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Shell Oils British Motorcycle Grand Prix



BRITAIN'S ROUND OF THE FIM WORLD CHAMPIONSHIPS



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SUNDAY, 7th AUGUST 1988

(PRACTICE AND QUALIFYING – 4th, 5th AND 6th AUGUST)

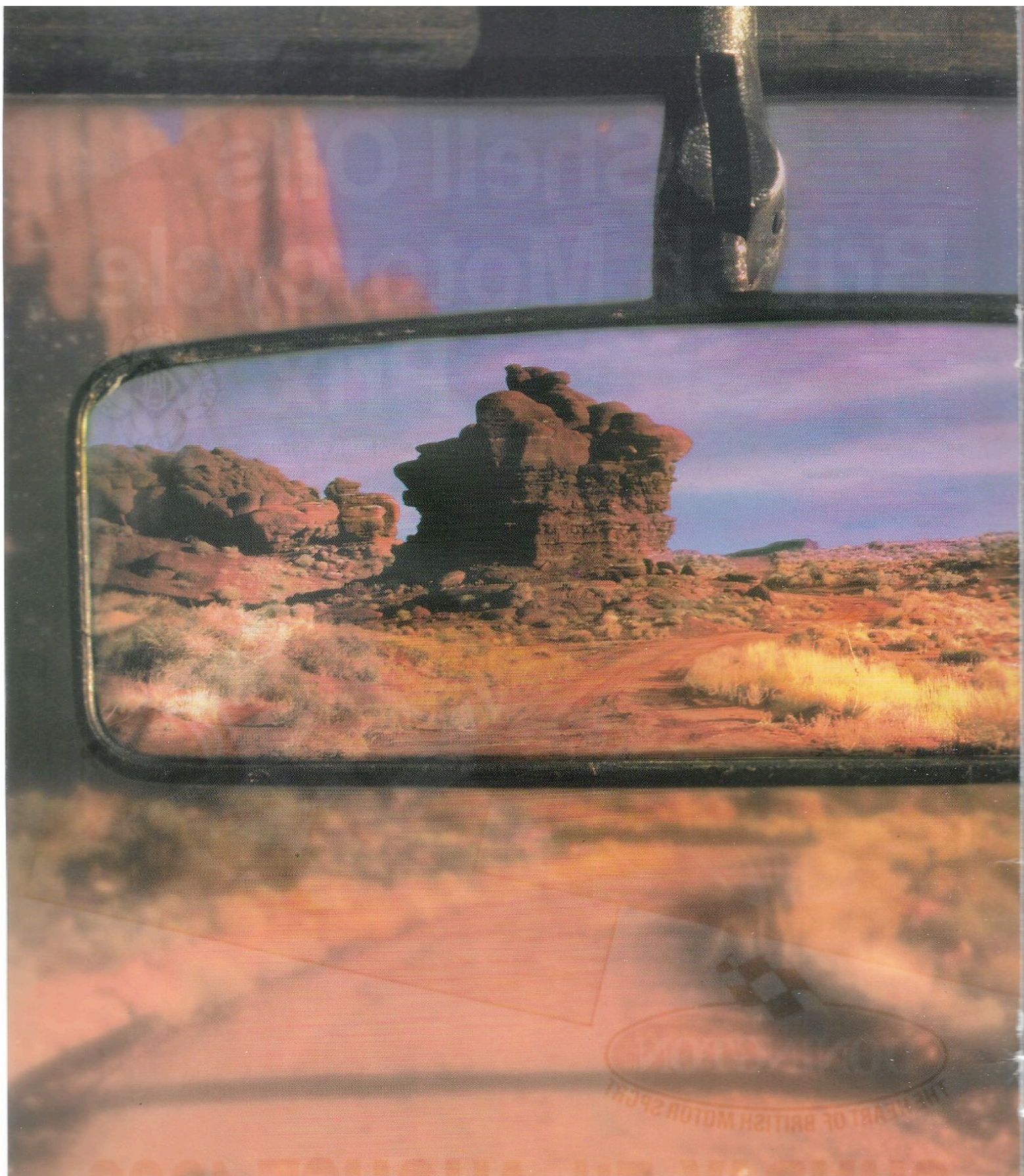
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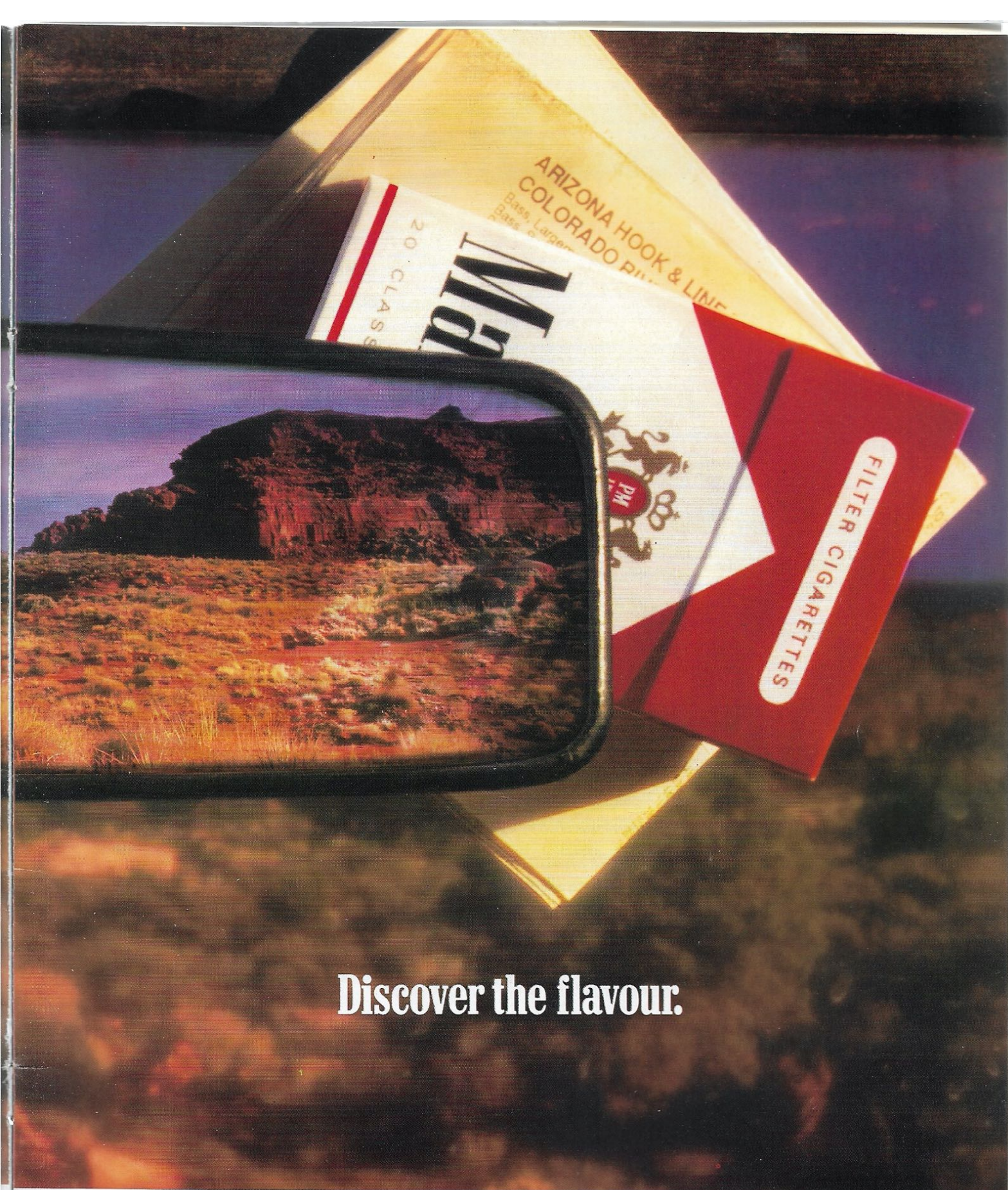
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Shell Oils British Motorcycle Grand Prix

DONINGTON PARK - SUNDAY 7 AUGUST 1988
PRACTICE 4, 5, 6 AUGUST



Britain's rounds of the FIM World Road Race Championship for solo motorcycles (Group A1) and motorcycles with sidecars (Group B2) as defined in the FIM Code.

The Meeting will be held under the Code of the FIM, the National Sporting Code of the ACU, and the Supplementary Regulations of the Meeting. (IMN 01/14) ACU 552

1988 SHELL OILS BRITISH GRAND PRIX OFFICIALS

HEAD OF ORGANISATION:

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INTERNATIONAL JURY (voting members)

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RACE OFFICE STAFF:

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Miss D. Clark

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LINE JUDGE:

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Donington Emergency Services Team manned by
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Anne Knights, Matthew Winter, Neil Webster,
Celia Sanger

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Mr. D. G. Coleman

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S. Mellish, D. Ryder, P. Hillaby, D. Mobley

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

Leicestershire Constabulary
Leicestershire Ambulance Service
Leicestershire Fire Service
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Derbyshire Ambulance Service
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Derby Royal Infirmary
Leicester Royal Infirmary
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East Midlands International Airport
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*and to all the voluntary officials and marshals
without whom this meeting would not be possible*

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TIMETABLE

THURSDAY 4th AUGUST — *Untimed Practice*

125cc	11.45-12.45 hrs
250cc	13.00-14.00 hrs
500cc	14.15-15.15 hrs
Sidecars	15.30-16.30 hrs
Save the Children/Motor Cycle News	
Cycle Race	17.00 hrs

FRIDAY 5th AUGUST — *Timed Practice*

125cc	09.00-09.30 hrs	13.45-14.15 hrs
250cc	09.45-10.25 hrs	14.30-15.10 hrs
500cc	10.40-11.20 hrs	15.25-16.05 hrs
Sidecars	11.35-12.05 hrs	16.20-16.50 hrs
TT Formula 1		17.00-17.30 hrs

SATURDAY 6th AUGUST — *Timed Practice*

125cc	09.00-09.30 hrs	13.45-14.15 hrs
250cc	09.45-10.25 hrs	14.30-15.10 hrs
500cc	10.40-11.20 hrs	15.25-16.05 hrs
Sidecars	11.35-12.05 hrs	16.20-16.50 hrs

Lunchbreak — Richard Almet Motorcycle Display
Randy Mamola/Save the Children
Competition Laps

TT FORMULA 1 RACE ('Endurance') 17.30 hrs
25 laps 62.5 miles (100.5 kms)

SUNDAY 7th AUGUST

09.00-09.15 hrs	125cc Untimed Practice		
09.25-09.40 hrs	250cc Untimed Practice		
09.50-10.05 hrs	500cc Untimed Practice		
10.15-10.30 hrs	Sidecars Untimed Practice		
10.30-11.00 hrs	MARLBORO AEROBATIC DISPLAY		
	SAVE THE CHILDREN RIDERS APPEAL		
11.00 hrs	RICHARD ALMET MOTORCYCLE DISPLAY		
11.15 hrs	MOTOR CYCLE NEWS/BRIAN MORRISON "PILLION IN A MILLION"		
11.30 hrs	125cc GRAND PRIX SIGHTING LAP		
11.45 hrs	SHELL OILS 125cc BRITISH GRAND PRIX	24 laps	60 miles (96.55 km)
12.45 hrs	250cc GRAND PRIX SIGHTING LAP		
13.00 hrs	SHELL OILS 250cc BRITISH GRAND PRIX	26 laps	65 miles (104.60 km)
14.00 hrs	RICHARD ALMET MOTORCYCLE DISPLAY + JCB DISPLAY		
14.45 hrs	500cc GRAND PRIX SIGHTING LAP		
15.00 hrs	SHELL OILS 500cc BRITISH GRAND PRIX	30 laps	75 miles (120.69 km)
16.15 hrs	SIDECAR GRAND PRIX SIGHTING LAP		
16.30 hrs	'THE STAR' SIDECAR BRITISH GRAND PRIX	24 laps	60 miles (96.55 km)
17.45 hrs	TT FORMULA 1 CHALLENGE — PART 2 ('SPRINT')	10 laps	25 miles (40.23 km)



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This programme is edited by Robert Fearnall, published by Two Four Sports Ltd, and printed in England by Impress (Leicester) Ltd. and photoset by Studio Phptoset, Leicester.

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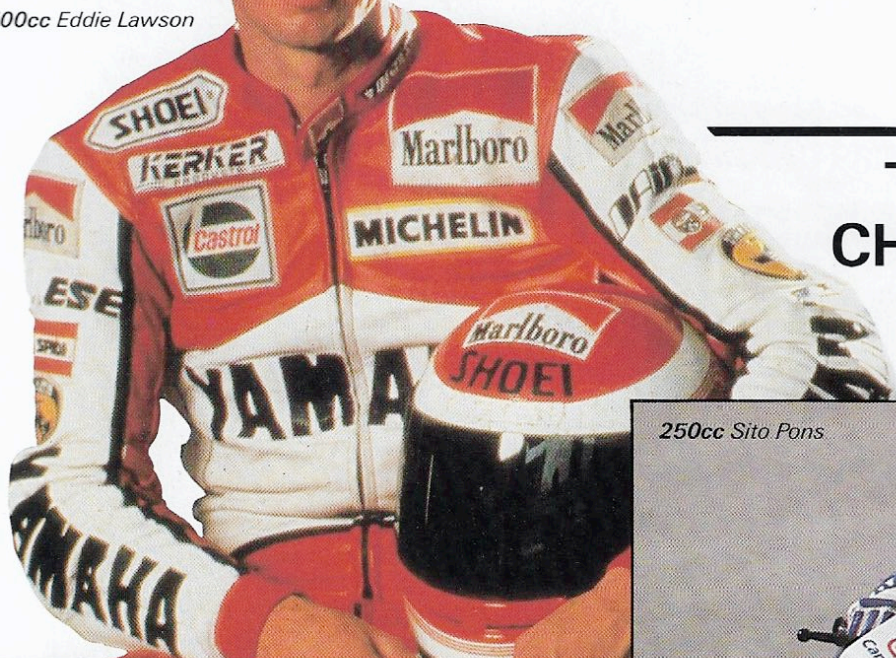
Shell Oils British Motorcycle Grand Prix

DONINGTON PARK 7 AUGUST 1988



THE WORLD CHAMPIONSHIP LEADERS

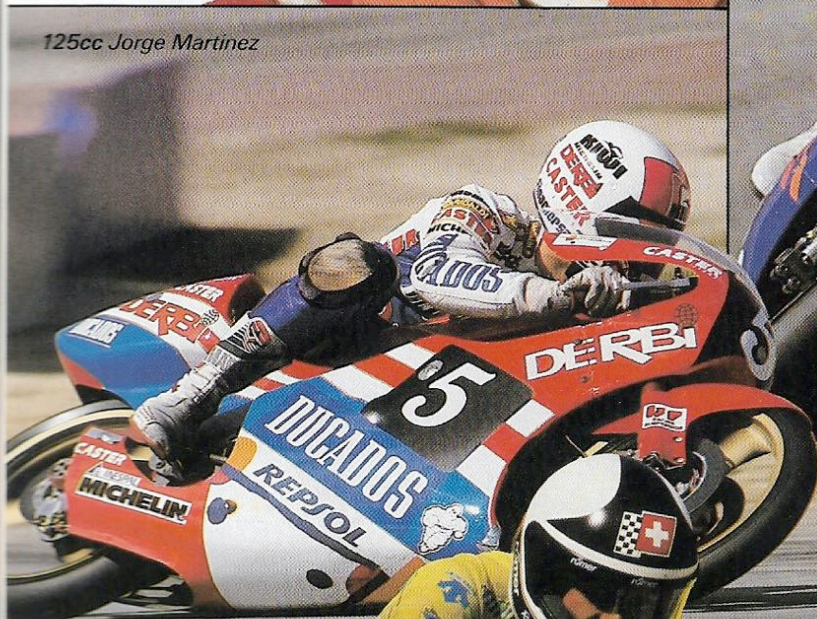
500cc Eddie Lawson



250cc Sito Pons



125cc Jorge Martinez



Sidecar Rolf Biland/Kurt Waltisperg



WELCOME FROM ...



Dennis R. Keeping
General Manager — Sales
Shell Lubricants UK

It is once again my pleasure to welcome you all to Donington Park for the 1988 Shell Oils British Motorcycle Grand Prix. We approach this World Championship round with confidence, recalling the great success of the 1987 event, Donington's first Grand Prix.

1988 marks 80 years during which Shell have supported all forms of motorsport. Our involvement has covered two and four wheel competitions on and off the circuit. We take pride in our participation at all levels of the sport, but it is nevertheless fitting that this important year sees Shell once again sponsoring at the very pinnacle of the sport, the Shell Oils British Grand Prix.

Shell's involvement will continue to combine our business aims with the best interest of the sport. We therefore thank the Donington Park Circuit management and staff, the ACU and the other organisations who are contributing to the event and perhaps above all, the officials and marshals, without whom this premier motorsport occasion could not take place.

On behalf of Shell Oils I wish everyone involved a safe, satisfying and enjoyable weekend.



Colin M. Armes
Head of Organisation — Grand Prix

Once again it is my great pleasure on behalf of the Auto-Cycle Union to extend to you all a very warm welcome to Donington Park for the 1988 Shell Oils British Grand Prix.

This is the second year that Donington Park have hosted the British Round of the Federation Internationale Motocycliste World Championship for Solos and Sidecars, and I hope we can repeat last year's successful event.

Our grateful thanks go to the circuit owner Tom Wheatcroft and our sponsors Shell Oils for their continuing support. The Howitt Group are once again supporting the event with their Merit awards and The Star newspaper support is also very welcome.

Organising a Grand Prix would be an impossible task without promoters like Two Four Sports Ltd, under the direction of Robert Fearnall and Maurice Jones who together with their staff must be commended for their help and co-operation. My thanks also go to my committee colleagues and all officials and marshals for their help and support.

The 80cc Grand Prix Race has been dropped from this year's programme but we have included two races for TT Formula One machines — at National level — to be run at the end of Grand Prix practice on Saturday evening and after the Sidecar Grand Prix on Sunday. TT Formula racing was introduced to the motorcycle racing world by the ACU and is now established as a World Championship in its own right. I hope you will enjoy watching the Formula One races this weekend and return for the World Championship round here at Donington Park on September 25th.

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



Brian Hitchen
Editor

Welcome to the Shell Oils British Grand Prix — the number one motorcycle race fixture, from the paper that's number one for all race fans. Once again The Star is proving that we're laps ahead when it comes to racing coverage by backing the best of British motorcycle racing here at Donington Park.

We were here last year for the first British Grand Prix at Donington, and we're back this time for what promises to be an even better display of the World's top racing talent.

But The Star isn't only interested in the top levels of two wheeled sport — we've been supporting motorcycle racing at all levels again this year. Here at Donington Park we have backed the stars of tomorrow with The Star Free Day — bring big value motorcycle race bargains to thousands. And at Easter we were here to support the first Eurolantic Challenge Match Races between Britain, Europe and the USA.

Now it's time for the blue riband of motorcycle racing — the Shell Oils British Grand Prix — and The Star is delighted to be involved once again with a fixture that ranks among the great sporting occasions.

NOTICES

Conditions of Admission

WARNING TO THE PUBLIC

MOTOR SPORT IS DANGEROUS AND ALL PERSONS ATTENDING THIS MEETING DO SO ENTIRELY AT THEIR OWN RISK

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicle and passengers, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders.

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

Postponement of the Meeting

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

Programme Copyright

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

Car Park Conditions

Vehicles are taken into the car park on condition that the Organisers and Circuit company shall not be liable for loss or damage to the vehicle, or to any part or accessory thereof, or to any animal or thing left in or about or with any vehicle, in whatever way or by whatever means such loss or damage may be caused.

Police Notice

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

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

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

Lost Property Office

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

Lost Children

Spectators are asked to help in directing or taking any Lost Children to the nearest St. John's Ambulance point from where they will be taken to the Police HQ at the Main Entrance.

Camping Site

NO PUBLIC CAMPING FACILITIES WHATSOEVER ALLOWED INSIDE THE CIRCUIT PERIMETER FENCE. See circuit map for location of the main Camping Site located behind McLeans Corner. The campsite has catering services and a full bar, open 5pm-11.30pm Fri and from 10.30am-11.30pm Sat. There will also be a free film show of the latest GP and TT action on Fri and Sat nights.

PUBLIC WARNING NOTICE

IT IS DANGEROUS TO CREATE OR ERECT A STAND FOR PRIVATE USE AT ANY POINT AROUND THE CIRCUIT. IT IS DANGEROUS TO CLIMB, STAND OR SIT ON THE ADVERTISING STRUCTURES AROUND THE CIRCUIT OR ON THE ROOFS OF ANY PERMANENT OR TEMPORARY BUILDINGS OR TOILET BLOCKS. ANY PERSONS DISREGARDING THIS WARNING WILL BE ASKED TO LEAVE THE PREMISES AND IN ANY EVENT WILL BE DEEMED TO HAVE ABSOLVED THE PROMOTERS AND ORGANISERS OF THE MEETING AND THE OWNERS OR OCCUPIERS OF THE LAND FROM ALL LIABILITY IN RESPECT OF ANY DAMAGE TO PROPERTY OR INJURY TO PERSONS RESULTING THEREFROM.

GRANDSTAND SEATS — SUNDAY

Individually reserved grandstand seats for the covered main startline grandstand cost £16 (subject to availability). Grandstand tickets can be purchased from the entrance to the grandstand on the Sunday or prior to the raceday, they can be purchased from the main box office at the main entrance.

If you purchase a grandstand ticket before Sunday, you must also purchase or be in possession of a raceday trackside enclosure ticket.

Holders of grandstand tickets gain free admission to the centre. If you already have a centre transfer ticket and decide to buy a grandstand seat on the Sunday, show your centre transfer ticket at the grandstand entrance and your £3 centre charge will be deducted from the £16 grandstand cost.

CENTRE TRANSFER — SUNDAY

Centra Transfers, costing £3 each for adults and children, can be purchased from the pay kiosk at the Dunlop Bridge (adjacent to Coppice Corner). Centre Transfers admit to the whole of the Infield Viewing Enclosures, including the area opposite the pits on the start/finish line, and the magnificent views overlooking the Old Hairpin (where spectators can see over half the circuit from Craner Curves to McLeans Corner). **The only access to the Centre is via the Dunlop pedestrian bridge.**

PADDOCK

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

ADMISSION PRICES

	Trackside Enclosures		Covered Startline	Centre
	Adult	Child	Grandstand	Transfer
	Adult/Child		Adult/Child	Adult/Child
THURSDAY	£3	Free	Free	Free
FRIDAY	£5	£1	Free	Free
SATURDAY	£6	£2	£2	Free
SUNDAY	£12	£3	£16	£3

(includes Centre Transfer)

FAST FOOD PRICE LIST —

MOBILE CATERING UNITS AROUND CIRCUIT

Hamburger ½lb	£1.20	Steak Sandwich	£1.00
Hamburger 2oz	80p	Fish & Chips	£1.40
Hot Dog	70p	Chicken & Chips	£1.50
Cheeseburger ½lb	£1.30	Sausage & Chips	£1.30
Cheeseburger 2oz	90p	Steak Bap, Salad & Chips	£2.00 (In box)
Bacon Bap	70p	Soft Drinks	40p
Egg/Bacon Bag	£1.00	Tea/Coffee	30p
Bacon Bap+Beans/Tomato	90p		

BARS AROUND CIRCUIT

Draught Bitter & Lager	£1.10
Best Bitter	£1.20
Stella & Cider	£1.30
2lt (3pts) Bitter, Lager & Cider	£3.00
185cl (2 glasses) Red Wine, White Wine	£1.50

The prices for the above items, when available, have been agreed for this meeting. Anyone asked to pay more should contact circuit management.

Radio Donington goes "on air"

New to motorcycle racing is the use of a low power special events radio transmission to enhance spectators enjoyment of race commentaries. Radio Donington will be on air throughout the Grand Prix. It will provide the best way of keeping in touch with the action.

Radio Donington, operating with Home Office licence, will relay on medium wave the normal full commentary provided by Fred Clarke and Chris Carter, and add the expert knowledge of Andrew Marriott in the paddock and pits - together with music and chat from DJ John "Peanuts" Koenig.

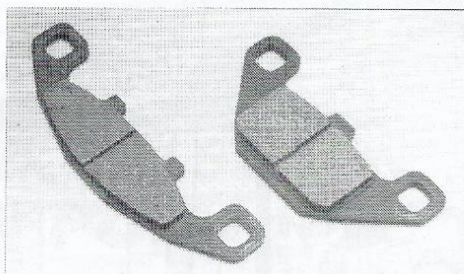
Throughout the meeting Radio Donington will keep everyone fully up to date with the happenings on and off the circuit — in addition to full coverage of the practice sessions and races. There will be plenty of rider/personality interviews together with news — public service messages, traffic news and information and good music.

**NEW
FROM**

GOLD-LINE

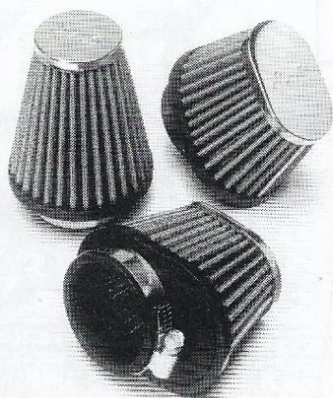
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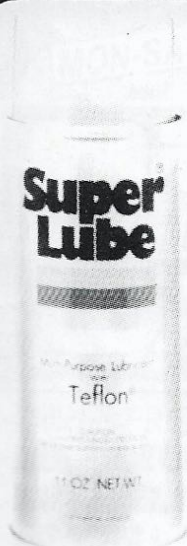
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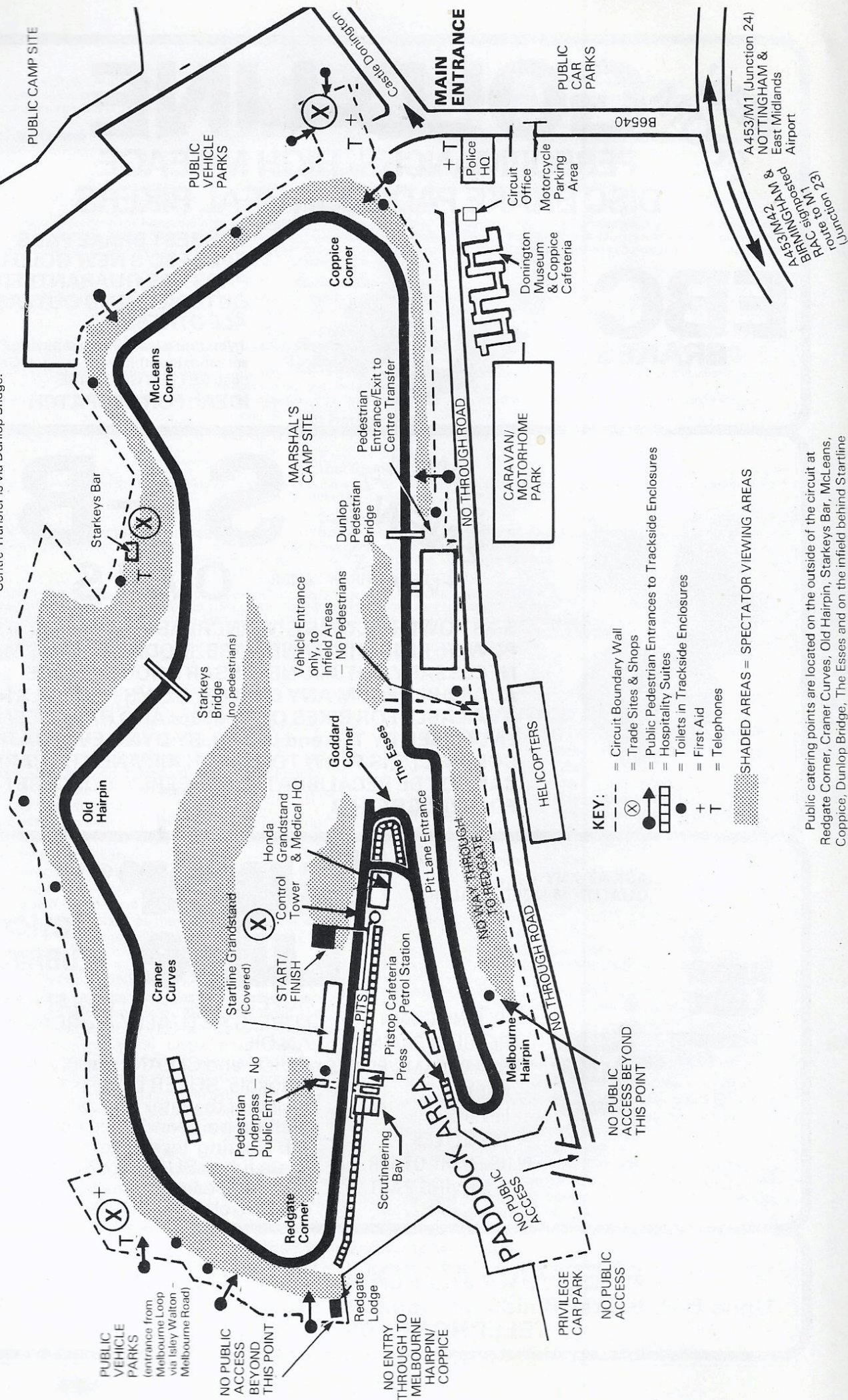
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The Donington Park Race Circuit

2.5 miles, 4.02 kms

Spectator Trackside Enclosures are around the whole of the outside of the circuit from raised bankings — from Redgate Corner to Melbourne Hairpin. It is not possible to walk all the way around the outside of the circuit. Centre Transfers enable spectators to view from the infield enclosures (opposite pits, inside of Redgate, from inside of Craner Curves to Starkeys Bridge). Only access/exit to Centre Transfer is via Dunlop Bridge.



ON
'F'
REG

WITH A **FULL DEPOSIT** OF ONLY

All Staff Required

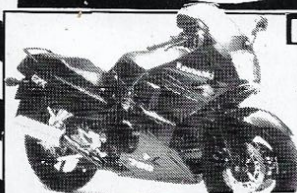
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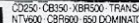
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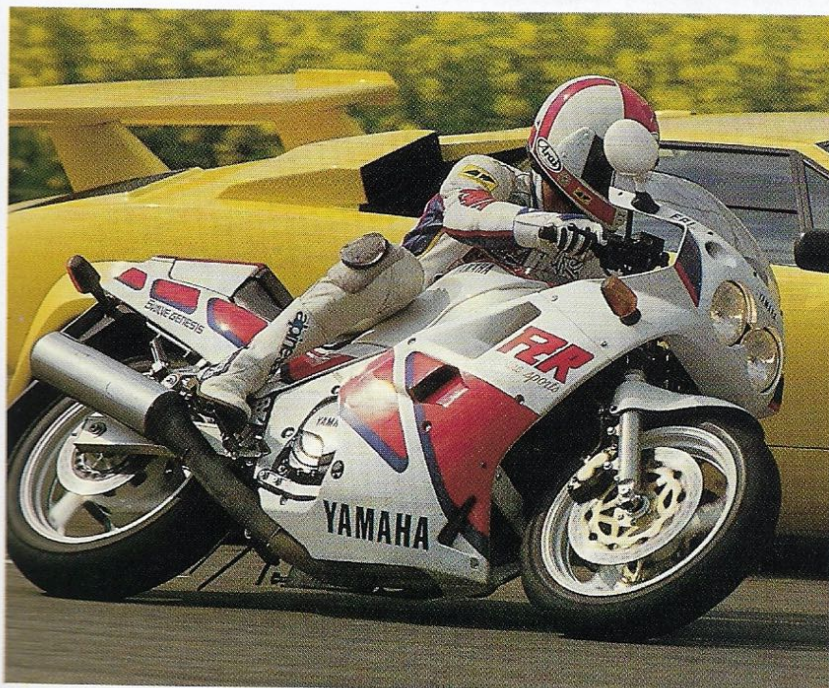
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Racing Ahead

MOTUL - LOCTITE

EXTRACTS FROM THE REGULATIONS FOR FIM WORLD CHAMPIONSHIP EVENTS

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

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

Chequered flag
black and white: finishing flag
Red flag: informs drivers that the race or the practices are interrupted and that they must immediately return to their pits with the utmost care and attention.
The red flag may also be used to close the circuit.

Black flag with white number on a black signalling board: informs the driver of the motorcycle the number of which is shown he must stop at his pit on the next lap.

021.4.4 Flags used at the observation posts

Yellow flag: signal of danger
— shown "motionless": slow down — overtaking forbidden
— shown "waved": slow down, driver must prepare himself to stop, overtaking strictly forbidden

Yellow flag with red stripes: deterioration of adhesion of the track.
Yellow flag + yellow flag with red stripes: premature stopping of the race. The drivers must slow down, must not overtake and must slowly proceed to the parc ferme or an area indicated to them by the officials.

Green flag: all clear.

White flag: slow moving intervention vehicle on track.

021.12 STOPPING AND RESTARTING A RACE

Should it be necessary to stop the race due to an incident or if climatic or other conditions make it hazardous to continue, a red flag signal will be given by the Clerk of the Course at the start/finish line, and simultaneously an order must be given to each post of flag marshals around the circuit to display the yellow flag and the red striped yellow flag to indicate that the race has been stopped.
The decision to stop a race can only come from the Clerk of the Course or, in circumstances outside one's control by the next in command. When these signals have been given, the drivers must immediately stop racing, reduce speed and return slowly to the pits.

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

- A. If two full laps or less are completed:
 - a) The original start shall be declared null and void. All drivers taking part in the original start shall be allowed to restart either on their original machine or on a machine of the same make provided it has been approved as fit to race by the scrutineers. The restarted race shall be for the full race distance and the original grid positions will be used. The place of any motorcycle unable to take part in the restart shall be left vacant.
 - b) If it is impossible to restart the race, no points will be awarded towards the Championship.
 - c) In all cases where a restart takes place, this will be approx. 30 minutes after the initial race has been stopped.
- B. If more than 2 laps but less than 75% of the race distance have been completed:
 - a) The race shall be considered to be in two parts. The race positions at the end of the first part will be those at the end of the lap preceding the stopping of the race.
 - b) The distance of the restarted race will be that required to make up the initial full race distance.
 - c) The grid for the restart will be in the order, given by the chief timekeeper, of the machines at the end of the first part.
 - d) Only those drivers placed in the first part of the race will be authorised to restart (see paragraph a). Machines may be repaired or replaced.
 - e) If it is impossible to restart the race, half points will be awarded towards the Championship.
 - f) If the race is held in two parts, the number of laps in each part is added together and the winner is the driver having the highest number of laps. In case of a tie in laps, the time taken to run them will be the deciding factor.
- C. If more than 75% of the full race distance is completed:
 - a) This shall be declared a full race. The classification shall be the order at the end of the lap preceding the stop of the race.
 - b) Full Championship points will be awarded.

021.15 POINTS SCALE FOR THE FIM CHAMPIONSHIP

The points will be awarded to each driver according to the following scale:

20 points to the 1st	7 points to the 9th
17 points to the 2nd	6 points to the 10th
15 points to the 3rd	5 points to the 11th
13 points to the 4th	4 points to the 12th
11 points to the 5th	3 points to the 13th
10 points to the 6th	2 points to the 14th
9 points to the 7th	1 points to the 15th
8 points to the 8th	

022.2.2 Machines eligible

Every motorcycle entered must conform to the following requirements of the FIM Code.

- Solo motorcycles over 80cc to 125cc
1 cylinder max. 6 gears max. min weight 65kg.
- Solo motorcycles over 175cc to 250cc 2 cylinders max.
6 gears max. min weight 90kg.
- Solo motorcycles over 350cc to 500cc 4 cylinders max.
6 gears max. min weight 100kg.

Sidecars over 350cc to 500cc 4 cylinders max.

6 gears max. min weight 180kg.

Supercharging shall be permitted in 4 stroke engines at a ratio of 2:1.

Number plates must conform to FIM requirements. All front and side plate colours to be as follows:

Solos	80cc-125cc	Black plates with white numbers
	175cc-250cc	Green plates with white numbers
	351cc-500cc	Yellow plates with black numbers
	Formula One	White plates with black numbers
Sidecars	351cc-500cc	White plates with black numbers

022.5.2 Number of drivers allowed

a) The maximum number of drivers allowed will be as follows:

	Practice	Races
Solo	44	36
Sidecar	30	25

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

22.5.3 Acceptance

Drivers are not allowed to take part in more than two different starts. Engagements, until the maximum number of inscriptions has been reached and within the deadline fixed by the regulations, must be made in accordance with the following priorities:

1. the drivers appearing on the CCR lists
2. the drivers appearing on the FMN grading lists
3. the drivers who do not appear on the FMN grading lists.

022.7 PRACTICE

022.7.1 Private practice and untimed practice before the event

Throughout the GP week, private practice on the same track for the drivers participating in the event is prohibited.

022.7.2 Timed practice

At least four practice sessions, separate for each class, must be provided for, during the two or three days preceding the event. The minimum duration of the practice sessions is as follows:

- 250cc and 500cc: 4 x 40 minutes
- other classes: 4 x 30 minutes

Between the two practice sessions on the same day, a minimum interval of 2 hours and 30 minutes must be provided for.

022.7.5 Starting grid

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

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

The starting grid must be made up of the number of starters laid down in the regulations (36 Solo, 25 Sidecar). If, at the end of the timed practice and until the Jury meeting which approves the starting grid, drivers announce that it is impossible for them to take part in the race, the minimum number of participants must be completed on the basis of the times realised at the practices.

The grid will be arranged as follows:

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

022.8.3 Start procedure

The following procedure must be respected:

- approx. 30 minutes before the start:
the drivers must get ready with their machine and take up position on the waiting grid outside the track area;
- approx. 15 minutes before the start, the drivers will come onto the track and make immediately one *sighting lap* prior to taking up their places on the grid, engines dead.
The sighting lap is not obligatory.

All drivers who come onto the track at — 15 min have the right to start, either from the grid or from the pits.

After entering onto the track (approx. 15 minutes before the start) change of machines and an extra refuelling is strictly forbidden.

Repairs may be made to the machine, but only in the pit lane, with the exception of tyre changing which may be made on the starting grid. After the sighting lap, the drivers may choose to change tyres, on the grid, to suit the prevailing track conditions.

— Approx. 5 minutes before the *warm-up lap*, the following boards will be displayed accompanied by a warning:

- 5 minute board: beginning of the countdown
- 3 minute board and red light: everybody, except the drivers, a maximum of 2 mechanics and one person with an umbrella per driver, will leave the grid
- 1 minute board and yellow light: everybody, except the drivers, will leave the grid. Display of the helmet panel requesting all drivers to check that their strap is tight
- green flag and green light: push start, without external help.

If a driver is unable to push his machine for the warm-up lap:

- he informs the Clerk of the Course at "— 5 min."
- he goes on the right or on the left of the grid with only one mechanic at the level of his starting row
- he starts with the green flag and light.

Drivers who are unable to start must raise their arm. If, even with the mechanic's help, the engine does not start, the drivers must be pushed into the pit lane and make their delayed start from the pits. A driver, unable to complete the warm-up lap, will obligatory start from the pits.

- During the warm-up lap, drivers should remain, as far as possible, in their starting position.
- A Race Management Car, with a doctor, follows all the drivers.
- When the drivers return to the grid, the drivers will stop, keeping their engines running, each one at his grid position.
- If a driver is in difficulty, he must return immediately to the pits. It is strictly forbidden for drivers to go to the grid with the intention of delaying the start. In the case where a driver arrives late at the grid and notices that the red light is already displayed, he must obligatory head for the pits at moderate speed, where he will make a delayed start.

In the middle of the track, on the start line, a steward with a red flag waits for the drivers to arrive at the grid and remains there until the Race Management Car following the drivers appears. Upon the starter's order, the steward leaves the track.

A second steward with a red flag will be at the end of the grid. If a driver arrives at the grid after the Race Management Car, this steward will ensure that the driver can start from a standing position at the end of the grid and after the green light or that he returns to the pits.

A start marshal holding a board bearing the number of the row will stand opposite each row of the grid. As soon as the machines on his row have come to a halt he will lower his board. When, after the boards have been lowered the starter sees that the grid is stationary, he will switch on the RED LIGHT. The GREEN LIGHT comes on in 2 to 5 seconds after the red one.

- If, after coming back to the starting grid a machine's engine stalls or a driver is unable to start, he must raise his arm and the start marshal responsible for that row must indicate the situation by raising (or keeping raised) his board, and reversing the face to present a yellow side to the starter.

Should there be a problem when the machines come to the starting grid, the starter may judge not to give the start, using the following procedure:

- If the red light has not yet been switched on, a START DELAYED board will be raised at the start line and a RED FLAG will be displayed.
- After the RED LIGHT has been switched on, the starter will switch on FLASHING YELLOW LIGHTS (leaving the red light on) and a START DELAYED board will be raised at the start line.

In both cases 1) and 2):

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

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

- If, but only after the start signal, a machine is immobilised on the starting grid, the track marshals must immediately intervene and push it along the track to start its engine.
- If in spite of several attempts the machine does not manage to restart, the track marshals shall push it to the pits (entry or exit depending on nearness) where its mechanics shall intervene to start it.

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

Starting grid:

The distance between the grid rows is 7 metres.

A driver who is moving before the green light is on, will be penalised by 1 minute.

022.9 PRIZES

022.9.1 Currency

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

022.9.3 Prize scales

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

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

022.9.4 Placings for obtaining prizes

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

- drivers placed;
- unplaced drivers not having accomplished the minimum distance indicated in the regulations (75% of the race distance) or having retired (the already accomplished laps are taken into consideration; in case of retirement on the same lap, the positions at the previous lap will be counted);
- drivers who did not start, but who were qualified for the race.

022.9.5 Travel indemnities

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

80cc	Swiss francs 300.-
125 & 250cc	Swiss francs 500.-
500cc & sidecars	Swiss francs 700.-

ASSISTANCE FORBIDDEN

During a race a motorcycle shall not be moved otherwise than from its own motive power, the muscular efforts of its driver and passenger (if any) and natural causes such as the force of gravity. The penalty for a breach of this regulation is exclusion.

THE FINISH

Immediately after a race has been won the remaining drivers shall continue to race but each driver still racing will be stopped after he crosses the finishing line. Every driver who crosses the finishing line after the winner will be placed according to the number of laps he has completed and, for those drivers who have completed an equal number of laps, according to the order in which they did so. No further lap will be counted in any race more than three minutes after the winner finishes. In order to appear in the results a driver must have completed 75% of the race distance.

OTHER AWARDS



Shell Oils

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

HOWITT GROUP

HOWITT PRINTING AWARDS

British riders have been given a massive incentive to win the 500cc Shell Oils British Grand Prix.

A £25,000 cash jackpot is awaiting the Brit who wins the demanding 30 lap race.

Howitt Printing of Nottingham, long time supporters of racing at the circuit and champions of British competitors in cars and motorcycles have provided the world's richest ever prize in motorcycle racing.

"It has been seven years since a British rider last won a 500cc world championship race — (Barry Sheene winning the 500cc Swedish GP on August 16th, 1981) — and now we have some good riders, consistently in the points, it seems appropriate to offer them an extra incentive to win their own Grand Prix," said Patrick Howitt, the Company's Chairman.

And, Howitt Printing are supporting the three other world championship events, by putting up a prize of £1000 to the first British rider to cross the line in each of the 125cc, 250cc and Sidecar Grands Prix.



The Star present trophies to 1st, 2nd and 3rd placed driver/passengers in the British Sidecar Grand Prix.

In addition to sponsoring the British Sidecar Grand Prix, The Star ran a Grand Prix readers competition in July for which the first prize is a Marlboro Yamaha TZR125F. The prize will be presented to the lucky winner on the startline on Sunday, August 7th.



Our grateful thanks to MOËT & CHANDON (LONDON) Ltd. for their generous support of providing double magnums and magnums of Moët & Chandon champagne to the 1st, 2nd and 3rd placed finishers in all 4 Grand Prix events and to the winner of the TT Formula 1 race.

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CHANGING
OIL

Save the Children



For many years, Randy Mamola has taken an active interest in children's welfare. Last year he donated 20% of his prize money (more than £12,000) to Save the Children Fund. This year involvement in Save the Children has spread throughout the sport, with fund raising events taking place both here and abroad. At this, the Shell Oils British Grand Prix, there is a range of fund-raising events and exploits taking place. So perhaps you would like to take part or make a donation.

Don't forget — not only does this activity raise much-needed money for children in difficulties, but it also goes a long way to changing the image of our sport. So it serves two great purposes at once!

On Saturday at about 1.00 pm a pale-looking individual by the name of Ashley Power (great name for a crazy guy) will be seen clinging on to Randy Mamola as they swoop around the track on a Ducati Paso. This man actually won a prize, on purpose, by taking part in a competition organised by Reuters and Save the Children, and this is it.

Later this year, this Paso, donated by Cagiva, will be the prize in a nationwide competition. Watch MCN.

On race day, many of the leading riders will come around the track in Daihatsu 4Trak's to say hello, and as they do so, volunteers will try to embarrass you into making donations — large and small — to Save the Children.

On Saturday a brave and saddle-sore chap called Max Weisberg, who recently rode round the world will be standing (!) near a stall at Coppice, in the trade area, where he will be raffling his globe-encircling helmet, signed by many GP riders, among other things. Go and see him. He has a good tale to tell!

On Thursday evening, there will be a bicycle race for riders, trade people, marshals and journalists. Entry fees of £10 each will all go to SCF.

The paddock marshals, led by Bill Avery, have arranged splendid stalls at Redgate and Coppice, where they will be selling (yes, selling!) autographs of the stars. At certain times, to be announced on the public address, the stars will be there in person to sign autographs to your instructions!

Also at various points around the circuit are stunning glossy posters of Randy Mamola and the amazing Cagiva. Please buy at least one. They will undoubtedly become collectors items (the great European revival began here!) and every penny goes to Save the Children.

SPECIAL GP PROGRAMME OFFER

WORLD & EUROPEAN MOTORCYCLE CHAMPIONSHIP FINALS

SATURDAY/SUNDAY SEPTEMBER 24/25

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TRANSFER TO INFIELD VIEWING		
* (subject to availability)		TOTAL

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Shell Oils King of Thruxton Sidecars
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Senior Stocks, Junior Stock +
Honda CBR Challenge

Admission: Adults £6, Children £1

Thruxton — Nr. Andover, Hants (off A303)



Sunday October 30 ACU STAR CHAMPIONSHIP FINALS & MCA CLUBMANS GRAND FINALE

Admission: Adults £5, Children Free



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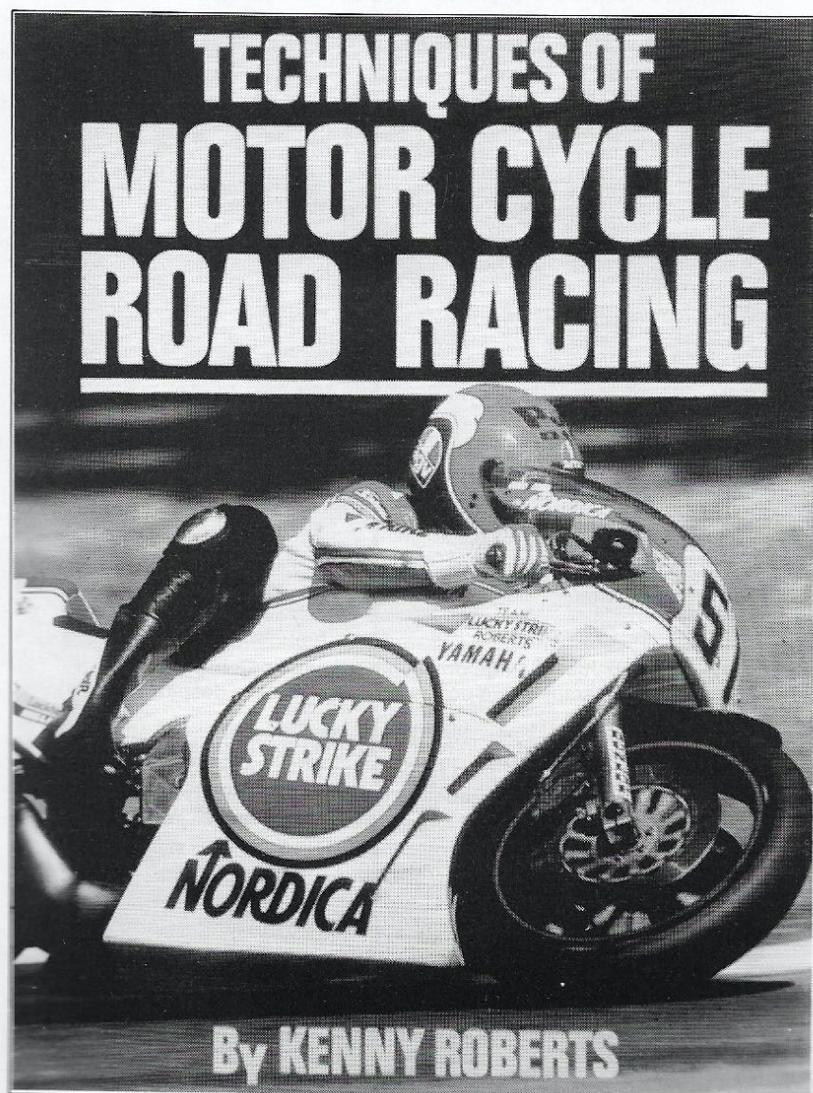
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KENNY ROBERTS

signs copies of his new book
at 11.00 a.m. Sunday 7 August
on the MOTOR CYCLE NEWS STAND



No-one is better qualified to write this book than triple motor cycle World Champion, Kenny Roberts. He describes in detail the special nature of Grand Prix racing and what it takes to be a winner in this extremely competitive and exciting sport.

Kenny's success was not only the result of sheer skill but of careful planning and strategy:

- Setting up the machine correctly
- How to put in a quick lap at the right time during practice
- Cornering style, use of body weight and riding in the wet
- How slipstreaming works and how to make the best use of it
- How to weigh up the opposition before and during the race and how to counter their tactics
- The personal, physical and mental preparation needed to be a winner

The technical aspects are also covered, including tyre technology, modern machine design, development and testing and, in his new role as Team Manager, Roberts reveals just what is involved in setting up a team, choosing riders, machines and transporters, as well as finding the money to pay for it.

Published by Hazleton Publishing

Distributed to bookshops by Osprey Publishing Ltd, 59 Grosvenor Street, London W1X 9DA
224 pages, hardback, illustrated in colour and black and white. ISBN: 0-905138-51-1 Price: £15.95

**Shell Oils**

British Motorcycle Grand Prix

NEWS HEADLINES — 250cc

Round 12 out of 16

Championship Leader:**SITO PONS** by 8 points**1988 Grand Prix winners:**

SITO PONS — 3 (Spain, Belgium, Yugoslavia)
 JUAN GARRIGA — 2 (Portugal, Holland)
 JACQUES CORNU — 2 (Austria, France)
 ANTON MANG — 1 (Japan)
 JIM FILICE — 1 (USA)
 DOMINIQUE SARRON — 1 (Italy)
 LUCA CADALORA — 1 (Germany)

1988 pole positions:

DOMINIQUE SARRON — 3 (Italy, Holland, France)
 JACQUES CORNU — 2 (Austria, Belgium)
 TOSHIHIKO HONMA — 1 (Japan)
 JOHN KOCINSKI — 1 (USA)
 CARLOS CARDUS — 1 (Spain)
 CARLOS LAVADO — 1 (Portugal)
 THIERRY RAPICAULT — 1 (Germany)
 SITO PONS — 1 (Yugoslavia)

1988 fastest laps:

JUAN GARRIGA — 4 (Portugal, Germany, Yugoslavia, France)
 ANTON MANG — 2 (Holland, Belgium)
 SITO PONS — 2 (Japan, Spain)
 BRUNO CASANOVA — 1 (USA)
 DOMINIQUE SARRON — 1 (Italy)
 JACQUES CORNU — 1 (Austria)

Fastest 1988 Grand Prix — Austria:

JACQUES CORNU — 110.08mph (177.165kph)

Slowest 1988 Grand Prix winning average — Spain:

SITO PONS — 81.45mph (131.081kph)

Closest 1988 Grand Prix win — France:

JACQUES CORNU over Sito Pons by 0.18 seconds

Largest 1988 Grand Prix winning distance — Germany: LUCA CADALORA over Sito Pons by 14.33 seconds

Round 1 — Japan: Win for defending champion Toni Mang after fighting off challenge from GP newcomer American John Kocinski who finally ends fifth on Kenny Roberts Lucky Strike Yamaha. Sito Pons second on Honda, with Japanese rider Masaru Kobayashi third in his only GP ride. Donnie McLeod 17th on 7-UP EMC, Kevin Mitchell struggles to 24th with Yamaha running too rich.

Round 2 — USA: Clear cut victory for Jim Filice in only planned Grand Prix of year on works Honda. Pons takes over championship lead with second place. Alan Carter 15th, McLeod 18th and only eighth for bronchitis suffering Mang.

Round 3 — Spain: First win for Pons by eight seconds from fellow Spaniard Juan Garriga on Yamaha. Jacques Cornu up to second place in championship with fourth place on Honda. McLeod's first championship points with eighth place despite holding fuel tank on machine for much of race after retaining strap breaks. Mitchell 19th.

Round 4 — Portugal: Leading four riders fall in race of many crashes leaving Garriga to win his first Grand Prix from second placed Japanese champion Mashiro Shimizu. Garriga up to second in championship ahead of third finisher Cornu and one point behind Pons. McLeod drops from tenth to 12th with handling problem. Mitchell on course for first points until forced out with front tyre puncture.

Round 5 — Italy: First win for Dominique Sarron on Rothmans Honda but second placed Pons extends championship lead over third finisher Garriga. McLeod brought off but battles back to 11th, lapping 3.5 seconds faster than best practice lap.

Round 6 — West Germany: McLeod in third place until the final lap when caught and passed by a charging Garriga. First win of the year for Luca Cadalora on drying track from second again Pons. Mitchell crashes while in eleventh place but remounts to finish 31st.

Round 7 — Austria: Cornu grabs first Grand Prix win in 14 years of racing and becomes seventh 250cc GP victor of the year. Reinhold Roth comes back into the reckoning in second ahead of Garriga. Pons in fifth is now just one point ahead of Garriga at the top of the championship. McLeod, just half a second off championship points in 16th place. Mitchell 24th, Ulsterman Gary Cowan last on his Honda.

Round 8 — Holland: Pons and Sarron in dramatic last lap bend crash while battling for lead. Pons gets back in race to take sixth place and stays second in championship, one point ahead of surprise race winner Garriga who wins fight out with Cornu. Garriga first rider to win two 250cc rounds this year. Mang makes the rostrum for second time with third place. McLeod with suspension trouble 14th, Cowan last.

Round 9 — Belgium: Pons grabs his second win of the campaign to get back in the title race lead by one point from sixth finishing Garriga. Cornu second and Mang third. Martin Wimmer and Loris Reggiani both escape serious injury in 140mph crash which forces race to be stopped and re-started. McLeod gets more points with 12th place but Cowan fails with 21st on a misfiring Yamaha.

Round 10 — Yugoslavia: Vital win for Pons who goes four points clear. Sarron misjudges back marker on last lap and lets Garriga through for second place. Mang breaks collar bone in first corner collision with uninjured McLeod. Cowan set for best GP result of year until ignition fails with a lap to go.

Round 11 — France: Swiss Jacques Cornu wins second race of Grand Prix career after race-long battle with championship leader Sito Pons. Frenchman Dominique Sarron makes third after five rider third place struggle that sees Masahiro Shimizu crash without injury. McLeod in the points with 12th place on EMC that loses power towards end of race. Gary Cowan's best GP result in 13th place. Mitchell home in 22nd place.

Next week it is the Swedish round at Anderstorp, followed by Czechoslovakia, and the two South American rounds.

250cc MANUFACTURERS CHAMPIONSHIP

Position	Manufacturer	Round 1 Japan	Round 2 USA	Round 3 Spain	Round 4 Portugal	Round 5 Italy	Round 6 Germany	Round 7 Austria	Round 8 Holland	Round 9 Belgium	Round 10 Yugoslavia	Round 11 France	Total
1	HONDA	20	20	20	17	20	17	20	17	20	20	20	211
2	YAMAHA	11	13	17	20	15	20	15	20	11	17	13	172
3	APRILIA	—	5	5	2	3	—	5	11	3	9	7	50
4	EMC	—	—	8	4	5	13	—	2	4	—	4	40
5	GARELLI	—	—	—	—	—	2	—	—	1	—	—	3
5	ROTAX	—	—	—	—	—	—	—	—	—	3	—	3



Sarron and Pons just prior to their last bend collision in the Dutch GP.

Previous 250cc British GP winners (at Silverstone):

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

1987 DONINGTON GP

Fastest Lap in Practice:

Patrick Igoa (Yamaha) 1m 42.21s, 88.05mph (141.71kph)

Race Result (26 laps):

1	Anton Mang (Honda)	44m 54.26s, 86.85mph (139.76kph)
2	Loris Reggiani (Aprilia)	44m 54.42s, 86.84mph (139.75kph)
3	Martin Wimmer (Yamaha)	44m 55.69s, 86.80mph (139.68kph)

Fastest Lap/Lap Record:

Martin Wimmer (Yamaha) 1m 42.28s, 87.99mph (141.58kph)

PREVIOUS WORLD CHAMPIONS — 250cc

1949	Bruno Ruffo	I	Moto Guzzi	1962	Jim Redman	RSR	Honda	1975	Walter Villa	I	Harley-Davidson
1950	Dario Ambrosini	I	Benelli	1963	Jim Redman	RSR	Honda	1976	Walter Villa	I	Harley-Davidson
1951	Bruno Ruffo	I	Moto Guzzi	1964	Phil Read	GB	Yamaha	1977	Mario Lega	I	MBA
1952	Enrico Lorenzetti	I	Moto Guzzi	1965	Phil Read	GB	Yamaha	1978	Kork Ballington	ZA	Kawasaki
1953	Werner Haas	D	NSU	1966	Mike Hailwood	GB	Honda	1979	Kork Ballington	ZA	Kawasaki
1954	Werner Haas	D	NSU	1967	Mike Hailwood	GB	Honda	1980	Anton Mang	D	Kawasaki
1955	Hermann Paul Müller	D	NSU	1968	Phil Read	GB	Yamaha	1981	Anton Mang	D	Kawasaki
1956	Carlo Ubbiali	I	MV Agusta	1969	Kel Carruthers	AUS	Benelli	1982	Jean Louis Tournadre	F	Yamaha
1957	Cecil Sandford	GB	Mondial	1970	Rodney Gould	GB	Yamaha	1983	Carlos Lavado	YV	Yamaha
1958	Tarquinio Provini	I	MV Agusta	1971	Phil Read	GB	Yamaha	1984	Christian Sarron	F	Yamaha
1959	Carlo Ubbiali	I	MV Agusta	1972	Jarno Saarinen	SF	Yamaha	1985	Freddie Spencer	USA	Honda
1960	Carlo Ubbiali	I	MV Agusta	1973	Dieter Braun	D	Yamaha	1986	Carlos Lavado	YV	Yamaha
1961	Mike Hailwood	GB	Honda	1974	Walter Villa	I	Harley-Davidson	1987	Anton Mang	D	Honda

THE LEADING CONTENDERS

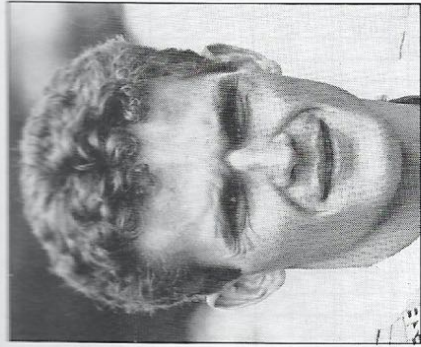
Position (Points)	Riding No. at Donington	NAME	Machine	Finishing Position in 1987 British GP	Date of Birth (Age)	Home Town/ Country	Status	Year started career	1st GP race	Total No. of GP wins	Previous FIM World/ European Championship titles
1st (166)	3	SITO PONS	Honda NSR	7th	3.11.60 (27)	Barcelona/ Spain	Married (Laura)	1979	1981 French GP 250cc	7 (1st win — 1984 250cc Spanish GP)	
2nd (158)	11	JUAN GARRIGA	Yamaha YZR	NS	29.3.63 (25)	Barcelona, Valldirera/ Spain	Single	1979	1984 Spanish GP 250cc	2 (1st win — 1988 250cc Portugal GP)	
3rd (142)	9	JACQUES CORNU	Honda NSR	4th	15.5.53 (35)	La Neuveville/ Switzerland	Married (Chantal) — 1 child	1974	1978 French GP 250cc	2 (1st win — 1988 250cc Austrian GP)	1982 World Endurance Champion
4th (111)	2	REINHOLD ROTH	Honda NSR	5th	4.3.53 (35)	Amtzell/ Germany	Married (Elfriede) — 1 child	1975	1979 Austrian GP 350cc	1 (1987 250cc French GP)	1982 250cc European Champion
5th (101)	7	LUCA CADALORA	Yamaha YZR	Retired	17.5.63 (25)	Modena/ Italy	Single	1981	1984 Italian GP 125cc	1 in 250cc — 1988 German GP 4 in 125cc (1st win — 1986 German GP)	1986 125cc World Champion
6th (98)	4	DOMINIQUE SARRON	Honda NSR	9th	27.8.59 (28)	Clermont-Ferrand/ France	Single	1979	1985 German GP 250cc	3 (1st win — 1986 250cc British GP (Silverstone))	
7th (87)	1	ANTON MANG	Honda NSR	1st	29.9.49 (38)	Zankenhäusen/ Germany	Married (Colette)	1968	1974 Austrian GP 350cc	33 in 250cc (1st 250cc win — 1978 British GP) 8 in 350cc 1 in 125cc (1976 German GP)	World 250cc Champion — 1980/81/87 World 350cc Champion 1981/82
8th (72)	17	JEAN-PHILIPPE RUGGIA	Yamaha TZ	14th	1.10.65 (22)	Hyerres/ France	Single	1984	1987 Japan GP 250cc		
9th (51)	12	MASAHITO SHIMIZU	Honda NSR	—	22.11.64 (23)	Kanagawa/ Japan	Single	1982	1987 Japan GP 250cc		
10th (40)	24	DONNIE McLEOD	EMC	12th	16.6.55 (33)	Forth/ Scotland	Single	1977	1982 British GP 250cc & 350cc		
11th (36)	5	CARLOS CARDUS	Honda NSR	8th	26.9.59 (28)	Sigües, Barcelona/ Spain	Single	1979	1983 South African GP 250cc		1983 250cc European Champion
12th (33)	8	MARTIN WIMMER	Yamaha YZR	3rd	11.10.57 (30)	Munich/ Germany	Married (Michaela) — 1 child	1978	1980 German GP 250cc & 350cc	3 (1st win — 1982 250cc British GP)	
13th (31)	6	LORIS REGGIANI	Aprilia AF1V	2nd	7.10.59 (28)	Forlì/ Italy	Single	1978	1980 Italian GP 125cc & 350cc	1 in 250cc (1987 San Marino GP) 3 in 125cc (1st win — 1980 British GP)	
14th (30)	14	MANFRED HERWEH	Yamaha TZ	10th	14.6.54 (34)	Lampertheim/ Germany	Married (Edelgard) — 1 child	1976	1980 German GP 250cc	5 in 250cc (1st 250cc win — 1983 Austrian GP) 1 in 350cc	

OTHER FIM CHAMPIONSHIP TITLE HOLDERS TAKING PART INCLUDE:

No. 10 CARLOS LAVADO (Age 32 from Caracas, Venezuela) — 1983 & 1986 250cc World Champion
 No. 18 BRUNO CASANOVA (Age 24 from Cervia-Ravenna, Italy) — 1986 80cc European Champion
 No. 20 XAVIER CARDELUS (Age 26 from Andorra) — 1987 250cc European Champion
 No. 29 HANS LINDNER (Age 25 from Salzburg, Austria) — 1986 250cc European Champion
 No. 34 STEFANO CARACCHI (Age 28 from Bologna, Italy) — 1982 125cc European Champion



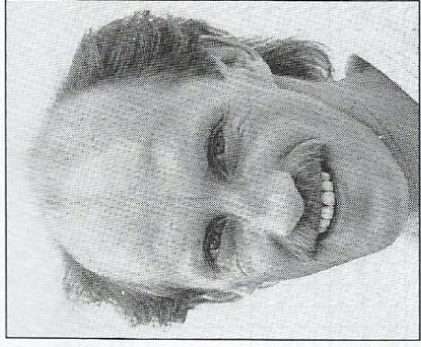
1st — SITO PONS



2nd — JUAN GARRIGA



3rd — JACQUES CORNU



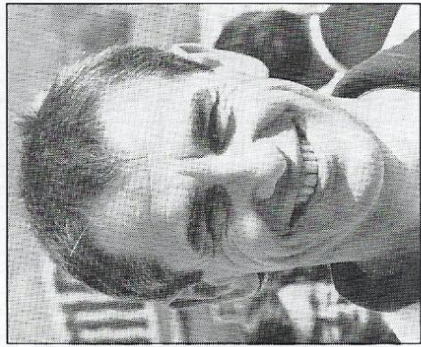
4th — REINHOLD ROTH



5th — LUCA CADALORA



6th — DOMINIQUE SARRON



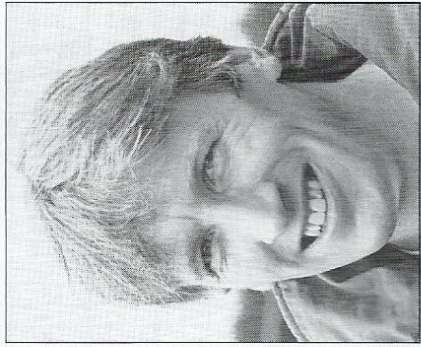
7th — ANTON MANG



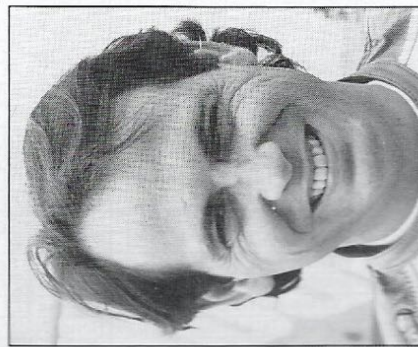
8th — JEAN-PHILIPPE RUGGIA



9th — MASAHIRO SHIMIZU



10th — DONNIE McLEOD



11th — CARLOS CARDUS



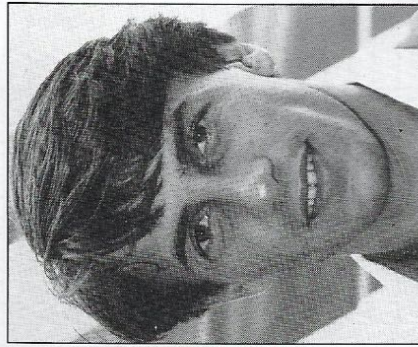
12th — MARTIN WIMMER



13th — LORIS REGGIANI



14th — MANFRED HERWEH



19th — BRUNO CASANOVA

FORM GUIDE — 250cc CLASS — How they've finished in 1988

Alphabetical list of every GP starter this year

Name (Country)	Machine	Rd 1 Japan Dry	Rd 2 USA Dry	Rd 3 Spain Dry	Rd 4 Portugal Dry	Rd 5 Italy Dry	Rd 6 Germany Wet/Drying	Rd 7 Austria Dry	Rd 8 Holland Dry	Rd 9 Belgium Dry	Rd 10 Yugoslavia Dry	Rd 11 France Dry
Junya ARAI (Japan)	Yamaha TZ	R	—	—	—	—	—	—	—	—	—	—
August AUINGER (Austria)	Aprilia AF1	26th	14th	11th	R	15th	R	18th	23rd	13th	14th	10th
Thomas BACHER (Austria)	Rotax	—	—	—	—	—	—	R	—	—	—	—
Jean-Francois BALDE (France)	Defi-Rotax	21st	R	R	R	R	—	23rd	19th	R	13th	20th
Hans BECKER (Germany)	Yamaha TZ	—	—	—	—	—	11th	20th	R	10th	R	R
Guy BERTIN (France)	Yamaha TZ	—	—	21st	—	—	—	17th	—	11th	16th	19th
Bruno BONHUI (France)	Honda RS	—	—	—	19th	—	25th	—	—	—	19th	26th
Christian BOUDINOT (France)	Fior Rotax	—	—	—	—	—	32nd	—	R	—	R	25th
Helmut BRADL (Germany)	Honda RS	R	21st	R	—	R	10th	21st	20th	14th	R	17th
Alain BRONEC (France)	Honda RS	—	—	20th	R	R	R	—	—	23rd	—	—
Doug BRAUNECK (USA)	Yamaha TZ	—	25th	—	—	—	—	—	—	—	—	—
Roland BUSCH (Germany)	Aprilia AF1	—	—	—	—	—	R	—	—	—	—	—
Luca CADALORA (Italy)	Yamaha YZR	R	6th	7th	R	5th	1st	7th	4th	8th	5th	6th
Stefano CARACCHI (San Marino)	Honda RS	—	—	16th	11th	14th	15th	22nd	R	17th	11th	R
Xavier CARDELUS (Andorra)	Aprilia AF1	—	—	18th	—	19th	27th	R	21st	16th	R	21st
Carlos CARDUS (Spain)	Honda NSR	9th	R	†R	—	—	—	R	12th	7th	8th	8th
Alan CARTER (GB)	Yamaha TZ	—	15th	—	—	—	—	—	—	—	—	—
Bruno CASANOVA (Italy)	Aprilia AF1V	R	11th*	R	15th	R	R	R	8th	—	15th	R
Paolo CASOLI (Italy)	AGV Garelli	—	R	R	R	17th	14th	—	—	15th	R	R
Jacques CORNU (Switzerland)	Honda NSR	4th	7th	4th	3rd	8th	21st	†1st*	2nd	†2nd	6th	1st
Jonathan CORNWELL (Canada)	Rotax	—	26th	—	—	—	—	—	—	—	—	—
Gary COWAN (Ulster)	Yamaha TZ	—	—	23rd	18th	—	—	28th	26th	21st	R	13th
Rene DELABY (Luxembourg)	Yamaha TZ	27th	24th	—	24th	—	R	—	—	—	21st	23rd
Herve DUFFARD (France)	Honda RS	—	—	—	—	—	18th	—	—	—	—	R
Harald ECKL (Germany)	Aprilia AF1	—	R	15th	14th	13th	R	14th	R	R	9th	R
Jim FILICE (USA)	Honda NSR	—	1st	—	—	—	—	—	—	—	—	—
Jean FORAY (France)	Yamaha TZ	—	—	—	—	20th	7th	—	24th	18th	—	15th
Juan GARRIGA (Spain)	Yamaha YZR	6th	10th	2nd	1st*	3rd	3rd*	3rd	1st	6th	2nd*	4th*
Patrick van der GOORBERGH (Holland)	Honda RS	—	—	22nd	—	—	29th	—	25th	—	—	—
Don GREENE (USA)	Honda RS	—	19th	—	—	—	—	—	—	—	—	—
Gerhard HAEBERLE (Germany)	Rotax	—	—	—	—	—	28th	—	—	—	—	—
Bernard HAENGGLI (Switzerland)	Honda RS	—	—	—	22nd	—	23rd	—	—	—	—	—
Yoshihisa HASEGAWA (Japan)	Yamaha TZ	23rd	—	—	—	—	—	—	—	—	—	—
Manfred HERWEH (Germany)	Yamaha TZ	—	—	10th	10th	12th	R	8th	10th	R	R	—
Hermann HOLDER (Germany)	Seufert	—	—	—	—	—	12th	—	—	—	—	—
Toshihiko HONMA (Japan)	Yamaha TZ	†8th	—	—	—	—	—	—	—	—	—	—
Yoshinari HORI (Japan)	Honda RS	16th	—	—	—	—	—	—	—	—	—	—
Urs JUCKER (Switzerland)	Yamaha TZ	—	—	—	—	23rd	—	—	—	—	12th	18th
Seigo KIKUCHI (Japan)	Honda RS	11th	—	—	—	—	—	—	—	—	—	—
Stefan KLABACHER (Austria)	Aprilia AF1	—	—	—	—	—	—	19th	—	—	—	—
Masaru KOBAYASHI (Japan)	Honda NSR	3rd	—	—	—	—	—	—	—	—	—	—
John KOCINSKI (USA)	Yamaha YZR	5th	†4th	—	—	R	R	—	—	—	—	—
Katsuyoshi KOZONO (Japan)	Honda RS	22nd	—	—	—	—	—	—	—	—	—	—
Carlos LAVADO (Venezuela)	Yamaha YZR	13th	R	R	†—	7th	R	R	R	5th	—	—
Luis LAVADO (Venezuela)	Yamaha TZ	—	27th	—	—	—	—	—	—	—	—	—
Andrew LEISNER (Canada)	Aprilia AF1	—	R	—	—	—	—	—	—	—	—	—
Hans LINDNER (Austria)	Honda RS	—	—	—	R	—	19th	R	—	—	23rd	—
Juan Mela LOPEZ (Spain)	Honda RS	—	—	—	25th	—	22nd	—	—	—	—	—
Marcello LUCCHI (Italy)	Honda RS	—	—	—	—	R	—	—	—	—	—	—
Urs LUZI (Switzerland)	Honda RS	20th	R	R	13th	21st	R	R	18th	R	20th	R
Donnie McLEOD (GB)	EMC-Rotax	17th	18th	8th	12th	11th	4th	16th	14th	12th	R	12th
Anton MANG (Germany)	Honda NSR	1st	8th	R	7th	10th	8th	10th	3rd*	3rd*	R	—
Massimo MATTEONI (Italy)	Yamaha TZ	—	—	R	—	16th	—	25th	—	22nd	18th	14th
Jean-Michel MATTIOLI (France)	Yamaha TZ	19th	20th	12th	9th	22nd	—	—	16th	19th	R	16th
Siegfried MINICH (Belgium)	Yamaha TZ	—	—	—	—	18th	33rd	R	—	—	—	—
Kevin MITCHELL (GB)	Yamaha TZ	24th	—	19th	R	R	31st	24th	—	—	—	22nd
Richard MOORE (Canada)	Yamaha TZ	—	R	—	—	—	—	—	—	—	—	—
Kyoji NANBA (Japan)	Yamaha TZ	12th	—	—	—	—	—	—	—	—	—	—
Englebert NEUMAIR (Austria)	Aprilia AF1	—	—	R	20th	—	R	11th	R	25th	—	—
Richard OLIVER (USA)	Yamaha TZ	—	23rd	—	—	—	—	—	—	—	—	—
Ivan PALAZZESE (Venezuela)	Yamaha TZ	R	—	R	21st	—	—	9th	13th	R	—	—
Andreas PREINING (Austria)	EMC/Aprilia	—	—	—	—	R	16th	—	17th	—	17th	—
Sito PONS (Spain)	Honda NSR	2nd*	2nd	1st*	R	2nd	2nd	5th	6th	1st	†1st	2nd
Alberto PUIG (Spain)	Honda NS/NSR	25th	R	14th	8th	R	17th	—	—	—	—	—
Thierry RAPICAULT (France)	Fior Rotax	—	—	17th	16th	—	†R	—	—	—	—	—
Loris REGGIANI (Italy)	Aprilia AF1V	R	12th	R	R	R	—	—	5th	R	7th	9th
Martin RENFREY (Australia)	Honda RS	—	—	—	—	—	30th	—	—	—	—	—
Randy RENFROW (USA)	Honda RS	—	16th	—	—	—	—	—	—	—	—	—
Fausto RICCI (Italy)	Aprilia AF1	—	—	—	—	R	—	—	R	—	—	—
Gilles RIVA (France)	Honda	—	—	—	—	—	—	—	—	—	—	27th
Reinhold ROTH (Germany)	Honda NSR	—	9th	6th	6th	6th	5th	2nd	7th	4th	4th	5th
Jean-Philippe RUGGIA (France)	Yamaha TZ	7th	13th	3rd	5th	9th	13th	13th	11th	9th	R	7th
Dominique SARRON (France)	Honda NSR	R	3rd	R	4th	†1st*	9th	4th	†R	R	3rd	†3rd
Bernard SCHICK (Germany)	Honda RS	—	—	—	—	—	20th	—	—	—	24th	—
Jochen SCHMID (Germany)	Honda RS	—	—	—	23rd	—	24th	27th	22nd	20th	22nd	24th
Masahiro SHIMIZU (Japan)	Honda NSR	—	—	5th	2nd	4th	R	6th	R	R	R	R
Bubba SHOBERT (USA)	Honda NSR	—	5th	—	—	—	—	—	—	—	—	—
Aaron SLIGHT (New Zealand)	Yamaha TZ	R	—	—	—	—	—	—	—	—	—	—
Thomas STEVENS (USA)	Yamaha TZ	—	22nd	—	—	—	—	—	—	—	—	—
Masumitsu TAGUCHI (Japan)	Honda NSR	10th	—	—	—	—	—	—	—	—	—	—
Kaji TAMURA (Japan)	Yamaha TZ	15th	—	—	—	—	—	—	—	—	—	—
Hideshi TOMITA (Japan)	Honda RS	18th	—	—	—	—	—	—	—	—	—	—
Ivan TROISI (Yugoslavia)	Yamaha TZ	—	—	—	—	—	26th	26th	—	24th	—	—
Maurizio VITALI (Italy)	Gazzaniga Rotax	—	—	13th	17th	R	R	15th	R	R	10th	R
Martin WIMMER (Germany)	Yamaha YZR	—	17th	9th	R	R	6th	12th	9th	R	—	11th
Takayoshi YAMAMOTO (Japan)	Yamaha TZ	R	—	—	—	—	—	—	—	—	—	—
Youchi YAMAMOTO (Japan)	Honda NSR	14th	—	—	—	—	—	—	—	—	—	—
Rene ZANATTA (Argentina)	Yamaha TZ	—	—	—	—	—	R	—	—	—	—	—
Wilco ZEELBERG (Holland)	Yamaha TZ	—	—	—	—	—	—	—	15th	26th	—	—

† denotes pole position

* denotes fastest lap

250cc WORLD CHAMPIONSHIP POSITIONS

(20 - 17 - 15 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 to the first 15 finishers)

Donington		Rider (Country)	Machine	Round 1 Round 2 Round 3 Round 4 Round 5 Round 6 Round 7 Round 8 Round 9 Round 10 Round 11											Donington Score	New Total/Pos	
Position	Race No.			Japan	USA	Spain	Portugal	Italy	Germany	Austria	Holland	Belgium	Yugoslavia	France			Total
1	3	SITO PONS (Spain)	Honda NSR	17	17	20	—	17	17	17	11	10	20	20	17	166	
2	11	JUAN GARRIGA (Spain)	Yamaha YZR	10	6	17	20	15	15	15	20	10	17	10	13	158	
3	9	JACQUES CORNU (Switzerland)	Honda NSR	13	9	13	15	8	—	20	17	17	10	20	20	142	
4	2	REINHOLD ROTH (Germany)	Honda NSR	—	7	10	10	10	11	17	9	13	13	11	11	111	
5	7	LUCA CADALORA (Italy)	Yamaha YZR	—	10	9	—	11	20	9	13	8	11	10	10	101	
6	4	DOMINIQUE SARRON (France)	Honda NSR	—	15	—	13	20	7	13	—	—	15	15	98		
7	1	ANTON MANG (Germany)	Honda NSR	20	8	—	9	6	8	6	15	15	—	—	87		
8	17	JEAN-PHILIPPE RUGGIA (France)	Yamaha TZ	9	3	15	11	7	3	3	5	7	—	9	72		
9	12	MASAHIRO SHIMUZU (Japan)	Honda NSR	—	—	11	17	13	—	10	—	—	—	—	51		
10	24	DONNIE McLEOD (GB)	EMC	—	—	8	4	5	13	—	2	4	—	4	40		
11	5	CARLOS CARDUS (Spain)	Honda NSR	7	—	—	—	—	—	—	4	9	8	8	36		
12	8	MARTIN WIMMER (Germany)	Yamaha YZR	—	—	7	—	—	10	4	7	—	—	5	33		
13	6	LORIS REGGIANI (Italy)	Aprilia AF1V	—	4	—	—	—	—	—	11	—	9	7	31		
14	14	MANFRED HERWEH (Germany)	Yamaha TZ	—	—	6	6	4	—	8	6	—	—	—	30		
15	—	JOHN KOCINSKI (USA)	Yamaha YZR	11	13	—	—	—	—	—	—	—	—	—	24		
16	10	CARLOS LAVADO (Venezuela)	Yamaha YZR	3	—	—	—	9	—	—	—	11	—	—	23		
17	—	JIM FILICE (USA)	Honda NSR	—	20	—	—	—	—	—	—	—	—	—	20		
18	30	AUGUST AUINGER (Austria)	Aprilia AF1	—	2	5	—	1	—	—	—	3	2	6	19		
19	—	MASARU KOBAYASHI (Japan)	Honda NSR	15	—	—	—	—	—	—	—	—	—	—	15		
19	18	BRUNO CASANOVA (Italy)	Aprilia AF1V	—	5	—	1	—	—	—	8	—	1	—	15		
19	33	HARALD ECKL (Germany)	Aprilia AF1	—	—	1	2	3	—	2	—	—	7	—	15		
22	34	STEFANO CARACCHI (San Marino)	Honda RS	—	—	—	5	2	1	—	—	—	5	—	13		
23	—	BUBBA SHOBERT (USA)	Honda NSR	—	11	—	—	—	—	—	—	—	—	—	11		
23	31	JEAN-MICHEL MATTIOLI (France)	Yamaha TZ	—	—	4	7	—	—	—	—	—	—	—	11		
23	37	HANS BECKER (Germany)	Yamaha TZ	—	—	—	—	—	5	—	—	6	—	—	11		
26	32	ALBERTO PUIG (Spain)	Honda NSR	—	—	2	8	—	—	—	—	—	—	—	10		
26	28	MAURIZIO VITALI (Italy)	Gazzaniga Rotax	—	—	3	—	—	—	1	—	—	6	—	10		
26	26	IVAN PALAZZESE (Venezuela)	Yamaha TZ	—	—	—	—	—	—	7	3	—	—	—	10		
26	36	JEAN FORAY (France)	Yamaha TZ	—	—	—	—	—	9	—	—	—	—	1	10		
30	—	TOSHIHIKO HONMA (Japan)	Yamaha TZ	8	—	—	—	—	—	—	—	—	—	—	8		
30	21	HELMUT BRADL (Germany)	Honda RS	—	—	—	—	—	6	—	—	2	—	—	8		
32	—	MASAMITSU TAGUCHI (Japan)	Honda NSR	6	—	—	—	—	—	—	—	—	—	—	6		
33	40	SEIGO KIKUCHI (Japan)	Honda RS	5	—	—	—	—	—	—	—	—	—	—	5		
33	—	ENGLEBERT NEUMAIR (Austria)	Aprilia AF1	—	—	—	—	—	—	5	—	—	—	—	5		
33	44	GUY BERTIN (France)	Yamaha TZ	—	—	—	—	—	—	—	—	5	—	—	5		
36	—	HERMANN HOLDER (Germany)	Seufert	—	—	—	—	—	4	—	—	—	—	—	4		
37	—	KYOJI NANBA (Japan)	Yamaha TZ	4	—	—	—	—	—	—	—	—	—	—	4		
37	47	URS JUCKER (Switzerland)	Yamaha TZ	—	—	—	—	—	—	—	—	—	4	—	4		
39	25	URS LUZI (Switzerland)	Honda RS	—	—	—	3	—	—	—	—	—	—	—	3		
39	16	JEAN-FRANCOIS BALDE (France)	Defi-Rotax	—	—	—	—	—	—	—	—	—	3	—	3		
39	19	PAOLO CASOLI (Italy)	AGV Garelli	—	—	—	—	—	2	—	—	1	—	—	3		
39	43	GARY COWAN (Ister)	Yamaha TZ	—	—	—	—	—	—	—	—	—	—	—	3		
43	—	YUICHI YAMAMOTO (Japan)	Honda NSR	2	—	—	—	—	—	—	—	—	—	—	2		
43	45	MASSIMO MATTEONI (Italy)	Yamaha TZ	—	—	—	—	—	—	—	—	—	—	2	2		
45	—	KEIJI TAMURA (Japan)	Yamaha TZ	1	—	—	—	—	—	—	—	—	—	—	1		
45	—	ALAN CARTER (GB)	Yamaha TZ	—	1	—	—	—	—	—	—	—	—	—	1		
45	35	WILCO ZEELBERG (Holland)	Yamaha TZ	—	—	—	—	—	—	—	1	—	—	—	1		



LAP CHART
250cc

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

[illegible]

Lap Record: MARTIN WIMMER (Yamaha) 1m 42.28s, 87.99mph, 141.58kph (2 August, 1987)

RACE

2



Shell Oils 250cc British Grand Prix

26 Laps — 65 miles — 104.60 kms — Start 13.00

250cc

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Anton MANG	W Germany	Honda NSR	Rothmans-Honda Germany Team
2	Reinhold ROTH	W Germany	Honda NSR	HB-Romer Team
3	Sito PONS	Spain	Honda NSR	Campsas Honda Team
4	Dominique SARRON	France	Honda NSR	Rothmans-Honda France
5	Carlos CARDUS	Spain	Honda NSR	Team Ducados Angel Nieto
6	Loris REGGIANI	Italy	Aprilia AF1V	Team Aprilia
7	Luca CADALORA	Italy	Yamaha YZR	Marlboro Yamaha Team Agostini
8	Martin WIMMER	W Germany	Yamaha YZR	Team Hein Gericke
9	Jacques CORNU	Switzerland	Honda NSR	Team Parisienne-Elf
10	Carlos LAVADO	Venezuela	Yamaha YZR	Venemotos HB Yamaha
11	Juan GARRIGA	Spain	Yamaha YZR	Ducados Yamaha Team
12	Masahiro SHIMIZU	Japan	Honda NSR	Ajinomoto-Honda/Honda Racing Corporation
14	Manfred HERWEH	W Germany	Yamaha TZ	
16	Jean-Francois BALDE	France	Defi-Rotax	Rotax-Hyeres City
17	Jean-Philippe RUGGIA	France	Yamaha TZ	Team Gauloises Blondes Yamaha Mobil 1
18	Bruno CASANOVA	Italy	Aprilia AF1V	Team Italia
19	Paolo CASOLI	Italy	AGV-Garelli	Pileri Corse
20	Xavier CARDELUS	Andorra	Aprilia AF1	
22	Jochen SCHMID	W Germany	Honda RS	Eckert Motorradtechnik
24	Donnie McLEOD	GB	EMC-Rotax	Team 7-Up/EMC
25	Urs LUZI	Switzerland	Honda RS	Team Parisienne-Elf
26	Ivan PALAZZESE	Venezuela	Yamaha TZ	Team Manoca
28	Maurizio VITALI	Italy	Gazzaniga Rotax	Gazzaniga Rotax
29	Hans LINDNER	Austria	Honda RS	Atomic Road Racing Team
30	August AUINGER	Austria	Aprilia AF1	
31	Jean-Michel MATTIOLI	France	Yamaha TZ	Racing Team Docshop/Wevamed
32	Alberto PUIG	Spain	Honda NSR	Team Ducados Angel Nieto
33	Harald ECKL	W Germany	Aprilia AF1	Romer-TM Team
34	Stefano CARACCHI	San Marino	Honda RS	Team San Remo
35	Wilco ZEELBERG	Holland	Yamaha TZ	Racing Team Docshop/Wevamed
36	Jean FORAY	France	Yamaha TZ	
37	Hans BECKER	W Germany	Yamaha TZ	Schuh Racing Team
40	Seigo KIKUCHI	Japan	Honda RS	Racing Team Katayama
41	Kevin MITCHELL	GB	Yamaha TZ	D Gallacher, Bradgate Containers
42	Nigel BOSWORTH	GB	Aprilia AF1	Team Keppel Racing
43	Gary COWAN	N Ireland	Yamaha TZ	Team Hurst/East West
44	Guy BERTIN	France	Yamaha TZ	
45	Massimo MATTEONI	Italy	Yamaha TZ	NMC Renzo Pasolini
46	Roland BUSCH	W Germany	Aprilia AF1	PVM-Sport Bienefeld-Team
47	Urs JUCKER	Switzerland	Yamaha TZ	Kung Racing Team Schweiz
48	Bobby ISSAZADHE	Sweden	Yamaha TZ	Racing Team Docshop/Wevamed
49	Rene DELABY	Luxembourg	Yamaha TZ	Racing Team Docshop/Wevamed
50	Bernard HAENGGLI	Switzerland	Honda RS	Team Parisienne-Elf
51	Rob ORME	GB	Raydel	Raydel Engineering

52 B. BRONEL

54 S. PATRICKSON

56 H. DUFFARD

58 C. MARTIN

53 A. PREINING

55 B. BONHURL

57 W. COULTER

59

Results: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____

7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____ 13th _____

14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____

Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph

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BIKE GP '88

1988 Bike GP Highlights

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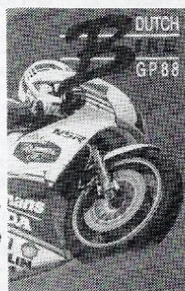
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EUROLANTIC CHALLENGE '88

Once more Easter provided a two-day feast of thrills and spills, as the Americans arrived for the six race series against a trio of hot teams representing the best of the UK and European riders.

Doug Polen and **Bubba Shobert** headed the Yanks in this annual encounter, with **Ron Haslam** and **Roger Burnett** providing the UK's main challenge.

At Brands and Donington the Yanks headed the field, but were closely harried by the cream of Europe.

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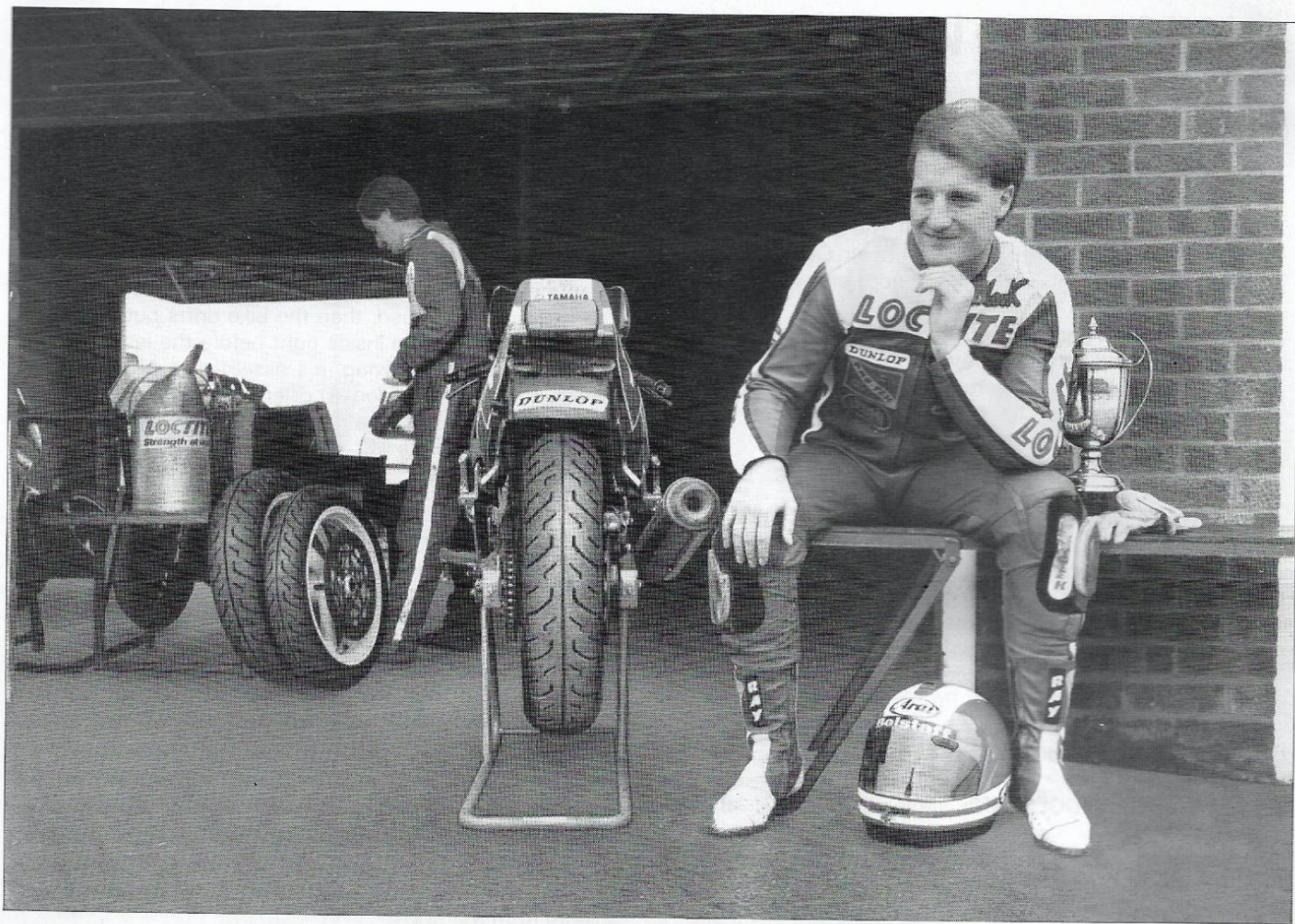
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WHAT TO WATCH FOR CORNER BY CORNER

by MAT OXLEY, *Motor Cycle News*

REDGATE (Second gear on a 500, about 70mph)

Donington's first corner is infamous for fooling riders. It has a wide entry which encourages riders to charge in too fast, only to find it tightens up dramatically — Redgate's kerbing has always been well used! The secret is to go in wide and slow to get the vital drive down Craner Curves. Rear wheel steering much in evidence here with 500s.

CRANER (Fifth gear on a 500, about 120mph)

Very tricky and very deceptive, Craner's off camber left hander is invisible as riders accelerate downhill out of Redgate. Watch them fight to get over to the right of the track as they get the line right entering Craner and then try to stop drifting too far out as the Old Hairpin looms up.

OLD HAIRPIN (Third gear on a 500, about 95mph)

The bike has to be pulled hard to the left after leaving Craner and before entering the Old Hairpin. If a rider messes up the exit of Craner then he'll struggle to set-up for this right hander. The corner is in a dip with a downhill entry and an uphill exit which gives advantageous camber. A fast exit is vital here for the next fast section. Every bit of the road used. Probably the most popular vantage point on the track with a natural grandstand giving great views of Craner.

STARKEYS BRIDGE (Fifth gear on a 500, about 125mph)

Leaving the Old Hairpin, riders again struggle to get to the right side of the track as fast as possible. They need all the road they can get as they swoop left under the bridge and aim towards McLeans.

McLEANS (Third gear on a 500, about 85mph)

This is probably the toughest corner on the track. Accelerating through Starkeys in fifth, the 500's arrive at the left hander just fifty yards before McLeans at about 150mph in fifth. Knees scraping the kerb on the left, they have a second or so to heave the bike upright, hit the brakes hard, cog down two gears and flip the

bike right. Make one mistake and McLeans will be a mess. Once again all the road and little bit more is used on the exit and the 500's wheelie well as they accelerate towards Coppice.

COPPICE (Third gear on a 500, about 80mph)

The blind entry makes this multi-apex corner a difficult one. Riders brake before they can even see the corner. The first apex is clipped, then the bike drifts out before coming in again to the inside right before the last apex. With the straight following, it's essential to accelerate hard here but the track doesn't offer a great deal of room. Watch for the 500's laying rubber as they accelerate down the straight.

ESSES (First gear on a 500, about 40mph)

After wheeling over the hump on the straight under the Dunlop Bridge (worth watching the 500's here as they fight to keep the front end down), the Esses are the slowest part of the course and a favourite place for a last lap outbraking manoeuvre. Watch the rear wheels here, most of them should be in the air! The corner is so slow you should be able to clearly see the riders' physical input as they steer left and right. Plenty of kerb crawling, wheel spinning and wheelies on the exit.

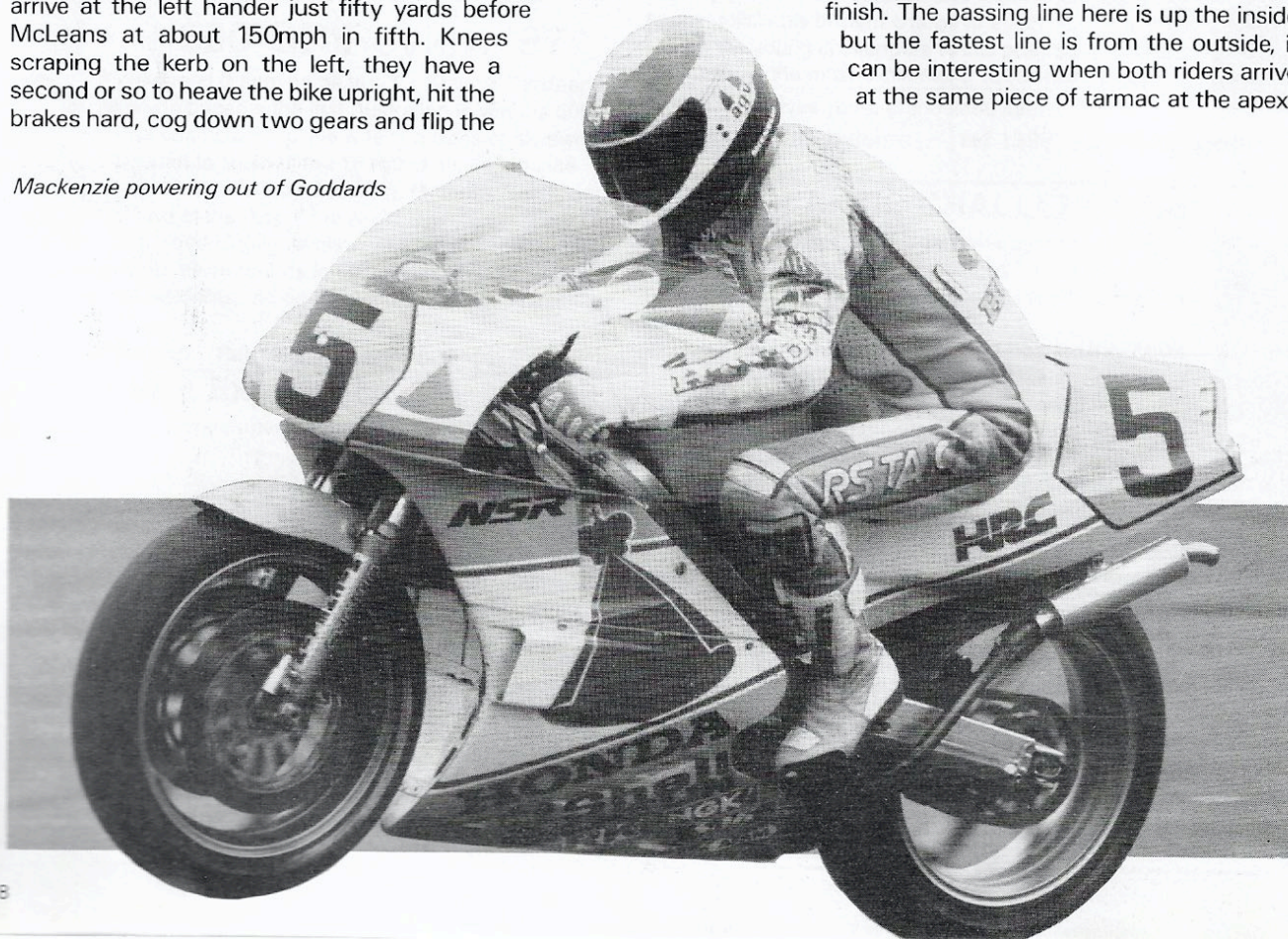
MELBOURNE HAIRPIN (Second gear on a 500, about 55mph)

Downhill entry to Melbourne guarantees more rear wheels in the air on the brakes. The corner has adverse camber so bikes get leant over here more than anywhere else on the track. Wheelspin and rear wheel steering aplenty from the 500's.

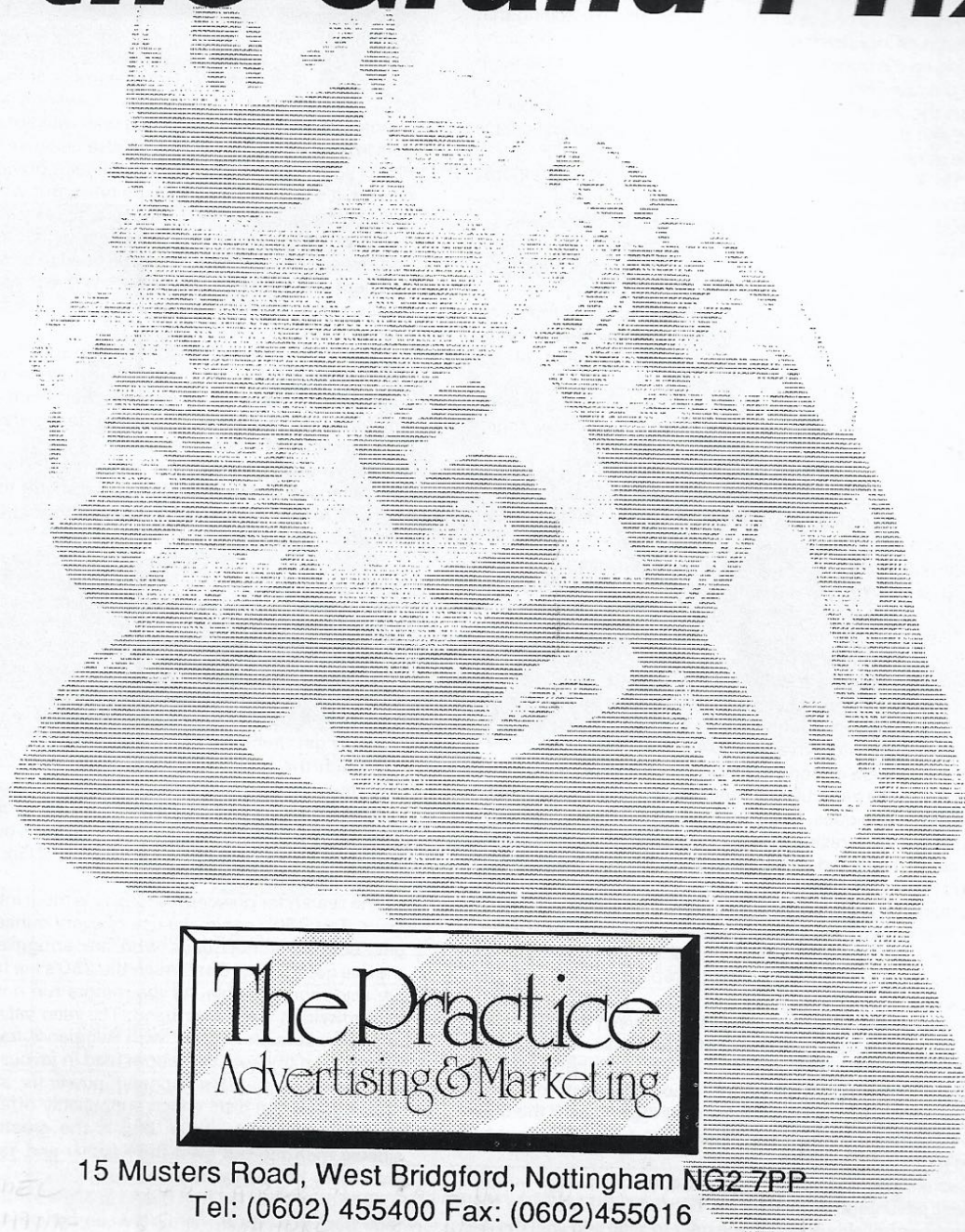
GODDARDS (Second gear on a 500, about 50mph)

One of the few straightfoward corners at Donington and thus less spectacular as far as riding antics go. But a good place to watch last gasp overtaking before the finish. The passing line here is up the inside but the fastest line is from the outside, it can be interesting when both riders arrive at the same piece of tarmac at the apex.

Mackenzie powering out of Goddards



It's Practice day at the Grand Prix



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Practice makes winners

GRAND PRIX SECRETS

by MAT OXLEY, *Motor Cycle News*

For those of you on the comfortable side of the fence at Donington, it's easy to believe that winning a GP takes nothing more than a big helping of guts and lots of horsepower. Reality is, of course, very, very different.

The more you appreciate just how much goes into taking a rider and his machine to grand prix victory, the more you will understand and therefore enjoy the racing.

This feature is therefore dedicated to giving you some information and insight to help you analyse and understand exactly what's happening when Lawson, Gardner and Co come screaming past in a frantic blur.

When racing gets underway on Sunday, riders will already have spent one day of untimed practice and two days of timed practice limbering up for the GP.

The eventual aim of qualifying is to get on the grid. And preferably as near the front as possible. The top stars fight for pole with a varying degree of commitment, some acknowledging that being fastest is an important psychological bonus, others declaring that anything on the front two rows is adequate for a winning start.

In fact the qualifying is only the *raison d'être* of practice. Throughout the four timed sessions riders search for the course knowledge and the engine and chassis settings which will enable them to lap at race winning speed.

Setting up a 1980's GP bike for each track can be a lengthy process. Engine power characteristics, jetting, internal gearbox ratios, overall gearing have to be perfected within the engine. On the chassis side, suspension, tyre compounds and constructions, and frame geometry need to be chosen to exactly match the track's characteristics.

This kind of work takes so much time that most of the top teams have already travelled to Donington earlier on in the season to put themselves on the right track and hopefully ahead of the opposition.

So what to look for during practice? Firstly you'll notice that not everyone is going flat. Some guys will be running in new engine internals, chassis parts or scrubbing in new tyres.

The fast laps come in relatively small numbers. Racing round, lap after lap is not the best way to get a good time. With time so restricted most riders just do a handful of laps before making modifications to improve the bike's performance.

As settings improve, so the rider will up the pace and come across other problems. Eventually he should be capable of putting in a few quick laps to score the best grid position possible.

He won't want to do too many because there's a risk of other riders following and learning from him, or learning the secrets of his machinery. It's a favourite trick to wait for another rider and tuck into his slipstream, absorbing valuable information for a lap or two. The leading rider won't want his secrets known but if on a fast lap he won't want to slow down and shake off his 'tail'.

While the riders are out on the track, practising or racing, you'll soon begin to notice particular differences between the machinery and the riders' techniques. Every man has a different idea how to get round each race track quickly. And each machine requires a different approach as riders attempt to make the most of their bike's good points.

At first glance, the factory line-up of 500 weaponry which does battle for the crown, all look very similar. They all use V4 two-strokes with reed valve induction. And all the engines are bolted into aluminium beam frames. That's about where the real similarities end.

You should be able to distinguish easily between the Honda and Yamaha 500's. The shrill scream of the single crank Honda NSR500 contrasts nicely with the duller howl of the twin crank Yamaha and the Suzuki. The Honda's vicious exhaust note tells a tale too, the NSR revs the highest and most eagerly of all the 500's — hence the wheelspin problems which have caused Gardner and Honda so much anguish.

The Suzuki and Yamaha may not quite have the outright horsepower advantage of the Honda, but they both produce their power more controllably allowing the rider to slide and spin the rear tyre more predictably.

The Yamaha and Suzuki have other advantages over the Honda too. They steer faster and easier, allowing riders to steal valuable fractions of a second from the time it takes to flick their motorcycles into the corners.

Fiery Texan Kevin Schwantz makes his Pepsi RGV500 look the

quickest steering 500 of all. But that may just have something to do with the man's style. His entry speed into corners is fast and the way he just throws the RGV on its side into corners, gangly legs scraping the tarmac, is a sight to behold.

Schwantz doesn't lose out coming out of corners though while other riders who use the front tyre heavily, like Christian Sarron, certainly do. Frenchman Sarron is the last of the late brakiers. He enters turns faster than anyone else but from then on his speed is often down on the opposition. This style has brought him criticism from men like Lawson who accuse him of charging past on the brakes and then getting in the way. Sarron also hangs off less than any other 500 GP star and that means he leans his YZR over further and overworks his tyres.

The rear tyre is the one that does most of the work for most of the riders in 500s. And no one uses that rubber harder than Gardner. The aggressive Aussie's approach is simple — as soon as he can get away with it, he grabs full throttle. With so much power bursting from his Rothmans Honda, the rear tyre inevitably spins but Gardner just sits on top and hangs on for dear life.

The technique works for Gardner (most of the time) but it would be unlikely to work for most men. Lawson's approach is exactly opposite. The Californian is a true craftsman of throttle control. He gets less wheelspin than anyone else because his feel for the rear tyre is so acute. From the technical point of view his style is near perfect, it's very safe and easy on tyres. But while his smoothness is devastating, it's hardly spectacular to watch.

The other 500 men lie somewhere within the Sarron/ Gardner and Lawson frame. Niall Mackenzie used to be a front end rider but he spent last winter learning the art of rear wheel steering in the States. His style has changed but he still leans his 500 over further than anyone else.

It was, of course, America (and more specifically Kenny Roberts) that introduced the art of rear wheel steering to GP's from dirt track racing. Now the top Europeans are following suit by practising dirt track and speedway during the off-season to get used to sliding the rear tyre.

Rear wheel steering doesn't dominate the whole sport though. With so much power from a 500, the secret to success is getting the exit of the corner right. Entry and mid-corner speed don't matter so much.

But the less power on tap, the less emphasis there is on exit speed. In 250's, with less bhp available to accelerate out of corners, it's vital to maintain the bike's speed. The top 250 men's styles therefore differ vastly from the 500 elite. Aggression is the key note in 250's and you can tell that by looking at the fastest riders. Check out Juan Garriga and his Yamaha, Dominique Sarron and Masahiro Shimizu on their Hondas and Loris Reggiani on his Aprilia — the pure aggression they show on their 250's would probably get them into big trouble on a 500!

Though the factories tend to make their 250's by chopping a 500 motor in two, the order of technical superiority is ironically reversed in the quarter litre class. Here the Honda NSR250 reigns supreme. Yamaha's twin crank YZR has been outpaced for the past two seasons and only the inspired riding of Garriga has allowed the factory a chance of the '88 title.

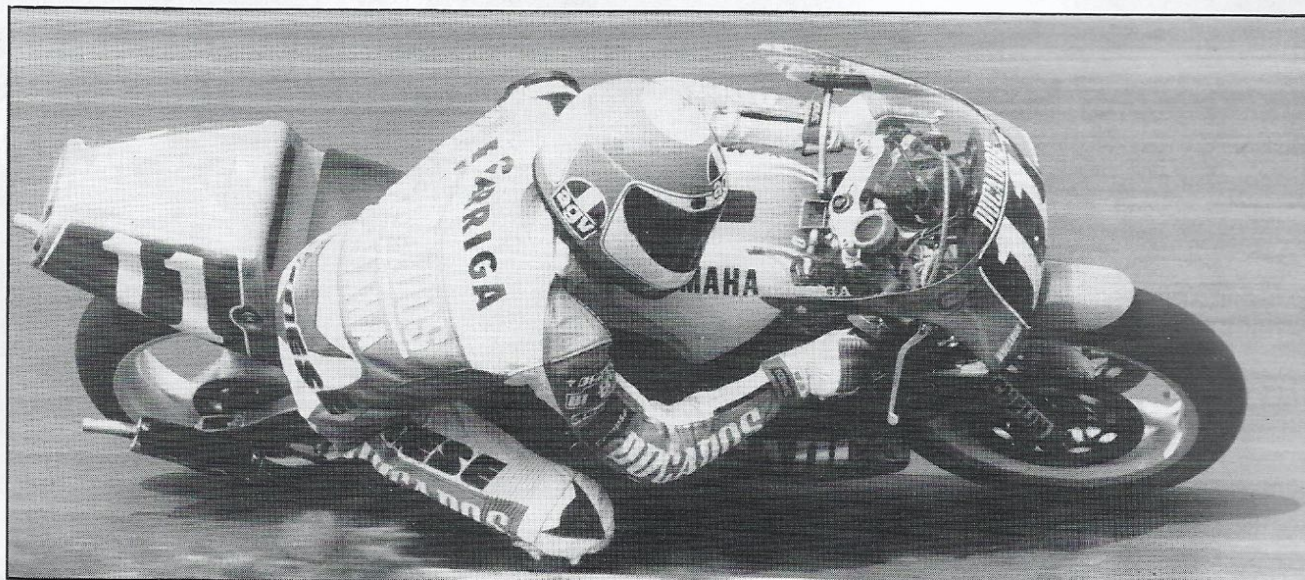
The search for power in the 250's is more intense than in the big class. The 250's can make use of every ounce of power they can get, unlike the 500 boys who are struggling to control what they've got already! But though the 250's are faster than ever, they are also more rideable. All the motors run power valves of some kind to widen the power band. The reed valve is again the most popular induction method with Reggiani's Italian Aprilia the only factory bike to reject the reborn reed in favour of disc valves.

Down in the 125's top end power is all-important so the popularity of the disc, which supposedly offers more bhp at high revs, is greater. Maximum bhp is the greatest concern for the sidecar men too but even the Krauser and Yamaha outfit motors are wholly behind the reed.

For Steve Webster, Rolf Biland *et al* the whole approach to every race track lies somewhere between car racing and motorcycling. With so much more rubber on the road the chairmen's style is markedly more radical than the solos. They get away with braking late and can still scrub off a lot of speed simply by turning the outfit into the corner. Perhaps Gardner would make a great sidecar man because grabbing full throttle as early as possible, whatever the consequences, is vital with a much lower power to weight ratio!



Gardner uses his rear tyre harder than anyone else while Lawson is a true craftsman of throttle control.



Aggression is the keynote in 250's — as Juan Garriga demonstrates.

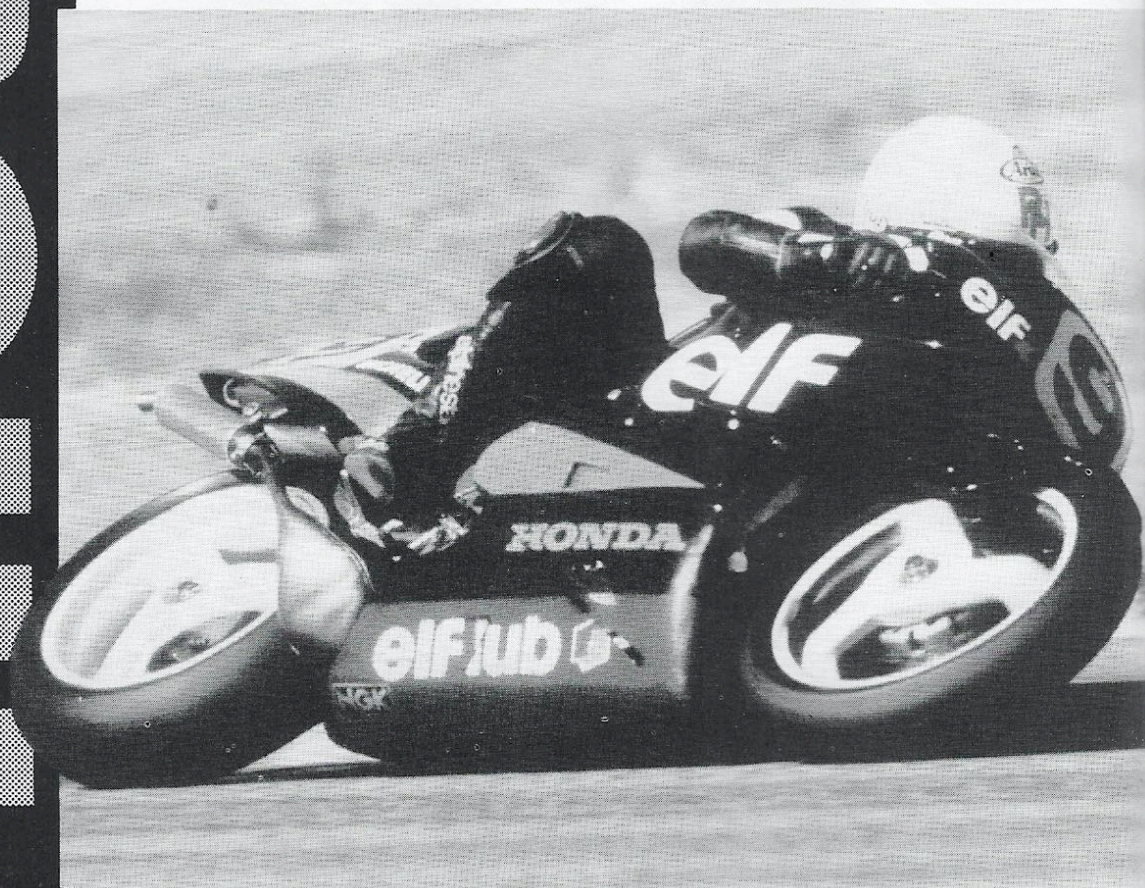


ROAD RACING WORLD CHAMPIONSHIP 1988

Date	Grand Prix/Circuit	Classes			
27 March	Japan/Suzuka	250	500		
10 April	USA/Laguna Seca	250	500		
24 April	Spain/Jarama	80	125	250	500
1 May	Portugal/Jerez	80		250	500 Sidecars
22 May	Italy/Imola	80	125	250	500
29 May	Germany/Nurburgring	80	125	250	500 Sidecars
12 June	Austria/Salzburg		125	250	500 Sidecars
25 June	Holland/Assen	80	125	250	500 Sidecars
3 July	Belgium/Spa Francorchamps		125	250	500 Sidecars
17 July	Yugoslavia/Rijeka	80	125	250	500
24 July	France/Paul Ricard		125	250	500 Sidecars
7 August	Great Britain/Donington		125	250	500 Sidecars
14 August	Sweden/Anderstorp		125	250	500 Sidecars
28 August	Czechoslovakia/Brno	80	125	250	500 Sidecars
11 September	Argentina/Buenos Aires			250	500
17 September	Brazil/Goiania			250	500

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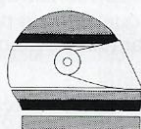


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**Shell Oils**

British Motorcycle Grand Prix

NEWS HEADLINES — 500cc

Round 12 out of 16

Championship Leader:**EDDIE LAWSON** by 27 points**1988 Grand Prix winners:**

EDDIE LAWSON — 5 (USA, Portugal, Italy, Austria, France)
 WAYNE GARDNER — 3 (Holland, Belgium, Yugoslavia)
 KEVIN SCHWANTZ — 2 (Japan, Germany)
 KEVIN MAGEE — 1 (Spain)

1988 pole positions:

CHRISTIAN SARRON — 5 (Austria, Holland, Belgium, Yugoslavia, France)
 WAYNE GARDNER — 2 (Italy, Germany)
 TADAHIKO TAIRA — 1 (Japan)
 WAYNE RAINEY — 1 (USA)
 KEVIN MAGEE — 1 (Spain)
 EDDIE LAWSON — 1 (Portugal)

1988 fastest laps:

EDDIE LAWSON — 3 (USA, Portugal, Italy)
 KEVIN SCHWANTZ — 2 (Japan, Germany)
 CHRISTIAN SARRON — 2 (Belgium, Yugoslavia)
 WAYNE GARDNER — 2 (Holland, France)
 KEVIN MAGEE — 1 (Spain)
 DIDIER DE RADIGUES — 1 (Austria)

Fastest 1988 Grand Prix — Austria:

EDDIE LAWSON — 115.62mph (186.072kph)
 (De Radigues' fastest lap average of 117.74mph [189.49kph])

Slowest 1988 Grand Prix winning average — Germany:

KEVIN SCHWANTZ — 82.11mph (132.139kph)

Closest 1988 Grand Prix win — France:

EDDIE LAWSON over Christian Sarron by 0.22 seconds

Largest 1988 Grand Prix winning distance — Belgium:

WAYNE GARDNER over Eddie Lawson by 30.11 seconds

Round 1 — Japan: Sensational win for Texan Kevin Schwantz first time out on Pepsi Suzuki, giving factory first GP victory since 1982 when Randy Mamola won in West Germany. Wayne Gardner runs off track while battling with Schwantz on last lap but hangs on to finish second. Eddie Lawson takes third on Marlboro Yamaha. Niall Mackenzie fourth, new Lucky Strike Yamaha teamsters Wayne Rainey and Kevin Magee sixth and seventh, Ron Haslam 12th on Elf Honda.

Round 2 — USA: Lawson wins first American GP in 23 years after fighting back from poor start to overhaul Mackenzie who leads a Grand Prix for first time in career. Gardner makes second on a Rothmans Honda that handles like a "rubber band" on the Laguna Seca circuit, just ahead of Mackenzie. Haslam seventh, Rob McElnea ninth. Schwantz fails to finish and Randy Mamola suffers concussion in practice crash.

Round 3 — Spain: Win for Australian Magee, making it three different victors in first three rounds. Second placed Lawson admits being beaten fair and square after holding initial lead. On Jarama circuit more suited to Yamahas, Gardner takes third, Mackenzie fifth, Haslam tenth and Rob McElnea, on the only Pepsi Suzuki to finish, 12th.

Round 4 — Portugal: Lawson wins 21st GP of career as tyres of Rainey and Magee's Yamahas fail in closing stages in hot conditions at Jerez. Gardner's worst finish in fifth place behind Christian Sarron on Gauloises Yamaha. Mackenzie seventh, McElnea eighth and Steve Manley 12th. Haslam up to third when rear brake locked solid early in the race.

Round 5 — Italy: Start to finish third win for Lawson puts him 15 points clear of Gardner who is second, racing with a special plaster on his right foot following test session crash at Rijeka earlier in week. Gardner gives prize money to Dr Claudio Costa for getting him in race. Mackenzie 11th after being brought off by Sarron, Haslam 16th after running off track three times. Raymond Roche and Tadahiko Taira injured in collision after crossing finish line.

Round 6 — West Germany: Cold and wet victory for Schwantz by 25 seconds from Rainey with Sarron similar distance behind, third. Lawson further ahead in points with fourth as Gardner struggles to eighth. Mackenzie ninth, McElnea 11th. Haslam out with seized crank after four laps.

Round 7 — Austria: Gardner crashes in a race for the first time since Assen in 1983 when machine seizes as he chases Lawson who goes on for clear win from team mate Didier de Radigues. Rainey moves up to second in championship with third place. Schwantz fourth, Haslam eighth, McElnea ninth. Mackenzie crashes HB Honda on same corner as Gardner.

Round 8 — Holland: Gardner clinches first victory of year as rear tyre problems force Lawson to give up battle and settle for second. de Radigues crashes out of third in closing stages and Sarron moves up. Mackenzie breaks three bones in his foot in practice crash but almost snatches fourth place from Magee. Schwantz injures both feet in practice crash but makes eighth. McElnea tenth, Haslam 13th after running up slip road on first lap.

Round 9 — Belgium: Gardner wins again in wet but second placed Lawson still 34 points in championship lead. Mamola storms through field to take third on Italian Cagiva and gives European machine first rostrum success since 1977 when Giacomo Agostini won in West Germany on MV.

Round 10 — Yugoslavia: Gardner continues fight back with fourth win in row as Lawson struggles to tenth with dislocated left shoulder after being brought off in practice by Patrick Igoa. Sarron second after qualifying in pole position for fourth time in row. Rainey third but Mamola takes fourth from Magee on line. McElnea eighth, Haslam ninth. Mackenzie goes out on fourth lap with seized engine while fifth.

Round 11 — France: Lawson surprise winner in one of the closest 500cc races in years. The Californian with his left shoulder strapped beats Sarron by under a quarter of a second. Schwantz bangs his broken knee cap on the track four times but still finishes a close third on Suzuki. Gardner's Honda gearbox case cracks on final lap while two seconds in the lead. With machine and leathers covered in oil, he coasts over line in fourth place. Mackenzie out with engine failure on third lap while fifth. Haslam, tenth, top British finisher. McElnea 11th, McLeod 16th, Laycock 21st.

Next week it is the Swedish round at Anderstorp, followed by Czechoslovakia, and the two South American rounds.

500cc MANUFACTURERS CHAMPIONSHIP

Position	Manufacturer	Round 1 Japan	Round 2 USA	Round 3 Spain	Round 4 Portugal	Round 5 Italy	Round 6 Germany	Round 7 Austria	Round 8 Holland	Round 9 Belgium	Round 10 Yugoslavia	Round 11 France	Total
1	YAMAHA	15	20	20	20	20	17	20	17	17	17	20	203
2	HONDA	17	17	15	11	17	10	11	20	20	20	13	171
3	SUZUKI	20	11	4	8	13	20	13	8	10	8	15	130
4	CAGIVA	—	—	5	—	9	—	2	—	15	13	10	54
5	ELF	4	9	6	—	—	—	8	3	9	7	6	50

1988 500cc GRAND PRIX LAP LEADERS

Who led each lap

POSITION	RIDER (NO)	JAPAN 22	USA 40	SPAIN 37	PORTUGAL 29	ITALY 25	GERMANY 30	AUSTRIA 29	HOLLAND 20	BELGIUM 17	YUGOSLAVIA 30	FRANCE 21	TOTAL 300
1st	EDDIE LAWSON (No. 3)		18-40 (x23)	1-24 28-30 (x27)	28-29 (x2)	1-25 (x25)		7-8 11-13 16-29 (x19)	1-12 (x12)			11 13 17 21 (x4)	112
2nd	WAYNE GARDNER (No. 1)	8-12 (x5)						1-6 9-10 14-15 (x10)	13-20 (x8)	1-17 (x17)	3-30 (x28)	4 7 10 12 14-16 18-20 (x10)	78
3rd	KEVIN SCHWANTZ (No. 34)	1-7 13-22 (x17)					2-30 (x29)					1 (x1)	47
4th	WAYNE RAINEY (No. 17)				1-27 (x27)						1-2 (x2)		29
5th	NIALL MACKENZIE (No. 5)		1-17 (x17)										17
6th	KEVIN MAGEE (No. 16)			25-27 31-37 (x10)									10
7th	CHRISTIAN SARRON (No. 7)						1 (x1)					2-3 5-6 8-9 (x6)	7

500cc

Previous 500cc British GP winners (at Silverstone):

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

1987 DONINGTON GP

Fastest Lap in Practice:

Wayne Gardner (Honda) 1m 38.29s, 91.56mph (147.34kph)

Race Result (30 laps):

1	Eddie Lawson (Yamaha)	50m 09.77s, 89.70mph (144.35kph)
2	Wayne Gardner (Honda)	50m 14.38s, 89.57mph (144.13kph)
3	Randy Mamola (Yamaha)	50m 24.69s, 89.26mph (143.64kph)

Fastest Lap/Lap Record:

Tadahiko Taira (Yamaha) 1m 39.37s, 90.57mph (145.73kph)

PREVIOUS WORLD CHAMPIONS — 500cc

1949	Leslie Graham	GB	AJS	1962	Mike Hailwood	GB	MV Agusta	1975	Giacomo Agostini	I	Yamaha
1950	Umberto Masetti	I	Gilera	1963	Mike Hailwood	GB	MV Agusta	1976	Barry Sheene	GB	Suzuki
1951	Geoff Duke	GB	Norton	1964	Mike Hailwood	GB	MV Agusta	1977	Barry Sheene	GB	Suzuki
1952	Umberto Masetti	I	Gilera	1965	Mike Hailwood	GB	MV Agusta	1978	Kenny Roberts	USA	Yamaha
1953	Geoff Duke	GB	Gilera	1966	Giacomo Agostini	I	MV Agusta	1979	Kenny Roberts	USA	Yamaha
1954	Geoff Duke	GB	Gilera	1967	Giacomo Agostini	I	MV Agusta	1980	Kenny Roberts	USA	Yamaha
1955	Geoff Duke	GB	Gilera	1968	Giacomo Agostini	I	MV Agusta	1981	Marco Lucchinelli	I	Suzuki
1956	John Surtees	GB	MV Agusta	1969	Giacomo Agostini	I	MV Agusta	1982	Franco Uncini	I	Suzuki
1957	Libero Liberati	I	Gilera	1970	Giacomo Agostini	I	MV Agusta	1983	Freddie Spencer	USA	Honda
1958	John Surtees	GB	MV Agusta	1971	Giacomo Agostini	I	MV Agusta	1984	Eddie Lawson	USA	Yamaha
1959	John Surtees	GB	MV Agusta	1972	Giacomo Agostini	I	MV Agusta	1985	Freddie Spencer	USA	Honda
1960	John Surtees	GB	MV Agusta	1973	Phil Read	GB	MV Agusta	1986	Eddie Lawson	USA	Yamaha
1961	Gary Hocking	GB	MV Agusta	1974	Phil Read	GB	MV Agusta	1987	Wayne Gardner	AUS	Honda

FORM GUIDE — 500cc CLASS — How they've finished in 1988

Alphabetical list of every GP starter this year

Name (Country)	Machine	Rd 1 Japan Dry	Rd 2 USA Dry	Rd 3 Spain Dry	Rd 4 Portugal Dry	Rd 5 Italy Dry	Rd 6 Germany Wet	Rd 7 Austria Dry	Rd 8 Holland Dry	Rd 9 Belgium Wet/Drying	Rd 10 Yugoslavia Dry	Rd 11 France Dry
Claude ALBERT (France)	Suzuki RG	—	—	R	—	—	—	—	—	—	—	—
Daniel AMATRIAIN (Spain)	Honda RS	—	—	14th	11th	R	R	R	18th	22nd	19th	R
Claude ARCIERO (France)	Honda RS	—	—	—	—	—	—	—	—	—	—	22nd
Ramolo BALBI (Italy)	Honda RS	—	—	—	—	20th	—	—	—	—	—	—
Mike BALDWIN (USA)	Honda RS	—	10th	R	—	—	—	—	—	20th	14th	13th
Fabio BARCHITTA (San Marino)	Honda RS	—	—	18th	—	18th	R	—	R	29th	16th	15th
Fabio BILIOTTI (Italy)	Paton CO4/Honda RS	—	—	R	—	R	—	13th	16th	16th	17th	19th
Massimo BROCCOLI (Italy)	Cagiva C587/C588	—	—	—	—	R	R	14th	—	—	—	—
Eugene BROWN (USA)	Suzuki	—	R	—	—	—	—	—	—	—	—	—
Chris BURKI (Switzerland)	Honda RS	—	—	22nd	—	—	—	R	—	—	—	—
Roger BURNETT (GB)	Honda RS	—	—	—	—	R	—	—	—	—	—	—
Hansjoerg BUTZ (Germany)	Honda RS	—	—	—	—	—	R	—	—	—	—	—
Malcolm CAMPBELL (Australia)	Elf Honda	—	—	—	—	—	—	—	—	—	R	12th
Tony CAREY (Ireland)	Suzuki RGB	—	—	—	R	—	—	—	—	—	—	—
Vincenzo CASCINO (Chile)	Honda RS	—	—	R	—	—	—	—	—	—	—	—
Pier Francesco CHILI (Italy)	Honda NSR	14th	R	7th	—	6th	6th	5th	6th	8th	11th	8th
Jean Luc DEMIERRE (Switzerland)	Suzuki RG	—	—	20th	—	R	—	—	—	—	24th	R
Cees DOORAKKERS (Holland)	Honda RS	—	—	—	—	—	—	—	R	15th	—	—
Josef DOPPLER (Austria)	Honda RS	—	—	—	17th	—	20th	18th	21st	21st	—	R
Maarten DUYZERS (Holland)	Honda RS	—	—	21st	15th	25th	19th	—	R	R	R	24th
Kees van der ENDT (Holland)	Honda RS	—	—	—	—	—	—	—	22nd	18th	—	—
Manfred FISCHER (Germany)	Honda RS	R	—	—	—	R	R	15th	R	R	—	20th
Norihiko FUJIWARA (Japan)	Yamaha YZR	R	—	—	—	—	—	—	—	—	—	—
Wayne GARDNER (Australia)	Honda NSR	2nd	2nd	3rd	5th	†2nd	†8th	R	1st*	1st	1st	4th*
Marco GENTILE (Italy)	Fior	R	12th	R	R	14th	17th	R	15th	30th	R	17th
Silvo HABAT (Yugoslavia)	Honda RS	—	—	—	—	—	—	—	23rd	—	22nd	—
Ron HASLAM (UK)	Elf Honda	12th	7th	10th	R	16th	R	8th	13th	7th	9th	10th
Osamu HIWATASHI (Japan)	Suzuki RGV	15th	—	—	—	—	—	—	—	—	—	—
Franz HOLZMEIER (Germany)	Honda RS	—	—	—	—	—	—	17th	—	—	—	—
Patrick IGOA (France)	Yamaha YZR	13th	R	—	—	15th	12th	10th	9th	10th	12th	R
Shinichi ITO (Japan)	Honda NSR	R	—	—	—	—	—	—	—	—	—	—
Georg-Robert JUNG (Germany)	Honda RS	—	—	—	—	—	R	20th	—	24th	25th	—
Pavol DE KANEK (Czechoslovakia)	Honda RS	—	—	—	—	—	—	—	—	—	R	—
Shinji KATAYAMA (Japan)	Yamaha YZR	16th	—	—	—	—	—	—	—	—	—	—
Keiji KINOSHITA (Japan)	Honda RS	18th	—	—	—	—	—	—	—	—	—	—
Hans KLINGEBIEL (Germany)	Suzuki RGB	—	—	—	—	—	R	—	—	—	—	—
Bruno KNEUBUHLER (Switzerland)	Honda RS	—	—	15th	14th	19th	25th	12th	17th	25th	15th	R
Eddie LAWSON (USA)	Yamaha YZR	3rd	1st*	2nd	†1st*	1st*	4th	1st	2nd	2nd	10th	1st
Eddie LAYCOCK (Ireland)	Honda RS	—	—	R	R	—	—	—	20th	17th	20th	21st
Koos van LEIJEN (Holland)	Suzuki RG	—	—	—	—	—	—	—	R	—	—	—
Andreas LEUTHE (Luxembourg)	Heron Suzuki	—	—	R	R	—	R	16th	R	27th	21st	—
Peter LINDEN (Sweden)	Honda RS	—	—	—	—	—	R	—	—	—	—	—
John LONG (USA)	Yamaha	—	13th	—	—	—	—	—	—	—	—	—
Rob McELNEA (GB)	Suzuki RGV	R	9th	12th	8th	12th	11th	9th	10th	6th	8th	11th
Donnie McLEOD (GB)	Honda RS	—	—	—	—	—	—	—	—	13th	13th	16th
Niall MACKENZIE (GB)	Honda NSR	4th	3rd	5th	7th	11th	9th	R	5th	11th	R	R
Kevin MAGEE (Australia)	Yamaha YZR	7th	R	†1st*	3rd	5th	5th	6th	4th	—	5th	9th
Randy MAMOLA (USA)	Cagiva C588	R	R	—	—	7th	R	R	R	3rd	4th	6th
Steve MANLEY (GB)	Suzuki RG	—	—	16th	12th	R	—	—	—	—	—	—
Hikaru MIYAGI (Japan)	Honda NSR	11th	—	—	—	—	—	—	—	—	—	—
Masaru MIZUTANI (Japan)	Suzuki RGV	17th	—	—	—	—	—	—	—	—	—	—
Wolfgang VAN MURALT (Switzerland)	Heron Suzuki	—	—	R	—	—	18th	—	—	—	23rd	R
Johan Ten NAPEL (Holland)	Suzuki RG	—	—	—	—	—	—	—	—	23rd	—	—
Rachel NICOTTE (France)	Honda RS	—	—	17th	13th	23rd	—	—	—	19th	—	R
Marco PAPA (Italy)	Honda RS	—	—	R	9th	24th	14th	R	14th	14th	R	18th
Ian PRATT (GB)	Suzuki RGB	—	—	R	18th	—	—	—	—	—	—	—
Didier de RADIGUES (Belgium)	Yamaha YZR	9th	8th	8th	6th	R	7th	2nd*	12th	4th	6th	7th
Wayne RAINEY (USA)	Yamaha YZR	6th	†4th	6th	2nd	3rd	2nd	3rd	7th	5th	3rd	5th
Ari RAMO (Finland)	Honda RS	—	—	—	—	21st	22nd	—	—	26th	R	—
Thierry RAPICAULT (France)	Fior	—	—	—	—	—	—	—	—	—	—	R
Gustav REINER (Germany)	Honda RS	—	—	R	—	—	—	11th	—	—	—	—
Raymond ROCHE (France)	Cagiva C588	R	R	11th	R	9th	—	—	—	—	R	—
Alberto ROTA (Italy)	Honda RS	—	—	—	—	17th	—	—	—	—	—	—
Michael RUDROFF (Germany)	Honda RS	—	—	—	—	—	15th	—	19th	—	R	—
Christian SARRON (France)	Yamaha YZR	8th	6th	4th	4th	R	3rd	†R	†3rd	†R*	†2nd*	†2nd
Bruno SCATOLA (Italy)	Suzuki	—	—	—	—	—	—	—	—	—	—	R
Vittorio SCATOLA (Italy)	Paton	—	—	—	—	R	—	—	—	—	—	—
Peter SCHLEEF (Germany)	Honda RS	—	—	—	—	—	13th	—	R	—	—	—
Niggi SCHMASSMANN (Switzerland)	Honda RS	—	—	19th	16th	26th	24th	19th	R	28th	—	23rd
Helmut SCHUETZ (Germany)	Honda RS	—	—	—	—	—	21st	21st	—	—	26th	—
Kevin SCHWANTZ (USA)	Suzuki RGV	1st*	5th	R	R	4th	1st*	4th	8th	R	—	3rd
Katunori SHINOZAKI (Japan)	Suzuki RG	R	—	—	—	—	—	—	—	—	—	—
Peter SKOLD (Sweden)	Honda RS	—	—	—	—	22nd	23rd	—	—	—	—	—
Tadahiko TAIRA (Japan)	Yamaha YZR	†5th	—	—	—	10th	—	—	—	—	—	—
Kari TRUCHSESS (Austria)	Honda RS	—	—	—	—	—	—	—	R	—	18th	—
Larry Moreno VACONDIO (Venezuela)	Suzuki RGB	—	—	—	R	—	—	R	—	R	—	—
Alessandro VALESI (Italy)	Honda RS	19th	11th	13th	10th	13th	16th	R	R	12th	R	14th
Klaus WULFF (Denmark)	Honda RS	—	—	—	—	—	—	—	—	31st	—	—
Hisashi YAMANA (Japan)	Suzuki RGB	R	—	—	—	—	—	—	—	—	—	—
Shunji YATSUSHIRO (Japan)	Honda NSR	10th	R	9th	R	8th	10th	7th	11th	9th	7th	R

† denotes pole position

* denotes fastest lap

500cc WORLD CHAMPIONSHIP POSITIONS

(20 — 17 — 15 — 13 — 11 — 10 — 9 — 8 — 7 — 6 — 5 — 4 — 3 — 2 — 1 to the first 15 finishers)

Donington		Rider (Country)	Machine	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10	Round 11	Donington Score	New Total/Pos
Position	Race No.			Japan	USA	Spain	Portugal	Italy	Germany	Austria	Holland	Belgium	Yugoslavia	France		
1	3	EDDIE LAWSON (USA)	Yamaha YZR	15	20	17	20	20	13	20	17	17	6	20	185	
2	1	WAYNE GARDNER (Australia)	Honda NSR	17	17	15	11	17	8	—	20	20	20	13	158	
3	17	WAYNE RAINY (USA)	Yamaha YZR	10	13	10	17	15	17	15	9	11	15	11	143	
4	7	CHRISTIAN SARRON (France)	Yamaha YZR	8	10	13	13	—	15	—	15	—	17	17	108	
5	16	KEVIN MAGEE (Australia)	Yamaha YZR	9	—	20	15	11	11	10	13	—	11	7	107	
6	34	KEVIN SCHWANTZ (USA)	Suzuki RGV	20	11	—	—	13	20	13	8	—	—	15	100	
7	12	DIDIER DE RADIGUES (Belgium)	Yamaha YZR	7	8	8	10	—	9	17	4	13	10	9	95	
8	5	NIALL MACKENZIE (GB)	Honda NSR	13	15	11	9	5	7	—	11	5	—	—	76	
9	8	PIERFRANCESCO CHILI (Italy)	Honda NSR	2	—	9	—	10	10	11	10	8	5	8	73	
10	10	ROB McELNEA (GB)	Suzuki RGV	—	7	4	8	4	5	7	6	10	8	5	64	
11	9	SHUNJI YATSUSHIRO (Japan)	Honda NSR	6	—	7	—	8	6	9	5	7	9	—	57	
12	4	RON HASLAM (GB)	Elf Honda	4	9	6	—	—	—	8	3	9	7	6	52	
13	2	RANDY MAMOLA (USA)	Cagiva C588	—	—	—	—	9	—	—	—	15	13	10	47	
14	14	PATRICK IGOA (France)	Yamaha YZR	3	—	—	—	1	4	6	7	6	4	—	31	
15	27	ALESSANDRO VALES (Italy)	Honda RS	—	5	3	6	3	—	—	—	4	—	2	23	
16	6	TADAHIKO TAIRA (Japan)	Yamaha YZR	11	—	—	—	6	—	—	—	—	—	—	17	
17	30	MARCO PAPA (Italy)	Honda RS	—	—	—	7	—	2	—	2	—	—	—	13	
18	21	RAYMOND ROCHE (France)	Cagiva C588	—	—	5	—	7	—	—	—	—	—	—	12	
19	18	MIKE BALDWIN (USA)	Honda RS	—	6	—	—	—	—	—	—	—	2	3	11	
20	29	BRUNO KNEUBUHLER (Switzerland)	Honda RS	—	—	1	2	—	—	—	—	—	1	—	8	
21	28	DANIEL AMATIAIN (Spain)	Honda RS	—	—	2	5	—	—	—	—	—	—	—	7	
21	25	MARCO GENTILE (Switzerland)	Fior	—	4	—	—	2	—	—	1	—	—	—	7	
23	49	DONNIE McLEOD (GB)	Honda RS	—	—	—	—	—	—	—	—	3	3	—	6	
24	—	HIKARU MIYAGI (Japan)	Honda NSR	5	—	—	—	—	—	—	—	—	—	—	5	
24	26	GUSTAV REINER (Germany)	Honda RS	—	—	—	—	—	—	5	—	—	—	—	5	
26	31	STEVE MANLEY (GB)	Suzuki RG	—	—	—	4	—	—	—	—	—	—	—	4	
26	53	MALCOLM CAMPBELL (Australia)	Elf Honda	—	—	—	—	—	—	—	—	—	—	4	4	
28	32	RACHEL NICOTTE (France)	Honda RS	—	—	—	3	—	—	—	—	—	—	—	3	
28	35	PETER SCHLEEF (Germany)	Honda RS	—	—	—	—	—	3	—	—	—	—	—	3	
28	55	FABIO BILIOTTI (Italy)	Honda RS	—	—	—	—	—	—	3	—	—	—	—	3	
31	—	MASSIMO BROCCOLI (Italy)	Cagiva C588	—	—	—	—	—	—	—	—	—	—	—	3	
32	20	MANFRED FISCHER (Germany)	Honda RS	—	—	—	—	—	—	2	—	—	—	—	2	
32	—	OSAMU HIWA TASHI (Japan)	Suzuki RGV	1	—	—	—	—	—	1	—	—	—	—	1	
32	33	MAARTEN DUYZERS (Holland)	Honda RS	—	—	—	1	—	—	—	—	—	—	—	1	
32	36	MICHAEL RUDROFF (Germany)	Honda RS	—	—	—	—	—	1	—	—	—	—	—	1	
32	50	CEES DOORAKKERS (Holland)	Honda RS	—	—	—	—	—	—	—	—	1	—	—	1	
32	46	FABIO BARCHITTA (Italy)	Honda RS	—	—	—	—	—	—	—	—	—	—	1	1	

500cc



Wayne Gardner

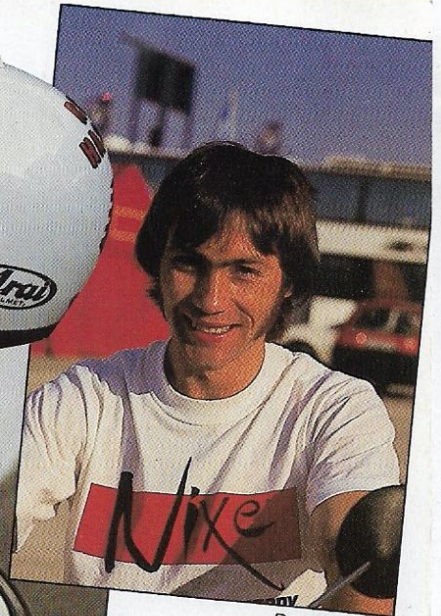


Randy Mamola



Eddie Lawson





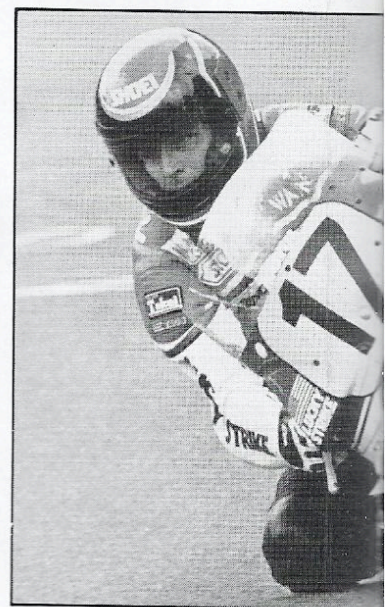
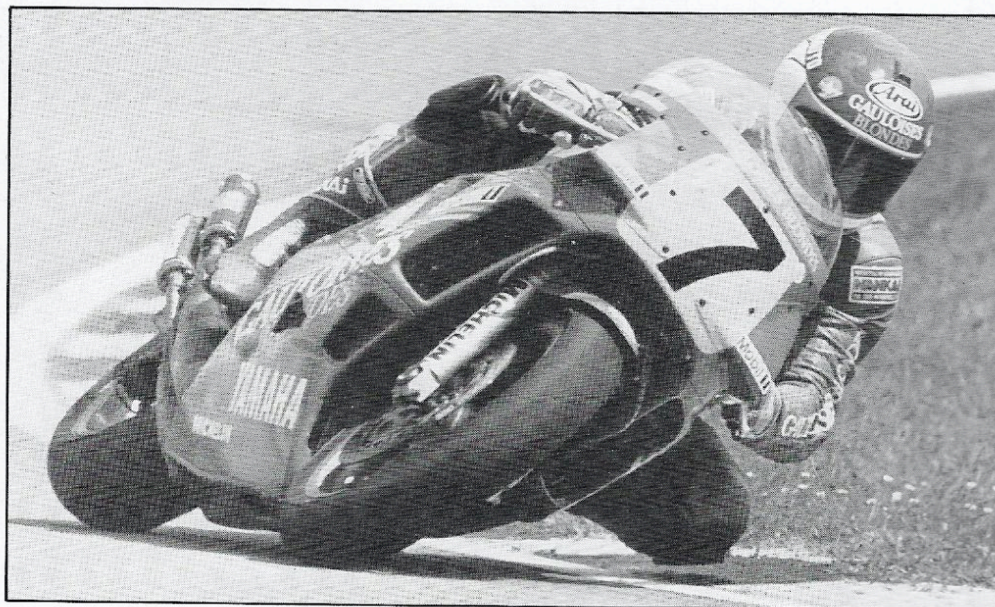
Ron Haslam



Niall Mackenzie



Christian Sarron



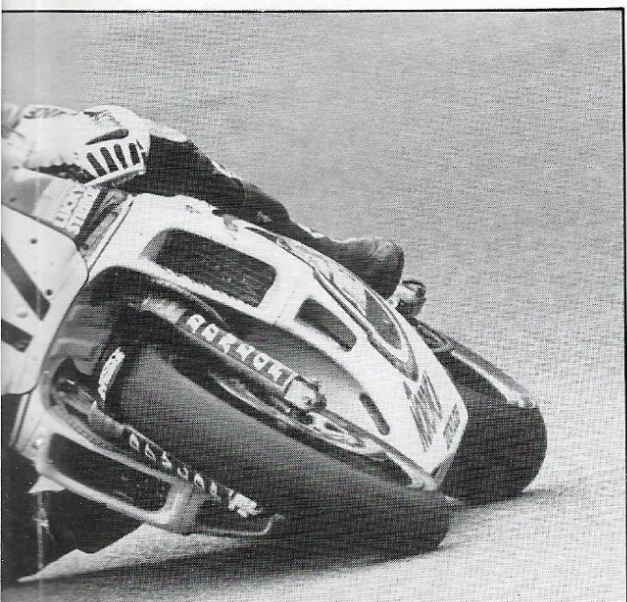
THE LEADING CONTENDERS

Position (Points)	Riding No. at Donington	NAME	Machine	Finishing Position in 1987 British GP	Date of Birth (Age)	Home Town/ Country	Status	Year started career	1st GP ra
1st (185)	3	EDDIE LAWSON	Yamaha YZR	1st	11.3.58 (30)	Upland, California/ USA	Single	1977	1981 Germ 250cc
2nd (158)	1	WAYNE GARDNER	Honda NSR	2nd	11.10.59 (28)	Wollongong/ Australia & Monaco	Single	1977	1983 Dutch 500cc
3rd (143)	17	WAYNE RAINEY	Yamaha YZR	—	23.10.60 (27)	Tustin, California/ USA	Married (Shae)	1981	1984 South GP 250cc
4th (108)	7	CHRISTIAN SARRON	Yamaha YZR	4th	27.3.55 (33)	Chamalières-Riom/ France	Single	1975	1976 Czech 350cc
5th (107)	16	KEVIN MAGEE	Yamaha YZR	—	16.7.62 (26)	Horsham, Victoria/ Australia	Married (Julie) — 1 child	1981	1987 Japan 500cc
6th (100)	34	KEVIN SCHWANTZ	Suzuki RGV	—	19.6.64 (24)	Paige, Texas/ USA	Single	1984	1986 Dutch 500cc
7th (95)	12	DIDIER DE RADIGUES	Yamaha YZR	6th	27.3.58 (30)	Brussels/ Belgium & Monaco	Single	1976	1979 Spain 350cc
8th (76)	5	NIAL MACKENZIE	Honda NSR	5th	19.7.61 (27)	Denny/ Scotland	Single	1981	1984 British 250cc
9th (73)	8	PIERFRANCESCO CHILI	Honda NSR	12th	20.6.64 (24)	Castenaso/ Italy	Single	1982	1985 Sam 125cc
10th (64)	10	ROB McELNEA	Suzuki RGV	Retired	12.12.59 (28)	Scotterthorpe/ England	Married (Sharon)	1977	1983 British 500cc
11th (57)	9	SHUNJI YATSUSHIRO	Honda NSR	11th	26.8.60 (27)	Kaya City/ Japan	Single	1981	1986 Austri 500cc
12th (52)	4	RON HASLAM	Elf Honda	7th	22.6.56 (32)	Smalley, Derbyshire/ England	Married (Ann) — 2 children	1972	1977 British 500cc
13th (47)	2	RANDY MAMOLA	Cagiva C588	3rd	10.11.59 (28)	Santa Clara, California/USA	Single	1975	1979 Venez 250cc
14th (31)	14	PATRICK IGOA	Yamaha YZR	—	8.3.59 (29)	Anglet/ France	Single	1979	1982 French 250cc
15th (23)	27	ALESSANDRO VALES	Honda RS	19th	8.6.65 (23)	San Martino- Siccomario/Italy	Single	1979	1984 Italian 500cc
16th (17)	6	TADAHIKO TAIRA	Yamaha YZR	8th	12.11.56 (31)	Fukushima/ Japan	Married (Megumi)	1977	1984 Dutch 500cc
17th (13)	30	MARCO PAPA	Honda RS	—	16.3.58 (30)	Perugia/ Italy	Single	1976	1980 Italian 250cc
18th (12)	21	RAYMOND ROCHE	Cagiva C588	—	21.2.57 (31)	Le Peausset/ France	Single	1975	1976 French 250cc
19th (11)	18	MIKE BALDWIN	Honda RS	—	15.1.55 (33)	Stamford, Connecticut/USA	Married (Lynsey)	1975	1979 Austri 500cc
20th (8)	29	BRUNO KNEUBHLER	Honda RS	17th	3.2.46 (42)	Aadorf/ Switzerland	Married (Judith)	1969	1972 German 350cc

OTHER FIM CHAMPIONSHIP TITLE HOLDERS TAKING PART INCLUDE:

No. 25 MARCO GENTILE (Age 28 from Geneva, Switzerland) — 1985 500cc European Champion
No. 44 PETER SKOLD (Age 35 from Vallingby, Sweden) — 1983 500cc European Champion

No. 53 FABIO BILIOTTI (Age 31 from Arezzo, Italy) — 1981 500cc European Champion



S

GP race	Total No. of GP wins	Previous FIM World/ European Championship titles
1 German GP 500cc	24 (1st GP win — 1984 South Africa)	500cc World Champion 1984 & 1986
3 Dutch GP 500cc	13 (1st GP win — 1986 Spanish GP)	500cc World Champion 1987
4 South African 250cc		
6 Czech GP 500cc	1 in 500cc (1985 German GP) 6 in 250cc (1st GP win — 1977 German GP)	1984 250cc World Champion
7 Japan GP 500cc	1 (1988 Spanish GP)	
6 Dutch GP 500cc	2 (1st GP win — 1988 Japan GP)	
9 Spanish GP 500cc	2 in 250cc 2 in 350cc (1st GP win — 1982 Italian GP, 350cc)	
4 British GP 500cc		
5 San Marino GP 500cc		1985 125cc European Champion
3 British GP 500cc		
6 Austrian GP 500cc		
7 British GP 500cc		1979 World TT F1 Champion
9 Venezuelan GP 500cc	13 (1st GP win — 500cc Belgian GP 1980)	(Runner-up in 500cc World Championship 1980/81/84/87)
2 French GP 500cc		World Endurance Champion 1984, 1985, 1986
4 Italian GP 500cc		
4 Dutch GP 500cc	1 — 250cc 1986 San Marino GP	
0 Italian GP 500cc		
6 French GP 500cc		World Endurance Champion 1981
9 Austrian GP 500cc		
2 German GP 500cc	3 in 125cc 1 in 350cc 1 in 50cc	

Italy) — 1982 500cc European Champion

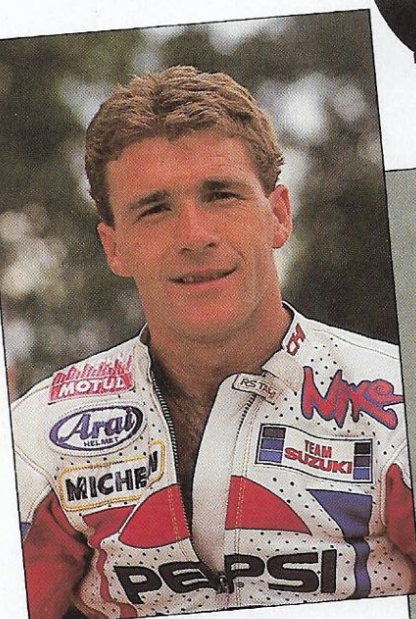


500cc





Pierfrancesco Chili

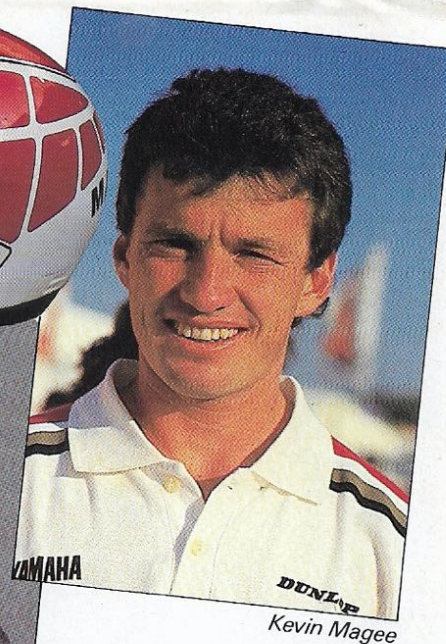


Rob McElnea

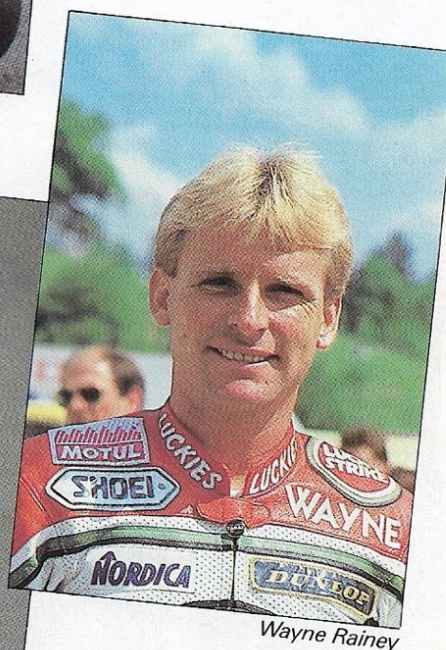


Didier de Radigues





Kevin Magee



Wayne Rainey



Kevin Schwantz

British Motorcycle Grand Prix

DONINGTON PARK – SUNDAY 7 AUGUST 1988

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

Lap	Pos.
1	1
2	1
3	1
4	1
5	1
6	1
7	1
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9	1
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99	1
100	1

[illegible]

NOTES

Lap Record: TADAHIKO TAIRA (Yamaha) 1m 39.37s, 90.57mph, 145.73kph (2 August, 1987)

RACE

3



Shell Oils 500cc British Grand Prix

30 Laps — 75 miles — 120.69 kms — Start 15.00

NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Wayne GARDNER	Australia	Honda NSR	Rothmans Honda/Honda Racing Corporation
2	Randy MAMOLA	USA	Cagiva C588	Cagiva Course Srl
3	Eddie LAWSON	USA	Yamaha YZR	Marlboro Yamaha Team Agostini
4	Ron HASLAM	GB	Elf-Honda	Team Elf-ROC
5	Niall MACKENZIE	GB	Honda NSR	HB-Honda Racing Corporation
6	Tadahiko TAIRA	Japan	Yamaha YZR	Team Yamaha Japan
7	Christian SARRON	France	Yamaha YZR	Team Gauloises Blondes Yamaha Mobil 1
8	Pierfrancesco CHILI	Italy	Honda NSR	HB Honda Gallina Team
9	Shunji YATSUSHIRO	Japan	Honda NSR	Rothmans Honda/Honda Racing Corporation
10	Rob McELNEA	GB	Suzuki RGV	Team Pepsi-Suzuki
12	Didier De RADIGUES	Belgium	Yamaha YZR	Marlboro Yamaha Team Agostini
14	Patrick IGOA	France	Yamaha YZR	Team Gauloises Blondes Yamaha Mobil 1
16	Kevin MAGEE	Australia	Yamaha YZR	Team Lucky Strike Roberts
17	Wayne RAINEY	USA	Yamaha YZR	Team Lucky Strike Roberts
18	Mike BALDWIN	USA	Honda RS	Racing Team Katayama
21	Raymond ROCHE	France	Cagiva C588	Cagiva Course Srl
25	Marco GENTILE	Switzerland	Fior	Marlboro Fior Team
26	Gustav REINER	W Germany	Honda RS	Team Hein Gericke
27	Alessandro VALES	Italy	Honda RS	Team Iberna
28	Daniel AMATRIAIN	Spain	Honda RS	
29	Bruno KNEUBUHLER	Switzerland	Honda RS	Romer Racing Suisse
30	Marco PAPA	Italy	Honda RS	Team Greco
31	Steve MANLEY	GB	Suzuki RG	
32	Rachel NICOTTE	France	Honda RS	Jacadi
33	Maarten DUYZERS	Holland	Honda RS	HDJ International
34	Kevin SCHWANTZ	USA	Suzuki RGV	Team Pepsi-Suzuki
36	Michael RUDROFF	W Germany	Honda RS	RS Rallye Sport GmbH
37	Ian PRATT	GB	Honda RS	
38	Rene ZANATTA	Argentina	Paton	
39	Wolfgang von MURALT	Switzerland	Suzuki Heron	
40	Andy LEUTHE	Luxembourg	Suzuki Heron	
41	Kees van der ENDT	Holland	Honda RS	Autobedrijf Koens
42	Larry Moreno VACONDIO	Venezuela	Suzuki RGB	
44	Ari RAMO	Finland	Honda RS	Rukka Oy
45	Josef DOPPLER	Austria	Honda RS	
46	Fabio BARCHITTA	Italy	Honda RS	Racing Team Katayama
47	Dave LEACH	GB	Suzuki	Padgetts (Batley) Ltd
48	Darren DIXON	GB	Suzuki	Padgetts (Batley) Ltd
49	Donnie McLEOD	GB	Honda RS	
50	Cees DOORAKKERS	Holland	Honda RS	Grundig DAF Racing Team
51	Klaus WULFF	Denmark	Honda RS	
52	Eddie LAYCOCK	Ireland	Honda RS	Millar Racing
54	Norihiko FUJIWARA	Japan	Yamaha YZR	Team Yamaha Japan
55	Fabio BILIOTTI	Italy	Honda RS	

500cc

Results: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____ 13th _____
 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph



Shell Oils

British Motorcycle Grand Prix

NEWS HEADLINES — 125cc

Round 9 out of 11

Championship Leader:

JORGE MARTINEZ by 20 points

1988 GP winners:

JORGE MARTINEZ — 7 (Spain, Italy, Austria, Holland, Belgium, Yugoslavia, France)
EZIO GIANOLA — 1 (Germany)

1988 pole positions:

JORGE MARTINEZ — 5 (Spain, Italy, Austria, Belgium, Yugoslavia)
HANS SPAAN — 2 (Germany, Holland)
EZIO GIANOLA — 1 (France)

1988 fastest laps:

JORGE MARTINEZ — 4 (Spain, Italy, Holland, France)
ALFRED WAIBEL — 1 (Germany)
HANS SPAAN — 1 (Austria)
GASTONE GRASSETTI — 1 (Belgium)
CORRADO CATALANO — 1 (Yugoslavia)

Fastest 1988 Grand Prix — Austria:

JORGE MARTINEZ — 99.26mph (159.749kph)

Slowest 1988 Grand Prix winning average — Germany:

EZIO GIANOLA — 75.90mph (122.151kph)

Closest 1988 Grand Prix win — Belgium:

JORGE MARTINEZ over Ezio Gianola by 0.44 seconds

Largest 1988 Grand Prix winning distance — Spain:

JORGE MARTINEZ over Julian Miralles by 17.391 seconds

Round 1 — Spain: 80cc world champion Jorge "Aspar" Martinez wins with ease. Italian Ezio Gianola strikes gear trouble with his Honda and lets Julian Miralles into second. Robin Milton best Brit in 19th place, Robin Appleyard 22nd. Ian McConnachie seizes Cagiva in practice and fails to qualify.

Round 2 — Italy: Martinez wins again with Derbi team-mate Manuel Herreros second. Gianola runs off track on final lap and drops to third. Appleyard in sixth place after first lap pile-up but goes out with water pump failure. Allan Scott in the points with 13th but Kris Galatowicz just misses them in 19th. McConnachie seizes on second lap.

Round 3 — West Germany: Martinez crashes out while chasing the Honda of winner Gianola. Three British riders score points with McConnachie 10th in first finish of year, Galatowicz 12th and Appleyard 13th.

Round 4 — Austria: Martinez wins as he pleases as Gianola hangs on to second place by a wheel from Stefan Prein. Appleyard gains another point with 15th place. Scott 18th, Milton 22nd and Galatowicz 24th all miss out. McConnachie goes with four laps to go when engine seizes.

Round 5 — Holland: Martinez gives Derbi factory 60th Grand Prix win and gets on course for an 80cc/125cc championship double. Gianola keeps up the pressure in second. First championship points for Milton in 14th place but 18th placed Galatowicz out of luck. Appleyard out with broken piston ring. McConnachie out after four laps.

Round 6 — Belgium: Fifth win for Martinez after a close race with Gianola on wet track. Best ever Grand Prix result for Scott in sixth place on Honda. Appleyard collects more points with Galatowicz 19th, Milton 21st. Two part race due to rain.

Round 7 — Yugoslavia: After clinching the 80cc world title, Martinez adds yet another win. Gianola again the runner-up. Scott in ninth place as Galatowicz in 11th, claims his best GP result. Fifteenth place and a point for Milton but Appleyard only 18th. McConnachie up to fourth but Cagiva seizes on ninth lap.

Round 8 — France: Martinez wins again by a clear margin after an early race scrap with Gianola. McConnachie disappointing 16th after setting fourth best qualifying time on Cagiva. Milton 18th, Galatowicz 23rd. Scott crashes while in third place and Bedford takes a tumble in his first GP of year while 10th. Neither injured.

Next week is the penultimate round at Anderstorp, Sweden, followed by the final at Brno, Czechoslovakia.

Previous 125cc British GP winners (at Silverstone):

1977	Pier Luigi Conforti (Morbidelli)	98.53mph (158.57kph)
1978	Angel Nieto (Minarelli)	93.97mph (151.23kph)
1979	Angel Nieto (Minarelli)	101.12mph (162.74kph)
1980	Loris Reggiani (Minarelli)	101.68mph (163.64kph)
1981	Angel Nieto (Minarelli)	101.85mph (163.92kph)
1982	Angel Nieto (Garelli)	105.04mph (169.05kph)
1983	Angel Nieto (Garelli)	103.70mph (166.89kph)
1984	Angel Nieto (Garelli)	104.14mph (167.60kph)
1985	August Auinger (MBA)	90.12mph (145.03kph)
1986	August Auinger (Bartol)	90.27mph (145.26kph)

1987 DONINGTON GP

Fastest Lap in Practice:

Bruno Casanova (Garelli) 1m 47.01s, 84.10mph (135.34kph)

Race Result (24 laps):

1 Fausto Gresini (Garelli) 43m 54.50s, 81.98mph (131.93kph)
2 Pierpaolo Bianchi (MBA) 44m 14.11s, 81.38mph (130.96kph)
3 Jean-Claude Selini (MBA) 44m 35.65s, 80.72mph (129.90kph)

Fastest Lap/Lap Record:

Fausto Gresini (Garelli) 1m 48.24s, 83.14mph (133.77kph)



Gianola leads Martinez and Spaan

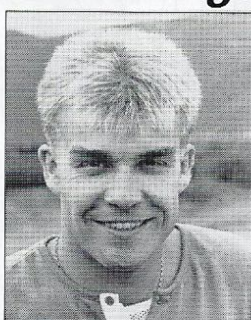
125cc MANUFACTURERS CHAMPIONSHIP

Position	Manufacturer	Round 1 Spain	Round 2 Italy	Round 3 Germany	Round 4 Austria	Round 5 Holland	Round 6 Belgium	Round 7 Yugoslavia	Round 8 France	Total
1	DERBI	20	20	13	20	20	20	20	20	153
2	HONDA	17	15	20	17	17	17	17	17	137
3	ROTAX	—	—	8	13	13	5	13	13	65
4	GARELLI	13	10	7	—	—	—	8	9	47
5	CAGIVA	—	13	6	—	7	4	—	—	30
6	APRILIA	—	—	—	—	8	—	—	15	23

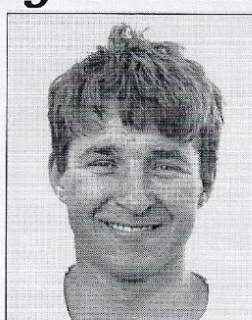
They may not be winners but a handful of British 125cc riders will be going for championship points.



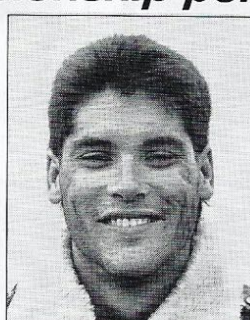
Ian McConnachie from Ashover, Derbyshire. Born 10/1/1965. Started racing in 1981 and began his Grand Prix career in the 50cc class at Monza, Italy, in 1983. Only Grand Prix victory in 80cc class at Silverstone in 1986. This year racing in the Italian Cagiva team.



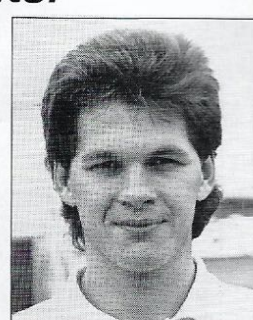
Robin Appleyard from Keighley, West Yorkshire. Born 10/5/1964. Started racing in 1981 and began his Grand Prix career in the 125cc class at Silverstone, GB, in 1983. This year racing a private Honda.



Kris Galatowicz from Coventry, West Midlands. Born 11/12/1963. A machinist by trade he started racing in 1983 and began his Grand Prix career in the 125cc class at Donington Park, GB, last year. This year races his own private Honda.



Allan Scott, Scottish born but now living in California. Born 15/2/1965. Started racing in 1980 and began his Grand Prix career in the 125cc class at Le Mans, France, last year. Finished sixth in this year's Belgian GP. This year races his own Honda.



Robin Milton from Spaldwick, Cambridgeshire. Born 28/6/1966. Started racing in 1983 and began his Grand Prix career in the 1986 Dutch TT (125cc). Best ever GP result — 9th in last year's Donington GP.

125cc

PREVIOUS WORLD CHAMPIONS — 125cc

1949	Nello Pagni	I	Mondial	1962	Luigi Taveri	CH	Honda	1975	Paolo Pileri	I	Morbidelli
1950	Bruno Ruffo	I	Mondial	1963	Hugh Anderson	NZ	Suzuki	1976	Pierpaolo Bianchi	I	Morbidelli
1951	Carlo Ubbiali	I	Mondial	1964	Luigi Taveri	CH	Honda	1977	Pierpaolo Bianchi	I	Morbidelli
1952	Cecil Sandford	GB	MV Agusta	1965	Hugh Anderson	NZ	Suzuki	1978	Eugenio Lazzarini	I	MBA
1953	Werner Haas	D	NSU	1966	Luigi Taveri	CH	Honda	1979	Angel Nieto	E	Minarelli
1954	Rupert Hollaus	A	NSU	1967	Bill Ivy	GB	Yamaha	1980	Pierpaolo Bianchi	I	MBA
1955	Carlo Ubbiali	I	MV Agusta	1968	Phil Read	GB	Yamaha	1981	Angel Nieto	E	Minarelli
1956	Carlo Ubbiali	I	MV Agusta	1969	Dave Simmonds	GB	Kawasaki	1982	Angel Nieto	E	Garelli
1957	Tarquinio Provini	I	Mondial	1970	Dieter Braun	D	Suzuki	1983	Angel Nieto	E	Garelli
1958	Carlo Ubbiali	I	MV Agusta	1971	Angel Nieto	E	Derbi	1984	Angel Nieto	E	Garelli
1959	Carlo Ubbiali	I	MV Agusta	1972	Angel Nieto	E	Derbi	1985	Fausto Gresini	I	Garelli
1960	Carlo Ubbiali	I	MV Agusta	1973	Kent Andersson	S	Yamaha	1986	Luca Cadalora	I	Garelli
1961	Tom Phillis	AUS	Honda	1974	Kent Andersson	S	Yamaha	1987	Fausto Gresini	I	Garelli

THE LEADING CONTENDERS

Position (Points)	Riding No. at Donington	NAME	Machine	Finishing Position in 1987 British GP	Date of Birth (Age)	Home Town/ Country	Status	Year started career	1st GP race	Total No. of GP wins	Previous FIM World/ European Championship titles
1st (140)	5	JORGE MARTINEZ	Derbi	— (1st in 80cc GP)	29.8.62 (25)	Alicia, Valencia/ Spain	Single	1980	1982 Spanish GP 50cc	7 in 125cc (1st GP win — 1988 Spain) 20 in 80cc (1st GP win — 1984 Dutch)	World 80cc Champion 1986/7/8 (Won 5 out of 6 80cc GP rounds this year, to win 1988 World Championship before final)
2nd (120)	3	EZIO GIANOLA	Honda	5th	13.6.60 (28)	Mandello del Lario, Como/ Italy	Single	1980	1983 Italian GP 125cc	2 (1st GP win — 1985 125cc French GP)	
3rd (76)	27	HANS SPAAN	Honda	—	24.12.58 (29)	Castricum/ Holland	Single	1975	1980 Yugoslavian GP 50cc		
4th (61)	12	GASTONE GRASSETTI	Honda	6th	18.11.62 (25)	Montelabbate, Pesaro/ Italy	Single	1982	1985 San Marino GP 125cc		
5th (59)	36	JULIAN MIRALLES	Honda	—	18.9.65 (22)	Alberique, Valencia/ Spain	Single	1982	1985 Spanish GP 80cc		1987 80cc European Champion
6th (52)	6	GERHARD WAIBEL	Honda	—	17.12.58 (29)	Schorndorf/ Germany	Married (Christa) — 1 child	1977	1979 German GP 50cc	1 in 50cc 3 in 80cc (1st GP win — 1979 German 50cc GP)	
6th (52)	2	DOMENICO BRIGAGLIA	Rotax	Retired	12.6.59 (29)	Bologna/ Italy	Single	1979	1982 Italian GP 125cc	1 (1986 125cc Belgian GP)	
8th (49)	20	ADI STADLER	Honda	Retired	12.4.64 (24)	Obing, Bayern/ Germany	Single	1982	1985 Spanish GP 125cc		1987 125cc European Champion
9th (44)	38	STEFAN PREIN	Honda	—	27.10.65 (22)	Wuppertal/ (Dutch nationality)	Single	1983	1985 German GP 80cc		
10th (40)	9	LUCIO PIETRONIRO	Honda	7th	26.7.60 (28)	Liege/ Belgium	Single	1979	1981 Austrian GP 125cc		
11th (36)	24	HISASHI UNEMOTO	Honda	—	19.10.55 (32)	Matsuda/ Japan	Single	1979	1988 Spanish GP 125cc		
12th (34)	18	LUIS MIGUEL REYES	Garelli	—	22.9.59 (28)	Barcelona/ Spain	Single	1977	1983 Spanish GP 250cc		
13th (30)	35	MANUEL HERREROS	Derbi	—	20.4.63 (25)	Valencia/ Spain	Single	1979	1984 Spanish GP 125cc	2 in 80cc (1st win — 1986 German GP)	
14th (25)	48	KUJI TAKADA	Honda	—	2.3.63 (25)	Osaka/ Japan	Single	1983	1988 Spanish GP 125cc		
15th (24)	4	PIERPAOLO BIANCHI	Cagiva	2nd	11.3.52 (36)	Emete San-Arcangelo/ Italy	Married (Lucia)	1968	1973 Italian GP 125cc	25 — 125cc 2 — 80cc (1st win — 1976 125cc Austrian GP)	World 125cc Champion — 1976/7/80
16th (23)	21	CORRADO CATALANO	Aprilia	Retired	23.6.68 (20)	Rome/ Italy	Single	1985	1987 Italian GP 125cc		

OTHER FIM CHAMPIONSHIP TITLE HOLDERS TAKING PART INCLUDE:

- No. 1 FAUSTO GRESINI (Age 27 from Imola, Italy) — 1985 and 1987 125cc World Champion
- No. 17 HUBERT ABOLD (Age 30 from Dillingen, Germany) — 1983 80cc European Champion
- No. 25 CLAUDIO MACCIOTTA (Age 24 from Coassolo, Italy) — 1986 125cc European Champion
- No. 33 STEFAN DORFLINGER (Age 39 from Birsfelden, Switzerland) — 1982/83 50cc & 1984/85 80cc World Champion

OTHER FIM CHAMPIONS: 1985 and 1987 1200cc World Champion
 No. 1 FAUSTO GRESINI (Age 27 from Imola, Italy) — 1985 80cc European Champion
 No. 17 HUBERT ABOLD (Age 30 from Dillingen, Germany) — 1986 125cc European Champion
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1st — JORGE MARTINEZ



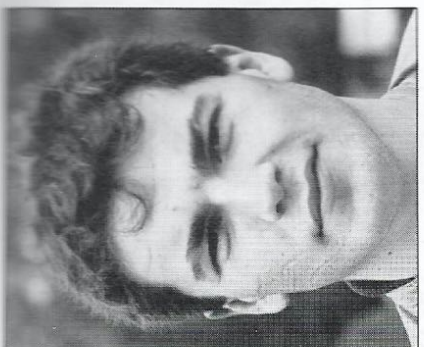
2nd — EZIO GIANOLA



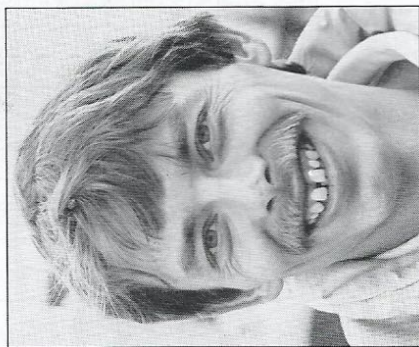
3rd — HANS SPAAN



4th — GASTONE GRASSETTI



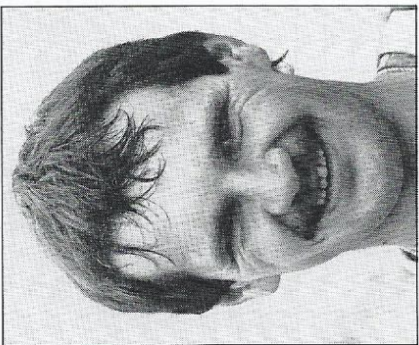
5th — JULIAN MIRALLES



6th — GERHARD WAIBEL



7th — DOMENICO BRIGAGLIA



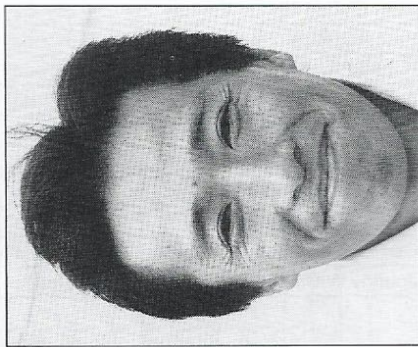
8th — ADI STADLER



9th — STEFAN PREIN



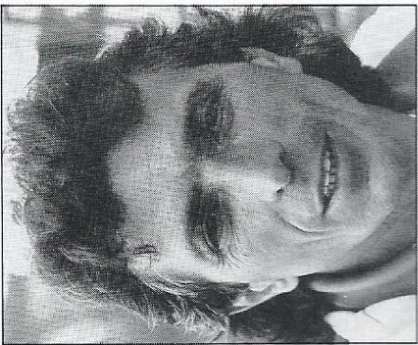
10th — LUCIO PIETRONIRO



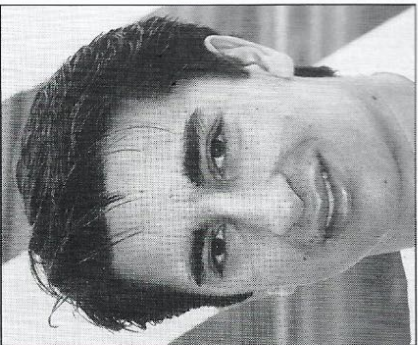
11th — HISASHI UNEMOTO



12th — LUIS MIGUEL REYES



15th — PIERPAOLO BIANCHI



16th — CORRADO CATALANO



22nd — FAUSTO GRESINI

125cc

FORM GUIDE — 125cc CLASS — *How they've finished in 1988*

Alphabetical list of every GP starter this year

Name (Country)	Machine	Rd 1 Spain Dry	Rd 2 Italy Dry	Rd 3 Germany Wet	Rd 4 Austria Dry	Rd 5 Holland Dry	Rd 6 Belgium Dry/Wet	Rd 7 Yugoslavia Dry	Rd 8 France Dry
Hubert ABOLD (Germany)	Honda	—	23rd	R	10th	7th	22nd	R	13th
Robin APPLEYARD (GB)	Honda	22nd	R	13th	15th	R	14th	18th	—
Alex BEDFORD (GB)	Honda	—	—	—	—	—	—	—	R
Pierpaolo BIANCHI (Italy)	Cagiva	—	4th	R	R	9th	12th	R	R
Stefano BIANCHI (Italy)	Cordati	23rd	26th	—	—	—	—	—	—
Juan BOLART (Spain)	JJ Cobas	16th	—	—	R	19th	R	R	—
Paul BORDES (France)	Honda	15th	—	17th	—	—	R	—	—
Andrea BRASINI (Italy)	MBA	—	R	—	—	—	—	—	—
Domenico BRIGAGLIA (Italy)	Gazzaniga Rotax	—	20th	8th	R	4th	11th	4th	4th
Corrado CATALANO (Italy)	Aprilia	R	R	R	R	8th	R	R*	3rd
Alex CRIVILLE (Spain)	Derbi	—	—	—	—	—	R	—	—
Emilio CUPPINI (Italy)	Honda	—	—	—	—	—	—	R	15th
Javier DEBON (Spain)	Arbizu	—	R	—	—	—	—	—	—
Jos van DONGEN (Holland)	Honda	—	—	R	—	23rd	26th	—	—
Stefan DORFLINGER (Switzerland)	Honda	14th	R	R	R	R	—	—	R
Thierry FEUZ (Switzerland)	Rotax	21st	25th	—	13th	13th	23rd	19th	17th
Josef FISCHER (Austria)	Rotax	17th	17th	15th	4th	15th	R	12th	—
Kris GALATOWICZ (GB)	Honda	18th	19th	12th	24th	18th	19th	11th	23rd
Ezio GANOLA (Italy)	Honda	R	3rd	1st	2nd	2nd	2nd	2nd	†2nd
Gastone GRASSETTI (Italy)	Honda	3rd	7th	7th	9th	R	5th*	R	6th
Fausto GRESINI (Italy)	AGV Garelli	4th	—	—	—	R	—	—	—
Badi HASSAINE (Tunisia)	Honda	20th	—	14th	25th	—	20th	21st	R
Jussi HAUTANIEMI (Finland)	Honda	—	14th	—	23rd	12th	15th	—	24th
Manuel HERNANDEZ (Spain)	Honda	12th	—	R	—	R	17th	—	R
Manuel HERREROS (Spain)	Derbi	R	2nd	4th	R	—	—	R	—
Serge JULIN (Belgium)	Rotax	—	—	R	—	—	28th	R	—
Klaus Dieter KINDLE (Liechtenstein)	Honda	25th	—	R	—	—	—	—	—
Flemming KISTRUP (Denmark)	Honda	—	—	—	—	24th	—	—	22nd
Esa KYTOLA (Finland)	Honda	R	16th	R	R	R	29th	R	10th
Daniel LANZ (Switzerland)	Rotax	—	—	—	—	—	—	—	25th
Mike LEITNER (Austria)	Emco	R	R	R	5th	R	24th	R	R
Heinz LUETHI (Switzerland)	Honda	11th	12th	R	17th	11th	16th	10th	R
Ian McCONNACHIE (GB)	Cagiva	—	R	10th	R	R	25th	R	16th
Claudio MACCIOTTA (Italy)	Honda	19th	21st	—	—	—	—	17th	—
Jorge MARTINEZ (Spain)	Derbi	†1st*	†1st*	R	†1st	1st*	†1st	†1st	1st*
Robin MILTON (GB)	Rotax	—	—	—	22nd	14th	21st	15th	18th
Julian MIRALLES (Spain)	Honda	2nd	15th	2nd	12th	R	3rd	R	11th
Fernando NICOLAS (Spain)	JJ Cobas	R	—	—	—	—	—	—	—
Norbert PESCHKE (Germany)	Rotax	—	—	—	R	21st	—	—	—
Lucio PIETRONIRO (Belgium)	Honda	8th	R	R	R	—	7th	3rd	8th
Stefan PREIN (Holland)	Honda	13th	11th	R	3rd	6th	R	5th	R
Taru RINNE (Finland)	Honda	—	—	—	—	—	—	—	14th
Luis Miguel REYES (Spain)	AGV Garelli	R	6th	9th	—	16th	R	8th	7th
Rafael ROSES (Spain)	Cobas	R	—	18th	—	—	—	—	—
Andres SANCHEZ (Spain)	ADM	R	—	—	R	—	—	—	—
Allan SCOTT (USA)	Honda	—	13th	R	18th	20th	6th	9th	R
Jorgé SEEL (Germany)	Seel	—	—	—	20th	22nd	—	20th	—
Jean-Claude SELINI (France)	Honda	R	24th	—	21st	—	—	R	20th
Pascal SERRA (France)	Honda	24th	—	—	—	—	—	—	—
Hans SPAAN (Holland)	Honda	10th	5th	†3rd	6th*	†3rd	4th	14th	12th
Adi STADLER (Germany)	Honda	5th	8th	R	11th	10th	13th	7th	9th
Reinhard STRACK (Germany)	Honda	—	—	16th	—	—	—	—	—
Koji TAKADA (Japan)	Honda	9th	22nd	R	19th	R	8th	6th	R
Hisashi UNEMOTO (Japan)	Honda	7th	9th	6th	16th	25th	9th	13th	21st
Alfred WAIBEL (Germany)	Honda	—	18th	5th*	8th	R	18th	R	19th
Gerhard WAIBEL (Germany)	Honda	6th	R	11th	7th	5th	10th	R	5th
Johnny WICKSTROM (Finland)	Honda	R	10th	R	14th	17th	27th	16th	R

† denotes pole position

* denotes fastest lap

125cc WORLD CHAMPIONSHIP POSITIONS

(20 - 17 - 15 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 to the first 15 finishers)

Position	Donington Race No.	Rider (Country)	Machine	Round 1 Spain	Round 2 Italy	Round 3 Germany	Round 4 Austria	Round 5 Holland	Round 6 Belgium	Round 7 Yugoslavia	Round 8 France	Total	Donington Score	New Total/Pos
1	5	JORGE MARTINEZ (Spain)	Derbi	20	20	—	20	20	20	20	20	140		
2	3	EZIO GIANOLA (Italy)	Honda	—	15	20	17	17	17	17	17	120		
3	27	HANS SPAAN (Holland)	Honda	6	11	15	10	15	13	2	4	76		
4	12	GASTONE GRASSETTI (Italy)	Honda	15	9	9	7	—	11	—	10	61		
5	36	JULIAN MIRALLES (Spain)	Honda	17	1	17	4	—	15	—	5	59		
6	6	GERHARD WAIBEL (Germany)	Honda	10	—	5	9	11	6	—	11	52		
6	2	DOMENICO BRIGAGLIA (Italy)	Rotax	—	—	8	—	13	5	13	13	52		
8	20	ADI STADLER (Germany)	Honda	11	8	—	5	6	3	9	7	49		
9	38	STEFAN PREIN (Holland)	Honda	3	5	—	15	10	—	11	—	44		
10	9	LUCIO PIETRONIRO (Belgium)	Honda	8	—	—	—	—	9	15	8	40		
11	24	HISASHI UNEMOTO (Japan)	Honda	9	7	10	—	—	7	3	—	36		
12	18	LUIS MIGUEL REYES (Spain)	Garelli	—	10	7	—	—	—	8	9	34		
13	35	MANUEL HERREROS (Spain)	Derbi	—	17	13	—	—	—	—	—	30		
14	48	KOJI TAKADA (Japan)	Honda	7	—	—	—	—	8	10	—	25		
15	4	PIERPAOLO BIANCHI (Italy)	Cagiva	—	13	—	—	7	4	—	—	24		
16	21	CORRADO CATALANO (Italy)	Aprilia	—	—	—	—	8	—	—	15	23		
17	22	ALLAN SCOTT (USA)	Honda	—	3	—	—	—	10	7	—	20		
17	29	HEINZ LUETHI (Switzerland)	Honda	5	4	—	—	5	—	6	—	20		
19	19	JOSEF FISCHER (Austria)	Rotax	—	—	1	13	1	—	4	—	19		
19	40	ALFRED WAIBEL (Germany)	Honda	—	—	11	8	—	—	—	—	19		
21	17	HUBERT ABOLD (Germany)	Honda	—	—	—	6	9	—	—	3	18		
22	1	FAUSTO GRESINI (Italy)	Garelli	13	—	—	—	—	—	—	—	13		
23	10	MIKE LEITNER (Austria)	Emco Rotax	—	—	—	11	—	—	—	—	11		
24	31	KRIS GALATOWICZ (GB)	Honda	—	—	4	—	—	—	5	—	9		
25	11	JOHNNY WICKSTROM (Finland)	Honda	—	6	—	2	—	—	—	—	8		
26	16	JUSSI HAUTANIEMI (Finland)	Honda	—	2	—	—	4	1	—	—	7		
27	30	IAN McCONNACHIE (GB)	Cagiva	—	—	6	—	—	—	—	—	6		
27	32	ROBIN APPLEBY (GB)	Honda	—	—	3	1	—	2	—	—	6		
27	15	THIERRY FEUZ (Switzerland)	Rotax	—	—	—	3	3	—	—	—	6		
27	26	ESA KYTOLA (Finland)	Honda	—	—	—	—	—	—	—	6	6		
31	37	MANUEL HERNANDEZ (Spain)	Honda	4	—	—	—	—	—	—	—	4		
32	41	ROBIN MILTON (GB)	Rotax	—	—	—	—	2	—	1	—	3		
33	33	STEFAN DORFLINGER (Switzerland)	Honda	2	—	—	—	—	—	—	—	2		
33	23	BADY HASSAINE (Tunisia)	Honda	—	—	2	—	—	—	—	—	2		
33	46	TARU RINNE (Finland)	Honda	—	—	—	—	—	—	—	2	2		
36	34	PAUL BORDES (France)	Honda	1	—	—	—	—	—	—	—	1		
36	47	EMILIO CUPPINI (Italy)	Honda	—	—	—	—	—	—	—	1	1		

125cc

British Motorcycle Grand Prix

DONINGTON PARK – SUNDAY 7 AUGUST 1988

**125cc: Solo motorcycles/over 80cc
to 125cc/1 cylinder max./6
gears max./min weight 65kg**

Lap	1	2	3
Pos.			

[illegible]

NOTES

Lap Record: FAUSTO GRESINI (Garelli) 1m 48.24s, 83.14mph, 133.77kph (2 August, 1987)

RACE

1



Shell Oils 125cc British Grand Prix

24 Laps — 60 miles — 96.55 kms — Start 11.45

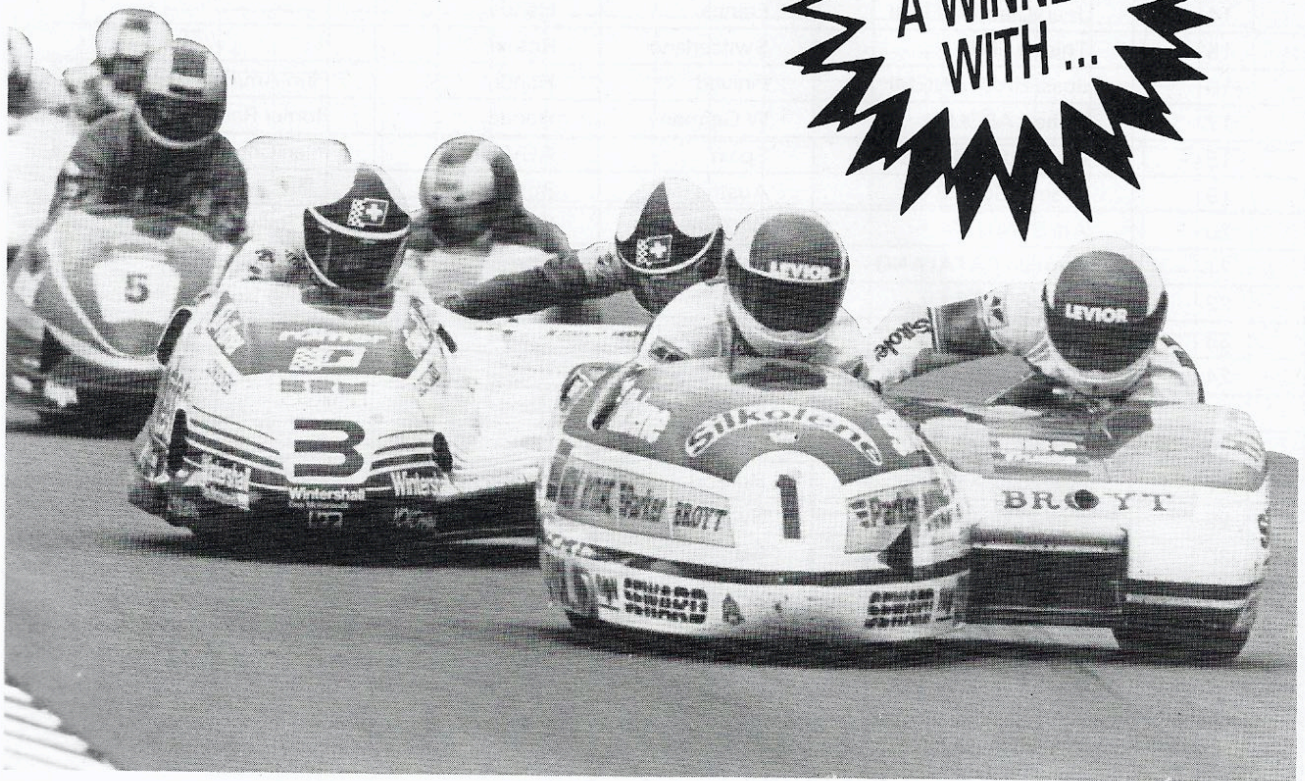
NO.	RIDER	COUNTRY	MACHINE	ENTRANT
1	Fausto GRESINI	Italy	AGV-Garelli	Pileri Corse
2	Domenico BRIGAGLIA	Italy	Rotax	Gazzaniga
3	Ezio GIANOLA	Italy	Honda	Team Servisco
4	Pier Paolo BIANCHI	Italy	Cagiva	Team Elit
5	Jorge MARTINEZ	Spain	Derby	Derbi-Nacional Motor
6	Gerhard WAIBEL	W Germany	Honda	Carrera Racing Team
7	Jorg SEEL	W Germany	Seel	
8	Andres SANCHEZ	Spain	ADM	
9	Lucio PIETRONIRO	Belgium	Honda	
10	Mike LEITNER	Austria	EMCO-Rotax	EMCO Sports Team
11	Johnny WICKSTROM	Finland	Honda	Silja Line
12	Gastone GRASSETTI	Italy	Honda	Team Servisco
14	Jean-Claude SELINI	France	Honda	
15	Thierry FEUZ	Switzerland	Rotax	
16	Jussi HAUTANIEMI	Finland	Honda	Finn-Am/Pennzoil
17	Hubert ABOLD	W Germany	Honda	Romer Racing Team
18	Luis Miguel REYES	Spain	AGV-Garelli	Pileri Corse
19	Josef FISCHER	Austria	Rotax	
20	Adi STADLER	W Germany	Honda	RS Rallye Sport GmbH
21	Corrado CATALANO	Italy	Aprilia	Team Italia
22	Allan SCOTT	USA	Honda	NAPA Honda California
23	Bady HASSAINE	Tunisia	Honda	
24	Hisashi UNEMOTO	Japan	Honda	Team Takeshema
25	Claudio MACCIOTTA	Italy	Honda	
26	Esa KYTOLA	Finland	Honda	
27	Hans SPAAN	Holland	Honda	Samson-Sharp
29	Heinz LUETHI	Switzerland	Honda	Hagmanit Racing Team
30	Ian McCONNACHIE	GB	Cagiva	Team Elit
31	Kris GALATOWICZ	GB	Honda	
32	Robin APPLEYARD	GB	Honda	
33	Stefan DORFLINGER	Switzerland	Honda	Team Dorflinger
34	Paul BORDES	France	Honda	
35	Manuel HERREROS	Spain	Derbi	Derbi-Nacional Motor
36	Julian MIRALLES	Spain	Honda	Team Ducados Angel Nieto
37	Manuel HERNANDEZ	Spain	Honda	
38	Stefan PREIN	Holland	Honda	Zwafink & Wilbers
40	Alfred WAIBEL	W Germany	Honda	Schuh Racing Team
41	Robin MILTON	GB	Rotax	
42	Stuart EDWARDS	GB	Rotax	
43	Alex BEDFORD	GB	Honda	
44	Hakan OLSSON	Sweden	Rotax	
45	Christian Le BADEZET	France	Honda	Lorient Motors
46	Taru RINNE	Finland	Honda	Silja Line
47	Emilio CUPPINI	Italy	Honda	
48	Koji TAKADA	Japan	Honda	

Results: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____ 13th _____
 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph

125cc

FOR THE TOP TRACK ACTION

**YOU'RE ON
A WINNER
WITH ...**



THE STAR



British Motorcycle Grand Prix

NEWS HEADLINES — Sidecars

Round 7 out of 9

Championship Leaders:

ROLF BILAND/KURT WALTISPERG by 24 points

1988 GP winners:

ROLF BILAND — 6 (Portugal, Germany, Austria, Holland, Belgium, France)

1988 pole positions:

ROLF BILAND — 6 (Portugal, Germany, Austria, Holland, Belgium, France)

1988 fastest laps:

ROLF BILAND — 5 (Germany, Austria, Holland, Belgium, France)
STEVE WEBSTER — 1 (Portugal)

Fastest 1988 Grand Prix — Austria:

ROLF BILAND — 108.10mph (173.980kph)

Slowest 1988 Grand Prix winning average — Portugal:

ROLF BILAND — 70.47mph (113.418kph)

Closest 1988 Grand Prix win — Austria:

ROLF BILAND over Alain Michel by 1.90 seconds

Largest 1988 Grand Prix winning distance — Holland:

ROLF BILAND over Egbert Streuer by 14.56 seconds

Round 1 — Portugal: Steve Webster and Tony Hewitt stop race while leading as downpour sweeps across Jerez circuit. Rolf Biland and Kurt Waltisperg overall winners of two part race after setting a qualifying time faster than any of the solo classes. Egbert Streuer and Bernard Schnieders second, Webster third. Fourth place for Barry Brindley and Graham Rose, Steve Abbott and Shaun Smith sixth, and Derek Jones with new passenger Peter Brown eighth.

Round 2 — West Germany: Biland wins after close battle with Webster. Streuer left on the line but stays in race with leaders, three laps adrift. Abbott tenth, Brindley 11th and Jones 13th.

Round 3 — Austria: Another close sidecar race with Biland again the victor. Webster beaten for second place on the final run-in by Alain Michel/Jean Fresc. Abbott sixth, Jones eighth and Brindley tenth.

Round 4 — Holland: Biland claims 50th Grand Prix win to keep clean sheet with Harold Bartol prepared Krauser outfit. Streuer second as Webster drops to third with chain jumping sprocket. Jones on ageing outfit fifth, Brindley seventh, Abbott eighth.

Round 5 — Belgium: Biland first again in wet conditions that has everyone spinning. Webster second as Jones claims a remarkable third. Brindley secures fifth place with Abbott down in tenth.

Round 6 — France: Biland has trouble in warm-up but still continues his unbeaten run. Webster finishes second and admits to being beaten fair and square. Markus Egloff third after Egbert Streuer gets sidecar wheel puncture on penultimate lap and finishes ninth. Jones out in pits while sixth. Abbott finishes eighth, Brindley 14th and Stirrat 16th as eight British crews finish.

Next week is the penultimate round at Sweden and the final is at Brno, Czechoslovakia on August 28.

Previous Sidecar British GP winners (at Silverstone):

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

1987 DONINGTON GP

Fastest Lap in Practice:

Rolf Biland/Kurt Waltisperg (LCR Krauser) 1m 40.23s, 89.79mph (144.59kph)

Race Result (24 laps):

1	Steve Webster/Tony Hewitt (Fowler Yamaha)	41m 14.69s, 87.28mph (140.45kph)
2	Egbert Streuer/Bernard Schnieders (LCR Yamaha)	41m 37.96s, 86.47mph (139.14kph)
3	Rolf Steinhausen/Bruno Hiller (Yamaha)	41m 48.46s, 86.10mph (138.56kph)

Fastest Lap/Lap Record:

Steve Webster/Tony Hewitt (Fowler Yamaha) 1m 41.71s, 88.48mph (142.36kph)

THE LEADING CONTENDERS

Position (Points)	Riding No. at Donington	NAME	Machine	Finishing Position in 1987 British GP	Date of Birth (Age)	Home Town/ Country	Status	Year started career	1st GP race	Total No. of GP wins	Previous FIM World/ European Championship titles
1st (120)	3	ROLF BILAND	LCR Krauser	Retired	14.51 (37)	Herrigen/ Switzerland	Married (Liliane)	1972	1974 Austrian GP	52 (1st GP win – 1975 German)	World Sidecar Champion 1978, 1979, 1981, 1983
2nd (96)	1	KURT WALITSPERG	LCR Krauser	1st	12.7.53 (35)	Kussnacht	Single	1972			
		STEVE WEBSTER			7.1.60 (28)	Flawith/ England	Married (Karin) – 1 child	1979	1983 British GP	4 (1st GP win – 1986 Belgium)	World Sidecar Champion 1987
		TONY HEWITT			16.10.50 (37)	Selby/ England	Married (Eileen) – 1 child	1973			
3rd (54)	2	EGBERT STREUER	LCR Yamaha	2nd	1.2.54 (34)	Grollo/ Holland	Married (Karin) – 1 child	1975	1978 Austrian GP	15 (1st GP win – 1982 British)	World Sidecar Champions 1984, 1985, 1986
		BERNARD SCHNIEDERS			1.2.58 (30)	Assen	Single	1981			
3rd (54)	4	ALAIN MICHEL	LCR Krauser	Retired	23.2.53 (35)	Ancone, Montelmar/ France	Married (Dominique)	1972	1976 French GP	12 (1st GP win – 1977 French)	
		JEAN-MARC FRESC			6.8.54 (34)	Parrichets de Mouroux/France	Single	1978			
5th (48)	6	STEVE ABBOTT	Windle Yamaha	6th	16.2.55 (33)	Riddings/ England	Single	1977	1980 British GP		
		SHAUN SMITH			19.1.57 (31)	Leabrooks/England	Married (Diane)	1977			
5th (48)	5	ALFRED ZURBRUGG	LCR Yamaha	4th	16.9.58 (29)	Spiez/ Switzerland	Married – 1 child	1981	1982 German GP		
		MARTIN ZURBRUGG			29.6.54 (34)	Spiez/Switzerland	Married	1979			
7th (46)	24	BARRY BRINDLEY	Fowler Yamaha	7th	30.5.59 (29)	Bawtry/ England	Married (Christine)	1980	1982 British GP		
		GRAHAME ROSE			2.3.50 (38)	Huddersfield/ England	Married (Susan) – 2 children	1972			
8th (45)	8	DEREK JONES	LCR Yamaha	5th	28.2.42 (46)	Pervale/ England	Married (Carol) – 1 son	1970	1977 French GP	1 (1980 British GP)	
		PETER BROWN			12.3.55 (33)	Leicester	Single	1975			
9th (40)	11	MARKUS EGLOFF	LCR-ADM	Retired	10.2.57 (31)	Romanshorn/ Switzerland	Single	1980	1983 German GP		
		URS EGLOFF			10.2.57 (31)	Amriswil/Switzerland	Single	1980			
10th (32)	23	BERND SCHERER	BSR Krauser	Retired	16.5.58 (30)	Geislingen/ Germany	Single	1981	1985 German GP		European Champions 1986
		THOMAS SCHRODER			21.3.63 (25)	Reutlingen/Germany	Single	1981			
10th (32)	10	THEO VAN KEMPEN	LCR Yamaha	Retired	29.3.56 (32)	Weteringburg/ Holland	Single	1977	1983 French GP		
		SIMON BIRCHALL			5.6.58 (30)	Goole/England	Single	1975			
12th (30)	20	WOLFGANG STROPEK	LCR Krauser	Retired	18.4.45 (43)	Behnberg/ Austria	Married (Margit) – 1 child	1963	1978 Austrian GP		
		HANS-PETER DEMLING			6.3.56 (32)	Hallein, Salzburg/ Austria	Single	1981			
13th (29)	18	YOSHISADA KUMAGAYA	Windle Yamaha	8th	31.1.54 (34)	Deal/England	Married (Takako) – 2 children	1978	1986 Austrian GP		
		BRIAN BARLOW			13.3.60 (28)	Nagano/Japan Isle of Man	Married (Linda) – 1 child	1982			
14th (28)	9	MASATO KUMANO	LCR Yamaha	9th	15.4.48 (40)	Oberhausen/ Germany & Tokyo	Single	1966	1976 Isle of Man TT		
		MARKUS FAHRNI			5.4.57 (31)	Wilderswil/ Switzerland	Single	1984			
15th (25)	14	FRITZ STOLZLE	LCR Krauser	–	23.6.59 (29)	Aitrang/Bayern (Germany)	Single	1984	1986 German GP		
		HUBERT STOLZLE			14.9.61 (27)	Aitrang/Bayern	Single	1984			

OTHER FIM CHAMPIONSHIP TITLE HOLDERS TAKING PART INCLUDE:

No. 7 ROLF STEINHAUSEN (Age 45 from Numbrecht, Germany) — World Sidecar Champion in 1975 and 1976

No. 12 JEAN-LOUIS MILLET (Age 34 from Annecy, France) — 1987 European Sidecar Champion



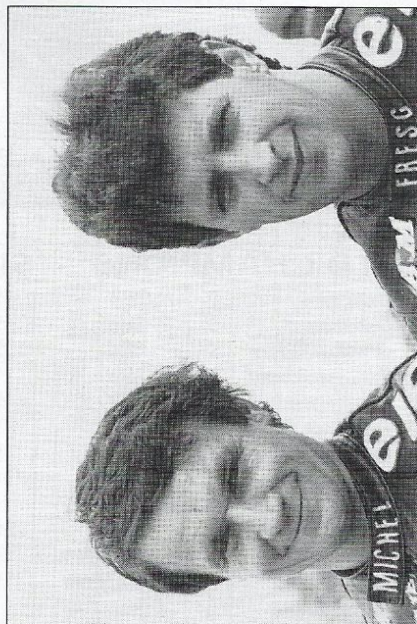
1st — BILAND/WALTISPERG



2nd — WEBSTER/HEWITT



3rd — STREUER/SCHNIEDERS



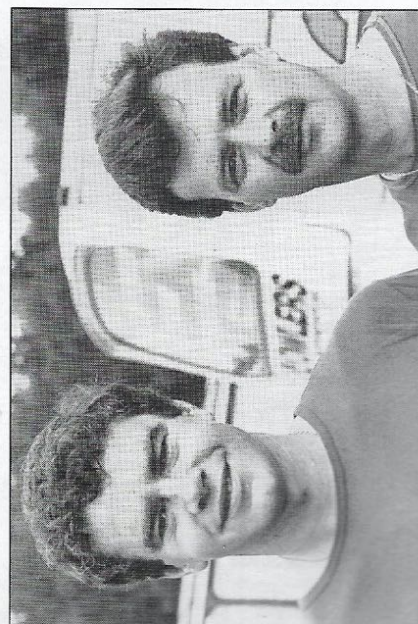
4th — MICHEL/FRESH



5th — ABBOTT/SMITH



5th — ZURRUGG/ZURRUGG



7th — BRINDLEY/ROSE



8th — JONES/BROWN



9th — EGLOFF/EGLOFF

SIDECAR

FORM GUIDE — SIDECAR CLASS — *How they've finished in 1988*

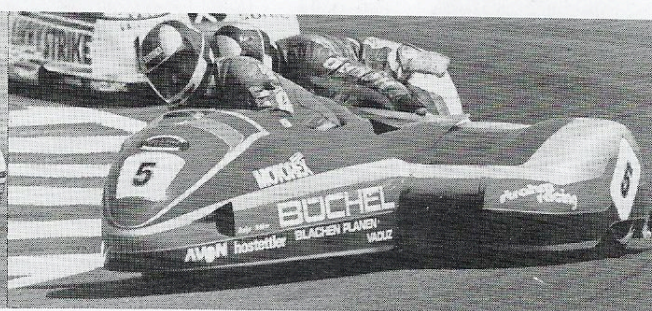
Alphabetical list of every GP starter this year

Driver (Country)	Passenger (Country)	Machine	Rd 1 Portugal Dry/Wet	Rd 2 Germany Dry	Rd 3 Austria Dry	Rd 4 Holland Dry	Rd 5 Belgium Dry/Drizzle	Rd 6 France Dry
Steve ABBOTT (GB)	Shaun Smith (GB)	Windle Yamaha	6th	10th	6th	8th	10th	8th
Paul ATKINSON (GB)	Gavin Simmons (GB)	LCR Yamaha	—	—	—	—	—	20th
Tony BAKER (GB)	James Cochrane (GB)	Yamaha	—	—	—	—	—	21st
Rolf BILAND (Switzerland)	Kurt Waltisperg (Switzerland)	LCR Krauser	†1st	†1st*	†1st*	†1st*	†1st*	†1st*
Dennis BINGHAM (GB)	Gary Irlam (GB)	LCR Yamaha	13th	—	15th	—	—	R
Andre BOSMAN (Australia)	Dave Kellet (Australia)	LCR Yamaha	R	R	11th	R	13th	R
Barry BRINDLEY (GB)	°Graham Rose (GB)/Gavin Simmons ^a (GB)	Fowler Yamaha	°4th	°11th	°10th	7th ^a	°5th	°14th
Markus EGLOFF (Switzerland)	Urs Egloff (Switzerland)	LCR-ADM	R	9th	R	4th	11th	3rd
Kenny HOWLES (GB)	Steve Pointer (GB)	LCR Yamaha	—	—	—	—	—	R
Derek JONES (GB)	Peter Brown (GB)	LCR Yamaha	8th	13th	8th	5th	3rd	R
Theo van KEMPEN (Holland)	Simon Birchall (GB)	LCR Yamaha	7th	7th	12th	—	12th	10th
Gary KNIGHT (GB)	Phillip Coombes (GB)	Redline Yamaha	—	—	—	—	20th	—
Yoshisada KUMAGAYA (Japan)	Brian Barlow (GB)	Windle Yamaha	R	12th	R	10th	6th	7th
Masata KUMANO (Japan)	Markus Fahrni (Switzerland)	LCR TEC	11th	R	R	6th	14th	5th
Pascal LARRATTE (France)	°Jacques Corbier (France)/Eckart Rosinger ^a (Germany)	LCR Yamaha	°R	°8th	°7th	11th ^a	°R	°R
Alain MICHEL (France)	Jean-Marc Fresc (France)	LCR Krauser	5th	R	2nd	R	4th	4th
Jean-Louis MILLET (France)	Claude Debroux (France)	Elf-GDF	—	—	—	—	21st	18th
Ivan NIGROWSKY (France)	Martial Charpentier (France)	Seymaz JPX	14th	—	R	R	15th	11th
Rene PROGIN (Switzerland)	Yvan Hunziker (Switzerland)	Seymaz	—	R	16th	—	R	15th
Bernd SCHERER (Germany)	Thomas Schroder (Germany)	BSR Krauser	12th	5th	9th	R	9th	13th
Barry SMITH (GB)	David Smith (GB)	Windle Yamaha	—	—	—	—	—	22nd
Rolf STEINHAUSEN (Germany)	Bruno Hiller (Germany)	ADM Krauser	R	R	R	R	7th	R
Jos van STEKELENBURG (Holland)	Rinie Bettgens (Holland)	Windle	—	—	—	13th	—	—
Clive STIRRAT (GB)	Simon Prior (GB)	LCR Yamaha	—	—	—	—	16th	16th
Fritz STOLZLE (Germany)	Hubert Stolzle (Germany)	LCR Krauser	15th	4th	R	9th	17th	12th
Egbert STREUER (Holland)	Bernard Schnieders (Holland)	LCR Yamaha	2nd	14th	5th	2nd	R	9th
Wolfgang STROPEK (Austria)	°Hans-Peter Demling (Austria)/Géral de Haas ^a (Holland)	LCR Krauser	°9th	°6th	°13th	°14th	°8th	R ^a
Gary THOMAS (GB)	°Géral de Haas (Holland)/Jim Webb ^a (GB)/Tony Strevens ^b (GB)	LCR Krauser	—	—	°14th	—	18th ^a	R ^b
Erwin WEBER (Germany)	Eckhart Rosinger (Germany)	Sigwa	—	—	—	—	R	19th
Steve WEBSTER (GB)	Tony Hewitt (GB)	LCR Krauser	3rd*	2nd	3rd	3rd	2nd	2nd
Tony WYSSSEN (Switzerland)	Kilian Wyssen (Switzerland)	LCR Yamaha	—	R	—	R	—	—
Amedeo ZINI (Italy)	Carlo Sonaglia (Italy)	LCR Yamaha	—	—	—	—	—	17th
Alfred ZURBRUGG (Switzerland)	Martin Zurbrugg (Switzerland)	LCR Yamaha	10th	3rd	4th	12th	19th	6th

°/°^b denotes which passenger took part

† denotes pole position

* denotes fastest lap



PREVIOUS WORLD CHAMPIONS — SIDECARS

1949	Oliver/Jenkinson	GB	Norton	1963	Deubel/Hörner	D	BMW	1977	O'Dell/Arthur	GB	Yamaha
1950	Oliver/Dobelli	GB/I	Norton	1964	Deubel/Hörner	D	BMW	1978	Biland/Williams	CH/GB	Yamaha
1951	Oliver/Dobelli	GB/I	Norton	1965	Scheidegger/Robinson	CH/GB	BMW	1979	Biland/Waltisperg (B2A)	CH	Yamaha
1952	Smith/Clements	GB	Norton	1966	Scheidegger/Robinson	CH/GB	BMW		Holzer/Meierhans (B2B)	CH	Yamaha
1953	Oliver/Dibben	GB	Norton	1967	Enders/Engelhardt	D	BMW	1980	Taylor/Johansson	GB/S	Windle-Yamaha
1954	Noll/Cron	D	BMW	1968	Fath/Kalauch	D	URS	1981	Biland/Waltisperg	CH	LCR-Yamaha
1955	Faust/Remmert	D	BMW	1969	Enders/Engelhardt	D	BMW	1982	Schwarzl/Huber	D	Seymaz-Yamaha
1956	Noll/Cron	D	BMW	1970	Enders/Kalauch	D	BMW	1983	Biland/Waltisperg	CH	LCR-Yamaha
1957	Hillebrand/Grunwald	D	BMW	1971	Owesle/Rutherford	D/GB	Münch-URS	1984	Streuer/Schnieders	NL	LCR-Yamaha
1958	Schneider/Strauss	D	BMW	1972	Enders/Engelhardt	D	BMW	1985	Streuer/Schnieders	NL	LCR-Yamaha
1959	Schneider/Strauss	D	BMW	1973	Enders/Engelhardt	D	Busch-BMW	1986	Streuer/Schnieders	NL	LCR-Yamaha
1960	Fath/Wohlgemuth	D	BMW	1974	Enders/Engelhardt	D	Busch-BMW	1987	Webster/Hewitt	GB	LCR-Yamaha
1961	Deubel/Hörner	D	BMW	1975	Steinhausen/Huber	D	Busch-König				
1962	Deubel/Hörner	D	BMW	1976	Steinhausen/Huber	D	Busch-König				

SIDECAR WORLD CHAMPIONSHIP POSITIONS

(20 — 17 — 15 — 13 — 11 — 10 — 9 — 8 — 7 — 6 — 5 — 4 — 3 — 2 — 1 to the first 15 finishers)

Position	Donington Race No.	Driver (Country)/Passenger (Country)	Machine	Round 1 Portugal	Round 2 Germany	Round 3 Austria	Round 4 Holland	Round 5 Belgium	Round 6 France	Total	Donington Score	New Total/Pos
1	3	ROLF BILAND (CH)/Kurt Waltisperg (CH)	LCR Krauser	20	20	20	20	20	20	120		
2	1	STEVE WEBSTER (GB)/Tony Hewitt (GB)	LCR Krauser	15	17	15	15	17	17	96		
3	2	EGBERT STREUER (NL)/Bernd Schnieders (NL)	LCR Yamaha	17	2	11	17	—	7	54		
3	4	ALAIN MICHEL (F)/Jean-Marco Fresc (F)	LCR Krauser	11	—	17	—	13	13	54		
5	6	STEVE ABBOTT (GB)/Shaun Smith (GB)	Windle Yamaha	10	6	10	8	6	8	48		
5	5	ALFRED ZURBRUGG (CH)/Martin Zurbrugg (CH)	LCR Yamaha	6	15	13	4	—	10	48		
7	24	BARRY BRINDLEY (GB)/Graham Rose & Gavin Simmons (GB)	Fowler Yamaha	13	5	6	9	11	2	46		
8	8	DEREK JONES (GB)/Peter Brown (GB)	LCR Yamaha	8	3	8	11	15	—	45		
9	11	MARKUS EGLOFF (CH)/Urs Egloff (CH)	LCR-ADM	—	7	—	13	5	15	40		
10	23	BERND SCHERER (D)/Thomas Schroder (D)	BSR Krauser	4	11	7	—	7	3	32		
10	10	THEO VAN KEMPEN (NL)/Simon Birchall (GB)	LCR Yamaha	9	9	4	—	4	6	32		
12	20	WOLFGANG STROPEK (A)/Hans-Peter Demling (A)	LCR Krauser	7	10	3	2	8	—	30		
13	18	YOSHISADA KUMAGAYA (J)/Brian Barlow (GB)	Windle Yamaha	—	4	—	6	10	9	29		
14	9	MASATO KUMANO (J)/Markus Fahrni (CH)	LCR TEC	5	—	—	10	2	11	28		
15	14	FRITZ STOLZLE (D)/Hubert Stolzle (D)	LCR Krauser	1	13	—	7	—	4	25		
16	19	PASCAL LARRATTE (F)/Jacques Corbier (F) & Eckart Rosinger (D)	LCR Yamaha	—	8	9	5	—	—	22		
17	7	ROLF STEINHAUSEN (D)/Bruno Hiller (D)	ADM Krauser	—	—	—	—	9	—	9		
18	16	ANDRE BOSMAN (AUS)/Dave Kellert (AUS)	LCR Yamaha	—	—	5	—	3	—	8		
18	22	IVAN NIGROWSKY (F)/Martial Charpentier (F)	Seymaz-JPX	2	—	—	—	1	5	8		
20	15	DENNIS BINGHAM (GB)/Gary Irlam (GB)	LCR Yamaha	3	—	1	—	—	—	4		
21	26	JOS VAN STEKELENBURG (NL)/Rinie Bettgens (NL)	Windle	—	—	—	3	—	—	3		
22	25	GARY THOMAS (GB)/Gerald de Haas (NL)	LCR Krauser	—	—	2	—	—	—	2		
23	30	RENE PROGIN (CH)/Yvan Hunziker (CH)	Seymaz	—	—	—	—	—	1	1		

SIDECAR

LAP CHART
SIDECAR

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

[illegible]

Lap Record: STEVE WEBSTER/TONY HEWITT (Yamaha) 1m 41.71s, 88.48mph, 142.36kph (2 August, 1987)

RACE

4

THE
STAR

British Sidecar Grand Prix

24 Laps — 60 miles — 96.55 kms — Start 16.30

NO.	DRIVER/PASSENGER	COUNTRY	MACHINE	ENTRANT
1	Steve WEBSTER/Tony HEWITT	GB/GB	Krauser LCR	Seward Agricultural Machinery
2	Egbert STREUER/Bernard SCHNIEDERS	Holland/Holland	LCR Yamaha	Team Lucky Strike Streuer
3	Rolf BILAND/Kurt WALTISPERG	Switzerland/Switzerland	LCR Krauser	Krauser Racing/Pecostar Monteverdi
4	Alain MICHEL/Jean-Marc FRESC	France/France	LCR Krauser	Krauser Racing-ELF
5	Alfred ZURBRUGG/Martin ZURBRUGG	Switzerland/Switzerland	LCR Yamaha	Zurbrugg Sidecar Team
6	Steve ABBOTT/Shawn SMITH	GB/GB	Windle Yamaha	
7	Rolf STEINHAUSEN/Bruno HILLER	W Germany/W Germany	ADM Krauser	Krauser Racing
8	Derek JONES/Peter BROWN	GB/GB	LCR Yamaha	
9	Masato KUMANO/Markus FAHRNI	Japan/Switzerland	TEC LCR	TEC Racing Team
10	Theo van KEMPEN/Simon BIRCHALL	Holland/GB	LCR Yamaha	Team Lucky Strike Streuer
11	Markus EGLOFF/Urs EGLOFF	Switzerland/Switzerland	ADM-LCR	Charles Auf der Maur
12	Jean-Louis MILLET/Claude DEBROUX	France/France	Elf-GDF	
14	Fritz STOLZLE/Hubert STOLZLE	W Germany/W Germany	LCR Krauser	Krauser Racing
15	Dennis BINGHAM/Gary IRLAM	GB/GB	Padgett-LCR Yamaha	Padgetts (Batley) Ltd
16	Andre BOSMAN/Dave KELLET	Australia/Australia	LCR Yamaha	
17	Doug CHIVAS/Margaret HALLIDAY	New Zealand/New Zealand	LCR	
18	Yoshisada KUMAGAYA/Brian BARLOW	Japan/GB	Windle Yamaha	
19	Pascal LARRATTE/Jacques CORBIER	France/France	LCR Yamaha	
20	Wolfgang STROPEK/Hans-Peter DEMLING	Austria/Austria	MIBAG LCR Krauser	
21	Amedeo ZINI/Carlo SONAGLIA	Italy/Italy	LCR Yamaha	Sidecar Corse
22	Ivan NIGROWSKY/Martial CHARPENTIER	France/France	Seymaz JPX	
23	Bernd SCHERER/Thomas SCHRODER	W Germany/W Germany	Krauser BSR	Krauser Racing
24	Barry BRINDLEY/Grahame ROSE	GB/GB	Krauser Yamaha	DTR/Fowler Yamaha
25	Gary THOMAS/Jim WEBB	GB/GB	IMI LCR Krauser	
26	Jos van STEKELENBURG/Rinie BEITGENS	Holland/Holland	Windle	CT Holland
27	Judd DREW/Bryan HOUGHTON	GB/GB	Yamaha	Langcourt Ltd.
28	Gary KNIGHT/Phil COOMBES	GB/GB	Redline Yamaha	
29	Ray GARDNER/Tony STREVEIS	GB/GB	Yamaha	
30	Rene PROGIN/Yvan HUNZIKER	Switzerland/Switzerland	Seymaz	
31	Billy GALLROS/Kim ANDREASEN	Sweden/Sweden	LCR Yamaha	

Results: 1st _____ 2nd _____ 3rd _____ 4th _____ 5th _____ 6th _____
 7th _____ 8th _____ 9th _____ 10th _____ 11th _____ 12th _____ 13th _____
 14th _____ 15th _____ 16th _____ 17th _____ 18th _____ 19th _____ 20th _____
 Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph

SIDE CAR

Speedway Hall of Fame — Here at Donington

February 19, 1928, dawned, a crisp Spring Day.

George V was on the throne. And Stanley Baldwin was installed as Prime Minister at 10 Downing Street.

And deep in Epping Forest something stirred . . .

Thousands of eager but puzzled families were making their way from London's suburbs to the popular parkland on the outskirts of the Capital.

There were to be in at the British birth of dirt-track racing, a sport that had spread across the world from Australia where it had been invented by New Zealander Johnnie Hoskins.

Today the sport, now known as speedway, is its Diamond Jubilee.

And to celebrate that next month a Speedway Hall of Fame will open as part of the fabulous Donington Collection, the priceless array of valuable racing cars that forms the richest record of motorsport in this country.

Tom Wheatcroft, millionaire owner of Donington and private racing enthusiast, had a chance meeting with four-times World Speedway Champion Barry Briggs . . . from which the Hall of Fame grew.

Now a hall in the museum will be given over to show sixty years of a sport that has thousands of followers throughout the country.

Pride of place in the new show will be the rarest motorcycle in the world — six-times World Champion Ivan Mauger's £100,000 machine on which he won the 1970 title.

One of Mauger's closest friends, a wealthy American Ray Bokelman, made him a rare promise when he successfully defended his world crown in 1969.

"If you become the first man to win it three times in a row I'll gold-plate your bike."

Mauger won in Poland — and Bokelman kept his promise.

Now the glittering machine (it is still in perfect working order and exactly as it was mechanically when Mauger won his last race at Wroclaw) will be officially handed over to the Hall of Fame before next Sunday's reunion of scores of speedway legends in the Golden Greats meeting at Coventry.

There Briggs, who along with all the other Golden Oldies will be making a track comeback, will also collect the bits-and-pieces bike on which Sweden's Ove Fundin, a five-times winner, roared to his first crown.

Those two priceless machines will join all the others in the Hall of Fame collection — an array of equipment that traces the history of speedway from that warm Spring day sixty years ago.

Says Briggs, 53, and the first speedway rider to be honoured by the Queen when awarded the M.B.E.: "It's always been my dream to open a Speedway Hall of Fame. When I talked to Tom Wheatcroft about it he was as enthusiastic as I was. We went from there."

It has taken more than 12 months to plan the exhibition and Briggs has travelled tens of thousands of miles to search out memorabilia.

He flew to America's West Coast to talk with 1937 World Champion Jack Milne. He travelled to Poland for discussions with Jerzy Szczakiel, the Iron Curtain's only King of the Track.

And he journeyed to Australia, where Mauger now lives, to persuade the Galloping Kiwi to part not only with his golden keepsake but also with the unique winged wheel World Championship Trophy that Mauger was allowed to keep after his record-equalling fifth victory.

Peter Oakes
The Star

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"Ultimate Streetbike"

Display behind Exhibition Building adjacent to Dunlop Bridge

SuperBike's Ultimate Streetbike competition was born in the bottom of a beer glass one winter's evening in early 1983. The idea behind it was to fit the gap between 'proper' quarter-mile drag racing and the kind of impromptu street racing indulged in by motorcycle enthusiasts up and down the country.

The first meeting was held in July 1983 at Santa Pod Raceway in Bedfordshire. Less than a hundred SuperBike readers entered, but lots more spectated, curious about this new and easy way of breaking into motorcycle competition. All you needed was a street legal bike with at least one millimetre of tread on the rear tyre. You didn't need full leathers, membership of a club, or loads of money, and there was no limit on the number of runs you could make up the strip. Racing went on until either fuel or time ran out, or until your motorcycle cried enough.

That first weekend was voted a huge success by competitors and spectators alike, and convinced SuperBike magazine that they were definitely on the right track. A Mancunian billposter named Alan Jones won the first ever Ultimate Streetbike title, recording a best time of 10.55 seconds on his Suzuki GS1170. Suzukis have rather dominated the competition ever since — but the times have come tumbling down. Jones's time would not have placed him in the top 30 table at the 1988 round at Long Marston!

1988 has been a significant year for Ultimate Streetbike. After steadily growing in size and stature in the preceding years, with more and more drag racing venues clamouring to stage a round, the ACU agreed to set up a new racing class specifically for Ultimate Streetbike racers. As part of their entry fees, competitors now get a one-event licence for each round they enter, plus all the insurance advantages associated with an ACU-sanctioned event.

The other advantage of ACU sanctioning has been the opening up of Ultimate Streetbike as a vehicle for sponsorship. Rather than inviting one organisation to underwrite the event, SuperBike set a very low sponsorship 'entry level' to bring Ultimate Streetbike within the reach of a larger number of sponsors. The response was immediate from those firms with the wisdom to see the opportunity to relate in a very direct way with the people who use their products: Andy Freeman's EBC Brakes, Metzeler, Pirelli, TTS, Goodridge, Harris, Rapier Racing, and the Motor Cycle Association all chipped in with money which has been passed on to the competitors in the form of prize money and trophies. The MCA's involvement has given rise to the first

aristocratic Ultimate Streetbiker, Lord Rollo Denbigh. His Honda CBR1000 has run at the Santa Pod and the Ramsey, Isle of Man meetings this year.

The top runners in this year's Ultimate Streetbike will all be making an appearance at Donington. Their bikes, either turbo charged or nitrous oxide injected (and sometimes both!), or even normally carburetted in the case of Tony Arnold's and John Messenger's Suzukis, are all capable of accelerating from 0-150mph and more in nine and a bit seconds. Nought to sixty would take two seconds — and that's running on ordinary pump petrol.

But even these times seem slow when compared to the performance of some of the competition drag bikes on display at Donington. The 'pro stock' bikes of Jack Valentine and John Clift use wide slicks on their wide slicks on their rear wheels to achieve incredibly fast launches off the line. Wheelie bars extend behind the machine to prevent it looping the loop; pneumatically-powered airshifters allow the rider to select the next gear with the throttle wide open by the simple expedient of pressing a button on the handlebars. The quickest pro stock bikes live in the United States, where they are now charging from 0-160mph in less than eight seconds.

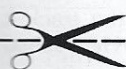
Quicker still are the 'funny bikes', a silhouette class where almost anything goes, so long as the racebike looks vaguely like the street bike on which it is based. Sometimes the resemblance is only passing, but these turbocharged or nitrous-injected machines are capable of hitting 200mph from a standstill in less than seven seconds. Gears engage automatically, controlled by an rpm-sensor which also stops the engine from over-revving — an important consideration in a high compression engine revving to 14,000rpm and more.

Most spectacular of all are the 'top fuel' bikes, increasingly rare these days because of the high running costs involved. Fuelled by extremely volatile and dangerous nitromethane, these bikes generate a tremendous amount of noise and power (over 600bhp) despite being based on everyday Japanese streetbike engines from the likes of Suzuki, Kawasaki and Yamaha. The strength of the Kawasaki Z1 unit makes it a popular choice for this class even now, some 15 years after its first appearance in bike showrooms. Phil Brachtvogel's top fueler is one of the fastest — and loudest! — two-wheeled vehicles in Europe, covering the quarter mile in seven seconds at speeds approaching 200mph.

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THE TOP BRITISH NATIONAL RIDERS IN 2-LEG TT FORMULA 1 RACE

As part of 'The GP Weekend', Donington are delighted to incorporate a major TT Formula 1 race which is being run to the UK regulations to enable the inclusion of the spectacular Norton Motors Team.

The ACU British TT Formula 1 Championship has produced the best racing on the national scene this season and this weekend's two part race should provide excellent competition between the British works teams from Honda, Mitsui Yamaha, Heron Suzuki and Kawasaki — in addition to some top-line privateers.

The format of the race is designed to combine the rigours of long-distance type riding with a 62.5 mile race on the Saturday followed by a 25 mile 'shoot-out sprint' on the Sunday.

There is separate prize money for each part but the overall winner on aggregate times wins the Squib Burton Challenge Trophy, presented by the Donington Park Racing Association Club (Donington Supporters' Club). Squib won Donington's first ever race on May 25th 1931, riding a 348cc Raleigh. The Trophy was originally awarded as the Evening Chronicle Cup at the White City Track in 1929 for all British Dirt Track Racing Association riders and visiting dirt track teams. It was won outright by Squib Burton who handed the trophy to the DPRAC on the 50th anniversary of his first Donington win, for use as an annual challenge trophy for solo motorcycles.

BRIAN MORRISON — *Man of the Moment*

There is no background of racing, or even a particularly fierce competitive spirit, in Brian Morrison's ancestry as far as he can recall; but at some time in the past 27 years he unwittingly acquired the ability, and later the urge, to go faster on two wheels than most of his contemporaries.

Perhaps his basic skill first emerged when he was always at the front of his teenage pals as they roared around the streets in the '70s. If so, it went unheeded and Morrison had given us riding motorcycles on the road before he went into racing.

Some eight years later he is acknowledged as Britain's foremost national rider, equally at ease on the fearsome Isle of Man TT Mountain Course at 160mph or scratching round a short circuit. Slicks and racing engines or out-and-out "proddies" are all handled with the confidence that is becoming more self assured day-by-day.

Morrison, from Kirkcaldy, four times a Scottish champion, began to be noticed South of the border last year when he won the Metzeler 1300cc production championship and also secured high placings in other championships. But this year he has surpassed all expectations and has inevitably been dubbed "The Flying Scot".

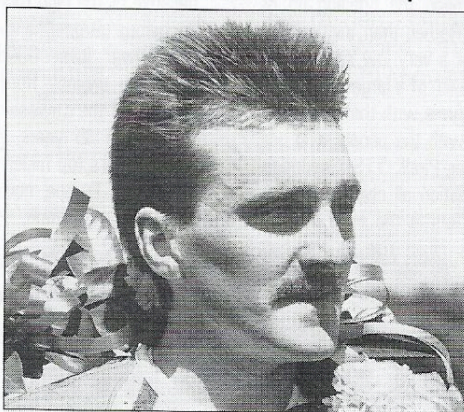
Equipped with a brace of CBR 600's and three RC30's, Morrison is on course to capture five British championships, the TT Formula One, Superstock, Seniorstock, the CBR Challenge and the TT production series. Add to this his victory and second place in the Isle of Man TT races in June and it is easy to see why he is regarded as the country's No. 1.

Yet Morrison is at something of a loss to account for his runaway success this season during which he has broken one record or another at nearly every meeting he has attended.

"I haven't a clue," he said with disarming frankness, "I don't feel I am trying any harder in my riding. Put it down to better machinery and classes that suit my style of riding."

It is true that production racing has now become "respectable" as well as being extremely competitive and a great deal of his success has been in that category. There is much more however to Morrison than just being able to race a production machine, or for that matter an F1, better than most.

In his path through the ranks and his time at the TT the Scot has had an enormous amount of experience and more



importantly has learned from it. Now it is not so much the fact that he wins so many races but the manner in which he does it.

Study him this weekend in the Formula 1 race. His fluid riding style is a joy to watch, but follow him more closely and you will see how he tests the strengths and weaknesses of the opposition before he makes his decisive move. He can be, and has been, beaten, of course, but Morrison is one of the rare breed that learns and benefits from defeat.

He has still to be tested at the highest level and although he has had offers to ride in the World Superbike Championship this year has decided to complete the championship season here before venturing abroad. At the same time he says: "Given an opportunity to race in a Grand Prix I would grab it with both hands. I am a full time racing professional now and that is the only place to be."

A former bread salesman there is no doubt that Morrison can now earn his 'dough' on two wheels but it has all happened in a very casual way. After giving up street riding (he still rarely rides a bike on the roads) he started going to tracks with a pal who was racing.

"It dawned on me that if I was going to the track it seemed a good idea to have a shot at it myself." He finished second in his first race.

His approach to the TT was very much the same. "I went in 1984 to have a look at it and decided to come back for a ride the following year," he said. A good debut ninth more or less convinced the Scot that he might have some sort of future in racing.

The ability to master pure road circuits like the Isle of Man and short tracks is one of Morrison's strengths and is, because of modern day trends, something few other riders have achieved.

Morrison has already justified the faith of Honda's Ron Grant, Roger Etccl and his Bike Studio dealership and Irish car dealer Francis Neill who have helped with his machinery. If the Flying Scot can hone his already considerable skills to an even finer edge and achieve the same sort of success at international and Grand Prix level in the future, he will also delight an entire nation.

TT FORMULA 1 CHALLENGE

SATURDAY — Part 1 — 25 Laps — 62.5 miles — 100.5 kms — Start 17.30

SUNDAY — Part 2 — 10 Laps — 25 miles — 40.23 kms — Start 17.45

LAP RECORD — Sept 27 1987 (World TT F1 Race)

Roger Marshall (750 Suzuki) 1m 41.87 sec, 88.34mph (142.14kph)

NO.	RIDER	TOWN	MACHINE	ENTRANT
1	Brian MORRISON	Kirkcaldy	Honda 750	Honda UK
2	Andy McGLADDERY	Darlington	Suzuki 750	Francis Neill Motors
4	Mark PHILLIPS	Lincoln	Bimota Yamaha 750	Loctite Yamaha
5	Trevor NATION	Salisbury	Honda 750	New Garage Salisbury/Oxford Products
6	Steve HISLOP	Hawick	Honda 750	Honda UK
7	Carl FOGARTY	Blackburn	Honda 750	Appleby Glade Ltd
8	Mark FARMER	Northwich	Suzuki 750	Poole Plumbing & Heating
9	Roger BURNETT	Binbrook	Honda 750	Honda UK
10	Phil MELLOR	Huddersfield	Suzuki 750	Team Heron Suzuki
11	Gary THRUSH	Northallerton	Suzuki 750	Tillston Motorcycles
12	Mark LINSKOTT	London	Suzuki 750	David Brown Racing
14	Simon BUCKMASTER	Coalville	Norton 588	Norton Motors Ltd
15	Steve VEASEY	Bromley	Kawasaki 750	
16	Keith HUEWEN	Wollaston	Bimota Yamaha 750	Loctite Yamaha
17	Roy JEFFREYS	High Wycombe	Yamaha 750	
18	Steve WILLIAMS	Llantwit Major	Bimota Yamaha 750	Fowler Yamaha
19	Roger HURST	Aylesbury	Kawasaki 750	Team Green Kawasaki
20	Asa MOYCE	Leyton	Kawasaki 750	
21	Paul IDDON	Stockport	Bimota 750	Pee Jay Racing
22	Nat WOOD	Norwich	Suzuki 750	
23	Roland BROWN	Highbury	Honda 750	Saluki Racing Partnership
24	Eamonn CLEERE	Southgate	Suzuki 750	
25	Mike SEWARD	York	Yamaha 750	Seward Agricultural Machinery Ltd
26	Dave WOOLAMS	Middlesbrough	Suzuki 750	
27	Steve HENSHAW	Jacksdale	Honda 750	Tillston Motorcycles
28	Dennis IRELAND	Market Bosworth	Honda 750	Shuttlevan/Taylor Signs
29	Brent GLADWIN	Sheffield	Yamaha 750	Seward Agricultural Machinery Ltd
30	Dave LEACH	Halifax	Bimota 750	Padgetts (Batley) Ltd
31	Phil ARMES	Norwich	Suzuki 750	
33	Malcolm HEATH	Walsall	Norton 588	Norton Motors Ltd
34	Dave HILL	Coventry	Honda 750	Klamp-It International
35	Darren DIXON	Dover	Suzuki 750	Padgetts (Batley) Ltd
36	Terry RYMER	London	Honda 750	Sterns Disco
37	Ronan SHERRY	Dublin	Suzuki 750	
38	Kevin MAWDSLEY	Blackpool	Suzuki 750	Derek Woodman, Blackpool BMW Centre
39	John RAYBOULD	Brierley Hill	Suzuki 750	Motor Cycle Mart, Kidderminster
40	Dale ROBINSON	Morpeth	Suzuki 750	Tillston Motorcycles
41	Ray HUTCHISON	Richmond	Suzuki 750	
42	Steve MASON	Ashbourne	Suzuki 750	
69	James WHITHAM	Huddersfield	Suzuki 750	Team Heron Suzuki

Results: Part 1: 1st (£500) _____ 2nd (£400) _____ 3rd (£300) _____ 4th (£250) _____

5th (£200) _____ 6th (£170) _____ 7th (£150) _____ 8th (£130) _____ 9th (£110) _____ 10th (£100) _____

Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph

Part 2: 1st (£180) _____ 2nd (£150) _____ 3rd (£110) _____ 4th (£90) _____

5th (£80) _____ 6th (£75) _____ 7th (£65) _____ 8th (£60) _____ 9th (£55) _____ 10th (£50) _____

Winner's Time _____ Speed _____ mph Fastest Lap: No. _____ Time _____ Speed _____ mph

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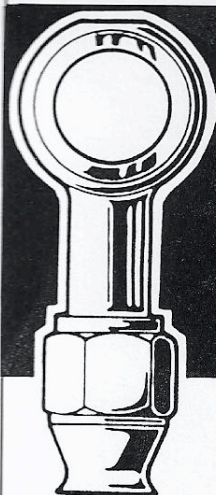


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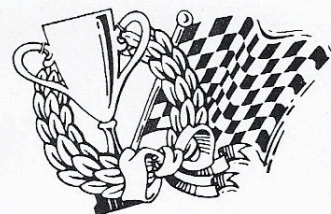
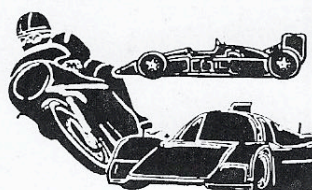
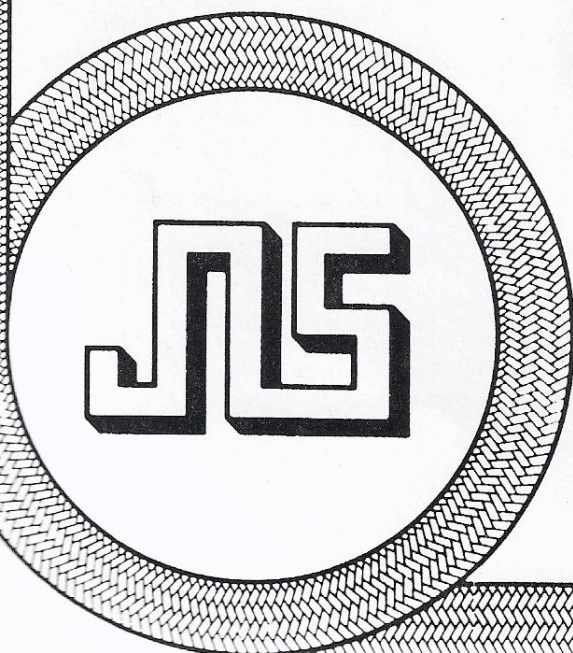
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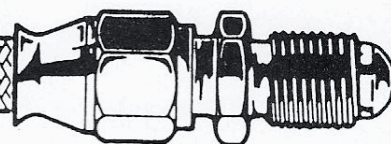
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WELCOME TO THE WORLD OF ACU MOTORCYCLE SPORT

On virtually every weekend throughout the year, and certainly during the months of spring, summer and autumn, motorcycle sport is taking place throughout the UK.

Those of you here today will already be aware of the challenging and exciting nature of our sport, while others will be making an annual pilgrimage to the GP or, indeed, some will be making their first visit to a motorcycle event. Whatever, I am positive that you will thoroughly enjoy the meeting and you may, as a result, wish to participate yourselves.

The British Road Race Grand Prix, the Isle of Man TT races and the British Moto Cross GP's are the most prestigious events in the British motorcycle sport calendar. As such they represent the ultimate goal of British based riders. The achievement of competing in these events is a long process that is borne of much hard work in club and national events. All the riders taking part today have risen to this level through experience gained at the lower levels of the sport where the racing, while perhaps not as professional as the GP's, is still highly competitive.

The Auto-Cycle Union (ACU) is the governing body of motorcycle sport in the UK, and aims to provide competitors at all levels with an enjoyable day's sport. The ACU is divided into 20 regional centres, each comprising of many individual clubs (there are 800 clubs in total). You will need to belong to an ACU club in order to obtain your competition licence but, don't worry, there's bound to be a club in your area.

Although the cost of competing in motorcycle sport is not cheap, there are several clubs running races for low-cost machinery suitable for the newcomer. On the other hand, every club is always on the lookout for more people to marshal at their meetings. Marshals are an essential part of every meeting (approximately 400 are on duty here at Donington today) and the sport could not exist without them. Although marshals are voluntary, many clubs provide refreshments for them and, in any case, they can certainly be sure of being close to the action! All clubs train marshals to ensure that they set the correct standards.

If you would like more information on becoming a participant in the most exciting sport in the world, why not contact the ACU's Rugby headquarters. Or, if you are spectating at Coppice Corner, pay a visit to the ACU stand in the trade area.

If you prefer to do your riding off-road, don't despair, the Rugby office can provide you with all the relevant information as well. Simply write or 'phone the ACU at:

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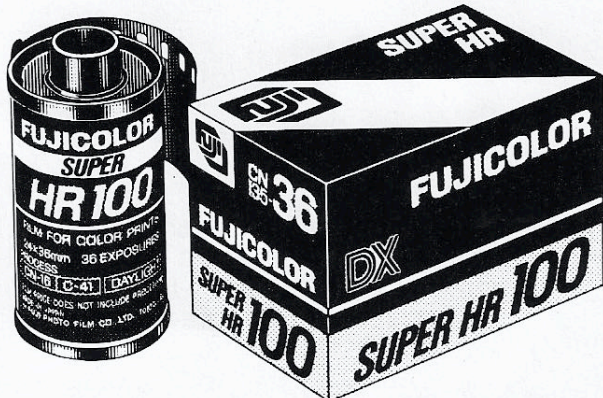
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 English Tourist Board - Good Beer Guide recommended.

The Four Poster Guest House

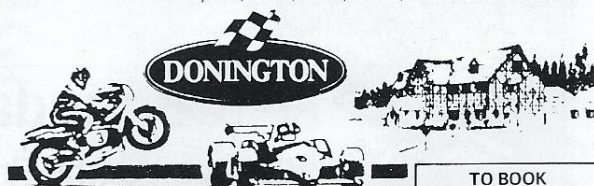
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This Olde Worlde Guest House is situated in the centre of Castle Donington in a quiet location opposite Church.
 Ample car and trailer parking · Four Poster rooms available.
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**EVERYONE'S A WINNER
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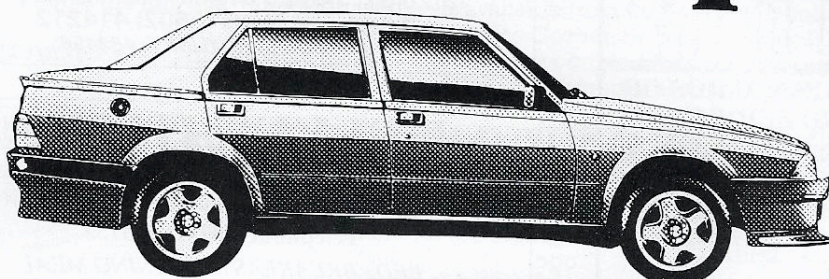


Fine independent hotels throughout Britain and the world

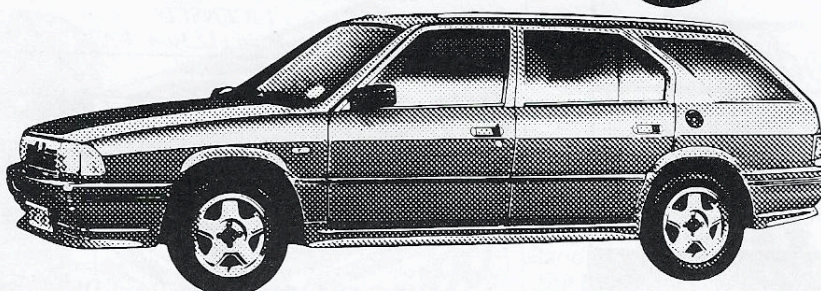
TO BOOK

Telephone Reservations
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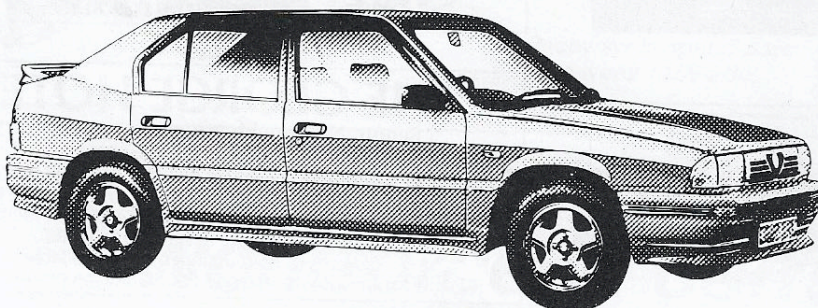
8095cc, 542bhp 504mph.



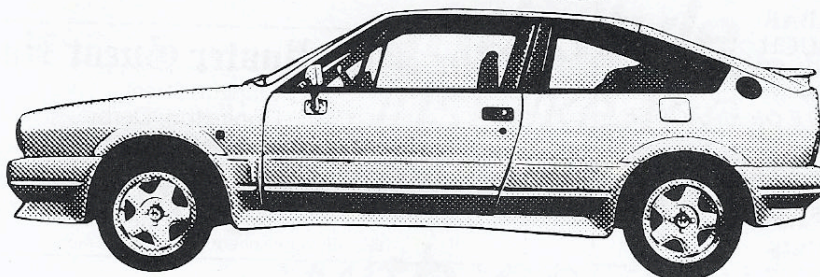
Alfa Romeo
75 3.0 Veloce
2959cc
188bhp
137mph



Alfa Romeo
33 1.7 Sportwagon Veloce
1712cc
118bhp
120mph



Alfa Romeo
33 1.7 Veloce
1712cc
118bhp
122mph



Alfa Romeo
Sprint 1.7 Veloce
1712cc
118bhp
125mph

The Alfa Romeo range. Four highly individual models with two things in common. Lots of power and plenty of performance. Call in for a test drive and find out how it all adds up.

Alloy wheels illustrated are optional extras

Alfa Romeo 
Performance Cars.

Boundary Garage

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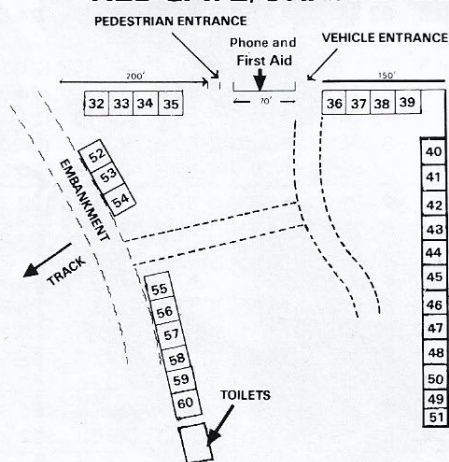
Manufacturer's figures

MARKET PLACES

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

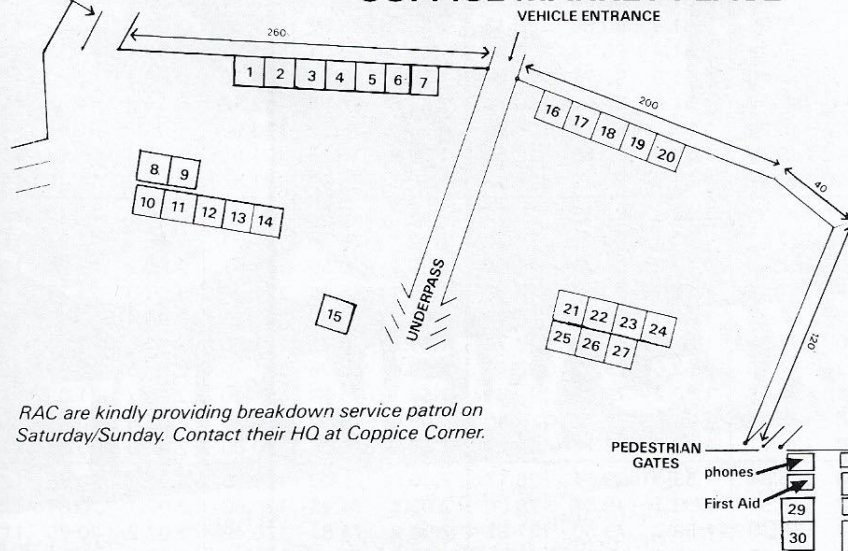
Here you will find something to interest all the family and the numerous trade displays range from motorcycle manufacturers and dealers to clothing retailers, as well as stands selling books, videos, magazines, accessories and souvenirs.

REDGATE/CRANER MARKET PLACE



Stand No.	Name
32.	Ogni Products
33.	USAB Aprilia
34.	Elf Oil
35.	D. & G. Leisurewear
36.	A.G. Accessories
37.	S.M. Motorcycles
38.	
39.	
40.	Loctite U.K. Ltd.
41.	Lewis Leathers
42.	Kushka
43.	B. Lindsey
44.	Motor Cycle News
45.	Chic Jewelry
46.	Top Shot Promotions
47.	
48.	Honda U.K. Ltd.
49.	Advanced Publishing
50.	Jajac Sports
51.	Clinton Enterprises
52.	
53.	Frontline
54.	Shell U.K.
55.	Duke Marketing
56.	W.R. Racewear
57.	J.K. Marketing
58.	Pepsi Cola
59.	Pepsi Cola

COPPICE MARKET PLACE



Stand No.	Name
1.	Rothmans International
2.	Rothmans International
3.	C.P.K. Auto Products
4.	Belstaff International Ltd.
5.	Bike Gear
6.	Michelin Tyres
7.	Michelin Tyres
8.	Concert Publishing
9.	Grand Prix Promotions
10.	Clinton Enterprises
11.	Colin Jones Studio
12.	Clay Cross
13.	Padgett's of Batley
14.	Promoto
15.	Raceways
16.	Shell U.K.
17.	S. & R. Picker
18.	Gatenby Motorcycles
19.	Dunlop Tyres
20.	Dunlop Tyres
21.	Style Sports (Marlboro)
22.	Style Sports (Marlboro)
23.	W.R. Racewear
24.	Frontline
25.	A.G. Accessories
26.	A.G. Accessories
27.	D. & H. Autos
28.	Brian Lindsey
29.	W. Fry
30.	J.K. Marketing
31.	Motor Cycle News

RAC are kindly providing breakdown service patrol on Saturday/Sunday. Contact their HQ at Coppice Corner.

In addition to the main Market Places, there are sites in the infield behind the Main Grandstand, next to Starkey's Bar, at McLeans (next to DPRAC enclosure), and trade to the Dunlop pedestrian bridge.

Marlboro Bandwagon Contest

WIN A BANDWAGON CASSETTE TAPE



Marlboro are giving away 100 of their great "Bandwagon cassettes". The first 100 lucky spectators who go to the Marlboro sales area situated in units 21/22 at the Coppice Corner market place on race day with the correct answers to the following questions will receive an exclusive compilation tape of 14 classic American hits. (Offer available only to smokers over 18 years of age.)

- Is the rider pictured
 - Ron Haslam
 - Barry Sheene
 - Eddie Lawson
- NAWAY DRAGNER is an anagram of which rider?
- Who recorded the song "Motorbiking"?



Warning: SMOKING CAN CAUSE FATAL DISEASES
Health Department's Chief Medical Officers

DONINGTON LAP SPEED TABLE for 2.5 mile GP circuit

TIME min/sec	MPH	KPH	TIME min/sec	MPH	KPH	TIME min/sec	MPH	KPH	TIME min/sec	MPH	KPH	TIME min/sec	MPH	KPH
1.35.0	94.73	152.46	1.42.0	88.23	142.00	1.49.0	82.56	132.88	1.56.0	77.58	124.86	2.03.0	73.17	117.75
1.35.1	94.63	152.30	1.42.1	88.14	141.86	1.49.1	82.49	132.75	1.56.1	77.51	124.75	2.03.1	73.11	117.66
1.35.2	94.53	152.14	1.42.2	88.06	141.72	1.49.2	82.41	132.63	1.56.2	77.45	124.64	2.03.2	73.05	117.56
1.35.3	94.43	151.98	1.42.3	87.97	141.58	1.49.3	82.34	132.51	1.56.3	77.38	124.54	2.03.3	72.99	117.47
1.35.4	94.33	151.82	1.42.4	87.89	141.44	1.49.4	82.26	132.39	1.56.4	77.31	124.43	2.03.4	72.93	117.37
1.35.5	94.24	151.66	1.42.5	87.80	141.30	1.49.5	82.19	132.27	1.56.5	77.25	124.32	2.03.5	72.87	117.27
1.35.6	94.14	151.50	1.42.6	87.71	141.17	1.49.6	82.11	132.15	1.56.6	77.18	124.22	2.03.6	72.81	117.18
1.35.7	94.04	151.34	1.42.7	87.63	141.03	1.49.7	82.04	132.03	1.56.7	77.12	124.11	2.03.7	72.75	117.09
1.35.8	93.94	151.19	1.42.8	87.54	140.89	1.49.8	81.96	131.91	1.56.8	77.05	124.00	2.03.8	72.69	116.99
1.35.9	93.84	151.03	1.42.9	87.46	140.75	1.49.9	81.89	131.79	1.56.9	76.98	123.90	2.03.9	72.63	116.90
1.36.0	93.75	150.87	1.43.0	87.37	140.62	1.50.0	81.81	131.67	1.57.0	76.92	123.79	2.04.0	72.58	116.80
1.36.1	93.65	150.71	1.43.1	87.29	140.48	1.50.1	81.74	131.55	1.57.1	76.85	123.68	2.04.1	72.52	116.71
1.36.2	93.55	150.56	1.43.2	87.20	140.34	1.50.2	81.66	131.43	1.57.2	76.79	123.58	2.04.2	72.46	116.61
1.36.3	93.45	150.40	1.43.3	87.12	140.21	1.50.3	81.59	131.31	1.57.3	76.72	123.47	2.04.3	72.40	116.52
1.36.4	93.36	150.24	1.43.4	87.04	140.07	1.50.4	81.52	131.19	1.57.4	76.66	123.37	2.04.4	72.34	116.43
1.36.5	93.26	150.09	1.43.5	86.95	139.94	1.50.5	81.44	131.07	1.57.5	76.59	123.26	2.04.5	72.28	116.33
1.36.6	93.16	149.93	1.43.6	86.87	139.80	1.50.6	81.37	130.95	1.57.6	76.53	123.16	2.04.6	72.23	116.24
1.36.7	93.07	149.78	1.43.7	86.78	139.67	1.50.7	81.30	130.84	1.57.7	76.46	123.05	2.04.7	72.17	116.15
1.36.8	92.97	149.62	1.43.8	86.70	139.53	1.50.8	81.22	130.72	1.57.8	76.40	122.95	2.04.8	72.11	116.05
1.36.9	92.87	149.47	1.43.9	86.62	139.40	1.50.9	81.15	130.60	1.57.9	76.33	122.85	2.04.9	72.05	115.96
1.37.0	92.78	149.32	1.44.0	86.53	139.26	1.51.0	81.08	130.48	1.58.0	76.27	122.74	2.05.0	72.00	115.87
1.37.1	92.68	149.16	1.44.1	86.45	139.13	1.51.1	81.00	130.36	1.58.1	76.20	122.64	2.05.1	71.94	115.77
1.37.2	92.59	149.01	1.44.2	86.37	139.00	1.51.2	80.93	130.25	1.58.2	76.14	122.53	2.05.2	71.88	115.68
1.37.3	92.49	148.85	1.44.3	86.28	138.86	1.51.3	80.86	130.13	1.58.3	76.07	122.43	2.05.3	71.82	115.59
1.37.4	92.40	148.70	1.44.4	86.20	138.73	1.51.4	80.78	130.01	1.58.4	76.01	122.33	2.05.4	71.77	115.50
1.37.5	92.30	148.55	1.44.5	86.12	138.60	1.51.5	80.71	129.90	1.58.5	75.94	122.22	2.05.5	71.71	115.41
1.37.6	92.21	148.40	1.44.6	86.04	138.47	1.51.6	80.64	129.78	1.58.6	75.88	122.12	2.05.6	71.65	115.31
1.37.7	92.11	148.25	1.44.7	85.95	138.33	1.51.7	80.57	129.66	1.58.7	75.82	122.02	2.05.7	71.59	115.22
1.37.8	92.02	148.09	1.44.8	85.87	138.20	1.51.8	80.50	129.55	1.58.8	75.75	121.91	2.05.8	71.54	115.13
1.37.9	91.93	147.94	1.44.9	85.79	138.07	1.51.9	80.42	129.43	1.58.9	75.69	121.81	2.05.9	71.48	115.04
1.38.0	91.83	147.79	1.45.0	85.71	137.94	1.52.0	80.35	129.32	1.59.0	75.63	121.71	2.06.0	71.42	114.95
1.38.1	91.74	147.64	1.45.1	85.63	137.81	1.52.1	80.28	129.20	1.59.1	75.56	121.61	2.06.1	71.37	114.86
1.38.2	91.64	147.49	1.45.2	85.55	137.68	1.52.2	80.21	129.09	1.59.2	75.50	121.51	2.06.2	71.31	114.77
1.38.3	91.55	147.34	1.45.3	85.47	137.55	1.52.3	80.14	128.97	1.59.3	75.44	121.40	2.06.3	71.25	114.67
1.38.4	91.46	147.19	1.45.4	85.38	137.41	1.52.4	80.07	128.86	1.59.4	75.37	121.30	2.06.4	71.20	114.58
1.38.5	91.37	147.04	1.45.5	85.30	137.28	1.52.5	80.00	128.74	1.59.5	75.31	121.20	2.06.5	71.14	114.49
1.38.6	91.27	146.89	1.45.6	85.22	137.15	1.52.6	79.92	128.63	1.59.6	75.25	121.10	2.06.6	71.09	114.40
1.38.7	91.18	146.74	1.45.7	85.14	137.02	1.52.7	79.85	128.51	1.59.7	75.18	121.00	2.06.7	71.03	114.31
1.38.8	91.09	146.59	1.45.8	85.06	136.90	1.52.8	79.78	128.40	1.59.8	75.12	120.90	2.06.8	70.97	114.22
1.38.9	91.00	146.45	1.45.9	84.98	136.77	1.52.9	79.71	128.29	1.59.9	75.06	120.80	2.06.9	70.92	114.13
1.39.0	90.90	146.30	1.46.0	84.90	136.64	1.53.0	79.64	128.17	2.00.0	75.00	120.70	2.07.0	70.86	114.04
1.39.1	90.81	146.15	1.46.1	84.82	136.51	1.53.1	79.57	128.06	2.00.1	74.93	120.60	2.07.1	70.81	113.95
1.39.2	90.72	146.00	1.46.2	84.74	136.38	1.53.2	79.50	127.95	2.00.2	74.87	120.49	2.07.2	70.75	113.86
1.39.3	90.63	145.86	1.46.3	84.66	136.25	1.53.3	79.43	127.83	2.00.3	74.81	120.39	2.07.3	70.69	113.77
1.39.4	90.54	145.71	1.46.4	84.58	136.12	1.53.4	79.36	127.72	2.00.4	74.75	120.29	2.07.4	70.64	113.68
1.39.5	90.45	145.56	1.46.5	84.50	136.00	1.53.5	79.29	127.61	2.00.5	74.68	120.19	2.07.5	70.58	113.60
1.39.6	90.36	145.42	1.46.6	84.42	135.87	1.53.6	79.22	127.50	2.00.6	74.62	120.10	2.07.6	70.53	113.51
1.39.7	90.27	145.27	1.46.7	84.34	135.74	1.53.7	79.15	127.38	2.00.7	74.56	120.00	2.07.7	70.47	113.42
1.39.8	90.18	145.13	1.46.8	84.26	135.61	1.53.8	79.08	127.27	2.00.8	74.50	119.90	2.07.8	70.42	113.33
1.39.9	90.09	144.98	1.46.9	84.19	135.49	1.53.9	79.01	127.16	2.00.9	74.44	119.80	2.07.9	70.36	113.24
1.40.0	90.00	144.84	1.47.0	84.11	135.36	1.54.0	78.94	127.05	2.01.0	74.38	119.70	2.08.0	70.31	113.15
1.40.1	89.91	144.69	1.47.1	84.03	135.23	1.54.1	78.87	126.94	2.01.1	74.31	119.60	2.08.1	70.25	113.06
1.40.2	89.82	144.55	1.47.2	83.95	135.11	1.54.2	78.80	126.83	2.01.2	74.25	119.50	2.08.2	70.20	112.98
1.40.3	89.73	144.40	1.47.3	83.87	134.98	1.54.3	78.74	126.71	2.01.3	74.19	119.40	2.08.3	70.14	112.89
1.40.4	89.64	144.26	1.47.4	83.79	134.86	1.54.4	78.67	126.60	2.01.4	74.13	119.30	2.08.4	70.09	112.80
1.40.5	89.55	144.12	1.47.5	83.72	134.73	1.54.5	78.60	126.49	2.01.5	74.07	119.21	2.08.5	70.03	112.71
1.40.6	89.46	143.97	1.47.6	83.64	134.61	1.54.6	78.53	126.38	2.01.6	74.01	119.11	2.08.6	69.98	112.62
1.40.7	89.37	143.83	1.47.7	83.56	134.48	1.54.7	78.46	126.27	2.01.7	73.95	119.01	2.08.7	69.93	112.54
1.40.8	89.28	143.69	1.47.8	83.48	134.36	1.54.8	78.39	126.16	2.01.8	73.89	118.91	2.08.8	69.87	112.45
1.40.9	89.19	143.54	1.47.9	83.41	134.23	1.54.9	78.32	126.05	2.01.9	73.83	118.81	2.08.9	69.82	112.36
1.41.0	89.10	143.40	1.48.0	83.33	134.11	1.55.0	78.26	125.94	2.02.0	73.77	118.72	2.09.0	69.76	112.27
1.41.1	89.02	143.26	1.48.1	83.25	133.98	1.55.1	78.19	125.83	2.02.1	73.71	118.62	2.09.1	69.71	112.19
1.41.2	88.93	143.12	1.48.2	83.17	133.86	1.55.2	78.12	125.72	2.02.2	73.64	118.52	2.09.2	69.65	112.10
1.41.3	88.84	142.98	1.48.3	83.10	133.74	1.55.3	78.05	125.62	2.02.3	73.58	118.43	2.09.3	69.60	112.01
1.41.4	88.75	142.84	1.48.4	83.02	133.61	1.55.4	77.98	125.51	2.02.4	73.52	118.33	2.09.4	69.55	111.93
1.41.5	88.66	142.70	1.48.5	82.94	133.49	1.55.5	77.92	125.40	2.02.5	73.46	118.23	2.09.5	69.49	111.84
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1.41.8	88.40	142.27	1.48.8	82.72	133.12	1.55.8	77.72	125.07	2.02.8	73.28	117.94	2.09.8	69.33	111.58
1.41.9	88.32	142.13	1.48.9	82.64	133.00	1.55.9	77.65	124.97	2.02.9	73.23	117.85	2.09.9	69.28	111.50
												2.10.0	69.23	111.41

We Won!

'87 World Endurance Manufacturers' Championship
'87 Metzler Production Championship (750 and 1100)
'87 British Super-One Championship
'88 Daytona 200
'88 Japanese Grand Prix

Suzuki

GSXR



THE NEW GSXR 750

When Motor Cycle News and Motor Cycle International decided to test the new Suzuki GSXR750 on the race track they were expecting an exciting time.

But they were absolutely knocked out by the machine whose chassis was almost identical to Suzuki's legendary Formula One Endurance Racer:

'Lets you maintain an indicated 150mph in total relaxation' (MCI).
'Race replica looks like a winner on the road' (MCI).

'There isn't a glitch in the power delivery and the carburation is super smooth' (MCN).

'Mind warping acceleration... braking is truly extraordinary' (MCI).
'Pulls cleanly with almost as much torque as an 1100 all the way up to the 13,500 limit' (MCN).

And so on. And on. And on.

In performance, braking, steering, roadholding, handling and comfort the new GSXR750 scored top marks right across the board.

This new bike comes from the same

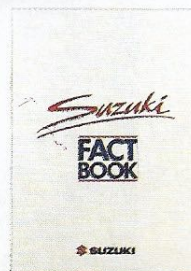
stable as the incredible GSXR1100 which smashed the proddie lap record on the Isle of Man at a mind-blowing 113.6 mph.

So if you want to see machines with racing pedigrees that outshine their brilliant paintwork, accelerate along to your nearest Suzuki Dealer.



**BEFORE YOU RIDE THE BIKE
- READ THE BOOK**

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24' fully loaded	£28,579
27'	£29,803
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34'	£34,841

All Plus V.A.T.

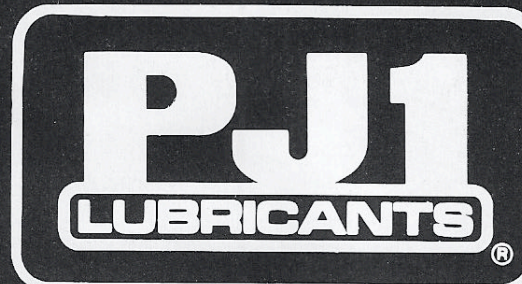
Many used Class 'A' and Class 'C' always in stock.
We buy, sell, hire, lease, repair American Motorhomes



AMERICAN MOTORHOMES

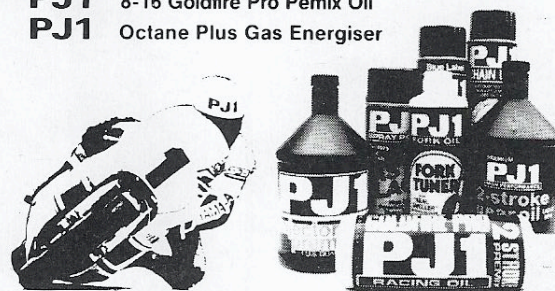
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Our wide range of quality tents — both traditional marquees and hi-tech aluminium framed structures — provide excellent temporary facilities for all occasions from weddings and private celebrations to corporate entertainment and promotions, conventions and exhibitions.

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For trackside comfort at race meetings and promotion days call the specialists on 0509 214334.

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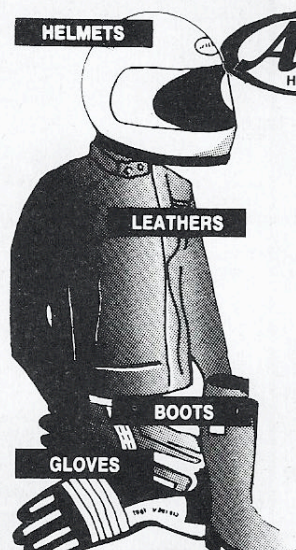
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DONINGTON PARK SATURDAY 20th AUGUST

TICKETS £16.50 advance (subject to booking fee) £17.50 on day GATES OPEN 11.00 am

COACH OPERATIONS: If you ring the following telephone nos. they will advise you as to coach trips being operated to the concert. The special coach rates apply to the following areas: South West, Wales, South Coast & North West:

Concert Travel Club 0271 74444

East Anglia: Steve Jasons **Concert Travel 0753 60075**

Scotland: Peter Johnston **Concert Travel 01876 60170**

North East England: Cavendish Travel **0532 441919** or
Selbys Travel 0482 227434

Humberdale: Selbys Travel **0482 227434**

East and West Midlands: Cavendish Travel **0452 41522**

London: Rock Trips **01-741 8889**, Furlongs **0732 460353**

Yorkshire: Cavendish Travel **0532 441919**

North West England: Ribbles Travel **0752 53021**

South Coast: Furlongs **0732 460353**

North Ireland: Harrisons Musicline **0232 332744**

Eire: Ticket Shop HMV Dublin **795364**

to 9.30 pm nightly (All Credit Cards Accepted)

There will be other times when the advertised coach agent will advise as to local trips.

Tickets are available from Aimcarve Ltd., PO Box 123, Walsall WS9 8XY. Enclose Postal Order or cheque made payable to Aimcarve Ltd. and send S.A.E. Tickets £16.50 advance (plus 50p booking fee per ticket) £17.50 on day. (People sending cheques should allow 21 days for clearance).

IMPORTANT: The only official merchandise is on sale inside the festival site. Please do not buy anything outside.

CREDIT CARD HOTLINE TEL: 01 741 8989

SUBJECT TO BOOKING FEE

PLEASE NOTE: No bottles or cans of any description will be allowed onto the site. If you want to bring liquid refreshments use 1/2 gallon or 1 gallon cordial type containers.

Don't forget to visit...

The Promoto trade stands situated at Coppice Corner and Graner Curves where you can buy the Official Shell Oils British Motorcycle Grand Prix souvenir merchandise.

You can also view the extensive range of new products available from Promoto. The latest range of coloured T Shirts from America, our wide range of Mugs and so much more.

Come and have a look!



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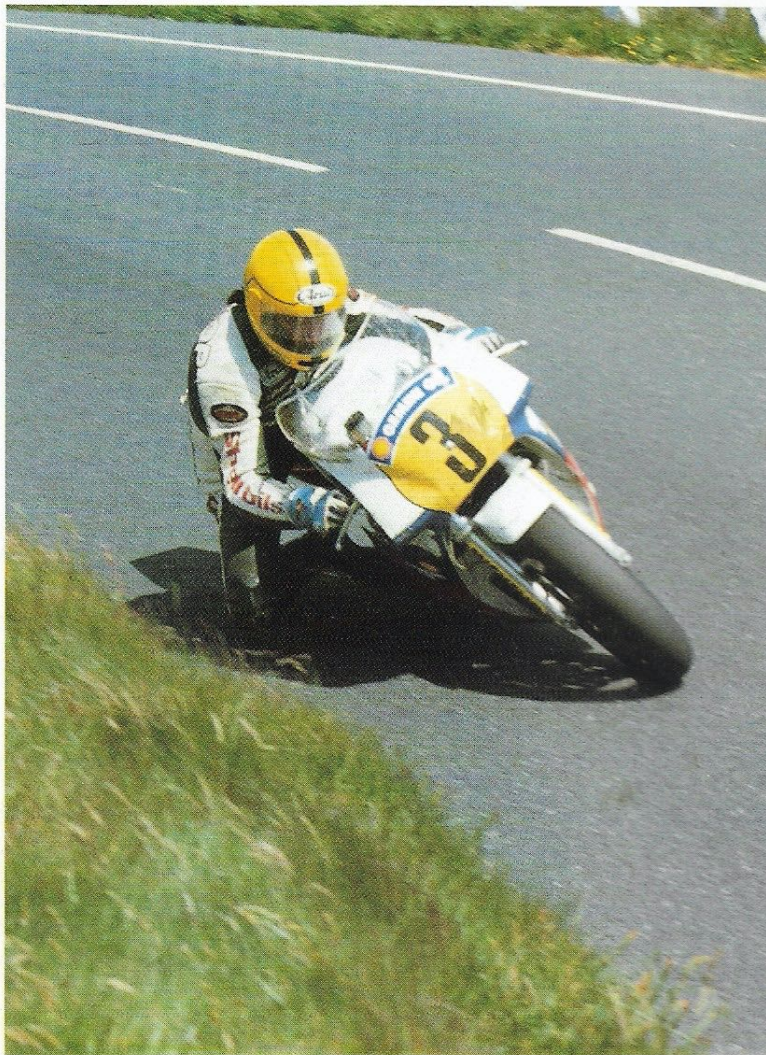
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HOW WOULD IT RUN ON A 30 YEAR OLD MOTOR OIL?



G E M I N I



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ALTOGETHER TO HIS CREDIT, JOEY DUNLOP IS RIGHT OUT
IN FRONT. BUT HE WOULDN'T BE IF THE OIL HE USED WAS
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BECAUSE TODAY'S FASTER BIKES AND HOTTER
ENGINES HAVE LEFT ORDINARY MULTIGRADES STANDING. (NOT SURPRISING,
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