickly and enjoyably as I can. I am making no promises, but naturally, I want to win," said Sheene as he relished the challenges ahead.



Barry Sheene (7A)

Cinzano British Grand Prix 125

UI WINS BUT LOCATELLI LEADS THE CHAMPIONSHIP

Japanese rain master Youichi Ui won the 17-lap 125cc race held in wet conditions but Italian Roberto Locatelli's sixth place was enough to give him the lead in the world championship over the absent Mirko Giansanti. Ui led from start to finish despite a dramatic last lap challenge by veteran Noboru Ueda which saw him pass 17-year-old Italian Manuel Poggiali to finish second but still 2.3 seconds behind the winner.

Italian Giansanti missed his second race in succession after breaking his wrist in a practice fall in Barcelona two weeks ago and Ui, who'd stunned his rivals with a blistering pole-setting lap on the Derbi the previous day, raced from the start. With no spray to worry about he pulled away from his rivals to secure his third grand prix victory of the season.

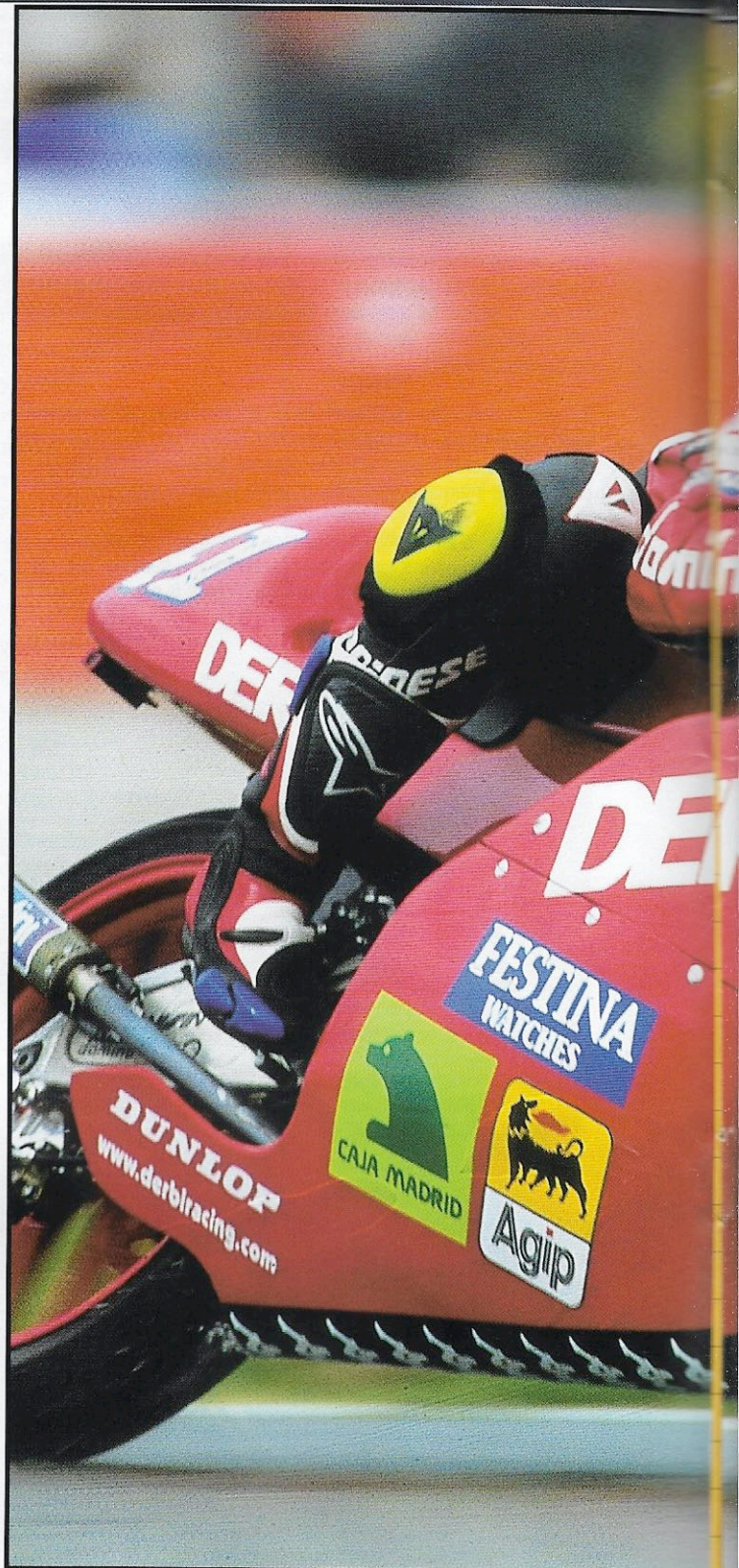
"Despite the conditions the bike was perfect today and I was able to pull away from the other riders especially as I had no spray to worry about," said Ui, who moved into third place in the championship just seven points behind Locatelli. "I'm in a good position in the championship at the halfway stage."

Poggiali was seeking his first grand prix rostrum finish and was soon racing into second place past Givi Honda team-mates Ueda and Lucio Cecchinello and Aprilia team-mates Roberto Locatelli and Barcelona winner Simone Sanna. Going into the last lap he had a three second advantage over Ueda who was flying on the drying track.

Ueda set the fastest lap of the race on that last lap as he passed a disappointed Poggiali before the chequered flag.

"I made the mistake of slowing too much on that last lap but I'm still very happy to finish on the rostrum," explained the 17-year-old who broke his wrist when he crashed at the first race of the season in South Africa. Cecchinello who crashed coming out of the start and finish chicane in qualifying, was fourth with Sanna pipping his team-mate Locatelli for fifth.

World champion Emilio Alzamora made a rare mistake and crashed his Telefonica Movistar Honda while Frenchman Randy Puniet was another faller when well placed. Jaroslav Hules had given himself and the Italjet team their best ever qualifying result when he started from the second row, fifth fastest. However, he also crashed in the rain while his team-mate 17-year-old Leon Haslam finished out of the points in 18th place.



(41) Youichi Ui

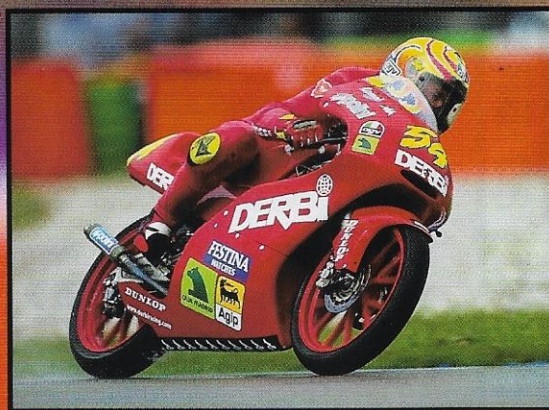
250cc

24•6•2000 ROUND 8

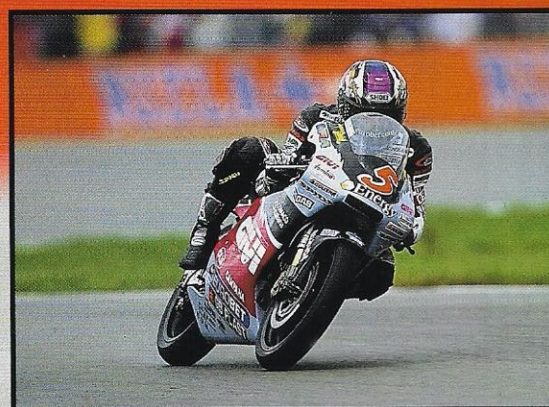
1 **Youichi Ui**

2 **Noboru Ueda**

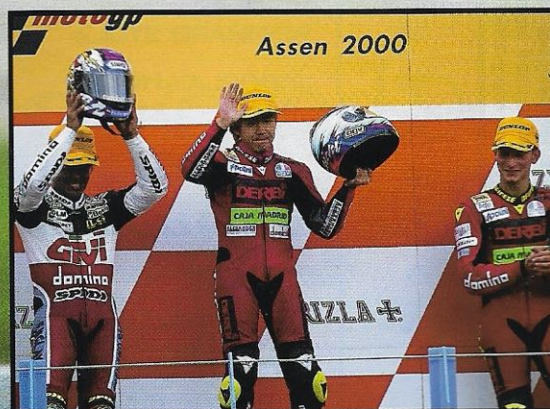
3 **Manuel Poggiali**



(54) Manuel Poggiali



(5) Noboru Ueda



Ueda, Ui & Poggiali

1.00
1.01
1.02

Cinzano British Gra

EBC[®] KEVLAR[®] Sprint Pads (green) EBC[®] BRAKES

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

No.	RIDER	TEAM	MACHINE
1	EMILIO ALZAMORA	TELEFONICA MOVISTAR TEAM	HONDA
3	MASAO AZUMA	BENETTON PLAYLIFE	HONDA
4	ROBERTO LOCATELLI	VASCO ROSSI RACING	APRILIA
5	NOBORU UEDA	GIVI HONDA LCR	HONDA
8	GIANLUIGI SCALVINI	BOSSINI FONTANA RACING	APRILIA
9	LUCIO CECCHINELLO	GIVI HONDA LCR	HONDA
10	ADRIAN ARAUJO	ANTINUCCI RACING	HONDA
11	MAX SABBATINI	RACING SERVICE	APRILIA
12	RANDY DE PUNJET	SCRAB COMPETITION	APRILIA
15	ALEX DE ANGELIS	CHUPA-CHUPS MATTEONI	HONDA
16	SIMONE SANNA	VASCO ROSSI RACING	APRILIA
17	STEVE JENKNER	PVE MASSIVHAUS ADAC	HONDA
18	TONI ELIAS	CHUPA-CHUPS MATTEONI	HONDA
21	ARNAUD VINCENT	CC VALENCIA AIRTEL	APRILIA
22	PABLO NIETO	DERBI RACING	DERBI
23	GINO BOROSI	LAE-UGT 3000	APRILIA
24	LEON HASLAM	ITALJET MOTO	ITALJET
26	IVAN GOI	TEAM FOMMA	HONDA
29	ANGEL NIETO Jnr.	TELEFONICA MOVISTAR TEAM	HONDA
32	MIRKO GIANSAANTI	BENETTON PLAYLIFE	HONDA
34	ERIC BATAILLE	QUEROSENO RACING TEAM	HONDA
35	REINHARD STOLZ	R.S.ADAC-ESCH RACING	HONDA
39	JAROSLAV HULES	ITALJET MOTO	ITALJET
41	YOUICHI UI	DERBI RACING	DERBI
51	MARCO PETRINI	SEMPRUCCI-BIESSE APRILIA	APRILIA
53	WILLIAM DE ANGELIS	SEMPRUCCI-BIESSE APRILIA	APRILIA
71	PAUL ROBINSON		HONDA
72	KENNY TIBBLE		HONDA
73	STUART EASTON		HONDA

and Prix

NATIONALITY

SPANISH
 JAPANESE
 ITALIAN
 JAPANESE
 ITALIAN
 ITALIAN
 SPANISH
 ITALIAN
 FRENCH
 SAN MARINO
 ITALIAN
 GERMAN
 SPANISH
 FRENCH
 SPANISH
 ITALIAN
 BRITISH
 ITALIAN
 SPANISH
 ITALIAN
 ANDORRAN
 GERMAN
 CZECH
 JAPANESE
 ITALIAN
 SAN MARINO
 BRITISH
 BRITISH
 BRITISH

RESULTS

1st
 2nd
 3rd
 4th
 5th
 6th
 7th
 8th
 9th
 10th
 11th
 12th
 13th
 14th
 15th

WINNER'S TIME

SPEED mph

FASTEST LAP No.

TIME

SPEED mph

125cc Round 9

26 LAPS

104.598 kms

START 11.15



EBC
BRAKES

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

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BRAKES

Season so far

125cc

EBC

BRAKES

Double-H Sintered Pads

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

EBC

BRAKES

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	ROBERTA LOCATELLI	13	25	0	16	13	25	0	10									102
2	MIRKO GIANSAINTI	20	16	0	20	20	20	0	0									96
3	YOUICHI UI	0	20	25	0	25	0	0	25									95
4	EMILIO ALZAMORA	16	13	11	25	16	9	0	0									90
5	MASAO AZUMA	7	8	16	13	0	16	20	7									87
6	NOBORU UEDA	11	11	20	11	0	10	0	20									83
7	ARNAUD VINCENT	25	0	8	8	11	8	13	3									76
8	GINO BORSOI	6	10	13	4	7	11	16	5									72
9	IVAN GOI	8	6	10	9	10	3	5	8									59
10	SIMONE SANNA	4	2	0	0	6	0	25	11									48
11	STEVE JENKNER	10	7	3	6	0	13	0	9									48
12	LUCIO CECCHINELLO	5	0	0	10	9	0	0	13									37
13	MANUEL POGGIALI	0	0	0	7	8	0	0	16									31
14	GIANLUIGI SCALVINI	9	9	0	0	5	6	0	0									29
15	PABLO NIETO	1	5	5	0	0	5	10	0									26
16	ANGEL NIETO Jr	3	4	0	5	0	0	7	6									25
17	RANDY DE PUNIET	2	0	6	3	4	7	3	0									25
18	REINHARD STOLZ	0	1	0	0	3	0	11	4									19
19	MAX SABBATANI	0	3	0	0	0	0	9	1									13
20	HIDEYUKI NAKAJOH	0	0	9	0	0	0	0	0									9
21	ANTONIO ELIAS	0	0	0	0	0	1	8	0									9
22	ALEX DE ANGELIS	0	0	0	1	1	4	0	2									8
23	YUZO FUJIOKA	0	0	7	0	0	0	0	0									7
24	LEON HASLAM	0	0	0	0	0	0	6	0									6
25	MARCO PETRINI	0	0	4	0	0	0	0	0									4
26	ERIC BATAILLE	0	0	0	0	0	0	4	0									4
27	JAROSLAV HULES	0	0	0	2	0	2	0	0									4
28	HIROYUKI KIKUCHI	0	0	2	0	0	0	0	0									2
29	ALESSANDRO BRANNETTI	0	0	0	0	2	0	0	0									2
30	IVAN MARTINEZ	0	0	0	0	0	0	2	0									2
31	KATSUJI UEZU	0	0	1	0	0	0	0	0									1
1	HONDA	20	16	20	25	20	20	20	20									161
2	APRILIA	25	25	13	16	13	25	25	11									153
3	DERBI	1	20	25	7	25	5	10	25									118
4	ITALJET	0	0	0	2	0	2	6	0									10
5	YAMAHA	0	0	1	0	0	0	0	0									1

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

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	SHINYA NAKANO	25	25	16	1	20	25	16	16									144
2	OLIVIER JACQUE	13	20	13	13	16	20	25	20									140
3	TOHRU UKAWA	16	0	20	16	25	10	20	25									132
4	DAIJIRO KATOH	20	16	25	20	10	16	13	8									128
5	ANTHONY WEST	11	10	10	11	11	9	7	13									82
6	MARCO MELANDRI	3	11	11	10	13	13	10	0									71
7	RALF WALDMANN	9	13	0	25	8	0	9	0									64
8	FRANCO BATTAINI	10	3	9	6	5	11	11	0									55
9	NAOKI MATSUDO	6	5	0	0	9	8	8	11									47
10	SEBASTIAN PORTO	8	8	4	7	6	0	0	9									42
11	LUCA BOSCOCCURO	0	9	5	5	7	0	0	0									26
12	JAMIE ROBINSON	5	0	0	0	0	0	6	10									21
13	KLAUS NÖHLES	2	0	3	8	2	0	1	0									16
14	JASON VINCENT	7	4	0	4	0	0	0	0									15
15	ALEX DEBON	4	7	0	2	1	0	0	0									14
16	JOHAN STIGEFELT	0	1	0	3	4	0	5	0									13
17	ROBERTO ROLFO	1	2	0	0	0	0	0	7									10
18	MARCELLINO LUCCHI	0	0	0	9	0	0	0	0									9
19	JULIEN ALLEMAND	0	0	0	0	0	4	0	5									9
20	OSAMU MIYAZAKI	0	0	8	0	0	0	0	0									8
21	SHAROL YUZY	0	0	0	0	3	5	0	0									8
22	SHINICHI NAKATOMI	0	0	7	0	0	0	0	0									7
23	FONSI NIETO	0	0	0	0	0	7	0	0									7
24	ALEX HOFMANN	0	6	1	0	0	0	0	0									7
25	DAVID CHECA	0	0	0	0	0	3	3	1									7
26	NOBUYUKI OHSAKI	0	0	6	0	0	0	0	0									6
27	IVAN CLEMENTI	0	0	0	0	0	6	0	0									6
28	VINCENTPHILIPPE	0	0	0	0	0	0	0	6									6
29	JARNO JANSSEN	0	0	0	0	0	0	4	0									7
30	SEBBASTIEN GIMBERT	0	0	0	0	0	0	0	4									4
31	LUCAS OLIVER	0	0	0	0	0	0	0	3									3
32	TARO SEKIGUCHI	0	0	2	0	0	0	0	0									2
1	YAMAHA	25	25	16	13	20	25	25	20									169
2	HONDA	20	16	25	20	25	16	20	25									167
3	APRILIA	10	13	11	25	13	13	11	10									106
4	TSR HONDA	1	2	0	3	4	3	5	6									24

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-1110TM

Brake Discs

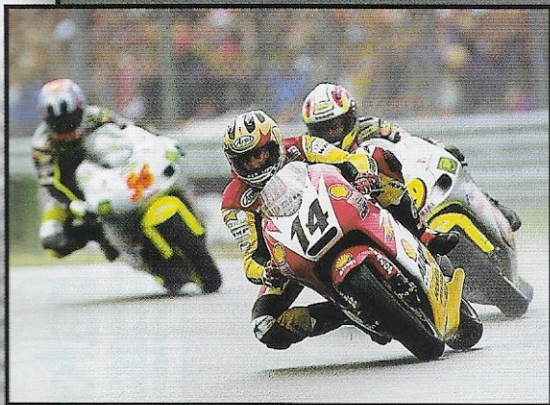
EBC Pro-1110 brake discs are British Made using billet steel rotors, delivering 18% more friction than stainless steel discs. Equipped with lightweight alloy centre hubs, these discs cost less than original parts and perform to the max on all fast street sport or roadrace bikes. ASK ABOUT OUR BLUE HUB RACE ROTOR PROGRAM.

EBC
BRAKES

Cinzano British Grand Prix 25



(4) Tohru Ukawa



West, Jacque & Nakano



(4) Jacque, Ukawa & Nakano

(4) Tohru Ukawa



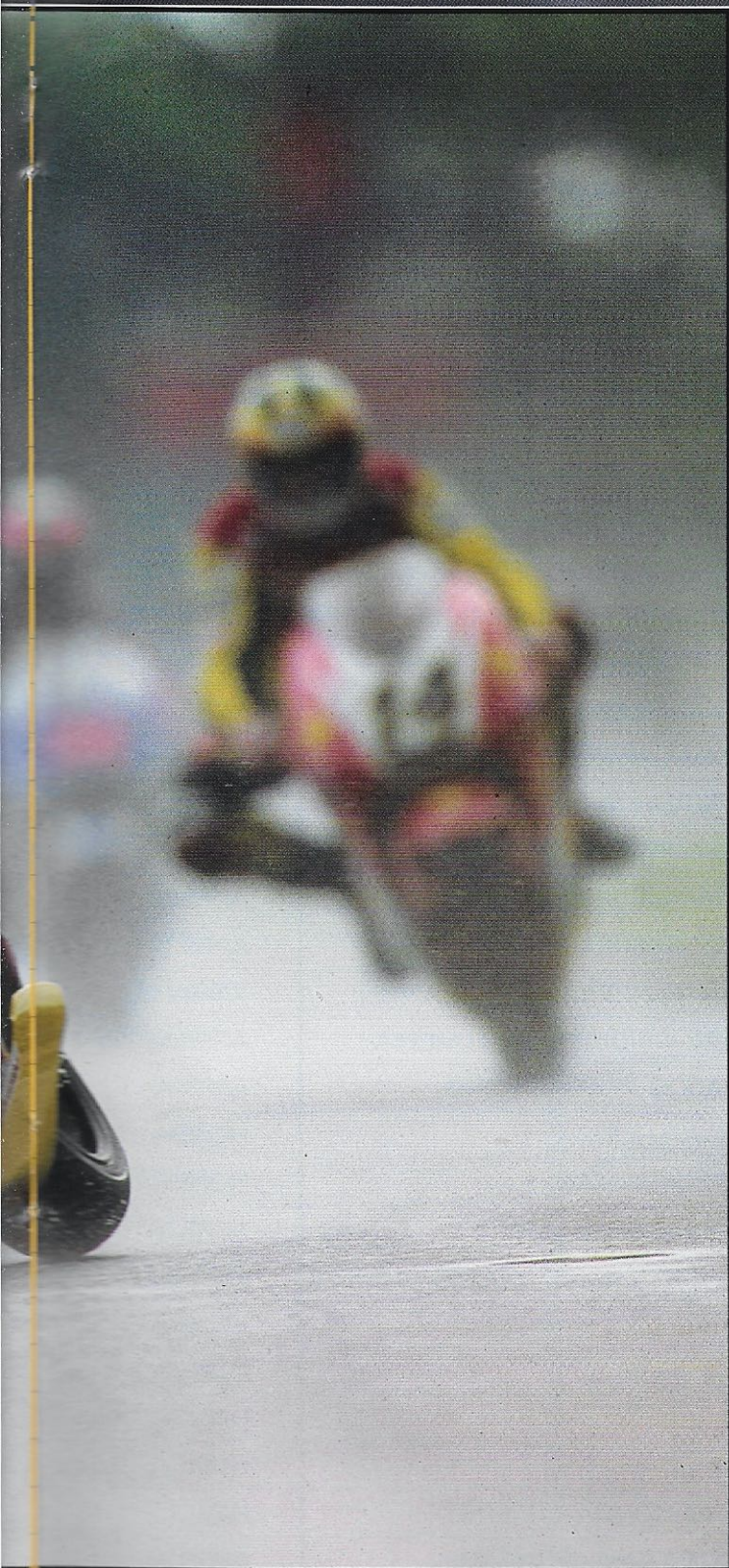
50cc

24.6.2000 ROUND 8

1 Tohru Ukawa

2 Olivier Jacque

3 Shinya Nakano



UKAWA FIGHTS THROUGH THE RAIN

Japanese rider Tohru Ukawa won his second grand prix of the season in appalling conditions fighting off the Yamaha challenge of Olivier Jacque and Shinya Nakano and his own team-mate Anthony West. As the 18-lap race started the heavens opened soaking the 92,000 spectators and flooding parts of the circuit. Japanese Yamaha rider Naoki Matsudo was fifth with Yorkshireman Jamie Robinson a brilliant sixth, his best ever grand prix result. Nakano's third place was enough for him to hang onto his championship lead by four points from Jacque with Ukawa moving into third place.

As the rain flooded the circuit 18-year-old Australian West, riding the Shell Advance Honda, soon grabbed the lead from Nakano and Jacque despite starting from 22nd on the grid. He fought off the challenge of his team-mate Ukawa despite plenty of big slides on the treacherous surface. Lap after lap West held his more experienced team-mate at bay until he finally succumbed to the pressure and once in front Ukawa pulled away for a comfortable victory.

"At the beginning of the race there was so much rain I just tried to keep the leaders in sight," recalled Ukawa, who is eight points behind second place Jacque in the championship. "I chose a harder compound wet weather tyre and later in the race when the track started to dry this allowed me to keep pushing and win. When Anthony got to the front I was able to follow him easily and we had a good battle. He was a little quicker into the corners than me but finally I got in front and rode hard to the finish."

Frenchman Jacque, who'd never finished a race at Assen, moved into second place but his Chesterfield Tech 3 Yamaha team-mate Nakano had real problems passing the young Australian as the rain stopped and the track dried. He finally got by with a lap to go to secure those vital 16 points.

The Aprilia duo of German veteran Ralf Waldmann and 17-year-old Italian Marco Melandri started from first and second place on the front row of the grid. They both decided to fit intermediate tyres hoping the rain would not arrive but after just a couple of laps they realised they had made a big mistake in the deluge. Waldmann battled on bravely to finish 24th, two laps behind the leaders.

Former British Champion Robinson rode hard but with the necessary caution in the conditions to grab his best ever grand prix finish, riding the QUB Team Optimum Aprilia.

"I got a good start and made some passes on the first lap," recalled Robinson. "I was hoping to make inroads on the leaders when it started to rain even heavier as I was battling with Matsuda for fifth. There was not much difference between us but it was too big a gap, especially as my rear tyre had gone before the finish. I'm very happy for the team to get this result because we worked so well all weekend. We are all looking forward to Donington."

His team-mate Adrian Coates was not so lucky and crashed, without injury, while in 15th place after a bad start. Jason Vincent also had a tough afternoon, riding the Padgett's Aprilia he finally finished 19th.

1.01

1.02

Cinzano British Gr

EBC
BRAKES

KEVLAR Sprint Pads (green)

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

EBC
BRAKES

No.	RIDER	TEAM	MACHINE
4	TOHRU UKAWA	SHELL ADVANCE HONDA TEAM	HONDA
6	RALF WALDMANN	APRILIA GERMANY	APRILIA
8	NAOKI MATSUDO	PETRONAS SPRINTA TEAM	YAMAHA
9	SEBASTIAN PORTO	EDO RACING	YAMAHA
10	ALFONSO NIETO	ANTENA 3 YAMAHA-D'ANTIN	YAMAHA
11	IVAN CLEMENTI	CAMPETELLA RACING	APRILIA
13	MARKO MELANDRI	APRILIA GRAND PRIX RACING	APRILIA
14	ANTHONY WEST	SHELL ADVANCE HONDA TEAM	HONDA
15	ADRIAN COATES	QUB TEAM OPTIMUM	APRILIA
16	JOHAN STIGEFELT	DEE CEE JEANS RACING TEAM	HONDA
18	SHAROL YUZY	PETRONAS SPRINTA TEAM	YAMAHA
19	OLIVIER JACQUE	CHESTERFIELD YAMAHA TECH 3	YAMAHA
21	FRANCO BATTAINI	EUROBET TEAM BATTAINI	APRILIA
22	SEBASTIAN GIMBERT	TINO VILLA RACING	HONDA
23	JUILEN ALLEMAND	YAMAHA KURZ ARAL	YAMAHA
24	JASON VINCENT	PADGETTS M/C SALES	APRILIA
25	VINCENT PHILLIPPE	AXO HONDA GRESINI	HONDA
26	KLAUS NOHLES	APRILIA GERMANY	APRILIA
30	ALEX DEBON	C.VALENCIA ASPAR	APRILIA
31	LUCAS OLIVER BULTO	ANTENA 3 YAMAHA-D'ANTIN	YAMAHA
33	DAVID TOMAS	PR2-CIRCUITO DE ALMERIA	APRILIA
37	LUCA BOSCO SCURO	VASCO ROSSI RACING	APRILA
41	JARNO JANSSEN	RIZLA HONDA	HONDA
42	DAVID CHECA	TEAM FOMMA	HONDA
44	ROBERTO ROLFO	RACING FACTORY	APRILIA
56	SHINYA NAKANO	CHESTERFIELD YAMAHA TECH 3	YAMAHA
70	TOM TUNSTALL		HONDA
71	GARY HASLAM		HONDA
72	LEE JACKSON		HONDA
73	JASON DAVIS		HONDA
74	DAIJIRO KATOH	AXO HONDA GRESINI	HONDA
77	JAMIE ROBINSON	QUB TEAM OPTIMUM	APRILIA

and Prix

NATIONALITY

JAPANESE
 GERMAN
 JAPANESE
 ARGENTINIAN
 SPANISH
 ITALIAN
 ITALIAN
 AUSTRALIAN
 BRITISH
 SWEDISH
 MALAYSIAN
 FRENCH
 ITALIAN
 FRENCH
 FRENCH
 BRITISH
 FRENCH
 GERMAN
 SPANISH
 SPANISH
 SPANISH
 ITALIAN
 DUTCH
 SPANISH
 ITALIAN
 JAPANESE
 BRITISH
 BRITISH
 BRITISH
 BRITISH
 JAPANESE
 BRITISH

RESULTS

1st
 2nd
 3rd
 4th
 5th
 6th
 7th
 8th
 9th
 10th
 11th
 12th
 13th
 14th
 15th

WINNER'S TIME

SPEED mph

FASTEST LAP No.

TIME

SPEED mph

250cc Round 9

27 LAPS

108.621 kms

START 12.30



EBC

BRAKES

KEYLAR® Cruiser/Touring Pads

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

EBC

BRAKES

Cinzano British Grand Prix 500

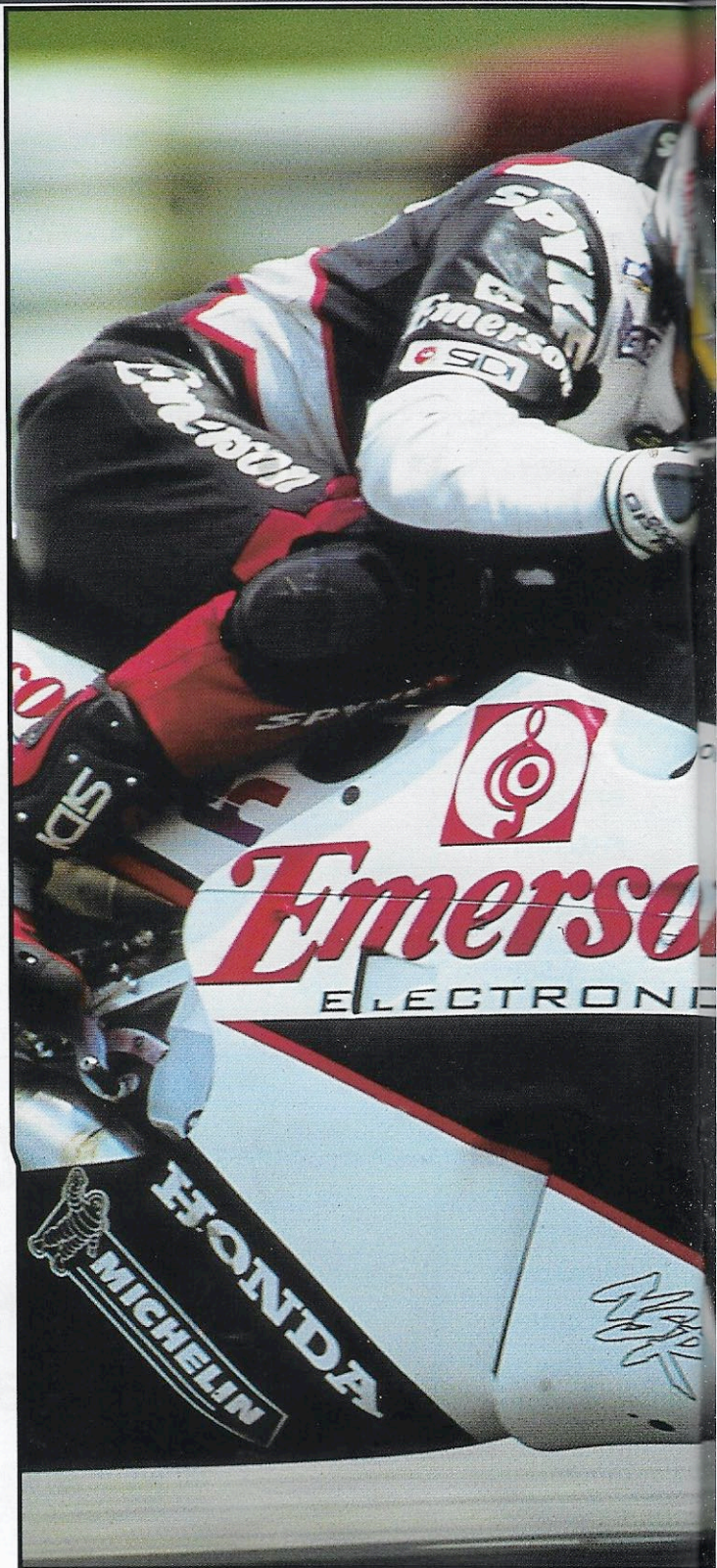
BARROS SECURES TWO PART VICTORY IN THE RAIN

Brazilian Alexander Barros secured only his second MotoGP victory in the rain affected 500cc race that had to be run in two separate legs in the Rizla Dutch TT at Assen. The first race had to be stopped after three laps because of heavy rain and Barros, riding the Emerson Honda Pons machine, was declared the winner on overall time after finishing second in the 17-lap second leg. World champion Alex Criville was a moral boosting second with brave Italian Loris Capirossi third despite riding with two broken bones in his left hand, sustained in a crash during the morning warm-up.

Championship leader American Kenny Roberts was another faller when he crashed spectacularly from his Telefonica Movistar Suzuki halfway through the first lap while leading the first leg. He was lucky to escape uninjured and will definitely be fit to ride at Donington this weekend. His main championship rival Spaniard Carlos Checa was fifth overall and closed the gap to 14 points as the championship reached the halfway stage.

"I'd forgotten what champagne tasted like," joked Barros, whose only other grand prix victory was at Jarama in Spain in 1993. "That was a tough weekend, conditions changing all the time, but a fantastic end. I almost ran off the track soon after the restart, then tried as hard as I could as the track conditions improved. Alex was pushing really hard, taking some risks, because he needed to get two seconds ahead to beat me on aggregate."

Criville, riding the YPF Repsol Honda, dived underneath Barros at the final chicane of the magnificent 3.759 miles (6.049km) Assen circuit to win the second leg but he was two seconds down on aggregate time to the Brazilian.



(10) Alex Barros

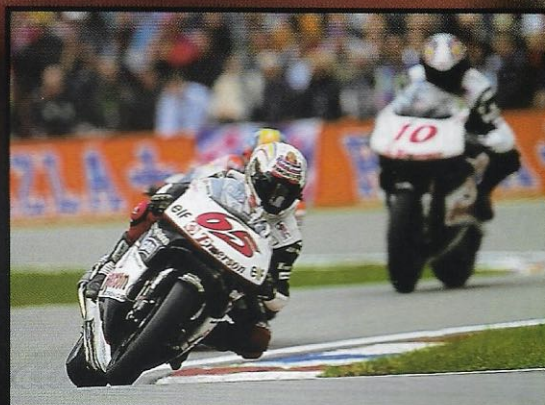
00cc

24•6•2000 ROUND 8

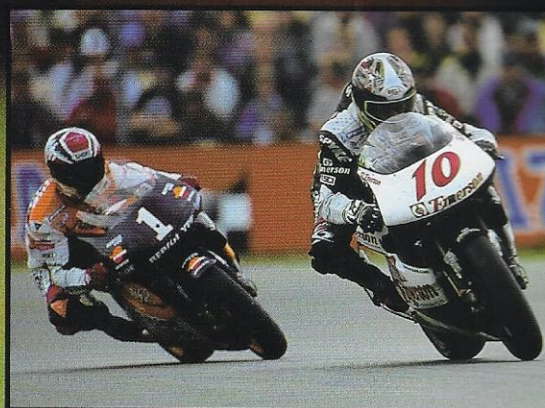
1 Alex Barros

2 Alex criville

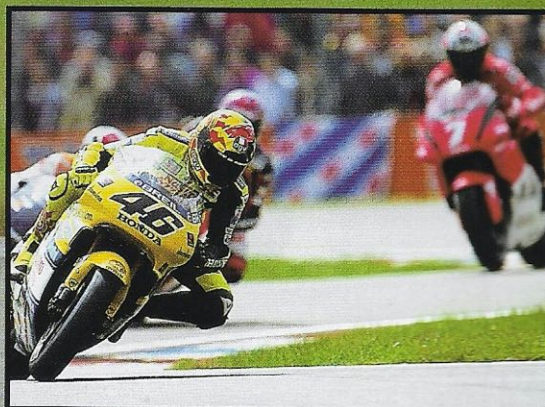
3 Loris Capirossi



(65) Capirossi & (10) Barros



(10) Barros & (1) Crivillé



(46) Rossi & (7) Checa

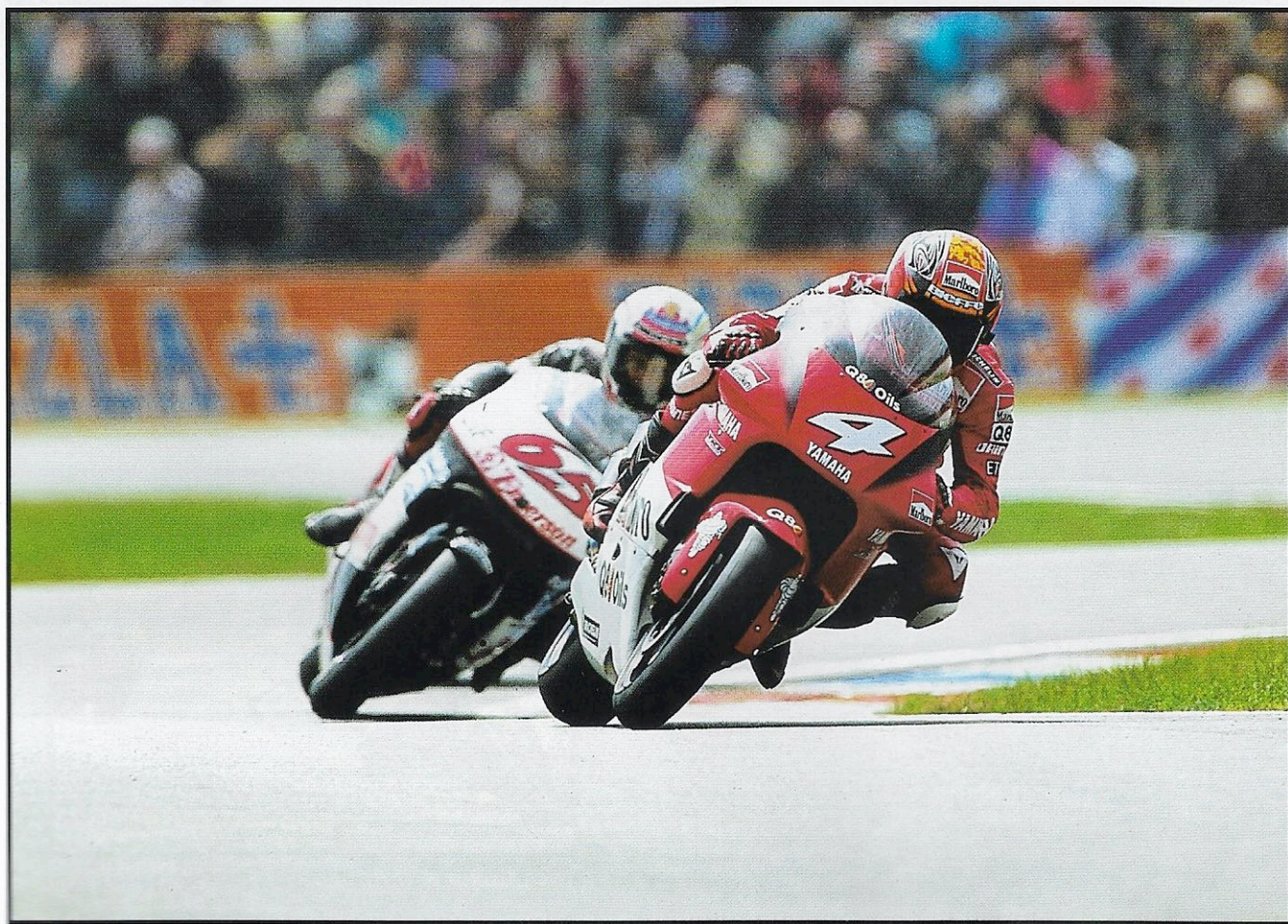
Cinzano

British Grand Prix 500cc

"I just rode as fast as I could, while being careful at the same time," explained the world champion, who won the 500cc race at Donington last year. "After my crashes in Barcelona and Mugello this was a very important race for both me and the championship."

The former 125 and 250cc World Champion Capirossi was leading the first leg when it was stopped. The pain from his broken bones slowed him in the early stages of the second leg but he gritted his teeth to secure a superb third place. The former 250cc World Champion Max Biaggi was fourth overall, riding the Marlboro Yamaha with his team-mate Checa, who gambled on fitting slick tyres for the second leg, fifth. The majority of the leading riders chose the combination of a slick rear tyre and intermediate front on the drying track.

It was a mixed day for the British riders. Jeremy McWilliams, who was suffering from a stomach bug, had problems setting up the new Aprilia throughout the weekend and then retired on the first lap of the first leg with engine problems. Nottingham rider Phil Giles, the former Privateer winner of the British Superbike Championship, made his grand prix debut replacing South African Shane Norval on the Sabre Sport Honda twin and finished a very creditable 16th just out of the world championship points.



(4) Max Biaggi

Season so far 500cc

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	KENNY ROBERTS	10	25	20	25	10	10	25	0									125
2	CARLOS CHECA	20	20	11	20	9	20	0	11									111
3	NORICK ABE	9	0	25	0	20	11	20	6									91
4	LORIS CAPIROSSI	16	0	4	10	8	25	10	16									89
5	ALEX CRIVILLÉ	11	0	10	13	25	0	0	20									79
6	ALEX BARROS	13	8	9	11	11	0	0	25									77
7	NOBUATSU AOKI	8	11	13	9	5	13	13	3									75
8	VALENTINO ROSSI	0	0	5	16	16	4	16	10									67
9	GARRY McCOY	25	16	7	0	13	0	0	1									62
10	REGIS LACONI	7	7	2	8	7	9	3	8									51
11	TADAYUKI OKADA	0	10	16	6	2	8	1	5									48
12	JURGEN vd GOORBERGH	6	5	3	7	3	5	9	7									45
13	MAX BIAGGI	0	13	0	0	0	7	11	13									44
14	JEREMY McWILLIAMS	0	6	8	0	4	16	4	0									38
15	TETSUYA HARADA	0	4	0	5	6	0	7	4									26
16	SETE GIBERNAU	0	9	0	0	1	6	0	9									25
17	DAVID DE GEA	1	2	1	4	0	0	8	2									18
18	YOSHITERU KONISHI	3	0	0	3	0	1	6	0									13
19	JOSE LUIS CARDOSO	5	3	0	0	0	3	0	0									11
20	SEBASTIEN LEGRELLE	0	0	0	0	0	2	5	0									7
21	AKIRA RYO	0	0	6	0	0	0	0	0									6
22	SEBASTIEN GIMBERT	4	1	0	0	0	0	0	0									5
23	SHANE NORVAL	2	0	0	0	0	0	2	0									4
1	YAMAHA	25	20	25	20	20	20	20	13									163
2	HONDA	16	10	16	16	25	25	16	25									149
3	SUZUKI	10	25	20	25	10	13	25	3									131
4	APRILIA	0	6	8	5	6	16	7	4									52
5	TSR-HONDA	6	5	3	7	3	5	9	7									45
6	MODENAS KR3	1	2	1	4	0	0	8	2									18

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

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

Pro-lite[™]

Brake Discs

EBC[®]

BRAKES

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



Grand Prix

NATIONALITY

SPANISH
AMERICAN
ITALIAN
SPANISH
JAPANESE
SPANISH
JAPANESE
JAPANESE
BRAZILIAN
SPANISH
JAPANESE
DUTCH
BELGIAN
BRITISH
AUSTRALIAN
SPANISH
BRITISH
JAPANESE
ITALIAN
FRENCH
ITALIAN
BRITISH

RESULTS

1st
2nd
3rd
4th
5th
6th
7th
8th
9th
10th
11th
12th
13th
14th
15th

WINNER'S TIME

SPEED mph

FASTEST LAP No.

TIME

SPEED mph

500cc Round 9

30 LAPS

120.69 km

START 14.00



EBC

BRAKES

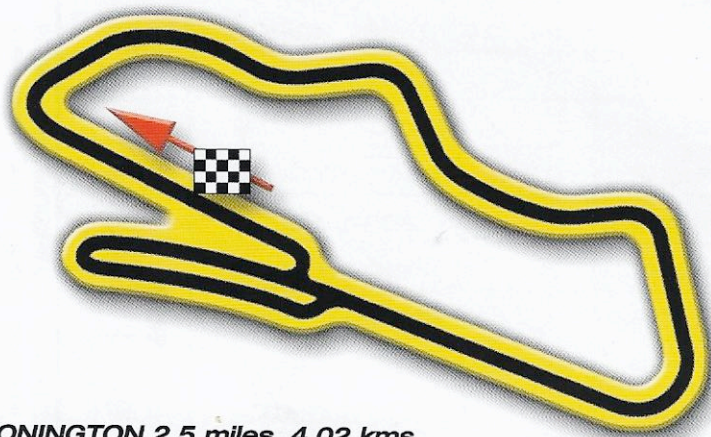
A TÜV tested and KBA (Germany) approved high durability heavy duty Kevlar formula for use on all bigger heavier bikes where mileage and performance combination are desired. These pads are British Made using the famous Dupont Kevlar fibre and are available for all heavier bikes and tourers at realistic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

EBC

BRAKES

Cinzano British Grand Prix

Donington



DONINGTON 2.5 miles, 4.02 kms

1999 125cc

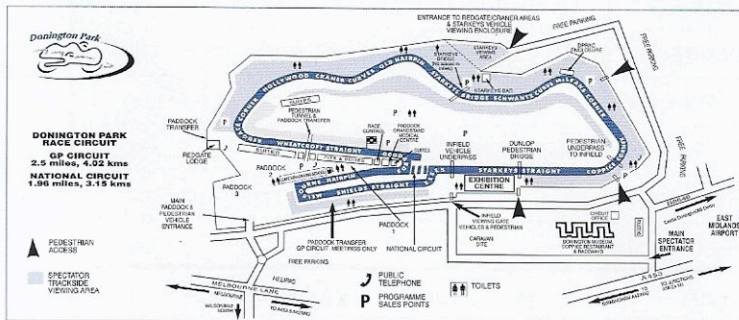
- 1 Masao Azuma
- 2 Noboru Ueda
- 3 Emilio Alzamora

1999 250cc

- 1 Valentino Rossi
- 2 Loris Capirossi
- 3 Shinya Nakano

1999 500cc

- 1 Alex Criville
- 2 Tadayuki Okada
- 3 Tetsuya Harada



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 whatsoever caused resulting in damage and/or personal injury to spectators or ticket 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 accessories thereof, or to any article or thing left in or about or with any vehicle, or to 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.

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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-scholarly) 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, Donington Park Leisure Ltd reserves the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

GENERAL NOTICE

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

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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 found trespassing or wilfully damaging property, will be prosecuted by Two Four Sports Ltd.

PUBLIC CAMPING

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

Paddock

By sporting regulation the Paddock area is closed to the public.

GRANDSTAND

Both the Paddock and Start - Finish (Infield) Grandstands are subject to a £10 transfer, adult and child, on Sunday, but are not subject to a transfer charge on Friday and Saturday. The Paddock Grandstand is available only to Paddock pass holders.



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The TRUCKNOLOGY
GENERATION from MAN.



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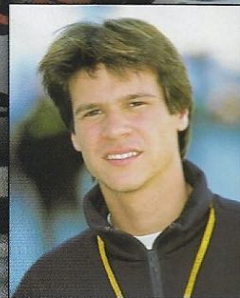
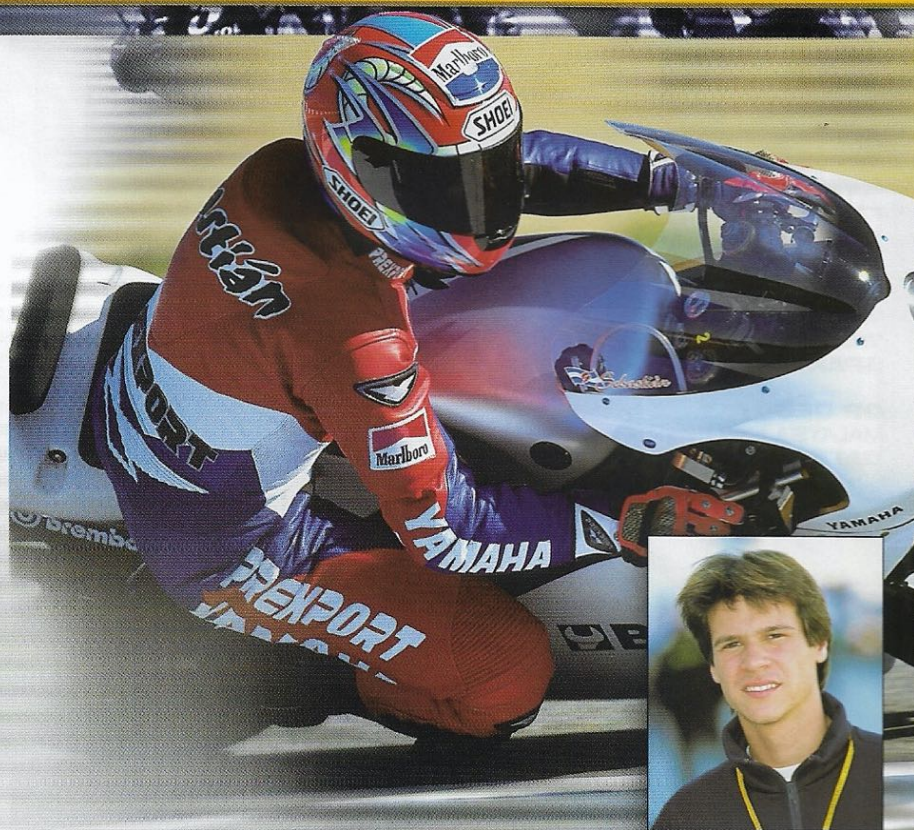
MARRAKECH

مراكش
30

Rider Profiles



250cc



SEBASTIAN PORTO

EDO RACING
YAMAHA
ARGENTINIAN

GP DEBUT
ARGENTINA 1994 (125cc)
DATE OF BIRTH
12•09•78 RAFAELA
ARGENTINA



TOHRU UKAWA

SHELL ADVANCE
HONDA TEAM
HONDA
JAPANESE

GP DEBUT
JAPAN 1994 (250cc)
DATE OF BIRTH
18•05•73 CHIBA PREF
JAPAN



RALF WALDMANN

APRILIA
GERMANY
APRILIA
GERMAN

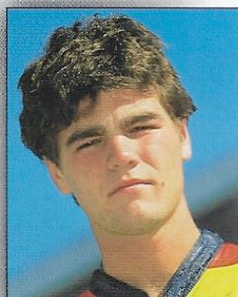
GP DEBUT
GERMANY 1987 (80cc)
DATE OF BIRTH
14•07•66 ENNEPETAL
GERMANY

NAOKI MATSUDO

TVK
MOTORSPORTS
YAMAHA
JAPANESE

DATE OF BIRTH
25•07•73 CHIBA
PREFECTURE
JAPAN

250cc Rider Profiles



ALFONSO NIETO

**ANTENA 3
YAMAHA-D'ANTIN
YAMAHA
SPANISH**

GP DEBUT
MALAYSIA 1999 (125cc)
DATE OF BIRTH
02•12•78 MADRID
SPAIN

IVAN CLEMENTI

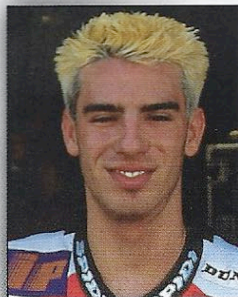
**CAMPETELLA
RACING
APRILIA
ITALIAN**

DATE OF BIRTH
18•01•75
MONTEGIORGIO, ITALY

ANTHONY WEST

**YAMAHA SHELL
ADVANCE
HONDA TEAM
HONDA AUSTRALIAN**

GP DEBUT
AUSTRALIA 1998 (125cc)
DATE OF BIRTH
17•07•81 GOLD COAST, AUSTRALIA



MARCO MELANDRI

**APRILIA GRAND
PRIX RACING
APRILIA
ITALIAN**

GP DEBUT
CZECH REPUBLIC
1997 (125cc)
DATE OF BIRTH
07•08•82 ITALY



JOHAN STIGEFELT

**DEE CEE JEANS
RACING TEAM
HONDA
SWEDISH**

GP DEBUT
BRAZIL 1997 (250cc)
DATE OF BIRTH
17•03•76 ANDERSTORP
SWEDEN

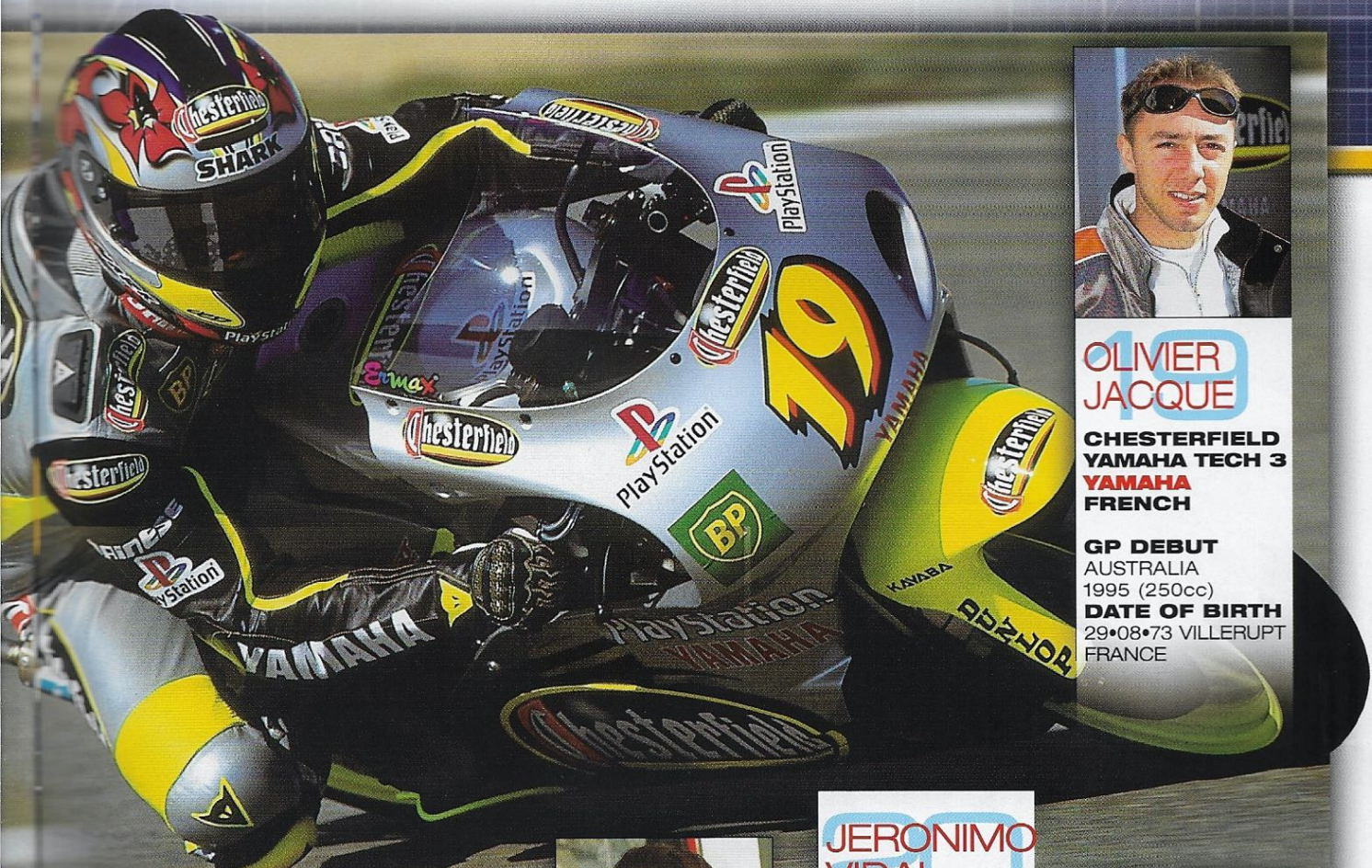


MIKE BALDINGER

**YAMAHA
KURZ ARAL
YAMAHA
GERMAN**

DATE OF BIRTH
10•11•75 FREIBURG
(BREISGAU)





19 OLIVIER JACQUE

**CHESTERFIELD
YAMAHA TECH 3
YAMAHA
FRENCH**

GP DEBUT
AUSTRALIA
1995 (250cc)
DATE OF BIRTH
29.08.73 VILLERUPT
FRANCE

47 JAMIE ROBINSON

**QUB TEAM
OPTIMUM
APRILIA
BRITISH**

DATE OF BIRTH
27.07.75 SHEFFIELD
ENGLAND

18 SHAROL YUZY

**TVK
MOTORSPORTS
YAMAHA
MALAYSIAN**

DATE OF BIRTH
23.01.76 TELUK
INTAN, PERAK



1 JASON VINCENT

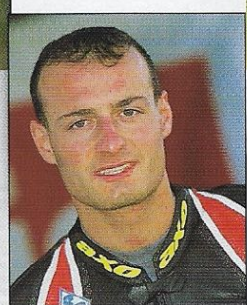
**PADGETTS
HRC SHOP
HONDA
BRITISH**

GP DEBUT
BRITAIN 1996 (250cc)
DATE OF BIRTH
20.02.73
NUNEATON
BRITAIN

8 JERONIMO VIDAL

**C.C. VALENCIA
APRILIA
SPANISH**

GP DEBUT
SPAIN 1998 (125cc)
DATE OF BIRTH
31.07.76 VALENCIA
SPAIN



22 LUCAS OLIVER BULTO

**YAMAHA
KURZ ARAL
YAMAHA
SPANISH**

GP DEBUT
MALAYSIA 1999 (125)
DATE OF BIRTH
26.10.74
BARCELONA, SPAIN

15 VINCENT PHILIPPE

**AXO HONDA
GRESINI
HONDA
FRENCH**

GP DEBUT
SOUTH AFRICA
2000 (250cc)
DATE OF BIRTH
11.01.78 BESANCON
FRANCE

21 FRANCO BATTAINI

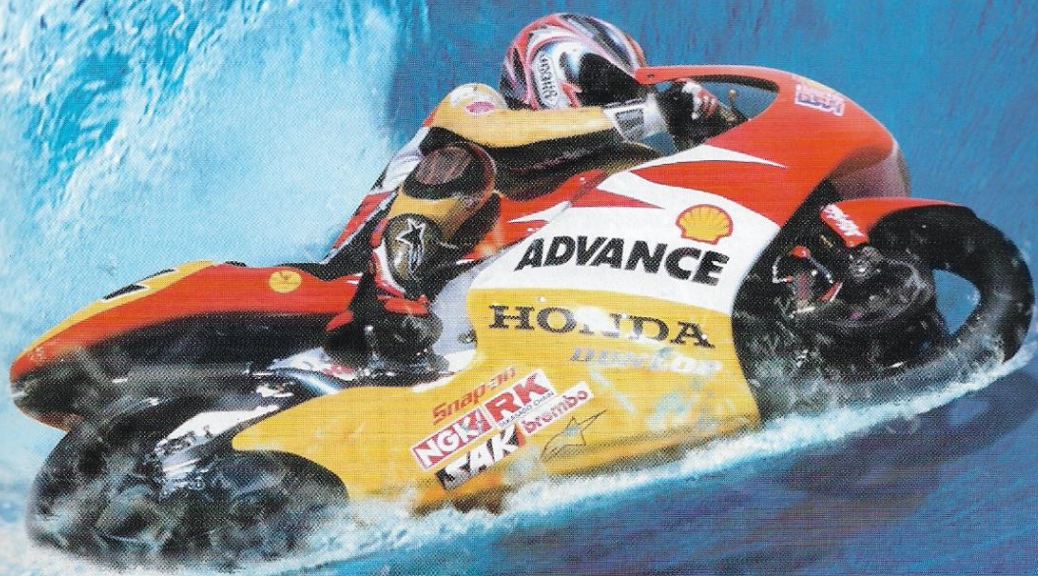
**FGF BATTAINI
APRILIA
ITALIAN**

GP DEBUT
ITALY 1996 (250cc)
DATE OF BIRTH
22.07.72 ITALY

***Tohru
Ukaiwa***



***Anthony
west***



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250cc Riders Profiles

1.01
KLAUS NOHLES

APRILIA GERMANY
APRILIA
GERMAN

DATE OF BIRTH
12•12•76 WILICH,
GERMANY

1.02
DAVID CHECA

POLINI
HONDA SPANISH

DATE OF BIRTH
20•04•80 BARCELONA
SPAIN



1.03
LUCA BOSCOSCURO

VASCO ROSSI
RACING
APRILIA ITALIAN

GP DEBUT
ITALY 1995 (250cc)
DATE OF BIRTH
27•12•71 SCHIO,
VICENZA,
ITALY

1.04
JARNO JANSSEN

RIZLA HONDA
HONDA
DUTCH

GP DEBUT
HOLLAND 1996 (125cc)
DATE OF BIRTH
09•10•75 HELENVEEN
HOLLAND

ROBERTO ROLFO

TINO VILLA
RACING
HONDA
ITALIAN

GP DEBUT
ITALY 1996 (250cc)
DATE OF BIRTH
23•03•80 TURIN
ITALY

DAVID GARCIA

PR2 MITSUBISHI
APRILIA
SPANISH

GP DEBUT
MALAYSIA 1999 (125cc)
DATE OF BIRTH
05•09•78 SPAIN

SHINYA NAKANO

CHESTERFIELD
YAMAHA TECH 3
YAMAHA
JAPANESE

GP DEBUT
JAPAN 1998 (250cc)
DATE OF BIRTH
10•10•77 CHIBA
JAPAN

ALEXANDER HOFMANN

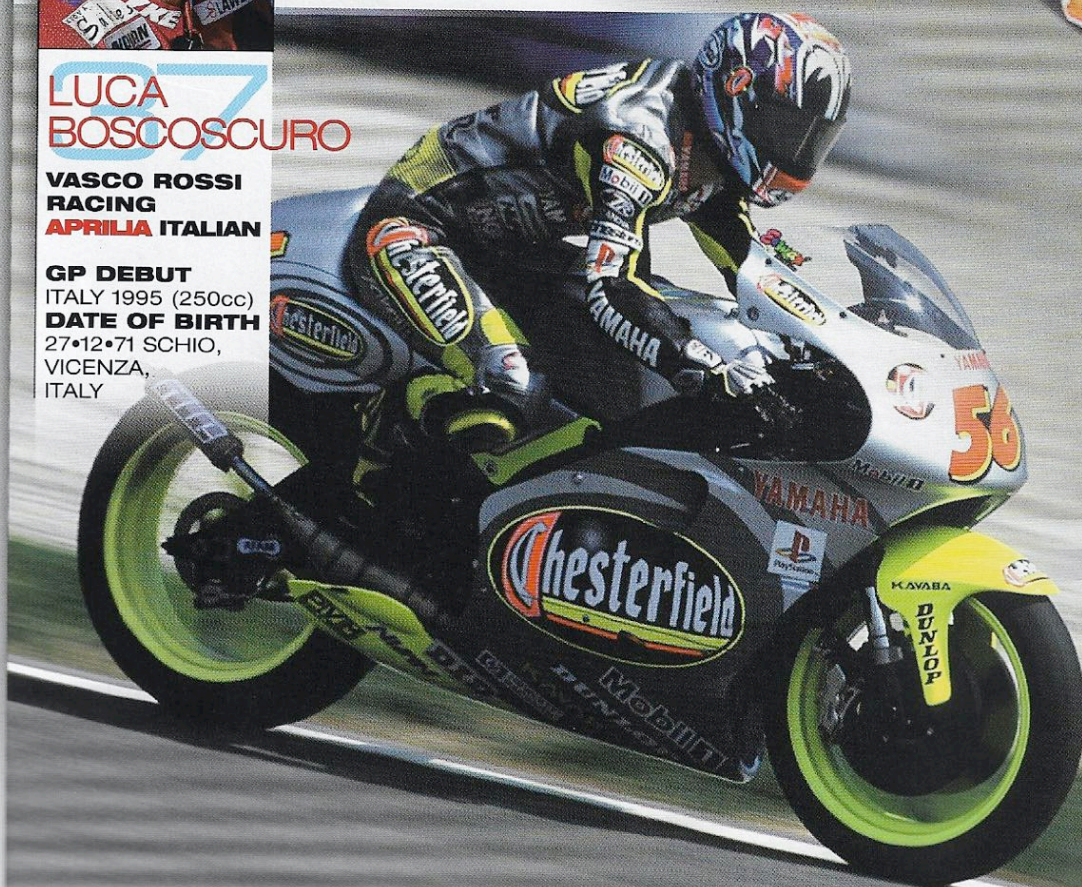
RACING FACTORY
APRILIA GERMANY

GP DEBUT
GERMANY 1998 (250cc)
DATE OF BIRTH
25•05•80 MINDELHEIM
GERMANY

DIAJIRO KATO

AXO HONDA
GRESINI
HONDA
JAPANESE

GP DEBUT
JAPAN 1992
DATE OF BIRTH
04•02•76
SAITAMA,
JAPAN



Rider Profiles

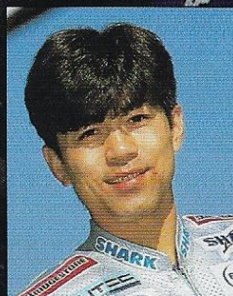
125cc



EMILIO ALZAMORA

**TELEFONICA
MOVISTAR
TEAM
HONDA
SPANISH**

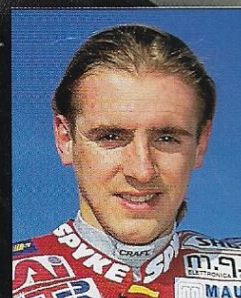
GP DEBUT
MALAYSIA
1994 (125cc)
DATE OF BIRTH
22•05•73 LLEIDA
SPAIN
WORLD TITLES
125cc 1999



MASAO AZUMA

**LIEGEOIS
COMPETITION
HONDA
JAPANESE**

GP DEBUT
JAPAN 1996 (125cc)
DATE OF BIRTH
24•03•71 KOECHI
JAPAN

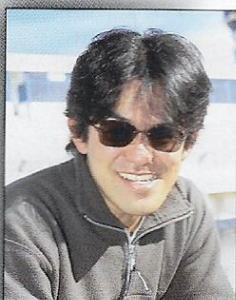


ROBERTO LOCATELLI

**VASCO ROSSI
RACING
APRILIA
ITALIAN**

GP DEBUT
ITALY 1994 (125cc)
DATE OF BIRTH
05•07•74 BERGAMO
ITALY

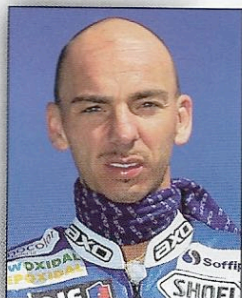
125cc Rider Profiles



NOBORU UEDA

GIVI HONDA LCR
HONDA
JAPANESE

GP DEBUT
JAPAN 1991 (125cc)
DATE OF BIRTH
23•07•67 AICHI
JAPAN



GIANLUIGI SCALVINI

INOXMACEL
FONTANA RACING
APRILIA
ITALIAN

GP DEBUT
AUSTRALIA 1994 (125cc)
DATE OF BIRTH
14•04•71 BRESCIA
ITALY

ADRIAN ARAUJO

ANTINUCCI
RACING TEAM
APRILIA SPANISH

DATE OF BIRTH
SPAIN

RANDY DE PUNIER

SCRAB
COMPETITION
APRILIA FRENCH

GP DEBUT
MALAYSIA 1999 (125cc)
DATE OF BIRTH
04•02•81 ANDRESY
FRANCE

MASSIMILIANO SABBATANI

RACING SERVICE
HONDA ITALIAN

GP DEBUT
ITALY 1998 (125cc)
DATE OF BIRTH
04•08•75 ITALY

ALEX DE ANGELIS

MATTEONI
RACING
HONDA
ITALIAN

DATE OF BIRTH
26•02•84
RIMINI
ITALY

LUCIO CECCHINELLO

GIVI HONDA LCR
HONDA ITALIAN

GP DEBUT
AUSTRALIA
1993 (125cc)
DATE OF BIRTH
21•10•69 VENECIA
ITALY

SIMONE SANNA

VASCO ROSSI
RACING
APRILIA
ITALIAN

GP DEBUT
MALAYSIA
1999 (125cc)
DATE OF BIRTH
16•03•78 FIRENZE
ITALY





**ANGEL
NIETO Jr.**

**TELEFONICA
MOVISTAR TEAM
HONDA
SPANISH**

GP DEBUT
CZECH REPUBLIC
1995 (125cc)
DATE OF BIRTH
19•11•76 MADRID
SPAIN

**STEVE
JENKNER**

**ADAC SACHSEN
HONDA
GERMAN**

GP DEBUT
GERMANY
1996 (125cc)
DATE OF BIRTH
31•05•76
LICHTENSTEIN

**TONI
ELIAS**

**MATTEONI
RACING
HONDA
SPANISH**

DATE OF BIRTH
28•03•83 MANRESA
SPAIN

**ARNAUD
VINCENT**

**C.C. VALENCIA
APRILIA
FRENCH**

GP DEBUT
JAPAN 1998 (125cc)
DATE OF BIRTH
30•11•74 NANCY
FRANCE



**PABLO
NIETO**

**FESTINA-DERBI
DERBI
SPANISH**

GP DEBUT
MALAYSIA 1999 (125cc)
DATE OF BIRTH
04•06•80 SPAIN



**GINO
BORSOI**

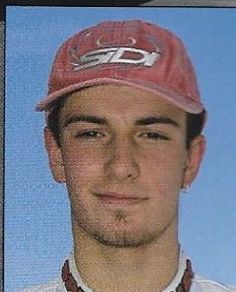
**LAE-UGT3000
APRILIA
ITALIAN**

GP DEBUT
ITALY 1996 (125cc)
DATE OF BIRTH
11•03•74 LIBENZA
ITALY

**LEON
HASLAM**

**ITALJET MOTO
ITALJET
BRITISH**

DATE OF BIRTH
31•05•83 ENGLAND



**IVAN
GOI**

**POLINI
HONDA
ITALIAN**

GP DEBUT
MALAYSIA
1996(125cc)
DATE OF BIRTH
29•02•80 CERMONA
ITALY

125cc Rider Profiles

MIRKO GIANSAITI

LIEGIOIS
COMPETITION
HONDA
ITALIAN

GP DEBUT
ITALY 1996 (125cc)
DATE OF BIRTH
14•09•76 TERMI
ITALY

WILLIAM DE ANGELIS

SEMPRUCCI-
BIESSE HONDA
APRILIA
ITALIAN

DATE OF BIRTH
20•06•81 RIMINI
ITALY



REINHARD STOLZ

R.S. ADAC-ESCH
RACING
HONDA GERMAN

GP DEBUT
GERMANY 1998 (125cc)
DATE OF BIRTH
22•01•76 CHIEMSEE
GERMANY

JAROSLAV HULES

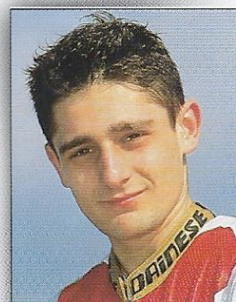
ITALJET MOTO
ITALJET
CZECH

DATE OF BIRTH
02•06•74

MANUEL POGGIALI

FESTINA-DERBI
DERBI
SAN MARINO

GP DEBUT
ITALY 1998 (125cc)
DATE OF BIRTH
14•02•83 SAN MARINO



ALESSANDRO BRANNETTI

MTP TEAM PILERI
HONDA
ITALIAN

GP DEBUT
MALAYSIAN 1999 (125cc)
DATE OF BIRTH
09•06•80 ITALY

MARCO PETRINI

SEMPRUCCI-
BIESSE HONDA
HONDA
ITALIAN

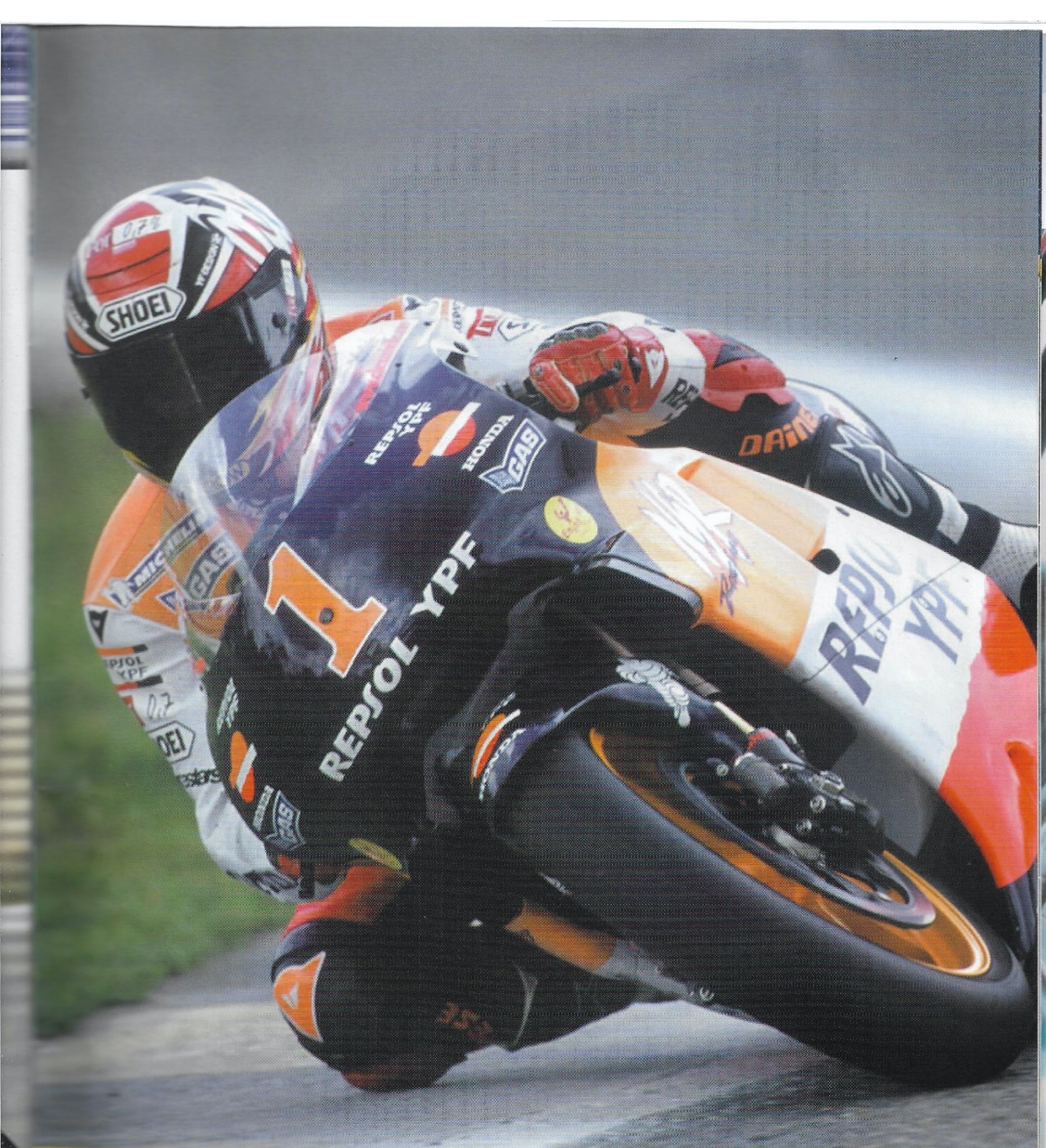
DATE OF BIRTH
02•12•81 SIENA, ITALY



YOUICHI UI

FESTINA-DERBI
DERBI
JAPANESE

GP DEBUT
JAPAN 1995 (125cc)
DATE OF BIRTH
27•11•72 CHIBA
JAPAN



MICHELIN'S RECORD 250 WINS

Rising World Champion Alex Crivillé made history at the French 500 GP by reaching up 250 victories for Michelin. The win comes almost exactly 25 years after Barry Sheene achieved Michelin's first 500 GP victory at the 1971 Dutch GP. Tyres tested to the limits in the heat of competition ensure you get tyres that excel on the road. Fit the tyres fit for Champions - Michelin Pilot Sport. Only Michelin make tyres this good.



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1.01

1.02

Kenny Roberts

1.03

1.04



Kenny Roberts

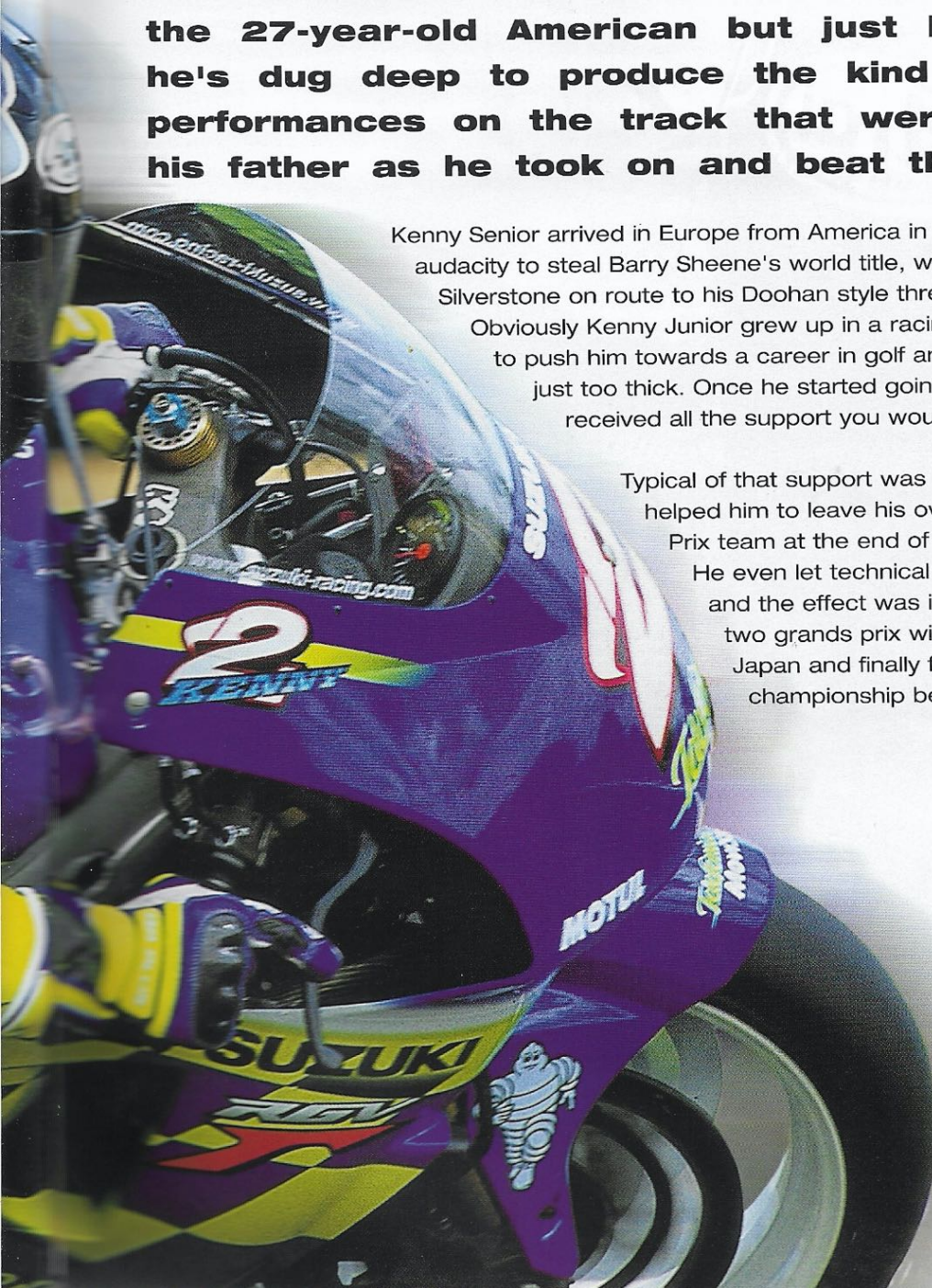


A chip off the old block

He certainly is very different to his father away from the track but once the visor drops the old family values are there for all to see. Kenny Roberts, he dropped the junior after winning his first grand prix in Malaysia last year, knows he will never have a better chance to emulate his father by winning the biggest prize in motorcycle racing, the World 500cc title. It's not been an easy ride so far for the 27-year-old American but just like Kenny Senior he's dug deep to produce the kind of single minded performances on the track that were the hallmark of his father as he took on and beat the best in Europe.

Kenny Senior arrived in Europe from America in the late seventies to have the audacity to steal Barry Sheene's world title, win three British Grands Prix at Silverstone on route to his Doohan style three consecutive World 500cc titles. Obviously Kenny Junior grew up in a racing environment but his father tried to push him towards a career in golf and tennis but the racing blood was just too thick. Once he started going down a familiar path he has received all the support you would expect from a proud father.

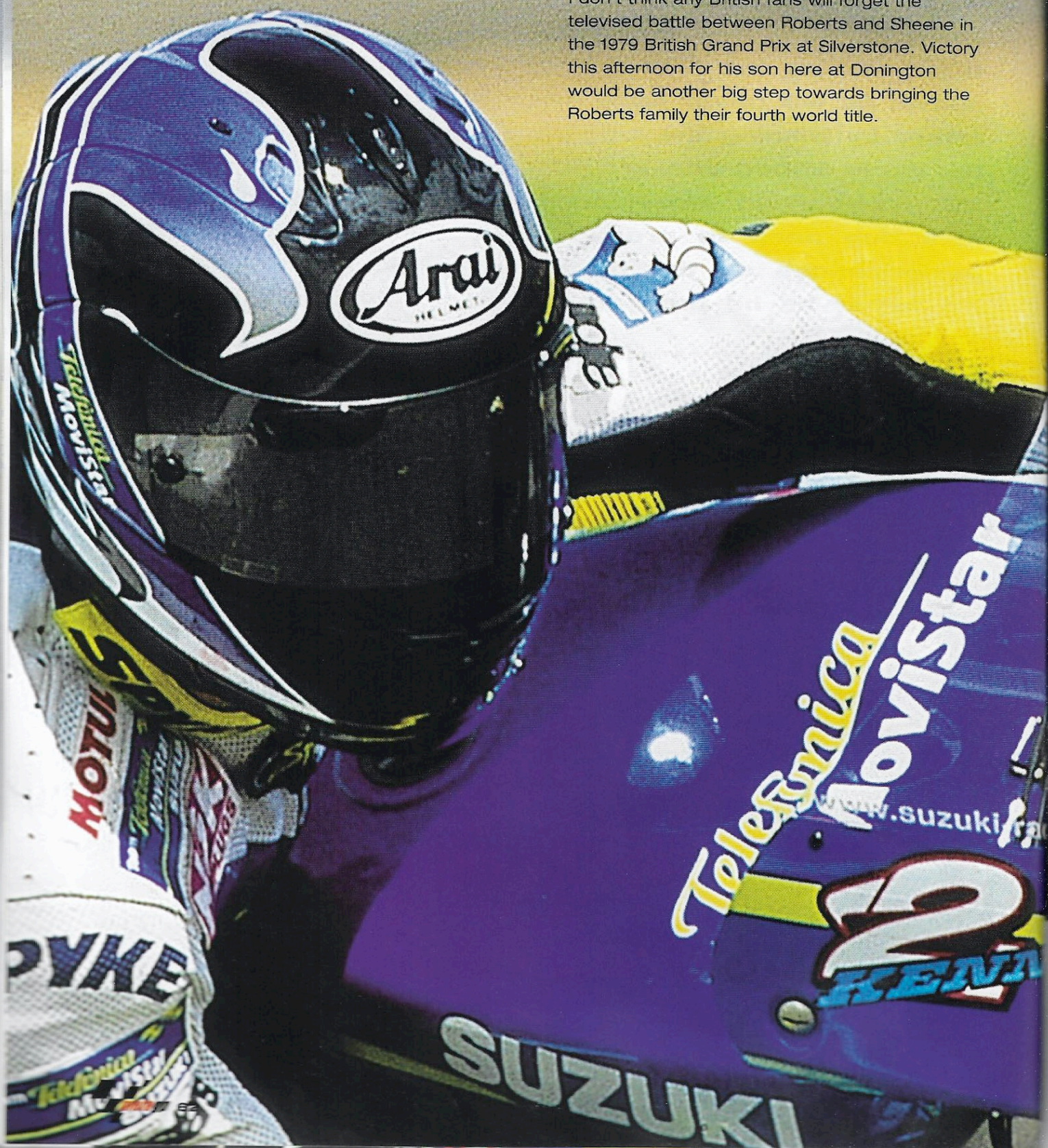
Typical of that support was how Kenny Senior positively helped him to leave his own Proton Modenas KR Grand Prix team at the end of the 1998 season to join Suzuki. He even let technical guru Warren Willing go with him and the effect was immediate. Kenny won his first two grands prix with the team in Malaysia and Japan and finally finished runner-up in the championship behind Alex Criville.



He started racing at home in the States ten years ago and made his grand prix debut in the 250cc race at the American Grand Prix at Laguna Seca. He joined Wayne Rainey's Marlboro Yamaha team the next season for his first full year of grand prix racing and finished eighth in 1995 before switching to his father's previous domain, the 500cc class riding for his father's Yamaha team. In 1996 he went with Kenny Senior when he set up the Banbury-based Modenas team and two years later

joined Suzuki, with his father's blessing. Kenny Senior was and still can be a pretty abrasive character when he's not getting what he believes is right. His outspoken views on safety when he was riding did so much to improve safety at grands prix circuits. His son certainly adopts a quieter approach but is equally passionate about the sport and definitely about bringing Suzuki their first world title for seven years.

I don't think any British fans will forget the televised battle between Roberts and Sheene in the 1979 British Grand Prix at Silverstone. Victory this afternoon for his son here at Donington would be another big step towards bringing the Roberts family their fourth world title.



NEW BATTLAX BT-010 SPORT

GRIP TECHNOLOGY
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NEW BT-010 NEW BT-010 NEW BT-010 NEW BT-010 NEW BT-010

The new Battlax BT-010 Sport radial. Easy to handle, superb in the wet and beautifully stable on the road. With plenty of cornering grip when you need it most. All designed with top Bridgestone technology, to bring the best out of your sport bike.

BATTLAX

Brings the best out of your bike.

BRIDGESTONE
ULTIMATE PERFORMANCE



McWilliams

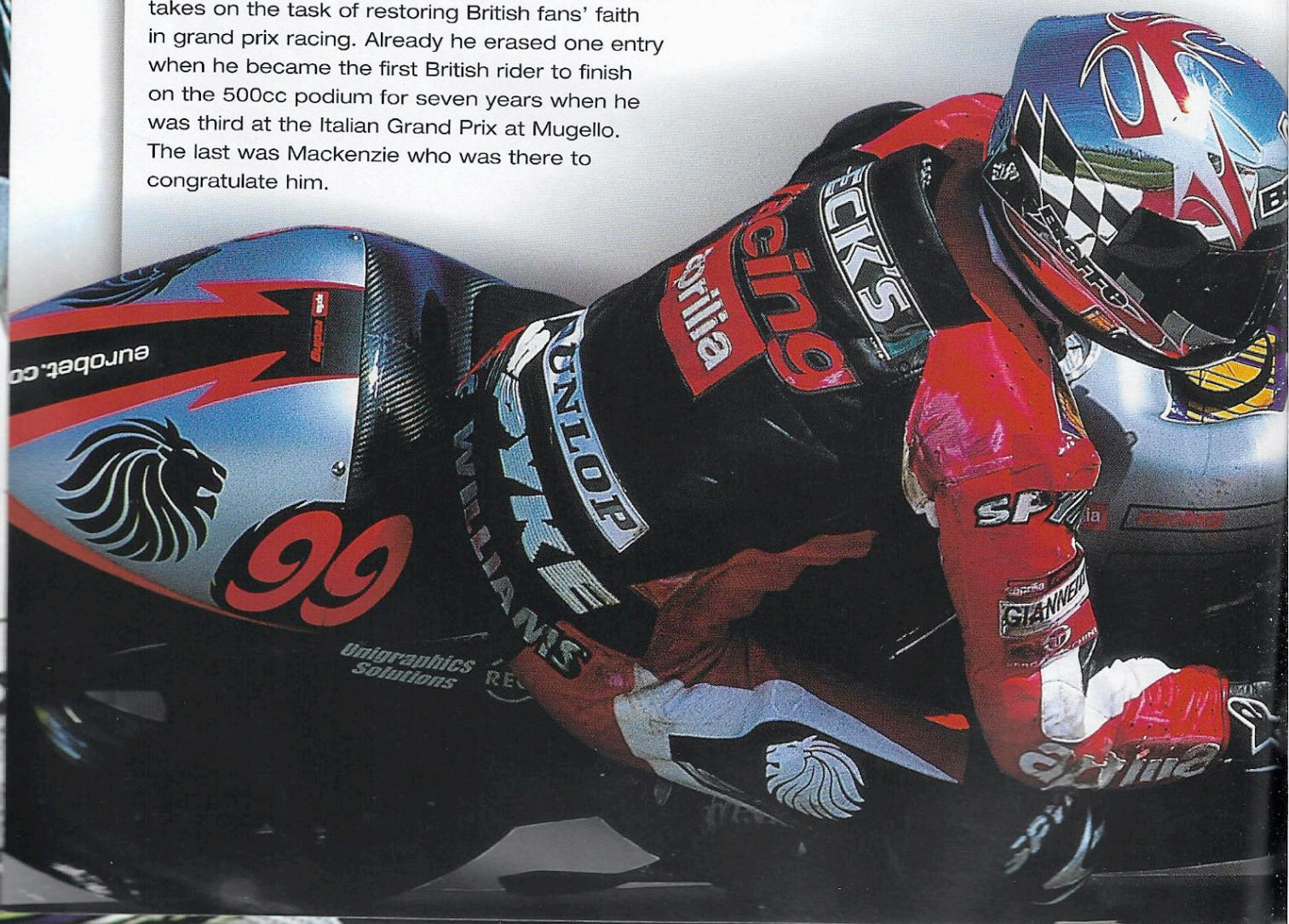
It's a good job that Jeremy McWilliams is not a rider to worry about the record books because if he was he would probably end up having nightmares. The quietly spoken 36 year old Ulsterman approaches the most important weekend of his racing life faced by plain facts that do not make good reading for British fans.

A British rider has never won the 500cc race at the British Grand Prix since it arrived at Silverstone from the Isle of Man in 1977. Barry Sheene's victory at the 1981 Swedish Grand Prix was the last time a British rider won a 500cc Grand Prix and Sheene was the last British 500cc World Champion way back in 1977.

Scotsman Niall Mackenzie came close to erasing a couple of those entries from the record books but now it's the talented McWilliams, the oldest rider in the 500cc championship that takes on the task of restoring British fans' faith in grand prix racing. Already he erased one entry when he became the first British rider to finish on the 500cc podium for seven years when he was third at the Italian Grand Prix at Mugello. The last was Mackenzie who was there to congratulate him.

McWilliams joined the Italian Aprilia team to ride their twin-cylinder 500cc machine after some stirring performances during the previous three seasons riding for the QUB Team Optimum outfit. It was a return to the 500cc class for the Belfast-based rider who campaigned as a successful Yamaha privateer for four years starting in 1993.

The culture of Irish racing is based on the very popular road circuits but McWilliams never went down the TT route and concentrated on circuit racing when he started competing in 1988. After three successful years at home he then raced in both the British and European Championships before embarking on a grand prix career.



So many records to beat

He joined former 250cc World Champion Tetsuya Harada at Aprilia at the beginning of the year and it's been a roller coaster ride ever since for Jeremy, his wife Jill and their two young sons Jack and Zac. Without a doubt the highlight was that third place at Mugello but there have been plenty of crashes and a switch from Dunlop to Michelin tyres as he battled against the mighty four cylinder works machines from Suzuki, Honda and Yamaha.

McWilliams will not need reminding that Harada came very close last year to giving Aprilia their very first 500cc grand prix victory at Donington. Less one second separated Harada in third place from the two Hondas of Alex Criville and Tadayuki Okada in a duel to the flag round the two and a half mile circuit that obviously suits the twin-cylinder machine. Niall Mackenzie was at Mugello to congratulate McWilliams on his third place. Barry Sheene is here this weekend to ride in the Classic race - need I say anymore.



Jeremy McWilliams





HEALTH IMPROVES IN ZIMBABWE SINCE MOTOGP RIDERS' VISIT

Health delivery in Zimbabwe, a country that faces more than its share of health related challenges in the new century, is improving steadily since the visit there of leading MotoGP racers in 1999.

MotoGP riders, teams and fans have worked to raise money for Riders for Health life saving programmes during the last five years. The work is dedicated to running motorcycles in health care on a sustained and predictable basis in remote areas and in difficult conditions in Africa.

On October last year, just before the South African Grand Prix, Alex Crivillé, Kenny Roberts, Alex Barros, Marco Melandri, Olivier Jacque and Norick Abe made the trip to visit Riders for Health programmes, accompanied by Randy Mamola and Carmelo Ezpeleta, Chief Executive of Dorna. They saw for themselves the difference their contribution has made to thousands of lives.

As an example, they visited the people of Marowa village, where children die of simple diseases such as measles, whose lives have been transformed by regular health delivery by a health worker riding a motorcycle. Health workers bring vaccines, health education, mother-child health care, family planning products and many other things that we take for granted.

The trip drew a great deal of attention to the RfH programme (established in Zimbabwe in 1994) and stimulated widespread discussion on health delivery. In consequence the Ministry of Health committed 60 new motorcycles to the programme and 40 new four-wheeled vehicles. Several other quasi-governmental and non-governmental bodies also committed new vehicles.

A very good example of the improvement is to be found at Chiota Rural Hospital in the Marondera district of Mashonaland East province. Several environmental health technicians working out of the hospital have enormous distances to cover and huge numbers of people to look after.

Israel Njere remarks: "Before I got my motorcycle and was trained and supported by Riders for Health, I really couldn't do my job. Now I can cover up to ten villages a week and I see thousands of people. Better yet, since the riders' visit, more motorcycles are on the way so soon some of my colleagues will be able to achieve as much as I am now achieving."

Said Mohale Moshoeshe, acting programme director for RfH Zimbabwe: "It was very exciting and a great privilege to meet the riders. But more to the point, they saw what the people we are supporting actually do, and they saw the scale of the problem. Since the visit, things have definitely taken a big step forward. And remember, if it were not for the MotoGP community, none of this would have happened in the first place."

Contact: Andrea Coleman 44 (0)1327 300047 / acoleman@riders.org

Keiner weiß, wer dieses Jahr Weltmeister wird. Keiner weiß, wer die nächste Pole-Position einnimmt.
Aber eines ist sicher: Immer wird ein BMW vor ihm auf die Rennstrecke fahren.

Das offizielle Safety Car – ein BMW M coupé – startet als Erster und checkt den gesamten Kurs. Der Wagen ist bestens dafür gerüstet: Weit über 300 PS sorgen für die nötige Dynamik. Das sportliche Fahrwerk und die für BMW typische Sicherheitstechnologie gehören dazu. Serienmäßig.

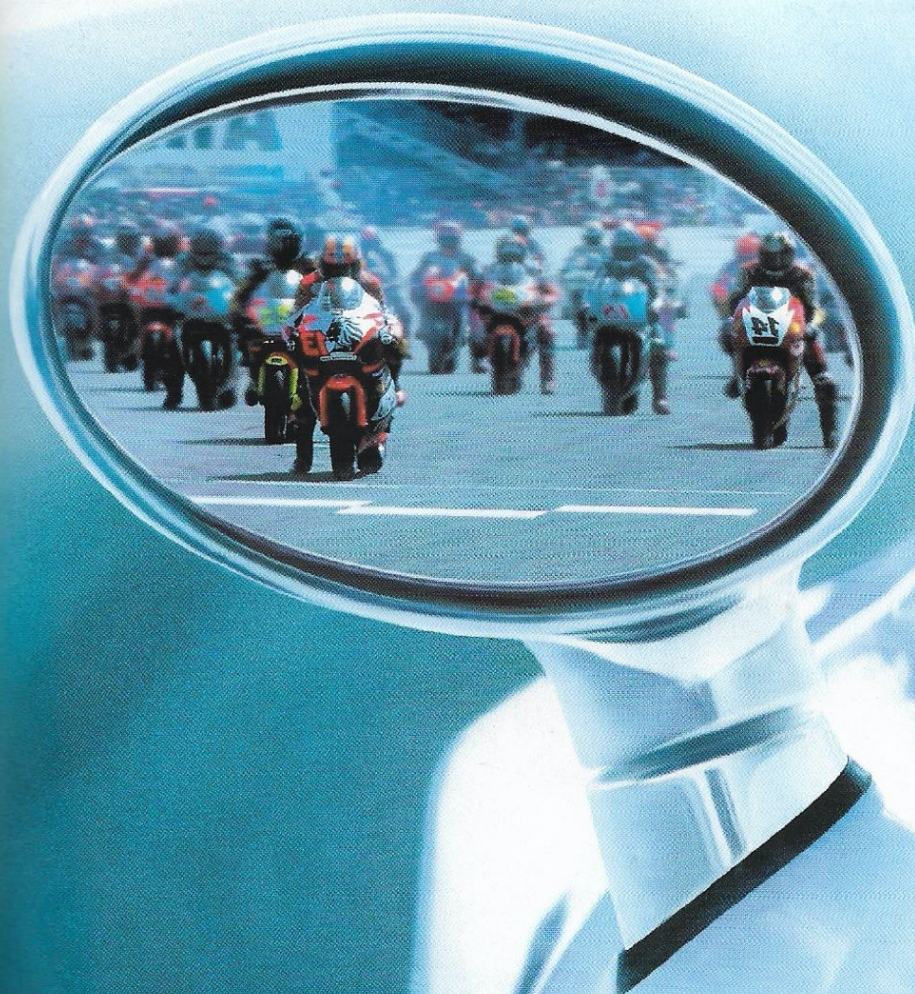
Was für die Motorrad-WM angemessen ist, kann Ihnen gerade recht sein. Unser Anspruch bleibt stets der gleiche:
Jeder BMW ist ein Safety Car.

BMW M coupé



Safety Car
FIM Road Racing
World Championship

Freude am Fahren



Egal, wer Weltmeister wird:

Egal, wer Weltmeister wird: Egal, wer Weltmeister wird: Egal, wer Weltmeister wird:

Er bleibt mit Sicherheit hinter uns.



What's more natural for a brand like CINZANO to team up with MotoGP... Dynamism, youth, taste for excellence are common values to the brand and the spirit of motorcycle racing. CINZANO welcomes you to the world of sport, performance and success !



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